

REGULAR COUNCIL MEETING
AGENDA FOR WEDNESDAY OCTOBER 2, 2024

We respectfully acknowledge that the land on which we gather and work is on the Unceded Traditional Territory of the K'ómoks First Nation, the traditional keepers of this land.

Meeting Location: Council Chambers, 1801B Beaufort Avenue, Comox

Call to Order: 5:00 p.m.

1. INTRODUCTION AND APPROVAL OF LATE ITEMS: NIL

2. ADOPTION OF AGENDA:

- a. [Adoption of Agenda](#)

THAT the October 2, 2024, Regular Council Meeting agenda be Adopted.

3. DELEGATIONS:

- (5) a. [Comox BIA Board of Directors \(Comox BIA\): Updates on BIA initiatives, challenges and opportunities on behalf of Members in downtown Comox](#)
- (6) b. [Rachel Ricard, Director of Land Development \(Broadstreet Properties\): Applicant of Rezoning Application for 2123 Hector Road](#)

4. ADOPTION OF MINUTES:

- (7) a. [Regular Council Meeting Minutes](#)

THAT the Minutes of the Regular Council Meeting, held in Council Chambers on September 4, 2024, be Adopted.

- (12) b. [Public Hearing Meeting Minutes](#)

THAT the Minutes of the Public Hearing Meeting, held in d'Esterre Seniors' Centre on Wednesday, September 4, 2024, be Adopted.

5. COUNCIL COMMITTEE MINUTES AND REPORTS:

- (19) a. [Strategic Planning Committee Meeting Minutes](#)

THAT the Minutes of the Strategic Planning Committee Meeting, held in Council Chambers on Wednesday, September 11, 2024, be Received.

COMMITTEE RECOMMENDATIONS:

(1) [Climate Action and Economic Development Strategy](#)

1. *THAT increasing the Town's Employment Lands land base be included as a goal to the Economic Health section of the Town's Strategic Plan.*

2. *THAT improving the pedestrian connection between the Marina and Comox Ave including exploring mechanized alternatives be added as a goal to the Economic Health section of the Town's Strategic Plan.*

3. *THAT holding annual forums, such as an annual Economic Development and Tourism forum and a Developer's Forum, with key Stakeholders be included as a goal in the Community Connection and Wellness section of the Town's Strategic Plan.*

4. *THAT exploring and incentivizing retail zoning in the downtown be added as a goal to the Economic Health section of the Town's Strategic Plan.*

5. *THAT a floating platform off the breakwater be added to the Economic Health section of the Town's Strategic Plan.*

6. *THAT the Town continue to consider electrification of the Town's fleet and equipment where practical and appropriate.*

8. *THAT future proofing infrastructure to prepare for climate change and events be included in the Organizational Excellence section of the Town's Strategic Plan.*

9. *THAT increased required bike parking and EV charging capabilities in multifamily development be added to the Balanced Community Planning section of the Town's Strategic Plan.*

10. *THAT the creation of a residential tree planting program be added to the Balanced Community Planning section of the Town's Strategic Plan.*

11. *THAT increasing public awareness of emergency evacuation routes be added to the Community Connection and Wellness section of the Town's Strategic Plan.*

12. *THAT the Town promote retrofit programs and top-ups through its communication channels.*

13. *THAT the Town review its floodplains bylaws and DPA's during the OCP review process.*

14. *THAT the Town of Comox explore acquiring a bee friendly designation to the Strategic Plan.*

15. *THAT the Town explore establishing a Town of Comox Tourism Commission*

6. CONSENT AGENDA:

(23) a. [Consent Agenda](#)

THAT the Consent Agenda items as follows be received:

1. *Star Nap: Road Closure on Lazo Rd*
3. *Jay Van Oostdam: Reduce Speeds on Urban Streets*
4. *Ron Stovel, Marina Tenant: Municipal Marina Complaint*
5. *Adele Sherman: UBCM's Free Transit for Youth*
6. *Megan Ardyche: Town of Comox Permissive Property Tax Exemptions*

7. UNFINISHED BUSINESS:

(30) a. [RZ/OCP 23-4, DP 23-5, DVP 23-2 \(1966 Guthrie Road\): Comox OCP Amendment Bylaw 1685.10, Comox Zoning Amendment Bylaw 1850.43, Development Permit DP 23-5, Development Variance Permit DVP 23-2](#)

1. *THAT Comox OCP Amendment Bylaw 1685.10 be given Third Reading.*
2. *THAT Comox Zoning Amendment Bylaw 1850.43 be given Third Reading.*

8. SPECIAL REPORTS: NIL

9. BYLAW ADOPTIONS:

(164) a. [RZ 23-6 \(458 Anderton Road\): Comox Zoning Amendment Bylaw 1850.45](#)

THAT Comox Zoning Amendment Bylaw 1850.45 be Adopted.

10. NEW BUSINESS:

(177) a. [DVP 24-3 \(532 Lazo Road\): Development Variance Permit Application to permit a two-lot subdivision](#)

THAT Development Variance Permit DVP 24-3 for 532 Lazo Road be Denied.

(204) b. [RZ 24-3 \(2123 Hector Road\): Comox Zoning Amendment Bylaw 1850.48](#)

1. *THAT Comox Zoning Amendment Bylaw 1850.48 be given First Reading.*
2. *THAT Comox Zoning Amendment Bylaw 1850.48 be given Second Reading.*
3. *THAT the subject property located at 2123 Hector Road, during the 2025 comprehensive Official Community Plan review, be considered for inclusion within DPA# 11 Wildlife Corridor.*

TOWN OF COMOX

REGULAR COUNCIL MEETING AGENDA OF WEDNESDAY OCTOBER 2, 2024

- (451) c. [Comox Permissive Tax Exemption Bylaw 2036](#)

THAT Comox Permissive Tax Exemption Bylaw 2036, a Bylaw to Authorize Permissive Tax Exemptions for 2025, be given First, Second and Third Readings.

- (515) d. [UBCM Grant: Community Emergency Preparedness Fund](#)

THAT Council supports the Comox Fire Departments UBCM Community Emergency Preparedness Fund application and that, if successful, the Town of Comox is willing to provide overall grant management.

11. NOTICES OF MOTION: NIL

12. CORRESPONDENCE:

- (517) a. [Dan & Treena White - Seeking Approval to Extend Driveway](#)

THAT the September 11, 2024, letter from Dan & Treena White requesting approval to extend their driveway be received.

13. LATE ITEMS: NIL

14. REPORTS FROM MEMBERS OF COUNCIL:

15. MEDIA QUESTION PERIOD:

16. PUBLIC QUESTION PERIOD:

17. RESOLUTION TO GO IN-CAMERA:

- a. [Exclude the Public](#)

That the Public be Excluded from the In-Camera session of Council on Wednesday, October 2, 2024 pursuant to the following sub-sections of section 90 of the Community Charter:

(1)(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;

18. RISE AND REPORT FROM IN-CAMERA:

ADJOURNMENT



CORPORATE OFFICER



REQUEST TO APPEAR AS A DELEGATION

TOWN OF COMOX

1809 Beaufort Avenue Ph: (250) 339-2202 Email: town@comox.ca

Comox BC V9M 1R9 Fx: (250) 339-7110

RECEIVED

March 15, 2024

TOWN OF COMOX

REQUESTS TO APPEAR BEFORE COUNCIL OR THE STRATEGIC PLANNING COMMITTEE MUST BE SUBMITTED NO LATER THAN WEDNESDAY NOON, THE WEEK PRIOR TO THE MEETING.

Name(s) of person(s) speaking: Comox BIA Board Directors (Various)		
Organization you are representing: Comox BIA		
Primary purpose of Organization: Promote trade and commerce in downtown Comox		Number of members: 150
Mailing address of Organization: Comox Business in Action PO Box 1624, RPO Stn A Comox, BC		Contact Name: Pete Chambers
		Phone: [REDACTED]
City: Comox	Postal Code: V9M 8A2	Email: comoxbia@gmail.com
Subject matter: Updates on BIA initiatives, challenges and opportunities on behalf of Members in downtown Comox.		
Specific request of Council, if any (i.e., letter of support, funding): N/A		
Requested meeting and date: May 15, Oct 2, Nov. 20		AV equipment required: TBD
Date of application: March 15, 2024	Signature of applicant: <i>Pete Chambers</i>	Print name: Pete Chambers

Please Note:

- Regular Council and Strategic Planning Committee Meetings start at 5:00 p.m. Delegations are dealt with at the beginning of each meeting.
- Maximum presentation time is 10 minutes including questions, unless previously approved by the Chair.
- Presenters are to address Council or the Strategic Planning Committee, and not the audience.
- All presentation materials/handouts must be submitted no later than Thursday noon, the week prior to the meeting. If the Friday prior to the meeting is a statutory holiday, then presentation materials must be submitted by Wednesday noon.
- Please ensure that your cell phone is turned OFF during the meeting.

Copies: Council
JW/SR/CD

LOG: 24-074	REFER:	AGENDA: RCM - May 15 Oct 2, Nov 20, 2024
FILE: 0360-30-01	ACTION: MR	

Council and Strategic Planning Committee Meetings are public except where permitted to be closed pursuant to the Community Charter. Presentations at Council meetings are video recorded and available on the Town's website. Personal information you provide on this form is collected pursuant to Section 26 of the Freedom of Information and Protection of Privacy Act, and this form may be published in its entirety with public meeting agendas, which are also posted on the Town website.



REQUEST TO APPEAR AS A DELEGATION

TOWN OF COMOX

1809 Beaufort Avenue Ph: (250) 339-2202 Email: town@comox.ca
Comox BC V9M 1R9 Fx: (250) 339-7110

REQUESTS TO APPEAR BEFORE COUNCIL OR THE STRATEGIC PLANNING COMMITTEE MUST BE SUBMITTED NO LATER THAN WEDNESDAY NOON, THE WEEK PRIOR TO THE MEETING.

Name(s) of person(s) speaking: Rachel Ricard								
Organization you are representing: Broadstreet Properties		RECEIVED						
Primary purpose of Organization: Land developer	September 26, 2024 TOWN OF COMOX	Number of members: 1						
Mailing address of Organization: 100 St. Ann's Road		Contact Name: Rachel Ricard						
		Phone: [REDACTED]						
City: Campbell River	Postal Code: V9W 4C4	Email: [REDACTED]						
Subject matter: 2123 Hector Road; Rezoning application								
Specific request of Council, if any (i.e., letter of support, funding):								
<table border="1" style="margin-left: auto;"> <tr> <td>LOG: 24-341</td> <td>REFER:</td> <td>AGENDA: RCM 02-Oct-24</td> </tr> <tr> <td>FILE: 3360-20-20</td> <td>ACTION: MR</td> <td></td> </tr> </table> <p style="margin-left: auto;">Cfile: 3360-20-2024.03 RZ 24-3 2123 Hector Rd Copies: Council, JW/SR/CD/RB/PN</p>			LOG: 24-341	REFER:	AGENDA: RCM 02-Oct-24	FILE: 3360-20-20	ACTION: MR	
LOG: 24-341	REFER:	AGENDA: RCM 02-Oct-24						
FILE: 3360-20-20	ACTION: MR							
Requested meeting and date: October 2, 2024		AV equipment required: Screen for presentation						
Date of application: Sep 26, 2024	Signature of applicant: 	Print name: Rachel Ricard						

Please Note:

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TOWN OF COMOX
Minutes of the Regular Council Meeting,
held in Council Chambers on Wednesday September 4, 2024

- Present:** Mayor N. Minions
 Councillors S. Blacklock, K. Grant, C. Haslett,
 J. Kerr, J. Meilleur, M. Swift
- Absent:** Nil
- Staff Present:** J. Wall, Chief Administrative Officer
 S. Russwurm, Corporate Officer
 E. Henley, Director of Finance
 G. Schreiner, Fire Chief
 S. Ashfield, Director of Operations

Call to Order:

The meeting was called to order at 5:00 PM with 9 members of the public in attendance.

Mayor Minions acknowledged that the Town of Comox is standing on the unceded traditional territory of the K'omoks First Nation, the traditional keepers of this land.

1. INTRODUCTION AND APPROVAL OF LATE ITEMS: NIL

2. ADOPTION OF AGENDA:

a. Adoption of Agenda

Adoption of Agenda

THAT the September 4, 2024, Regular Council Meeting agenda be Adopted.

(2024.304) -- CARRIED

3. DELEGATIONS:

a. Nancy Henderson & Aaron Penner (Urban Systems): Comox OCP and Complete Communities Update

Nancy Henderson from Urban Systems provided an overview of the Town's Complete Communities Growth Assessment, covering the Official Community Plan (OCP) Review and Update, UBCM Complete Communities Program, geospatial analysis, proposed land use scenarios and the next steps.

b. Andrew Scanlan-Dickie (Turner Drake and Partners Ltd): Presentation of Town of Comox's Updated Housing Needs Report

Andrew Scanlan-Dickie presented the 2023 update of the Comox Valley Regional District's Housing Needs Report for the Town of Comox, which examines homeowners, renters, demographics, and housing demand, in line with new legislative amendments requiring standardized 5- and 20-year projections.

REGULARLY MOVED AND SECONDED THAT THE MEETING RECESS AT 5:56 P.M. UNTIL AFTER THE PUBLIC HEARING ON OCP AMENDMENT & REZONING APPLICATIONS: OCP RZ 23-4 (1966 GUTHRIE ROAD)

CARRIED

THE MEETING WAS CALLED BACK TO ORDER AT 7:05 P.M.

4. ADOPTION OF MINUTES:

a. Adoption of Minutes

Adoption of Minutes

THAT the Minutes of the Regular Council Meeting, held in Council Chambers on August 7, 2024, be Adopted.

(2024.305) -- CARRIED

5. COUNCIL COMMITTEE MINUTES AND REPORTS: NIL

6. CONSENT AGENDA:

a. Consent Agenda

Consent Agenda

1. *THAT the consent Agenda items as follows be received:*

1. Darcel and Brad Hammond: Appeal of Decision Regarding Secondary Suite Use as Short-Term Rental

2. Rosalind Pattison: Illuminated Advertising Sign at Marina Park

3. Julie Micksch, RBTech: Wetland Buffers Discussed at the Aug 7 RCM: OCP 2077 Hector and 941 Aspen

4. Dana Way: Illuminated Advertising Sign at Marina Park

5. Darrell Tomkins: Noise levels allowed in Marina Park

6. Cathy Peters, BC anti human trafficking educator, speaker, advocate (BeAmazingCampaign.org): UBCM Trade Show 2024- Booth 522- An Anti Human Trafficking Initiative

7. Judith Hilger & Pawel Palkiewicz, Veterinarians: Designation of Northeast Woods as an Official Off Leash Area for Dogs

8. Maurita Prato, Co-Chair & Naomi Robert, Co-Chair (Comox Valley Food Policy Council): Feedback on Parks and Trails Master Plan

9. Lynn Lewis: Responsibility for the Ponds at Brookside Estates on Guthrie Road

(2024.306) -- CARRIED

2. *THAT Item 2. (Rosalind Pattison: Illuminated Advertising Sign at Marina Park) and Item 4. (Dana Way: Illuminated Advertising Sign at Marina Park) be removed from the consent agenda for discussion.*

(2024.307) -- CARRIED

3. *THAT Item 1. (Darcel and Brad Hammond: Appeal of Decision Regarding Secondary Suite Use as Short-Term Rental) be removed from the consent agenda for discussion.*

(2024.308) -- CARRIED

7. UNFINISHED BUSINESS:

a. Rezoning and OCP Application RZ OCP 23-2: 2077 Hector and 941 Aspen Roads

2077 Hector Road and 941 Aspen Road

- 1. THAT Comox Official Community Plan Amendment Bylaw 1685.11 be given Third Reading. (2024.309) -- CARRIED
- 2. THAT Comox Zoning Amendment Bylaw 1850.46 be given Third Reading. (2024.310) -- CARRIED
- 3. THAT Comox Phased Development Agreement Authorization Bylaw 2024: Aspen – Hector be given Third Reading. (2024.311) -- CARRIED
- 4. THAT Comox Subdivision and Development Servicing Amendment Bylaw 1261.18 be given Third Reading. (2024.312) -- CARRIED

8. SPECIAL REPORTS: NIL

9. BYLAW ADOPTIONS:

a. Comox Building Bylaw Amendment 1472.14: Delete Owner’s Declaration of Secondary Suite and Coach House

Comox Building Bylaw Amendment 1472.14

- THAT Comox Building Bylaw Amendment 1472.14 be Adopted. (2024.313) -- CARRIED

10. NEW BUSINESS:

a. Northeast Comox Stormwater Pond

Northeast Comox Stormwater Pond

- 1. THAT the Town continues to adhere to its previous resolution in regard to Stormwater management in the Northeast (NE) Comox development area passed on March 18, 2020, to endorse scenario 3 where developers are able to construct storm water solutions either individually or jointly to service their own properties. (2024.314) -- CARRIED
[Opposed: Councillor CHaslett]
- 2. THAT Council supports the Town of Comox continuing discussions to contributing a percentage value, to be determined at a later date, of the cost of a large sized storm water pond in the North East Comox Development area to secure excess capacity, to be sold to future developers, and reduce the overall maintenance of the storm water system to future homeowners in the area. (2024.315) -- CARRIED

b. Planning Report PR 24-11: Clean BC Better Homes - Home Renovation Rebate Municipal Top Up Program

Home Renovation Rebate

THAT the Town of Comox declines to join the Clean BC Better Homes - Home Renovation Rebate 2024 Municipal Top Up Program.

(2024.316) -- CARRIED

[Opposed: Mayor Minions, Councillors JKerr JMeilleur]

c. Planning Report PR 23-27 and PR 23-28: Complete Communities Growth Assessment and Official Community Plan Review

Complete Communities & OCP

THAT the Planning Report PR 23-27 and PR 23-28 as attached to the September 4, 2024, report titled "Planning Report PR 23-27 and PR 23-28 Complete Communities Growth Assessment and Official Community Plan Review" be received for information.

(2024.317) -- CARRIED

11. NOTICES OF MOTION: NIL

12. CORRESPONDENCE:

a. Pete Chambers, President (Comox BIA): Road Closure Request: Halloween Costume Parade and Mayor Tree Lighting and Winter Market

Correspondence: BIA Road Closure

THAT the August 6, 2024, letter from Pete Chambers of the Comox BIA, requesting permission to close Comox Avenue between Nordin and Church Street from 2:00 pm to 8:00 pm on Monday, October 31, 2024, for the Halloween Costume Parade event, and to close Comox Avenue from Port Augusta to Nordin Street from noon to 8:00 pm on Friday, November 22, 2024, for the Mayor's Tree Lighting and Winter Market, be received and permission granted.

(2024.318) -- CARRIED

b. Cathy Johnson: Request for Low Fly-by by the Air Force for Birthday Milestone - Nov 16, 2024

Correspondence: Fly-by by Canadian Armed Forces

THAT the August 21, 2024, letter from Cathy Johnson be received, and that the Town of Comox is supportive of a flyby by Canadian Armed Forces aircraft as low as 500 feet, for the 101st birthday celebration on November 16, 2024 for transit, practice, and shows.

(2024.319) -- CARRIED

13. LATE ITEMS: NIL

14. REPORTS FROM MEMBERS OF COUNCIL:

a. Councillor Blacklock

Councillor Blacklock noted that he will be attending the Comox Valley Mayor's Charity Golf Classic event and advised that he attended the following:

- Restorative Justice board meeting
- Substance Use Strategy meeting
- Music in the Park
- Pride Flag raising at Town Hall
- Comox Valley Ribfest

b. Councillor Swift

Councillor Swift mentioned that she attended various events but did not have an official report to present.

c. Councillor Haslett

Councillor Haslett advised that he had nothing to report.

d. Councillor Kerr

Councillor Kerr advised that he attended the following:

- Pride Flag raising at Town Hall
- Walked in the Pride Parade with physician allies
- Judge at Comox Valley Ribfest
- Coalition to End Homelessness meeting
- Comox Valley Social Planning Society meeting

e. Councillor Grant

Councillor Grant advised that he attended the following:

- Comox Valley Ribfest
- Met with Pete Chambers, BIA
- Met with Inspector Scott Mercer, RCMP

f. Councillor Meilleur

Councillor Meilleur advised that she attended the following:

- BC Human Rights Commissioner workshop (Systemic Discrimination)
- Restorative Justice workshop (Building Bridges to Reduce Hate)
- Met with Comox Valley Arts Executive Director
- Food Policy Group

g. Mayor Minions

Mayor Minions acknowledged the Comox Fire Department for all the work they do and the following:

- Council working session (Tourism Economic Development and Climate Change)
- Restorative Justice workshop (Building Bridges to Reduce Hate)
- Cadets graduation ceremony - HMCS Quadra
- Pride Flag raising at Town Hall
- 2300 Mission Road project grand opening

17. RESOLUTION TO GO IN-CAMERA: NIL

18. RISE AND REPORT FROM IN-CAMERA: NIL

Adjournment:

Regularly moved and seconded that the meeting adjourn at 7:46 PM

CARRIED

Certified correct pursuant to Section 97(1)(b) of the Community Charter.

MAYOR

CORPORATE OFFICER

**Public Hearing Report and Meeting Minutes
held in d’Esterre Seniors Centre, 1801 Beaufort Avenue
on Wednesday September 4, 2024**

<u>Present:</u>	Mayor	N. Minions
	Councillors	S. Blacklock, K. Grant, C. Haslett, J. Kerr, J. Meilleur, M. Swift
	Absent	Nil
	Staff	J. Wall, Chief Administrative Officer S. Russwurm, Corporate Officer E. Henley, Director of Finance G. Schreiner, Fire Chief S. Ashfield, Director of Operations

The Public Hearing Meeting was called to order at 6:00 p.m. with 21 members of the public in attendance.

Mayor Minions respectfully acknowledged that the land on which we gather and work is on the Unceded traditional territory of the K’ómoks First Nation, the traditional keepers of this land.

PUBLIC HEARING STATEMENT

Mayor N. Minions made the following statement:

This Public Hearing is hereby convened pursuant to Section 464 of the Local Government Act for the purpose of hearing representations those persons who believe that their interest is affected by the proposed:

This Public Hearing is hereby convened pursuant to Section 464 of the Local Government Act for the purpose of hearing representations those persons who believe that their interest is affected by the proposed:

1. OCP AMENDMENT & REZONING APPLICATION:

- OCP RZ 23-4 (1966 Guthrie Road)

- a. Comox Official Community Plan Amendment Bylaw 1685.10
- b. Comox Zoning Amendment Bylaw 1850.43

The proposed bylaws have received first and second readings but have not passed third reading or been adopted by Council. Notices of this Public Hearing have been published in accordance with the requirements of the Local Government Act. Also, a copy of the proposed bylaws,

supporting documentation and any submissions to Council received from the public have been available for inspection at Comox Town Hall as required by the Local Government Act. Copies are also available for review at the desk of the clerk. Note that this Public Hearing is being conducted virtually and in-person.

To maintain order and to ensure everyone has a reasonable opportunity to be heard, I ask that each person wishing to speak first sign the Speaker's List, located at the desk of the Clerk. For Zoom Meeting Link users, hover over 'Reactions' in the bottom footer of the Zoom screen and click the 'Raise Hand' icon, or press *9 on your phone, and wait to be asked to speak by the Chair. All speakers will be asked to speak by the Chair. Once called by the Chair, please begin your presentation to Council by clearly stating your name and address (virtual presenters first click the 'unmute' button or press *6 on your phone). Please limit your presentation to five minutes. After all have had an opportunity to be heard, anyone wishing to have further input may once again sign the Speaker's List or "raise their hand".

Council will not debate with each other or members of the public. Council will not answer questions; we are here to hear from you. Technical questions may be directed by the Chair to the staff.

Everyone will be given a reasonable opportunity to be heard at this meeting. No one will be, or should feel, discouraged or prevented from making his or her views heard. Please refrain from any conduct that would intimidate others or discourage them from speaking.

In addition, if you wish to provide a written submission during this Public Hearing, you may do so by leaving a copy at the desk of the Clerk or by sending an email to council@comox.ca. Note that written submissions (including emails to Council) must be received before the end of the Public Hearing.

1. OCP AMENDMENT & REZONING APPLICATION:

- OCP RZ 23-4 (1966 Guthrie Road)

Application Summary

a. Comox Official Community Plan Amendment Bylaw 1685.10

In general terms, the purpose of proposed Official Community Plan Amendment Bylaw No. 1685.10 is to:

- a) Change the Land Use designation for the bylaw area from Commercial: Neighbourhood to Mixed Use:
- b) Commercial – Residential; and
- c) Change the bylaw area in the Development Permit Area (DPA) map from DPA #5 (Commercial:

- d) Neighbourhood & Tourist) to DPA #4 (Mixed Use: Commercial – Residential);
- e) to accommodate a rezoning that would permit a six-storey mixed-use building.

b. Comox Zoning Amendment Bylaw 1850.43:

In general terms, the purpose of proposed Comox Zoning Amendment Bylaw 1850.43 is to:

- a) rezone the bylaw area to permit a six-storey mixed-use building, with commercial space on the ground
- b) floor and 205 residential rental apartment units above;
- c) amend Comox Zoning Bylaw 1850 to permit the subject area to continue to allow drive-through service; and
- d) Add the definition of 'rental tenure zoning' to the Comox Zoning Bylaw 1850.

PUBLIC HEARING SUBMISSIONS

Summary of written submissions:

1. Email received August 23, 2024, from Bonnie Borbridge, 844 Sand Pines Crescent, expressing concerns about disregarding the town's vision, devaluing the OCP, insufficient services for increased residents, and the poor transition from farmland to the proposed building, which could harm property owners and the environment.
2. Email received August 27, 2024, from Roger & Patricia Bruggen-Cate, 562 Spitfire Dr, opposing the zoning amendment for a six-story project due to its unsuitable height for the area and anticipated parking issues, similar to those experienced with other Comox apartment buildings.
3. Email received August 28, 2024, from Mike Couture, 1506 Juniper Place, supported the proposed amendments as the development will address the community's urgent needs for residential and commercial growth, ensuring that Comox continues to evolve as a desirable place to live.
4. Email received August 29, 2024, from Kirk Waugh and Yvonne van den Brink, 1920 Guthrie Road, opposed the rezoning, as maintaining the current C3.1 zoning is crucial to avoid disrupting nearby ALR lands and worsening traffic and infrastructure issues.
5. Email received September 2, 2024, from Matt Crosbie, 1876 Guthrie Road, opposed the development and related OCP and zoning amendments due to flawed traffic assessments that fail to accurately reflect current conditions and potential impacts.
6. Email received September 2, 2024, from Rudy van den Brink, 765 Anderton Road, opposed the rezoning due to potential conflicts with neighboring Agricultural Land Reserve lands, disproportionate scale, and compatibility issues with nearby military and

air traffic zones.

7. Email received September 3, 2024, from Ralph Watts, 2779 Fife Place, opposed the bylaws because the proposed development would increase traffic, hinder active transportation, create visual disruption, and strain the sewer system.
8. Email received September 2, 2024, from Susanna T. Scott, Larry A. Scott, Wayne C. Scott, 1959 Toronitz Road, opposed the rezoning application and bylaw amendments due to concerns that they would break the agreed buffer zone, increase conflicts with local farms, disrupt the neighborhood's character, and impact essential deep water wells..
9. Email received September 4, 2024, from Gina Wetmore, 1650 Beaconsfield Court, expressed concerns that the rezoning and bylaw amendments will worsen traffic hazards, increase congestion, and compromise safety and local aesthetics, while potentially leading to loitering and vandalism, and recommend preserving the area around.
10. Email received September 3, 2024, from Shay Vallabh, address not provided, supported the new development for its potential to provide needed rental and affordable housing and its positive impact on the community.
11. Email received September 4, 2024, from Linda and Ralph Bruinink, 1967 Toronitz Road, expressed opposition to the bylaw changes due to concerns that the proposed six-story, 205-apartment building will negatively impact farms, homes, and traffic.
12. Email received September 4, 2024, from Parmeet Minhas, 103A- 1966 Guthrie Rd, Comox, supported the proposed amendments as the development will draw residents close to their business, Quesada Burritos and Tacos, and enhance the local economy by introducing additional retail options, thus positively impacting the community.
13. Email received September 4, 2024, from Martha Wetmore, 1533 Mulberry Lane, opposed the zoning and OCP amendments, citing concerns that the proposed mixed-use development will worsen traffic hazards, negatively impact local safety and environment, and threaten the preservation of nearby farmland.

Summary of Speakers:

1. Marcus Laube, Owner/Developer, 1653 Keirstead Place, N. Vancouver, representative for the Highland Village site, owned for over 8 years, outlined that the six-story development with 205 rental apartments and nine retail units addresses Comox's critical rental shortage, having been refined over two years with extensive professional and community input, while facing concerns about its proximity to ALR agricultural land.
2. Guy Sim, Birkdale Farm, 1836 Guthrie Road, opposed the rezoning because residential use could lead to conflicts with noise, garbage, and pet waste, which could harm livestock, whereas commercial use was more acceptable, adding that the future of the Agricultural Land Reserve is at risk, and without improvements to infrastructure and

traffic management, issues like accessing Guthrie Road and moving equipment will worsen.

3. Rudy van den Brink, 765 Anderton Road, has ALR land adjacent to the proposed development and noted that council and the developer previously agreed to maintain its commercial status. They also expressed concerns about the six-story building being too tall, although the established buffer zone effectively protects the surrounding land and restricts public access.
4. Yvonne van den Brink, 1920 Guthrie Road, requested that the zoning remain commercial to avoid conflicts with farm operations and additional strain on local services, the owner added that changing to mixed use will disrupt traffic, infrastructure, and community trust, and strongly recommended rejecting the amendment to protect agricultural land.
5. Alice Baxter, 7-1957 Guthrie Road, expressed concerns about the danger of entering and exiting the parking area and the need to clean up daily litter, while also emphasizing the importance of Agricultural Land Reserve (ALR) land and stating that the community already has enough high-rise apartments and does not need more.
6. Bill Toews, 1807 Beaufort Avenue, expressed concerns about anticipating the need for more support as a senior, highlighted that high housing costs deter workers for his dental business, advocates for additional housing to attract residents and suggests a disclosure statement to ensure new residents understand and respect the adjacent rural site.
7. Mark Oddoux, 776 & 774 Anderton Road, expressed concerns about the building's height and potential shading, the need for a buffer to protect farmers and privacy, worsening traffic, and whether the town's professional services, such as the hospital, have the capacity to support the influx of new residents.
8. Wendy Prothero, 1945 Beaufort Avenue, expressed concerns about the development's impact on the ALR, stressing the importance of a buffer and urging council to take measures to protect the farmland and listen to the farming community.
9. Matt Crosbie, 1876 Guthrie Road, expressed concerns about the traffic impact assessment from March 28, 2023, which did not account for school traffic and failed to reflect actual intersection conditions, highlighting issues like busy traffic, inattentive drivers, poor visibility, and aggressive driving, while opposing another drive-through due to litter and safety concerns.
10. Kirk Wah, 1920 Guthrie Road, questions the need for another apartment building in Comox, given that renters face high housing costs. While developers stand to gain, and the town might see increased tax revenue, local residents would not benefit and would face issues like traffic congestion, dust, and potential shading of the Foxwood area due to the building's height.

11. Martha Wetmore, 1533 Mulberry Lane, expressed concerns about the critical need to respect farmland, noting that adding 205 units could introduce 400-600 people to an already congested intersection in Comox, potentially causing conflicts with farms, and that the proposed building's height is excessive and could set a troubling precedent for future developments.
12. Trevor Wilson, 845 Deal Street, Foxwood, expressed concerns about safety on Guthrie Road with lack of lighting and the presence of kids in dark clothing create a dangerous situation, and adding a six-story building would set a precedent that could drastically change the town's character.
13. Guy Sim (2nd time), 1836 Guthrie Road, stated that it was noted at the open house that the unit manager would address conflicts between residents and farmers, and suggested that a formal disclosure on this issue would be beneficial.
14. Matt Crosbie (2nd time), 1876 Guthrie Road, stated that a six-story building would set a concerning precedent; a more balanced approach with a commercial main floor and one or two residential floors above seemed more reasonable, and the Town also needs to address the future need for more detached homes.
15. Martha Wetmore (2nd time), 1533 Mulberry Lane, wondered if there had been any studies on the impact of shading from the building on neighbours and farmers. Advised to follow up with staff for more information.
16. Alice Baxter, (2nd time) 7-1957 Guthrie Road, gave an example of another community where residences were built near farms, leading to numerous odor complaints, and voiced concerns about what might happen if the Town faces similar issues.

Close of Public Hearing:

There being no further speakers wishing to make representation, Mayor Minions made the following statement:

I remind those present that legal considerations prevent the members of Council from considering any representation made after the close of this Public Hearing item.

Before closing this Public Hearing item, I am going to call three times for any further speakers.

For the first time, is there anyone who wishes to make any further representation? For the second time, is there anyone who wishes to make any further representation? For the third time, is there anyone who wishes to make any further representation?

There being no further speakers, I declare this Public Hearing item closed.

Submissions received at the meeting, are attached to these Minutes:

- Emailed: Russell Clark, no address provided

Adjournment:

Regularly moved and seconded that the meeting adjourn at 7:02 p.m.

CARRIED

Certified correct pursuant to Section 97(1)(b) of the Community Charter.

MAYOR

Certified fair and accurate pursuant to Section 465(6) of the Local Government Act.

CORPORATE OFFICER



TOWN OF COMOX
Minutes of the Strategic Planning Committee Meeting,
held in Council Chambers on Wednesday September 11, 2024

Present: Mayor N. Minions
Councillors S. Blacklock, K. Grant, C. Haslett,
J. Kerr, J. Meilleur (electronically)

Absent: M. Swift

Staff Present: J. Wall, Chief Administrative Officer
S. Russwurm, Corporate Officer
G. Schreiner, Fire Chief
S. Ashfield, Director of Operations

Call to Order: The meeting was called to order at 5:00 p.m.

The Agenda was Adopted.

Mayor Minions acknowledged that the Town of Comox is standing on the unceded traditional territory of the K'omoks First Nation, the traditional keepers of this land.

1. DEPARTMENTAL UPDATES: NIL

2. STRATEGIC PRIORITIES REPORT:

a. Strategic Plan Scorecard

The Strategic Plan Scorecard, dated September 6, 2024, was received.

3. DISCUSSION ITEMS: NIL

4. STAFF REPORTS:

b. Climate Action and Economic Development Strategy

COMMITTEE RECOMMENDATIONS:

1. That the wording in recommendation 1 be amended to replace 'Industrial Land base' with 'Employment Lands land base,' as follows:

THAT increasing the Town's Employment Lands land base be included as a goal to the Economic Health section of the Town's Strategic Plan.

CARRIED

b. Climate Action and Economic Development Strategy

COMMITTEE RECOMMENDATIONS:

2. That the wording in recommendation 2 be approved as follows:

THAT improving the pedestrian connection between the Marina and Comox Ave including exploring mechanized alternatives be added as a goal to the Economic Health section of the Town's Strategic Plan.

CARRIED

3. That the wording in recommendation 3 be amended to include "such as an annual Economic Development and Tourism forum and a Developer's Forum" as follows:

THAT holding annual forums, such as an annual Economic Development and Tourism forum and a Developer's Forum, with key Stakeholders be included as a goal in the Community Connection and Wellness section of the Town's Strategic Plan.

CARRIED

4. That the wording in recommendation 4 be amended by adding "and incentivizing" as follows:

THAT exploring and incentivizing retail zoning in the downtown be added as a goal to the Economic Health section of the Town's Strategic Plan.

CARRIED

5. That the wording in recommendation 5 be approved as follows:

THAT a floating platform off the breakwater be added to the Economic Health section of the Town's Strategic Plan.

CARRIED

6. That recommendation 6 be approved as follows:

THAT a strategy to consider electrification of the Town's fleet and equipment be added to the Organizational Excellence section of the Town's Strategic Plan.

DEFEATED

7. That the wording in recommendation 6 be amended as follows:

THAT the Town continue to consider electrification of the Town's fleet and equipment where practical and appropriate.

CARRIED

8. That the wording in recommendation 7 be approved as follows:

THAT future proofing infrastructure to prepare for climate change and events be included in the Organizational Excellence section of the Town's Strategic Plan.

CARRIED

b. Climate Action and Economic Development Strategy

COMMITTEE RECOMMENDATIONS:

9. That the wording in recommendation 8 be amended to add "in multifamily development" as follows:

THAT increased required bike parking and EV charging capabilities in multifamily development be added to the Balanced Community Planning section of the Town's Strategic Plan.

CARRIED

10. That the wording in recommendation 9 be approved as follows:

THAT the creation of a residential tree planting program be added to the Balanced Community Planning section of the Town's Strategic Plan.

CARRIED

11. That the wording in recommendation 10 be approved as follows:

THAT increasing public awareness of emergency evacuation routes be added to the Community Connection and Wellness section of the Town's Strategic Plan.

CARRIED

12. That the wording in recommendation 11 be approved as follows:

THAT the Town promote retrofit programs and top-ups through its communication channels.

CARRIED

13. That the wording in recommendation 12 be approved as follows:

THAT the Town review its floodplains bylaws and DPA's during the OCP review process.

CARRIED

14. That the addition of recommendation 11 be approved as follows:

THAT the Town of Comox explore acquiring a bee friendly designation to the Strategic Plan.

CARRIED

15. That the addition of recommendation 12 be approved as follows:

THAT the Town explore establishing a Town of Comox Tourism Commission.

CARRIED

5. CORRESPONDENCE:

TOWN OF COMOX - STRATEGIC PLANNING COMMITTEE MEETING MINUTES

- a. **Input on Priorities for Economic Development Strategy and Downtown Enhancement
Action Plan 2024-2026 Projects**

Correspondence - BIA

The February 27, 2024 letters from the Comox Business in Action, regarding the establishment of a Comox Tourism Commission and the importance of infill development, were received for information.

Adjournment:

Regularly moved and seconded that the meeting adjourn at 6:10 p.m.

CARRIED

Certified correct pursuant to Section 97(1)(b) of the Community Charter.

CHAIR

RECEIVED

August 30, 2024

TOWN OF COMOX

LOG: 24-351	REFER:	AGENDA: RCM 02-Oct-24
FILE: 0220-30/20	ACTION: MR	

Cfile: 0220-30/2024, 0400-60/CVRD, 5330-20/2022-02

From: Star Nap [REDACTED]
Sent: August 30, 2024 5:09 PM
To: council <council@comox.ca>
Subject: Road closure on Lazo Rd.

Copies: Council
JW/SA/CP/SR/CD

Dear Town Council of Comox,

I am wondering if it is possible to have some help regarding pedestrian and bike access during the construction of the sewer conveyance route on Lazo Rd.

We live in Point Holmes and have three children. Our eldest attends Highland and rides his bike to school. Our two youngest walk to their grandparent's houses in Comox near Brooklyn elementary and I, as a person who does not drive, walk as a means of transportation into Comox.

I believe the construction company has forgotten to include a pedestrian and bike detour in their planning for this project. There is a road detour (using Knight Road), but that requires 6.2 extra kilometers of travel each way. That is fine for drivers, but is not possible for pedestrians and cyclists.

We have been managing okay this week because the construction crew left the bird sanctuary path open so we could walk that way. Today however, they closed it off totally, and instructed us to either take the Knight Road route or to go back and walk down the beach until reaching Curtis Road. That is also a detour of several kilometers, and it is not realistic that cyclists can carry their bikes down the beach. When I asked the flaggers what was going to happen about back to school next week, I was told "the city wants us to stop work and escort the kids through, but obviously that is too slow so it can't happen."

I understand that construction is simpler if they deny all access, but it is not reasonable to seal off an entire neighbourhood of pedestrians and cyclists. There are many kids in our neighbourhood who bike to school, as well as many adults who use walking and cycling to connect them with Comox, so I am hoping that the Town of Comox can work with Knappet Construction to solve this issue.

The most obvious solution is to section off the existing bike lane on the South side of Lazo and have a crosswalk (with flaggers if necessary) at some point that allows people across Lazo to the bird sanctuary path (this will entail cutting a small amount of brush to create a small path between Lazo Rd. and the bird sanctuary path). That path is out of the way of construction for its entirety, except for a small portion near the entrance.

As school begins next Wednesday, I would be so grateful to you for any help you can provide. We are not sure how our kids are going to manage their bike and pedestrian commutes!

Thank you so much,
Star Nap



RECEIVED

September 11, 2024

TOWN OF COMOX

LOG: 24-363	REFER:	AGENDA: RCM 02-Oct-24
FILE: 5460-07	ACTION: MR	

Copies: Council
JW/SA/CP/SR/CD

From: Jay Van Oostdam [REDACTED]
Sent: September 11, 2024 9:04 AM
To: council <council@comox.ca>
Subject: reduce speeds on urban streets

Dear Council members

I see that Courtenay council is reducing speeds on streets near schools. Is this something Comox council is considering?



[Courtenay rolling out reduced speeds in residential neighbourhoods](https://www.comoxvalleyrecord.com)
[comoxvalleyrecord.com](https://www.comoxvalleyrecord.com)

I think reducing speed to 40 km/hr is a wimpy response to the need but it is certainly better than 50. I would also suggest that council consider including cut through streets (residential streets being used as short cuts between main streets).

Thank you

Jay Van Oostdam [REDACTED]

From: Town of Comox <no-reply@web-response.com>
Sent: September 4, 2024 11:21 PM
To: Town of Comox – Administration <town@comox.ca>
Subject: Webform submission from: Contact Us > Content rows

Submitted on Wed, 09/04/2024 - 23:21

Submitted values are:

First name:
ron

Last name:
stovel

Phone:
[REDACTED]

Email:
[REDACTED]

LOG: 24-364	REFER:	AGENDA: RCM 02-Oct-24
FILE: 0220-20/20	ACTION: MR	

Cfile: 0220-20/2024

Copies: Council
JW/SR/CD/MS

Ron wants complaint sent to Council, Marina
Tenant Confirmed 13-Sept-2024 (DS)

Feel free to ask us a question or provide feedback:

Safety ----Dock Area

I returned from a extended sailboat trip on Aug.27 to Comox Dock in high northern winds to find the areas at the end of dock B and C filled with "Dragon Boats" .

Apparently you have already had complaints about your plans to allow this ?

These boats take up the safety tie up areas meant for emergency wind conditions .

The sailboats in these alleyways are in the 25 ft plus range and the alleyways ----if they are lucky are perhaps 30 ft wide ..

To expect a person to be able to control a sailboat and make a turn to dock is nothing short of lunacy .

Docking

The farther one's boat travels into the alley way the farther it is pushed sideways by the wind and is uncontrollable - winds were extremely high .

There are no other ways of safely docking under these condition unless I tie to the fuel dock or the boat launch dock and that will happen the next time this occurs .

If any boat is set adrift from an emergency tie up , I believe will be covered under Federal Marine Law , and dealt with by the federal Govt.

It would appear that the person that made this decision has no knowledge of marine issues .

They appear not to even have the ability to make "normal/educated " guess as to what is right or wrong

Perhaps my years on islands farther north as a marine logging contractor gave me normal

judgment

This bizarre idea is not normal or rational , but something I would expect from a child with no life experiences

Present

The commercial fishing boats at your dock have had the chance to get the very best spots . One is at the very entrance to the alleyway which makes things easy
The other one has a spot at end of the alley that allows it to crash into the solid dock at the end of the alley ---and eliminate any damage to other boats ---as does the Coast Guard Boat

General Dock Conditions

I know of no dock regulation that is not broken on almost daily basis .

This raise legal issues for the taxpayers .

The docks are covered in animal feces and garbage ---aka personal goods .

The dock stinks of feces and no one in city hall has the slightest hint of the fact .

There are swarms of flies which must be reported to the prov. health dept.

The entire dock needs to be sprayed to control bacteria ----before an outbreak occurs .

People are hand feeding offal to marine life and encouraging tourist to take photos ---- totally illegal

All safety issues concerning rotten walkways have been ignored .I am a ticketed carpenter and a better judge of woodwork quality/safety than anyone in City Hall

Delusions

I like many have struggled to run businesses in the valley and make a living , but early in life people have to realize that most business plans can be classed as dreams or delusions

The prime example was the former local guide boat who went through agony trying to make money from tourism ---it was a delusion ---he tried but he failed ---end of story .

Dragon boats seem to be another delusion as were certain offices overlooking the bay .

Comox has a parade of dreamers with schemes but my personal rule of thumb (which has always worked) is it on a govt hand out and if so it is quarenteed to fail .

Comox has a regular parade of failed businesses yet they refuse to believe reality , that the business world has changed and all the govt welfare handouts in the world wont make a damn bit of difference to their delusion .

Apology

I expect and apology from the Comox City counsel for their poor management skills which led to the endangerment of my person and property (boat) .

Removal of the dock space was a threat to my well being and an irresponsible act .

From: Adele Sherman [REDACTED]
Sent: September 23, 2024 11:34 AM
To: council <council@comox.ca>
Subject: UBCM's free transit for youth

RECEIVED

September 23, 2024

TOWN OF COMOX

LOG: 24-373	REFER:	AGENDA: RCM 02-Oct-24
FILE: 8500-01	ACTION: MR	

Copies: Council
JW/SR/CD

Sent from [Mail](#) for Windows

Mayor and Council:

RE: UBCM's free transit for youth

Free transit for youth sounds like a good idea in theory, but it may not be good in practice. Public transit is not really free for anyone; someone has to pay for it.

In December 11, 1985, when the Expo Line was first opened to the public, it was only supposed to be free for the first eight days.

However, it was actually accessible for thousands of people, for decades after that, due to rampant fare evasion.

In January 2024, a BC Stats report confirmed that BC's annual population grew by 3%; the highest increase since 1974. (BC now has more than 5 million citizens.)

In July 2024, Translink announced that half of transit services will be cut, without a new funding model. (Translink is facing a funding gap of approx. \$600 million each year.)

Last week, at the #25 bus stop across the street from King Edward Skytrain station, I counted 40 people waiting for the bus, at 2:20 pm.

In August 2024, Translink announced that it was "cracking down" on fare evasion; whatever that means.

Last week, I saw two people squeeze between fare gates at Bridgeport Station, and no one stopped them.

The fact is that most people who take public transit now, do so because they can't afford to drive a car.

I agree with Dennis Marsden, a Coquitlam city councillor, who stated "not everybody needs it to be free. I would be more supportive of...some income test to it."

(Translink says that allowing youth to ride free, would cost \$30 million a year.)

Every time I take public transit, I see youth with large Starbucks in their hands; many of whom have manicured nails, and wear expensive sneakers.

I also see private school kids, over the age of 12, routinely get on the bus, without attempting to pay their transit fare (all over Metro Vancouver.)

I very much doubt that their McJobs, (if they have one), have paid for such luxuries, which I can't afford. (As a transit user in my 60's, I budget for transit fare, once or twice a week.)

Age shouldn't be used as a means to determine free services; proof of income should. (Delta offers free recreation to youth, regardless of income, but has raised rates for its older citizens. The result? Some people can no longer afford, to participate in recreation services, in Delta.)

A.S. Cameron.
[REDACTED]

RECEIVED

September 24, 2024

TOWN OF COMOX

LOG: 24-375	REFER:	AGENDA: RCM 02-Oct-24
FILE: 0340-50,18	ACTION: MR	

From: Megan Ardyche [REDACTED]

Sent: September 24, 2024 12:16 PM

To: council <council@comox.ca>

Subject: Town of Comox Permissive Property Tax Exemptions

Cfile: 0340-50,1850-25

Copies: Council
JW/SR/CD/EH

Dear Editor,

I read with interest the notice in this week's paper about the Town of Comox's Permissive Property Tax Exemptions. I live in Courtenay and Courtenay Council recently discussed this very issue. One of the Councillors made a comment that property tax exemptions should go to those organizations that provide a positive service to the community as a whole, as opposed to simply being places of worship.

I added up the Comox exemptions to six churches: It came to \$54,307 and, for most of the churches, included exemptions on "all of land". One of those churches hosted a visit from Action4Canada, a hate group, almost exactly a year ago. This drew a strong backlash from residents rightfully upset as to why Comox taxpayers are subsidizing such activities. Also, there were no Mosques or Synagogues listed in the exemption. Perhaps Comox has none of those worship spaces?

It seems the only qualification for these permissive property tax exemptions for the churches is based on the statement that they are "[used for the purpose of public worship](#)."


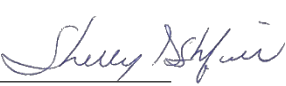

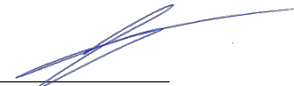
The exemptions to the three daycare centres listed added up to \$5,769 and were limited to "Half of land & Building," "Half of Leased Space," and "Leased Space" respectively. Child care centres are often squeezed into very small areas, and run on very limited budgets.

Rather than having church parking lots sitting mostly empty and the church receiving the benefit of taxpayer-funded property tax exemptions, perhaps every church could be required to spend the equivalent of their tax deduction on providing space to (secular) child care centres (especially not-for-profit ones) in their exempted land and/or building, thereby possibly making child care more accessible and affordable. It could be a tax deduction for the church, the Town of Comox could "save" the \$5,769 it currently gives in exemptions to daycares, and families in the community would benefit hugely from the \$54,307 in taxpayer-funded exemptions for the churches.

Megan Ardyche
[REDACTED]

I respectfully acknowledge the Indigenous people on whose traditional territory I live and work. I acknowledge the descendants of the Pentlatch, E'iksan and K'òmok's peoples whose historical relationships with this land continue today.

To: Mayor and Council	File: RZ/OCP 23-4 DP 23-5 DVP 23-2
From: Robin Pallett, Planner II	Date: October 2, 2024
Subject: 1966 Guthrie Road (Phase 3) Third Reading (post-Public Hearing) Comox OCP Amendment Bylaw 1685.10 Comox Zoning Amendment Bylaw 1850.43 Development Permit DP 23-5 Development Variance Permit DVP 23-2	

Prepared by:  Robin Pallett, Planner II	Municipal Engineer:  Shelley Ashfield, Director of Operations	Finance:  Edward Henly, Director of Finance	Report Approved:  Jordan Wall, CAO
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RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER:

1. THAT Comox OCP Amendment Bylaw 1685.10 be given Third Reading (**Attachment 1**); and
2. THAT Comox Zoning Amendment Bylaw 1850.43 be given Third Reading (**Attachment 2**); and

ALTERNATIVES TO THE RECOMMENDATION

Alternative 1 – To accept the applicant’s proposal for 20 dwelling units to be rented at an affordable rate for 10 years, which represents 1.4 million in total contribution value, in lieu of providing the Affordable Housing Contribution.

3. THAT Schedule 1, Outstanding Item 4 of Planning Report RZ/OCP 23-4, DP 23-5, DVP 23-2 dated July 10, 2024, which requires the applicant to provide the Affordable Housing Contribution prior to final adoption of Bylaws 1685.10 and 1850.43, be deleted and replaced with a new outstanding item, as follows:

Registration of a housing agreement with the Town to secure below-market rental rates for 20 studio apartment dwelling units in the proposed building that are at least \$584 below market rental rates for no less than 10 years.

Alternative 2 – To require additional parking spaces with electrical capacity and ducting to facilitate future Class I EV chargers.

3. THAT Schedule 1, Outstanding Item 6.d(iv) of Planning Report RZ/OCP 23-4, DP 23-5, DVP 23-2 dated July 10, 2024, which requires the applicant to register a restrictive covenant on the title of proposed Lot 2 that secures electrical capacity and ducting to at least 65 underground parking spaces to facilitate the future extension of wiring for Class I EV chargers, be amended to change the number of parking spaces with electrical capacity and ducting to _____.

1.0 PURPOSE

This report is to provide bylaws, development variance permit conditions and development permit drawings and conditions for Council’s consideration. Outstanding items are detailed in **Schedule 1** DVP conditions are identified in **Schedule 2** and DP conditions are provided in **Schedule 3**.

A traffic impact assessment, arborist’s report, stormwater management report, environmental report, geotechnical report and hydrology report have been submitted as part of the application package and are on-record at Comox Town Hall and provided on the Town of Comox website¹ until the proposed bylaws are given 3rd reading.

The applicant’s proposal² is provided on **Attachment 3**, with an addendum to the parking lot layout and the primary pedestrian route (discussed in Section 6.3 of this report) provided in **Attachment 4**.

2.0 REPORT SUMMARY

2.1 Subject Property:

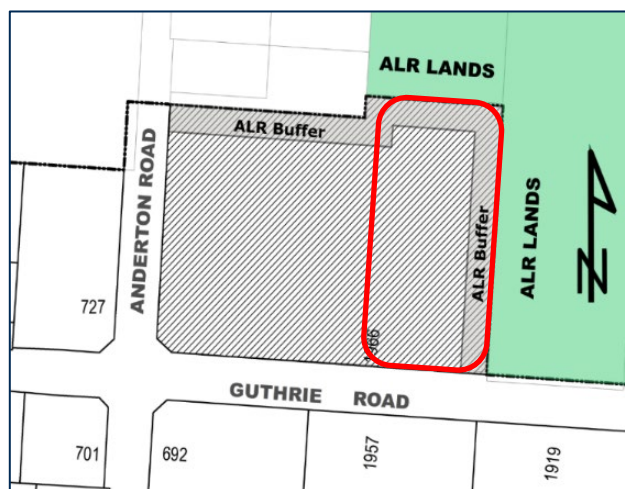
Eastern 1.03 ha of 1966 Guthrie
(as shown shaded and circled in red)

Owner: Avtar Properties

Applicant: Norman Laube

Property Contains: A commercial centre with eight Commercial Retail Units (CRUs). Phase 3 (circled in red on the inset map and as shown in **Figure 1**) is undeveloped and is the site of the proposed development.

Legal Address: The eastern 1.02 ha portion of LOT A SECTION 77 COMOX DISTRICT PLAN VIP86498



Development Proposal: As the third and final phase of the Highland Village shopping centre, the applicant proposes to construct a six-storey mixed-use building containing 205 residential dwelling units

¹ Located on the Town of Comox website: Development → Planning → Application Notices → OCP amendment and rezoning at 1966 Guthrie Road; or <https://www.comox.ca/node/6873>.

² The proposal is updated with a new Landscape Plan and Civil drawings to reflect changes to the proposed stormwater infrastructure in the ALR buffer area.

(100% rental), 1,400 m² of commercial space on the ground floor divided into nine commercial retail units (CRUs) and an underground parking structure. Three CRUs would face Guthrie Road and six would face the internal parking lot. The westernmost CRU facing Guthrie Road (CRU #9) includes drive-thru facilities and is intended for a 'restaurant – coffee shop' use.

An OCP amendment, Rezoning, Development Variance Permit, Development Permits (for both proposed lots) and a Covenant Amendment are required to facilitate the subdivision of 1966 Guthrie into two parcels and the proposed development.

- **OCP Amendment** (via Bylaw 1685.10):
 - Changing the land use designation and Development Permit Area of proposed Lot 2 (i.e. the currently-vacant eastern 1.02 hectares of 1966 Guthrie Road) from *Commercial: Neighbourhood* to *Mixed-Use Commercial-Residential*.
 - Changing the Development Permit Area of proposed Lot 2 from *DPA #5 Commercial: Neighbourhood and Tourist* to *DPA #4 Mixed-Use: Commercial Residential*.
- **Rezoning** (via Bylaw 1850.43) proposed Lot 2 from C3.1 Arterial Commercial to a new Comprehensive Development zone (CD 31). Pursuant to the rezoning, the applicant also proposes:
 - A supplementary zoning text amendment to Comox Zoning Bylaw 1850 (the Zoning Bylaw), to exempt the proposed CD zone from a general prohibition of Drive-Thru services and restaurants.
- **Development Permit** for DPA #4 (Mixed-Use Commercial-Residential) to permit construction of the proposed mixed-use development.
 - Council can consider the development permit at third reading of the bylaws but should approve or deny the development variance permit by their fourth reading.
- **Development Variance Permit to vary on Lot 1:**
 - Parking development standards in Comox Zoning Bylaw 1850 to reduce the minimum setback for six existing parking spaces from the east lot line from 1.5 m to 0.0 m;
 - Screening regulations in Comox Zoning Bylaw 1850 to not require screening between six parking spaces in proximity of the east lot line and an adjacent mixed-use property (Lot 2).
 - These variances are based on the proposed subdivision, which is not yet approved.
 - Council can consider these variances at third reading of the bylaws but should approve or deny the development variance permit by their fourth reading.
- **Development Variance Permit to vary on Lot 2:**
 - Parking regulation in Comox Zoning Bylaw 1850 to allow required residential visitor parking to be provided as off-site parking on an adjacent parcel. This variance is based on the proposed subdivision, which is not yet approved;
 - Screening regulations in Comox Zoning Bylaw 1850 to allow for additional types of shrubs in the ALR buffer and increase their required spacing, to accommodate the proposed ALR buffer.
 - Council can consider these variances at third reading of the bylaws but should approve or deny the development variance permit by their fourth reading.

- **The development application also involves several conditions of approval including:**
 - Registration of a Section 219 Restrictive Covenant for the ALR buffer, to replace an existing one that is registered on the title of the subject property, and to which the Town is a signatory, to accommodate proposed changes to the existing Agricultural Land Reserve (ALR) buffer.
 - Registration of 'nuisance' easement and restrictive covenant that grants noise, odours and other potential impacts generated from agricultural operations originating from the adjacent ALR parcels to trespass over proposed Lot 2.
 - Consideration of the Applicant's request to secure below-market rental rates for 20 studio dwelling units for 10 years, instead of providing the Affordable Housing Contribution required through Council Policy CCL-069. This matter is discussed in section 4.1 of this report.
 - Amenities proposed by the applicant, the majority of which would be secured via restrictive covenants.
 - Servicing requirements.

Surrounding Land Uses:

North: Town boundary; ALR-designated lands in the CVRD; rural residential and agricultural uses.

East: Town boundary; ALR-designated lands in the CVRD; agricultural uses.

South: Multi-family (townhouse) use across Guthrie Road.

West: Commercial uses (in a shopping centre) across Anderton Road.

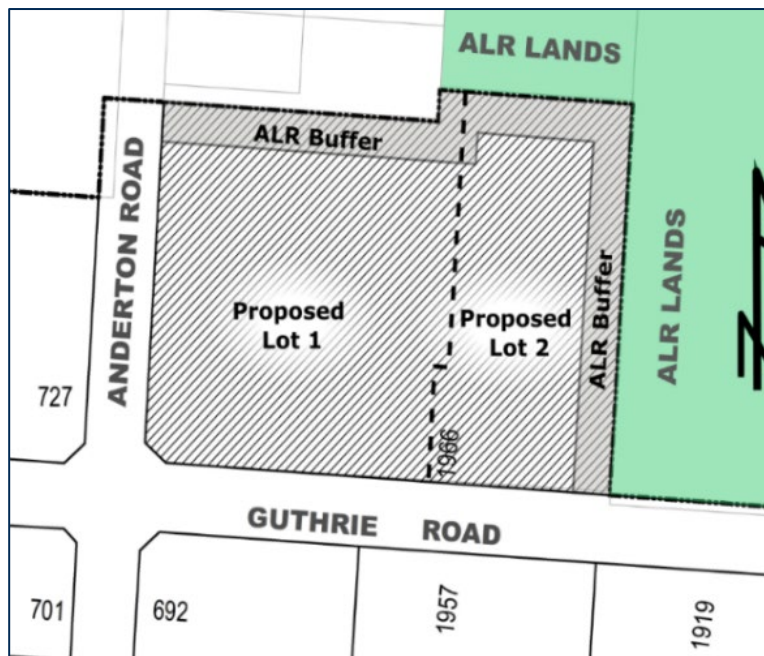


Figure 1: Proposed subdivision as shown on the application materials (subject property shown as hatched area)

2.2 Key Issues:

Issues raised at the Public Hearing include the following:

- Public Hearing
1. the proposed changes to the ALR buffer;
 2. the impact of the proposed development on the ALR lands;
 3. increased traffic in the area and reduced safety of the intersection at Anderton Road and Guthrie Road;
 4. Insufficient Town infrastructure to support additional housing;
 5. the proposed mixed-use (as opposed to solely commercial use);
 6. height and massing of the proposed building; and,
 7. Litter from the residences and the drive-thru ending up on the roads and agricultural lands.

This report will comment on some of the major issues raised at the Public Hearing.

Building Height & Massing

The proposed building is 6 storeys and up to 24 m high, which would be the highest building in Comox (existing or proposed). An exemption to DND-imposed height restrictions on the subject property is now in force (**Attachment 9**).

Urban-Agricultural Interface

The subject property abuts agricultural lands within the ALR. An existing 15m ALR buffer area is already established around the north and east perimeter of the lot as a condition of Phase 1 development and secured by a covenant as a condition of the Phase 1 development.

The applicant proposes a significant update to the buffer design to incorporate active and passive uses for residents, stormwater management measures and controlled access into the buffer area. **Council should review Attachment 5.**

A portion of an outdoor amenity area (containing garden plots) is proposed within the ALR buffer but located 15 m from existing ALR lands.

Rental Housing as a Proposed Amenity

The proposed building is purpose-built rental secured through zoning and would not be stratified. The residential component would be market rental and would be available for rent to the general public.

Affordable Housing Contribution

The applicant has offered to secure reduced rents for 20 dwelling units over a 10-year period, in lieu of paying the Affordable Housing Contribution (\$763,327.00) for the proposed development, as required by the Affordable Housing Amenity Contribution Policy CCL-069.

Parking Variance for Lot 2 & Shared Parking with Lot 1

The applicant proposes a parking shortfall of 16% (40 visitor spaces) from the zoning requirement, which is proposed to be offset by the provision of 40 off-site parking spaces located on and shared with the existing shopping centre on proposed Lot 1 (secured via legal agreement).

Concurrent Processing

Concurrent processing of OCP amendment, Rezoning, Development Permit, and Development Variance Permit allows Council to consider the proposal and available information in relation to a broad context of issues.

Subdivision

The proposed development also requires a subdivision (as a requirement of CMHC funding for rental housing), dividing the subject property into two lots: Lot 1 would contain the existing shopping centre and Lot 2 would be the proposed development site.

Subdivisions are processed through the Town's Approving Officer.

2.3 Council Decision

Council considers whether to give third reading to the OCP and Zoning amendment. Through the alternative recommendations, Council may also choose to accept the applicant’s proposal for secured reduced rents for 20 dwelling units over ten years in lieu of the Affordable Housing Contribution and/or require additional parking spaces to have electrical capacity and ducting to facilitate future EV charging stations.

Decision Options	Implications
<ul style="list-style-type: none"> • Recommended - Give third reading to the bylaws. 	<ul style="list-style-type: none"> • The bylaws receive 3rd reading. • The application proceeds to the next step in the application process (applicant addresses all outstanding items). • The owner has indicated that they would not be able to proceed with the project if an upfront cash affordable housing contribution is required.
<p>Alternative 1– Accept the applicant’s proposal for 20 dwelling units to be rented at an affordable rate for 10 years, in lieu of providing the Affordable Housing Contribution.</p>	<ul style="list-style-type: none"> • Town would enter into a housing agreement with the owner to secure reduced rents for 20 studio units over 10 years, instead of collecting \$763,327 in affordable housing contributions. This may result in similar requests from other developers.
<p>Alternative 2– Require additional parking spaces with electrical capacity and ducting to facilitate future Class I EV chargers.</p>	<ul style="list-style-type: none"> • The applicant would be required to commit additional parking spaces to having electrical capacity and ducting to facilitate future Class I EV charging stations.

Variances and the development permit can be considered at third reading of the bylaws but should be approved or denied by their fourth reading.

3.0 STRATEGIC PLAN LINKAGE

Processing of the development applications relates to the following strategic priorities identified in the 2023 Strategic Plan.

Strategic Priority	Areas of Focus
<p>Balanced Community Planning</p>	<p>Housing - We will create the conditions for a diversity of housing options in our unique Seaside Town.</p>
	<p>Community Addition - We will ensure that each new major development adds positively to the community through appropriate amenity contributions and/or other community benefits.</p>

4.0 BACKGROUND

At the Regular Council Meeting of August 7th, 2024, the proposed bylaws were given 1st and 2nd Reading. At that Regular Council Meeting, Council also resolved to schedule the public hearing, which was held in respect of Bylaws No. 1685.10 and 1850.43 on September 4th, 2024.

A Public Hearing in respect of Bylaws 1685.10 and 1850.43 was held on September 4th, 2024. A copy of the Local Government Act, Section 465 Public Hearing summary report is included in the October 2nd, 2024 Regular Council Meeting Agenda which includes written submissions made at the Public Hearing.

4.1 Key Issues Raised at the Public Hearing

Concerns raised at the Public Hearing include the following:

Proposed changes to the ALR buffer.

An existing restrictive covenant charge on the title of the subject property requires the owner to install and maintain a 15 m-wide landscape strip along the north and east boundaries of the lot, as a buffer between the shopping centre development and the abutting ALR lands³. Within the buffer area, use is restricted to managing and maintaining the buffer only, and landscaping must meet certain requirements (as provided in Schedule "A" of the existing ALR buffer restrictive covenant, which is provided in **Attachment 6**). In addition, the Zoning Bylaw includes masking and separation regulations (Section 8.13 of the Zoning Bylaw) for lots that abut ALR lands.

The applicant proposes changes to the buffer restrictions in the restrictive covenant and has requested a variance to some of the zoning regulations that pertain to ALR buffers. The proposed changes include:

- Access to the inner half of the buffer area for residents of the proposed building (access by the general public would be restricted via fences and locking gates).
- A 73.4 m² portion of an enclosed outdoor amenity area for residents of the building programmed for garden plots (located in the northwestern area of the buffer on Lot 2);
- A gravel pathway and benches located within the inner strip of the buffer for passive recreational use;
- bollard lighting and underground electrical conduits located along pathway;
- low split-rail fencing to separate the inner strip of the buffer, which would accommodate passive recreational use, from the outer masking layer of trees;
- stair encroachments (located at grade on the north elevation, projecting up to 1.4 m into the buffer)⁴;
- upper-storey balcony encroachments (located at the 2nd to 5th storey on the north elevation, projecting up to 0.61 m into the buffer)⁴;

³ The specifications in the existing restrictive covenant for the ALR buffer were based on development in accordance with the existing zoning and OCP land use designation, which permitted commercial use only and a maximum height of 10 m.

⁴ A new variance for these projections into the required ALR setback (required via section 8.13(2)(a)[i] of the Zoning Bylaw) has been added to Schedule 2 of this report as item 3(b)(i) and discussed in section 7.1 of this report.

- drainage infrastructure, including a stormwater swale, underground pipes carrying drainage from parking lots (to the swale) and to an underground holding tank (from the swale, for storm water overflow) and an oil/grit separator;
- A maintenance path abutting the lot line (in the outer masking layer of the buffer); and
- Changes to the planting requirements to accommodate the proposed planting plan (which also requires a variance to section 8.13 of the Zoning Bylaw).

As Council is a signatory to the ALR buffer restrictive covenant, and changes to or replacement of the covenant must be approved by Council. Likewise, the proposed variances to the Zoning Bylaw require Council approval.

The impact of the proposed development on the ALR lands.

The ALR buffer on the subject property serves to separate and mitigate conflict between agricultural and non-agricultural uses, as required via OCP policy 2.1.9.3 (e). The proposed changes to the ALR buffer would allow residents to use the inner portion of the buffer for passive recreation (e.g. sitting and walking). The applicant has indicated that pets would not be permitted in the buffer area.

Noise from the proposed development would be reduced by the physical separation and landscaping but residential units on the upper storeys of the buildings could have more of an impact on the adjacent farms than those lower down. Litter originating from the residential units on the upper storeys and the drive-thru could potentially make its way into adjacent ALR lands

Increased traffic in the area and reduced safety of the intersection at Anderton Road and Guthrie Road.

A qualified Professional Traffic Operations Engineer (PTOE) conducted a detailed traffic impact assessment to evaluate current conditions and project potential changes. This assessment examined factors such as traffic volume, accident history, and flow patterns. The findings indicated that, even with the additional trips generated by the proposed development, the intersection operates within acceptable limits and does not present any significant issues or concerns.

Peak-hour traffic counts in the traffic study were conducted during March break, which would not incorporate school-related traffic volumes.

The applicant's Professional Traffic Operations Engineer (PTOE) has responded (in **Attachment 7**) to a comment raised at the Public Hearing regarding the methodology of measuring traffic volumes during the March school break. The PTOE's indicates that the drop in school-related traffic volumes would be inconsequential, and that the method used for determining traffic volumes leaned toward larger estimates. The PTOE also noted that, including the increased traffic resulting from the proposed development, there is surplus capacity at the access driveways into and out of the site as well as at the intersection of Guthrie Road and Anderton Road.

Insufficient Town infrastructure to support additional housing.

The Town acknowledges concerns regarding its infrastructure in relation to additional housing. While the current infrastructure may have limitations, the planning process includes comprehensive assessments to ensure that any new developments are sustainable. Improvements and upgrades to essential services, such as roads, water, and sewage systems, are factored into development plans and any upgrades that are required are a responsibility to the developer.

The proposed mixed-use (as opposed to solely commercial use).

At the time of establishing the ALR buffer, the subject development site (phase 3) was intended to be developed in accordance with the existing Land Use Designation⁵ in the OCP and zoning⁶. The proposed high-density mixed-use development was not considered in the design, restrictions and minimum requirements for the buffer, which are required via the ALR Buffer Covenant⁷.

Height and massing of the proposed building.

The building is proposed to be 6 stories high and 24 m high⁸, which would be the highest building in Comox as of the date of this report.

The massing of the proposed building is not consistent with most neighbourhoods in Comox, which highlights the importance of quality design along the street frontage. The building height and massing is likewise in contrast with adjacent ALR lands and abutting low-density residential areas; however, the 15 m wide ALR buffer functions to mitigate the impact of the interface between those uses through separation and masking.

Litter from the residences and the drive thru ending up on the roads and agricultural lands.

Residential litter: Although residents are unlikely to intentionally litter, easterly wind could accidentally spread items left on north and east-facing balconies. Taller trees in the buffer zone may help capture this litter, but building management must ensure regular clean-up and remind tenants not to leave items on balconies.

Commercial litter: A café with drive-thru service is proposed in Commercial Retail Unit (CRU) #9, and other litter-generating uses (such as restaurants and neighborhood pub) are permitted in the other CRUs. The building manager will maintain the rear area of CRUs, while garbage cans at the front will help prevent litter. However, litter from drive-thru users could still reach nearby roads and ALR lands, as individual behavior is hard to control.

The Town is examining strategies to minimize this impact including the installation of additional garbage cans and increased litter pick up from Town staff in the area.

The cost of housing is too high.

The 2020 Housing Needs Report indicates that compact and affordable housing, rental units, and housing suitable for seniors and family dwelling units are all expected to be in high demand in the future. As new dwelling units are added to existing housing stock, it is not expected that the first wave of dwellings would see a reduction local housing prices; however, the increase of housing supply is a key factor involved with stabilizing real estate markets and the price of housing.

The applicant has proposed an agreement that would secure 20 affordable studio units, which would give financial relief to renters of those units for 10 years.

⁵ Commercial: Neighbourhood land use designation.

⁶ C3.1 Arterial Commercial Zone.

⁷ The ALR Buffer Covenant is registered on the title of the subject property as charge FB150103.

⁸ As measured from average grade, as defined in the Zoning Bylaw, which in this case is 59.36 m geodetic datum of Canada.

Complaints from residents of the proposed building will hinder farm operations.

As a requirement of bylaw approval, the owner must enter into restrictive covenant with the Town ensuring that the rental agreement used by the owner includes a section where the tenant must sign to acknowledge the smells, sounds and other impacts originating from the adjacent agricultural lands, and that any complaints about such impacts would not be used to restrict, reduce or otherwise hinder agricultural operations in the area.

The applicant has also agreed to produce an appendix to their lease agreement, agreeable to the Town, that highlights the interface with the ALR including responsibilities of the tenants and expected nuisances generated from the ALR and the right of ALR properties to do so.

In addition, the owner must enter into an easement with the owners of the adjacent agricultural properties (covenanted with the Town as a signatory), allowing the odours, noise and other impacts to have free right-of-passage of proposed Lot 1.

5.0 PROCESSING PROCEDURES

Section 477 of the Local Government Act requires that an OCP (or amendment) must be adopted by bylaw. Each reading of an OCP amendment bylaw must receive an affirmative vote of a majority of all council members.

Attachment 8 lists the processing steps for Council's concurrent consideration of the OCP Amendment, Rezoning and Development Permit applications. This application was submitted under the previous regime of the application approval process, which seeks Council approval for land use in tandem with approval of the proposed design via the Development Permit.

5.1 Referral Response Update from DND

The Department of National Defense (DND) has provided the Town with signed exemption order No. 2024-1 (**Attachment 9**), exempting areas within the Town from regulations within the federal *Comox Airport Zoning Regulations SOR/80-803* which otherwise restricts building heights on the subject property to 9.0 m. As such, a maximum building height of 25.0 m for the subject property is now in force by 19 Wing and NavCan. This order supersedes the referral responses from 19 Wing and NavCan, the latter of which had provided temporary approval of the proposed building height, which was set to expire on July 17, 2025.

5.2 Next Steps

If Council gives 3rd reading, the applicant would then work to address every item that is identified in Schedule 1 Outstanding Items. Once each item is confirmed to have been fully addressed, then the application would return to Council for fourth reading and final adoption of the bylaws no. 1685.10 & 1850.43 and approval of permits no. DVP 23-2 & DP 23-5.

A bylaw for a Housing Agreement (discussed in section 6.1 of this report) can be introduced and approved in the sitting of Council, and therefore can be approved in tandem with fourth reading of bylaws 1685.10 and 1850.43.

6.0 OCP IMPLICATIONS

6.1 Request to Waive the Affordable Housing Contribution

OCP policy 2.1.2.3(f) calls for consideration of an affordable housing amenity where rezoning applications involve four or more new dwelling units, and the Affordable Housing Amenity Contribution Policy CCL-069 (**Attachment 10**) directs staff to seek developer contributions for Affordable Housing as an amenity at time of zoning amendment.

In the case of the proposed purpose-built rental apartment building, Council Policy CCL-069 would require \$50 per square metre of rental residential floor area, which would come to a total contribution for the proposed development of approximately \$763,327.00. However, the applicant proposes an alternative affordable housing amenity in lieu of the \$50 per square metre amount that would involve securing below-market rental rates for 20 studio dwelling units (i.e. 56% of the 36 proposed studio dwelling units and 10% of the total number of dwelling units), for a total value of \$1.4 million over its ten-year timeframe. A letter from the applicant regarding the proposed arrangement is provided on **Attachment 11**.

Through a housing agreement that would be registered on the title of Lot 2, the owner would guarantee reduced rents⁹ for the subject 20 studio dwelling units. The applicant proposes to rent the subject studio dwelling units at \$1,150, which is \$584 below the estimated market rental rate of \$1,734 identified by the owner.

The owner is pursuing financing for the proposed development through CMHC's (Canada Mortgage and Housing Corporation) MLI Select program which encourages the preservation and creation of affordable, accessible and climate compatible units. Program flexibilities include higher loan-to-value ratios, increased amortizations, lower debt coverage ratios and reduced premiums. The developer will provide 20 studio units of the total 205 units at CMHC's affordable rate which meets the Level 1 criteria under the program's new construction guidelines.

By renting at \$1,150 there would be a loss of \$584 per month per unit which adds up to \$140,160 per year for the 20 units. While this value adds up to \$1,401,600 over 10 years, when taking into account an estimated 4% annual rate, the present value of this contribution comes to approximately \$1,157,000. This is substantially more than the approximate \$700,000 that would otherwise be collected from the owner.

In entering into the proposed agreement with the owner, the Town benefits from:

- affordable units being available upon first occupancy (instead of years later if placed in a reserve);
- 20 rental units at affordable rates for 10 years versus 1 or 2 owned strata units in perpetuity;
- not taking on risk of non-payment of rent or damage to the units;

⁹ Based on the affordable rental level identified by CMHC, which is based on 30% of the median renter income. CMHC's BC Rural Centres number for median renter income is \$46,000 which results in \$13,800 per year for rent or \$1,150 per month rent (2024 rate). The Developer-determined market rent for studio apartments is \$1,734 for the Courtenay-Comox area.

- not taking on a burden of rental administration or loss of rent between tenants;
- on-going affordability compliance checks performed by CMHC; and
- having a willing provider of affordable housing (the owner) that is self-identified and vetted by CMHC;

and the owner benefits by:

- not having to pay cash up front which frees up cashflow for the development;
- spreading out their contribution over the CMHC program's 10 year commitment to affordable housing; and
- qualifying under CMHC's program potentially allows funds to be borrowed at a preferable rate and over a 50-year amortization which further enhances the viability of the Developer's project.

One risk for Comox to for the Town is forgoing a financial payment now in exchange for a promise by the owner to provide a community benefit over a future 10-year period. This promise is secured by CMHC and there is a risk that for some reason the affordable housing may not continue for the full 10 years. This could be due to non-compliance, financial difficulties, the sale of the property to a third-party which does not desire to continue the affordable housing commitment made by the Developer or some other reason. While non-compliance can affect on-going CMHC program eligibility, CMHC cannot be responsible for ensuring Comox's interests are protected. A lien on the property requiring immediate payment of the amenity payment in case of non-compliance could be explored so that prospective purchasers of the property will be bound to the initial agreement.

6.2 Request for Financial Relief

The applicant has requested (**Attachment 12**) that the Town provide them with financial relief in the amount of \$304,668, which is the amount they have estimated for required offsite civil works. The applicant requested the relief be provided as a Development Cost Charge (DCC) credit or a reduction of the Building Permit fee.

In accordance with section 570 of the Local Government Act (LGA), DCC charges can only be credited for pre-determined DCC works that are to be constructed by the developer, and none of the required off-site works are DCC projects.

Reduction of Building Permit fees (or property taxes) would not be permitted via section 25(1)(b) of the Community Charter, which states that:

Unless expressly authorized under this or another Act, a council must not provide a grant, benefit, advantage or other form of assistance to a business, including... an exemption from a tax or fee.

In the same letter, the applicant also requested a 'DCC waiver' in order to consider the proposed studio apartments eligible for exemption in accordance with section 561(7) of the Local Government Act¹⁰,

¹⁰ Dwelling units with a floor area of 29 m² or less are exempt from DCCs, per section 561(7) of the Local Government Act.

indicating that they are less than 29 m² in size¹¹. However, the Town's DCC Bylaw already exempts dwelling units with a floor area of 45 m² or less¹², and considering that all 36 of the proposed studio apartment dwelling units meet this criterion, they are already exempt from DCCs. Considering the size of the proposed studio dwelling units¹⁰, the applicant would need to engage with CVRD staff directly in order to confirm that the studio units are likewise exempt from CVRD DCCs bylaws¹³.

6.3 Update to the Proposed Site Plan

Planning Report RZ/OCP 23-4, DP 23-5, DVP 23-2 dated July 10, 2024, included a discussion of the circulation of vehicles and pedestrians through the proposed development. In response to concerns raised in that report, the applicant has submitted updated site design and architect's rationale letter (**Attachment 4**) which includes the following changes to the parking lot and the primary pedestrian route (between the Guthrie Road frontage and the residential lobbies).

The changes include:

- the introduction of hatched markings at the intersection that feeds into the entrance to the drive-thru lane to discourage drivers from queuing for the drive-thru in the middle of the intersection (and blocking the flow of traffic);
- shifting the drive-thru pick-up window to the west to avoid vehicles overhanging in the pedestrian crossing (of the drive-thru lane) and to reduce exhaust fumes being directed at pedestrians;
- the introduction of crosswalk speed humps where the pedestrian route crosses the drive thru lanes and the loading bay; and
- additional signage to alert drivers of pedestrians and traffic patterns.

6.4 Update to the Proposed ALR Buffer Design

Landscaping in the ALR buffer serves to mitigate the conflicts between the proposed urban and existing agricultural land uses, and the ALR buffer covenant, which obliges the owner to establish and maintain the buffer, is a critical tool in ensuring that the interface between them is functional.

The applicant has submitted an updated planting plan for the ALR buffer that is better coordinated with the proposed underground stormwater infrastructure that is also proposed in the ALR buffer area.

The revised planting plan still does not comply with the ALR buffer specifications required through the ALR Buffer covenant (**Attachment 6**), and an amendment or replacement of the ALR buffer covenant remains necessary. A comparison of the proposed design elements against the ALR covenant and zoning regulations is provided on **Attachment 5**.

¹¹ Project data provided on Sheet A001 of **Attachment 3** demonstrates that the studio dwelling units (Type A1) are 31.8 m² (342 ft²).

¹² Comox Development Cost Charges Bylaw No. 1830, section 5(e).

¹³ CVRD DCC Bylaws 571 and 572 exempt dwelling units that are 29 m² or less from requiring DCCs.

7.0 ZONING IMPLICATIONS

7.1 New ALR Separation Variance

Two additional variances have been added to **Schedule 2** Development Variance Permit Conditions (in addition to those discussed in Planning Report RZ/OCP 23-4, DP 23-5, DVP 23-2 dated July 10, 2024) pertaining to the required ALR setback. It is noted in that planning report (dated August 7, 2024) that the applicant proposes stairs and balconies that encroach into the ALR buffer at the rear of the building. Those projections into the 15 m ALR setback, which are required via section 8.13(2)(a)(i) of the Zoning Bylaw, do not apply to permitted projections into required setbacks identified in sections 5.12(2) and 5.12(3), because the ALR setback is not a rear setback. Therefore, variances are required in order to accommodate the proposed rear stairs and balconies.

Development Variance Permit application DVP 23-2 seeks to vary section 5.12 of the Zoning Bylaw for Lot 2 to permit in the CD31 zone, the projection of north-facing balconies (by 0.61 m) and stairs less than 1.1 m in height (by 1.4 m) into a required ALR setback.

RP/SA/EH

Schedules

1. Outstanding Items
2. Development Variance Permit Conditions
3. Development Permit Conditions

Attachments:

1. Comox OCP Amendment Bylaw 1685.10
2. Comox Zoning Amendment Bylaw 1850.43
3. Applicant's Submission
4. Addendum to the Parking Lot Design and Pedestrian Circulation
5. Proposed ALR Buffer vs. the existing ALR Buffer Covenant & Zoning
6. Existing ALR Buffer Landscaping Specifications (Schedule "A" of ALR Buffer Covenant FB150103)
7. Email from PTOE re: measuring traffic volumes during March break
8. Application Processing Steps
9. DND Signed Exemption Order (for Building Height)
10. Affordable Housing Amenity Policy CCL 069
11. Applicant's Letter Requesting to Provide Alternative to the Affordable Housing Contribution
12. Applicant's Letter Requesting Financial Relief

SCHEDULE 1

OUTSTANDING ITEMS

Outstanding Items to be resolved prior to adoption of proposed Bylaws 1685.10 and 1850.43 and approval of Development Permit DP 23-5

Provide a complete set of revised Development Permit drawings in accordance with items 1, 2 and 3, below, with details and statements that are internally consistent, dimensioned, labelled with applicable revision number and date, and remove any superseded information from the drawings.

1. Architectural Drawings

Provide an updated Architectural set reflecting:

- a. Grading of the front yard that is in compliance with section 831.13(3) of the proposed CD31 zone.

2. Parking Plan

Provision of an updated parking plan reflecting:

- a. a notation that all proposed curbs are barrier curbs and in conformance with Section 6 of the Zoning Bylaw.

3. Landscape drawings

Provide an updated Landscape Plan reflecting the following items:

- a. Demonstrate proposed soil depth for all planting beds where a tree is proposed, including new landscaping on Lot 1 that is reflected on the Landscape Plan (to the satisfaction of Parks staff);
- b. New swale-appropriate plantings around the swale edge in the ALR buffer (to the satisfaction of Parks staff);
- c. Replace landscaping in proximity to the underground stormwater infrastructure in the ALR buffer with suitable landscaping (to the satisfaction of Engineering staff);
- d. Coordination with civil drawings; and
- e. Coordination with updated architectural drawings as required via Outstanding Items, Item 1a.
- f. Demonstrate Silva cells on the private property

4. Affordable Housing Contribution

Provision of the affordable housing contribution, in accordance with Affordable Housing Amenity Contribution Policy CCL-069.

5. Engineering & Public Works

Provide the following items:

- a. An analysis of the existing Town of Comox water system by the Town's contractor is required, at the applicant's expense. Any upgrades necessitated by this review will form a condition of development and shall be constructed at the applicant's expense.
- b. An analysis of the existing Town of Comox sanitary system by the Town's contractor is required, at the applicant's expense. Any upgrades necessitated by this review will form a condition of development and shall be constructed at the applicant's expense.
- c. An updated stormwater management plan that reflects the servicing report revisions.

- d. Confirmation via Geotech Engineer or geoscientist that the on-site proposed on-site stormwater management system is safe and suitable for the subject property and surrounding wells.
- e. On site storm water management system design to be verified and certified that the development and proposed system will not have any negative impacts to the surrounding ALR lands. This is to be reviewed and accepted by a Professional Agrologist.
- f. MOTI acceptance of the SWMP is required for the use of their roadside ditch.
- g. Street trees, in accordance with the landscape plan
- h. silva cell structures located under the private development frontage abutting street trees
- i. Drainage of silva cells into the development (pvt) storm system.
- j. A separate Town irrigation service, for irrigation of street trees
- k. Extension of the existing 250 mm watermain on Guthrie Road to the front of the property to facilitate a separate water service connection.
- l. an onsite sanitary sewer lift station and long-term maintenance.
- m. on-site underground stormwater detention facility and long-term maintenance.
- n. an on-site infiltration system and oil/grit separator in the ALR buffer and long-term maintenance for both.
- o. Off-site silva cell structures located under the Guthrie Road boulevard.

6. Legal Documents

Registration of the following legal documents on the title of proposed Lot 2 prior to adoption of proposed Bylaws 1685.10 and 1850.43.

- a. Discharge and replacement of the existing Section 219 restrictive covenant for the ALR Buffer, to accommodate the proposed items and uses in the ALR buffer and the proposed planting specifications.
- b. Registration of SRW, easement and other legal agreements, for the provision of the following:
 - i. SRW for street trees and non-tree plantings abutting the street on private property along Guthrie Road;
 - ii. SRW providing access to on-site meter vaults (in the event that they are not located in the Guthrie Road right-of-way or on-site along the front lot line). The SRW would be registered as a blanket SRW over all of Lot 2, with the opportunity to amend the agreement following construction with a more refined SRW plan).
 - iii. a shared parking and reciprocal access agreement with Lot 1, providing access to 40 parking spaces on Lot 1 lot by visitors of Lot 2 residents. This easement is required as a covenant so that the Town remains a signatory to the agreement.
 - iv. easement between Lot 1 and Lot 2 for legal access over the driveways of each others lot. This easement is required as a covenant so that the Town remains a signatory to the agreement.
 - v. shared waste collection agreement & easement covenant to accommodate the proposed off-site garbage staging area. This agreement is required as a covenant so that the Town remains a signatory to the agreement.
 - vi. easement between Lot 2 and abutting ALR properties, to allow the noise, odours and other nuisances originating from the abutting ALR lands to have 'right of passage' over proposed Lot 2. This easement is required as a covenant so that the Town remains a signatory to the agreement.
- c. Registration of Section 219, restrictive covenants for the provision of the following:
 - i. construction of minimum 20 units meeting Comox Zoning Bylaw 1850, Section 5.20 Special Needs Housing Standards – Adaptable Housing;

- ii. Dwelling mix that does not vary more than 10% from the dwelling unit mix proposed via Planning Report RZ/OCP 23-4, DP-5, DVP 23-2 dated August 7, 2024 (studio apartments 17.6% of the total number of dwellings, two-storey loft apartments 5.4%, 1-bedroom apartments 53.6%, 2-bedroom apartments 19.0% & 3-bedroom apartments 4.4%);
- iii. two Class II EV charging stations, as indicated on the Site Plan;
- iv. electrical capacity and ducting to at least 65 underground parking spaces to facilitate the future extension of wiring for Class I EV chargers;
- v. sound attenuation for all residential units within 35 metres from Guthrie Road that meets Canada Mortgage and Housing Corporation (CMHC) Standards, in accordance with Town of Comox, Acoustical Standards for Residential Developments, a report prepared by Wakefield Acoustics, dated October 30, 2014
- vi. ventilation system, including climate control panels in each unit;
- vii. acknowledge the nuisance impacts from abutting working and to require that each rental or lease agreement for a residential or commercial unit in the building include a section that requires the tenant to acknowledge in writing the differences that living next to an active farm can bring (e.g. noise, odour, etc. through regular operations, such as the use of manure or burning debris).
- viii. Screening on Lot 2 of parking spaces on Lot 1 that abut the proposed lot line; and
- ix. Proposed landscaping on Lot 1;
- x. All items listed under section 5 of Schedule 1 Outstanding Items of Planning Report RZ/OCP 23-4, DP 23-5, DVP 23-2 dated August 7, 2024.

SCHEDULE 2

DEVELOPMENT VARIANCE PERMIT CONDITIONS

1. This development variance permit is to facilitate construction of a six-storey mixed-use building containing 205 residential rental dwelling units, 1,400 m² of commercial space in nine CRUs on the ground floor and underground parking, in general compliance with drawings in

Attachment 1;

2. The following bylaws are hereby varied for proposed Lot 1:

(a) Comox Zoning Bylaw 1850:

- (i) To add as section 6.11(3)(c) the following:

Notwithstanding section 6.11(3)(a), existing parking spaces may be located closer than 1.5 m of the east lot line of the subject property.

- (ii) To add as section 8.14 the following:

Notwithstanding section 8.8, existing parking spaces that are located within 0.5 m of the east lot line of the subject property are not required to be concealed from view by screening.

3. The following bylaws are hereby varied for proposed Lot 2:

(b) Comox Zoning Bylaw 1850:

- (i) To add as section 5.12(12) the following:

In the CD31 zone, the projection of balconies on the north elevation of a mixed-use building may project up to 0.61 m into a required ALR setback, and stairs less than 1.1 m above immediately adjacent finished grade may project up to 1.4 m into a required ALR setback.

- (ii) Section 6.6(1) to change the current wording

From:

In the Commercial, Marine, Industrial, Park, Institutional, and RM4.1 zones, if all required parking spaces cannot be provided on the same parcel, required parking spaces may be

located on another parcel within 250 metres of the parcel that the space is intended to serve; does not include parking spaces required for dwelling units.

To:

In the CD31 zone, if all required parking spaces cannot be provided on the same parcel, required residential visitor parking spaces may be located on parcel that is adjacent to the parcel that the space is intended to serve.

(iii) Section 8.13(1)(b) to change the current wording:

From:

Materials: The 8.0 metre strip immediately adjacent to the ALR parcel shall comprise a double row of deciduous and coniferous trees (or just coniferous), a triple row of trespass inhibiting shrubs, and a single row of screening shrubs in conformance with Appendix B1 and existing trees are to be retained where possible;

To:

Materials: The 8.0 metre strip immediately adjacent to the ALR parcel shall comprise a double row of deciduous and coniferous trees (or just coniferous), a triple row of trespass inhibiting shrubs, and a single row of screening shrubs including types that are represented in Appendix B1 and existing trees are to be retained where possible;

(iv) Section 8.13(1)(f) to change the current wording

From:

Spacing: Trees shall be spaced a distance of 8m or less; and all shrubs shall be spaced 1.0 meters apart; with the ultimate result that there is a continuous vegetative cover within 5 to 10 years of growth;

To:

Spacing: Trees shall be spaced a distance of 8m or less; and all shrubs shall be spaced up to a maximum of 1.8 meters apart; with the ultimate result that there is a continuous vegetative cover within 5 to 10 years of growth;

(v) Section 8.13(1)(j) to change the current wording

From:

Notwithstanding section 8.3(1) driveways and pedestrian walkways shall not be excluded from the provisions of section 8.13 (1).

To:

Notwithstanding section 8.3(1) driveways and pedestrian walkways shall not be excluded from the provisions of section 8.13 (1), but a maintenance path directly adjacent to a lot line that abutting land within the Agricultural Land Reserve, and is no wider than 1.5 m and for the exclusive use by maintenance personnel, is excluded from the provisions of section 8.13 (1).

SCHEDULE 3

DEVELOPMENT PERMIT CONDITIONS

1. At time of Building Permit Issuance provision of a landscape security, based on 125% of the on-site and off-site landscaping and irrigation cost estimates;
 - a. The landscape security shall include the screening of the proposed garbage enclosure on Lot 1.
2. All development shall be in accordance with approved updated development and landscaping drawings;
3. All landscaping, shall be serviced with automatic watering system;
4. Issuance of any sign permits in conformance with Town of Comox Sign Bylaw No. 1197;
5. All new services shall be placed underground;
6. Except for cedar, all wooden landscape components shall be treated with paint, stain, or other preservative.
7. Provision of street trees on the private development frontage;
8. Fencing must be robust and minimum commercial grade;
9. Parking must be in compliance with Comox Zoning Bylaw 1850 (as varied by DVP 23-2):
 - a. Section 6.12(7) and (8) Surfacing and Curbing;
 - b. Visitor Parking, Small Car, Accessible and Commercial parking spaces shall be clearly marked in accordance with Section 6.12(10);
10. All exterior building and site lighting fixtures (including those in parking areas but excluding dwelling unit entrance, balcony and patio lighting) shall:
 - a. produce illumination levels in accordance with common engineering practices and standards;
 - b. minimize illumination of adjacent properties;
 - c. consist of full cut off/flat lens pole lighting or fully shielded wall lighting;
 - d. be arranged so rays of light are directed upon the parking, walking, or loading areas and not upon adjacent land or streets; and
 - e. excluding light fixtures that are incorporated into canopies, lighting of off-street parking and loading areas shall:
 - i. be so arranged that no part of any fixture is more than 4.5 m above finished ground level, and
 - ii. not overhang maneuvering aisles or loading spaces.

ATTACHMENT 1

COMOX OCP AMENDMENT BYLAW 1685.10

TOWN OF COMOX

BYLAW NO. 1685.10

A BYLAW TO AMEND COMOX OFFICIAL COMMUNITY PLAN BYLAW 1685

WHEREAS the Council of the Town of Comox has the authority under the provisions of the Local Government Act to amend the Official Community Plan Bylaw;

AND WHEREAS Council has considered the amendments in conjunction with its financial plan, any waste management plan that is applicable in the municipality or regional district and Town of Comox May 2020 Housing Needs Report Data Results including Summary Form;

NOW THEREFORE the Council of the Town of Comox, in open meeting assembled, enacts as follows:

1. TITLE

This bylaw may be cited for all purposes as the "Comox Official Community Plan Amendment Bylaw 1685.10".

2. AMENDMENTS

Comox Official Community Plan Bylaw 1685 is hereby amended as follows:

- (1) Schedule "A" Part 5: Maps is hereby amended by:
 - (a) designating the portion of LOT A, SECTION 77, COMOX DISTRICT PLAN, VIP86498, shown shaded in Schedule "1", which is attached to and forms part of this bylaw, as within the following:
 - i. Map 1 – Land Use Designations, as Mixed Use: Commercial – Residential;
and
 - ii. DPA #4 – Mixed Use: Commercial – Residential.

- (b) Removing the portion of LOT A, SECTION 77, COMOX DISTRICT PLAN, VIP86498, shown shaded in Schedule "1", which is attached to and forms part of this bylaw, from the shaded area on map DPA #4 - Commercial: Neighbourhood & Tourist.
- (2) Comox Official Community Plan Bylaw 1685 is further amended by making such consequential changes as are required to reflect the foregoing amendments, including, without limitation, changes in the numbering and order of the sections of the bylaw.

3. DEFINITIONS

In this Bylaw, unless the context otherwise requires:

- (1) "Council" means the Council of the Town of Comox;

4. ADOPTION

- (1) READ A FIRST time this 7th day of August, 2024
- (2) READ A SECOND time this 7th day of August, 2024
- (3) ADVERTISED A FIRST time this 21st day of August, 2024
- (4) ADVERTISED A SECOND time this 28th day of August, 2024
- (5) PUBLIC HEARING HELD this 4th day of September, 2024
- (6) READ A THIRD time this day of , 2024
- (7) ADOPTED this day of , 2024

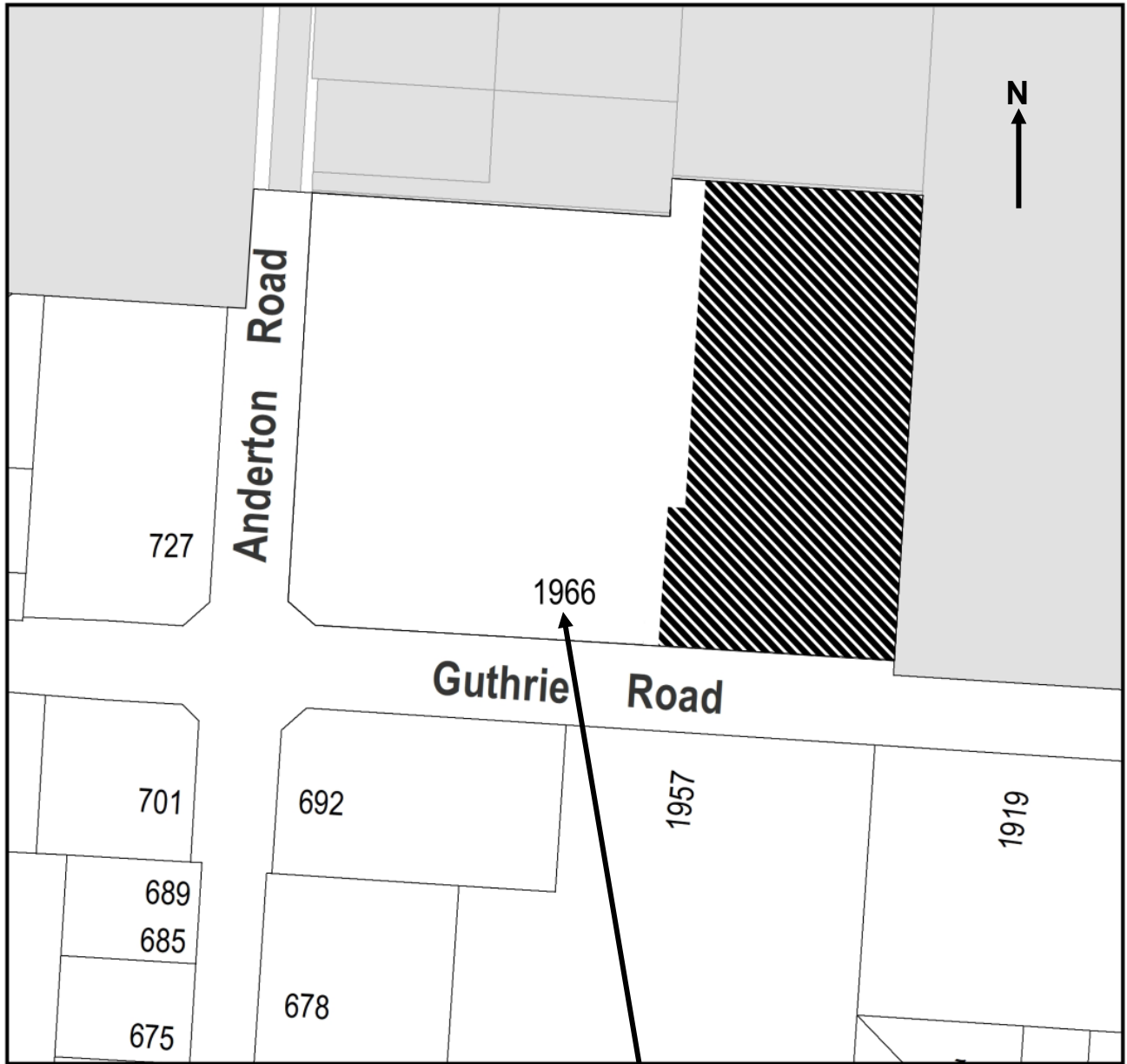
Mayor

Corporate Officer

BYLAW 1685.10

SCHEDULE "1"

SUBJECT PROPERTY



Subject Property:
1966 Guthrie Road
LOT A SECTION 77 COMOX DISTRICT PLAN VIP86498

ATTACHMENT 2

COMOX ZONING AMENDMENT BYLAW 1850.43

TOWN OF COMOX

BYLAW NO. 1850.43

A BYLAW TO AMEND COMOX ZONING BYLAW 1850

WHEREAS the Council of the Town of Comox has the authority under the provisions of the Local Government Act to amend the Zoning Bylaw;

NOW THEREFORE the Council of the Town of Comox, in open meeting assembled, enacts as follows:

1. TITLE

This bylaw may be cited for all purposes as the "Comox Zoning Amendment Bylaw, 1850.43".

2. AMENDMENTS

Comox Zoning Bylaw 1850 is hereby amended as follows:

- A. Table of Contents is amended by adding the following text under '830. CD30 COMPREHENSIVE DEVELOPMENT 30: ASPEN TOWNHOUSES':

831. CD31 COMPREHENSIVE DEVELOPMENT 30: HIGHLAND VILLAGE RENTAL APARTMENT MIXED USE

- B. Section 2.7(2) Penalties is amended by adding the following:

Column 1	Column 2	Column 3
Offence	Bylaw Section	Fine Amount
Unlawful projection into setback – CD 31 zone	5.12(12)	\$250.00
Unlawful use – CD 31 zone	117.1	\$250.00
Failure to comply with conditions – CD 31 zone	117.2	\$250.00
Unlawful accessory buildings – CD 31 zone	117.10	\$250.00

- C. Section 3.2 Definitions is amended by adding the following new definition:

Residential Rental Tenure

Occupancy of a dwelling unit that is located in the residential portion of a mixed-use or a multi-family residential building and:

- (1) governed by a tenancy agreement that is subject to the *Residential Tenancy Act* (BC), as may be amended from time to time; or
- (2) A tenancy in which the landlord is the Town of Comox, BC Housing Management Commission or a non-profit society incorporated under the Societies Act (BC), as may be amended or replaced from time to time, where the society's objectives include the provision of rental housing

- D. Section 4.1 Classification of Zones is amended by adding the following text under the Comprehensive Development Zones heading:

831. CD 31 – Highland Village Rental Mixed Use

- E. Section 5.11 Drive-Thru Services and Drive-Thru Restaurants is amended by replacing it with the following text:

Drive-Thru Services and Drive Thru Restaurants are prohibited in all zones except the C3.1 and CD 31 zones.

- F. Section 5.12 Projections into Required Setbacks is amended by adding a new subsection (12) with the following text:

In the CD 31 zone:

- (a) awnings, balconies, bay windows, canopies, chimneys, cornices, eaves, gutters, landings, leaders, ornamental features, pilasters, porches, sills, stairs, or sunshades may project up to 1.0 metres into a required front, rear and exterior – side setback.
- (b) In an interior side setback, only eaves may project up to 0.6 m.
- (c) In a rear setback:
 - a. Balconies may project up to 0.61 m into the rear setback; and
 - b. Stairs between ground-storey residential patios and the rear yard that are no higher than 0.6 m may project up to 1.4 m into the rear setback.

- G. Schedule "A" is amended by adding as Section 831 the CD 31 zone, as shown in Schedule "1", which is attached to and forms part of this Bylaw;
- H. Adding Schedule "2" as "Appendix B2", which is attached to and forms part of this Bylaw.
- I. Schedule "B" (the Zoning Map) is amended by rezoning the portion of LOT A, SECTION 77, COMOX DISTRICT PLAN, VIP86498 shown shaded on Schedule "3" which is attached to and forms part of this Bylaw, from C3.1 Arterial Commercial to CD 31 Comprehensive Development 31.
- J. Comox Zoning Bylaw 1850 is further amended by making such consequential changes as are required to reflect the foregoing amendments, including without limitation changes in the numbering and order of the sections of the bylaw.

3. ADOPTION

- (1) READ A FIRST time this 7th day of August, 2024
- (2) READ A SECOND time this 7th day of August, 2024
- (3) ADVERTISED A FIRST time this 21st day of August, 2024
- (4) ADVERTISED A SECOND time this 28th day of August, 2024
- (5) PUBLIC HEARING HELD this 4th day of September, 2024
- (6) READ A THIRD time this day of , 2024
- (7) ADOPTED this day of , 2024

Mayor

Corporate Officer

BYLAW 1850.43

SCHEDULE "1"

831. CD31 COMPREHENSIVE DEVELOPMENT 31: HIGHLAND VILLAGE RENTAL APARTMENT MIXED USE

For the purpose of Section 831, Areas A, B, and C are as shown in Appendix "B2"

831.1 Permitted Uses:

In the CD31 zone, the following uses are permitted and all other uses are prohibited:

- (1) Accessory structures and uses, excluding buildings and outside storage;
- (2) Apartment dwellings
- (3) Artist studios
- (4) Childcare facilities
- (5) Dental clinics
- (6) Denturist labs
- (7) Dwelling units
- (8) Financial institutions
- (9) Grocery Store
- (10) Home occupations
- (11) Libraries
- (12) Locksmiths
- (13) Medical clinics
- (14) Museums
- (15) Neighbourhood Pub
- (16) Offices
- (17) Personal service establishments
- (18) Pet grooming
- (19) Recreational cannabis retail stores
- (20) Restaurants
- (21) Restaurant - Coffee Shops
- (22) Restaurant - Lounges
- (23) Retail stores
- (24) Small appliance repair shops, processing and packaging of food or beverage products, or establishments that repair or assemble electronic equipment which
 - (i) have a total non-retail floor area not in excess of 150 square metres,
 - (ii) retail directly from the premises, and
 - (iii) have the retail area extending the full width of the premises and located adjacent to the primary pedestrian entrance

831.2 Conditions of Use:

- (1) Apartment dwelling units shall not be located below the ground floor;
- (2) With the exception of the north- and east-facing loft dwelling units in Area C, apartment dwelling units shall not be located on the ground floor;
- (3) Permitted uses other than apartment dwellings shall not be located above the ground floor;
- (4) All permitted uses shall be located within a portion of a building, completely enclosed by exterior walls, except for restaurants, child care facilities, produce stalls, landscape material, accessory structures and accessory uses; and
- (5) Residential rental tenure shall apply to all dwelling units on the lot.
- (6) Community Gardens shall not be permitted within the rear or side interior (east) setbacks.

831.3 Density:

Density shall not exceed 205 dwelling units.

831.4 Parcel Area:

Parcel area shall not be less than 1.0 ha.

831.5 Parcel Frontage:

Parcel frontage shall not be less than 70 metres.

831.6 Parcel Depth:

Parcel depth shall not be less than 145 metres.

831.7 Parcel Coverage:

Parcel coverage shall not exceed 36%.

831.8 Height and Storeys:

- (1) Height shall not exceed 24.0 metres.
- (2) Notwithstanding the definition of 'height' in section 3, no portion of the building, including chimneys, elevators, roof access stairways, water tanks and associated screening, mechanical equipment and associated screening, church spires, belfries, monuments, flag poles, ham radio towers, telecommunication modules, television or radio reception aerials or hose towers shall be located above 83.36 Canadian Geodetic Vertical Datum.

831.9 Required Setbacks:

- (1) Front
Front setback shall not be less than:
 - (i) 3.4 metres for a building or above-ground structure;
 - (ii) 1.2 m for an underground parking structure
- (2) Rear
Rear setback shall not be less than 15.0 metres.
- (3) Side – interior (east)
East interior side setback shall not be less than 15.0 metres.
- (4) Side – interior (west)
West interior side setback shall not be less than:
 - (i) 0 m for structures typically associated with a residents’ outdoor amenity area;
 - (ii) 2.75 metres to a retaining wall for underground vehicle access; and
 - (iii) 6.0 m to a building.
- (5) Other:
Notwithstanding section 831.9 (2) and (4), building setbacks from lot lines shared with the Agricultural land Reserve shall be not less than 15.0 metres.

831.11 Screening

The following shall be screened in accordance with Section 8:

- (1) Garbage compounds;
- (2) Off-street parking and loading areas;
- (3) Above ground utility boxes and utility transformers; and
- (4) Abutting Agricultural Land Reserve (ALR) lands,.

831.12 Off-Street Parking and Loading

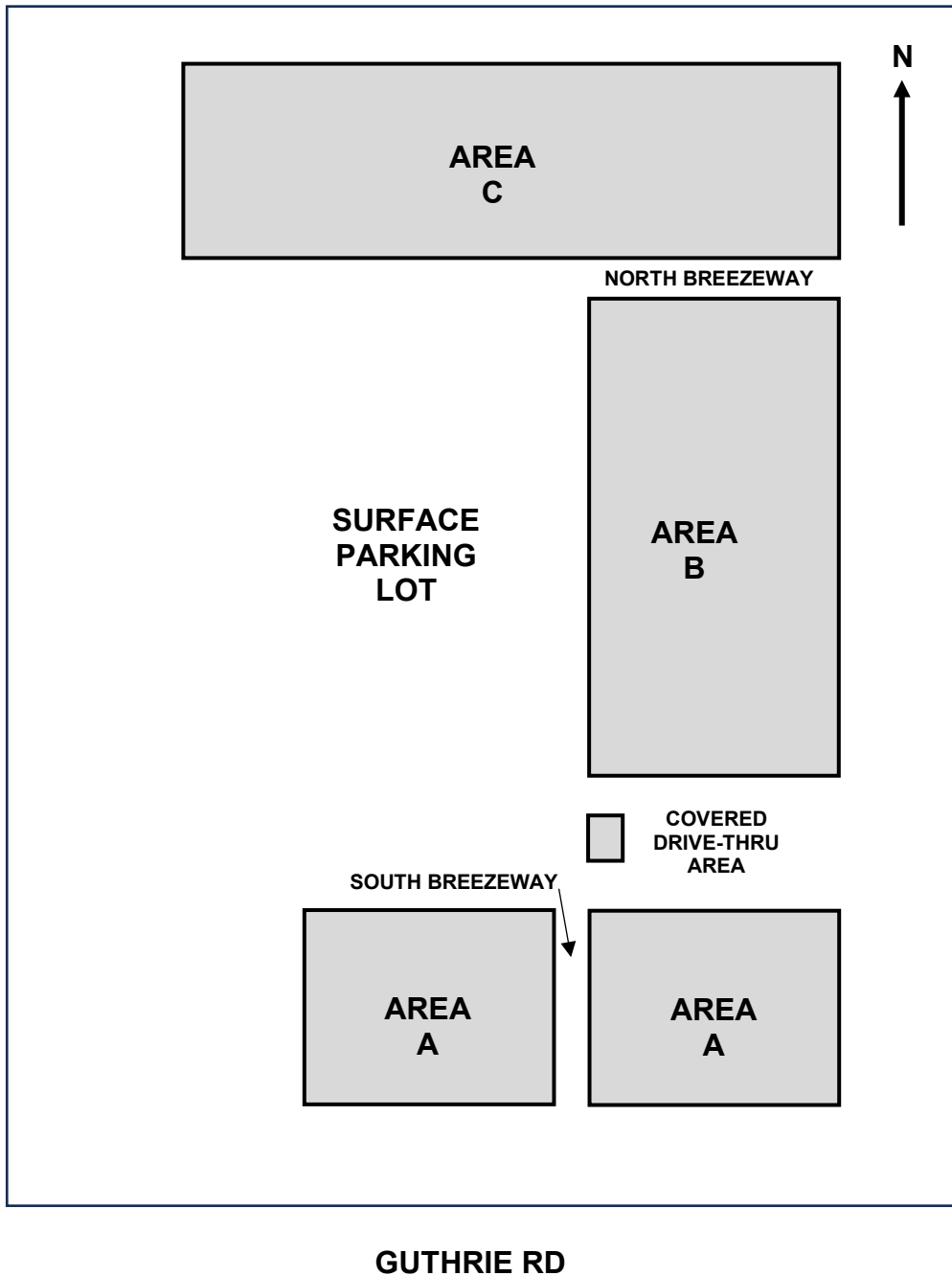
- (1) Off-street parking and loading shall be provided in accordance with Section 6;

831.13 Other Requirements:

- (1) Overhead wiring shall not be permitted on a parcel. All new services on a parcel shall be placed underground.
- (2) Unoccupied open spaces shall be fully and suitably landscaped with landscape material.
- (3) No portion of the front yard (between the building in Area A and the fronting street) shall:
 - (i) be more that 0.3 m below the existing grade of the abutting municipal sidewalk.
 - (ii) contain steps up or down.

**BYLAW 1850.43
SCHEDULE "2"**

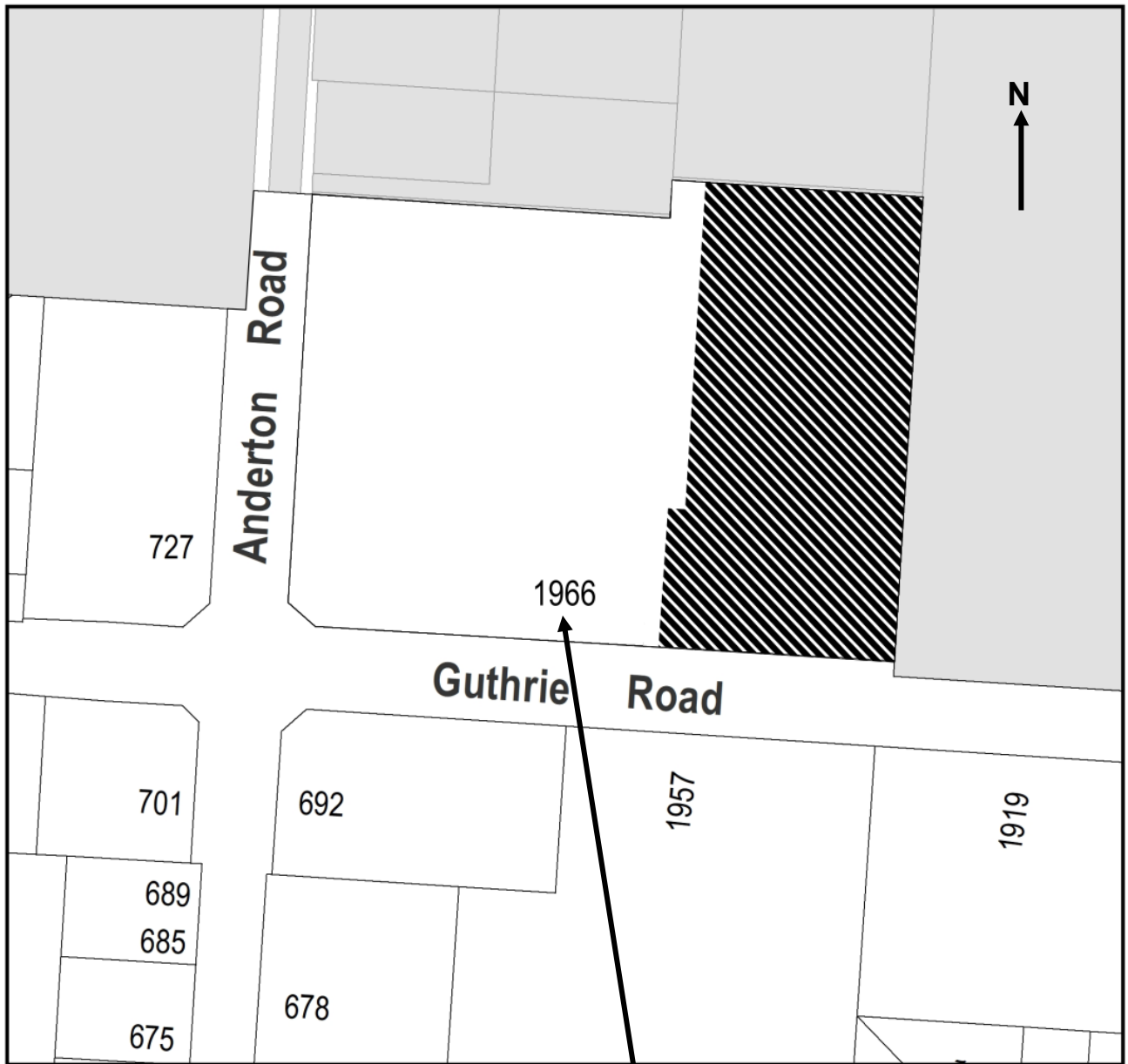
**Appendix "B2"
Building Areas at Ground Level**



BYLAW 1685.10

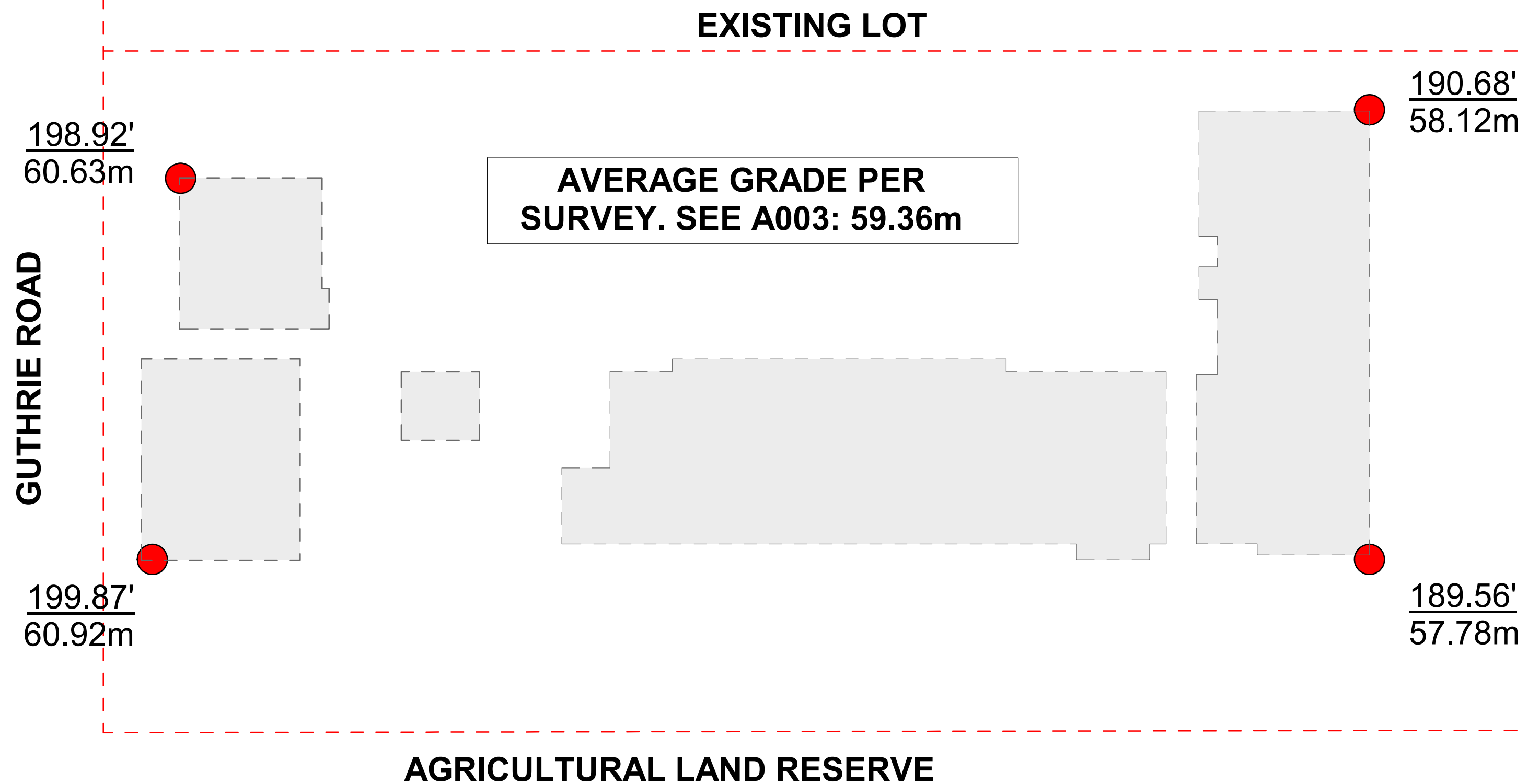
SCHEDULE "3"

SUBJECT PROPERTY



Subject Property:
1966 Guthrie Road
LOT A SECTION 77 COMOX DISTRICT PLAN VIP86498

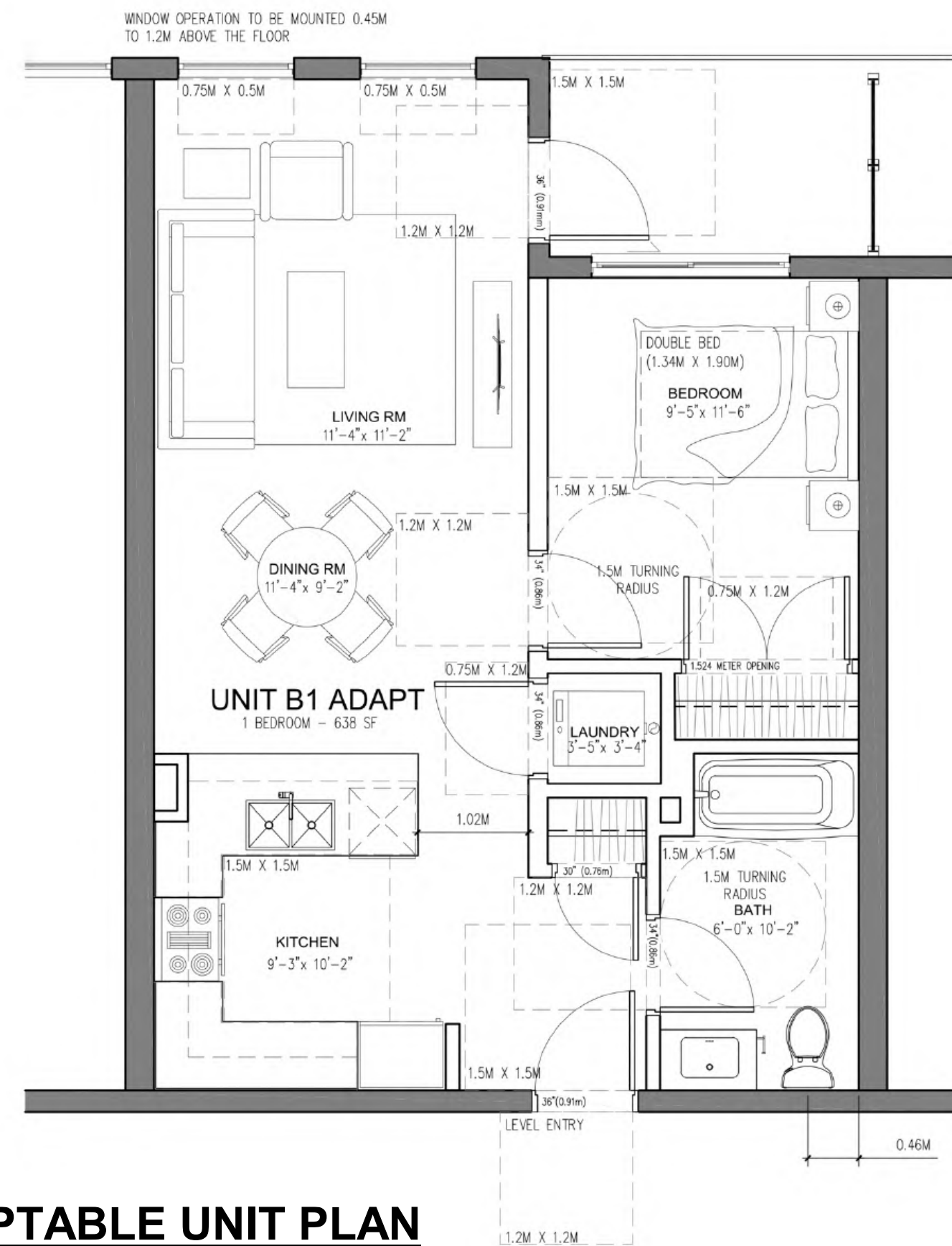
ATTACHMENT 3
APPLICANT'S SUBMISSION



AGRICULTURAL LAND RESERVE

AVERAGE GRADE CALC.

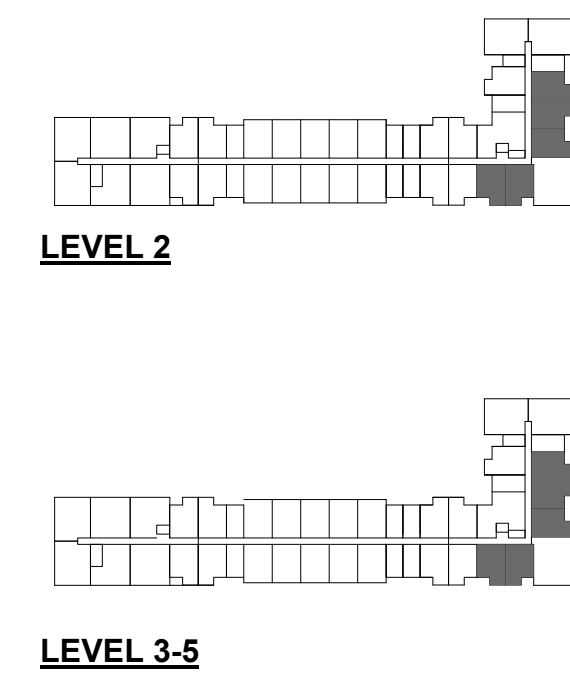
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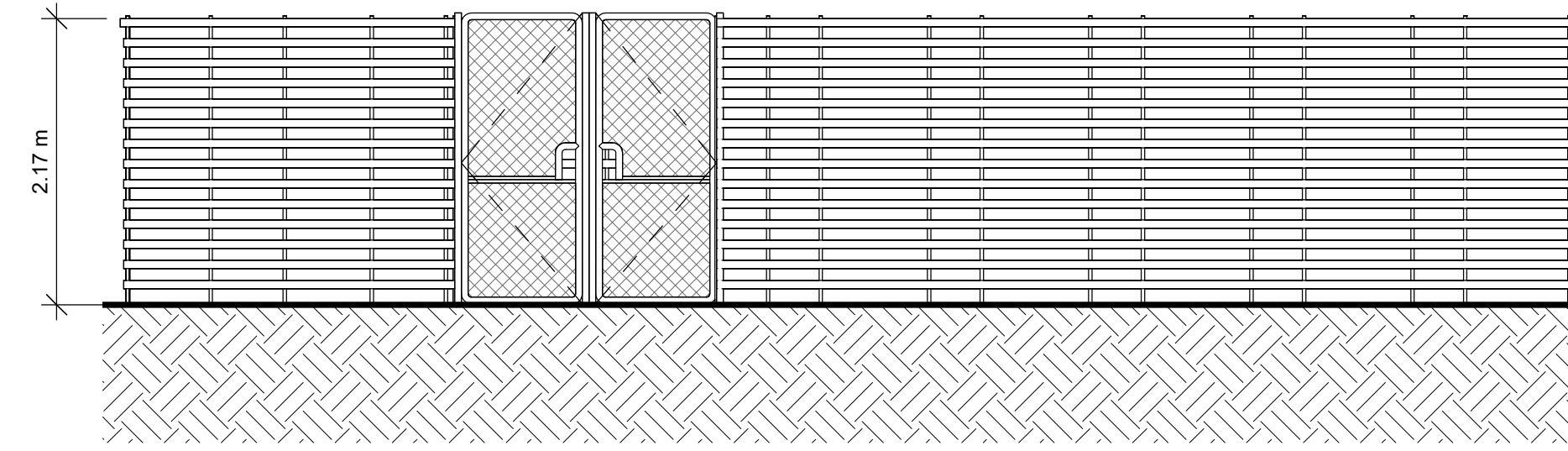
ADAPTABLE UNIT PLAN

SCALE: 1:50

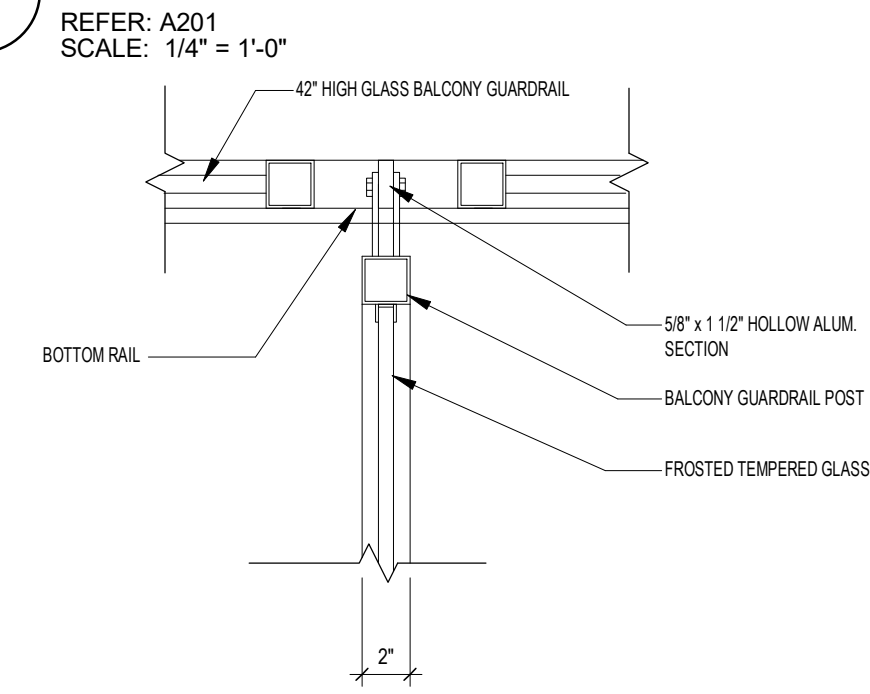
ADAPTABLE UNIT KEYPLAN



AGRICULTURAL LAND RESERVE

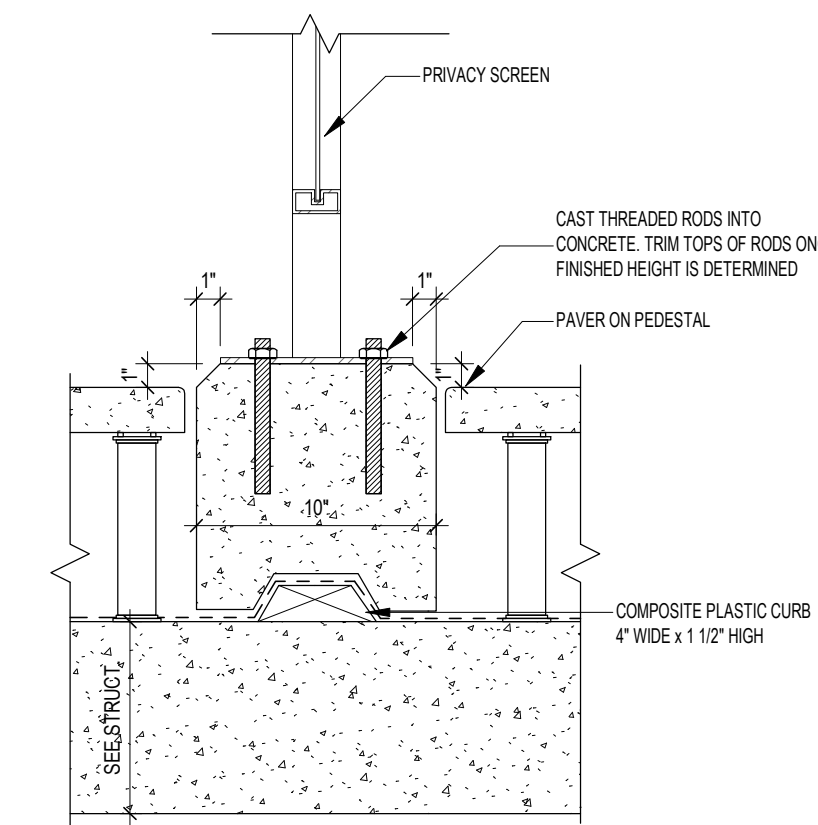


5 GARBAGE ENCLOSURE ELEVATION



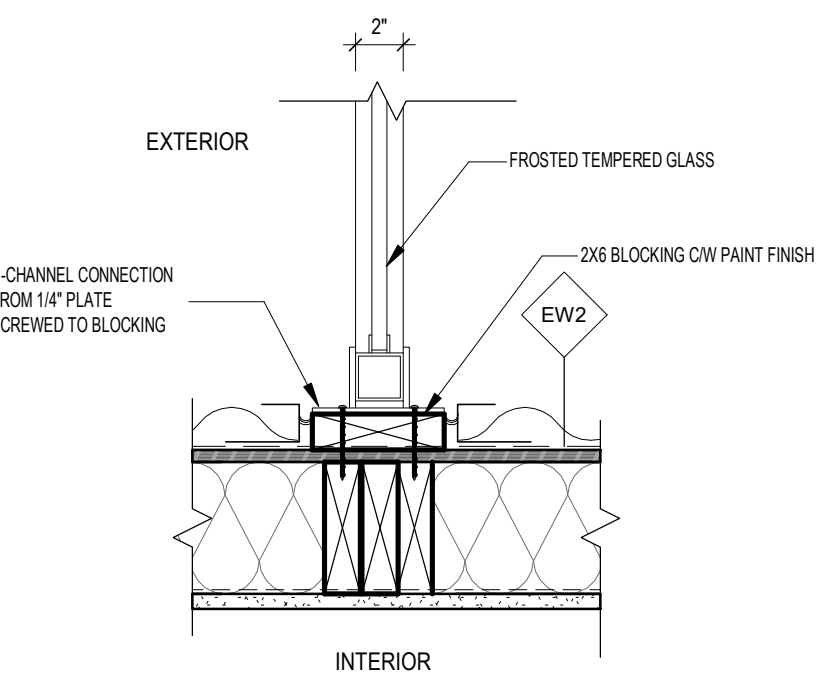
3 PRIVACY SCREEN RAILING CONNECTION

SCALE: 1 1/2" = 1'-0"



2 PRIVACY SCREEN MOUNTING DETAIL - CURB

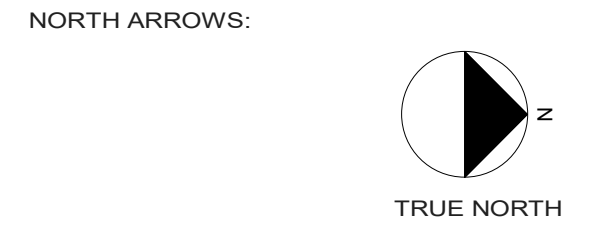
SCALE: 1 1/2" = 1'-0"



1 PRIVACY SCREEN WALL CONNECTION

SCALE: 1 1/2" = 1'-0"

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GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	23.08.31



CONSULTANT: 2024-07-23



VAN 950 - 1500 W. Georgia Street Vancouver, V6G 2Z6
VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
SITE DETAILS

PROJECT NO: 21005 DRAWN BY: SD / WY
SCALE: As indicated REVIEW BY: AE

DWG NO: **A002**
Page 65

OWNER/CLIENT:



GENERAL NOTES:

5	ISSUE FOR SUB/OC/RZ/IN/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OC/RZ/IN/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OC/RZ/IN/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OC/RZ/IN/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OC/RZ/IN/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D

SEAL:



CONSULTANT:

2024-07-23



VAN 650 - 1500 W. Georgia Street Vancouver, V6G 2Z6
VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
604.665.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS:

1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:

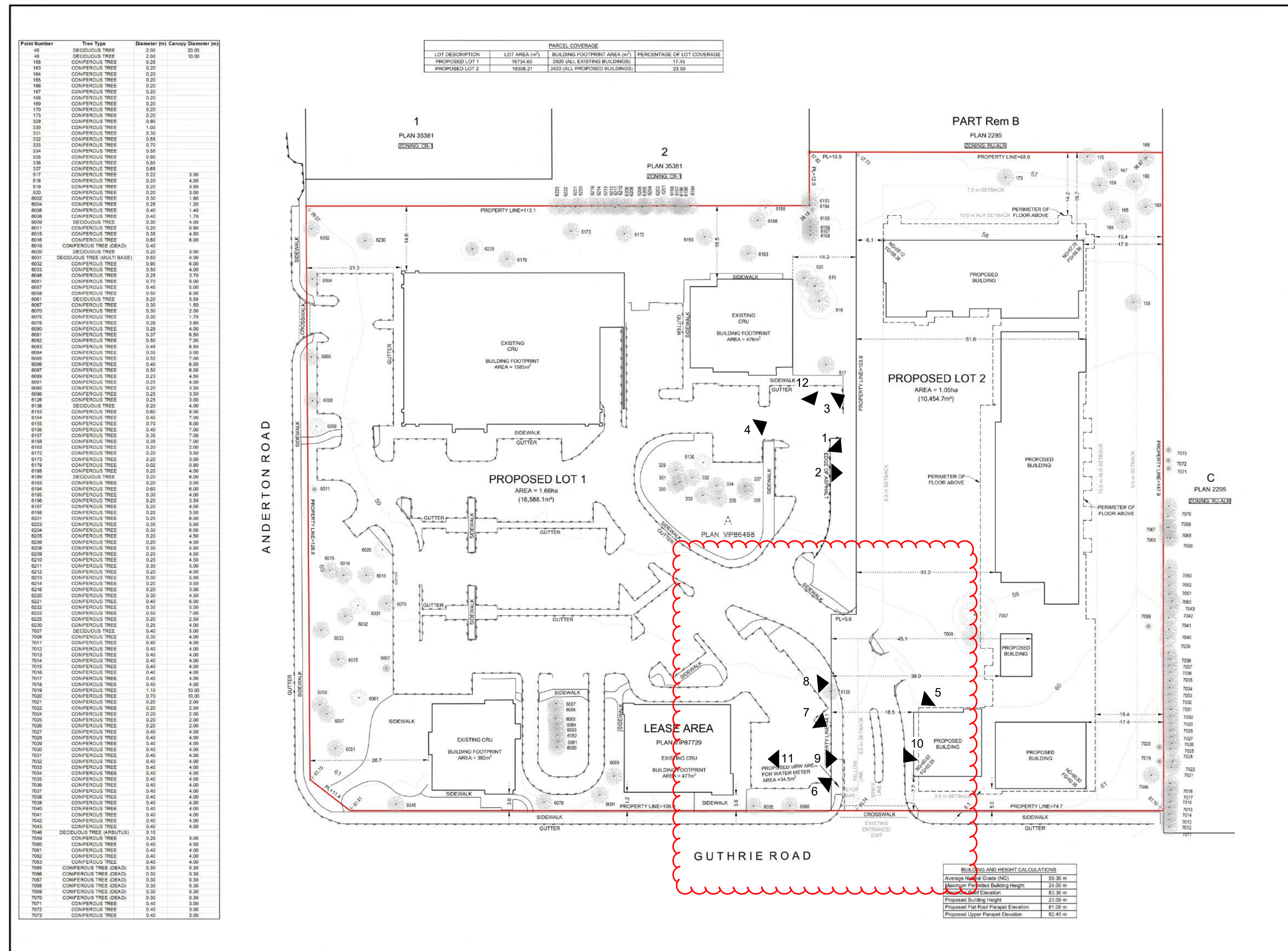
EXISTING SURVEY

PROJECT NO: 21005 DRAWN BY: WY

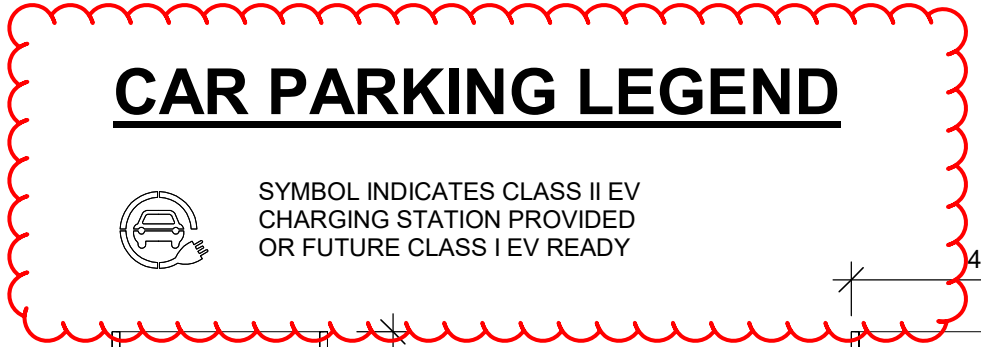
SCALE: REVIEW BY: AE

DWG NO:

A003
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EXISTING SURVEY / PROPOSED SUBDIVISION PLAN - BY OTHERS



REQ. CAR PARKING & BICYCLE PARKING SPACE

Step 1. Use Areas

Use	Area	Vehicle		Bicycle	
		Standard	Visitor	Requirements	Bicycle Class II
Dwelling, apartment	205 units	205	51	0.25 per unit	51
Retail Store less than 500 m ² gross floor area (excluding convenience stores and liquor stores)	1183.31 m ²	24		1 per 125 m ² with a minimum of 2	8
TOTAL		229	51		59
		Standard	Visitor	Class I	Class II

Step 2. Vehicle Parking Space Reduction

Proposed Bicycle Parking Spaces	Vehicle Parking Space Reduction		Total Reduction
	Class I	Class II	
28	12	28	40

Step 3. Parking for Restaurants (skip if no restaurant)

A. Insert the maximum seating capacity, excluding outdoor seating.	30	seat(s)
B. Insert the gross floor area, in metres squared.	217.18	m ²
C. Is the restaurant within Downtown, see Figure 1?	NO	(Yes or No)
D. How many Class I bicycle parking spaces are proposed?	4	bicycle parking spaces
E. How many Class II bicycle parking spaces are proposed?	2	bicycle parking spaces

Class I Bicycle Minimum	Total
per 125 m ² with a minimum of 4	4

The restaurant vehicle parking requirement shall be 1 per 40 square metres minus 1. Therefore, a total of 2 vehicle parking spaces are required for a restaurant. Note: Minus 1 allows for a vehicle parking space to be used for bicycle parking.

Step 4. Accessible Parking Spaces

Accessible parking spaces are required in commercial zone. What zone is the subject property within? (Enter with no spaces (ex. C1.3)) If subject property is within multiple zones please consult with Planning Department Staff.

One of the required spaces must meet the accessible parking standards. Note: Accessible parking spaces shall be provided in accordance with the provisions of the British Columbia Building Code. Dwelling units have been excluded from this calculation. If accessible dwelling units are considered within the development the number of required accessible parking spaces will be determined by staff.

Step 5. Loading Spaces

Commercial Use > 475m ² - Minimum of 1	1
Industrial Use > 475m ² - Minimum of 2	

SUMMARY OF PARKING REQUIREMENTS		Bicycles Minimum		Loading Spaces	
Vehicle	Count	Class I	Class II	Count	Notes
Standard	229	4		1	Accessible Parking Spaces ²
Visitor	51	50			
Overhead Vehicle	0	4			One of the required spaces must meet the accessible parking standards.
		2			
Total	280	111			
Reduction¹	28	2			
Total Required	252	113			
Restaurant	3	2			
Overall Total	255	115			

63.7% of the required parking spaces are permitted to be small car parking spaces.

Notes:
1. Reductions in vehicle parking spaces will be distributed between standard parking spaces and visitor parking spaces depending on the intended user of the bicycle parking.
2. Accessible parking spaces shall be provided in accordance with the provisions of the British Columbia Building Code. Dwelling units have been excluded from this calculation. If accessible dwelling units are considered within the development the number of required accessible parking spaces will be determined by staff.

LOT 1- PHASE 1 & 2 - EXISTING PARKING CALCULATION

Category	Count	Percentage
UNDERGROUND PARKING		
Accessible, 4x5.5m	6	2.33%
Accessible, 4x5.5m ELECTRIC	4	1.56%
Small, 2.4x4.6m	20	7.78%
Standard, 2.75x5.5m	104	40.47%
Standard, CRU, 2.75x5.5m ELECTRIC	61	23.74%
TOTAL	178	
SURFACE PARKING		
Accessible CRU, 4x5.5m	2	0.78%
Small, CRU, 2.4x4.6m	20	7.78%
Standard, CRU, 2.75x5.5m	3	1.17%
RESIDENTIAL VISITOR	25	
Small, Visitor, 2.4x4.6m	8	3.14%
Standard, Visitor Parallel, 2.5x7.3m	3	1.17%
RESIDENTIAL	11	
Small, 2.4x4.6m ELECTRIC	2	0.78%
LOADING STALLS	2	
Retail, Loading, 3x9.25m	1	0.39%
EXISTING PHASE BORROWED RESIDENTIAL VISITOR		
Accessible Visitor, 4x5.5m	3	1.17%
Small, Visitor, 2.4x4.6m	5	1.89%
Small, Visitor, Existing	3	1.17%
Standard, Visitor, 2.75x5.5m	49	11.28%
TOTAL CAR PARKING PROPOSED	257	

CAR PARKING PROPOSED

BICYCLE PARKING PROPOSED

Type	Count
CLASS 1 - SURFACE	6
CLASS 1 - RESIDENTIAL	7
CLASS 1 - RETAIL	12
CLASS 2 - ENCLOSED	63
CLASS 2 - RESIDENTIAL - HORIZONTAL	1
CLASS 2 - CARGO BIKE	39
CLASS 2 - RESIDENTIAL - VERTICAL	18
CLASS 2 - RETAIL	113
TOTAL BICYCLE PARKING SPACE	125

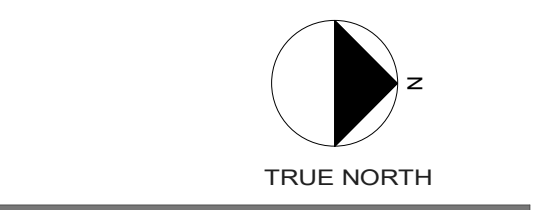
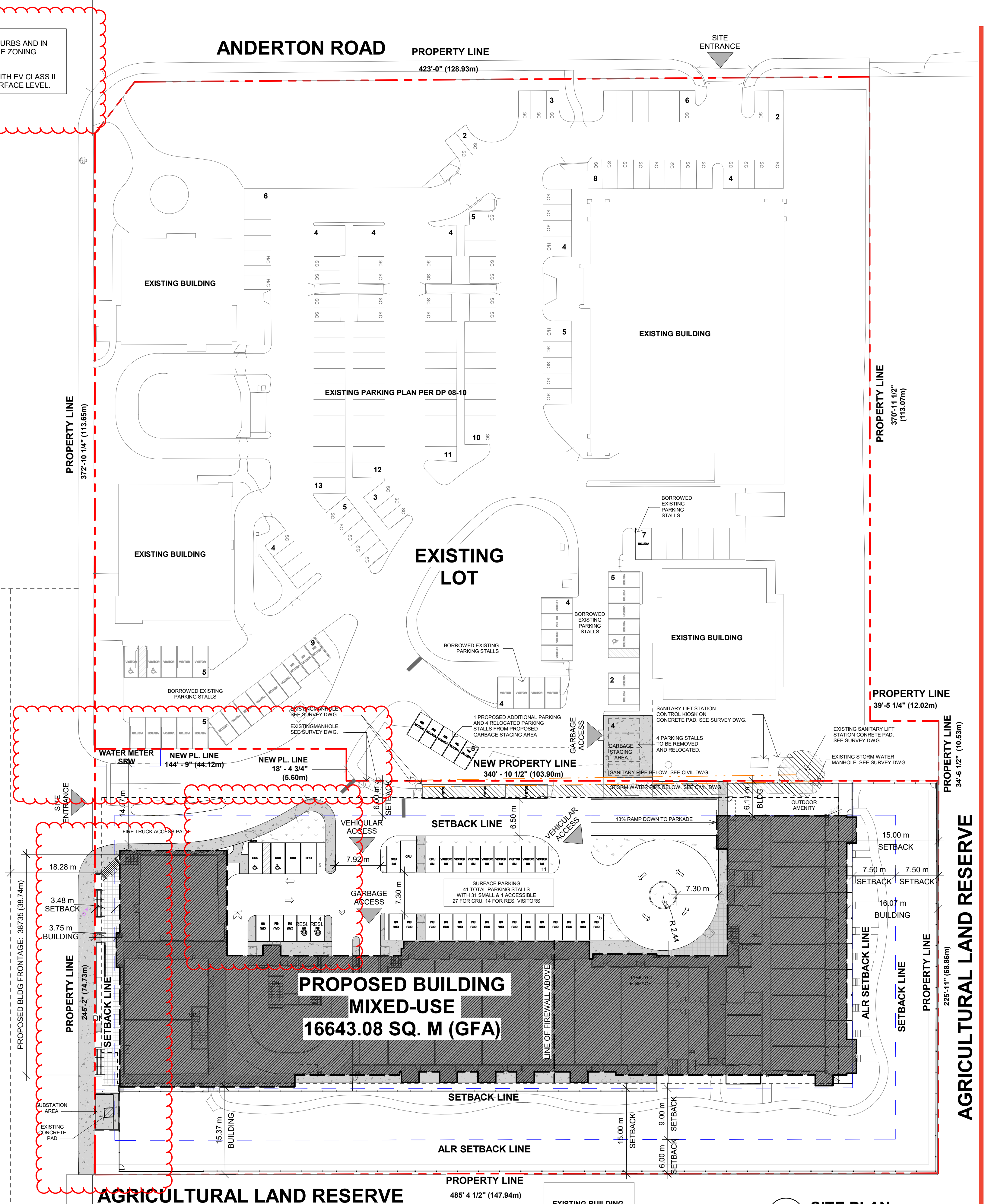
NOTE: PROVIDE MIN. 10 ELECTRICAL OUTLETS FOR E-BIKE CHARGERS

NOTES:
1. PRE BYLAW 1850 - 6.8 REDUCTION OF 28 PARKING STALLS HAS BEEN APPLIED

COMMERCIAL ZONING

MULTIFAMILY LOW DENSITY ZONING

GUTHRIE ROAD



OWNER/CLIENT:
AVTAR PROPERTIES

GENERAL NOTES:

No.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OC/RZ/NVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OC/RZ/NVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OC/RZ/NVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OC/RZ/NVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OC/RZ/NVAR/DP	23.08.31
NO.	ISSUE	Y/M/D



CONSULTANT:
2024-07-23

LWA ARCHITECTS

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VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
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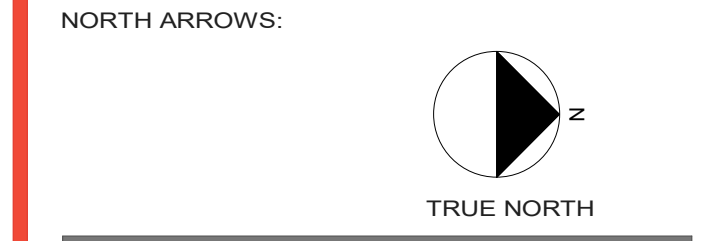
PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
SITE PLAN

PROJECT NO: 21005
SCALE: As indicated
DRAWN BY: SD / WY
REVIEW BY: AE

DWG NO: **A101**
Page 67



OWNER/CLIENT:
AVTAR PROPERTIES

GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D



CONSULTANT:
 2024-07-23

IWA ARCHITECTS

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 VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
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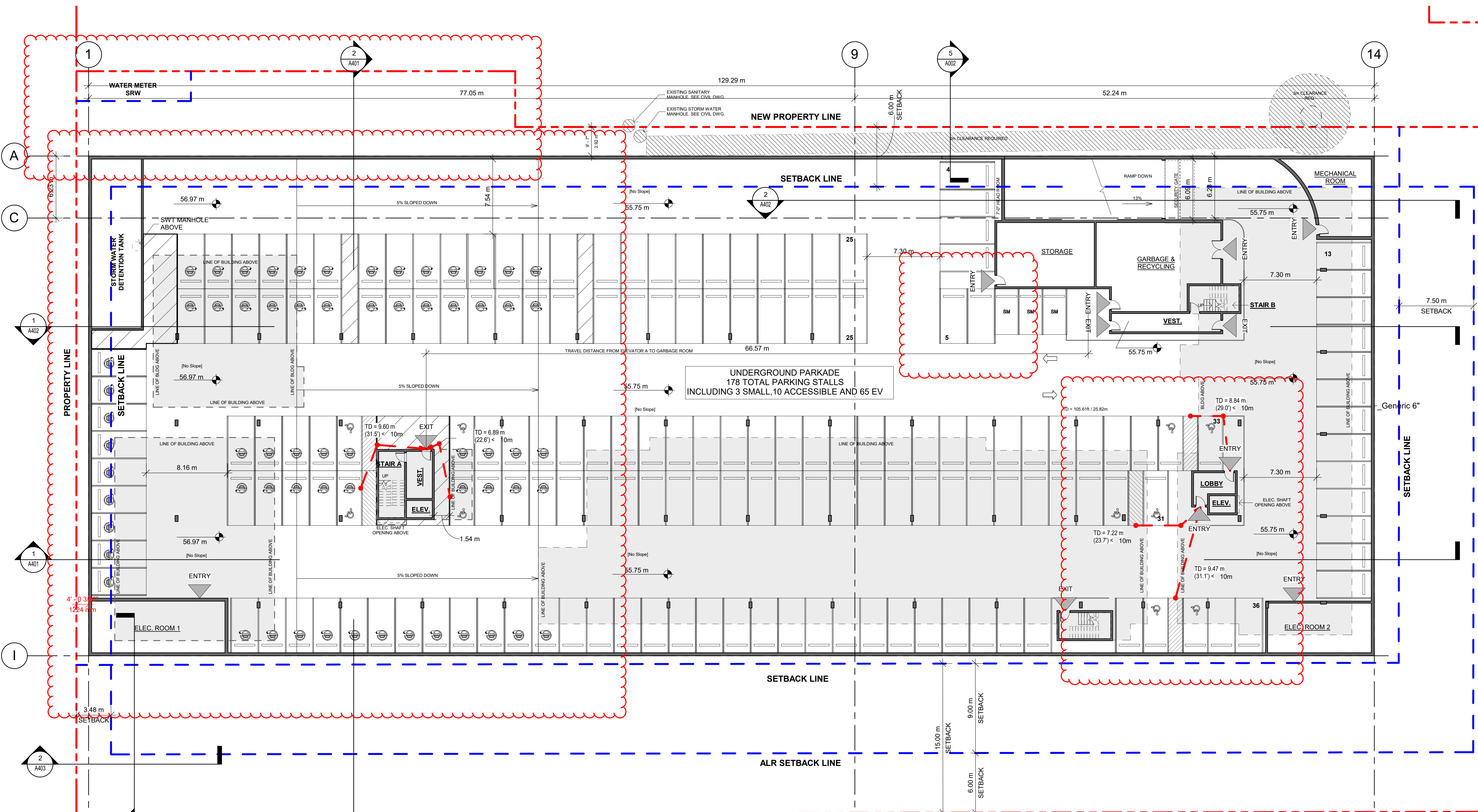
PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
 1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
PARKADE P1 FLOOR PLAN

PROJECT NO: **21005** DRAWN BY: **SD / WY**
 SCALE: **As indicated** REVIEW BY: **AE**

DWG NO: **A201**
Page 68



1 LEVEL P1
 SCALE: 1:200

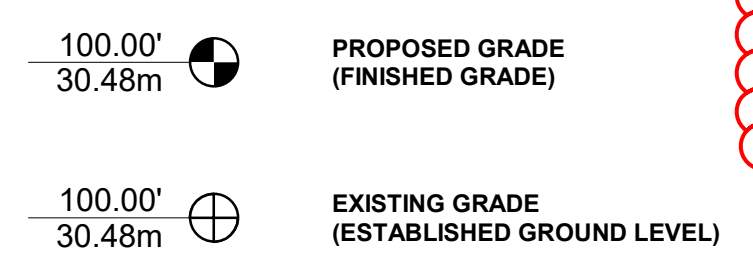
CAR PARKING PROPOSED

Category	Unit Type	Count	Area per Unit	Total Area - Metric
UNDERGROUND PARKING RESIDENTIAL	Accessible, 4x5.5m	6	2.33%	
	Accessible, 4x5.5m ELECTRIC	4	1.56%	
	Small, 2.4x4.6m	3	1.17%	
	Standard, 2.7x5.5m	104	40.47%	
SURFACE PARKING RETAIL	Accessible, CRU, 4x5.5m	2	0.78%	
	Small, CRU, 2.4x4.6m	20	7.78%	
RESIDENTIAL VISITOR	Small, Visitor, 2.4x4.6m	8	3.11%	
	Standard, Visitor Parallel, 2.5x7.3m	3	1.17%	
	Standard, Visitor, 2.7x5.5m ELECTRIC	2	0.78%	
LOADING STALLS	Small, 2.4x4.6m ELECTRIC	2	0.78%	
	Standard, 3x9.25m	1	0.39%	
EXISTING PHASE BORROWED RESIDENTIAL VISITOR	Accessible Visitor, 4x5.5m	3	1.17%	
	Small Visitor, 2.4x4.6m	5	1.95%	
	Small Visitor, Existing	3	1.17%	
	Standard Visitor, 2.7x5.5m	29	11.28%	
TOTAL CAR PARKING PROPOSED		40		
NOTES:		297		

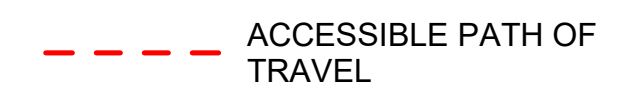
PROPERTY LINE

Unit Type	Area per Unit	Total Area - Metric
GARBAGE & RECYCLING	1197 ft ²	111.23 m ²
MECH / ELEC ROOM	541 ft ²	50.27 m ²
MECH / ELEC ROOM	875 ft ²	81.25 m ²
PI PARKING	6659 ft ²	618.45 m ²
STORAGE	748 ft ²	69.49 m ²

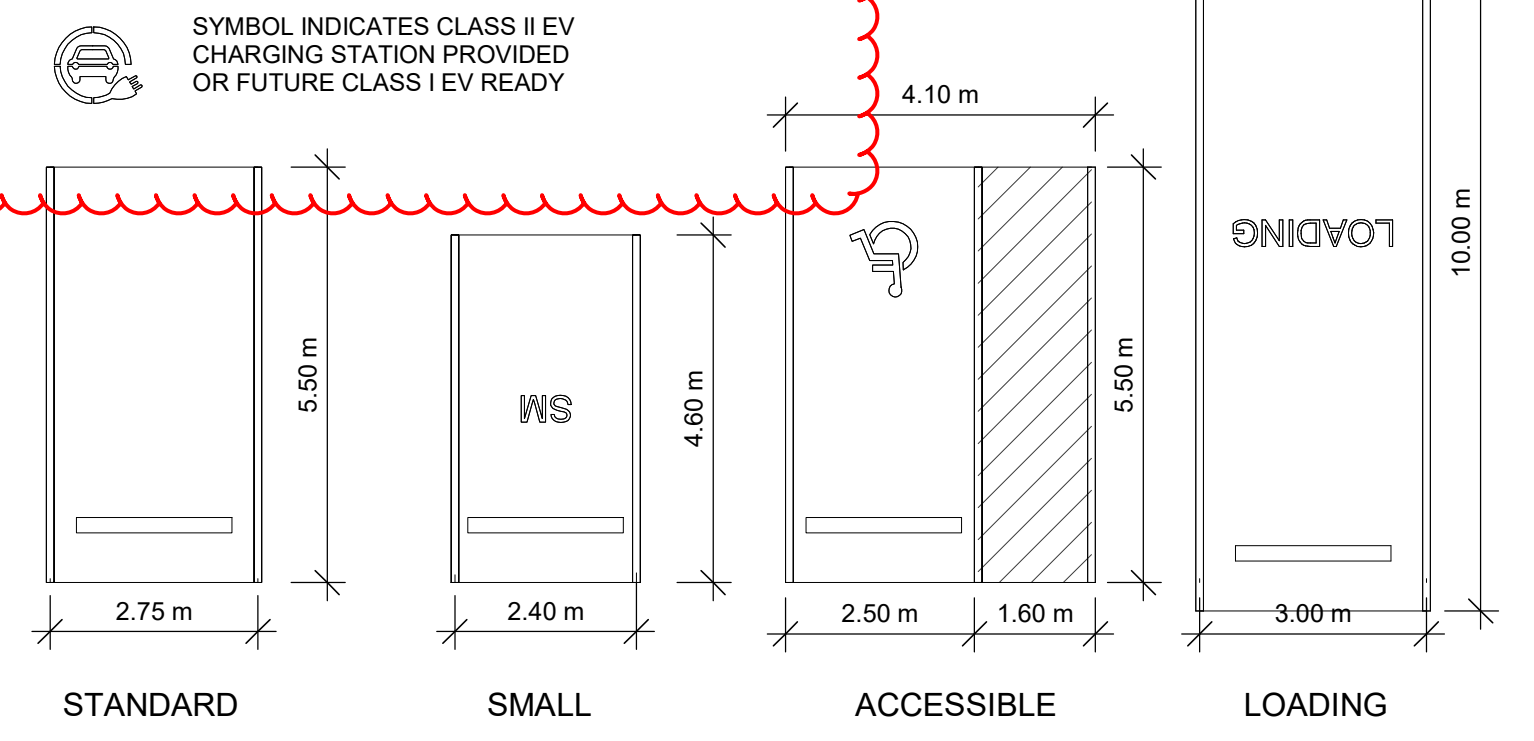
GRADE LEGEND

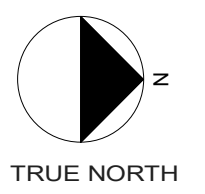


LEGEND



CAR PARKING LEGEND





OWNER/CLIENT:



GENERAL NOTES:

Table with 5 columns: No., Issue, Date, and Y/M/D. Contains revision notes for submittals and issues.

SEAL:



CONSULTANT:

2024-07-23



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604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS:

1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:

LEVEL 1 FLOOR PLAN

PROJECT NO: 21005

DRAWN BY: WY

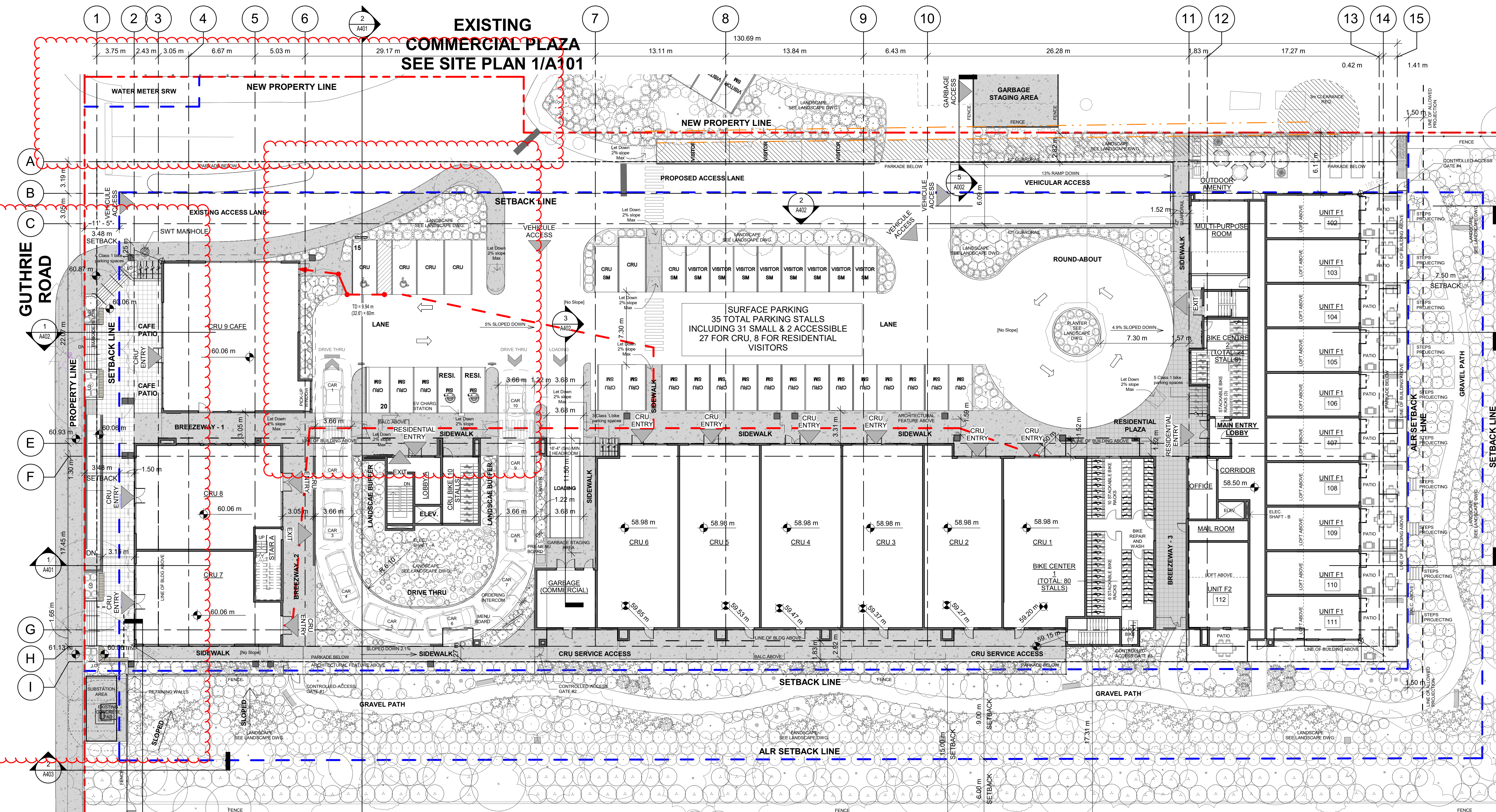
SCALE: As indicated

REVIEW BY: AE

DWG NO:

A202

Page 69



LEGEND section including ACCESSIBLE PATH OF TRAVEL (dashed red line), GRADE LEGEND with 100.00' scale, and a north arrow.

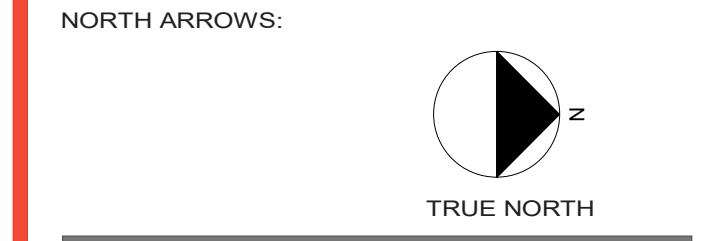
Table titled 'UNITS' showing unit types (A1, B1, B2, B3, B4, B5, C1, C2, C3, C4, C5), area per unit, percentage, total area, and total area in square feet.

Table titled 'UNITS' showing unit types (C6, D1, D2, D3, D4, E1, E2, E3, E4, F1, F2), area per unit, percentage, total area, and total area in square feet.

Table titled 'CAR PARKING PROPOSED' showing bicycle parking proposed (Type, Count) and commercial units gross area (Unit Type, Total Unit Type Area).

Table titled 'AMENITY AND SERVICES - GROUND FLOOR' showing unit types (MULTI-PURPOSE ROOM, BIKE CENTRE, CORRIDOR, ELEVATOR, LOBBY, STAIR, MAIL ROOM, OFFICE, OUTDOOR AMENITY) and their respective areas.

CAR PARKING LEGEND showing symbols for EV charging stations and parking classes (STANDARD, SMALL, ACCESSIBLE, LOADING) with dimensions.



OWNER/CLIENT:
AVTAR PROPERTIES

GENERAL NOTES:

NO.	ISSUE	DATE
5	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	23.08.31
1	ISSUE	Y/M/D

SEAL:

CONSULTANT:
2024-07-23



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VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
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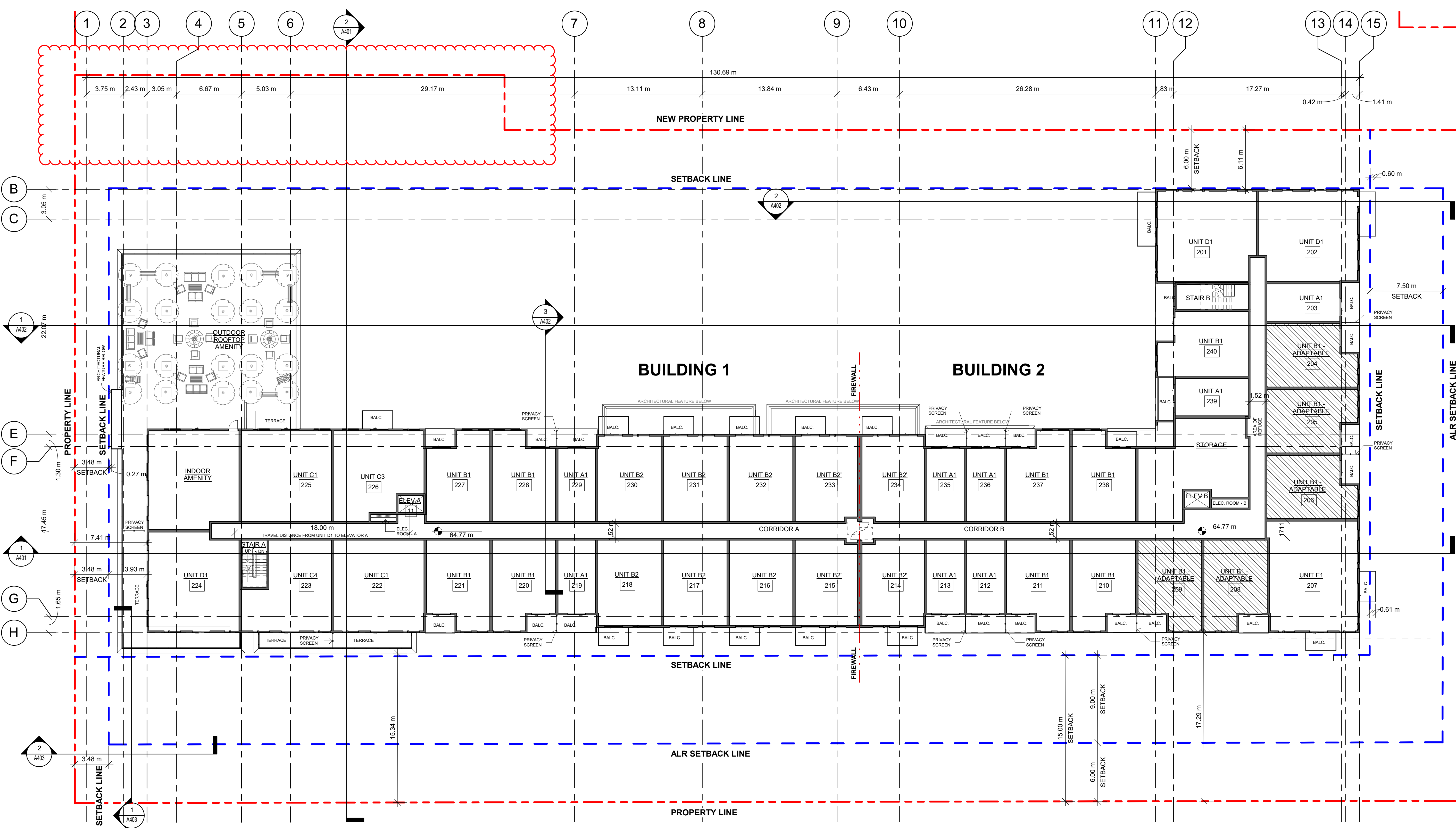
PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
LEVEL 2 FLOOR PLAN

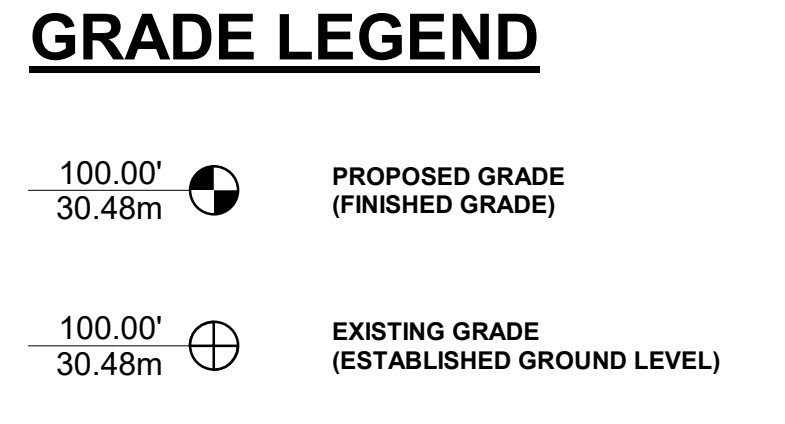
PROJECT NO: 21005 DRAWN BY: WY
SCALE: As indicated REVIEW BY: AE

DWG NO: A203
Page 70



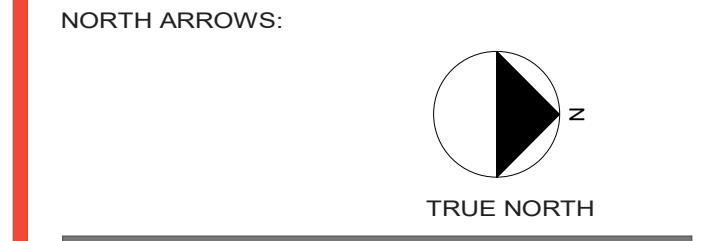
UNITS					UNITS				
UnitType	Area per Unit	# of Units	PERCENTAGE	Total Area - Metric	UnitType	Area per Unit	# of Units	PERCENTAGE	Total Area - Metric
A - STUDIO					D - 2 BED + DEN				
A1	342 R ²	36	17.56%	12319 R ²	D1	1059 R ²	7	3.41%	7363 R ²
A2	638 R ²	36	17.56%	22981 R ²	D2	1054 R ²	8	3.90%	8431 R ²
A3	638 R ²	20	9.76%	12767 R ²	D3	1106 R ²	15	7.32%	15784 R ²
B - 1 BED					E - 3 BED				
B1	638 R ²	36	17.56%	22981 R ²	E1	1171 R ²	4	1.95%	4683 R ²
B2	658 R ²	30	14.63%	19732 R ²	E2	1214 R ²	2	0.98%	2427 R ²
B3	786 R ²	2	0.98%	1590 R ²	E3	1131 R ²	2	0.98%	2261 R ²
B4	631 R ²	1	0.49%	631 R ²	E4	1106 R ²	1	0.49%	1106 R ²
B5	791 R ²	1	0.49%	791 R ²	E5	1047 R ²	9	4.39%	10477 R ²
C - 2 BED					F - LOFT				
C1	982 R ²	8	3.90%	7856 R ²	F1 - LOFT	643 R ²	10	4.85%	6432 R ²
C2	908 R ²	4	1.95%	3632 R ²	F2 - LOFT	831 R ²	1	0.49%	831 R ²
C3	860 R ²	4	1.95%	3441 R ²	Total: 206				
C4	817 R ²	4	1.95%	3269 R ²			11	5.37%	7263 R ²
C5	820 R ²	3	1.48%	2461 R ²			205	100.00%	138783 R ²
									12893 R ²

AMENITY AND SERVICES - SECOND FLOOR		
UnitType	Area per Unit	Total Area - Metric
AMENITY		
INDOOR AMENITY	1050 R ²	97.58 m ²
CIRCULATION		
CORRIDOR A	1274 R ²	118.39 m ²
CORRIDOR B	1290 R ²	128.19 m ²
ELEVATOR A	69 R ²	6.39 m ²
ELEVATOR B	69 R ²	6.39 m ²
STAIR A	158 R ²	15.80 m ²
STAIR B	199 R ²	18.51 m ²
MECH ELEC		
ELEC. CL.	27 R ²	2.54 m ²
ELEC. CL.	46 R ²	4.31 m ²
OUTDOOR AMENITY		
OUTDOOR ROOFTOP AMENITY	3670 R ²	340.91 m ²
STR		
STORAGE	1006 R ²	93.47 m ²



1 LEVEL 2
REFER: A272
SCALE: 1:200

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OWNER/CLIENT:
AVTAR PROPERTIES

GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	23.08.31
1	ISSUE	Y/M/D



CONSULTANT:
2024-07-23



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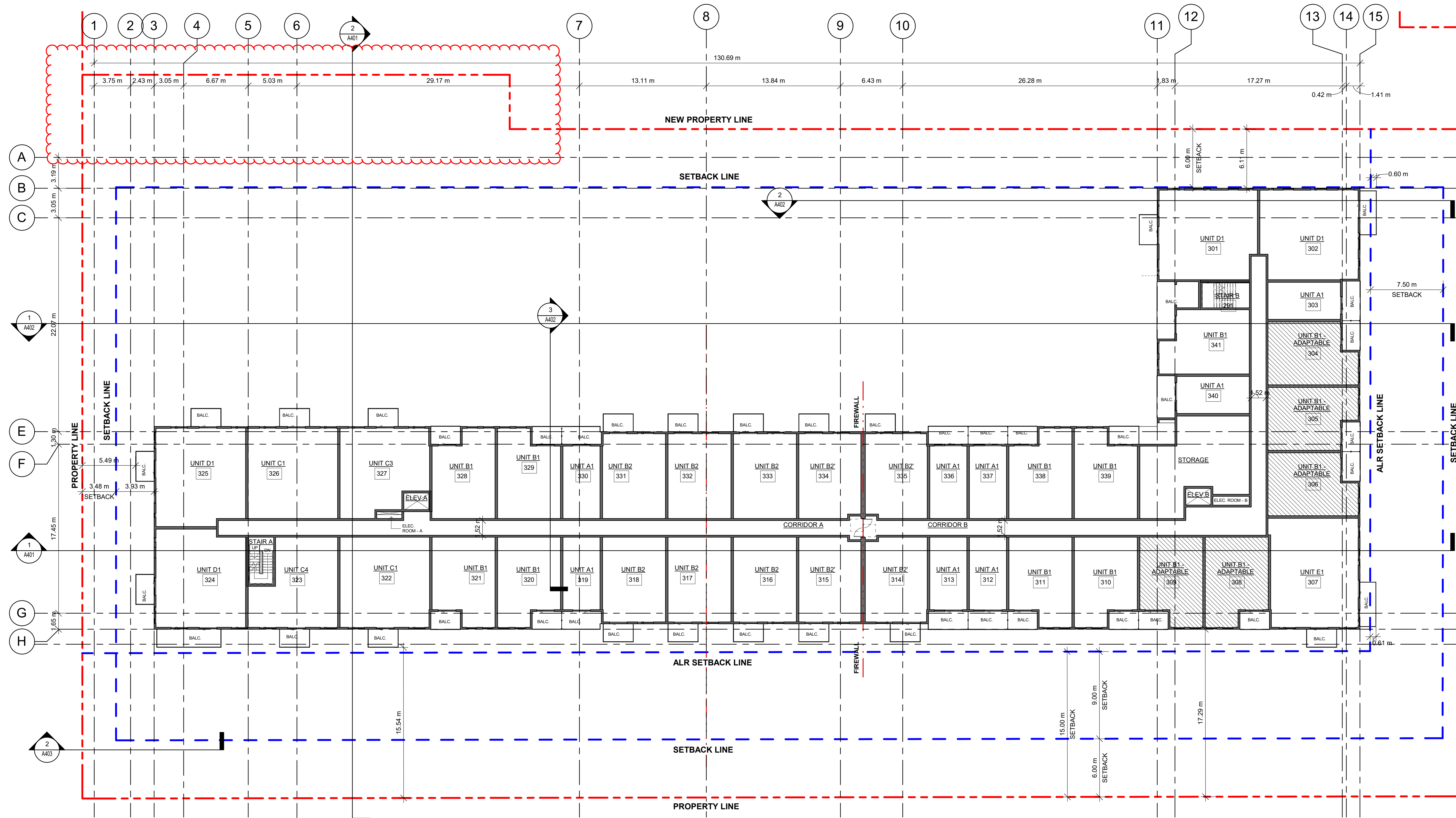
PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
LEVEL 3-5 TYPICAL FLOOR PLAN

PROJECT NO: 21005 DRAWN BY: WY
SCALE: As indicated REVIEW BY: AE

DWG NO: A204
Page 71



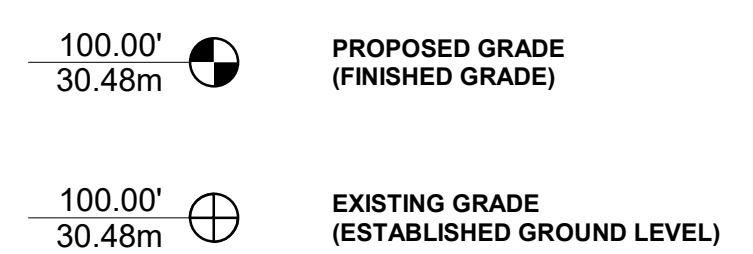
1 LEVEL 3
REFER: A292
SCALE: 1:200

UNITS				
UnitType	Area per Unit	# of Units	PERCENTAGE	Total Area - Metric
A - STUDIO				
A1	342 R²	36	17.56%	12319 R²
B - 1 BED				
B1	638 R²	36	17.56%	22981 R²
B1 - ADAPTABLE UNIT	638 R²	20	9.76%	12767 R²
B2	658 R²	30	14.63%	19732 R²
B2'	650 R²	20	9.76%	13006 R²
B3	785 R²	2	0.98%	1590 R²
B4	631 R²	1	0.49%	631 R²
B5	791 R²	1	0.49%	791 R²
C - 2 BED				
C1	982 R²	8	3.90%	7856 R²
C2	908 R²	4	1.95%	3632 R²
C3	860 R²	4	1.95%	3441 R²
C4	817 R²	4	1.95%	3269 R²
C5	820 R²	3	1.48%	2461 R²

UNITS				
UnitType	Area per Unit	# of Units	PERCENTAGE	Total Area - Metric
D - 2 BED + DEN				
D1	1059 R²	7	3.41%	7363 R²
D2	1054 R²	8	3.90%	8431 R²
E - 3 BED				
E1	1171 R²	4	1.95%	4683 R²
E2	1214 R²	2	0.98%	2427 R²
E3	1131 R²	2	0.98%	2261 R²
E4	1106 R²	1	0.49%	1106 R²
F - LOFT				
F1 - LOFT	643 R²	10	4.89%	6432 R²
F2 - LOFT	831 R²	1	0.49%	831 R²
STR				
STR	1006 R²	1	0.49%	1006 R²
Tota: 206				
		205	100.00%	138783 R²

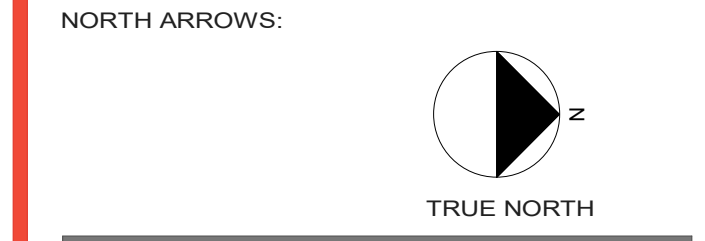
AMENITY AND SERVICES - SECOND FLOOR		
UnitType	Area per Unit	Total Area - Metric
AMENITY		
INDOOR AMENITY	1050 R²	97.88 m²
CIRCULATION		
CORRIDOR A	1274 R²	118.39 m²
CORRIDOR B	1290 R²	128.10 m²
ELEVATOR A	69 R²	6.39 m²
ELEVATOR B	69 R²	6.39 m²
STAIR A	160 R²	15.80 m²
STAIR B	199 R²	18.51 m²
MECH ELEC		
ELEC. CL.	27 R²	2.54 m²
ELEC. CL.	46 R²	4.31 m²
OUTDOOR ROOFTOP AMENITY		
OUTDOOR ROOFTOP AMENITY	3670 R²	340.91 m²
STR		
STORAGE	1006 R²	93.47 m²

GRADE LEGEND



UNIT LEGEND





OWNER/CLIENT:
AVTAR PROPERTIES

GENERAL NOTES:

5	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D



CONSULTANT:
 2024-07-23



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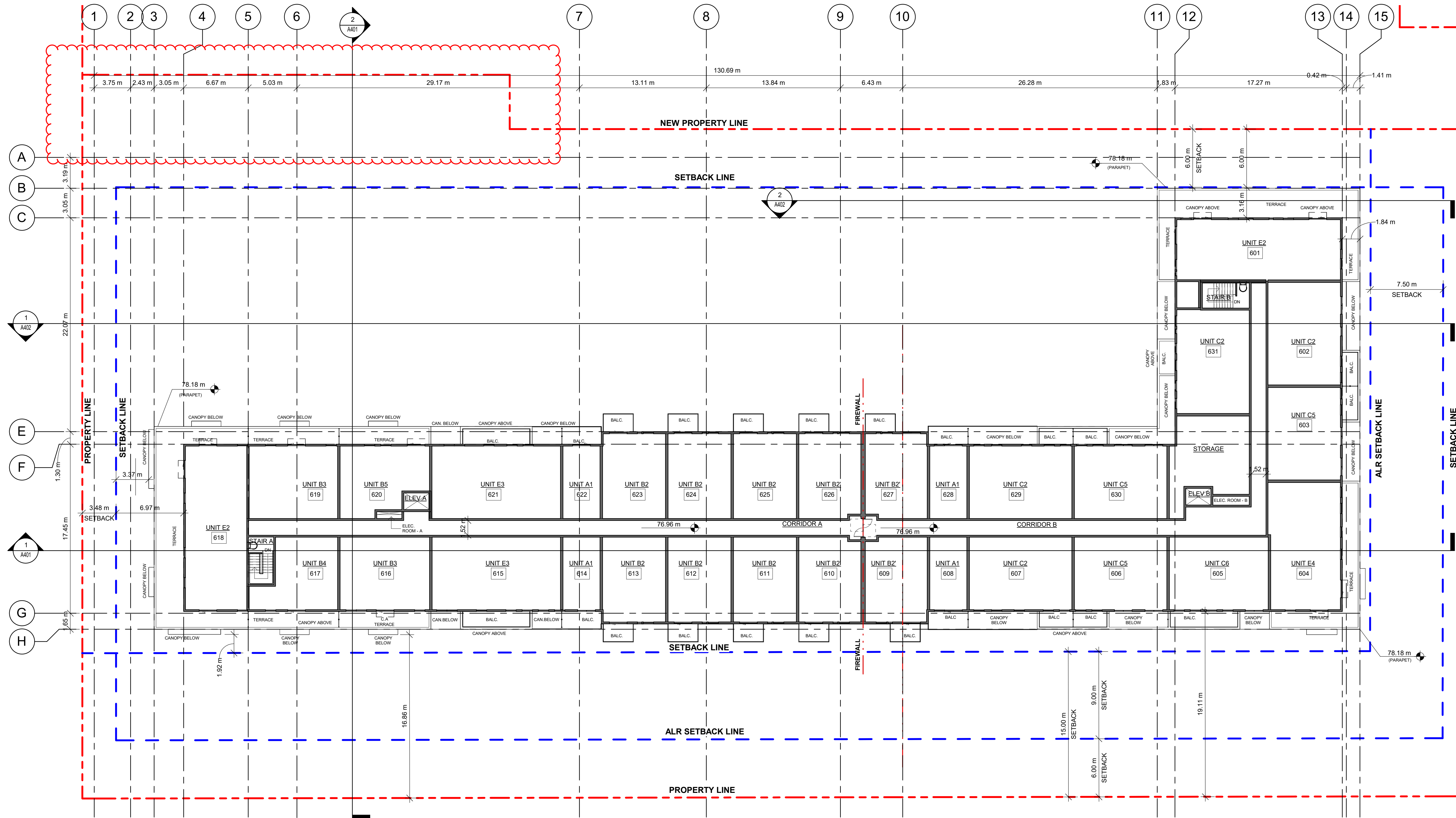
PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
 1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
LEVEL 6 FLOOR PLAN

PROJECT NO: **21005** DRAWN BY: **WY**
 SCALE: **As indicated** REVIEW BY: **AE**

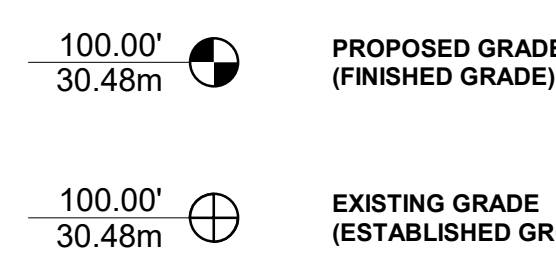
DWG NO: **A205**
 Page 72



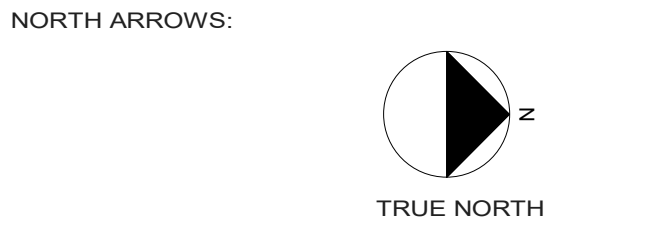
UNITS					UNITS				
UnitType	Area per Unit	# of Units	PERCENTAGE	Total Area - Metric	UnitType	Area per Unit	# of Units	PERCENTAGE	Total Area - Metric
A - STUDIO					D - 2 BED + DEN				
A1	342 R ²	36	17.56%	12319 R ²	D1	1059 R ²	7	3.41%	7363 R ²
A2	638 R ²	20	9.76%	12767 R ²	D2	1054 R ²	8	3.90%	8431 R ²
B - 1 BED					E - 3 BED				
B1	638 R ²	20	9.76%	12767 R ²	E1	1171 R ²	4	1.95%	4683 R ²
B2	658 R ²	30	14.63%	19732 R ²	E2	1214 R ²	2	0.98%	2427 R ²
B3	785 R ²	2	0.98%	1590 R ²	E3	1131 R ²	2	0.98%	2261 R ²
B4	631 R ²	1	0.49%	631 R ²	E4	1106 R ²	1	0.49%	1106 R ²
B5	791 R ²	1	0.49%	791 R ²	F - LOFT				
C - 2 BED					F1 - LOFT	643 R ²	10	4.80%	6432 R ²
C1	982 R ²	8	3.90%	7856 R ²	F2 - LOFT	831 R ²	1	0.49%	831 R ²
C2	908 R ²	4	1.95%	3632 R ²	TOTALS				
C3	860 R ²	4	1.95%	3441 R ²	Total: 206	206	100.00%	138783 R ²	12893 m ²
C4	817 R ²	4	1.95%	3269 R ²					
C5	820 R ²	3	1.48%	2461 R ²					

AMENITY AND SERVICES - SECOND FLOOR		
UnitType	Area per Unit	Total Area - Metric
AMENITY		
INDOOR AMENITY	1050 R ²	97.88 m ²
CIRCULATION		
CORRIDOR A	1274 R ²	118.39 m ²
CORRIDOR B	1290 R ²	128.10 m ²
ELEVATOR A	69 R ²	6.39 m ²
ELEVATOR B	69 R ²	6.39 m ²
STAIR A	150 R ²	15.80 m ²
STAIR B	199 R ²	18.51 m ²
MECH ELEC		
ELEC. CL.	27 R ²	2.54 m ²
ELEC. CL.	46 R ²	4.31 m ²
OUTDOOR ROOFTOP AMENITY		
OUTDOOR ROOFTOP AMENITY	3670 R ²	340.91 m ²
STR		
STORAGE	1006 R ²	93.47 m ²

GRADE LEGEND



1 LEVEL 6
 REFER: A292
 SCALE: 1:200



GENERAL NOTES:

5	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D



CONSULTANT: 2024-07-23



VAN 950 - 1500 W. Georgia Street Vancouver, V6G 2Z6
VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
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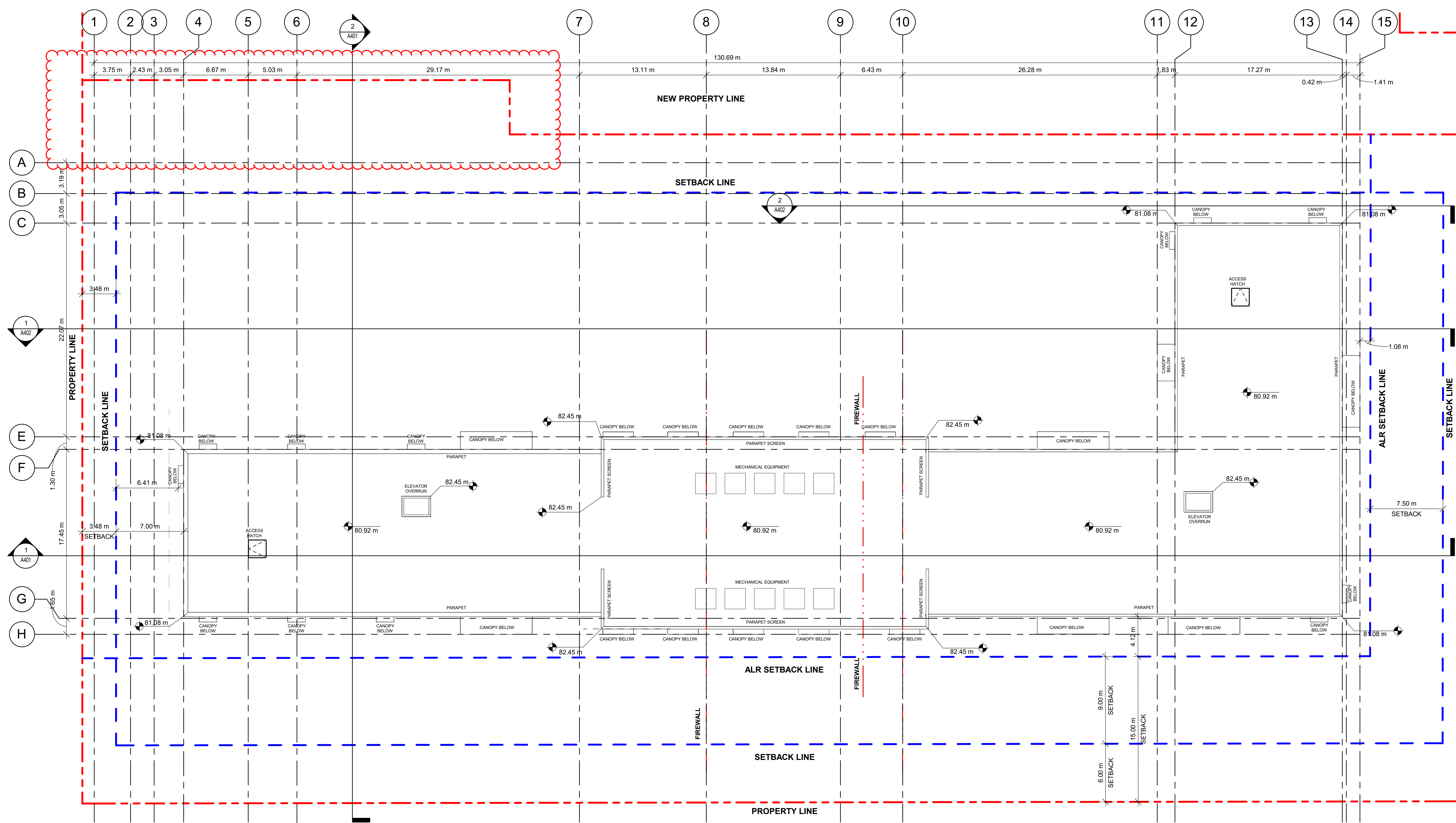
PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
LEVEL ROOF PLAN

PROJECT NO: 21005 DRAWN BY: WY
SCALE: As indicated REVIEW BY: AE

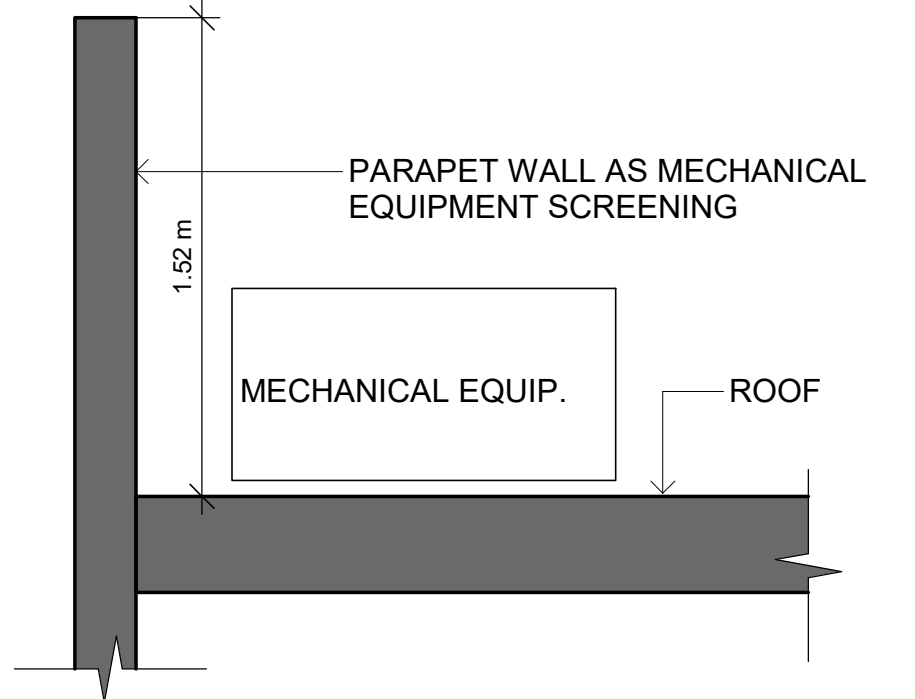
DWG NO: A206
Page 73



1 ROOF PLAN
REFER: A292
SCALE: 1:200

GRADE LEGEND

- 100.00' / 30.48m PROPOSED GRADE (FINISHED GRADE)
- 100.00' / 30.48m EXISTING GRADE (ESTABLISHED GROUND LEVEL)



2 MECHANICAL UNIT SCREENING DETAIL
SCALE: 1/2" = 1'-0"

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OWNER/CLIENT:

GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCPI/RZ/NVAR/DP RESUBMISSION	24.07.23
3	ISSUE FOR SUB/OCPI/RZ/NVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCPI/RZ/NVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCPI/RZ/NVAR/DP RESUBMISSION	23.08.31
1	ISSUE	Y/M/D



CONSULTANT: 2024-07-23



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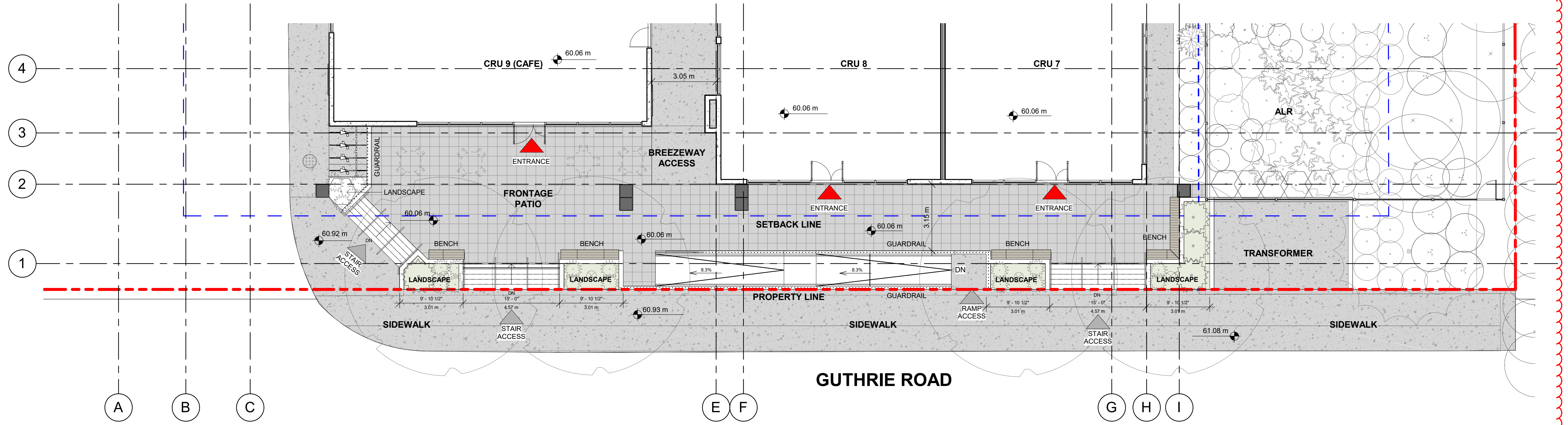
PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
FRONTAGE PATIO

PROJECT NO: 21005
SCALE: 1:100
DRAWN BY: WY
REVIEW BY: AE

DWG NO: **A271**
Page 74



1 LEVEL 1 - FRONTAGE PATIO
SCALE: 1:100



2 SOUTH ELEVATION - RECESSED PATIO OPTION
REFER: A280
SCALE: 1:100

OWNER/CLIENT:

GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.07.23
3	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D

SEAL:



CONSULTANT:

2024-07-23



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PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS:

1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:

FRONTAGE PATIO SECTION & 3D VIEW

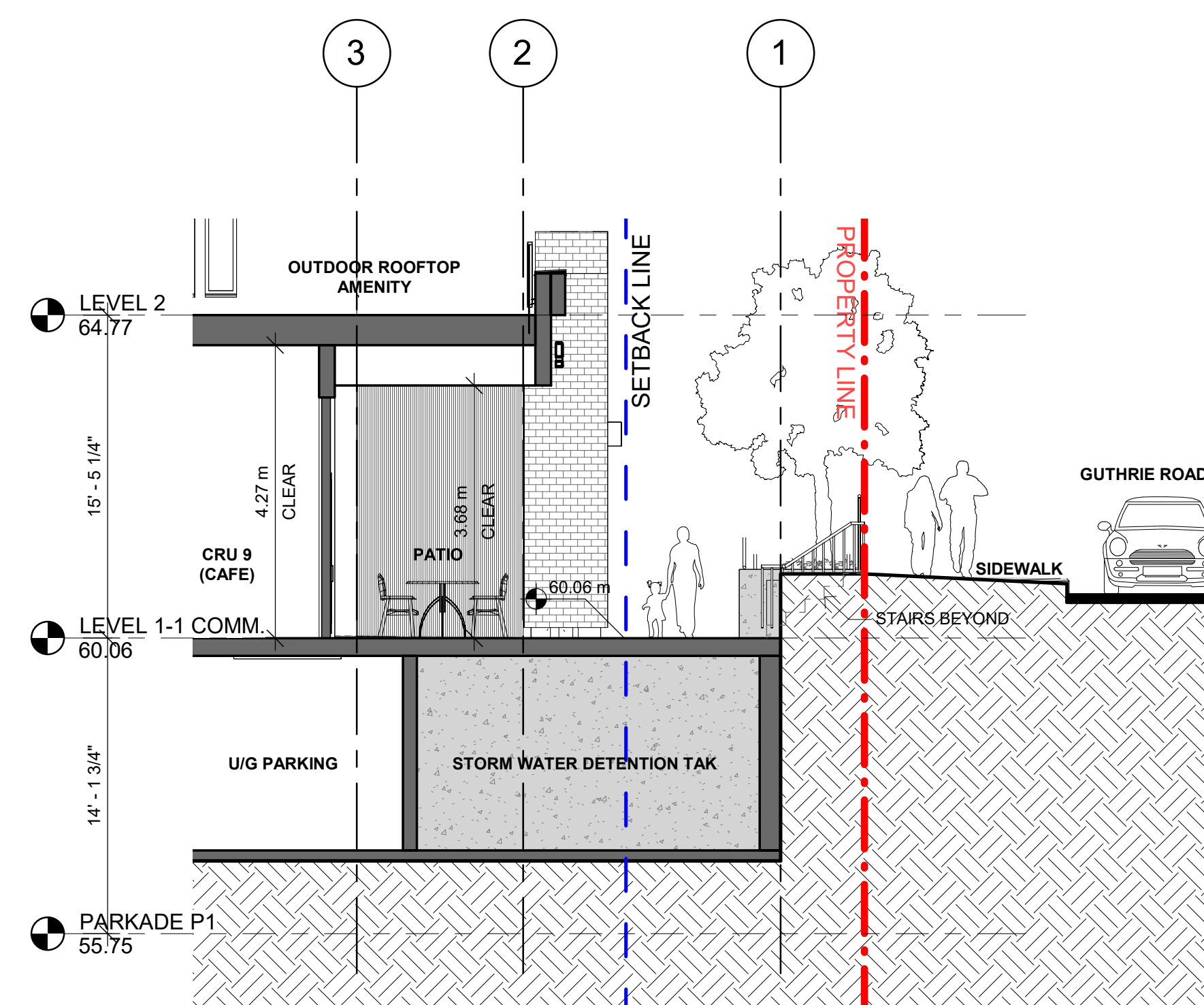
PROJECT NO: 21005 DRAWN BY: WY
 SCALE: 1:75 REVIEW BY: AE

DWG NO:

A272
Page 75



FRONTAGE PATIO VIEW FROM GUTHRIE RD.



1 FRONTAGE PATIO SECTION
 REFER: A271
 SCALE: 1:75

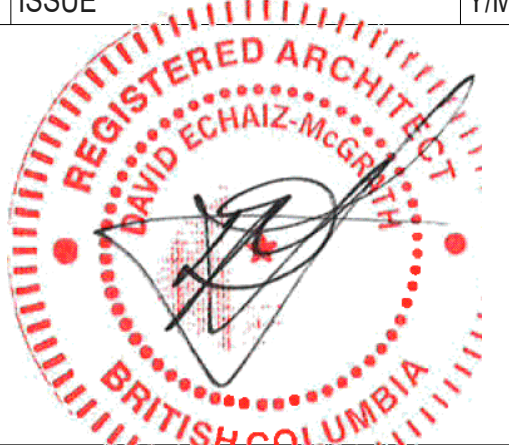
OWNER/CLIENT:

GENERAL NOTES:

NO.	ISSUE	Y/M/D

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCPI/RZNVAR/DP RESUBMISSION	24.07.23
3	ISSUE FOR SUB/OCPI/RZNVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCPI/RZNVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCPI/RZNVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D

SEAL:



CONSULTANT: 2024-07-23



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PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
**FRONTAGE PATIO
RENDERS**

PROJECT NO: **21005** DRAWN BY: **WY**

SCALE: REVIEW BY: **AE**

DWG NO: **A273**
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FRONTAGE PATIO PERSPECTIVE VIEW FROM SOUTHWEST CORNER

OWNER/CLIENT:

GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.07.23
3	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D

SEAL:



CONSULTANT:

2024-07-23



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PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS:

1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:

**FRONTAGE PATIO
RENDERS**

PROJECT NO: 21005 DRAWN BY: WY

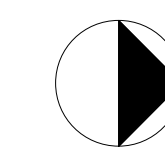
SCALE: REVIEW BY: AE

DWG NO: **A274**
Page 77



FRONTAGE PATIO PERSPECTIVE VIEW FROM SOUTHEAST CORNER

NORTH ARROWS:



OWNER/CLIENT:

GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.02.16
N.O.	ISSUE	Y/M/D

SEAL:



CONSULTANT:

2024-07-23



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VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS:

1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:

LIGHTING PLANS

PROJECT NO: 21005 DRAWN BY: WY/ER
SCALE: As indicated REVIEW BY: AE

DWG NO:

A290
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LIGHTING LEGEND

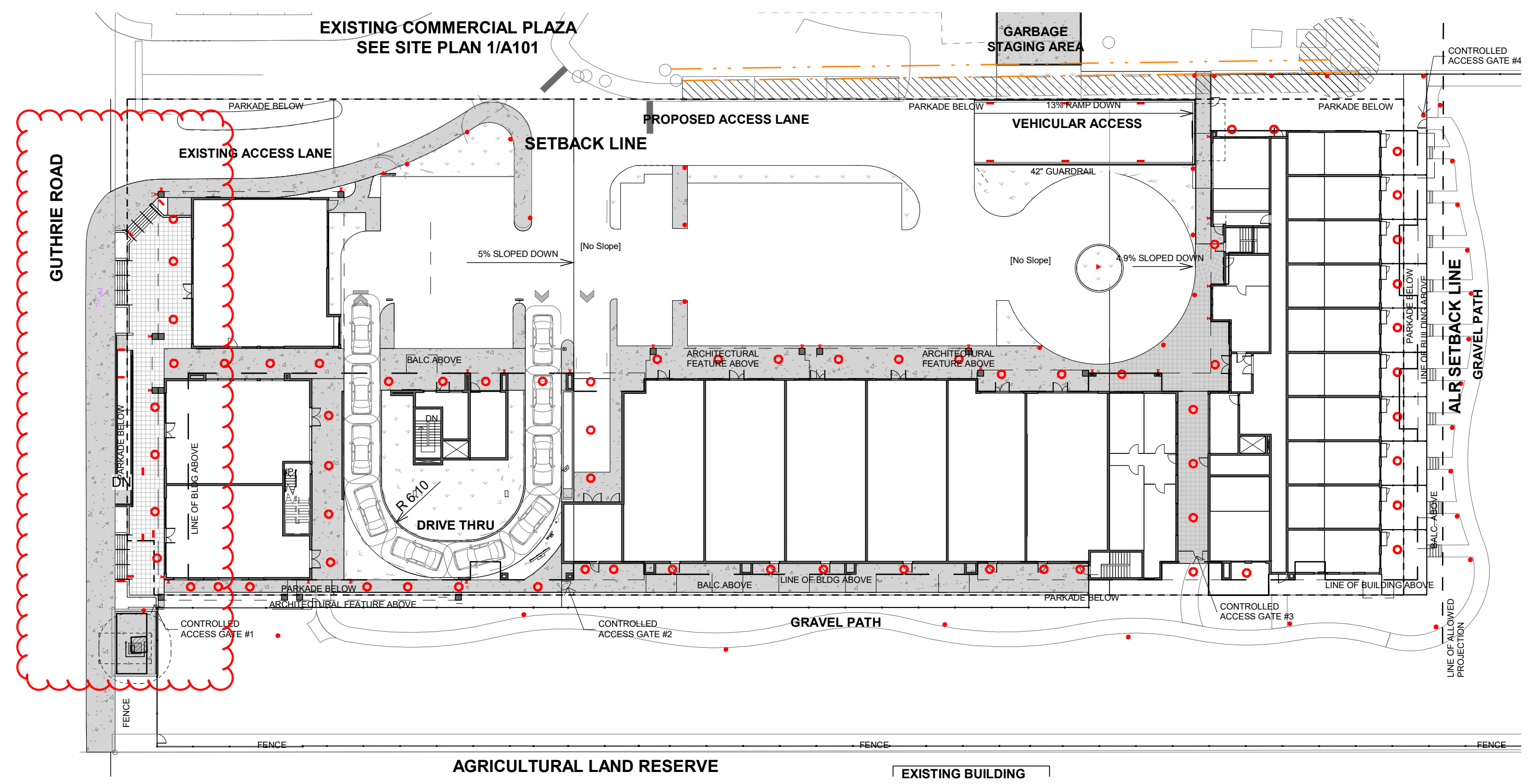
- BOLLARD LIGHTING - LOW LEVEL DOWNWARD FACING TO ILLUMINATE PEDESTRIAN PATHS AND SURFACE DRIVE ISLES
- SOFFIT LIGHTING - DOWNWARD FACING TO ILLUMINATE BUILDING ENTRANCES/BALCONIES
- EXTERNAL FLOOR MOUNTED ILLUMINARIES DIRECTED AT BUILDING SIGNAGE AND ADDRESS
- EXTERIOR STEP LIGHTING
- SCONCE LIGHTING - BACK FACING TO ILLUMINATE STREET BUILDING ENTRANCES AND COLUMNS



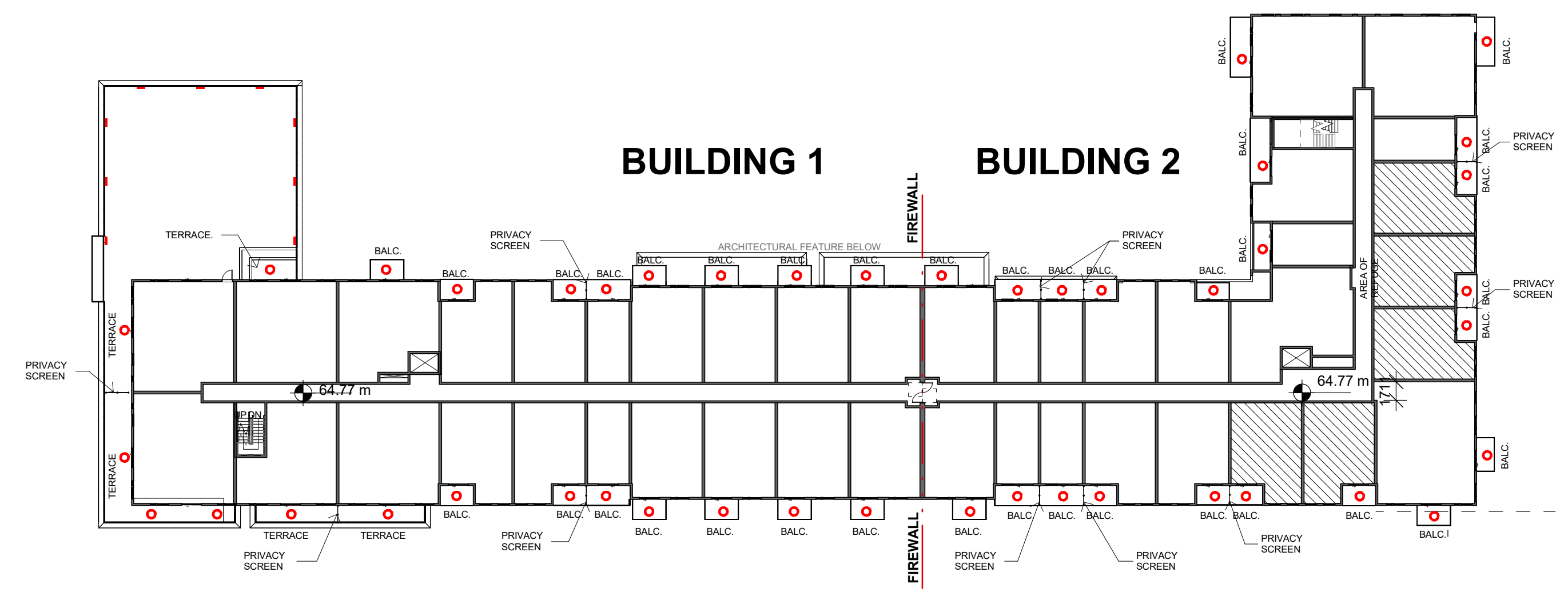
SAMPLE LIGHT FIXTURES DO NOT REFLECT FINAL DESIGN

ACCORDANCE TO DESIGN GUIDELINE 3.4.5.1(13)(A)

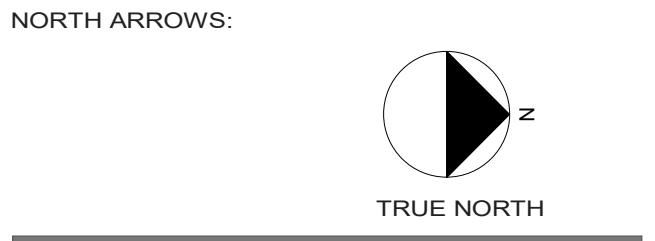
IN ACCORDANCE WITH DESIGN GUIDELINE 3.4.5.2(13)(A) AND 3.4.5.3(3) LIGHTING REQUIREMENTS, WE ARE PROPOSING LIGHT FIXTURES IN SIDEWALKS, EXTERIOR PATHS, BREEZEWAYS, UNIT BALCONIES, TERRACES, AND PARKING AREAS TO PROMOTE A SAFETY ENVIRONMENT AND EVENING USE.



1 LIGHTING PLAN - LEVEL 1
SCALE: 1:200



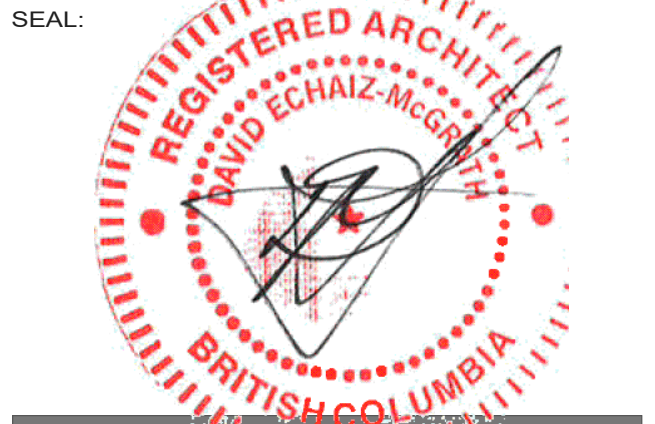
2 LIGHTING PLAN - LEVEL 2
SCALE: 1:200



OWNER/CLIENT:

GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZ/NVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/NVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/NVAR/DP RESUBMISSION	24.02.16
	ISSUE	Y/M/D



CONSULTANT: 2024-07-23



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PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
 1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
LIGHTING PLANS

PROJECT NO: 21005 DRAWN BY: WY
 SCALE: As indicated REVIEW BY: AE

DWG NO: A291
 Page 79

LIGHTING LEGEND

- BOLLARD LIGHTING - LOW LEVEL DOWNWARD FACING TO ILLUMINATE PEDESTRIAN PATHS AND SURFACE DRIVE ISLES
- SOFFIT LIGHTING - DOWNWARD FACING TO ILLUMINATE BUILDING ENTRANCES/BALCONIES
- EXTERNAL FLOOR MOUNTED ILLUMINARIES DIRECTED AT BUILDING SIGNAGE AND ADDRESS
- EXTERIOR STEP LIGHTING
- SCONCE LIGHTING - BACK FACING TO ILLUMINATE STREET BUILDING ENTRANCES AND COLUMNS



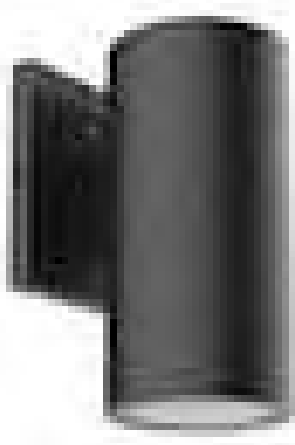
SOFFIT MOUNTED LIGHTING



FLOOR MOUNTED EXTERNAL LUMINARIES



EXTERIOR STEP LIGHTING

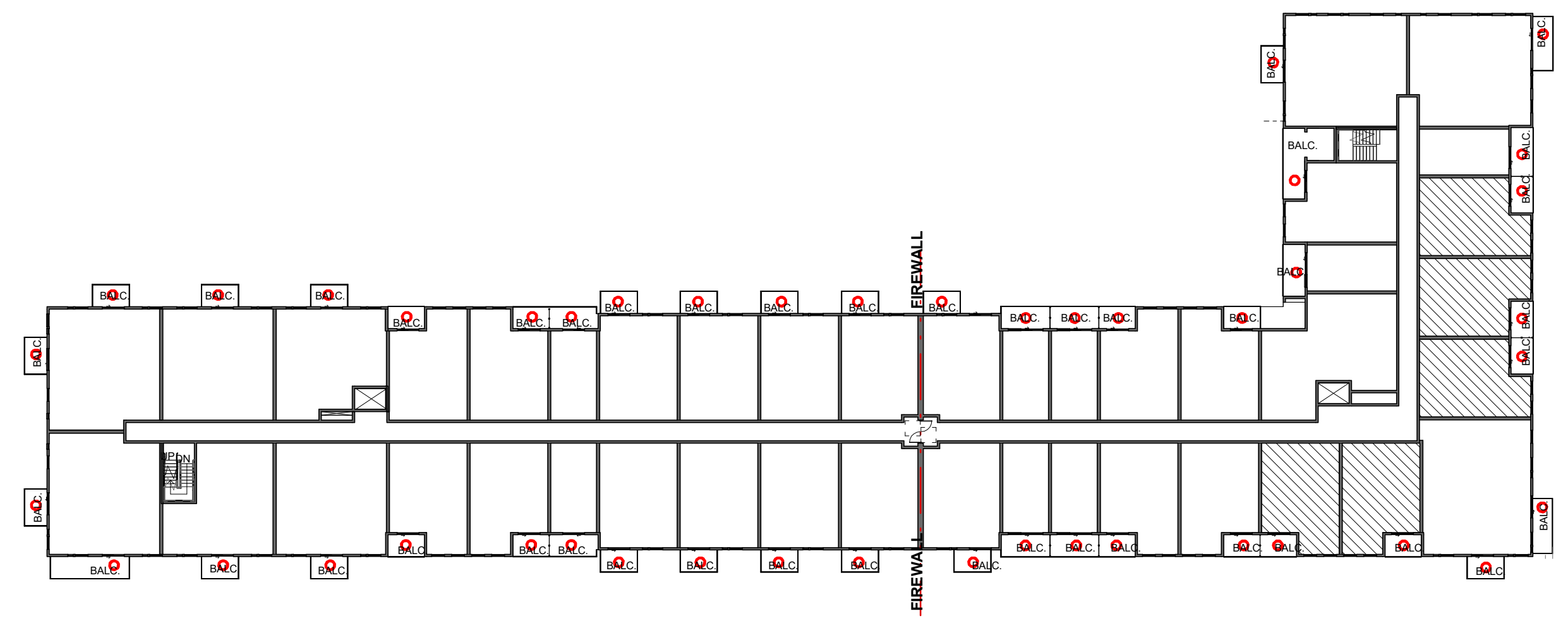


WALL MOUNTED SCONCE LIGHTING

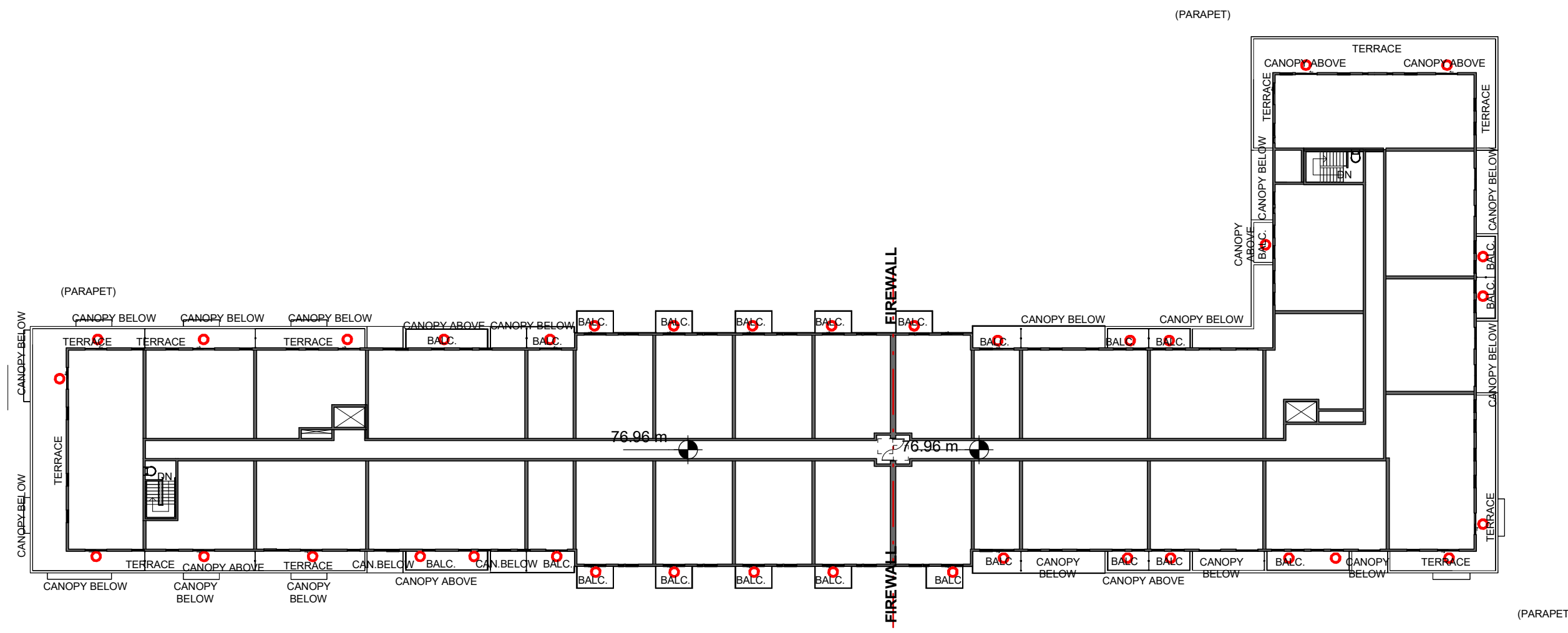


BOLLARD LIGHTING

SAMPLE LIGHT FIXTURES DO NOT REFLECT FINAL DESIGN



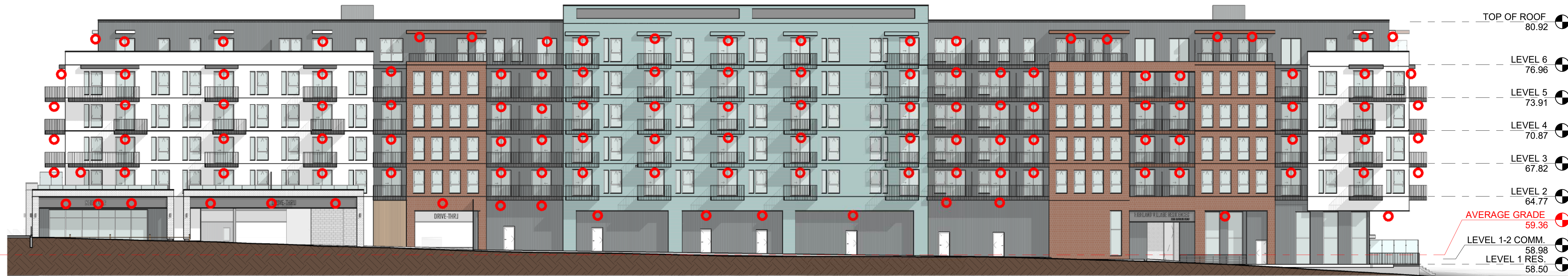
1 LIGHTING PLAN - LEVEL 3 TO 5
 SCALE: 1 : 400



2 LIGHTING PLAN - LEVEL 6
 SCALE: 1 : 400

ACCORDANCE TO DESIGN GUIDELINE 3.4.5.2 (13)(A)

IN ACCORDANCE WITH DESIGN GUIDELINE 3.4.5.2(13)(A) AND 3.4.5.3(3) LIGHTING REQUIREMENTS, WE ARE PROPOSING LIGHT FIXTURES IN SIDEWALKS, EXTERIOR PATHS, BREEZEWAYS, UNIT BALCONIES, TERRACES, AND PARKING AREAS TO PROMOTE A SAFETY ENVIRONMENT AND EVENING USE.



1 LIGHTING PLAN EAST ELEVATION

SCALE: 1 : 200



2 LIGHTING PLAN - NORTH ELEVATION

SCALE: 1 : 200

NOTES

1. DIAGRAMMATIC LIGHTING DRAWINGS ARE SHOWN FOR INTENDED FORM AND CHARACTER PURPOSES. DETAILED LIGHTING PLANS AND CODE COMPLIANCE DRAWINGS WILL BE ADDRESSED FOR BUILDING PERMIT APPLICATION. ALL FIXTURE TYPES, NUMBER AND LUMEN OUTPUT, AS WELL AS EMERGENCY LIGHTING REQUIRED BY CODE, TO BE CONFIRMED WITH ELECTRICAL ENGINEER FOR BUILDING PERMIT SUBMISSION.

2. LIGHT COLOUR TO BE BETWEEN 2500-3000K.

3. ILLUMINATION DIRECTION INTENDED TO BE GENERALLY LOW LEVEL AND POSITIONED TO REDUCE SPILL TOWARDS NEIGHBORING PROPERTY OR RESIDENTIAL UNITS. ACCESS / EXIT PATHS AND BUILDING SIGNAGE TO BE PRIORITIZED.

4. LIGHTING IMAGES ARE FOR REPRESENTATION OF DESIGN INTENT ONLY. EXACT FIXTURE TYPES WILL NOT BE FINALIZED UNTIL CLOSER TO BUILDING AND CONSTRUCTION ATAGE.

LIGHTING LEGEND

- BOLLARD LIGHTING - LOW LEVEL DOWNWARD FACING TO ILLUMINATE PEDESTRIAN PATHS AND SURFACE DRIVE ISLES
- SOFFIT LIGHTING - DOWNWARD FACING TO ILLUMINATE BUILDING ENTRANCES/BALCONIES
- ▶ EXTERNAL FLOOR MOUNTED ILLUMINARIES DIRECTED AT BUILDING SIGNAGE AND ADDRESS
- EXTERIOR STEP LIGHTING
- ✕ SCONCE LIGHTING - BACK FACING TO ILLUMINATE STREET BUILDING ENTRANCES AND COLUMNS



○ SOFFIT MOUNTED LIGHTING



▶ FLOOR MOUNTED EXTERNAL LUMINARIES



● BOLLARD LIGHTING



— EXTERIOR STEP LIGHTING



✕ WALL MOUNTED SCONCE LIGHTING

SAMPLE LIGHT FIXTURES DO NOT REFLECT FINAL DESIGN

ACCORDANCE TO DESIGN GUIDELINE 3.4.5.2 (13)(A)

IN ACCORDANCE WITH DESIGN GUIDELINE 3.4.5.2(13)(A) AND 3.4.5.3(3) LIGHTING REQUIREMENTS, WE ARE PROPOSING LIGHT FIXTURES IN SIDEWALKS, EXTERIOR PATHS, BREEZEWAYS, UNIT BALCONIES, TERRACES, AND PARKING AREAS TO PROMOTE A SAFETY ENVIRONMENT AND EVENING USE.

OWNER/CLIENT:

GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZ/NAV/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/NAV/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/NAV/DP RESUBMISSION	24.02.16

SEAL:



CONSULTANT:

2024-07-23



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VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
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PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS:

1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:

LIGHTING ELEVATIONS

PROJECT NO: 21005 DRAWN BY: FH

SCALE: As indicated REVIEW BY: AE

DWG NO:



1 LIGHTING PLAN - WEST ELEVATION
SCALE: 1 : 200



2 LIGHTING PLAN - SOUTH ELEVATION
SCALE: 1 : 200

NOTES

1. DIAGRAMMATIC LIGHTING DRAWINGS ARE SHOWN FOR INTENDED FORM AND CHARACTER PURPOSES. DETAILED LIGHTING PLANS AND CODE COMPLIANCE DRAWINGS WILL BE ADDRESSED FOR BUILDING PERMIT APPLICATION. ALL FIXTURE TYPES, NUMBER AND LUMEN OUTPUT, AS WELL AS EMERGENCY LIGHTING REQUIRED BY CODE, TO BE CONFIRMED WITH ELECTRICAL ENGINEER FOR BUILDING PERMIT SUBMISSION.
2. LIGHT COLOUR TO BE BETWEEN 2500-3000K.
3. ILLUMINATION DIRECTION INTENDED TO BE GENERALLY LOW LEVEL AND POSITIONED TO REDUCE SPILL TOWARDS NEIGHBORING PROPERTY OR RESIDENTIAL UNITS. ACCESS / EXIT PATHS AND BUILDING SIGNAGE TO BE PRIORITIZED.
4. LIGHTING IMAGES ARE FOR REPRESENTATION OF DESIGN INTENT ONLY. EXACT FIXTURE TYPES WILL NOT BE FINALIZED UNTIL CLOSER TO BUILDING AND CONSTRUCTION ATAGE.

LIGHTING LEGEND

- BOLLARD LIGHTING - LOW LEVEL DOWNWARD FACING TO ILLUMINATE PEDESTRIAN PATHS AND SURFACE DRIVE ISLES
- SOFFIT LIGHTING - DOWNWARD FACING TO ILLUMINATE BUILDING ENTRANCES/BALCONIES
- ▶ EXTERNAL FLOOR MOUNTED ILLUMINARIES DIRECTED AT BUILDING SIGNAGE AND ADDRESS
- ▬ EXTERIOR STEP LIGHTING
- ✱ SCONCE LIGHTING - BACK FACING TO ILLUMINATE STREET BUILDING ENTRANCES AND COLUMNS



○ SOFFIT MOUNTED LIGHTING



▶ FLOOR MOUNTED EXTERNAL LUMINARIES



● BOLLARD LIGHTING



▬ EXTERIOR STEP LIGHTING



✱ WALL MOUNTED SCONCE LIGHTING

SAMPLE LIGHT FIXTURES DO NOT REFLECT FINAL DESIGN

ACCORDANCE TO DESIGN GUIDELINE 3.4.5.2 (13)(A)

IN ACCORDANCE WITH DESIGN GUIDELINE 3.4.5.2(13)(A) AND 3.4.5.3(3) LIGHTING REQUIREMENTS, WE ARE PROPOSING LIGHT FIXTURES IN SIDEWALKS, EXTERIOR PATHS, BREEZEWAYS, UNIT BALCONIES, TERRACES, AND PARKING AREAS TO PROMOTE A SAFETY ENVIRONMENT AND EVENING USE.

OWNER/CLIENT:

GENERAL NOTES:

NO.	ISSUE	Y/M/D

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZ/NAV/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/NAV/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/NAV/DP RESUBMISSION	24.02.16



CONSULTANT: 2024-07-23



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PROJECT NAME: **HIGHLAND VILLAGE**

PROJECT ADDRESS: 1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE: **LIGHTING ELEVATIONS**

PROJECT NO: 21005 DRAWN BY: FH
SCALE: As indicated REVIEW BY: AE

GENERAL NOTES:

5	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D



CONSULTANT:
2024-07-23



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 VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
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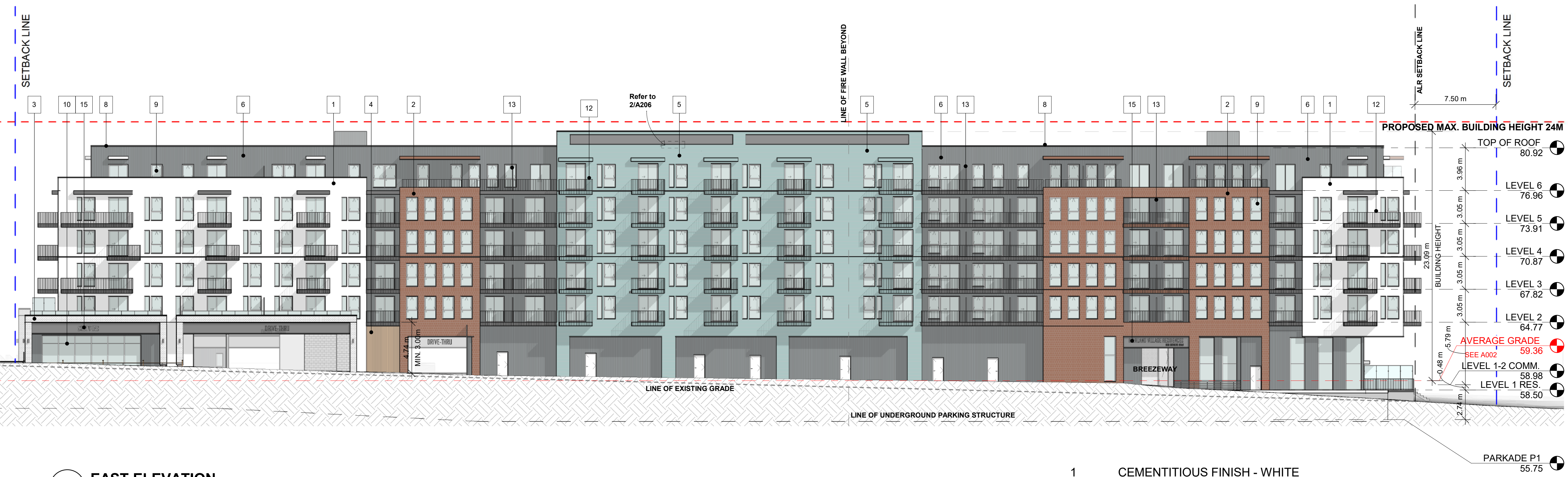
PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
 1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
ELEVATIONS

PROJECT NO: 21005 DRAWN BY: WY
 SCALE: 1:200 REVIEW BY: AE

DWG NO: **A301**
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1 EAST ELEVATION
 SCALE: 1 : 200

- 1 CEMENTITIOUS FINISH - WHITE
- 2 BRICK VENEER - RUSTIC
- 3 BRICK VENEER - WHITE
- 4 VINYL PLANKS - VERTICAL WOOD LOOK
- 5 WOOD BOARD AND BATTEN - VERTICAL TEAL
- 6 GALVANIZED CORRUGATED METAL - HORIZONTAL GREY
- 8 METAL FLASHING - CHARCOAL
- 9 VINYL WINDOWS AND PATIO DOORS - NATURAL ALUMINUM
- 10 ALUMINUM STOREFRONT WINDOW WALL - NATURAL ALUMINUM
- 11 PARKADE GARAGE DOOR - CHARCOAL
- 12 ALUMINUM EXTRUDED PICKET GUARDRAIL - CHARCOAL
- 13 ALUMINUM EXTRUDED PRIVACY SCREEN - CHARCOAL WITH TEXTURED GLASS
- 14 METAL CANOPY - CHARCOAL
- 15 METAL SIGNAGE - NATURAL ALUMINUM
- 16 GLASS GUARDRAIL FRAME ALUMINUM EXTRUDED - CHARCOAL



2 NORTH ELEVATION
 SCALE: 1 : 200



VIEW LOOKING SOUTH WEST FROM ALR BUFFER TOWARDS THE LOFTS UNITS

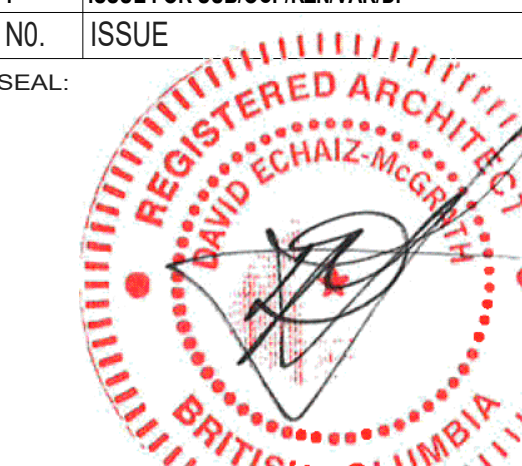
OWNER/CLIENT:



GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	23.08.31
1	ISSUE	Y/M/D

SEAL:



CONSULTANT:

2024-07-23



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VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS:

1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:

ELEVATIONS

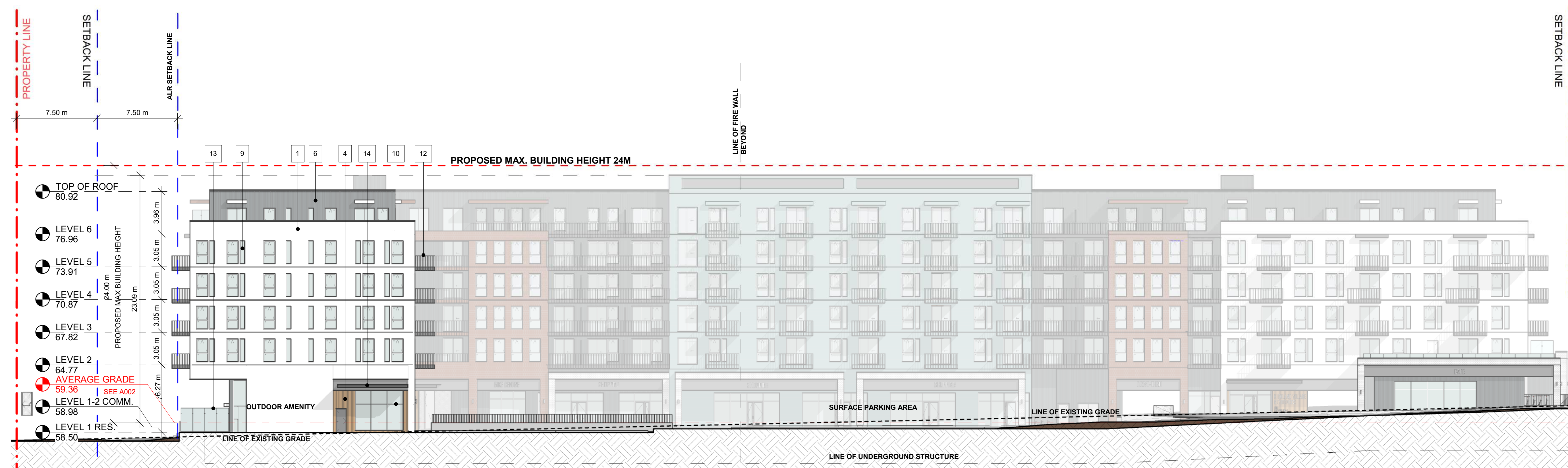
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SCALE: 1:200 REVIEW BY: AE

DWG NO:

A302

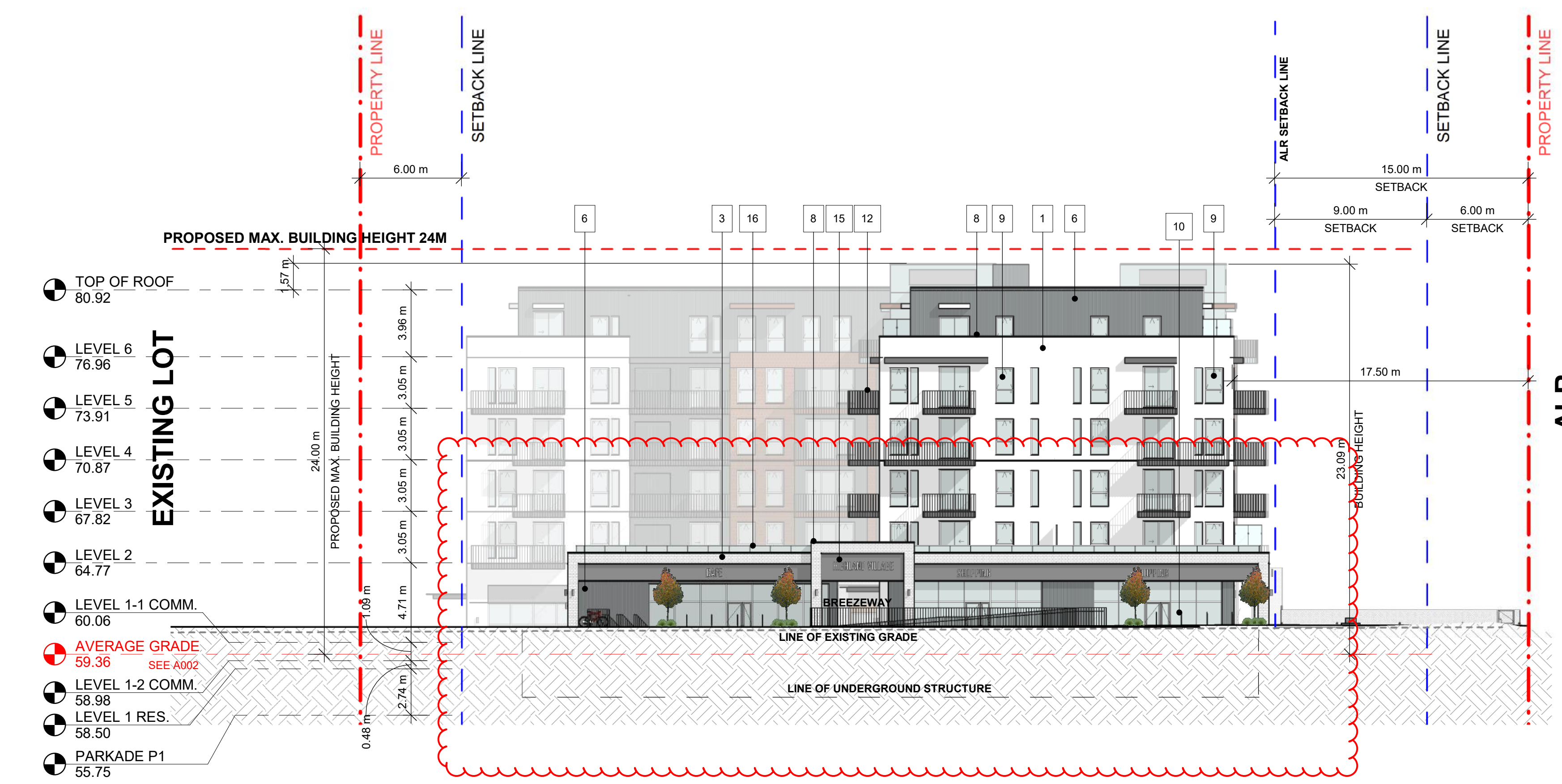
Page 83



1 WEST ELEVATION

REFER: A280
SCALE: 1:200

- 1 CEMENTITIOUS FINISH - WHITE
- 2 BRICK VENEER - RUSTIC
- 3 BRICK VENEER - WHITE
- 4 VINYL PLANKS - VERTICAL WOOD LOOK
- 5 WOOD BOARD AND BATTEN - VERTICAL TEAL
- 6 GALVANIZED CORRUGATED METAL - HORIZONTAL GREY
- 8 METAL FLASHING - CHARCOAL
- 9 VINYL WINDOWS AND PATIO DOORS - NATURAL ALUMINUM
- 10 ALUMINUM STOREFRONT WINDOW WALL - NATURAL ALUMINUM
- 11 PARKADE GARAGE DOOR - CHARCOAL
- 12 ALUMINUM EXTRUDED PICKET GUARDRAIL - CHARCOAL
- 13 ALUMINUM EXTRUDED PRIVACY SCREEN - CHARCOAL WITH TEXTURED GLASS
- 14 METAL CANOPY - CHARCOAL
- 15 METAL SIGNAGE - NATURAL ALUMINUM
- 16 GLASS GUARDRAIL FRAME ALUMINUM EXTRUDED - CHARCOAL



2 SOUTH ELEVATION

REFER: A280
SCALE: 1:200



VIEW LOOKING NORTH EAST ALONG GUTHERIE ROAD

GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	23.08.31
1	ISSUE	Y/M/D



CONSULTANT:
2024-07-23



VAN 950 - 1500 W. Georgia Street Vancouver, V6G 2Z6
 VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
 604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
ELEVATIONS

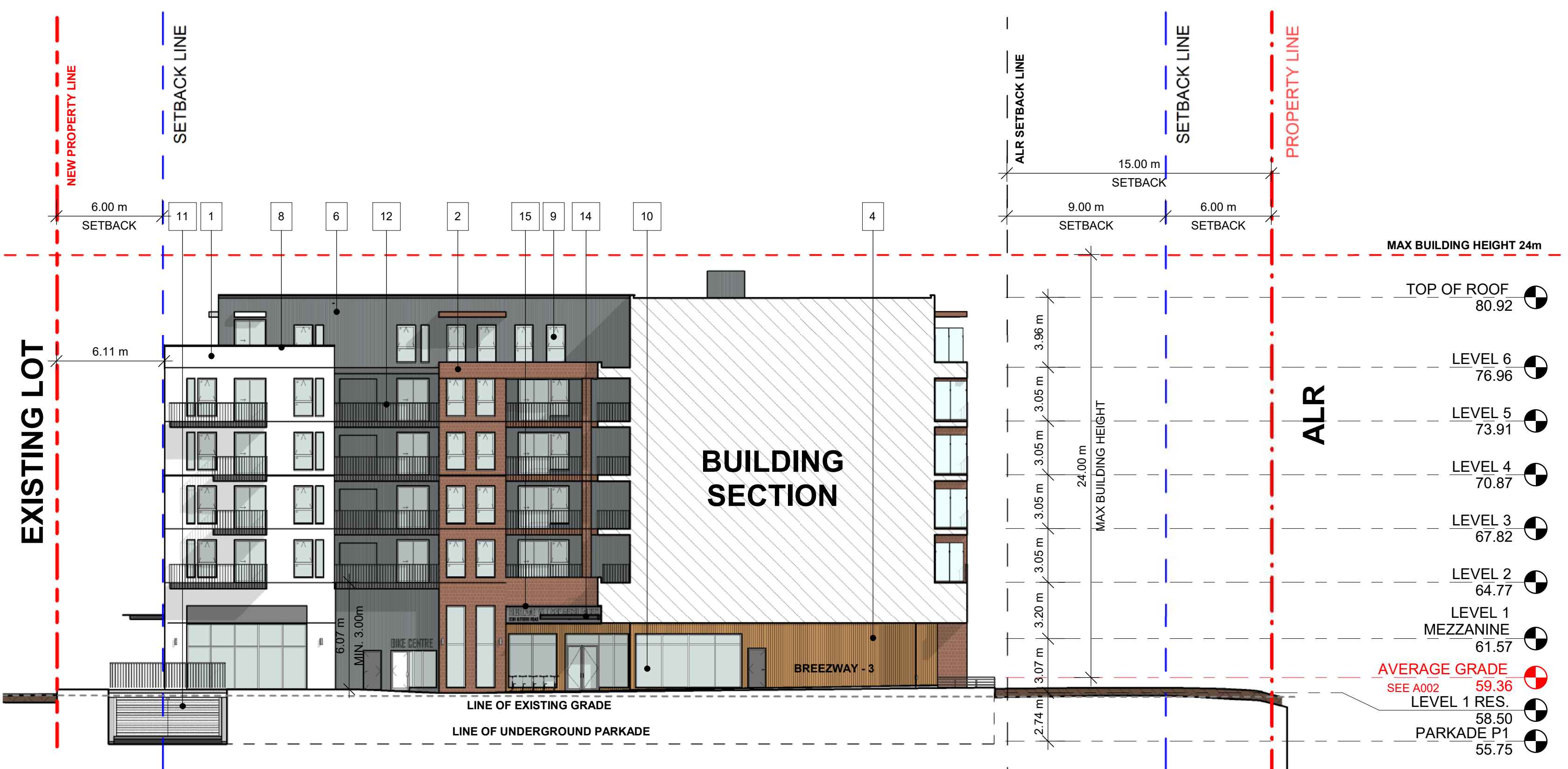
PROJECT NO: 21005 DRAWN BY: SD / WY
 SCALE: 1:200 REVIEW BY: AE

DWG NO: **A303**
Page 84



1 PARTIAL WEST ELEVATION
 REFER: A280
 SCALE: 1:200

- 1 CEMENTITIOUS FINISH - WHITE
- 2 BRICK VENEER - RUSTIC
- 3 BRICK VENEER - WHITE
- 4 VINYL PLANKS - VERTICAL WOOD LOOK
- 5 WOOD BOARD AND BATTEN - VERTICAL TEAL
- 6 GALVANIZED CORRUGATED METAL - HORIZONTAL GREY
- 8 METAL FLASHING - CHARCOAL
- 9 VINYL WINDOWS AND PATIO DOORS - NATURAL ALUMINUM
- 10 ALUMINUM STOREFRONT WINDOW WALL - NATURAL ALUMINUM
- 11 PARKADE GARAGE DOOR - CHARCOAL
- 12 ALUMINUM EXTRUDED PICKET GUARDRAIL - CHARCOAL
- 13 ALUMINUM EXTRUDED PRIVACY SCREEN - CHARCOAL WITH TEXTURED GLASS
- 14 METAL CANOPY - CHARCOAL
- 15 METAL SIGNAGE - NATURAL ALUMINUM
- 16 GLASS GUARDRAIL FRAME ALUMINUM EXTRUDED - CHARCOAL



2 PARTIAL SOUTH ELEVATION
 REFER: A280
 SCALE: 1:200



VIEW LOOKING AT THE RESIDENTIAL LOBBY ENTRANCE (NORTH VIEW)

OWNER/CLIENT:

GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	23.08.31

SEAL:



CONSULTANT:

2024-07-23



VAN 950 - 1500 W. Georgia Street Vancouver, V6G 2Z6
VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS:

1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:

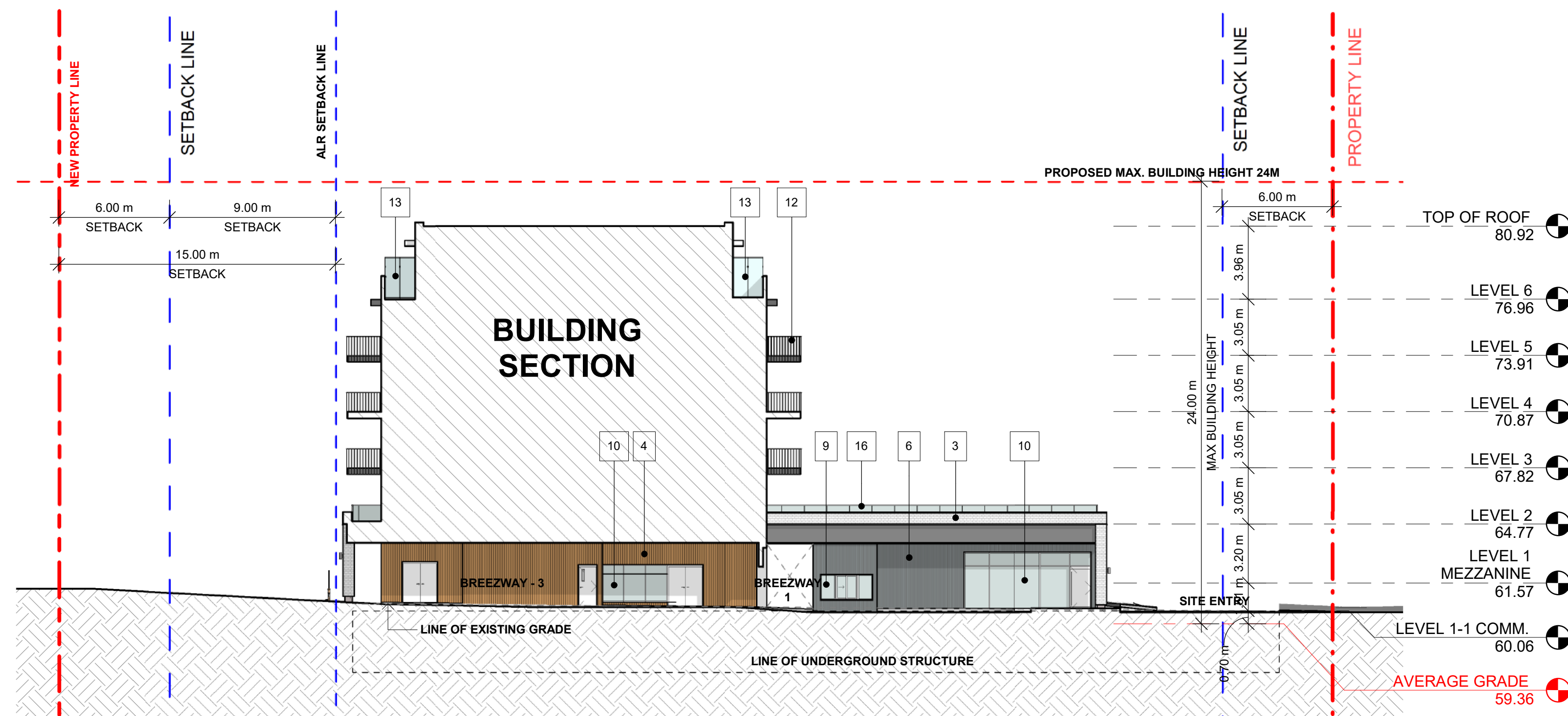
ELEVATIONS

PROJECT NO: 21005 DRAWN BY: WY

SCALE: As indicated REVIEW BY: AE

DWG NO: A304

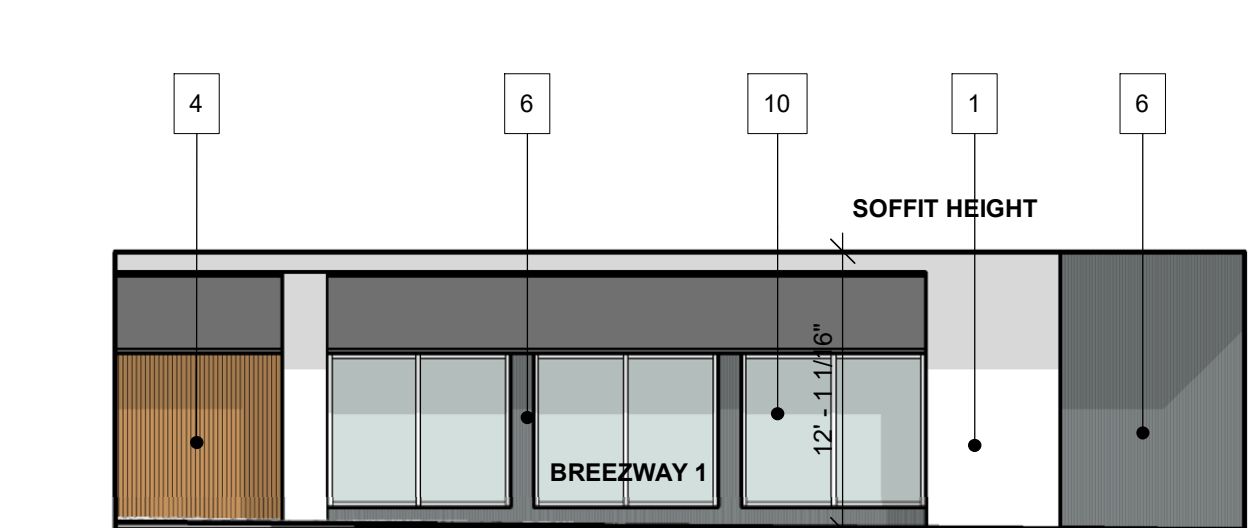
Page 85



1 PARTIAL NORTH ELEVATION
SCALE: 1 : 200

- 1 CEMENTITIOUS FINISH - WHITE
- 2 BRICK VENEER - RUSTIC
- 3 BRICK VENEER - WHITE
- 4 VINYL PLANKS - VERTICAL WOOD LOOK
- 5 WOOD BOARD AND BATTEN - VERTICAL TEAL
- 6 GALVANIZED CORRUGATED METAL - HORIZONTAL GREY
- 8 METAL FLASHING - CHARCOAL
- 9 VINYL WINDOWS AND PATIO DOORS - NATURAL ALUMINUM
- 10 ALUMINUM STOREFRONT WINDOW WALL - NATURAL ALUMINUM
- 11 PARKADE GARAGE DOOR - CHARCOAL
- 12 ALUMINUM EXTRUDED PICKET GUARDRAIL - CHARCOAL
- 13 ALUMINUM EXTRUDED PRIVACY SCREEN - CHARCOAL WITH TEXTURED GLASS
- 14 METAL CANOPY - CHARCOAL
- 15 METAL SIGNAGE - NATURAL ALUMINUM
- 16 GLASS GUARDRAIL FRAME ALUMINUM EXTRUDED - CHARCOAL

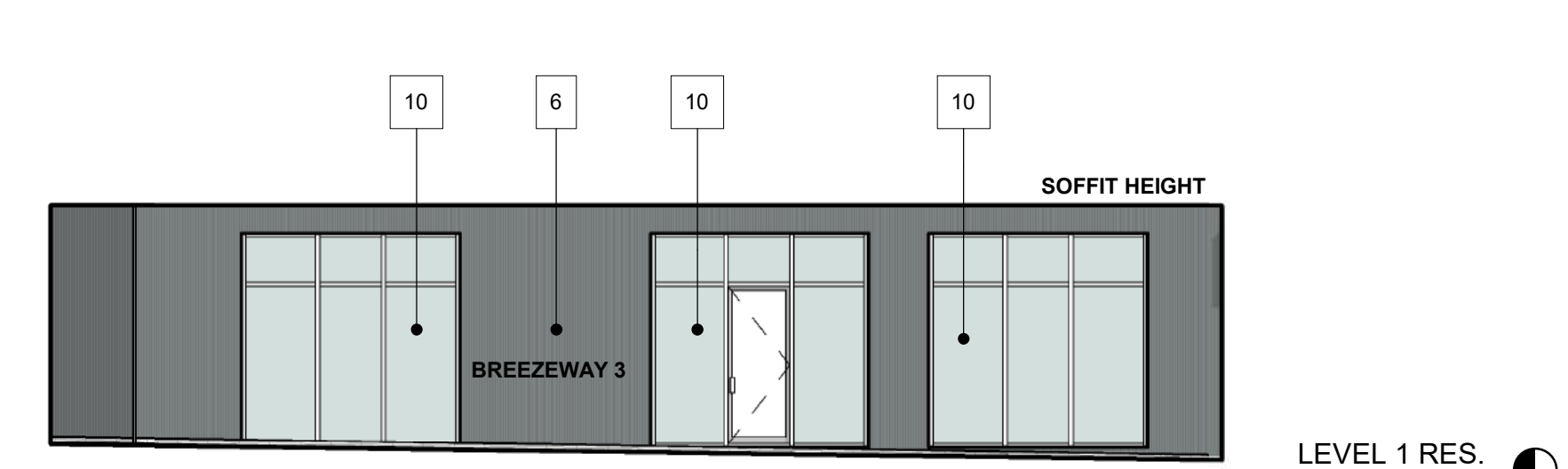
BREEZWAY INTERIOR ELEVATIONS



2 BREEZWAY 1 - WEST INTERIOR ELEVATION
SCALE: 1 : 100



3 BREEZWAY 1 - EAST INTERIOR ELEVATION
SCALE: 1 : 100



4 BREEZWAY 3 - NORTH INTERIOR ELEVATION
SCALE: 1 : 100

OWNER/CLIENT:

GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D



CONSULTANT: 2024-07-23



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 VIC 104 - 3212 Jacklin Road Victoria, V9B 0J5
 604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
 1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
COMPARATIVE ELEVATIONS

PROJECT NO: 21005 DRAWN BY: WY
 SCALE: 1:200 REVIEW BY: AE

DWG NO: **A305**
 Page 86



1 SOUTH ELEVATION - WITHOUT RECESSED PATIO OPTION
 SCALE: 1 : 200



2 SOUTH ELEVATION - RECESSED PATIO OPTION
 SCALE: 1 : 200



NORTH ENTRANCE SIGNAGE



SOUTH ENTRANCE SIGNAGE



VIEW LOOKING NORTH WEST FROM CRU 9 TOWARDS THE ENTRANCE

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OWNER/CLIENT:
AVTAR PROPERTIES

GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZ/NVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/NVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/NVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZ/NVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZ/NVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D



CONSULTANT:
 2024-07-23



YAN 950 - 1500 W. Georgia Street Vancouver, V6G 2Z6
 VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
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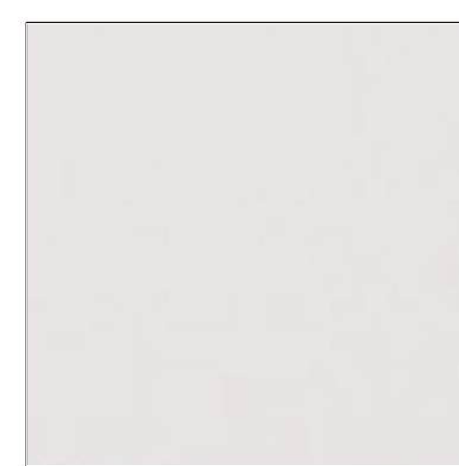
PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
 1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
MATERIAL BOARD

PROJECT NO: 21005 DRAWN BY: WY
 SCALE: 1:63 REVIEW BY: AE

DWG NO: **A306**
 Page 87



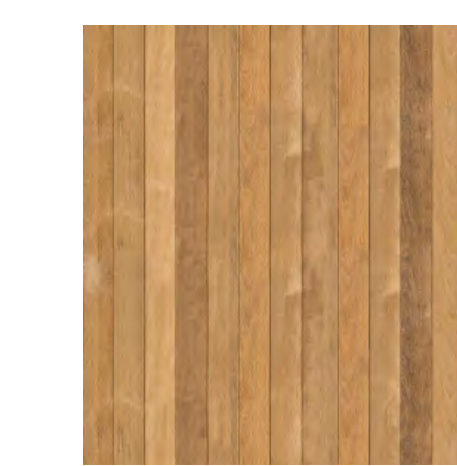
1. STUCCO FINISH, WHITE



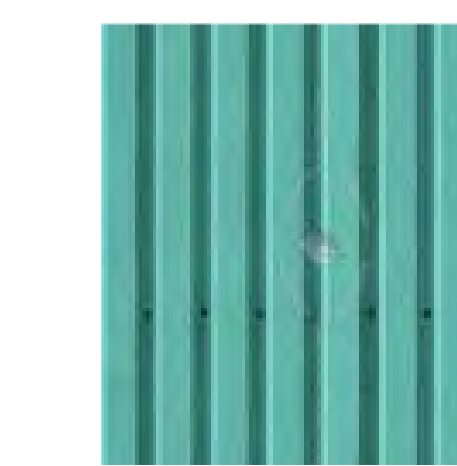
2. BRICK VENEER, RUSTIC



3. BRICK VENEER, WHITE



4. VINYL PLANKS, WOOD LOOK



5. WOOD BOARD & BATTEN, TEAL



6. GALVANISED CORRUGATED METAL, GREY



7. ALLAN BLOCK, GRAY (STREET PLANTER)



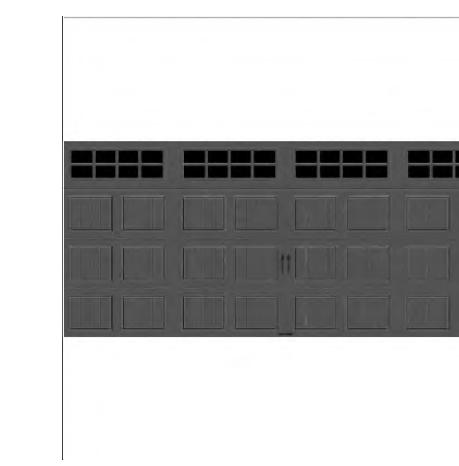
8. METAL FLASHING, CHARCOAL



9. VINYL WINDOWS, NATURAL ALUMINUM



10. ALUMINUM STOREFRONT, NATURAL ALUMINUM



11. GARAGE DOOR, CHARCOAL (PARKADE)



12. ALUMINUM PICKET RAILING, CHARCOAL



13. OPAQUE GLASS PRIVACY SCREEN, CHARCOAL



14. METAL CANOPY, CHARCOAL



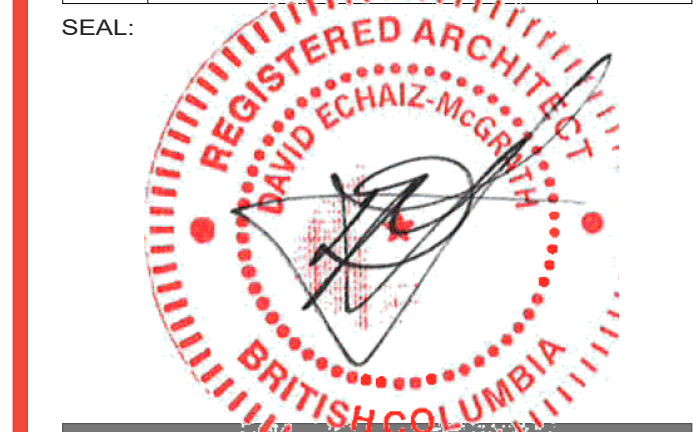
15. METAL SIGNAGE, NATURAL ALUMINUM



15. GLASS RAILING ALUMINUM FRAME, CHARCOAL

GENERAL NOTES:

5	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D



CONSULTANT:
 2024-07-23



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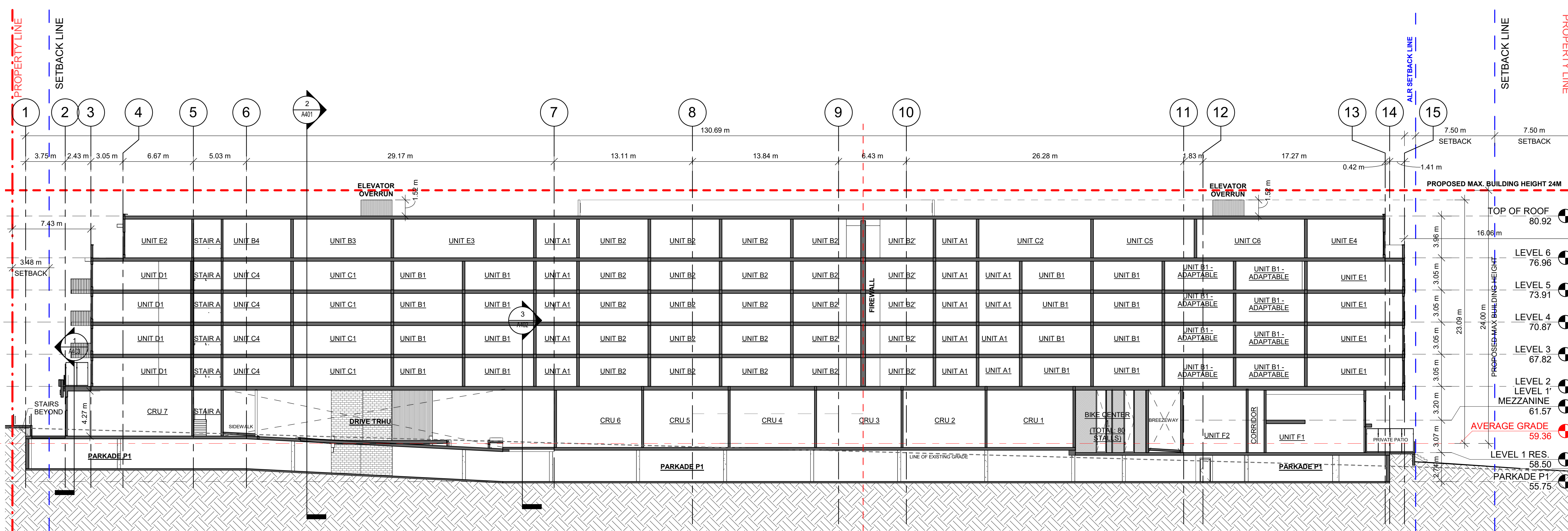
PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
 1966 Guthrie Road, Comox, BC V9M 3X7

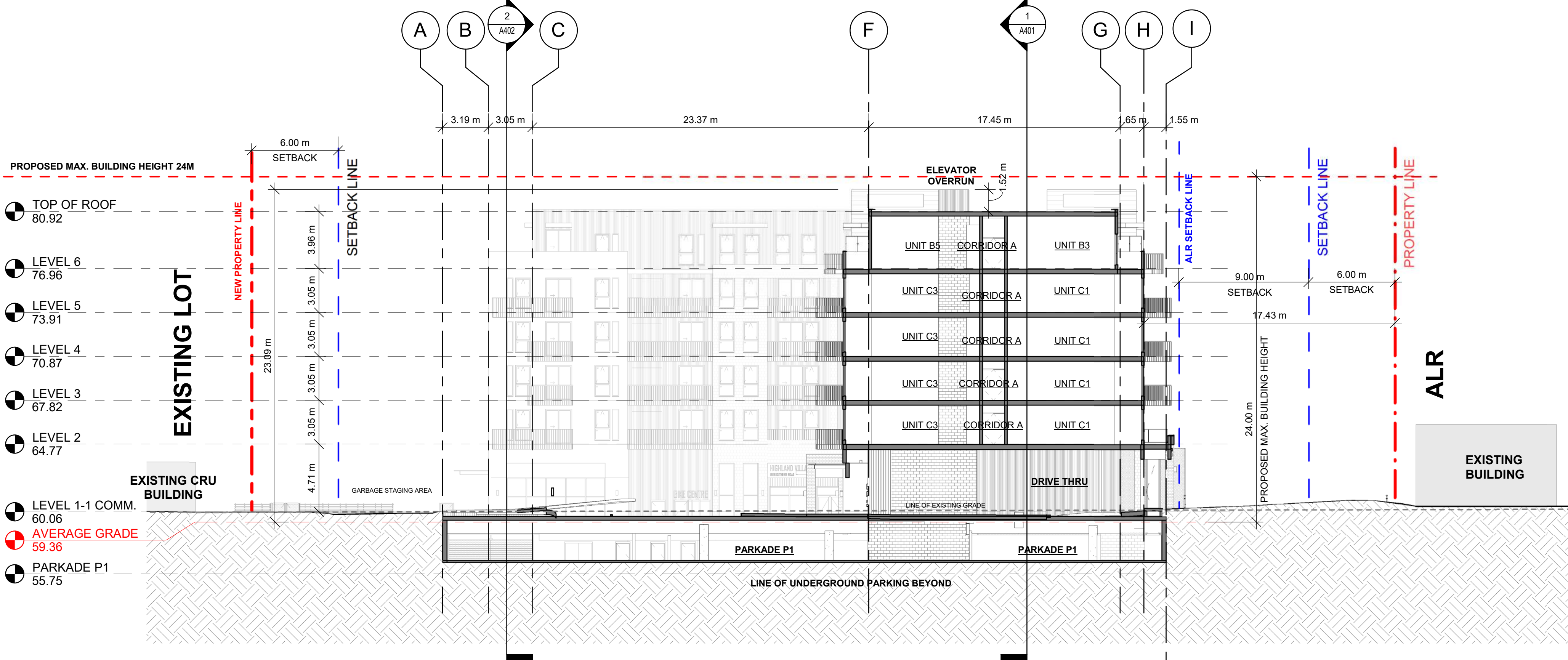
DRAWING TITLE:
BUILDING SECTION

PROJECT NO: 21005 DRAWN BY: WY
 SCALE: 1:200 REVIEW BY: AE

DWG NO: **A401**
 Page 88



1 SECTION 1 - LONGITUDINAL SECTION (N/S)
 SCALE: 1:200



2 SECTION 2 - CROSS SECTION (E/W)
 SCALE: 1:200

OWNER/CLIENT:



GENERAL NOTES:

NO.	ISSUE	DATE
5	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D

SEAL:



CONSULTANT:

2024-07-23



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VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS:

1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:

BUILDING SECTION

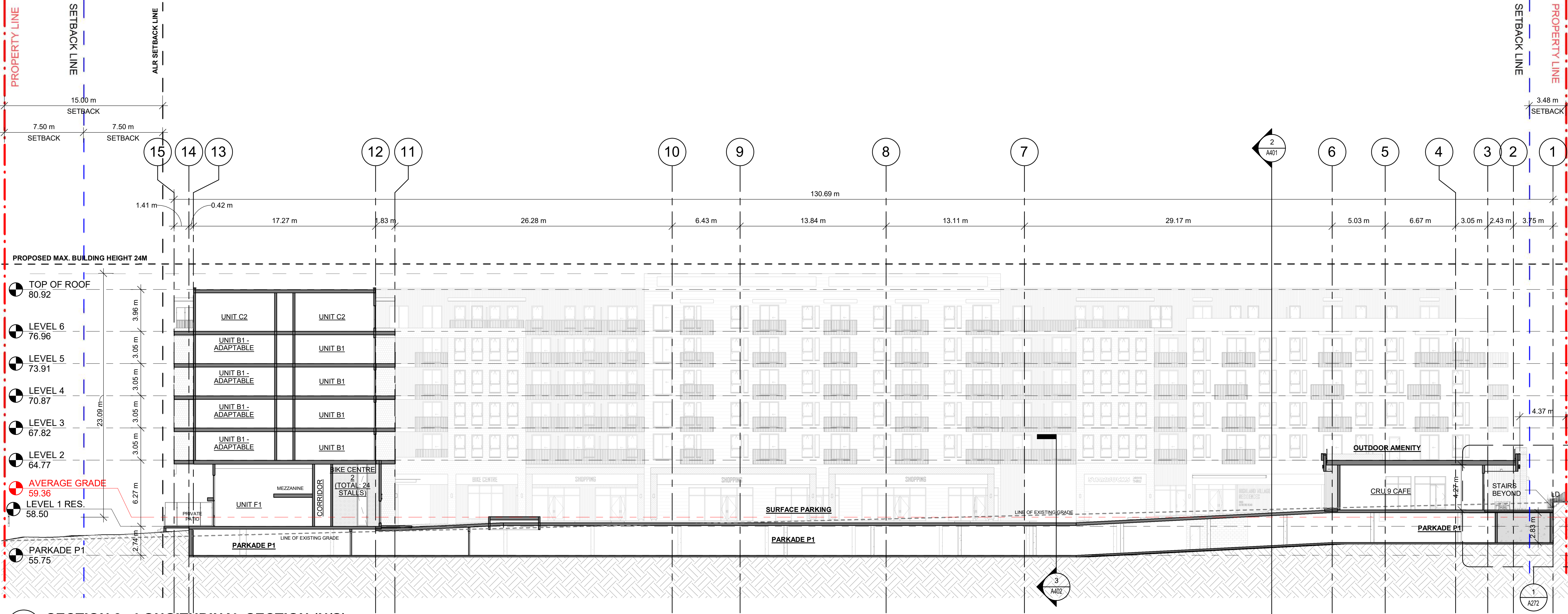
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SCALE: As indicated REVIEW BY: AE

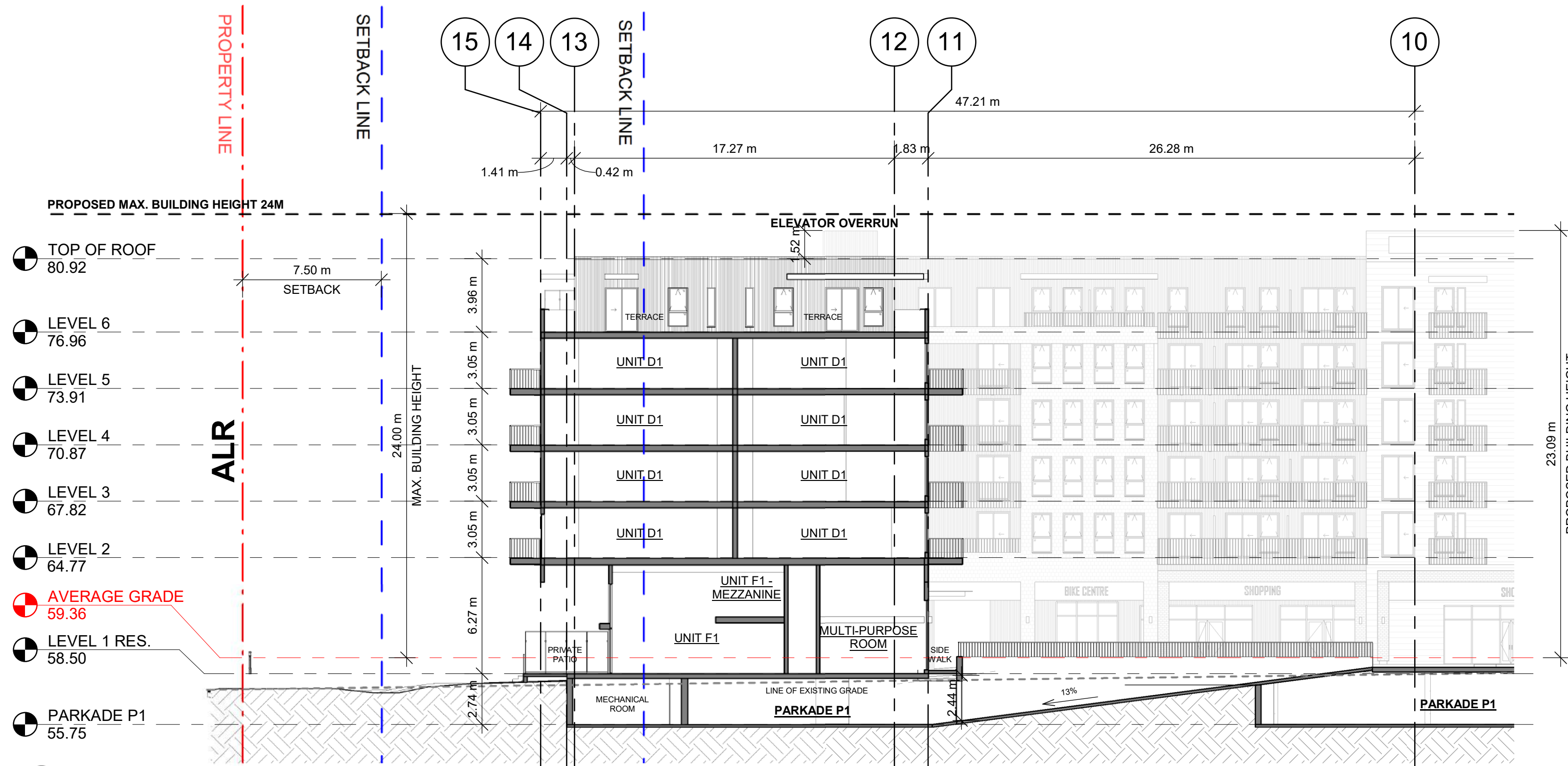
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A402

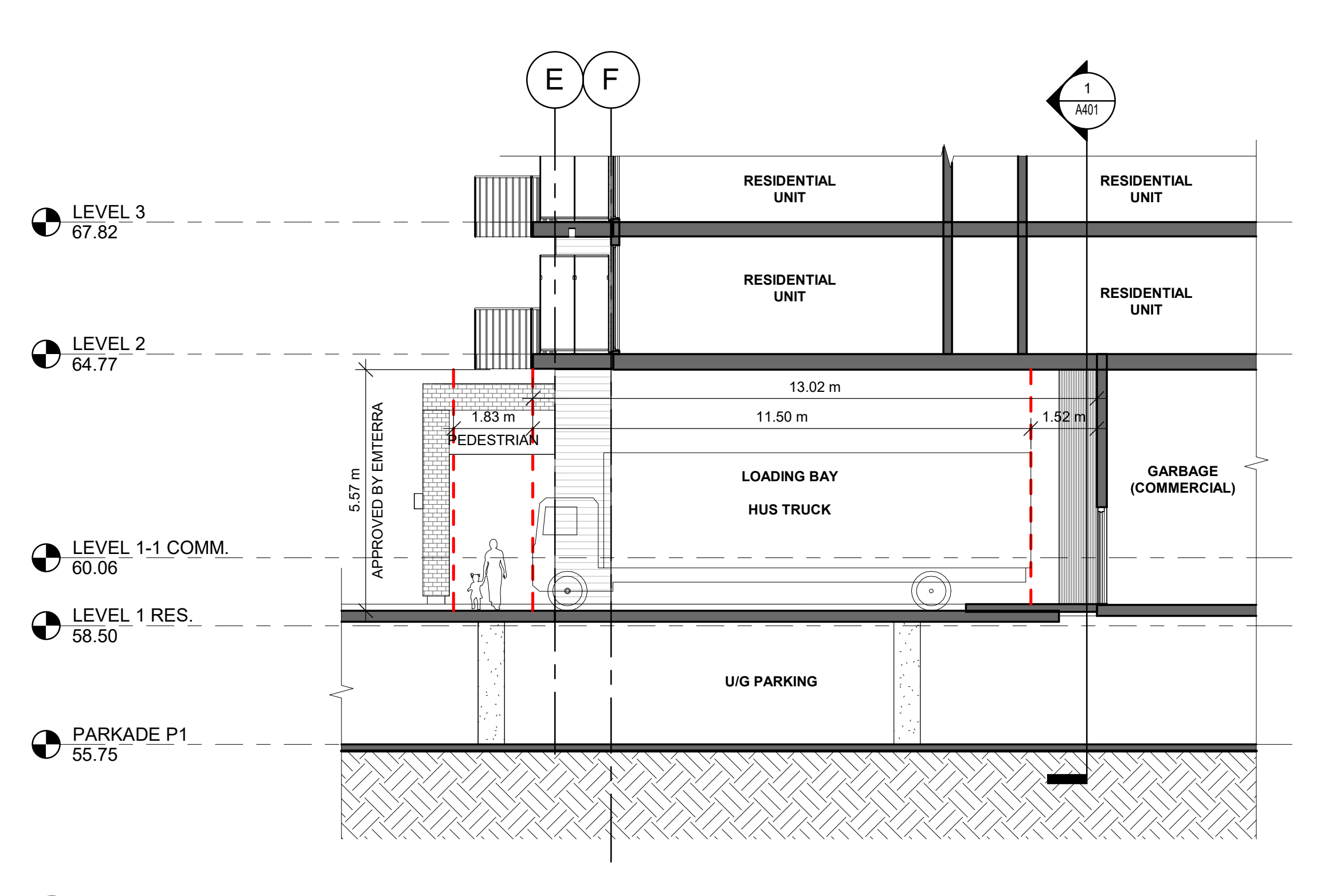
Page 89



1 SECTION 3 - LONGITUDINAL SECTION (N/S)
REFER: A201
SCALE: 1:200



2 SECTION 4 - RAMP CROSS SECTION
SCALE: 1:200



3 SECTION 5 - LOADING BAY SECTION
SCALE: 1:100

OWNER/CLIENT:

GENERAL NOTES:

5	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D

SEAL:



CONSULTANT:
2024-07-23



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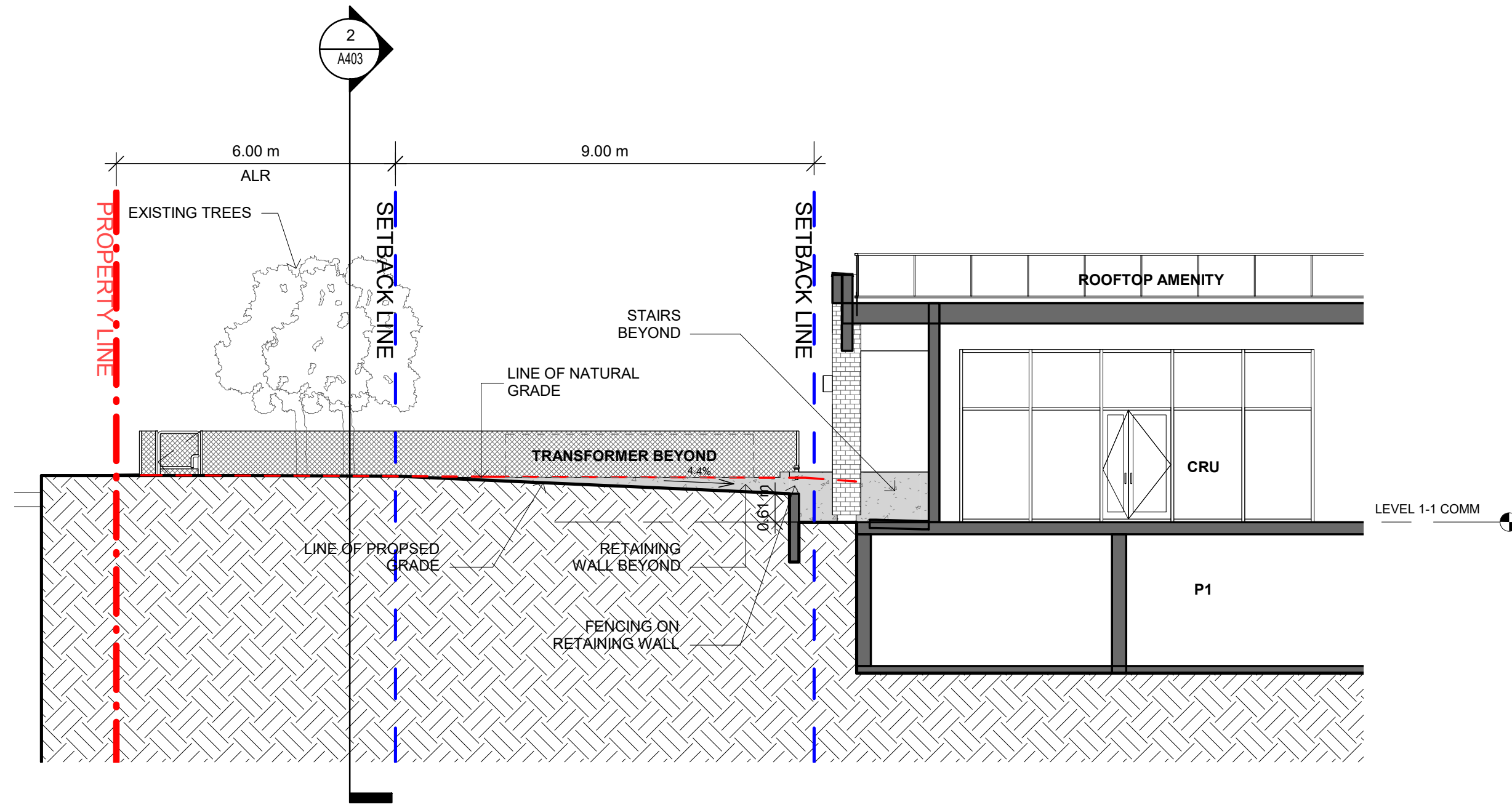
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HIGHLAND VILLAGE

PROJECT ADDRESS:
1966 Guthrie Road, Comox, BC V9M 3X7

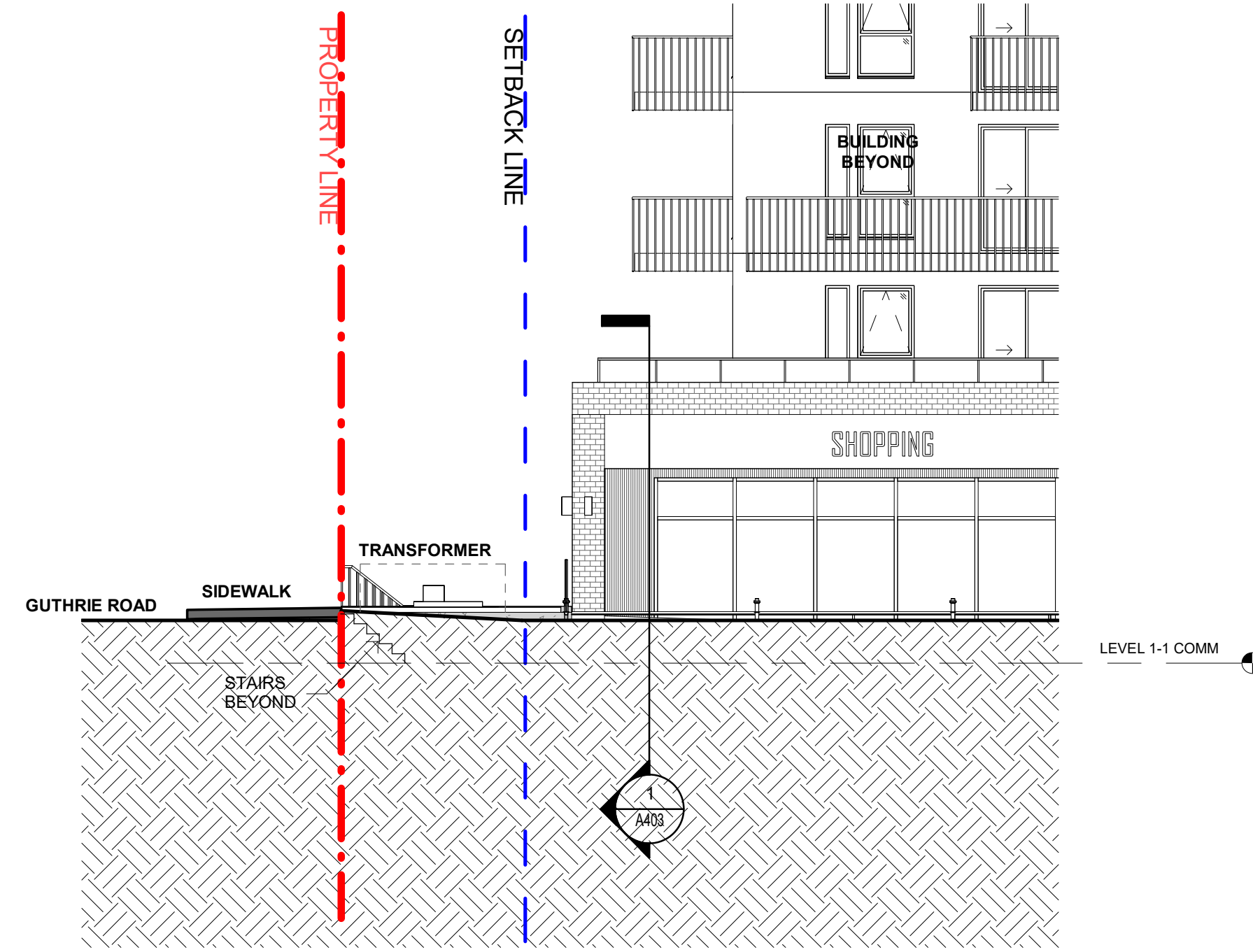
DRAWING TITLE:
BUILDING SECTION

PROJECT NO: 21005 DRAWN BY: WY
SCALE: 1:100 REVIEW BY: AE

DWG NO: A403
Page 90



1 ALR SECTION 1
REFER: A201
SCALE: 1:100



2 ALR SECTION 2
REFER: A201
SCALE: 1:100



VIEW LOOKING SOUTH WEST FROM ALR BUFFER TOWARDS THE LIVE/WORK LOFTS

OWNER/CLIENT:



GENERAL NOTES:

5	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZ/INVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D

SEAL:



CONSULTANT: 2024-07-23



VAN 650 - 1500 W. Georgia Street Vancouver, V6G 2Z6
VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
RENDERS

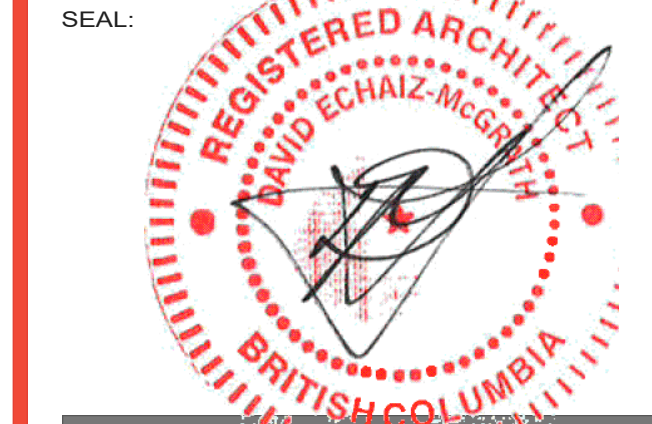
PROJECT NO: 21005 DRAWN BY: SD
SCALE: REVIEW BY: AE
DWG NO: A501

OWNER/CLIENT:



GENERAL NOTES:

5	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D



CONSULTANT: 2024-07-23



VAN 650 - 1500 W. Georgia Street Vancouver, V6G 2Z6
 VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
 604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
 1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
RENDERS

PROJECT NO: 21005 DRAWN BY: SD
 SCALE: REVIEW BY: AE

DWG NO: **A502**
 Page 92



VIEW LOOKING NORTH EAST ALONG GUTHERIE ROAD

OWNER/CLIENT:



GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZ/NVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZ/NVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZ/NVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZ/NVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZ/NVAR/DP RESUBMISSION	23.08.31

SEAL:



CONSULTANT:

2024-07-23



VAN 650 - 1500 W. Georgia Street Vancouver, V6G 2Z6
 VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
 604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS:

1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:

RENDERS

PROJECT NO: 21005 DRAWN BY: SD
 SCALE: REVIEW BY: AE

DWG NO:

A503
Page 93



VIEW LOOKING NORTH WEST ALONG GUTHRIE ROAD



VIEW LOOKING AT THE RESIDENTIAL LOBBY ENTRANCE (NORTH VIEW)

OWNER/CLIENT:



GENERAL NOTES:

5	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D

SEAL:



CONSULTANT:

2024-07-23



VAN 950 - 1500 W. Georgia Street Vancouver, V6G 2Z6
 VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
 804.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS:

1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:

RENDERS

PROJECT NO: 21005 DRAWN BY: SD

SCALE: REVIEW BY: AE

DWG NO:

A504
Page 94



VIEW LOOKING NORTH WEST FROM CRU 9 TOWARDS THE ENTRANCE

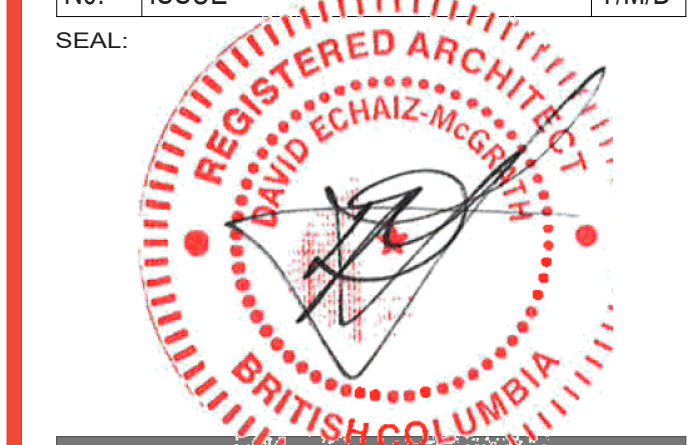
OWNER/CLIENT:



GENERAL NOTES:

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D

NO.	ISSUE	Y/M/D
5	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.07.23
4	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.04.05
3	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.02.16
2	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.01.19
1	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	23.08.31
NO.	ISSUE	Y/M/D



CONSULTANT:
2024-07-23



VAN 950 - 1500 W. Georgia Street Vancouver, V6G 2Z6
VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
604.885.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:
HIGHLAND VILLAGE

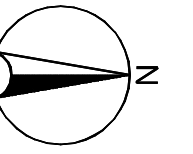
PROJECT ADDRESS:
1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
RENDERS

PROJECT NO: 21005 DRAWN BY: SD
SCALE: REVIEW BY: AE

DWG NO: **A505**
Page 95

NORTH ARROW:



OWNER/CLIENT:

Avtar Properties Management Corp.
3409-13496 Central Ave
Surrey, BC V3T 0K2

Contact: Chetan Tambar
Tel 778-955-3576

LANDSCAPE ARCHITECT: LANDSCAPE DESIGNER:

Alison Mewett BCSLA Corinne Matheson CLD
766 Lazo Road, Mystic Woods
Comox, BC V9M 3V6 Landscape Design

236-255-1055 250-286-1327
amewett@gmail.com design@mysticwoods.ca

1	Conceptual for review	23/4/10
2	Plan for Public consultation	23/5/4
3	Revised plan for coordination	23/8/2
4	Revised plan for coordination	23/8/24
5	OCF Amendment Rezoning and Development Permit	23/8/29
6	Revised plan for DP	24/2/15
7	Revised plan for DP	24/4/4
8	Revised plan for DP	24/7/19

NO:	ISSUE	Y/M/D
-----	-------	-------

SEAL:

CONSULTANT:



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VIC 104 - 3212 Jacklin Road Victoria, V8B 0J5
604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS:

1866 Guthrie Road
Comox, BC V9M 3X7

DRAWING TITLE:

TREE RETENTION AND REMOVAL PLAN

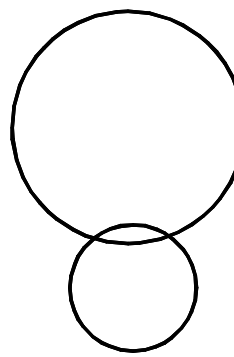
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SCALE: 1:200 REVIEW BY: AM

DWG NO:

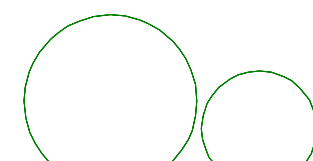
L-02

Trees w/ diameter > 20cm diameter
(See Arborist Report, April 21, 2023)

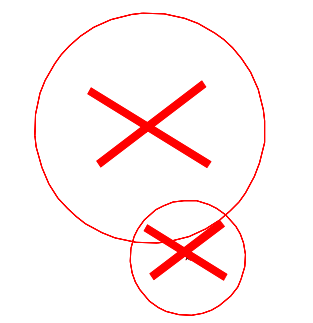


RT #25 Pseudotsuga menziesii / Douglas Fir 21cm dia
RM #38 Tilia americana / Bosswood 24cm dia
RM #39 Pseudotsuga menziesii / Douglas Fir 23cm dia

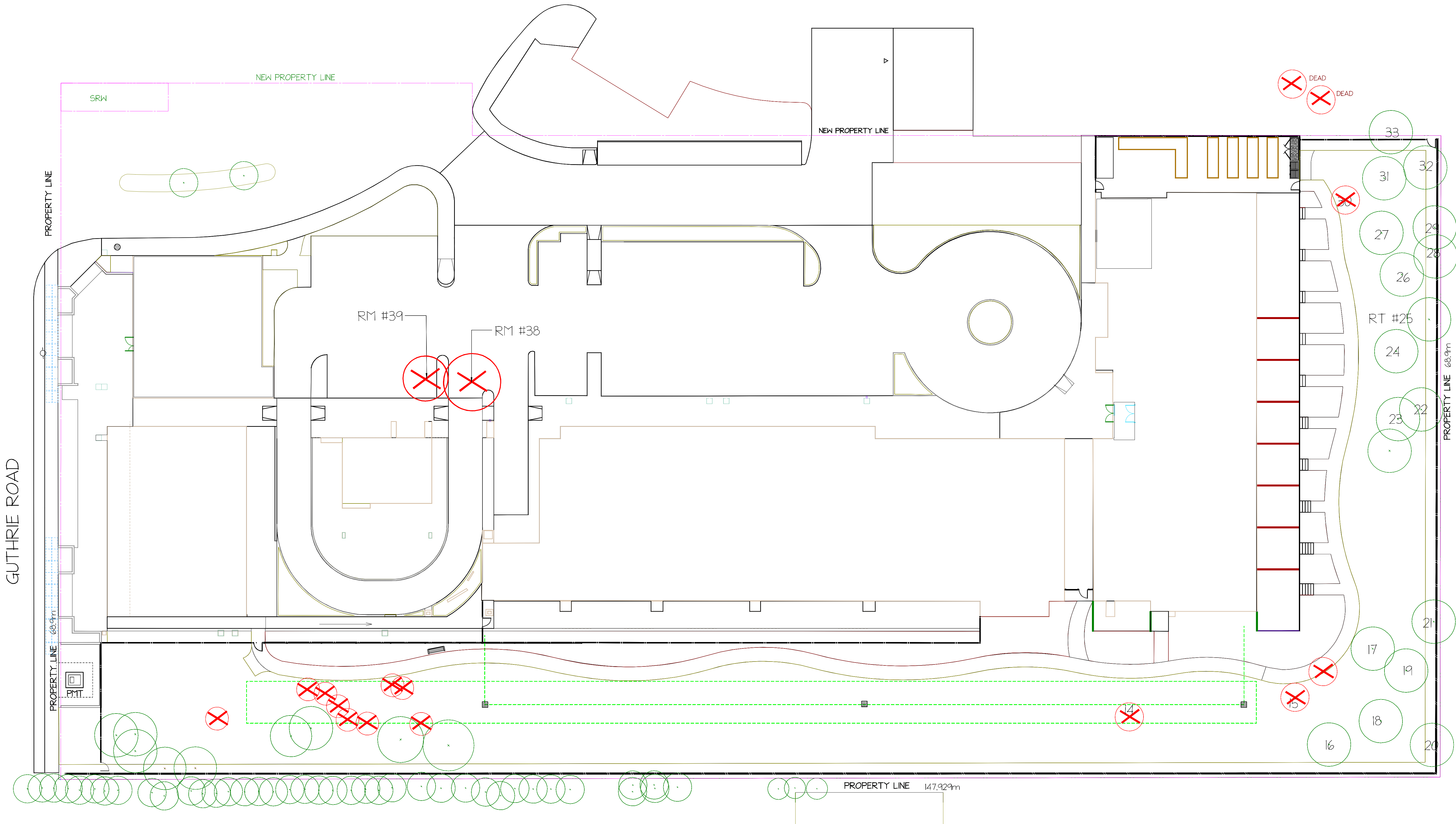
OTHER TREES IN ALR BUFFER



RETAINED DURING CONSTRUCTION



REMOVED DURING CONSTRUCTION
(See Landscape Plan L2 for replacements)



IRRIGATION DESIGN
 A full irrigation design will be prepared at the Building permit stage by Kevin Luterbach of Irtex Irrigation, and IABC Certified commercial Irrigation designer.

An irrigation system must apply a consistent, even measurable amount of water to the landscape over a period of time. It is necessary that the system design consider water cost and conservation, long term durability and maintenance cost, safety issues, aesthetic issues, and site specific requirements. The relative importance of these considerations will vary from project to project and require the attention of a qualified and experienced designer.

The design will incorporate the following:

1. Sprinklers

- a) The maximum spacing shall be equal to the radius of throw (head to head) with appropriate allowance for wind if applicable.
- b) The selection of pop-up or riser style sprinklers must consider safety, maintenance, risk of vandalism, and appearance on the site.
- c) Pop-up or riser height must consider the related plant material, its growth potential, interfering landscape features, and arrive at a solution which provides optimum coverage for as long as possible.
- d) All sprinklers must be suitably adjustable and located so as to keep the water within the landscaped area and minimize overthrau.
- e) Sprinklers with built in check valves must be used when low head drainage will create a problem.
- f) Sports fields and public parks shall be equipped with sprinklers with rubber covers in turf areas.

2. Pipe

- a) The velocity of flow in any piping must not exceed 5 feet per second.
- b) Pipe routing must take site elevation changes into consideration to minimize low head drainage.
- c) Selection of the strength and / or flexibility of the pipe material and its installation criteria must consider site specific requirements such as frost, traffic, soil depth etc.
- d) Pipe sizing and routing must include pressure loss calculations to ensure that the required pressure will be delivered under all circumstances and that pressure variation within the lateral is at a minimum.

3. Zoning

- a) All sprinklers grouped into a zone must have the same precipitation rates, matched through the arcs of coverage.
- b) The potential for low head drainage must be minimized for each zone.
- c) The areas of the landscape that have different water requirements must be identified and a determination made as to the significance of these differences and whether they require separate zoning. The type of plant material and its location on site (sun exposure and natural drainage), and varying soil and slope conditions must be considered.
- d) The pressure variation within each zone from the first to the last head must not exceed 5.

4. Controls

- a) Controllers must be CSA approved, suitable for their mounting location, and sufficiently flexible to allow for and encourage optimum operation for the designed system in all circumstances.
- b) Moisture sensors or other "rain off" devices are a desirable enhancement of any irrigation system and are recommended for effective water management.
- c) Valves must meet the pressure and flow requirements of the zone being controlled.

5. Pressure Control

- a) The design must include suitable regulation of the pressure throughout the irrigation system.
- b) The pressure at every head must be within the range recommended by the manufacturer of the head/nozzle combination being used.

6. Winterizing

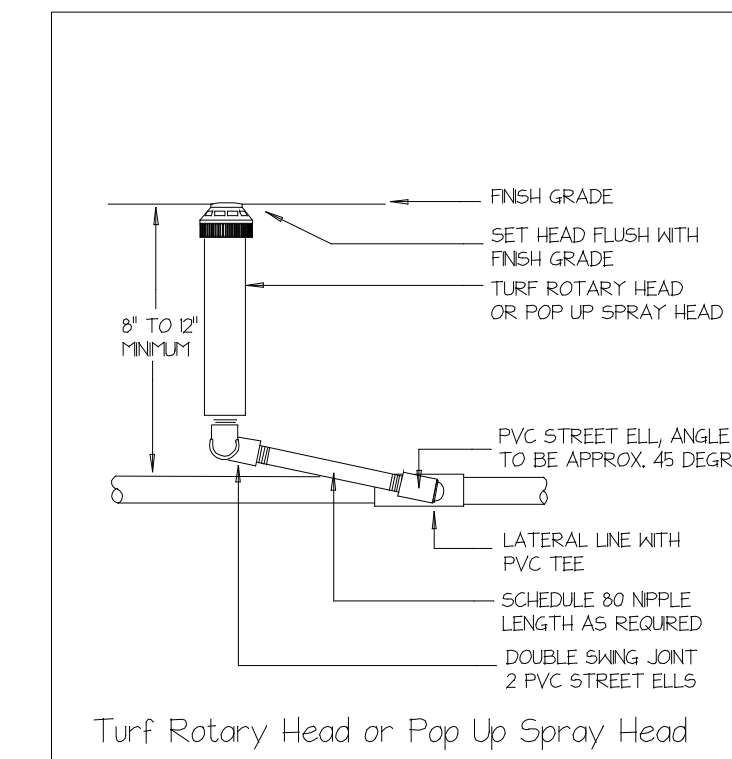
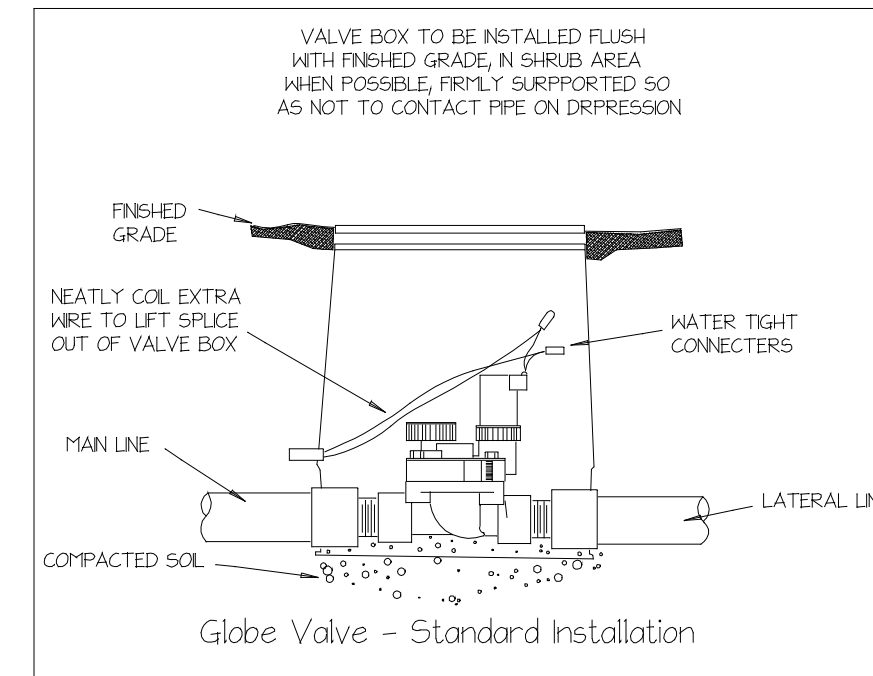
- a) The system design must make the water connection and all the system components safe from winter freezing damage.
- b) A suitable and convenient blow out point and connection is the most desirable method of purging the system of water.
- c) If automatic drain valves, which are not recommended, are used, there must be a suitable sump and drainage.

7. Low Volume / Micro Irrigation

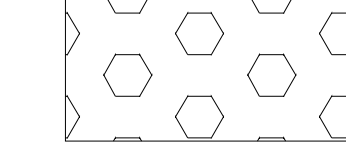
- a) Any low volume irrigation included in a system must be separately zoned.
- b) Filtration and pressure control as recommended by the manufacturer of the low volume devices must be provided together with suitable controller capabilities.

8. Control Wire

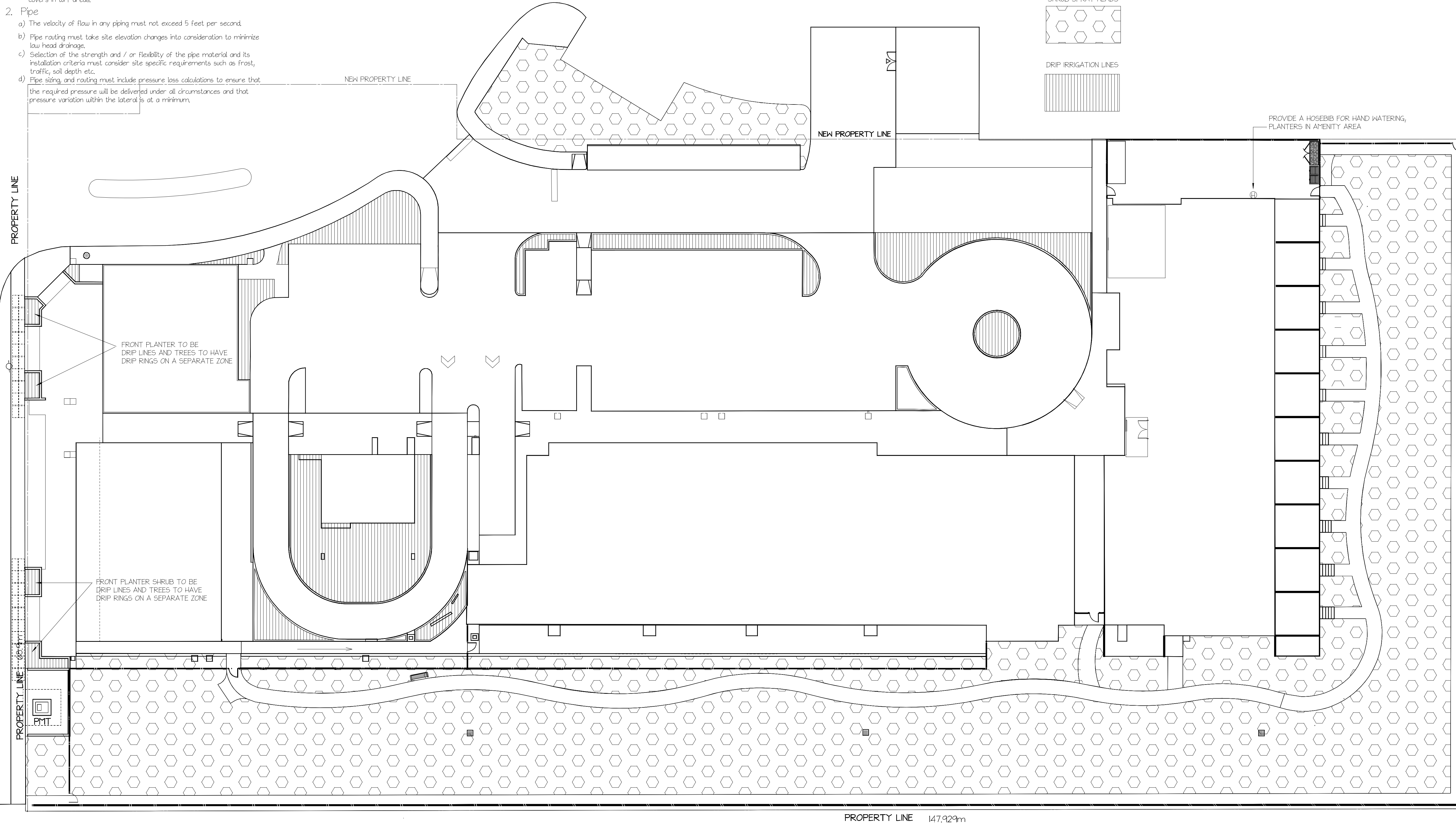
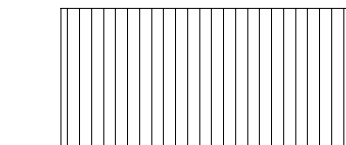
- a) Control wire must be sized to the length of its run using the recommendations of the manufacturer of the zone control valves being wired.



SHRUB SPRAY HEADS

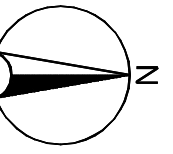


DRIP IRRIGATION LINES



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NO: ISSUE Y/M/D

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PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS

1866 Guthrie Road,
 Comox, BC V9M 3X7

DRAWING TITLE:

IRRIGATION PLAN

PROJECT NO: 21005

DRAWN BY: CM

SCALE: 1:200

REVIEW BY: AM

DWG NO:

L-04

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PLANTS OUTSIDE PROPERTY LINE

Qty	Botanical Name	Common Name	Size
Trees			
4	Cornus nuttallii 'Eddies White Wonder'	EDDIE'S WHITE WONDER DOGWOOD	5 cm cal
5	Pseudotsuga menziesii	DOUGLAS FIR	2 M B&B
Shrubs			
13	Pinus mugo var. pumilio	DWARF MUGO PINE	# 1 pot
31	Rosa meidiland 'Sevilland'	SEVILLANA MEIDLAND ROSE	# 1 pot
18	Vaccinium ovatum	EVERGREEN HUCKLEBERRY BUSH	# 1 pot
Ornamental Grasses			
31	Calamagrostis x acutiflora 'Karl Foerster'	FOERSTER'S FEATHER REED GRASS	# 1 pot
51	Carex marrovi 'Ice Dance'	ICE DANCE SEDGE	# 1 pot

PLANTS IN AMENITY AREA

Qty	Botanical Name	Common Name	Size
Shrubs			
2	Lavandula angustifolia 'Hidcote'	HIDCOTE ENGLISH LAVENDER	# 1 pot
2	Rosa DA 'Heritage'	HERITAGE (DAVID AUSTIN) ROSE	# 1 pot
2	Vaccinium corymbosum 'Northblue'	MIDSEASON BLUEBERRY	# 1 pot
1	Viburnum tinus 'Spring Bouquet'	SPRING BOUQUET VIBURNUM	# 3 pot
1	Viburnum x burkwoodii 'Anne Ruseff'	ANNE RUSSELL VIBURNUM	# 3 pot

PLANTS FOR DRIVE THROUGH AND OTHER UNDERCOVER AREAS

Qty	Botanical Name	Common Name	Size
Shrubs			
61	Sarcococca hookeriana humilis	DWARF HIMALAYAN SARCOCOCCA	# 1 pot
Perennials			
55	Athyrium filix-femina	LADY FERN	# 1 pot
42	Helleborus 'Royal Heritage'	ROYAL HERITAGE LENTEN ROSE	# 1 pot
32	Polystichum munitum	SWORD FERN	# 1 pot
Groundcovers			
72	Pachysandra terminalis 'Green Sheen'	GREEN SHEEN JAPANESE SPURGE	SP3 -9cm pot

PLANTS AROUND PARKING AREAS AND STREET SIDE

Qty	Botanical Name	Common Name	Size
Trees			
4	Carpinus betulus 'Frans Fontaine'	PYRAMIDAL EUROPEAN HORNBEAM	7 cm cal
3	Cornus nuttallii 'Eddies White Wonder'	EDDIE'S WHITE WONDER DOGWOOD	5 cm cal
7	Fagus sylvatica 'Dawyck Purple'	DAWYCK PURPLE EUROPEAN BEECH	5 cm cal
12	Picea amonika 'Brun's'	BRUN'S SERBIAN SPRUCE	# 15 pot
Shrubs			
10	Pinus mugo var. pumilio	DWARF MUGO PINE	# 1 pot
6	Rosa meidiland 'Sevilland'	SEVILLANA MEIDLAND ROSE	# 1 pot
28	Vaccinium ovatum	EVERGREEN HUCKLEBERRY BUSH	# 1 pot
Ornamental Grasses			
51	Calamagrostis x acutiflora 'Karl Foerster'	FOERSTER'S FEATHER REED GRASS	# 1 pot
100	Carex marrovi 'Ice Dance'	ICE DANCE SEDGE	# 1 pot
Perennials			
52	Nepeta x faassenii 'Walker's Low'	WALKER'S LOW CATMINT	# 1 pot

PLANTS FOR BACK 5 ROWS OF ALR SCREENING

Qty	Botanical Name	Common Name	Size
Trees			
15	Acer macrophyllum	NATIVE BIGLEAF MAPLE	4cm cal
18	Pseudotsuga menziesii	DOUGLAS FIR	2 m
17	Prunus emarginata	BITTER CHERRY	4cm cal
Large Shrubs: Mix in groups of 5-7 of the five species below @ 1.68m OC			
38	Amelanchier alnifolia	SASKATOON BERRY	# 2 pot
38	Holodiscus discolor	NATIVE OCEANSPRAY	# 2 pot
37	Philadelphus lewisii 'gardanus'	COASTAL MOCK ORANGE	# 2 pot
35	Ribes sanguineum	RED FLOWERING CURRANT	# 2 pot
35	Rhododendron macrophyllum	PACIFIC RHODODENDRON	# 2 pot
Medium Shrubs: Mix in groups of 7-9 of the five species below @ 1.2m OC			
95	Mahonia aquifolium	OREGON GRAPE HOLLY	# 2 pot
94	Rosa nutkana	NOOTKA ROSE	# 2 pot
95	Symphoricarpos albus	NATIVE SNOWBERRY	# 2 pot
95	Vaccinium ovatum	EVERGREEN HUCKLEBERRY BUSH	# 2 pot
90	Vaccinium parvifolium	RED HUCKLEBERRY BUSH	# 2 pot

OTHER PLANTS IN ALR BUFFER

Qty	Botanical Name	Common Name	Size
Large and medium Shrubs			
14	Amelanchier alnifolia	SASKATOON BERRY	# 2 pot
8	Holodiscus discolor	NATIVE OCEANSPRAY	# 2 pot
10	Philadelphus lewisii 'gardanus'	COASTAL MOCK ORANGE	# 2 pot
30	Rhododendron macrophyllum	PACIFIC RHODODENDRON	# 2 pot
23	Ribes sanguineum	RED FLOWERING CURRANT	# 2 pot
82	Mahonia aquifolium	OREGON GRAPE HOLLY	# 2 pot
14	Rosa nutkana	NOOTKA ROSE	# 2 pot
50	Symphoricarpos albus	NATIVE SNOWBERRY	# 2 pot
25	Vaccinium ovatum	EVERGREEN HUCKLEBERRY BUSH	# 2 pot
31	Vaccinium parvifolium	RED HUCKLEBERRY BUSH	# 2 pot
Groundcover and Ferns			
153	Gaultheria shallon	SALAL	# 1 pot
138	Polystichum munitum	SWORD FERN	# 1 pot

LANDSCAPE AREA		
ALR TREE / LARGE SHRUBS	1,957.3 sqm	21,068 sqft
ALR MEDIUM SHRUBS	506.2 sqm	5,449 sqft
TREE/SHRUBS IN GROUND	286.9 sqm	3,088 sqft
TREE/SHRUBS IN PLANTERS ABOVE PARKADE	364.4 sqm	3,922 sqft
BOULEVARD PLANTERS	18.8 sqm	202 sqft
AMENITY PLANTERS	32 sqm	344 sqft
GRAVEL RESIDENT PATH	319.4 sqm	3,438 sqft
GRAVEL ALR MAINTENANCE PATH	366.6 sqm	3,946 sqft
LANDSCAPE AREA	3,851.6 sqm	41,457 sqft

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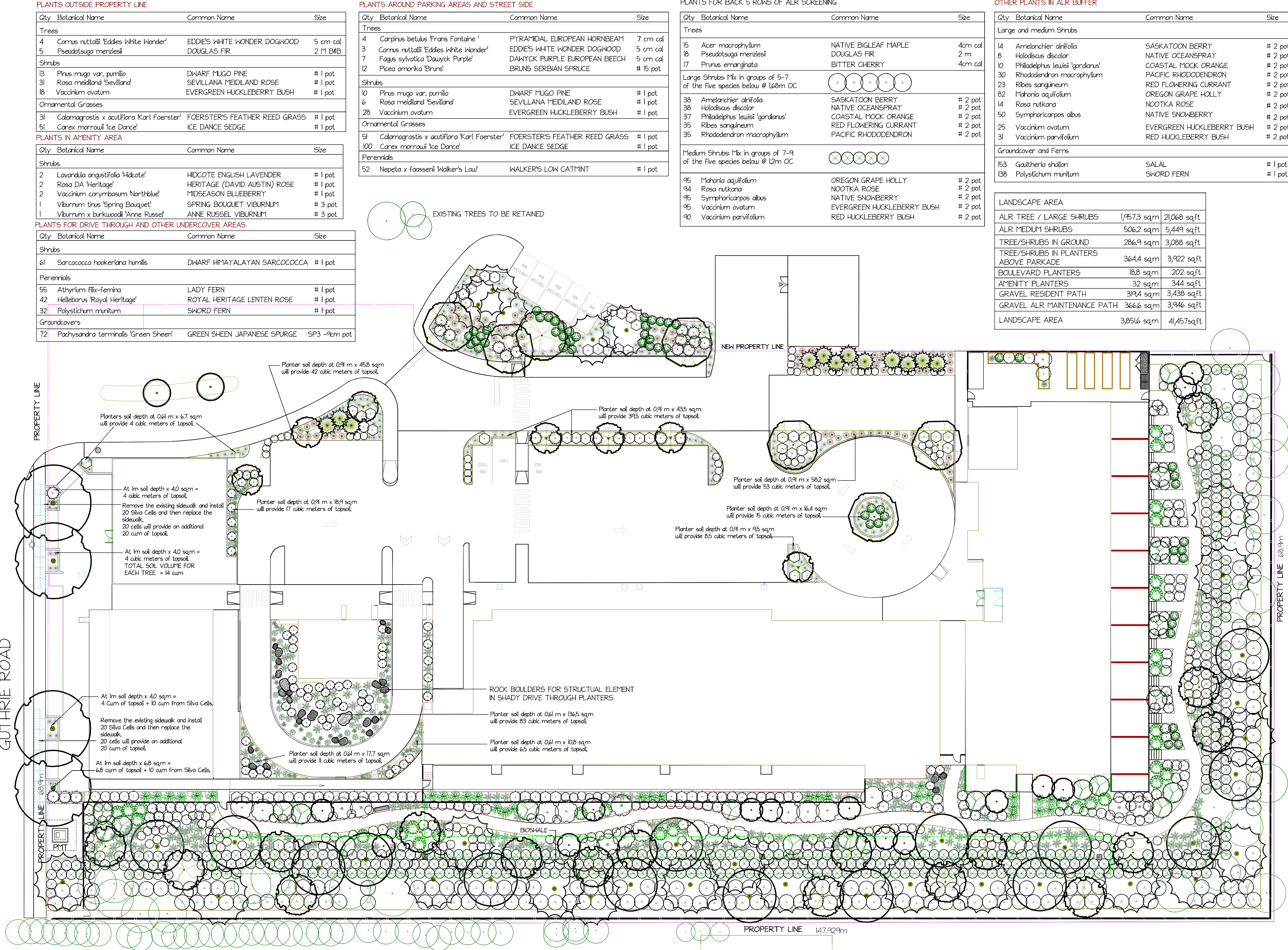
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PLANTING PLAN

PROJECT NO: 21005
SCALE: 1:200

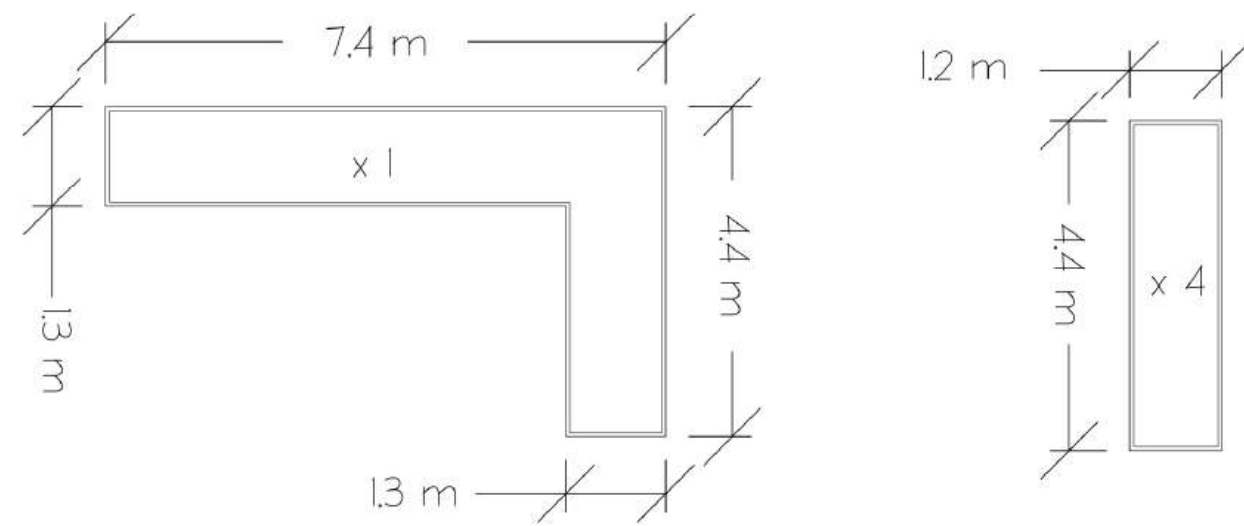
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REVIEW BY: AM

DWG NO: L-05
Page 100

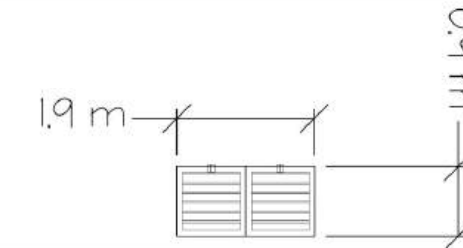
EXISTING TREES TO BE RETAINED



PLANTERS : WOOD WITH METAL LINER
 4 Vegetable Planters: 12m x 4.4 m x 0.6m high
 1 L-shaped Planter for Ornamentals:
 To be built by General contractor



TWO COMPOST BINS
 3' x 3' x 3'



Wishbone Site Furnishings - Mountain Classic Park Bench
 5 benches placed in ALR buffer along gravel trail as shown on LL
 Model Number : TNCB-6
 Total Height: 31", Seat Height: 17", Seat Depth: 18", Total Length: 6', Height: 160lbs
 Recycled Plastic Slats Colour: Walnut Aluminum Frame Colour: Black Textured
 Supply and installation by General Contractor Install per manufacturer's instructions
 WISHBONE SITE FURNISHINGS: www.wishbonelltd.com sales@wishbonelltd.com 866-626-0476



5'9" (1.8m) BLACK METAL PICKET FENCE FOR CONTROLLED ACCESS #2 AND #3
 Details provided at Building Permit stage. See L3



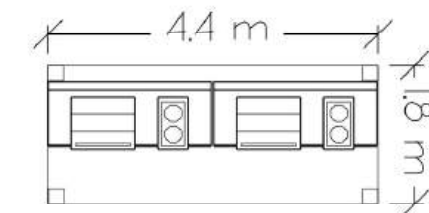
5'9" (1.8m) SOLID WOOD FENCE TO SURROUND THE AMENITY AREA
 Details provided at Building Permit stage. See L3



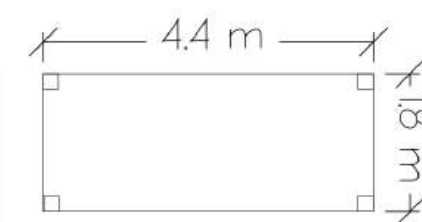
GARDEN SHED FOR TOOLS: 0.9m x 2.4m Details provided at Building Permit stage.



COVERED BBQ AREA CONCEPT
 DETAILS TO BE PROVIDED AT BUILDING PERMIT STAGE



BBQ SHELTER CONCEPT
 DETAILS TO BE PROVIDED AT BUILDING PERMIT STAGE



5' BLACK CHAIN LINK FENCE AS PER PLAN
 BETWEEN BUILDING AND ALR BUFFER. See L3



4' CEDAR SPLIT RAIL FENCE ON NORTH AND EAST SIDE OF GRAVEL PATH
 TO PROTECT ALR PLANTINGS. See L3

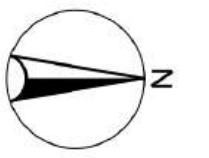


5'9" (1.8m) SOLID WOOD FENCE TO SURROUND THE GARBAGE / RECYCLING AREA
 Details provided at Building Permit stage. See L3



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PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS:

1966 Guthrie Road,
 Comox, BC V9M 3X7

DRAWING TITLE:

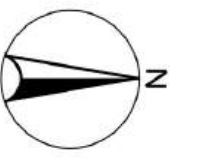
LANDSCAPE IMAGES

PROJECT 21005 DRAWN BY: CM
 NO: SCALE: 1:200 REVIEW BY: AM

DWG NO:

L-06

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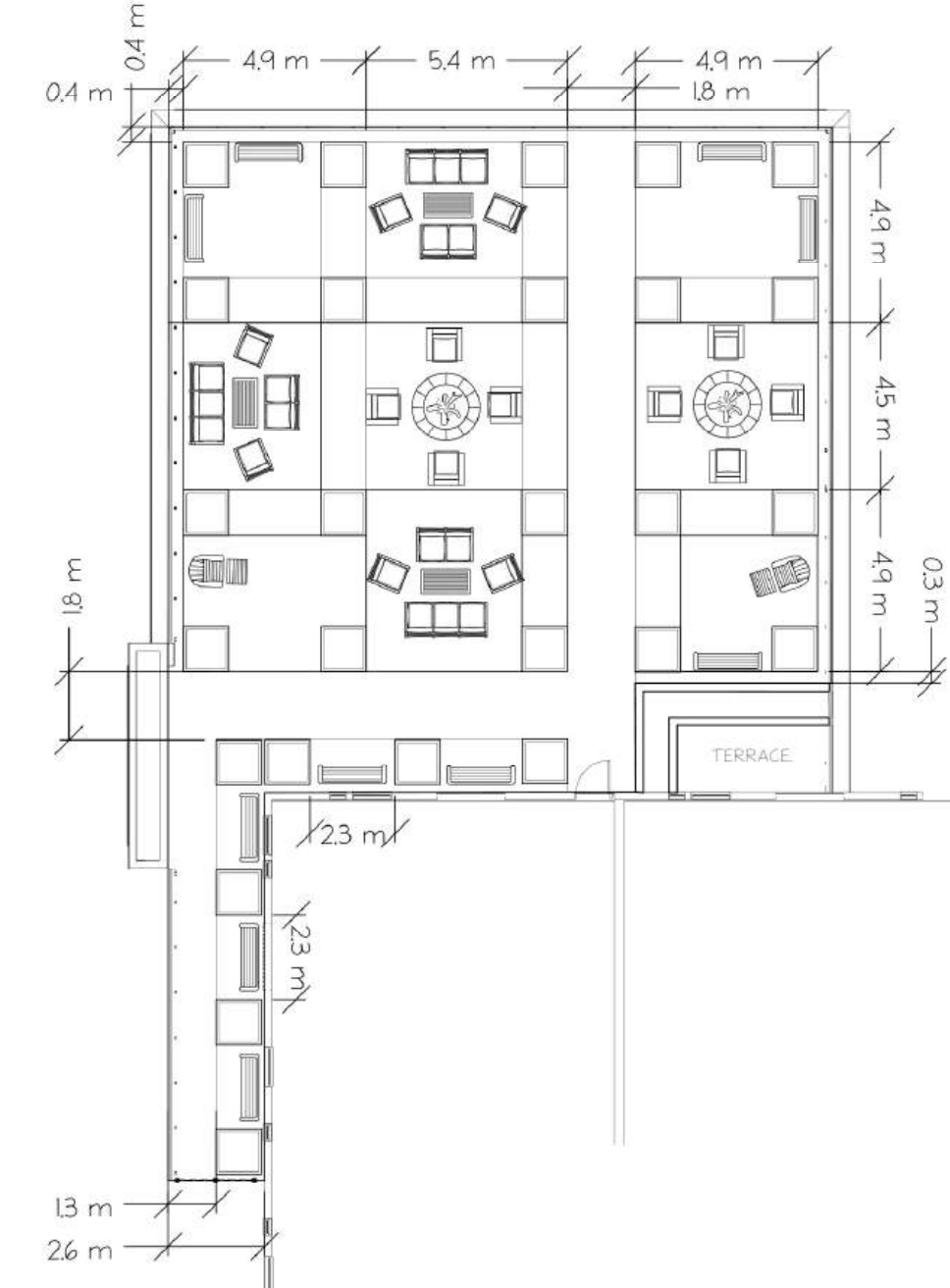
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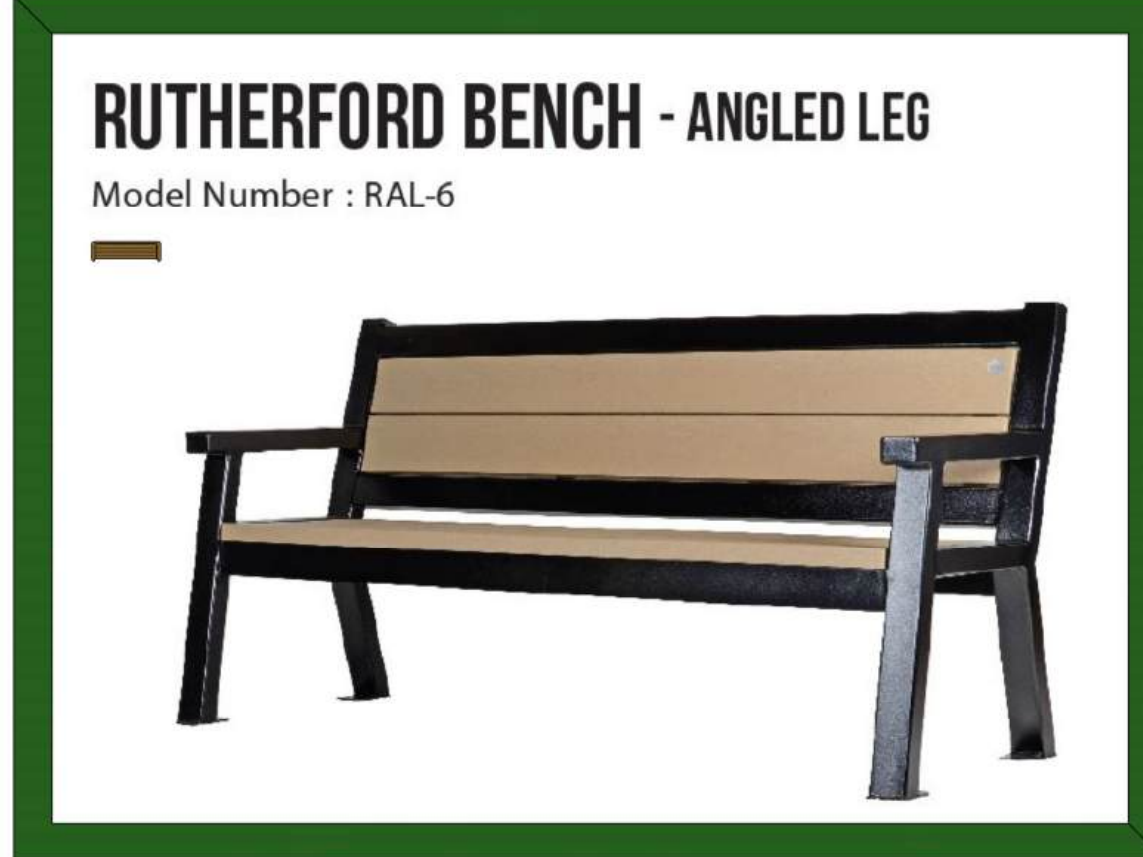
SECOND FLOOR OUTDOOR ROOFTOP AMENITY PATIO



GAS FIRE PIT CONCEPT WITH CHAIRS x 2



PROPOSED BENCH : WISHBONE FURNISHINGS
RUTHERFORD BENCH # RAL-6
COLOUR : BLACK / WALNUT LENGTH 72" X WIDTH 25.5"
SIZE SEAT DEPTH 17", SEAT HEIGHT 17.5" TOTAL HEIGHT 34.5"



PROPOSED PLANTERS FOR SECOND FLOOR WISHBONE FURNISHINGS
RUTHERFORD PLANTER # RPL-47
COLOUR : BLACK / WALNUT SIZE 48" X 48" X 23"
SOIL VOLUME: 20.6 CUFT / 582 L



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SECOND FLOOR OUTDOOR ROOFTOP AMENITY PATIO



PATIO SURFACE TO BE DETERMINED



Drip irrigation solid lines to be installed below patio surface and run into each planter. Design of irrigation by others at Building permit stage. Provide a hosebib on the building wall close to door to provide additional water if needed. Drains and clean out to be installed in corner of each planter. Design of drainage by others at Building Permit stage.

LARGE EVERGREEN SHRUB FOR PLANTERS

- Arbutus unedo 'Compacta' Evergreen Dwarf Strawberry Tree
- Pieris japonica 'Forest Flame' Forest Flame Pieris

FLOWERING PERENNIALS

- Hemerocallis x 'Pardon Me' Dwarf Red Daylily
- Hemerocallis x 'Stella de Oro' Dwarf Yellow Daylily
- Ajuga reptans 'Cottlin's Giant' Cottlin's Giant Carpet Bugle

OUTDOOR FURNITURE TO BE DETERMINED x 3

ADIRONDACK STYLE CHAIR TO BE DETERMINED x 2

Qty	Botanical Name	Common Name	Size/Condition
Shrubs			
20	Arbutus unedo 'Compacta'	COMPACT STRAWBERRY BUSH	# 5 pot
14	Pieris japonica 'Forest Flame'	FOREST FLAME PIERIS	# 5 pot
Perennials			
40	Hemerocallis x 'Pardon Me'	PARDON ME MINIATURE/DWARF DAYLILY	# 1 pot
40	Hemerocallis x 'Stella de Oro'	STELLA DE ORO DWARF DAYLILY	# 1 pot
Groundcovers			
45	Ajuga reptans 'Cottlin's Giant'	CATLINS GIANT CARPET BUGLE	# 1 pot

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PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS

1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:

ROOFTOP AMENITY

PROJECT NO: 21005 DRAWN BY: CM
SCALE: 1:200 REVIEW BY: AM

DWG NO:

L-07

LANDSCAPE SPECIFICATIONS

It is recommended that the Landscape contractor acquire a copy of the BC Landscape Standard and become familiar with its contents.

Standards

All construction to meet the requirements as set out in the B.C. LANDSCAPE STANDARD, current edition, prepared by the B.C. Society of Landscape Architects and the B.C. Landscape and Nursery Association, jointly.

GENERAL

- 1. The Contractor is to consult with designer regarding any discrepancies.
2. The Contractor is responsible for obtaining written confirmation of utility locations prior to commencing digging.

Workmanship

The Contractor shall employ experienced personnel for the landscape work, and shall enforce good discipline and order on the site.

Acceptance

The work will be reviewed by the Owner's representative, either the Landscape Designer or the Landscape Architect, to determine compliance with the contract for the work, to set Substantial Performance (Builder's Lien Act), and to accept the work on the Owner's behalf.

Guarantee

- 1. The Contractor shall guarantee all materials and workmanship for a period of one full year from the date of Substantial Performance.
2. Inspections must be called for in order to achieve Substantial Performance.

This guarantee includes replacing all plants that are determined by the inspector to be dead or falling at the end of the guarantee period. Plant replacements shall be made at the next appropriate season.

Insurance

Unless other provisions are agreed to, the Contractor shall provide, maintain and pay for insurance for the duration of the work, providing at least the following coverages for the following categories of risk.

- 1. Comprehensive General Liability Insurance protecting the Owner, the Contractor, subcontractors, and their respective servants, agents or employees against damage arising from personal injury (including death) and against claims for property damage that may arise directly or indirectly out of the operations of the Contractor, his/her subcontractors, servants, agents, or employees.

Reporting Damage

Notification of danger or damage to property, site features or the environment shall be given at once, verbally, and where necessary in writing, to the Authority and to the appropriate public agencies or authorities responsible for the safety and repair of such property as public utilities or for protection of the environment.

Safety

- 1. The Contractor shall comply with all applicable laws, bylaws, rules, regulation and lawful orders of any public authority having jurisdiction for the safety of persons or property or to protect them from damage, injury or loss.
2. The Contractor shall erect and maintain, as required by existing conditions and progress of the work, all reasonable safeguards for safety and protection, as required by the Workers' Compensation Board.

INSPECTIONS TO BE CALLED FOR:

- FIRST INSPECTION: to be called for after irrigation has been installed but prior to backfilling.
SECOND INSPECTION: to be called for after subgrade preparation, and soil has been placed.
THIRD INSPECTION: after plants have been laid out, but prior to planting.
FINAL INSPECTION: to be called for, after substantial completion.

Supervision

- 1. The contractor shall ensure competent supervision for the duration of the work on-site.
2. The person designated responsible for supervision shall ensure that the required standards of work, materials and safety are achieved.

This includes, but is not limited to, confirmation of safety codes and utility layout, records of change, and on-site coordination, scheduling and management.

Workmanship

The Contractor shall employ experienced personnel for the landscape work, and shall enforce good discipline and order on the site.

SCOPE OF WORK

Work includes supply of all related items and performing all operations necessary to complete the work in accordance with the landscape drawings and specifications and generally consists of the following:

- Site Preparation
- Finish grading and landscape drainage
- Installation of underground irrigation system
- Supply and placement of growing medium
- Testing growing medium and supply of additives (fertilizers) to meet requirements of soil test, and BC Landscape Standards.

Testing

All products and materials used in the work shall be subject to testing when the inspector determines that testing is necessary to ensure that they meet this standard. This includes, but is not limited to, seed and seed mixes, fertilizers, mulches, growing medium and its components.

Water

Water used for the work shall be free from any organic or chemical contaminants detrimental to healthy plant growth. Planning, scheduling and execution of the work shall include measures to ensure a supply of water for landscape purposes in adequate amounts and at adequate pressures for satisfactory irrigation of all plants.

SITE PREPARATION

Site Examination
No landscape work shall be carried out in areas or over surfaces that are not properly prepared.

- 1. All existing and new plants, site services, curbs, paving structures, finishes and all other features shall be protected against damage during the work.
2. Environmental damage shall be avoided by ensuring that construction operations are carefully planned and scheduled.

- 3. Soil stripping operations shall be carried out in such a manner as to avoid release of silt or sediment into any stream or other water body.
4. Stockpiled soil or subsoil shall not be placed in low areas where natural drainage or storm water could pond or erode these materials during inclement weather.

GRADING AND DRAINAGE

- 1. The preparation of the sub grade shall, by rough grading and filling, provide a base that will allow the placing of grading medium to the specified depths.
2. Finished subgrade surfaces should be free of visible humps and hollows and provide for grading medium depths as laid out on the landscape plans.
3. The subgrade shall be prepared to a consistent 80-85% Standard Proctor density.

Finish Grading

- 1. The growing medium shall be fine graded after placement to final elevations and required contours.
2. The surface shall be finished smooth and uniform, and be firm against deep foot printing, with a fine loose surface texture.

Drainage

- 1. Surface and subsurface drainage systems shall be provided, as appropriate, for the collection and disposal of storm drainage and subsurface water.
2. Coordinate all landscape drainage work with the rest of site drainage.

Growing Medium

- 1. Supply all growing medium required for the performance of the Contract. Do not load, transport or spread growing medium when it is so wet that its structure is likely to be damaged.
2. Amend all growing medium as required by soil test.
3. Minimum depths of growing medium placed and compacted. See LI.

Table 6-35.3: 'GROOVED' AND 'MODERATE' SOIL COMPOSITION. Percent of Dry Weight of Total Growing Medium. Coarse Gravel: larger than 19mm, smaller than 40mm - 0 - 1%.

Plants and Planting

- 1. Conform to planting layout as shown on Landscape Plans. Review layout and preparations of planting beds with Landscape Designer prior to commencement of planting operations.
2. Plant trees, shrubs, and groundcovers only during periods that are normal for such work as determined by local weather conditions.

Pruning

Limit pruning to the minimum necessary to remove dead or injured branches. Preserve the natural character of the plants, do not cut the leader. Use only clean, sharp tools.

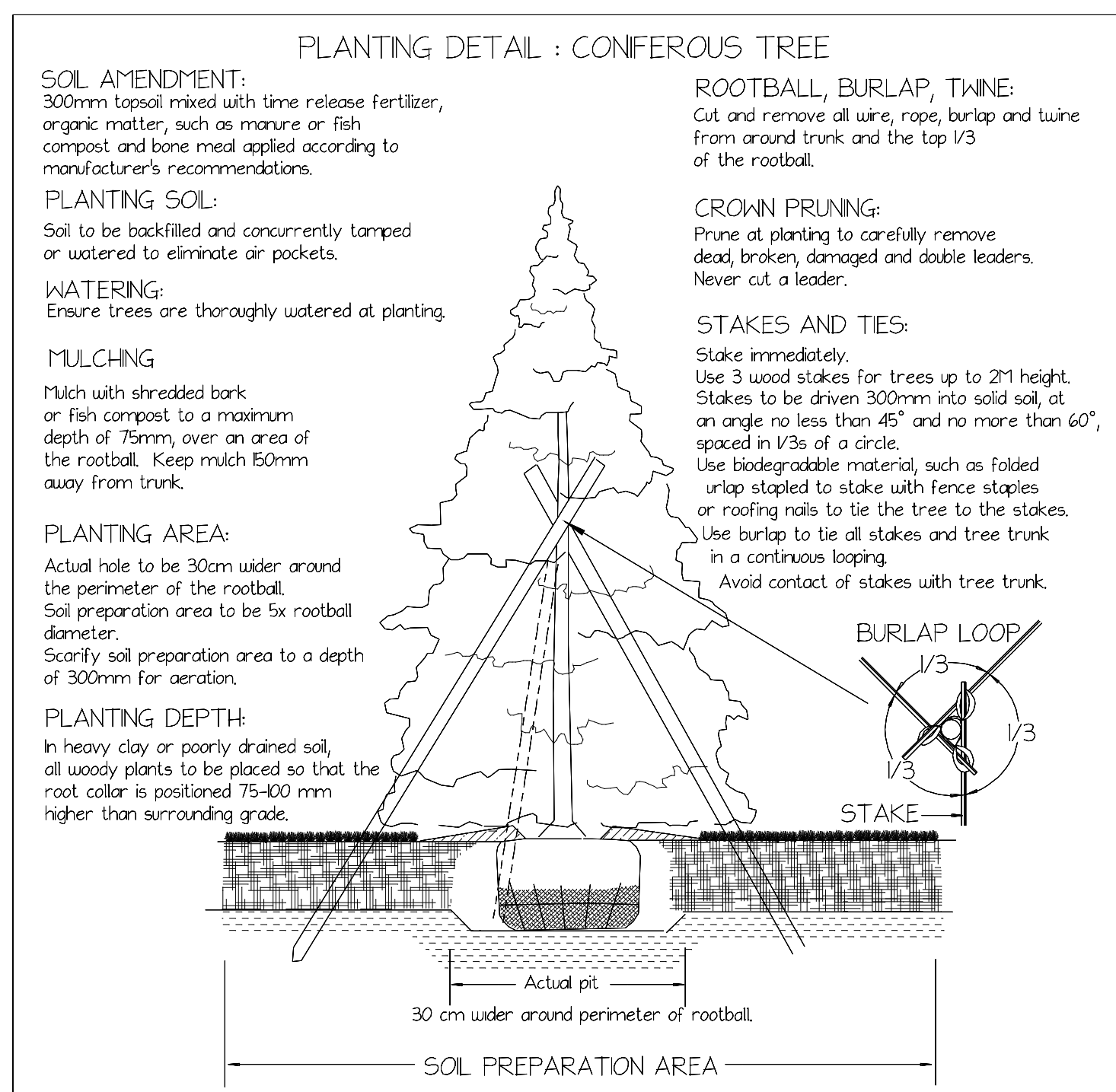
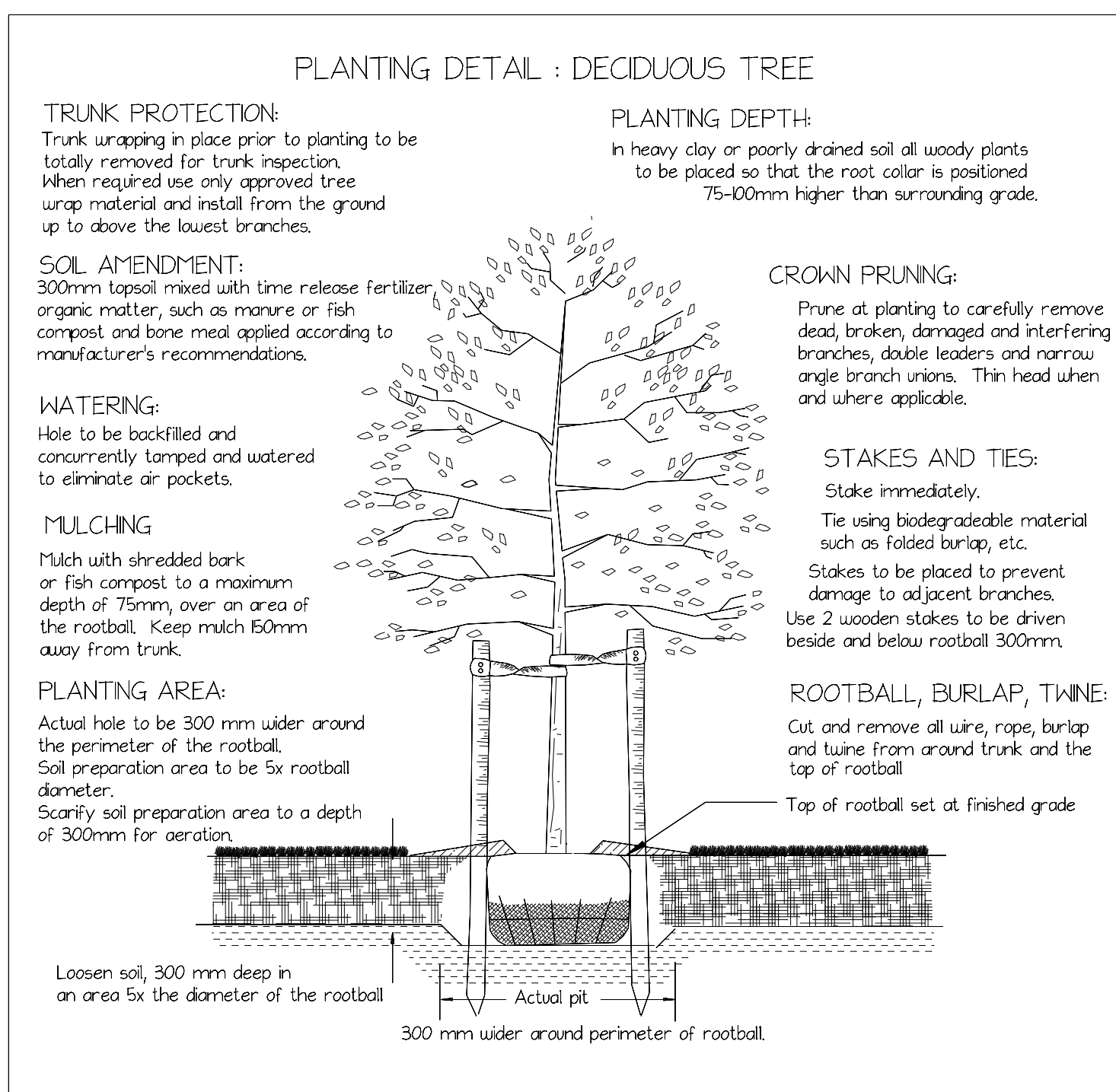
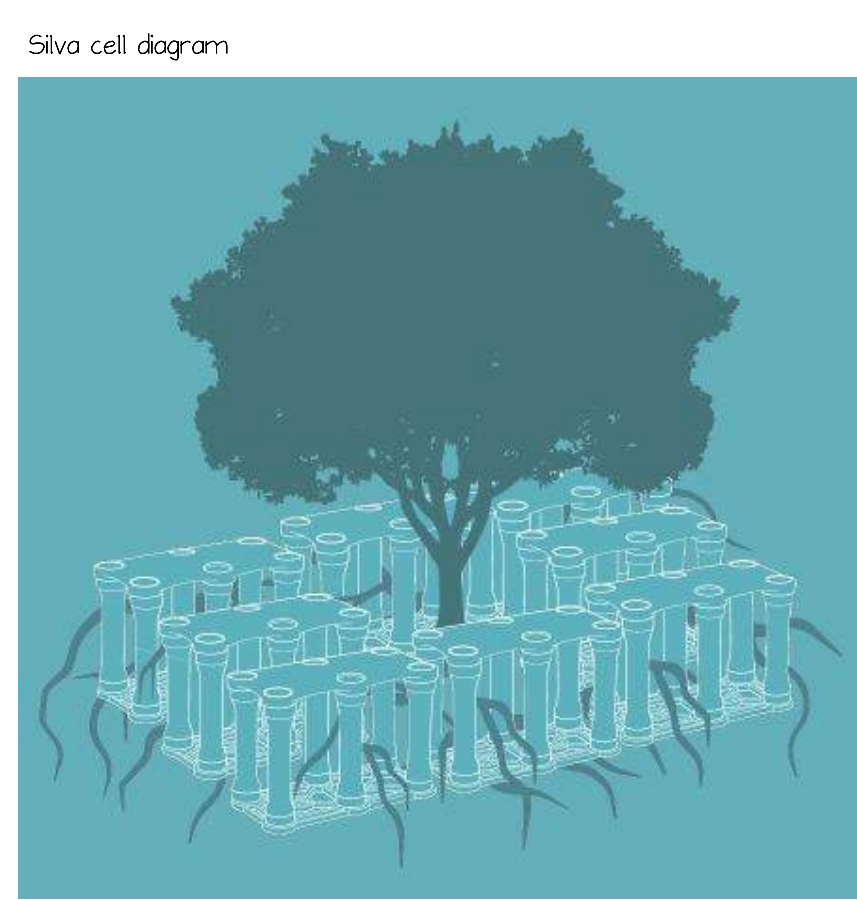
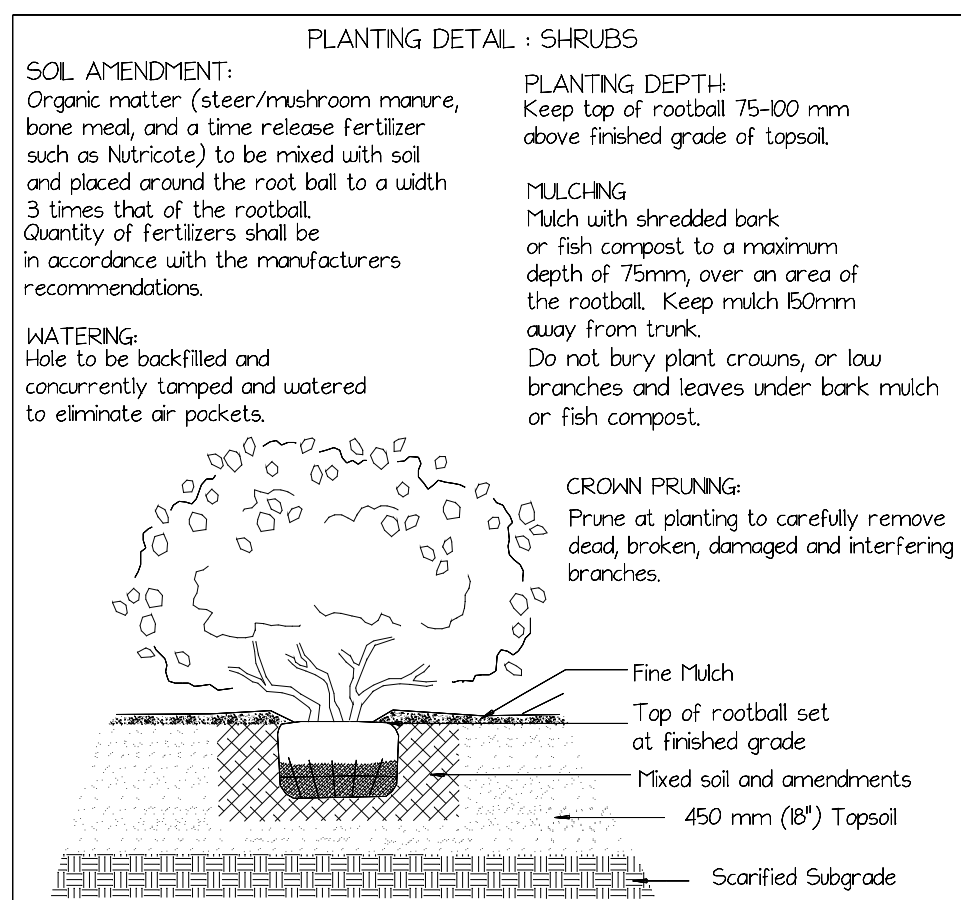
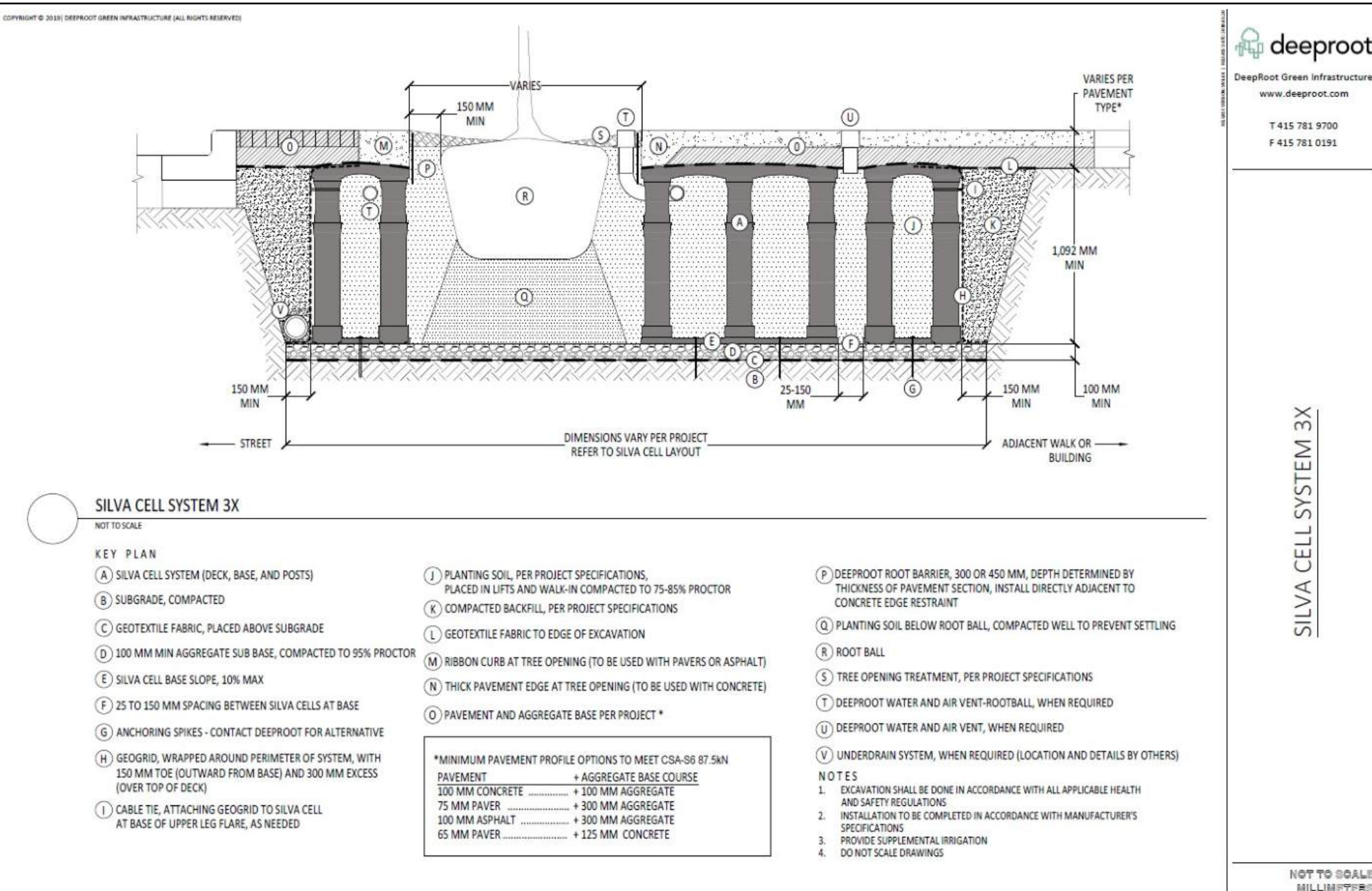
Mulching

Mulch all planting areas with an even layer of fine mulch, or Fish Compost to 25-3" (65-75 mm) depth. Bark mulch shall be finely crushed Fir or Hemlock or a combination of the two.

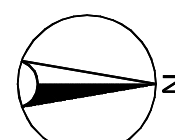
Establishment Maintenance

- 1. The intent of establishment maintenance is to provide sufficient care to newly installed plant material for a period of one year from acceptance to ensure or increase the long-term success of the planting.
2. Maintenance / Guarantee Establishment maintenance procedures should be applied to all areas of planting that have not completed two growing seasons since installation.

Silva Cell Spec sheet for boulevard trees



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OWNER/CLIENT:

Avtar Properties Management Corp.
3409-13496 Central Ave
Surrey, B.C. V3T 0K2

LANDSCAPE ARCHITECT: LANDSCAPE DESIGNER:

Alison Mewett BCSLA 766 Lazo Road, Courmox, BC V3M 3V6
Corinne Matheson CLD Mystic Woods Landscape Design

Project schedule table with columns for task (e.g., Conceptual for review, Plan for Public consultation), dates, and completion status.

Table with columns for No., ISSUE, and Y/M/D.

CONSULTANT:



VAN 950-1500 W. Georgia Street Vancouver, V6G 2Z6
804.685.3529 | office@iwa-arch.ca | iwa-arch.ca

PROJECT NAME:

HIGHLAND VILLAGE

PROJECT ADDRESS

1966 Guthrie Road, Courmox, BC V3M 3X7

DRAWING TITLE:

SPECIFICATIONS

Table with columns for PROJECT (21005), DRAWN BY: (CM), NO., SCALE: (1:200), REVIEW BY: (AM).

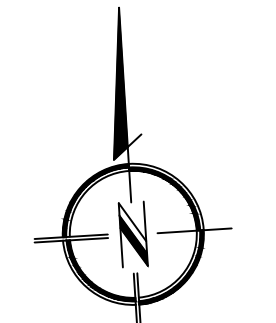
DWG NO:

L-08

Page 103

**PROPOSED SUBDIVISION PLAN
OF LOT A, SECTION 77,
COMOX DISTRICT, PLAN VIP86498.**

TOWN OF COMOX
CIVIC ADDRESS: 1966 GUTHRIE ROAD
PID: 027-869-067
ZONE: C3.1
PROPOSED ZONING: C4.1



SCALE 1:400

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF.

LEGEND:

- 168 - DENOTES A CONIFEROUS TREE WITH CORRESPONDING POINT NUMBER.
- 7007 - DENOTES A DECIDUOUS TREE WITH CORRESPONDING POINT NUMBER.
- PL - DENOTES PROPERTY LINE

DATUM:

ELEVATIONS ARE GEODETIC AND REFER TO SMARTNET REFERENCE STATION BCY (RTCM_REF_4023).
CONTOUR INTERVAL = 1.0 METRE.

PROPERTY:

PROPERTY DIMENSIONS SHOWN ARE DERIVED FROM FIELD SURVEY
OFFSETS TO PROPERTY LINES ARE NOT TO BE USED TO DEFINE BOUNDARIES.

REFER TO CURRENT CERTIFICATE(S) OF TITLE FOR ADDITIONAL, EXISTING OR PENDING CHARGES.

GENERAL:

THIS PLAN SHOWS THE LOCATION OF VISIBLE FEATURES ONLY, AND DOES NOT INDICATE BURIED SERVICES THAT MAY EXIST ON OR AROUND THE SUBJECT SITE.

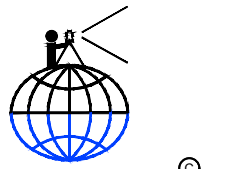
FEATURES SHOWN WITHOUT DIMENSIONS SHOULD BE CONFIRMED WITH BENNETT LAND SURVEYING LTD.

BUILDING LOCATION BASED ON SURVEY TIES TO VISIBLE EXTERIOR SURFACES UNLESS OTHERWISE NOTED.

TREE SPECIES AND DIMENSIONS SHOULD BE CONFIRMED BY A QUALIFIED ARBORIST. SHADED AREA IS NOT AN INDICATION OF DRIP LINE LOCATION UNLESS SPECIFICALLY LABELED.

NOTE:

PROPOSED BUILDINGS SHOWN ARE BASED ON DETAILS OR INFORMATION RECEIVED FROM WA ARCHITECTS. DATED: AUGUST 1ST, 2023.



bennett
LAND SURVEYING LTD.
BC LAND SURVEYORS
2339-UNIT B DELINEA PL. NANAIMO, BC V9T 5L9
TEL 250-754-5518 www.bennettsurveys.com

DATE:	BY:
2023-08-23 (ADDED SPOT ELEVATIONS AT CORNERS)	DKV
2023-08-28 (ADDED NATURAL GRADE AT BUILDING CORNERS)	TDM
2023-08-29 (REVISED BUILDING HEIGHTS)	TDM
2024-07-03 (REVISED PROPOSED LOT BOUNDARY & AREAS)	TDM
2024-07-03 (REVISED BOUNDARY, AREAS AND ADDED SRW)	TM

REVISION:

THIS PLAN HAS BEEN PREPARED FOR PRELIMINARY PURPOSES ONLY AND IS FOR THE EXCLUSIVE USE OF OUR CLIENT.

ALL RIGHTS RESERVED. NO PERSON MAY COPY, REPRODUCE, TRANSMIT OR ALTER THIS DOCUMENT IN WHOLE OR IN PART WITHOUT THE CONSENT OF BENNETT LAND SURVEYING LTD.

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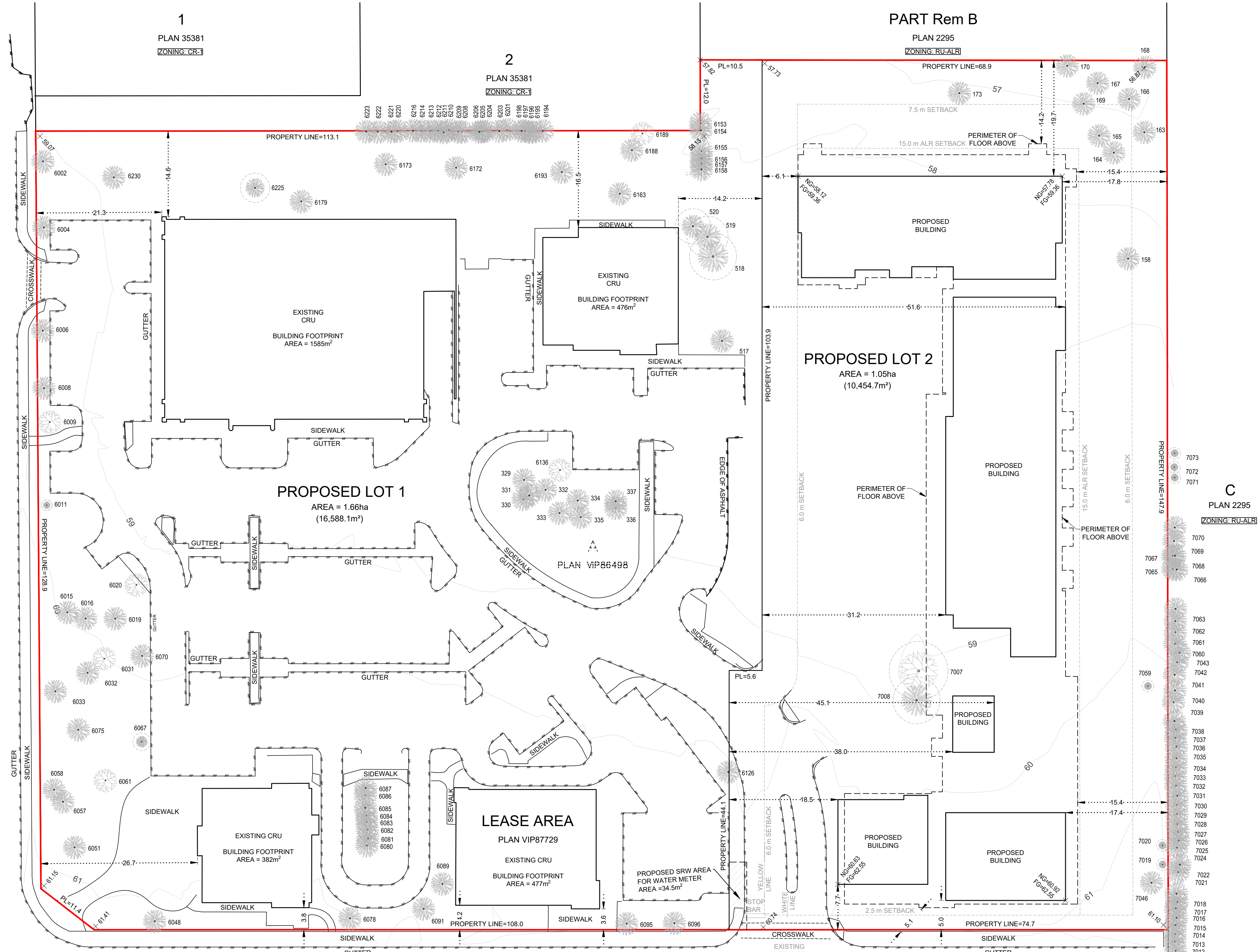
CERTIFIED CORRECT

THIS DOCUMENT IS NOT VALID UNLESS ORIGINALLY SIGNED AND SEALED OR DIGITALLY CERTIFIED.

PARCEL COVERAGE			
LOT DESCRIPTION	LOT AREA (m ²)	BUILDING FOOTPRINT AREA (m ²)	PERCENTAGE OF LOT COVERAGE
PROPOSED LOT 1	16734.60	2920 (ALL EXISTING BUILDINGS)	17.45
PROPOSED LOT 2	10308.21	2422 (ALL PROPOSED BUILDINGS)	23.50

Point Number	Tree Type	Diameter (m)	Canopy Diameter (m)
45	DECIDUOUS TREE	2.00	20.00
46	CONIFEROUS TREE	2.00	10.00
156	CONIFEROUS TREE	0.20	
163	CONIFEROUS TREE	0.20	
164	CONIFEROUS TREE	0.20	
165	CONIFEROUS TREE	0.20	
166	CONIFEROUS TREE	0.20	
167	CONIFEROUS TREE	0.20	
168	CONIFEROUS TREE	0.20	
169	CONIFEROUS TREE	0.20	
170	CONIFEROUS TREE	0.20	
173	CONIFEROUS TREE	0.20	
329	CONIFEROUS TREE	0.90	
330	CONIFEROUS TREE	1.00	
331	CONIFEROUS TREE	0.30	
332	CONIFEROUS TREE	0.55	
333	CONIFEROUS TREE	0.70	
334	CONIFEROUS TREE	0.55	
335	CONIFEROUS TREE	0.80	
336	CONIFEROUS TREE	0.60	
337	CONIFEROUS TREE	0.65	
517	CONIFEROUS TREE	0.22	3.00
518	CONIFEROUS TREE	0.20	4.00
519	CONIFEROUS TREE	0.20	3.50
520	CONIFEROUS TREE	0.20	3.00
6002	CONIFEROUS TREE	0.30	1.80
6004	CONIFEROUS TREE	0.25	1.40
6005	CONIFEROUS TREE	0.40	1.40
6006	CONIFEROUS TREE	0.40	1.70
6009	DECIDUOUS TREE	0.30	4.00
6011	CONIFEROUS TREE	0.20	0.90
6015	CONIFEROUS TREE	0.35	4.50
6016	CONIFEROUS TREE	0.60	6.00
6019	CONIFEROUS TREE (DEAD)	0.40	3.00
6020	CONIFEROUS TREE	0.20	4.00
6031	CONIFEROUS TREE (MULTI BASE)	1.50	4.00
6032	CONIFEROUS TREE	0.90	6.00
6033	CONIFEROUS TREE	0.50	4.00
6048	CONIFEROUS TREE	0.25	3.70
6051	CONIFEROUS TREE	0.70	5.00
6057	CONIFEROUS TREE	0.45	5.00
6058	CONIFEROUS TREE	0.50	6.00
6061	CONIFEROUS TREE	0.20	5.50
6067	CONIFEROUS TREE	0.30	1.50
6070	CONIFEROUS TREE	0.30	2.00
6075	CONIFEROUS TREE	0.30	1.70
6078	CONIFEROUS TREE	0.28	3.80
6080	CONIFEROUS TREE	0.28	4.00
6081	CONIFEROUS TREE	0.37	6.50
6082	CONIFEROUS TREE	0.50	7.00
6083	CONIFEROUS TREE	0.45	6.50
6084	CONIFEROUS TREE	0.35	5.00
6085	CONIFEROUS TREE	0.55	7.00
6086	CONIFEROUS TREE	0.40	6.00
6087	CONIFEROUS TREE	0.50	6.00
6088	CONIFEROUS TREE	0.23	4.50
6091	CONIFEROUS TREE	0.25	4.00
6095	CONIFEROUS TREE	0.25	3.50
6096	CONIFEROUS TREE	0.25	3.50
6126	CONIFEROUS TREE	0.25	3.50
6136	CONIFEROUS TREE	0.20	4.00
6153	CONIFEROUS TREE	0.60	8.00
6154	CONIFEROUS TREE	0.45	7.00
6155	CONIFEROUS TREE	0.70	8.00
6156	CONIFEROUS TREE	0.40	7.00
6157	CONIFEROUS TREE	0.35	7.00
6158	CONIFEROUS TREE	0.35	7.00
6163	CONIFEROUS TREE	0.20	2.00
6172	CONIFEROUS TREE	0.20	3.50
6173	CONIFEROUS TREE	0.20	3.00
6179	CONIFEROUS TREE	0.02	0.80
6188	CONIFEROUS TREE	0.20	4.00
6189	CONIFEROUS TREE	0.20	6.00
6193	CONIFEROUS TREE	0.20	3.00
6194	CONIFEROUS TREE	0.60	6.00
6195	CONIFEROUS TREE	0.30	4.00
6196	CONIFEROUS TREE	0.20	3.50
6197	CONIFEROUS TREE	0.20	4.00
6198	CONIFEROUS TREE	0.20	3.50
6201	CONIFEROUS TREE	0.25	6.00
6203	CONIFEROUS TREE	0.35	5.00
6204	CONIFEROUS TREE	0.30	6.00
6205	CONIFEROUS TREE	0.20	4.50
6206	CONIFEROUS TREE	0.20	4.50
6208	CONIFEROUS TREE	0.30	5.00
6209	CONIFEROUS TREE	0.20	4.50
6210	CONIFEROUS TREE	0.25	4.50
6211	CONIFEROUS TREE	0.30	5.00
6212	CONIFEROUS TREE	0.20	4.00
6213	CONIFEROUS TREE	0.30	5.00
6214	CONIFEROUS TREE	0.20	3.50
6216	CONIFEROUS TREE	0.20	3.50
6220	CONIFEROUS TREE	0.30	4.50
6221	CONIFEROUS TREE	0.40	6.00
6222	CONIFEROUS TREE	0.35	5.50
6223	CONIFEROUS TREE	0.25	7.00
6225	CONIFEROUS TREE	0.20	2.50
6230	CONIFEROUS TREE	0.25	4.00
7007	CONIFEROUS TREE	0.40	5.00
7008	CONIFEROUS TREE	0.30	4.00
7011	CONIFEROUS TREE	0.40	4.00
7012	CONIFEROUS TREE	0.40	4.00
7013	CONIFEROUS TREE	0.40	4.00
7014	CONIFEROUS TREE	0.40	4.00
7015	CONIFEROUS TREE	0.40	4.00
7016	CONIFEROUS TREE	0.40	4.00
7017	CONIFEROUS TREE	0.40	4.00
7018	CONIFEROUS TREE	0.40	4.00
7019	CONIFEROUS TREE	1.10	10.00
7020	CONIFEROUS TREE	0.70	10.00
7021	CONIFEROUS TREE	0.20	2.00
7022	CONIFEROUS TREE	0.20	2.00
7024	CONIFEROUS TREE	0.20	2.00
7025	CONIFEROUS TREE	0.20	2.00
7026	CONIFEROUS TREE	0.20	2.00
7027	CONIFEROUS TREE	0.40	4.00
7028	CONIFEROUS TREE	0.40	4.00
7029	CONIFEROUS TREE	0.40	4.00
7030	CONIFEROUS TREE	0.40	4.00
7031	CONIFEROUS TREE	0.40	4.00
7032	CONIFEROUS TREE	0.40	4.00
7033	CONIFEROUS TREE	0.40	4.00
7034	CONIFEROUS TREE	0.40	4.00
7035	CONIFEROUS TREE	0.40	4.00
7036	CONIFEROUS TREE	0.40	4.00
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7041	CONIFEROUS TREE	0.40	4.00
7042	CONIFEROUS TREE	0.40	4.00
7043	CONIFEROUS TREE	0.40	4.00
7046	CONIFEROUS TREE	0.10	3.00
7059	CONIFEROUS TREE	0.25	3.00
7080	CONIFEROUS TREE	0.40	4.00
7081	CONIFEROUS TREE	0.40	4.00
7082	CONIFEROUS TREE	0.40	4.00
7083	CONIFEROUS TREE	0.40	4.00
7085	CONIFEROUS TREE (DEAD)	0.30	0.30
7086	CONIFEROUS TREE (DEAD)	0.30	0.30
7087	CONIFEROUS TREE (DEAD)	0.30	0.30
7088	CONIFEROUS TREE (DEAD)	0.30	0.30
7089	CONIFEROUS TREE (DEAD)	0.30	0.30
7070	CONIFEROUS TREE (DEAD)	0.30	0.30
7071	CONIFEROUS TREE	0.40	3.00
7072	CONIFEROUS TREE	0.40	3.00
7073	CONIFEROUS TREE	0.40	3.00

ANDERTON ROAD



BUILDING AND HEIGHT CALCULATIONS	
Average Natural Grade (NG)	59.36 m
Maximum Permitted Building Height	24.00 m
Maximum Roof Elevation	83.36 m
Proposed Building Height	23.09 m
Proposed Flat Roof Parapet Elevation	81.08 m
Proposed Upper Parapet Elevation	82.45 m

Aug 31st, 2023

DESIGN RATIONALE

1966 Guthrie Road Mixed Use, Comox, BC

Project: #21005

The Design team of this project respectfully acknowledges that the land on which we propose to build these homes is on the Unceded traditional territory of the K'òmoks First Nation, the traditional keepers of this land.

We are building communities.

Site Context

This proposed mixed-use residential development is located at the intersection of Anderton Road and Guthrie Road in the Township of Comox. Located between agricultural lands (ALR) along the North and East property lines and Highland Village shopping centre immediately to the West, it is a short distance from many of the Township's shops, recreational facilities, businesses, schools and parks. Multi-family and single family lots populate the areas South and South West of this property. It has a great walkability score and is immediately adjacent to dedicated bike lanes and public transit. This makes it an ideal location for residential development.

Land Use

The current use of the lot is commercial. There are 4 existing CRUs on Anderton roadside (Shoppers, Subway, Bank, Medical / Care buildings), and a vacant area on the other side. Our development takes place in the vacant area and offers a mixed use residential commercial program. A subdivision is proposed to make a clear separation between the existing and the proposed programs.

Adequate infrastructure

With the help of a team of qualified professional, we established that the existing utilities, routes, and walkways were suitable for our proposal.

Project Statistics and Programming

Highland Village Residence will consist of one six (6) storey mix-use building containing 205 purpose-built rental units over 15,000 sf of ground floor commercial space. This development proposes approximately 140,000 sf of residential area, comprised of 18% Studio, 54% 1-bedroom, 12% 2-bedroom, 7% 2-bedroom plus den, 4% 3-bedroom, and 5% Live/Work Lofts. Parking for both commercial and residential components will be provided through a combination of surface and below-grade structured parking. A 15m (49 ft) landscaped buffer separates the proposed building from the agricultural lands along the North and East facades.

The organization of commercial and residential uses was carefully considered. Commercial retail use was located along Guthrie Road for street-front activation while the upper residential floors are set back to visibly reduce massing and keep the frontage at a pedestrian scale. The ground floor residential components would be located along the quieter North side of the development away from traffic.

We chose to support an active lifestyle by encouraging bike-use and showcasing two large secure bicycle centres prominently adjacent to the main residential lobby. No more small bicycle storage in the furthest corner of an underground parkade.

Commercial and residential uses are further separated by a wide breezeway connecting the residential lobby with the lush, landscaped buffer along the East property line. Entrance to the underground parkade is located at the North West corner of the building adjacent to one of the building's indoor and outdoor amenity spaces.

To encourage a café or coffee shop, a prominent corner retail space along Guthrie was equipped with drive-through service and an outdoor patio space. The drive-through was strategically located to minimize visual impact to the neighbourhood and future residence of this development.

A generous 15m landscape strip along the North and East sides of the property provides a significant buffer to shield agricultural lands from this proposed development. This landscaped buffer is divided into two zones; a 6m (20ft) restricted area and a 9m (29 ft) zone designed with an undulating gravel path connecting Guthrie to the North facing live/work loft units. We have provided 2,450 sq. ft of outdoor amenity space that will accommodate BBQ areas and a community garden. Additional indoor and outdoor amenities are provided on the second floor above the commercial units along Guthrie Road.

Amendment and Variances requested.

Parking Amendment (Toc Zoning bylaw 1850 – 6.15)

The proposal meets the residential 177 permanent residential parking stalls in a secured underground parking, using the bylaw reduction of 28 stalls with providing all the minimum bike stalls required. To meet the residential parking visitor need, the proposal offers 11 surface parking stalls, and is asking for an amendment for the 40 remaining stalls to be able to share with existing retail complex in parking excess, through a parking covenant. The proposal meets the commercial/retail parking requirements with 27 surface parking stalls and one loading stall.

Building height Variance (Toc Zoning bylaw 1850 – 305.8)

To accommodate a six-storey mixed use development, our proposed max building height is 24m and would require a variance. The proposed building height is limited to 10m in the current zoning.

Servicing Variance (ToC Subdivision & Development servicing Bylaw 1261)

We worked closely with a qualified team of civil engineers to determine that the existing utilities were suitable for both existing and proposed programs. Our proposal is requesting a variance to allow the existing servicing to be shared between the two sites after subdivision.

Form and Character

To be consistent with the Land Use change, our proposal requires a change of Development permit zone from DPA #5 (commercial: neighbourhood) to DPA #4 (Mixed use: commercial / residential). Our design complies to the DPA #4 requirement.

We chose a West-coast Contemporary aesthetic with large varying sizes of balconies, generous roof overhangs and a modern palette of colours and material. From the early stages of design, we recognize the need to reduce the visual massing of this proposed structure. We started with a series of solid ground floor elements (commercial arches) that would march along the length of the building creating solid and void spaces. This served to emphasize the commercial programming, create a covered shopping experience, and separate the upper residential use from the predominantly commercial pedestal.

By stepping the second level back from the brick base, it allowed us visual separation of the upper floors and provided a continuous privacy screen for the residential units above. This technique was further utilized at either end of the building to present a pedestrian scale façade and reduce the overall size of the building along Guthrie Road and at the indoor amenity space along the North end of the building.

By introducing white residential blocks of varying width and height, we were able to breakdown the length of the building and create relief along its façade. Inset stacked balconies juxtaposed against cantilevered random ones served to further create the illusion of separate buildings and a unique skyline running across the length of this structure. The white element only breaks through the brick commercial base to the ground where we identify the residential character of lobby. The top floor is also set back to further reduce the impact of the six floors.

We identified any area we could to add planters and landscape nodes so as to provide visual interest and break up the continuity of the surface parking areas. A round-about driveway with central planter and tree identifies and separates the residential portion of this development from the commercial.

The design team held our first Public Information Meeting back in January 25th, 2021 and a second one in March 29th, 2023. We heard your comments and have responded as follows:

Views, Noise and Privacy Concerns – being surrounded by ALR and landscape buffer along two sides and a commercial development and Guthrie Road on the other two has allowed for significant separation between this proposed development and all residential developments around. Additionally, we have orientated the building massing so that the smallest cross section of the building faces directly onto Guthrie Road.

Parking and Traffic Concerns – We are working with WATT Consulting Group to analyze parking and traffic requirements/patterns and provide alternate means (bicycle use, public transit) to reduce the impact of the added density.

Protection of Environment/Farm/Water – We are working closely with Grade Consulting Inc. (Civil Engineers) and Mystic Woods Landscape Design to have a comprehensive storm management strategy to retain and control rainwater runoff and ensure the development service demands on the township's infrastructure meets all required levels and rates.

Community Benefits amenities

20 units (10% of the total proposed) have been designed to meet the city adaptable housing standards. An Affordable housing letter is submitted with the application to outline the measures provided. This project is also being design along Step 3 Sustainability requirements to ensure we meet responsible environmental mandates.

Regional growth context strategy

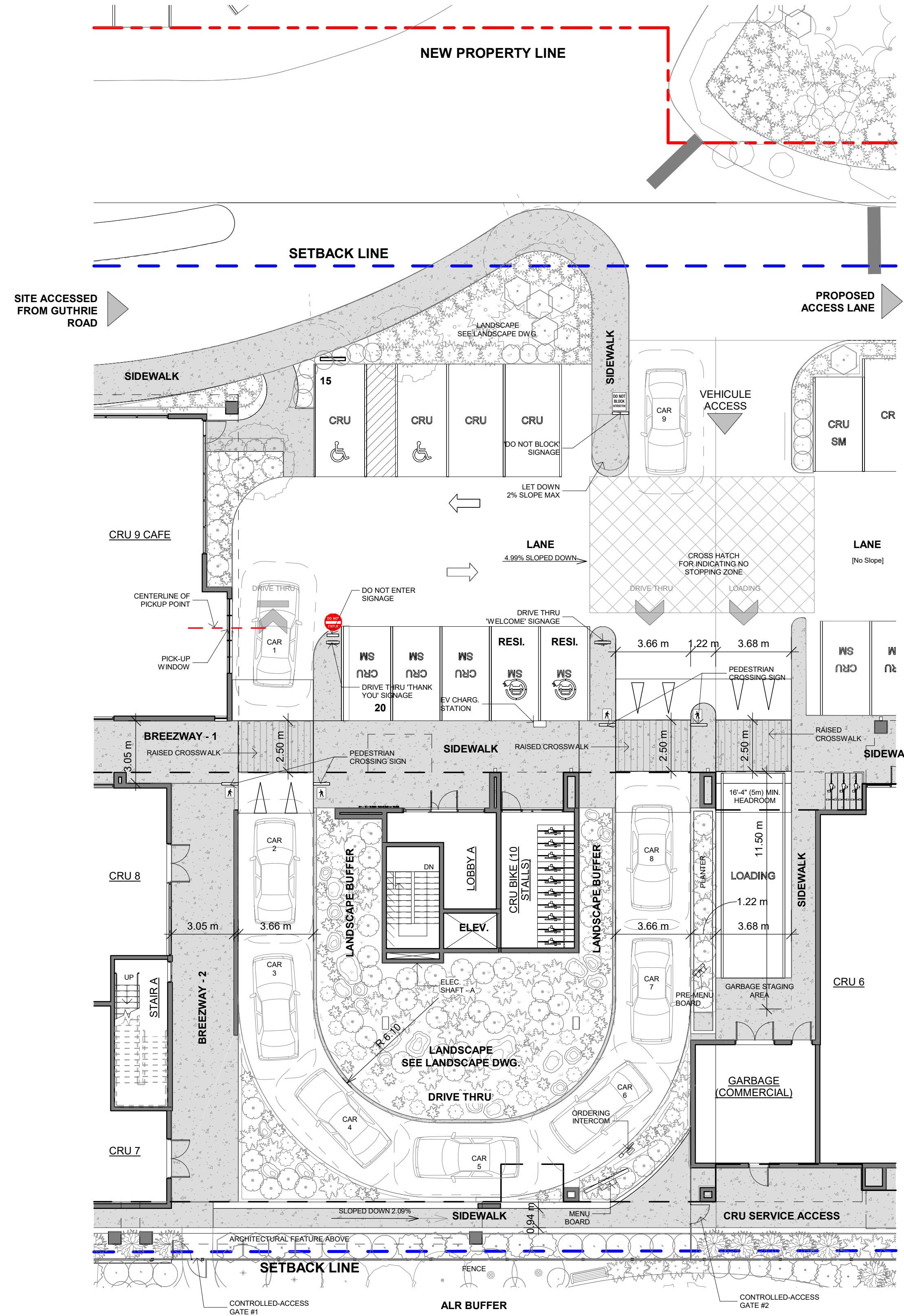
This community is growing. Studies and reports show the need to construct many new homes in the coming years to meet the demand of a vibrant economically strong centre, including the workers and families of CFB 19 Wing Comox who are challenged to find appropriate housing close to the Base. We welcome your feedback and look forward to working with you and the Township to create homes and places of business.

WA Architects Ltd.

ATTACHMENT 4

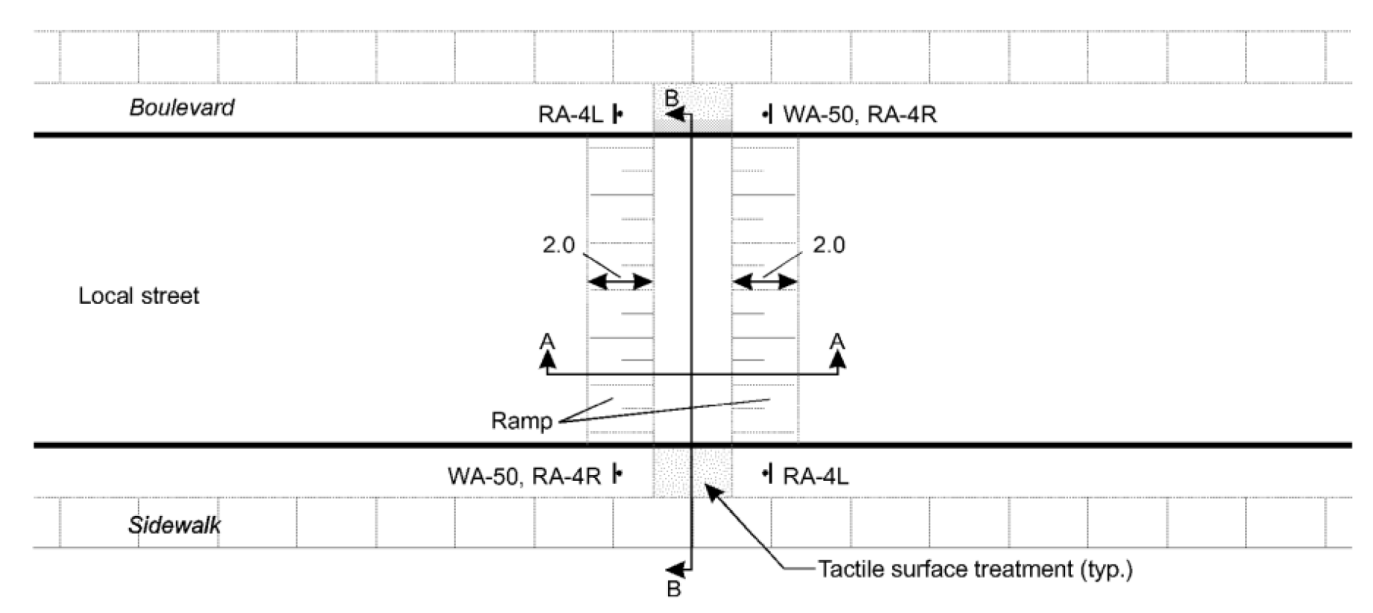
**ADDENDUM TO THE PARKING LOT DESIGN AND PEDESTRIAN CIRCULATION
WITH AN ARCHITECT'S LETTER OF RATIONAL**

EXISTING COMMERCIAL PLAZA



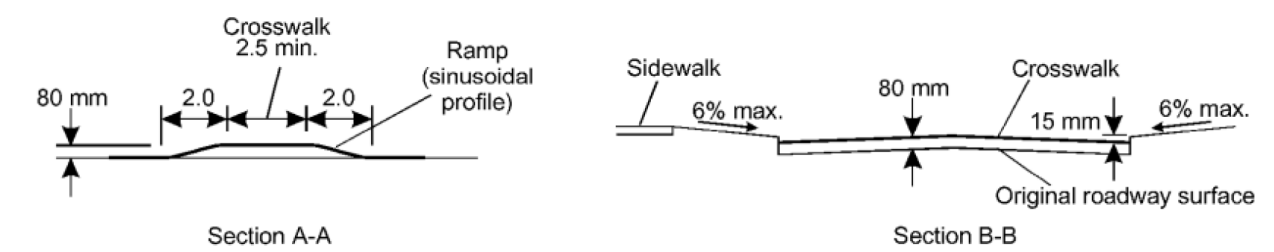
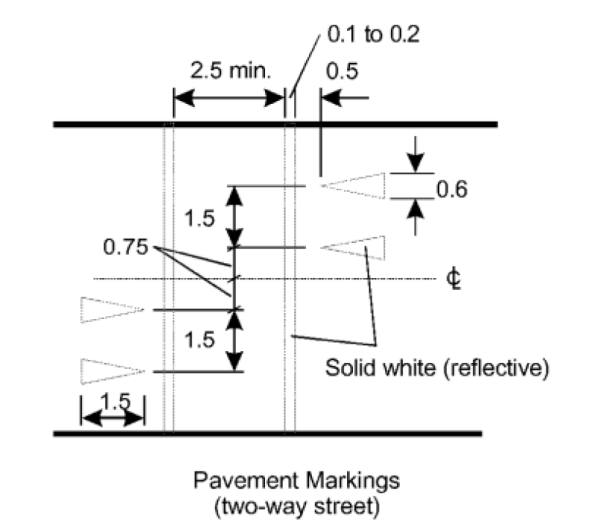
1 LEVEL 1 - PEDESTRIAN SAFETY
SCALE: 1:150

RAISED CROSSWALK DETAIL



Sign Descriptions:
RA-4 Pedestrian Crosswalk
WA-50 Speed Hump

- Catch basins are required on the uphill side of a raised crosswalk.
- To satisfy the recommended curb-face height of 15 mm may require sidewalk reconstruction adjacent to the curb.



Ramp Height Development
Crosswalk profile parallel to roadway surface.

Distance (m)	0.000	0.125	0.250	0.375	0.500	0.625	0.750	0.875	1.000	1.125	1.250	1.375	1.500	1.625	1.750	1.875	2.000
Finished Height (mm)	0	1	3	7	12	18	25	32	40	48	55	62	68	73	77	79	80

All dimensions are in metres unless otherwise noted. **NOT TO SCALE**

FIGURE 4.1 – MIDBLOCK RAISED CROSSWALK



PEDESTRIAN CROSSING SIGNAGE

LOCATED AT CROSSINGS TO ALERT INCOMING VEHICLES

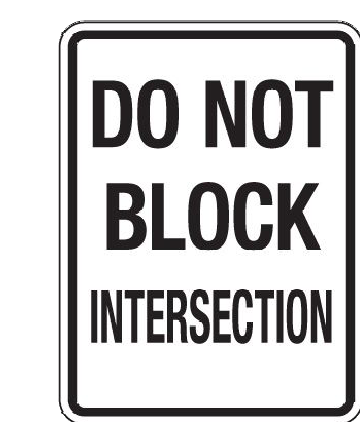


DO NOT ENTER SIGN

DIRECTS VSHICLES APPROPRIATELY TO ENSURE SAFETY OF PEDESTRIAN

CROSS HATCH NO STOPPING ZONE

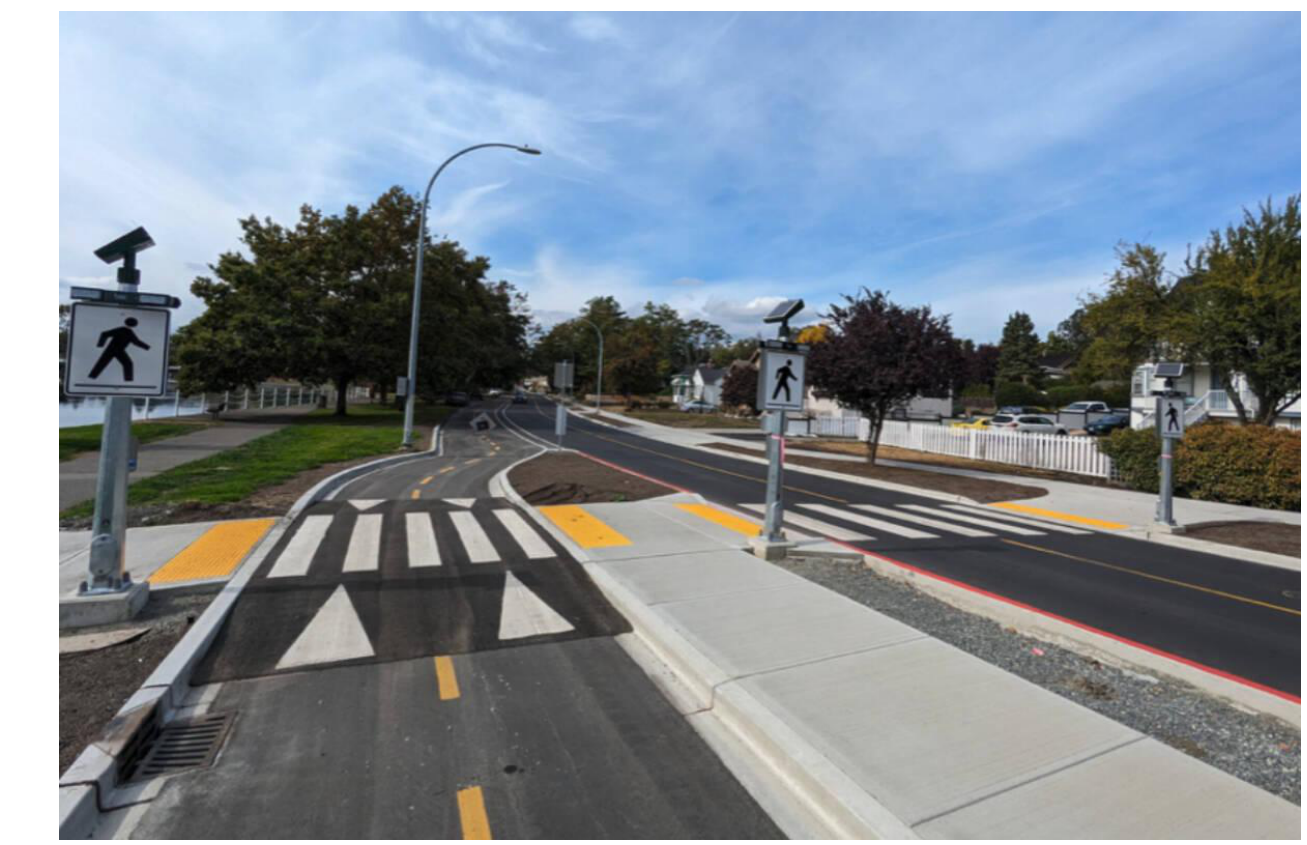
NO STOPPING ZONE MARKED WITH CROSS HATCH PATTERN TO KEEP FLOW OF TRAFFIC



IN ADDITION TO CROSS HATCH NO STOPPING ZONE MARKINGS, 'DO NOT BLOCK' SIGN IS ADDED TO ENHANCE FLOW OF TRAFFIC, WHICH ULTIMATELY ENSURES SAFETY OF PEDESTRIANS.

RAISED CROSSWALK

USE OF SPEED HUMP PROVIDE NATURAL SLOW DOWN OF TRAFFIC ALLOWING FOR SAFE PEDESTRIAN CROSSING



OWNER/CLIENT:

GENERAL NOTES:

NO.	ISSUE	Y/M/D
7	ISSUE FOR SUB/OCP/RZNVAR/DP RESUBMISSION	24.09.24
	ISSUE	Y/M/D



VAN 950 - 1500 W. Georgia Street Vancouver, V6G 2Z6
VIC 104 - 3212 Jacklin Road Victoria, V9B 0J5
604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:
HIGHLAND VILLAGE

PROJECT ADDRESS:
1966 Guthrie Road, Comox, BC V9M 3X7

DRAWING TITLE:
DRIVE THRU - PEDESTRIAN CROSSING

PROJECT NO: 21005 DRAWN BY: WY
SCALE: 1:150 REVIEW BY: AE

Highland Village

Project No. 21005

Project Address: 1966 Guthrie Road, Comox, BC

Re: Drive thru rationale

In response to feedback from Town of Comox Staff, over the past month we have reviewed our site design to improve pedestrian safety and vehicular traffic flow around the drive thru and parking lot areas. Updates were made with input from Watt Traffic Consultants and considering industry best practices. We recognize the importance of safety for all while moving through the drive thru and adjacent property areas.

The following list of changes have been made by the design team and can be viewed in drawing A275:

1. Reduced the number of cars in the line:

The number of vehicles in the line have been reduced to nine (9). This will ensure that there is sufficient space for vehicles waiting in the drive thru to be positioned well away from the pedestrian crosswalks and “No Stop” zone.

2. Adjusted the location of the pick-up window:

The pick-up window has been moved further to the west, away from the nearest crosswalk. This will avoid vehicular overhang into the crossing and limit exhaust from the vehicles being emitted onto pedestrians in the crosswalk.

3. Raised the crosswalk with a speed hump:

This feature was carefully considered and designed following best practices. It will enhance the visibility of the crosswalk itself and elevate pedestrians to be more prominent in the driver’s field of vision. We have also designed the raised crosswalk to have a width of 2.5 m, providing a substantial passageway for multiple users.

4. Added pedestrian crossing signage:

Easily recognizable and highly visible pedestrian crossing signage has been added to both locations where vehicles approach the raised crosswalk. This will alert drivers to the crossing zone and improve foot traffic safety.

5. Added “Do Not Enter” signage:

A standard “Do Not Enter” sign has been added to the one-way outgoing traffic lane near the service window. This will reduce the risk of wrong-way incidents and help drivers stay in the intended drive-thru directional route.

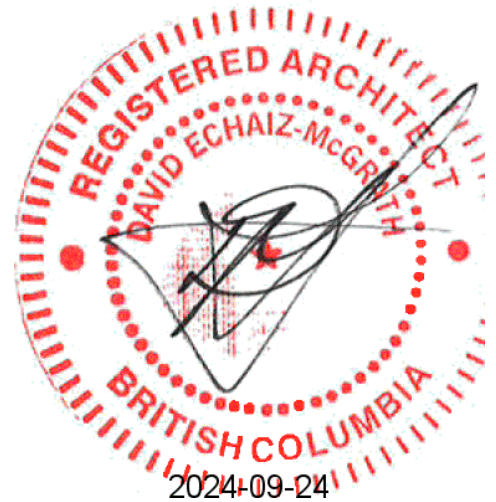
6. Added “No Stop” zone cross hatch markings:

“No Stop” zone cross hatch markings have been added to the parking lot lane. This will discourage vehicles from stopping in an unsafe area and prevent stopping where it could block traffic flow in the parking lot.

7. Added “Do Not Block” signage:

A standard “Do Not Block” sign has been placed in front of the cross hatch zone. This will further alert drivers waiting to enter the drive thru aisle not to cross over the lane until there is sufficient room to stop on the other side.

We believe that these measures effectively address the concerns of pedestrian safety while maintaining the efficiency of the drive-thru service.



ATTACHMENT 5

PROPOSED ALR BUFFER VS. THE EXISTING ALR BUFFER COVENANT & ZONING

PROPOSED ALR BUFFER		EXISTING ALR COVENANT (FB150103)	ZONING BYLAW
Proposed design element	Location (on Lot 1)		
a 73.4 m ² portion of the NE outdoor amenity area for tenants of the building programmed for garden plots	in the northwestern area of the buffer	Not permitted	Permitted (s. 8.13(2)[i])
gravel pathway and benches	Along the full length of the buffer, east of the split-rail fence	Not permitted	Not prohibited
bollard lighting and underground electrical conduits	along pathway	Not permitted	Not prohibited
stair encroachments for accessing the gravel pathway directly from at-grade rear residential patios (projecting up to 1.4 m into the buffer)	at grade on the north elevation	Not permitted	Permitted (s. 5.12[2])
upper-storey balcony encroachments (projecting up to 0.61 m into the buffer)	at the 2nd to 5th storey on the north elevation	Not permitted	Permitted (s. 5.12[2])
drainage infrastructure, including: <ul style="list-style-type: none"> • a stormwater swale; • underground pipes carrying drainage <ul style="list-style-type: none"> ○ from parking lots (to the swale); and ○ to an underground holding tank (from the swale, for storm water overflow); and • an oil/grit separator 	Swale: down the middle of the buffer in the east side yard (east of the proposed split-rail fencing). Plumbing & separator: underground	Not permitted	Not prohibited
maintenance path	in the outer layer of the buffer abutting the lot line	Not permitted	Not permitted via s. 8.13(1)(j) (variance required)

PROPOSED ALR BUFFER		EXISTING ALR COVENANT (FB150103)	ZONING BYLAW
Proposed design element	Location (on Lot 1)		
low split-rail fencing for separating the inner strip of the buffer (containing passive recreational uses, from the masking layer of trees)	Down the middle of the buffer in the east side yard (west of the proposed swale).	Not permitted	Not prohibited
1.8 m high chain-link fencing	along the north and east lot lines	required	Not prohibited
1.5 m high chain-link fencing	along the south frontage of the ALR Buffer (behind the BC Hydro kiosk), and between the gravel path and the CRU service access sidewalk, and ending behind CRU 1.	permitted	Not prohibited
Native Shrub and Tree Species that are not reflected on the table in Appendix B1 of the Zoning Bylaw	within 8.0 metre of lot lines shared with land within the ALR	permitted	Not permitted via s. 8.13(1)(b) (variance required)
Spacing of shrubs up to 1.8 m apart	within 8.0 metre of lot lines shared with land within the ALR	permitted	Not permitted via s.8.13(1)(f) (variance required)
Location of masking trees	buffer in the east side yard	Required*	Permitted (s. 8.13(1)[b])*

* Proposed trees appear to be in conflict with the applicant's draft civil drawings.

EXISTING ALR BUFFER LANDSCAPING SPECIFICATIONS
(SCHEDULE "A" OF ALR BUFFER COVENANT FB150103)

COVENANT COPY

REGISTERED VIFB150103 RCVD: 2008-02-29 PRNT: 2008-03-12-12.55.30.783921

SCHEDULE "A" - LANDSCAPING SPECIFICATIONS

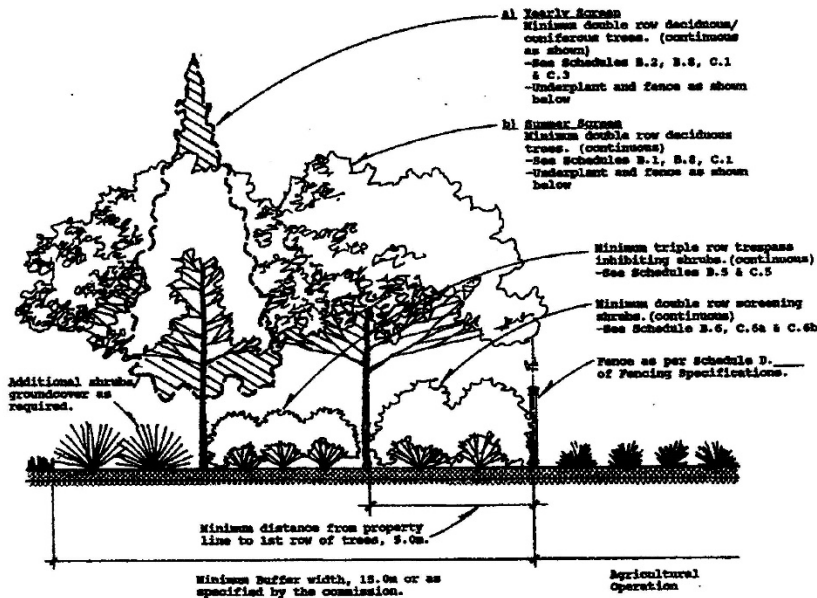
from BC Agricultural Land Commission publication entitled Landscaped Buffer Specifications, dated March 1993.

SCHEDULE A: BUFFER TYPES

A.3 Airborne Particle and Visual Screen

- a) Yearly Screen
- b) Summer Screen

Buffers agricultural operations from trespass and vandalism while offering a greater physical setback between potential conflicting land uses, visually screening uses from one another and minimizing the exchange of undesirable airborne particulate matter between incompatible land uses. (Note: Coniferous trees should be used in the buffer in situations where visual and particulate screening is required on a year round basis. Solution A.3a)



END OF DOCUMENT

Not to Scale

A.3

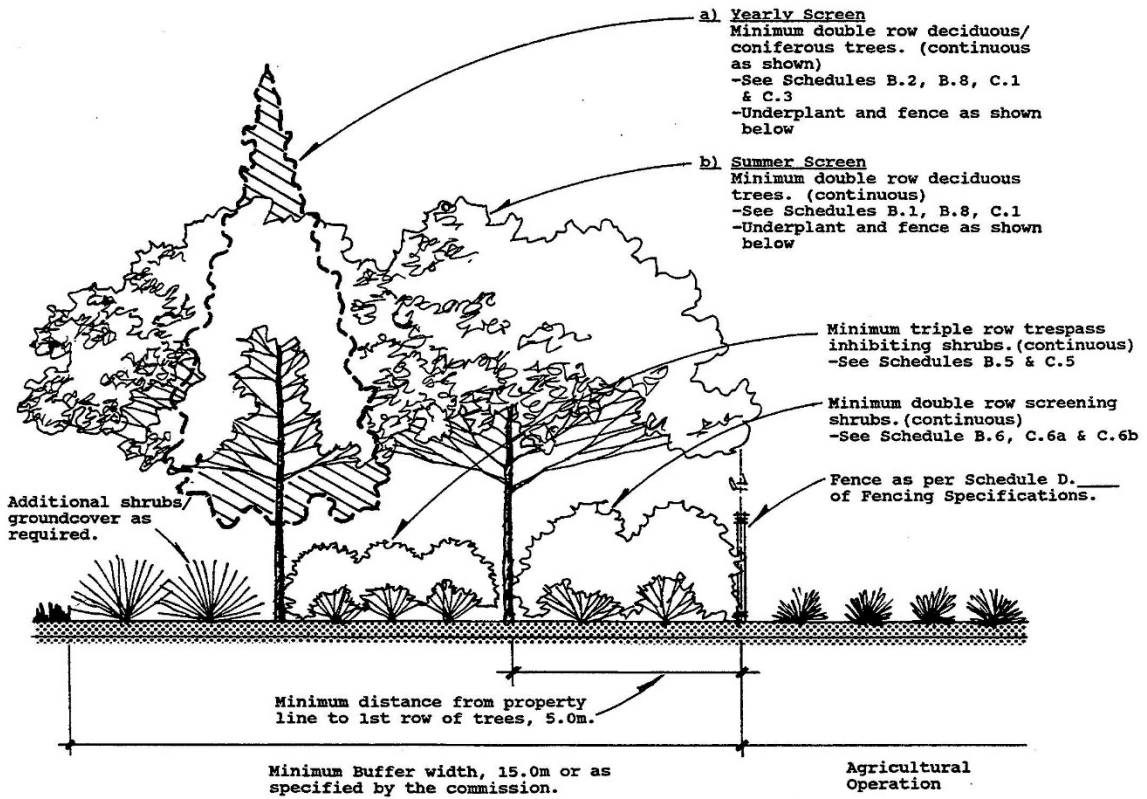
LEGIBLE COPY (FROM THE SOURCE PUBLICATION)

SCHEDULE A: BUFFER TYPES

A.3: Airborne Particle and Visual Screen

- a) Yearly Screen
- b) Summer Screen

Buffers agricultural operations from trespass and vandalism while offering a greater physical setback between potential conflicting land uses, visually screening uses from one another and minimizing the exchange of undesirable airborne particulate matter between incompatible land uses. (Note: Coniferous trees should be used in the buffer in situations where visual and particulate screening is required on a year round basis. Solution A.3a)



Not to Scale

A.3

EMAIL FROM PTOE REGARDING TIA METHODOLOGY

From: [Marcus Laube](#)
To: [Shelley Ashfield](#); [Robin Pallett](#)
Cc: [Norman Laube](#)
Subject: FW: OCP/RZ 23-4: 1966 Guthrie: TIA/PTOE comment
Date: September 25, 2024 6:19:02 PM

Warning This E-Mail originated from outside The Town of Comox. *Please open with Caution*

Hi Shelley & Robin,

Please see enclosed email below with a response from Nadine, our Traffic Engineer, in red. Let us know if you have comments or questions.

Thanks,
Marcus

Marcus Laube
Development Coordinator
778 235 0004

From: Nadine King <NKing@wattconsultinggroup.com>
Date: Tuesday, September 24, 2024 at 10:52 PM
To: Marcus Laube <marcus@laubenfels.com>
Cc: Norman Laube <Norman@laubenfels.com>
Subject: RE: OCP/RZ 23-4: 1966 Guthrie: TIA/PTOE comment

Hi Marcus,

The March 2023 traffic count were undertaken during spring break; however, spring break traffic would not have significantly impacted the amount of vehicle trips in/out of the driveways to the types of users of the existing commercial land uses which was the purpose of the counts (to understand the turns in/out of the existing driveways). The counts were not used to obtain a site specific trip generation rate (which it could have been). Instead the more conservative (higher generating) rates from ITE Trip Generation Manual (11th Edition) was utilized to determine the amount of trips to add to the existing driveway volumes.

In terms of the through volumes on Anderton Road and Guthrie Road past the site (and at the intersection of the two) we started with the 2017 traffic counts which were undertake in Oct of that year. Generally between 2017 and 2023 there was limited difference in the east/west and

north/south volumes which is also in keeping with expectations post COVID where peak hour volumes have flattened due to hybrid work arrangements for many. We have been seeing periods of where traffic is higher than historical on either side of the peaks as the peaks have flattened, but spread out a bit. Eg. there are similar number of total trips from 4-5pm over the past 4-5 years, but the hour before may have more than previous as workers have more flexibility to pop out and pick up kids or run an errand. However, the hour before was lower than the peak so even with this increase the volumes are no higher than the historical peak.

In addition, the traffic operations at driveways and Anderton/Guthrie Road show that there is spare capacity after the addition of the proposed development traffic to handle any variation in traffic due to Spring Break's potential impacts on through traffic in the area. Therefore it is my opinion that the traffic counts in March 2023 are reasonable to assess the impacts of the development and that the site driveways as well as Anderton / Guthrie have spare capacity in the long term to accommodate this development and more in the surrounding area.



Nadine King, P.Eng., PTOE (she/her)

Vice President - Transportation

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E nking@wattconsultinggroup.com

WATTCONSULTINGGROUP.COM

302-740 Hillside Ave, Victoria BC V8T 1Z4



#WEAREWATT

ATTACHMENT 8

APPLICATION PROCESSING STEPS

The following process would allow OCP and Zoning Amendment bylaws; Phased Development Agreement Authorization (PDA) bylaw; Development Variance Permit and Development Permit to be considered concurrently:

- ✓1. Council consideration of proposed OCP amendment public consultation opportunities in accordance with *Local Government Act*, section 475;
- ✓2. Publication of proposed OCP amendment notice on Town's bulletin board and website and the Introductory Planning Report on Town's website;
- ✓3. First Reading of proposed OCP Amendment Bylaw;
- ✓4. Council consideration of the Housing Needs Report dated May 2020, the Comox Strathcona Solid Waste Management Plan, and the current Financial Plan;
- ✓5. Second Reading of proposed OCP Amendment Bylaw;
- ✓6. First and Second Reading of proposed Zoning Amendment and Phased Development Agreement bylaws;
- ✓7. Notification of Public Hearing on proposed bylaws;
- ✓8. Public Hearing;
9. Third Reading of proposed bylaws;
10. Resolution of any outstanding items;
11. Adoption of proposed bylaws; and
12. Issuance of Development Permit.

ATTACHMENT 9


DND SIGNED EXEMPTION ORDER NO. CAZR-2024-1

**COMOX AIRPORT ZONING REGULATIONS
EXEMPTION ORDER NO. 2024-1**

Pursuant to subsection 6(1) of the *Aeronautics Act*, and after having determined that the exemption is in the public interest and not likely to adversely affect aviation safety or security, I hereby exempt from the application of section 5 of the *Comox Airport Zoning Regulations* SOR/80-803, under conditions described in schedule 1 and 2, certain components described in Part II, Part III and Part IV of the Annex of the *Comox Airport Zoning Regulations*.

Section 5 of the *Comox Airport Zoning Regulations* states that:

No person shall erect or construct, on any land to which these Regulations apply, any building, structure or object, or any addition to any existing building, structure or object, the highest point of which will exceed in elevation at the location of that point any of the surfaces hereinafter set out that project immediately over and above the surface of the land at that location, namely, (a) the approach surfaces; (b) the outer surface; or (c) the transitional surface.



Bill Blair
Minister of National Defence

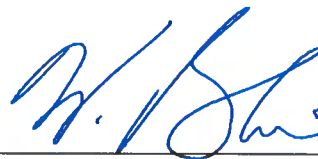
Ottawa, 2024

**RÈGLEMENT DE ZONAGE DE L'AÉROPORT
DE COMOX
ARRÊTÉ D'EXEMPTION N° 2024-1**

En vertu du paragraphe 6(1) de la *Loi sur l'aéronautique*, et après avoir déterminé que l'exemption est dans l'intérêt public et n'est pas susceptible de nuire à la sécurité aérienne, j'exempte par la présente de l'application de l'article 5 du *Règlement de zonage de l'aéroport de Comox* DORS/80-803, aux conditions décrites dans les Annexes 1 et 2, certains éléments décrits dans les Parties II, III et IV de l'Annexe du *Règlement de zonage de l'aéroport de Comox*.

La section 5 du *Règlement de zonage de l'aéroport de Comox* stipule que :

Il est interdit d'ériger ou de construire, sur un terrain visé par le présent règlement, un bâtiment, ouvrage ou objet ou un rajout à un bâtiment, ouvrage ou objet existant, dont le sommet serait plus élevé que : a) les surfaces d'approche; b) la surface extérieure; ou c) la surface de transition.



Bill Blair
Ministre de la Défense nationale

Ottawa, 2024

SCHEDULE 1

ANNEXE 1

PURPOSE

1. The purpose of this exemption is to allow the Town of Comox, the City of Courtenay, the Comox Valley Regional District, the Province of British Columbia or any proponent to erect structures and objects that exceed the height of the outer surface described in Part IV of the Schedule to the *Comox Airport Zoning Regulations*, in the zones of the Comox Airport described in schedule 1 Exemption order No. CAZR-2024-1.

CONDITIONS

2. New height restrictions are implemented by municipality and by zone as described in table 1.
3. All buildings, structures, or objects must be marked and lighted according to the current *Canadian Aviation Regulations (CARS)* standards if the Department of National Defence or the Canadian Forces deems it necessary.

EFFECTIVE PERIOD

4. The exemption order is in effect on the day on which it is signed and ceases to have effect on the earlier of the following:

OBJET

1. Le but de cette exemption est de permettre à la ville de Comox, à la ville de Courtenay, au District régional de la vallée de Comox, à la province de la Colombie-Britannique ou à tout promoteur d'ériger des structures et des objets qui dépassent la hauteur de la surface extérieure décrite dans la Partie IV de l'annexe du *Règlement de zonage de l'aéroport de Comox*, dans les zones de l'aéroport de Comox décrites à l'Annexe 1 de l'Arrêté d'exemption n° CAZR-2024-1.

CONDITIONS

2. Les nouvelles restrictions en matière de hauteur sont mises en œuvre par municipalité et par zone, comme indiqué dans le Tableau 1.
3. Tous les bâtiments, structures ou objets doivent être marqués et éclairés conformément aux normes actuelles qui se trouvent dans le *Règlement de l'aviation canadien* si la Défense nationale ou les Forces canadiennes le jugent nécessaire.

PÉRIODE DE VALIDITÉ

4. L'arrêté d'exemption entre en vigueur le jour de sa signature et cesse de l'être à la première des deux dates suivantes :

- a) the day on which any condition set out in section 5 of the *Comox Airport Zoning Regulations* is breached; and
- b) the day on which this exemption is cancelled in writing by the Minister of National Defence or an officer of the Department of National Defence or of the Canadian Forces authorized by that Minister if the exemption, in the opinion of the Minister or the officer, as the case may be, is not in the public interest, or is likely to adversely affect aviation safety or security.

- a) Le jour où l'une des conditions énoncées à l'article 5 du *Règlement de zonage de l'aéroport de Comox* n'est pas respectée;
- b) Le jour où cette exemption est annulée par écrit par le ministre de la Défense nationale ou un employé du ministère de la Défense nationale ou un officier des Forces canadiennes autorisé par ce ministre si l'exemption, de l'avis du ministre ou du dirigeant, selon le cas, n'est pas dans l'intérêt public ou est susceptible de nuire à la sécurité ou à la sûreté de l'aviation.

APPLICATION

This exemption applies to all requests to erect or construct a building, structure or object, or any addition to any existing building, structure, or object, in the excluded portion described in schedule 2 of this exemption. Height restrictions are described in table 1.

APPLICATION

Cette exemption s'applique à toutes les demandes d'élévation ou de construction d'un bâtiment, d'une structure ou d'un objet, ou de toute addition à un bâtiment, une structure ou un objet existant, dans la partie exclue décrite à l'Annexe 2 de cette exemption. Les restrictions de hauteur sont décrites dans le Tableau 1.

Table 1. Height restrictions above ground level for buildings, structures, or objects, by zone.

Zone	Height Restrictions
Comox Valley Regional District	
Zone 1	Buildings, structures, or objects must not be more than 15 m in height above ground in the area described in zone 1 of schedule 2 and represented on the map in Annex A.
Zone 2a and 2b	Buildings, structures, or objects must not be more than 12 m in height above ground in the areas described in zone 2a and 2b of schedule 2 and represented on the map in Annex A.
Zone 3	Buildings, structures, or objects must not be more than 25 m in height above ground in the area described in zone 3 of schedule 2 and represented on the map in Annex A.
Zone 4	Buildings, structures, or objects must not be more than 10 m in height above ground in the area described in zone 4 of schedule 2 and represented on the map in Annex A.
Town of Comox	
Zone 5a and 5b	Buildings, structures, or objects must not be more than 25 m in height above ground in the areas described in area 5a and 5b of schedule 2 and represented on the map in Annex A.
Zone 6	Buildings, structures, or objects must not be more than 15 m in height above ground in the area described in Zone 6 of schedule 2 and represented on the map in Annex A.
City of Courtenay	
Zone 7a, 7b and 7c	Buildings, structures, or objects must not be more than 20 m in height above ground in the areas described in zone 7a, 7b and 7c of schedule 2 and represented on the map in Annex A.
Zone 8	Buildings, structures, or objects must not be more than 25 m in height above ground in the area described in zone 8 of schedule 2 and represented on the map in Annex A.
Zone 9	Buildings, structures, or objects must not be more than 40- m in height above ground in the area described in zone 9 of schedule 2 and represented on the map in Annex A.
Zone 10a and 10b	Buildings, structures, or objects must not be more than 15 m in height above ground in the areas described in area 10a and 10b of the schedule and represented on the map in Annex A.

Tableau 1. Restrictions par zone de hauteur au-dessus du sol pour les bâtiments, structures ou objets.

Zone	Restrictions de hauteur
District régional de la vallée de Comox	
Zone 1	Les bâtiments, structures ou objets ne doivent pas avoir une hauteur supérieure à 15 m au-dessus du sol dans la zone décrite dans la Zone 1 de l'Annexe 2 et représentée sur la carte de l'Annexe A.
Zone 2a et 2b	Les bâtiments, structures ou objets ne doivent pas avoir une hauteur supérieure à 12 m au-dessus du sol dans les zones décrites dans les Zones 2a et 2b de l'Annexe 2 et représentées sur la carte de l'Annexe A.
Zone 3	Les bâtiments, structures ou objets ne doivent pas avoir une hauteur supérieure à 25 m au-dessus du sol dans la zone décrite dans la Zone 3 de l'Annexe 2 et représentée sur la carte de l'Annexe A.
Zone 4	Les bâtiments, structures ou objets ne doivent pas avoir une hauteur supérieure à 10 m au-dessus du sol dans la zone décrite dans la Zone 3 de l'Annexe 2 et représentée sur la carte de l'Annexe A.
Ville de Comox	
Zone 5a et 5b	Les bâtiments, structures ou objets ne doivent pas dépasser 25 m de hauteur au-dessus du sol dans les zones décrites dans les Zones 5a et 5b de l'Annexe 2 et représentées sur la carte de l'Annexe A.
Zone 6	Les bâtiments, structures ou objets ne doivent pas avoir une hauteur supérieure à 15 m au-dessus du sol dans la zone décrite dans la Zone 6 de l'Annexe 2 et représentée sur la carte de l'Annexe A.
Ville de Courtenay	
Zone 7a, 7b et 7c	Les bâtiments, structures ou objets ne doivent pas avoir une hauteur supérieure à 20 m au-dessus du sol dans les zones décrites dans les Zones 7a, 7b et 7c de l'Annexe 2 et représentées sur la carte de l'Annexe A.
Zone 8	Les bâtiments, structures ou objets ne doivent pas avoir une hauteur supérieure à 25 m au-dessus du sol dans la zone décrite dans la Zone 8 de l'Annexe 2 et représentée sur la carte de l'Annexe A.
Zone 9	Les bâtiments, structures ou objets ne doivent pas dépasser 40 m de hauteur au-dessus du sol dans la zone décrite dans la Zone 9 de l'Annexe 2 et représentée sur la carte de l'Annexe A.
Zone 10a et 10b	Les bâtiments, structures ou objets ne doivent pas dépasser 15 m de hauteur au-dessus du sol dans les zones décrites dans les Zones 10a et 10b de l'Annexe et représentées sur la carte de l'Annexe A.

SCHEDULE 2

ANNEXE 2

LEGAL DESCRIPTION OF THE COMOX AIRPORT ZONES TO WHICH THIS EXEMPTION APPLIES

DESCRIPTION LÉGALE DE L'AÉROPORT DE COMOX ZONES AUXQUELLES CETTE EXEMPTION S'APPLIQUE

Zone	Legal Description	Description légale
Zone 1	<p>Comox Valley Regional District – 15 metres</p> <p>Beginning at Ground Control Point 275966;</p> <p>Thence North 51 degrees 46 minutes 54 seconds West, a distance of 7,497.96 metres to the point of commencement, said point being located at the southwest corner of plan VIP 30381 and having the approximate coordinate of 49 degrees 44 minutes 14 seconds North, 124 degrees 56 minutes 59 seconds West;</p> <p>Thence westerly and then northerly along the municipal boundary between the Comox Valley Regional District and the City of Courtenay, along VIP 39115 to the intersection of the outer surface of the <i>Comox Airport Zoning Regulations</i>;</p> <p>Thence along the outer surface of the <i>Comox Airport Zoning Regulations</i> in a northeasterly direction across the road allowance of Quenville Road to the northwesterly corner of plan EPS968;</p> <p>Thence continuing easterly along the northern limit of plan EPS968 to the southeast corner of plan VIP30942;</p> <p>Thence southerly, along the western limit of plans VIP28768 and VIP30381 to the point of commencement.</p>	<p>District régional de la vallée de Comox – 15 mètres</p> <p>À partir du point de contrôle au sol 275966;</p> <p>De là, vers le nord 51 degrés 46 minutes 54 secondes ouest, une distance de 7 497,96 mètres jusqu'au point de départ, ledit point étant situé à l'angle sud-ouest du plan VIP30381 et ayant pour coordonnées approximatives 49 degrés 44 minutes 14 secondes nord, 124 degrés 56 minutes 59 secondes ouest;</p> <p>De là, vers l'ouest, puis vers le nord, le long de la limite municipale entre le District régional de la vallée de Comox et la ville de Courtenay, le long du plan VIP 39115 jusqu'à l'intersection de la surface extérieure du <i>Règlement de zonage de l'aéroport de Comox</i>;</p> <p>De là, le long de la surface à l'extérieur du <i>Règlement de zonage de l'aéroport de Comox</i>, dans une direction nord-est, en traversant l'emprise de route de Quenville Road, jusqu'à l'angle nord-ouest du plan EPS968;</p> <p>De là, en continuant vers l'est le long de la limite nord du plan EPS968 jusqu'à l'angle sud-est du plan VIP30942;</p> <p>De là, vers le sud, le long de la limite ouest des plans VIP28768 et VIP30381 jusqu'au point de départ.</p>

Zone 2a	Comox Valley Regional District – 12 metres	District régional de la vallée de Comox – 12 mètres
	Beginning at Ground Control Point 275966;	À partir du point de contrôle au sol 275966;
	Thence North 80 degrees 03 minutes 02 seconds West a distance of 4,922.06 metres to the point of commencement, said point being located at the northwest corner of plan VIP29665, at the intersection of the road allowances of Anderton Road and Daye Road and having the approximate coordinate of 49 degrees 42 minutes 12 seconds North, 124 degrees 56 minutes 02 West;	De là, vers le nord 80 degrés 03 minutes 02 secondes ouest, une distance de 4 922,06 mètres jusqu'au point de départ, ledit point étant situé à l'angle nord-ouest du plan VIP29665, à l'intersection des réserves routières d'Anderton Road et de Daye Road et ayant pour coordonnées approximatives 49 degrés 42 minutes 12 secondes nord, 124 degrés 56 minutes 02 ouest;
	Thence easterly along the northern limit of plan VIP29665 a distance of 121.65 metres;	De là, vers l'est, le long de la limite nord du plan VIP29665, sur une distance de 121,65 mètres;
	Thence South 2 degrees 53 minutes 43 seconds West a distance of 60.62 metres;	De là, vers le sud, 2 degrés 53 minutes 43 secondes vers l'ouest, sur une distance de 60,62 mètres;
	Thence North 87 degrees 07 minutes 21 seconds West a distance of 121.85 metres to a point on the eastern limit of the road allowance of Anderton Road;	De là, vers le nord 87 degrés 07 minutes 21 secondes ouest sur une distance de 121,85 mètres jusqu'à un point situé sur la limite est de l'emprise de route d'Anderton Road;
	Thence northerly along the said road allowance to the point of commencement.	De là, vers le nord, le long de ladite emprise de route jusqu'au point de départ.

Zone 2b	Comox Valley Regional District – 12 metres	District régional de la vallée de Comox – 12 mètres
	Beginning at Ground Control Point 275966;	À partir du point de contrôle au sol 275966;
	Thence North 79 degrees 31 minutes 24 seconds West a distance of 4,950.64 metres to the point of commencement, said point being located at the northeast corner of plan VIP27276 on the west side of the road allowance of Anderton Road and having the approximate coordinate of 49 degrees 42 minutes 14	De là, vers le nord 79 degrés 31 minutes 24 secondes ouest, une distance de 4 950,64 mètres jusqu'au point de départ, ledit point étant situé à l'angle nord-est du plan VIP27276 sur le côté ouest de réserve routière d'Anderton Road et ayant pour coordonnées approximatives 49 degrés 42 minutes 14 secondes nord, 124 degrés 56 minutes 04 secondes ouest;

	<p>seconds North, 124 degrees 56 minutes 04 seconds West;</p> <p>Thence southerly and then westerly along the limits of plan VIP27276 to a point located at the beginning of the cul-de-sac on the road allowance of Williams Place;</p> <p>Thence southerly across the road allowance of Williams Place to the opposite side of the cul-de-sac, on the northwest corner of plan VIP 57796;</p> <p>Thence southerly along the western limit of plan VIP57796, to a point on the intersection with plan VIP52077;</p> <p>Thence westerly along the northern limit of plan VIP52077 to the northwest corner of said plan VIP52077;</p> <p>Thence South 3 degrees 14 minutes 11 second West a distance of 21.78 metres along the eastern limit of plan VIP27276.</p> <p>Thence North 86 degrees 46 minutes 18 seconds West, a distance of 600.53 metres, to the boundary between the Comox Valley Regional District and the City of Courtenay.</p> <p>Thence northerly along the boundary between the Comox Valley Regional District and the City of Courtenay, being the western limit of plan VIP27276 to the northwest corner of said plan;</p> <p>Thence easterly along the northern limit of plan VIP27276 to the point of commencement.</p>	<p>De là, vers le sud, puis vers l'ouest, le long des limites du plan VIP27276, jusqu'à un point situé au début du cul-de-sac sur l'emprise de route de Williams Place;</p> <p>De là, vers le sud, en traversant l'emprise de route de Williams Place jusqu'au côté opposé du cul-de-sac, à l'angle nord-ouest du plan VIP57796;</p> <p>De là, vers le sud, le long de la limite ouest du plan VIP57796, jusqu'à un point situé à l'intersection avec le plan VIP52077;</p> <p>De là, vers l'ouest, le long de la limite nord du plan VIP52077, jusqu'à l'angle nord-ouest dudit plan VIP52077;</p> <p>De là, vers le sud 3 degrés 14 minutes 11 secondes ouest sur une distance de 21,78 mètres le long de la limite est du plan VIP27276.</p> <p>De là, vers le nord 86 degrés 46 minutes 18 secondes ouest, sur une distance de 600,53 mètres, jusqu'à la limite entre le District régional de la vallée de Comox et la ville de Courtenay.</p> <p>De là, vers le nord, le long de la limite entre le District régional de la vallée de Comox et la ville de Courtenay qui est la limite ouest du plan VIP27276, jusqu'à l'angle nord-ouest dudit plan;</p> <p>De là, vers l'est, le long de la limite nord du plan VIP27276, jusqu'au point de départ.</p>
<p>Zone 3</p>	<p>Comox Valley Regional District – 25 metres</p> <p>Beginning at Ground Control Point 275966;</p>	<p>District régional de la vallée de Comox – 25 mètres</p> <p>À partir du point de contrôle au sol 275966;</p>

<p>Thence South 85 degrees 27 minutes 24 seconds West, a distance of 5,141.65 metres, to the point of commencement, said point being the northwest corner of plan VIP2830, at the intersection of the road allowance of Hector Road, and having the approximate coordinate of 49 degrees 41 minutes 31 seconds North, 124 degrees 56 minutes 15 seconds West;</p> <p>Thence easterly along and clockwise around the limit of plan VIP2830 to the point of commencement.</p>	<p>De là, vers le sud 85 degrés 27 minutes 24 secondes ouest, une distance de 5 141,65 mètres, jusqu'au point de départ, ledit point étant l'angle nord-ouest du plan VIP2830, à l'intersection de l'emprise de route d'Hector Road, et ayant pour coordonnées approximatives 49 degrés 41 minutes 31 secondes nord, 124 degrés 56 minutes 15 secondes ouest;</p> <p>De là, vers l'est, le long de la limite du plan VIP2830 et dans le sens horaire, jusqu'au point de départ.</p>
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<p>Zone 4</p> <p>Comox Valley Regional District - 10 metres</p> <p>Beginning at Ground Control Point 275966;</p> <p>Thence North 66 degrees 04 minutes 06 seconds West, a distance of 5,254.02 metres to the point of commencement, said point being the northeast corner of plan EPP27748 at the intersection of the road allowances of Ryan Road and Anderton Road, and having approximately 49 degrees 42 minutes 54 seconds North, 124 degrees 56 minutes 02 seconds West;</p> <p>Thence easterly across the road allowance of Anderton Road, to a point being the northernmost corner point of the daylight of plan VIP30507;</p> <p>Thence South 89 degrees 13 minutes 03 seconds East a distance of 33.48 metres;</p> <p>Thence South 89 degrees 13 minutes 17 seconds East a distance of 36.57 metres;</p> <p>Thence South 02 degrees 33 minutes 13 seconds West a distance of 72.90 metres to a point on the road allowance of Burdyny Road.</p>	<p>District régional de la vallée de Comox - 10 mètres</p> <p>À partir du point de contrôle au sol 275966;</p> <p>De là, vers le nord 66 degrés 04 minutes 06 secondes ouest, une distance de 5 254,02 mètres jusqu'au point de départ, ledit point étant l'angle nord-est du plan EPP27748 à l'intersection des emprises de routes de Ryan Road et d'Anderton Road, et se situant approximativement à 49 degrés 42 minutes 54 secondes nord, 124 degrés 56 minutes 02 secondes ouest;</p> <p>De là, vers l'est, en traversant l'emprise d'Anderton Road, jusqu'à un point situé à l'angle le plus au nord de l'entrée en terre du plan VIP30507;</p> <p>De là, vers le sud, à 89 degrés 13 minutes 03 secondes vers l'est, sur une distance de 33,48 mètres;</p> <p>De là, vers le sud, à 89 degrés 13 minutes 17 secondes, vers l'est, sur une distance de 36,57 mètres;</p> <p>De là, vers le sud, par 02 degrés 33 minutes 13 secondes, vers l'ouest, sur une distance de 72,9 mètres, jusqu'à un point situé dans l'emprise de route de Burdyny Road.</p>
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Thence South 15 degrees 46 minutes 21 seconds West a distance of 20.64 metres, across the road allowance of Burdyny Road to a point on the limit of plan VIP30507 and the southern limit of the road allowance of Burdyny Road;

De là, vers le sud 15 degrés 46 minutes 21 secondes ouest, sur une distance de 20,64 mètres, à travers l'emprise de route de Burdyny Road, jusqu'à un point situé à la limite du plan VIP30507 et à la limite sud de l'emprise de route de Burdyny Road;

Thence South 87 degrees 05 minutes 10 seconds East a distance of 36.57 metres;

De là, vers le sud, à 87 degrés 05 minutes 10 secondes vers l'est, sur une distance de 36,57 mètres;

Thence South 02 degrees 35 minutes 50 seconds West a distance of 75.80 metres, to a point on the northern limit of plan VIS433;

De là, vers le sud 02 degrés 35 minutes 50 secondes ouest, sur une distance de 75,80 mètres, jusqu'à un point situé sur la limite nord du plan VIS433;

Thence South 11 degrees 45 minutes 32 seconds East a distance of 238.65 metres, across plans VIS433, VIP7941, and VIP10214 to a point on the northern limit of plan VIP30807;

De là, vers le sud 11 degrés 45 minutes 32 secondes est, sur une distance de 238,65 mètres, en traversant les plans VIS433, VIP7941 et VIP10214, jusqu'à un point situé sur la limite nord du plan VIP30807;

Thence South 02 degrees 43 minutes 58 seconds West a distance of 48.63 metres to a point on the limit of the road allowance of Atlas Road;

De là, vers le sud, par 02 degrés 43 minutes 58 secondes, vers l'ouest, sur une distance de 48,63 mètres, jusqu'à un point situé à la limite de l'emprise de route d'Atlas Road;

Thence South 02 degrees 40 minutes 6 seconds East a distance of 19.93 metres across the road allowance of Atlas Road to the northern limit of plan VIP31360;

De là, vers le sud 02 degrés 40 minutes 6 secondes est, sur une distance de 19,93 mètres, en traversant l'emprise de route d'Atlas Road, jusqu'à la limite nord du plan VIP31360;

Thence South 02 degrees 47 minutes 26 seconds West a distance of 66.43 metres, to the northern limit of plan VIP30522;

De là, vers le sud 02 degrés 47 minutes 26 secondes ouest, sur une distance de 66,43 mètres, jusqu'à la limite nord du plan VIP30522;

Thence South 02 degrees 47 minutes 20 seconds West a distance of 33.22 metres;

De là, vers le sud, 02 degrés 47 minutes 20 secondes vers l'ouest, sur une distance de 33,22 mètres;

Thence South 87 degrees 05 minutes 41 seconds East a distance of 50.91 metres to a point on the western limit of the road allowance of Seton Drive;

De là, vers le sud 87 degrés 05 minutes 41 secondes est, sur une distance de 50,91 mètres, jusqu'à un point situé sur la limite ouest de l'emprise de route de Seton Drive;

Thence South 87 degrees 40 minutes 48 seconds East a distance of 20.08 metres, across the road allowance of Seton Drive to a point on the eastern limit of the road allowance of Seton Drive;

De là, vers le sud 87 degrés 40 minutes 48 secondes vers l'est, sur une distance de 20,08 mètres, en traversant l'emprise de route

<p>Thence South 87 degrees 04 minutes 53 seconds East a distance of 50.28 metres, to the eastern limit of plan VIP30522;</p> <p>Thence southerly along the eastern limit of plan VIP30522 to the northeast corner of plan VIP28172;</p> <p>Thence westerly along the northern limit of plan VIP28172, a distance of 32.03 metres;</p> <p>Thence South 03 degrees 02 minutes 09 seconds West a distance of 63.97 metres, to the northern limit of the road allowance of Pridy Road.</p> <p>Thence South 03 degrees 02 minutes 09 seconds West a distance of 20.14 metres, across the road allowance of Pridy Road to the northern limit of plan VIP45081;</p> <p>Thence easterly and southerly along the eastern limit of plan VIP45081, to a point being the southernmost corner point of the daylight of the northeast corner of plan VIP45082;</p> <p>Thence South 32 degrees 18 minutes 56 seconds East a distance of 34.73 metres across the road allowance of Lupin Drive;</p> <p>Thence South 87 degrees 00 minutes 12 seconds East a distance of 30.00 metres;</p> <p>Thence North 66 degrees 47 minutes 45 seconds East a distance of 62.75 metres;</p> <p>Thence South 23 degrees 04 minutes 36 seconds West a distance of 106.44 metres, to a point on the northern limit of the road allowance of Thurber Road;</p> <p>Thence South 10 degrees 14 minutes 47 seconds West a distance of 20.09 metres, across the road allowance of Thurber Road to a point on the northern limit of plan VIP81562;</p>	<p>de Seton Drive jusqu'à un point situé à la limite est de l'emprise de route de Seton Drive;</p> <p>De là, vers le sud 87 degrés 04 minutes 53 secondes est, sur une distance de 50,28 mètres, jusqu'à la limite est du plan VIP30522;</p> <p>De là, vers le sud, le long de la limite est du plan VIP30522 jusqu'à l'angle nord-est du plan VIP28172;</p> <p>De là, vers l'ouest, le long de la limite nord du plan VIP28172, sur une distance de 32,03 mètres;</p> <p>De là, vers le sud, par 03 degrés 02 minutes 09 secondes, vers l'ouest, sur une distance de 63,97 mètres, jusqu'à la limite nord de l'emprise de route de Pridy Road.</p> <p>De là, vers le sud, par 03 degrés 02 minutes 09 secondes, vers l'ouest, sur une distance de 20,14 mètres, en traversant l'emprise de route de Pridy Road, jusqu'à la limite nord du plan VIP45081;</p> <p>De là, vers l'est et le sud, le long de la limite est du plan VIP45081, jusqu'à un point situé à l'angle le plus au sud de l'entrée en terre de l'angle nord-est du plan VIP45082;</p> <p>De là, vers le sud, par 32 degrés 18 minutes 56 secondes, vers l'est, sur une distance de 34,73 mètres, en traversant l'emprise de route de Lupin Drive;</p> <p>De là, vers le sud, 87 degrés 00 minute 12 secondes vers l'est, sur une distance de 30,00 mètres;</p> <p>De là, vers le nord, à 66 degrés 47 minutes 45 secondes, vers l'est, sur une distance de 62,75 mètres;</p> <p>De là, vers le sud 23 degrés 04 minutes 36 secondes vers l'ouest, sur une distance de 106,44 mètres, jusqu'à un point situé sur la</p>
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Thence along said limit of plan VIP81562, being along the southern limit of the road allowance of Thurber Road, a distance of 237.25 metres;

Thence South 02 degrees 52 minutes 48 seconds West a distance of 99.98 metres, to the northerly limit of plan VIP29665;

Thence easterly along said northerly limit of plan VIP29665 a distance of 90.41 metres;

Thence South 02 degrees 51 minutes 07 seconds West a distance of 122.52 metres, to the intersection of the northerly limit of the road allowance of Daye Road;

Thence South 02 degrees 50 minutes 07 seconds West a distance of 20.12 metres, across the road allowance of Daye Road to the northern limit of plan VIP29665 and the southern limit of the road allowance of Daye Road;

Thence South 02 degrees 49 minutes 00 second West a distance of 115.02 metres to the intersection of the northern limit of the road allowance of Knights Road, being also the municipal boundary between the Comox Valley Regional District and the Town of Comox;

Thence westerly and southerly a distance of 1464.80 metres along the municipal boundary between the Comox Valley Regional District and the Town of Comox to a point on the eastern limit of the road allowance of Anderton Road, said point being located South 86 degrees 46 minutes 11 seconds East a distance of 14.98 metres from the southeast corner of plan VIP25131;

Thence westerly across the road allowance of Anderton Road to the southeast corner of VIP25131;

limite nord de l'emprise de route de Thurber Road;

De là, vers le sud, par 10 degrés 14 minutes 47 secondes, vers l'ouest, sur une distance de 20,09 mètres, en traversant l'emprise de route de Thurber Road, jusqu'à un point situé sur la limite nord du plan VIP81562;

De là, le long de ladite limite du plan VIP81562, soit le long de la limite sud de l'emprise de route de Thurber Road, sur une distance de 237,25 mètres;

De là, vers le sud 02 degrés 52 minutes 48 secondes ouest, sur une distance de 99,98 mètres, jusqu'à la limite nord du plan VIP29665;

De là, vers l'est, le long de ladite limite nord du plan VIP29665, sur une distance de 90,41 mètres;

De là, vers le sud 02 degrés 51 minutes 07 secondes vers l'ouest, sur une distance de 122,52 mètres, jusqu'à l'intersection de la limite nord de l'emprise de route de Daye Road;

De là, vers le sud, par 02 degrés 50 minutes 07 secondes, vers l'ouest, sur une distance de 20,12 mètres, en traversant l'emprise de route de Daye Road, jusqu'à la limite nord du plan VIP29665 et la limite sud de l'emprise de route de Daye Road;

De là, vers le sud, par 02 degrés 49 minutes 00 seconde, vers l'ouest, sur une distance de 115,02 mètres, jusqu'à l'intersection de la limite nord de l'emprise de route de Knights Road, qui constitue également la limite municipale entre le District régional de la vallée de Comox et la ville de Comox;

De là, vers l'ouest et le sud sur une distance de 1 464,80 mètres le long de la limite municipale entre le District régional de la vallée de Comox et la ville de Comox jusqu'à un point situé sur la limite est de l'emprise de route d'Anderton Road, ledit point étant situé au sud 86 degrés

<p>Thence westerly along the southern limits of plans VIP25131 and VIP25986;</p> <p>Thence continuing along the southern limit of plan VIP45964, a distance of 79.92 metres;</p> <p>Thence South 03 degrees 14 minutes 22 seconds West, a distance of 91.60 metres, to a point located on the northeast corner of plan VIP48461.</p> <p>Thence along the eastern limit of said plan VIP48461, a distance of 66.35 metres;</p> <p>Thence easterly across an unnamed road allowance, South 86 degrees 47 minutes 24 seconds East, a distance of 20.00 metres to the southernmost corner point on the daylight on the northwest corner of plan VIP50361;</p> <p>Thence southerly along the western limit of plan VIP50361, to a point on being the southwest corner of said plan VIP50361 and being the intersection of plan VIP24508;</p> <p>Thence easterly along the northern limit of plan VIP24508 to the northeast corner of said plan VIP24508;</p> <p>Thence southerly along the eastern limit of said plan VIP24508, to the intersection of plan VIP30908;</p> <p>Thence South 07 degrees 17 minutes 00 second East, a distance of 112.24 metres across plans VIP30908 and VIP10631, to the intersection of the northern limit of plan VIP18002;</p> <p>Thence easterly along said northern limit of plan VIP18002, a distance of 38.44 metres;</p> <p>Thence South 03 degrees 12 minutes 07 seconds West a distance of 53.25 metres,</p>	<p>46 minutes 11 secondes est sur une distance de 14,98 mètres de l'angle sud-est du plan VIP25131;</p> <p>De là, vers l'ouest, en traversant l'emprise de route d'Anderton Road, jusqu'à l'angle sud-est de VIP25131;</p> <p>De là, vers l'ouest, le long des limites sud des plans VIP25131 et VIP25986;</p> <p>De là, en continuant le long de la limite sud du plan VIP45964, sur une distance de 79,92 mètres;</p> <p>De là, vers le sud, par 03 degrés 14 minutes 22 secondes, vers l'ouest, sur une distance de 91,60 mètres, jusqu'à un point situé à l'angle nord-est du plan VIP48461.</p> <p>De là, le long de la limite est dudit plan VIP48461, sur une distance de 66,35 mètres;</p> <p>De là, vers l'est, en traversant une réserve routière sans nom, vers le sud 86 degrés 47 minutes 24 secondes est, sur une distance de 20,00 mètres jusqu'au l'angle le plus au sud de l'entrée en terre à l'angle nord-ouest du plan VIP50361;</p> <p>De là, vers le sud, le long de la limite ouest du plan VIP50361, jusqu'à un point situé à l'angle sud-ouest dudit plan VIP50361 et à l'intersection du plan VIP24508;</p> <p>De là, vers l'est, le long de la limite nord du plan VIP24508, jusqu'à l'angle nord-est dudit plan VIP24508;</p> <p>De là, vers le sud, le long de la limite est dudit plan VIP24508, jusqu'à l'intersection du plan VIP30908;</p> <p>De là, vers le sud, par 07 degrés 17 minutes 00 seconde est, sur une distance de 112,24 mètres, en traversant les plans VIP30908 et VIP10631, jusqu'à l'intersection de la limite nord du plan VIP18002;</p>
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to the northern limit of the road allowance of Hector Road;

Thence South 03 degrees 12 minutes 07 seconds West, a distance of 12.19 metres, across the road allowance of Hector Road to the northern limit of plan VIP2830;

Thence easterly along the northern limit of VIP2830 to the northeast corner of said plan VIP2830;

Thence southerly along the eastern limit of plan VIP2830, a distance of 42.20 metres;

Thence South 86 degrees 22 minutes 35 seconds East a distance of 21.30 metres across the road allowance of Anderton Road, to the northwest corner of plan VIP87528;

Thence easterly along said northern limit of plan VIP87528 a distance of 54.66 metres;

Thence South 3 degrees 17 minutes 06 seconds West a distance of 68.01 metres, to the intersection of the northern limit of the road allowance of Toronitz Road;

Thence South 62 degrees 35 minutes 20 seconds East, a distance of 61.95 metres across the road allowance of Toronitz Road to the northeast corner of plan VIP25090;

Thence South 55 degrees 36 minutes 09 seconds East, a distance of 184.67 metres across plan VIP2295, to the intersection of plan VIP33376;

Thence South 86 degrees 24 minutes 36 seconds East a distance of 74.63 metres across plan VIP33376, to the western limit of plan VIP24627;

Thence South 34 degrees 11 minutes 17 seconds East, a distance of 202.94 metres across plans VIP24627 and VIP33376 to

De là, vers l'est, le long de ladite limite nord du plan VIP18002, sur une distance de 38,44 mètres;

De là, vers le sud, par 03 degrés 12 minutes 07 secondes, vers l'ouest, sur une distance de 53,25 mètres, jusqu'à la limite nord de l'emprise de route d'Hector Road;

De là, vers le sud, par 03 degrés 12 minutes 07 secondes, vers l'ouest, sur une distance de 12,19 mètres, en traversant l'emprise de route d'Hector Road, jusqu'à la limite nord du plan VIP2830;

De là, vers l'est, le long de la limite nord du plan VIP2830 jusqu'à l'angle nord-est dudit plan VIP2830;

De là, vers le sud, le long de la limite est du plan VIP2830, sur une distance de 42,20 mètres;

De là, vers le sud 86 degrés 22 minutes 35 secondes est, sur une distance de 21,30 mètres, en traversant l'emprise de route d'Anderton Road, jusqu'à l'angle nord-ouest du plan VIP87528;

De là, vers l'est, le long de ladite limite nord du plan VIP87528, sur une distance de 54,66 mètres;

De là, vers le sud 3 degrés 17 minutes 06 secondes vers l'ouest, sur une distance de 68,01 mètres, jusqu'à l'intersection de la limite nord de l'emprise de route de Toronitz Road;

De là, vers le sud 62 degrés 35 minutes 20 secondes est, sur une distance de 61,95 mètres à travers l'emprise de route de Toronitz Road jusqu'à l'angle nord-est du plan VIP25090;

De là, vers le sud 55 degrés 36 minutes 09 secondes est, sur une distance de 184,67 mètres à travers le plan VIP2295, jusqu'à l'intersection du plan VIP33376;

the intersection of plan VIP2295, being the southeast corner of plan VIP33376;

Thence southerly along the western limit of plan VIP2295, to the southwest corner of plan VIP2295, being the northern limit of the road allowance of Guthrie Road;

Thence South 03 degrees 36 minutes 50 seconds West a distance of 20.17 metres across the road allowance of Guthrie Road, to a point located on the northern limit of plan VIP1933;

Thence easterly along the northern limit of VIP1933, a distance of 83.18 metres, to the intersection of an unnamed road allowance;

Thence South 02 degrees 35 minutes 55 seconds West a distance of 69.45 metres along the western limit of the unnamed road allowance;

Thence South 64 degrees 21 minutes 22 seconds East a distance of 21.86 metres across the unnamed road allowance;

Thence South 02 degrees 35 minutes 58 seconds West a distance of 72.30 metres, along the eastern limit of the unnamed road allowance;

Thence South 40 degrees 54 minutes 13 seconds East a distance of 133.18 metres, across plan VIP1933 to the intersection of the northern limit of plan VIP77621, being the municipal boundary between the Comox Valley Regional District and the Town of Comox;

Thence southerly and westerly along the municipal boundary between the Comox Valley Regional District and the Town of Comox, to southwest corner of plan VIP48461, said corner being the intersection of the municipal boundaries of the Comox Valley Regional District,

De là, vers le sud 86 degrés 24 minutes 36 secondes est, sur une distance de 74,63 mètres, en traversant le plan VIP33376, jusqu'à la limite ouest du plan VIP24627;

De là, vers le sud, par 34 degrés 11 minutes 17 secondes est, sur une distance de 202,94 mètres, en traversant les plans VIP24627 et VIP33376, jusqu'à l'intersection du plan VIP2295, soit l'angle sud-est du plan VIP33376;

De là, vers le sud, le long de la limite ouest du plan VIP2295, jusqu'à l'angle sud-ouest du plan VIP2295, qui constitue la limite nord de l'emprise de route de Guthrie Road;

De là, vers le sud, par 03 degrés 36 minutes 50 secondes, vers l'ouest, sur une distance de 20,17 mètres, en traversant l'emprise de route de Guthrie Road, jusqu'à un point situé sur la limite nord du plan VIP1933;

De là, vers l'est, le long de la limite nord de VIP1933, sur une distance de 83,18 mètres, jusqu'à l'intersection d'une réserve routière sans nom;

De là, vers le sud 02 degrés 35 minutes 55 secondes vers l'ouest sur une distance de 69,45 mètres le long de la limite ouest de l'emprise de route sans nom;

De là, vers le sud, par 64 degrés 21 minutes 22 secondes, vers l'est, sur une distance de 21,86 mètres, en traversant l'emprise de route sans nom;

De là, vers le sud 02 degrés 35 minutes 58 secondes ouest, sur une distance de 72,30 mètres, le long de la limite est de l'emprise de route sans nom;

De là, vers le sud 40 degrés 54 minutes 13 secondes est, sur une distance de 133,18 mètres, en traversant le plan VIP1933 jusqu'à l'intersection de la limite nord du plan VIP77621, qui constitue la limite

<p>the Town of Comox, and the City of Courtenay;</p> <p>Thence northerly along municipal boundary between the Comox Valley Regional District and the City of Courtney to the southwest corner of plan EPP27748;</p> <p>Thence northerly along the eastern limit of plan EPP27748 to the point of commencement.</p> <p>Save and excepting thereout areas previously described as 2a, 2b and 3.</p>	<p>municipale entre le District régional de la vallée de Comox et la ville de Comox;</p> <p>De là, vers le sud et l'ouest, le long de la limite municipale entre le District régional de la vallée de Comox et la ville de Comox, jusqu'à l'angle sud-ouest du plan VIP48461, ledit angle étant l'intersection des limites municipales du District régional de la vallée de Comox, de la ville de Comox et de la ville de Courtenay;</p> <p>De là, vers le nord, le long de la limite municipale entre le District régional de Comox Valley et la ville de Courtney, jusqu'à l'angle sud-ouest du plan EPP27748;</p> <p>De là, vers le nord, le long de la limite est du plan EPP27748, jusqu'au point de départ.</p> <p>À l'exception des zones précédemment décrites comme 2a, 2b et 3.</p>
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Zone 5a **Town of Comox – 25 metres**

Ville de Comox – 25 mètres

Beginning at Ground Control Point 275966;

Thence South 88 degrees 16 minutes 30 seconds West, a distance of 5,667.51 metres to a point of commencement, said point being the northwest corner of plan VIP60685, and having the approximate coordinate of 49 degrees 41 minutes 38 seconds North, 124 degrees 56 minutes 42 seconds West;

Thence easterly and southerly along the municipal boundary between the Comox Valley Regional District and the Town of Comox, being the northern limit of plans VIP60685 and EPP118279, to the southeast corner of said plan VIP21086, said point being on the northern limit of the road allowance of Hector Road;

Thence easterly along Hector Road, also being the southern limit of plan VIP

À partir du point de contrôle au sol 275966;

De là, vers le sud 88 degrés 16 minutes 30 secondes ouest, une distance de 5 667,51 mètres jusqu'à un point de départ, ledit point étant l'angle nord-ouest du plan VIP60685 et ayant pour coordonnées approximatives 49 degrés 41 minutes 38 secondes nord, 124 degrés 56 minutes 42 secondes ouest;

De là, vers l'est et le sud, le long de la limite municipale entre le District régional de la vallée de Comox et la ville de Comox, soit la limite nord des plans VIP60685 et EPP118279, jusqu'à l'angle sud-est dudit plan VIP21086, ledit point étant situé sur la limite nord de l'emprise de route d'Hector Road;

De là, vers l'est, le long d'Hector Road, qui est également la limite sud du plan VIP21086, jusqu'à l'angle sud-est dudit plan;

De là, vers le sud 3 degrés 14 minutes 07 secondes est, sur une distance de

<p>21086, to the southeast corner of said plan;</p> <p>Thence South 3 degrees 14 minutes 07 seconds East a distance of 12.25 metres, across the road allowance of Hector Road, to the northwest corner of plan VIP2830;</p> <p>Thence southerly along the municipal boundary between the Comox Valley Regional District and the Town of Comox, being the easterly limit of plan VIP18002, to the southeast corner of said plan VIP18002;</p> <p>Thence westerly along the southern limit of plans VIP18002 and VIP60685, to the southwest corner of plan VIP60685;</p> <p>Thence northerly along the western limit of plan VIP60685, to the southernmost corner point of the daylight at the road allowance of Hector Road;</p> <p>Thence northerly across the road allowance of Hector Road to the southeast corner of plan EPP118279;</p> <p>Thence westerly along the limits of plans VIP118279 and VIP60685 to the point of commencement.</p>	<p>12,25 mètres, en traversant l'emprise de route d'Hector Road, jusqu'à l'angle nord-ouest du plan VIP2830;</p> <p>De là, vers le sud, le long de la limite municipale entre le District régional de la vallée de Comox et la ville de Comox, soit la limite est du plan VIP18002, jusqu'à l'angle sud-est dudit plan VIP18002</p> <p>De là, vers l'ouest, le long de la limite sud des plans VIP18002 et VIP60685, jusqu'à l'angle sud-ouest du plan VIP60685;</p> <p>De là, vers le nord, le long de la limite ouest du plan VIP60685, jusqu'à l'angle le plus au sud de l'entrée en terre de l'emprise de route d'Hector Road;</p> <p>De là, vers le nord, en traversant l'emprise d'Hector Road, jusqu'à l'angle sud-est du plan EPP118279;</p> <p>De là, vers l'ouest, le long des limites des plans VIP118279 et VIP60685, jusqu'au point de départ.</p>
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Zone 5b **Town of Comox - 25 metres**

Ville de Comox - 25 mètres

Beginning at Ground Control Point 275966;

Thence South 80 degrees 12 minutes 56 seconds West, a distance of 4,816.61 metres to the point of commencement, being the southeast corner of plan VIP86498, and having the approximate coordinate of 49 degrees 41 minutes 18 seconds North, 124 degrees 55 minutes 55 seconds West;

À partir du point de contrôle au sol 275966;

De là, vers le sud 80 degrés 12 minutes 56 secondes ouest, une distance de 4 816,61 mètres jusqu'au point de départ, soit l'angle sud-est du plan VIP86498, et ayant pour coordonnées approximatives 49 degrés 41 minutes 18 secondes nord, 124 degrés 55 minutes 55 secondes ouest;

De là, vers l'ouest, dans le sens horaire, autour de la limite du plan VIP86498, jusqu'au point de départ.

Thence westerly clockwise around the limit of plan VIP86498 to the point of commencement.

Zone 6

Town of Comox – 15 metres

Ville de Comox – 15 mètres

Beginning at Ground Control Point 275966;

À partir du point de contrôle au sol 275966;

Thence South 88 degrees 16 minutes 30 seconds West, a distance of 5,667.51 metres to the point of commencement, being the northwest corner of plan VIP60685, and having the approximate coordinate of 49 degrees 41 minutes 38 seconds North, 124 degrees 56 minutes 42 seconds West;

De là, vers le sud 88 degrés 16 minutes 30 secondes ouest, une distance de 5 667,51 mètres jusqu'au point de départ, soit l'angle nord-ouest du plan VIP60685, et ayant pour coordonnées approximatives 49 degrés 41 minutes 38 secondes nord, 124 degrés 56 minutes 42 secondes ouest;

Thence easterly and southerly along the municipal boundary between the Comox Valley Regional District and the Town of Comox, to the northeast corner of plan EPP3746;

De là, vers l'est et le sud, le long de la limite municipale entre le District régional de la vallée de Comox et la ville de Comox, jusqu'à l'angle nord-est du plan EPP3746;

Thence southeasterly along the eastern limit of plan EPP3746 to the southeast corner of said plan EPP3746;

De là, vers le sud-est, le long de la limite est du plan EPP3746 jusqu'à l'angle sud-est dudit plan EPP3746;

Thence South 21 degrees 52 minutes 18 seconds East a distance of 46.58 metres, across the road allowance of Church Street to the northwest corner of plan VIP22777;

De là, vers le sud, par 21 degrés 52 minutes 18 secondes, vers l'est, sur une distance de 46,58 mètres, en traversant l'emprise de route de la rue Church, jusqu'à l'angle nord-ouest du plan VIP22777;

Thence easterly and southerly along the northern limit of plan VIP22777, a distance of 45.42 metres;

De là, vers l'est puis le sud, le long de la limite nord du plan VIP22777, sur une distance de 45,42 mètres;

Thence South 2 degrees 51 minutes 40 seconds West, a distance of 39.63 metres to the northern limit of the road allowance of Noel Avenue;

De là, vers le sud 2 degrés 51 minutes 40 secondes ouest, sur une distance de 39,63 mètres jusqu'à la limite nord de l'emprise de route de l'avenue Noel;

Thence westerly along the northern limit of Noel Avenue, across the road allowance of Church Street and Linshart Road, to the southeast corner of plan VIP25592;

De là, vers l'ouest, le long de la limite nord de l'avenue Noel, en traversant l'emprise de route de la rue Church et Linshart Road, jusqu'à l'angle sud-est du plan VIP25592;

De là, vers l'ouest, sur une distance de 193,75 mètres, le long de la limite sud des plans VIP25592, VIP35403 et VIP55824, soit

Thence westerly a distance of 193.75 metres along the southern limit of plans VIP25592, VIP35403 and VIP55824, being the northern limit of the road allowance of Noel Avenue;

Thence South 24 degrees 05 minutes 21 seconds West a distance of 21.42 metres, across the road allowance of Noel Avenue, to the northeast corner of plan VIP25604;

Thence westerly and southerly along the limit of plans VIP25604 to the southwest corner of said plan VIP25604;

Thence southerly along the western limit of plans VIP28716, VIP32566, EPP92493, VIP34709, and VIP26763, to the southwest corner of plan VIP26763, being the intersection of plan VIP4032 and the northern limit of the road allowance of Robb Avenue;

Thence westerly along the southern limit of plan VIP4032, to the southwest corner of said plan VIP4032 and the being the southeast corner of plan VIP16398;

Thence continuing westerly along the southern limit of plan VIP16398, a distance of 22.24 metres.

Thence South 04 degrees 40 minutes 26 seconds West, a distance of 19.48 metres, across the road allowance of Robb Avenue, to the northeast corner of plan VIP33047;

Then southerly and westerly along the limit of plan VIP33047, to the southwest corner of said plan VIP33047, being on the eastern limit of the road allowance of Anderton Road;

Thence South 37 degrees 27 minutes 01 second West a distance of 36.84 metres, across the road allowance of Anderton

la limite nord de l'emprise de route de l'avenue Noel;

De là, vers le sud 24 degrés 05 minutes 21 secondes vers l'ouest, sur une distance de 21,42 mètres, en traversant l'emprise de route de l'avenue Noel, jusqu'à l'angle nord-est du plan VIP25604;

De là, vers l'ouest et le sud, le long de la limite du plan VIP25604, jusqu'à l'angle sud-ouest dudit plan VIP25604;

De là, vers le sud, le long de la limite ouest des plans VIP28716, VIP32566, EPP92493, VIP34709 et VIP26763, jusqu'à l'angle sud-ouest du plan VIP26763, soit l'intersection du plan VIP4032 et de la limite nord de l'emprise de route de l'avenue Robb;

De là, vers l'ouest, le long de la limite sud du plan VIP4032, jusqu'à l'angle sud-ouest dudit plan VIP4032 et l'angle sud-est du plan VIP16398;

De là, en continuant vers l'ouest le long de la limite sud du plan VIP16398, sur une distance de 22,24 mètres.

De là, vers le sud 04 degrés 40 minutes 26 secondes ouest, sur une distance de 19,48 mètres, en traversant l'emprise de route de l'avenue Robb, jusqu'à l'angle nord-est du plan VIP33047;

Puis vers le sud et l'ouest le long de la limite du plan VIP33047, jusqu'à l'angle sud-ouest dudit plan VIP33047, situé sur la limite est de l'emprise de route d'Anderton Road;

De là, vers le sud 37 degrés 27 minutes 01 seconde ouest, sur une distance de 36,84 mètres, en traversant l'emprise de route d'Anderton Road, jusqu'à un point situé sur la limite est du plan VIP20478;

De là, vers le sud, le long de la limite est du plan VIP20478, sur une distance de 22,39 mètres;

Road, to a point on the eastern limit of plan VIP20478;

Thence southerly along the eastern limit of plan VIP20478, a distance of 22.39 metres;

Thence North 86 degrees 20 minutes 24 seconds West, a distance of 39.63 metres to the intersection with plan VIS4462;

Thence continuing North 86 degrees 20 minutes 24 seconds West, a distance of 24.66 metres to a point on the outer surface of the *Comox Airport Zoning Regulations*;

Thence northerly and westerly along the boundary of the outer surface of the *Comox Airport Zoning Regulations*, to a point being the westernmost corner of plan VIP85683, being on the road allowance of McDonald Road.

Thence northeasterly along the northern boundary of plan VIP85683, across Guthrie Road to the northern corner of the daylight on plan EPP112531;

Thence northeasterly along the northern boundary of plans EPP118278 and EPP118282, to the westernmost corner the daylight on plan EPP118278;

Thence North 52 degrees 9 minutes 33 seconds East, a distance of 26.0 m to the intersection with plan VIP60685;

Thence northwesterly along plan VIP60685, which is also the municipal boundary between the Town of Comox and the City of Courtenay, to the point of commencement.

Save and excepting thereout areas previously described as 5a and 5b.

De là, vers le nord 86 degrés 20 minutes 24 secondes ouest, sur une distance de 39,63 mètres jusqu'à l'intersection avec le plan VIS4462;

De là, en continuant vers le nord à 86 degrés 20 minutes 24 secondes ouest, sur une distance de 24,66 mètres jusqu'à un point situé sur la surface extérieure du *Règlement de zonage de l'aéroport de Comox*;

De là, vers le nord et l'ouest, le long de la limite de la surface extérieure du *Règlement de zonage de l'aéroport de Comox*, jusqu'à l'angle le plus à l'ouest du plan VIP85683, sur l'emprise de route de McDonald Road.

De là, vers le nord-est, le long de la limite nord du plan VIP85683, à travers Guthrie Road jusqu'à l'angle nord l'entrée en terre sur le plan EPP112531;

De là, vers le nord-est, le long de la limite nord des plans EPP118278 et EPP118282, jusqu'à l'angle le plus à l'ouest l'entrée en terre sur le plan EPP118278;

De là, vers le nord 52 degrés 9 minutes 33 secondes est, sur une distance de 26,0 m jusqu'à l'intersection avec le plan VIP60685;

De là, vers le nord-ouest, le long du plan VIP60685, qui est également la limite municipale entre la ville de Comox et la ville de Courtenay, jusqu'au point de départ.

À l'exception des zones précédemment décrites comme 5a et 5b.

Zone 7a City of Courtenay – 20 metres

Ville de Courtenay – 20 mètres

Beginning at Ground Control Point 275966;

À partir du point de contrôle au sol 275966;

Thence North 74 degrees 00 minutes 31 seconds West, a distance of 6620.66 metres to the point of commencement, being the northwestern corner of plan EPP97227, and having the approximate coordinate of 49 degrees 42 minutes 39 seconds North, 124 degrees 57 minutes 21 seconds West;

De là, vers le nord 74 degrés 00 minute 31 secondes ouest, une distance de 6 620,66 mètres jusqu'au point de départ, qui est l'angle nord-ouest du plan EPP97227, et dont les coordonnées approximatives sont 49 degrés 42 minutes 39 secondes nord, 124 degrés 57 minutes 21 secondes ouest;

Thence along the northern limit of plan EPP97227, a distance of 108.88 metres;

De là, le long de la limite nord du plan EPP97227, sur une distance de 108,88 mètres;

Thence South 30 degrees 25 minutes 46 seconds East a distance of 42.02 metres;

De là, vers le sud, 30 degrés 25 minutes 46 secondes vers l'est, sur une distance de 42,02 mètres;

Thence southwesterly along the arc, a distance of 79.74 metres;

De là, vers le sud-ouest, le long de l'arc, sur une distance de 79,74 mètres;

Thence South 56 degrees 30 minutes 34 seconds West, a distance of 40.59 metres, to the southwestern corner of plan EPP97227;

De là, vers le sud 56 degrés 30 minutes 34 secondes ouest, sur une distance de 40,59 mètres, jusqu'à l'angle sud-ouest du plan EPP97227;

Thence northwesterly along the western limit of plan EPP97227, a distance of 102.97, to the point of commencement.

De là, vers le nord-ouest, le long de la limite ouest du plan EPP97227, sur une distance de 102,97, jusqu'au point de départ.

Zone 7b City of Courtenay – 20 metres

Ville de Courtenay – 20 mètres

Beginning at Ground Control Point 275966;

À partir du point de contrôle au sol 275966;

Thence North 72 degrees 52 minutes 30 seconds West, a distance of 6,413.93 metres to the point of commencement, being the northern most corner of plan EPP97227, and having the approximate coordinate of 49 degrees 42 minutes 44.610 seconds North, 124 degrees 57 minutes 7.785 seconds West;

De là, vers le nord 72 degrés 52 minutes 30 secondes ouest, une distance de 6 413,93 mètres jusqu'au point de départ, qui est l'angle le plus au nord du plan EPP97227, et dont les coordonnées approximatives sont 49 degrés 42 minutes 44,610 secondes nord, 124 degrés 57 minutes 7,785 secondes ouest;

De là, vers le sud 64 degrés 26 minutes 00 seconde vers l'est, sur une distance de 31,30 mètres;

Thence South 64 degrees 26 minutes 00 second East, a distance of 31.30 metres;	De là, vers le sud 20 degrés 35 minutes 01 seconde ouest, une distance de 42,31 mètres;
Thence South 20 degrees 35 minutes 01 seconds West, a distance of 42.31 metres;	De là, vers le sud 03 degrés 52 minutes 59 secondes est, une distance de 51,52 mètres;
Thence South 03 degrees 52 minutes 59 seconds East, a distance of 51.52 metres;	De là, vers le sud 03 degrés 53 minutes 06 secondes est, une distance de 3,08 mètres;
Thence South 03 degrees 53 minutes 06 seconds East, a distance of 3.08 metres;	De là, vers le sud 10 degrés 18 minutes 15 secondes est, une distance de 5,94 mètres;
Thence South 10 degrees 18 minutes 15 seconds East, a distance of 5.94 metres;	De là, vers le sud 79 degrés 41 minutes 45 secondes Ouest, une distance de 32,50 mètres;
Thence South 79 degrees 41 minutes 45 seconds West, a distance of 32.50 metres;	De là, vers le nord-ouest, le long de l'arc, sur une distance de 21,30 mètres;
Thence northwesterly along the arc, a distance of 21.30 metres;	De là, vers le nord 40 degrés 9 minutes 11 secondes ouest, sur une distance de 32,02 mètres, le long de la limite du plan EPP97227;
Thence North 40 degrees 9 minutes 11 seconds West a distance of 32.02 metres, along the limit of plan EPP97227;	De là, vers le nord 30 degrés 51 minutes 25 secondes est, sur une distance de 49,96 mètres;
Thence North 30 degrees 51 minutes 25 seconds East a distance of 49.96 metres;	De là, vers le nord 31 degrés 01 minute 15 secondes est, sur une distance de 54,86 mètres, jusqu'au point de départ.
Thence North 31 degrees 01 minutes 15 seconds East a distance of 54.86 metres, to the point of commencement	

Zone 7c City of Courtenay – 20 metres

Ville de Courtenay – 20 mètres

Beginning at Ground Control Point 275966;

À partir du point de contrôle au sol 275966;

Thence North 71 degrees 54 minutes 41 seconds West, a distance of 5,441.96 metres to the point of commencement, being the northwest corner of plan VIP71399, and having the approximate coordinate of 49 degrees 42 minutes 38.973 seconds North, 124 degrees 56 minutes 19.790 seconds West;

De là, vers le nord 71 degrés 54 minutes 41 secondes ouest, une distance de 5 441,96 mètres jusqu'au point de départ, soit l'angle nord-ouest du plan VIP71399, et ayant pour coordonnées approximatives 49 degrés 42 minutes 38,973 secondes nord, 124 degrés 56 minutes 19,790 secondes ouest;

De là, vers le sud, le long de la limite ouest du plan VIP71399, jusqu'à l'angle sud-ouest dudit plan VIP71399;

<p>Thence southerly along the western limit of plan VIP71399, to the southwest corner of said plan VIP71399;</p>	<p>De là, vers l'ouest, le long des limites nord des plans VIP40190 et VIP76495, jusqu'à la limite est du plan VIS6195;</p>
<p>Thence westerly along the northern limits of plans VIP40190 and VIP76495, to the eastern limit of plan VIS6195;</p>	<p>De là, vers le nord, le long de la limite est du plan VIS6195, jusqu'à la limite sud de l'emprise de route de l'accès à Royal Vista Way;</p>
<p>Thence northerly along the eastern limit of plan VIS6195, to the southern limit of the road allowance of Royal Vista Way Access Road;</p>	<p>De là, vers l'est et le nord, le long de la limite sud de l'emprise de route de l'accès à Royal Vista Way, jusqu'à l'intersection du plan VIS6990;</p>
<p>Thence easterly and northerly along the southern limit of the road allowance of Royal Vista Way Access Road, to the intersection of plan VIS6990;</p>	<p>De là, vers l'est et le nord, le long de la limite sud et est du plan VIS6990 et de la limite est du plan VIS6181, jusqu'à l'angle nord-est du plan VIS6181, soit un point situé à l'intersection du plan VIP72239;</p>
<p>Thence easterly and northerly along the southern and eastern limit of plan VIS6990 and the eastern limit of plan VIS6181, being a point on the intersection of plan VIP72239;</p>	<p>De là, vers l'est et le nord, le long de la limite est du plan VIP72239, jusqu'à la limite méridionale de l'emprise de route de Ryan Road;</p>
<p>Thence easterly and northerly along the eastern limit of plan VIP72239, to the southern limit of the road allowance of Ryan Road;</p>	<p>De là, vers l'est, le long de la limite sud de l'emprise de route de Ryan Road, sur une distance de 571,20 mètres;</p>
<p>Thence easterly along the southern limit of the road allowance of Ryan Road, a distance of 571.20 metres;</p>	<p>De là, vers le sud, à 01 degré 55 minutes 43 secondes ouest, sur une distance de 329,11 mètres;</p>
<p>Thence South 01 degrees 55 minutes 43 seconds West, a distance of 329.11 metres;</p>	<p>De là, vers le sud, par 02 degrés 45 minutes 34 secondes, vers l'ouest, sur une distance de 116,70 mètres, jusqu'à l'angle nord-ouest de l'emprise de route d'Atlas Road;</p>
<p>Thence South 02 degrees 45 minutes 34 seconds West, a distance of 116.70 metres, to the northwest corner of the road allowance of Atlas Road;</p>	<p>De là, vers le sud, en traversant l'extrémité de l'emprise de route d'Atlas Road, jusqu'au point de départ.</p>
<p>Thence south across the end of the road allowance of Atlas Road, to the point of commencement.</p>	

<p>Zone 8</p> <p>City of Courtenay – 25 metres</p> <p>Beginning at Ground Control Point 275966;</p> <p>Thence North 71 degrees 10 minutes 28 seconds West, a distance of 7067.22 metres to the point of commencement, being the north corner of plan VIP87389; having the approximate coordinate of 49 degrees 42 minutes 56.819 seconds North, 124 degrees 57 minutes 36.223 seconds West;</p> <p>Thence southerly along the eastern limits of plans VIP87389 and VIP82077, to the northern limit of the road allowance of Ryan Road;</p> <p>Thence southerly across the road allowance of Ryan Road to the northern corner of plan VIP68539;</p> <p>Thence southerly and westerly along the eastern and southern limit of plan VIP68539, to the outer surface of the <i>Comox Airport Zoning Regulations</i>;</p> <p>Thence northerly along the outer surface of the <i>Comox Airport Zoning Regulations</i>, a distance of 284.14 metres, to a point on the northwest limit of plan VIP87389;</p> <p>Thence northeasterly along the northwest limit of plan VIP87389, to the point of commencement.</p>	<p>Ville de Courtenay – 25 mètres</p> <p>À partir du point de contrôle au sol 275966;</p> <p>De là, vers le nord 71 degrés 10 minutes 28 secondes ouest, une distance de 7067,22 mètres jusqu'au point de départ, soit l'angle nord du plan VIP87389; ayant pour coordonnées approximatives 49 degrés 42 minutes 56,819 secondes nord, 124 degrés 57 minutes 36,223 secondes ouest;</p> <p>De là, vers le sud, le long des limites est des plans VIP87389 et VIP82077, jusqu'à la limite nord de l'emprise de route de Ryan Road;</p> <p>De là, vers le sud, en traversant l'emprise de route de Ryan Road jusqu'à l'angle nord du plan VIP68539;</p> <p>De là, vers le sud et l'ouest, le long de la limite est et sud du plan VIP68539, jusqu'à la surface extérieure du <i>Règlement de zonage de l'aéroport de Comox</i>;</p> <p>De là, vers le nord, le long de la limite de la surface extérieure du <i>Règlement de zonage de l'aéroport de Comox</i>, sur une distance de 284,14 mètres, jusqu'à un point situé sur la limite nord-ouest du plan VIP87389;</p> <p>De là, vers le nord-est, le long de la limite nord-ouest du plan VIP87389, jusqu'au point de départ.</p>
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<p>Zone 9</p> <p>City of Courtenay – 40 metres</p> <p>Beginning at Ground Control Point 275966;</p> <p>Thence North 73 degrees 41 minutes 54 seconds West, a distance of 6908.32 metres to the point of commencement, being a point located at the intersection of</p>	<p>Ville de Courtenay – 40 mètres</p> <p>À partir du point de contrôle au sol 275966;</p> <p>De là, vers le nord 73 degrés 41 minutes 54 secondes ouest, une distance de 6908,32 mètres jusqu'au point de départ, situé à l'intersection des plans VIP68539 et VIP64932, ayant pour coordonnées</p>
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plans VIP68539 and VIP64932, having the approximate coordinate of 49 degrees 42 minutes 46 seconds North, 124 degrees 57 minutes 33 seconds West;

Thence southerly and westerly a distance of 91.35 metres along the northwestern limit of plan VIP64932, to a point on the outer surface of the *Comox Airport Zoning Regulations*;

Thence northerly along the outer surface of the *Comox Airport Zoning Regulations*, a distance of 98.30 metres, to a point on the southwest limit of plan VIP68539;

Thence southeasterly along the southwest limit of plan VIP68539, to the point of commencement

approximatives 49 degrés 42 minutes 46 secondes nord, 124 degrés 57 minutes 33 secondes ouest;

De là, vers le sud et l'ouest sur une distance de 91,35 mètres le long de la limite nord-ouest du plan VIP64932, jusqu'à un point situé sur la surface extérieure du *Règlement de zonage de l'aéroport de Comox*;

De là, vers le nord, le long de la surface extérieure du *Règlement de zonage de l'aéroport de Comox*, sur une distance de 98,30 mètres, jusqu'à un point situé sur la limite sud-ouest du plan VIP68539;

De là, vers le sud-est, le long de la limite sud-ouest du plan VIP68539, jusqu'au point de départ

Zone 10a **City of Courtenay – 15 metres**

Beginning at Ground Control Point 275966;

Thence North 51 degrees 46 minutes 54 seconds West, a distance of 7497.96 metres to the point of commencement, being the southwest corner of plan VIP30381, and having the approximate coordinate of 49 degrees 44 minutes 14 seconds North, 124 degrees 56 minutes 59 seconds West;

Thence South 02 degrees 31 minutes 47 seconds West, a distance of 373.05 metres across plan EPP43400;

Thence North 87 degrees 16 minutes 55 seconds West, a distance of 666.93 metres, to a point located on the outer surface of the *Comox Airport Zoning Regulations*;

Thence northeasterly along the outer surface of the *Comox Airport Zoning Regulations* to the intersection of the

Ville de Courtenay – 15 mètres

À partir du point de contrôle au sol 275966;

De là, vers le nord 51 degrés 46 minutes 54 secondes ouest, une distance de 7497,96 mètres jusqu'au point de départ, soit l'angle sud-ouest du plan VIP30381, et ayant pour coordonnées approximatives 49 degrés 44 minutes 14 secondes nord, 124 degrés 56 minutes 59 secondes ouest;

De là, vers le sud 02 degrés 31 minutes 47 secondes ouest, sur une distance de 373,05 mètres à travers le plan EPP43400;

De là, vers le nord 87 degrés 16 minutes 55 secondes ouest, une distance de 666,93 mètres, jusqu'à un point situé sur la surface extérieure du *Règlement de zonage de l'aéroport de Comox*;

De là, vers le nord-est, le long de la surface extérieure du *Règlement de zonage de l'aéroport de Comox* jusqu'à l'intersection de la limite municipale entre la ville de Courtenay et le District régional de Comox Valley, soit

municipal boundary between the City of Courtenay and the Comox Valley Regional District, being the most westerly corner point of the daylight on the north corner of plan EPP43400;

Thence southerly and easterly along the limit of said plan EPP43400, to the point of commencement.

l'angle le plus à l'ouest de l'entrée en terre sur l'angle nord du plan EPP43400;

De là, vers le sud et l'est, le long de la limite dudit plan EPP43400, jusqu'au point de départ.

Zone 10b City of Courtenay – 15 metres

Beginning at Ground Control Point 275966;

Thence North 67 degrees 27 minutes 42 seconds West, a distance of 7,345.57 metres to the point of commencement, being the northwest corner of plan VIP87332, and having the approximate coordinate of 49 degrees 43 minutes 14 seconds North, 124 degrees 57 minutes 42 seconds West;

Thence easterly along the northern limit of plan VIP87332 and EPP123107, to the northeast corner of plan VIP87332, being on the municipal boundary between the Comox Valley Regional District and the City of Courtenay;

Thence southerly along the municipal boundary between the Comox Valley Regional District and the City of Courtenay, a distance of 411.96 metres;

Thence southerly across the road allowance of Ryan Road, to a point located on the northeast corner of plan EPP27748;

Thence southerly along the eastern limit of plan EPP27748, to the southwest corner of said plan EPP27748;

Thence southerly along the municipal boundary between the Comox Valley Regional District and the City of

Ville de Courtenay – 15 mètres

À partir du point de contrôle au sol 275966;

De là, vers le nord 67 degrés 27 minutes 42 secondes ouest, une distance de 7 345,57 mètres jusqu'au point de départ, qui est l'angle nord-ouest du plan VIP87332, et dont les coordonnées approximatives sont 49 degrés 43 minutes 14 secondes nord, 124 degrés 57 minutes 42 secondes ouest;

De là, vers l'est, le long de la limite nord des plans VIP87332 et EPP123107, jusqu'à l'angle nord-est du plan VIP87332, situé sur la limite municipale entre le District régional de la vallée de Comox et la ville de Courtenay;

De là, vers le sud, le long de la limite municipale entre le District régional de la vallée de Comox et la ville de Courtenay, une distance de 411,96 mètres;

De là, vers le sud en traversant l'emprise de route de Ryan road, jusqu'à l'angle nord-est du plan EPP27748;

De là, vers le sud, suivant la limite est du plan EPP27748, jusqu'à l'angle sud-ouest dudit plan EPP27748;

De là, vers le sud, le long de la limite municipale entre le District régional de la vallée de Comox et la ville de Courtenay, jusqu'à l'intersection de la limite municipale de la ville de Comox;

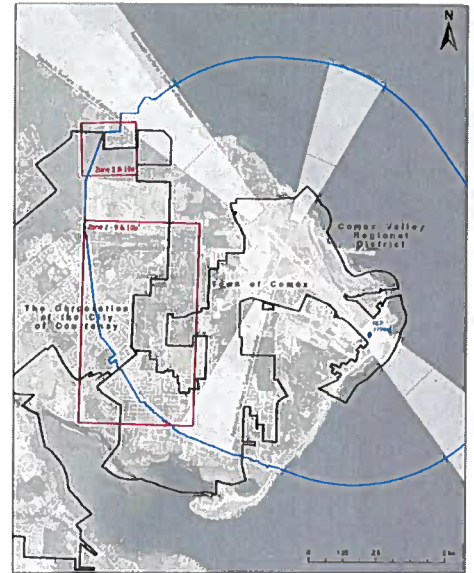
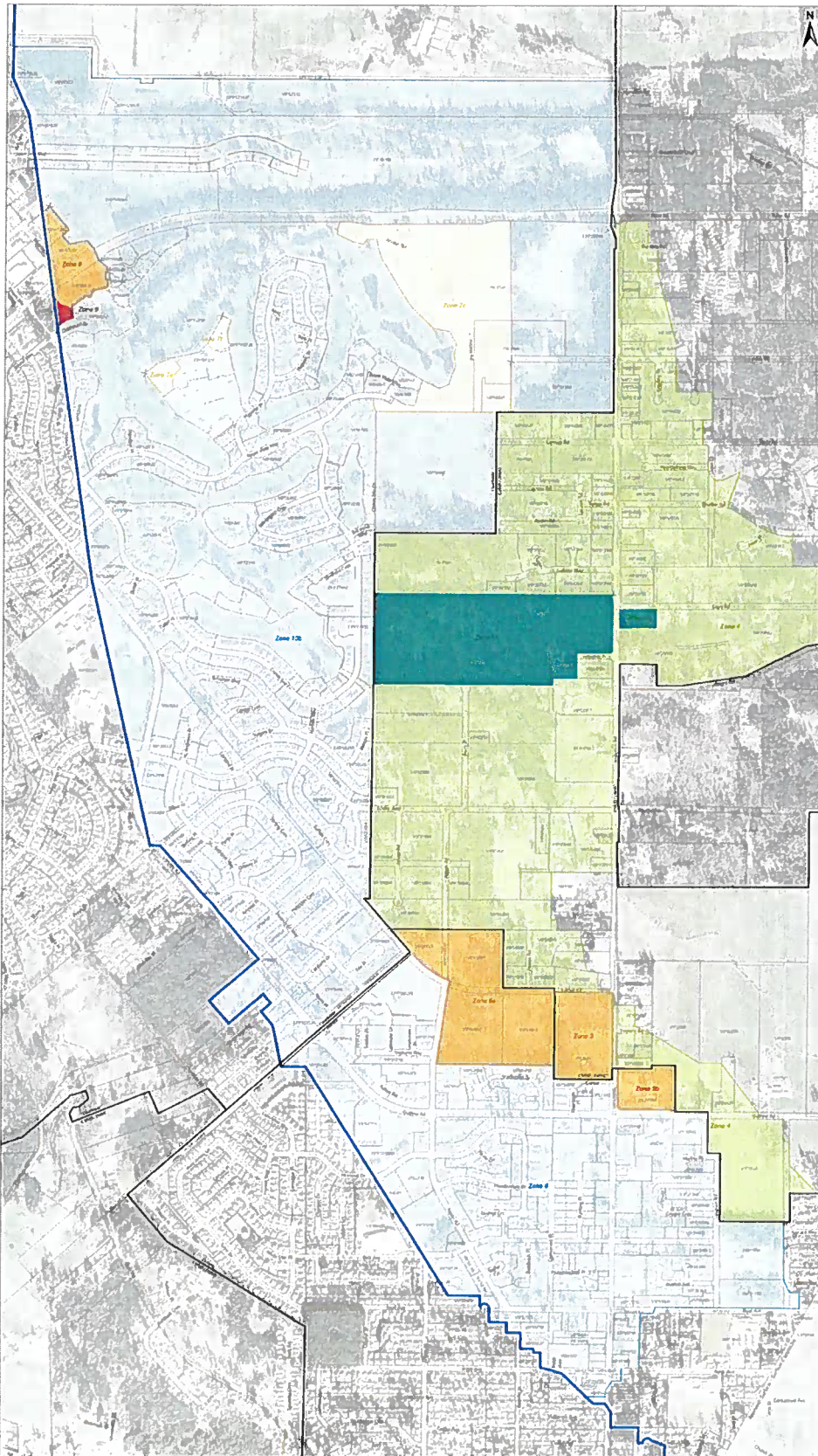
<p>Courtenay, to the intersection of the municipal boundary of the Town of Comox;</p>	<p>De là, vers le sud-est, une distance de 109,0 mètres, le long de la limite municipale entre la ville de Courtenay et la ville de Comox;</p>
<p>Thence southeasterly, a distance of 109.0 metres, along the municipal boundary between the City of Courtenay and the Town of Comox;</p>	<p>De là, vers le sud 52 degrés 9 minutes 33 secondes ouest, une distance de 26,0 mètres jusqu'à l'angle le plus à l'ouest de l'entrée en terre sur le plan EPP118278;</p>
<p>Thence South 52 degrees 9 minutes 33 seconds West, a distance of 26.00 metres to the westernmost corner of the daylight on plan EPP118278.</p>	<p>De là, vers le sud-ouest, le long de la limite nord des plans EPP118278 et EPP118282, jusqu'à l'angle le plus à l'ouest de l'entrée en terre sur le plan EPP112531;</p>
<p>Thence southeasterly along the northern boundary of plans EPP118278 and EPP118282, to the westernmost corner the daylight on plan EPP112531;</p>	<p>De là, vers le sud 52 degrés 13 minutes 39 secondes ouest, une distance de 72,92 mètres, en traversant Guthrie Road jusqu'à la limite nord du plan VIP85683;</p>
<p>Thence South 52 degrees 13 minutes 39 seconds West, a distance of 72.92 metres across Guthrie Road, to the northern limit of plan VIP85683.</p>	<p>De là, continuant vers le sud-ouest, le long de la limite nord du plan VIP85683, jusqu'à l'intersection avec la surface extérieure du <i>Règlement de zonage de l'aéroport de Comox</i>;</p>
<p>Thence continuing southwesterly along the northern limit of plan VIP85683 to the intersection with the outer surface of the <i>Comox Airport Zoning Regulations</i>;</p>	<p>De là, vers le nord, le long de la surface extérieure du <i>Règlement de zonage de l'aéroport de Comox</i>, jusqu'au point de départ.</p>
<p>Thence northerly along the outer surface of the <i>Comox Airport Zoning Regulations</i>, to the point of commencement.</p>	<p>À l'exception des zones précédemment décrites comme 9a, 9b, 9c, 10 et 11.</p>
<p>Save and excepting thereout areas previously described as 9a, 9b, 9c, 10, and 11.</p>	

Aéroport de Comox Airport

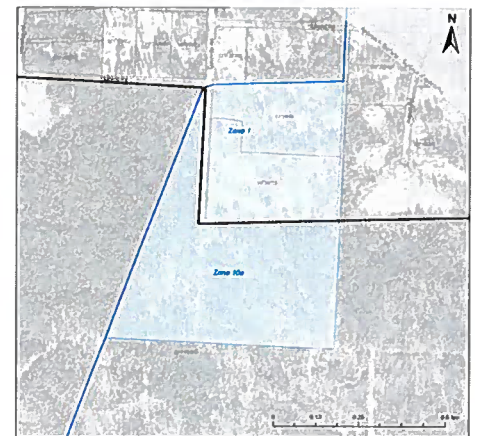
Map of the Comox Airport Zoning Regulations (AZR) Exemption Order
 Carte de l'arrêté d'exemption de l'application du règlement de zonage de l'aéroport (RZA) de Comox

City of Courtenay, Town of Comox, Comox Valley Regional District
 Ville de Courtenay, ville de Comox et District régional de la vallée de Comox

Location Diagram - Carte de localisation



Zone 1, Zone 10a



Legend - Légende

- Point of Commencement - Point de départ
- Approach Surface - Surface d'approche
- Municipal boundary - Limite municipale
- AZR Outer Surface - Surface extérieure RZA
- Cadastral Plan - Plan du cadastre
- CVRD Height Limitation - Limite de hauteur DRVC
 - Zone 1 - 15 m
 - Zone 4' - 10 m
 - Zone 2a - 12 m
 - Zone 2b - 12 m
 - Zone 3 - 25 m
- Comox Height Limitation - Limite de hauteur Comox
 - Zone 6' - 15 m
 - Zone 5a - 25 m
 - Zone 5b - 25 m
- Courtenay Height Limitation - Limite de hauteur Courtenay
 - Zone 10a' - 15 m
 - Zone 7a - 20 m
 - Zone 7b - 20 m
 - Zone 7c - 20 m
 - Zone 8 - 25 m
 - Zone 9 - 40 m

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ATTACHMENT 10
COUNCIL POLICY CCL-069

 TOWN OF COMOX		POLICY AND PROCEDURE MANUAL	
AFFORDABLE HOUSING AMENITY CONTRIBUTION POLICY			
Section: COUNCIL	Number: CCL-069	Office of Primary Responsibility: CORPORATE SERVICES	
Type: <input checked="" type="checkbox"/> Policy <input checked="" type="checkbox"/> Procedure	Authority: <input checked="" type="checkbox"/> Council <input type="checkbox"/> Administrative	Approved By: <input checked="" type="checkbox"/> Council <input type="checkbox"/> Chief Administrative Officer <input type="checkbox"/> Department Head	
Date Adopted: March 16, 2022	Date Last Amended: June 1, 2022	Date to be Reviewed: March 2023	
Manner Issued: Website, Internal Memo, Upon request			

1 PURPOSE

- 1.01 The purpose of this policy is to seek developer contributions for Affordable Housing as an amenity at time of zoning amendment.
- 1.02 The purpose of this policy is to direct developer contributions collected under this policy towards either the acquisition of units owned by the Town and managed by a non-profit housing provider or to provide funds to non-profit housing providers in a partnership for the provision of affordable housing.

2 POLICY STATEMENT

- 2.01 Affordable Housing remains a challenge for many residents within the Town of Comox.
- 2.02 The number of households in core housing need is increasing within the Town.
- 2.03 The construction of non-market units helps meet the need for Affordable Housing.
- 2.04 The Town may work through non-profit housing providers to facilitate the management of Affordable Housing.
- 2.05 The Town may seek an Affordable Housing amenity for rezoning applications for four or more principal residential dwellings.

3 DEFINITIONS

- 3.01 "Affordable Housing" means housing where the cost of accommodation does not exceed 30% of a household's gross income.
- 3.02 "Affordable Housing Operator" means a non-profit housing development corporation whose primary function is the provision and/or management of Affordable Housing units.
- 3.03 "Cellar" means that portion of a building situated between the top of any floor and the top of the floor next above it, having no more than 0.6 metres of its height above grade, and a height from floor to ceiling of less than 2.1 metres.
- 3.04 "Multifamily Development" means development consisting of more than one unit on a parcel excluding secondary suites and coach houses.
- 3.05 "Rental Development" means development where units are limited to residential rental tenure in accordance with section 481.1(1) of the *Local Government Act*
- 3.06 "Single-family Development" means development consisting of one dwelling unit on fee simple or bare land strata lots with or without a secondary suite or coach house.

4 SCOPE

- 4.01 This policy applies to all applications for rezoning where rezoning yields 4 or more additional dwelling units excluding secondary suites and coach houses.
- 4.02 As of the date this policy is adopted by Council, this policy only applies to applications which have not submitted a complete application.
- 4.03 Any amendments to this policy will apply to applications which have not submitted a complete application as of the amendment adoption date, unless otherwise directed by Council.

5 POLICY

- 5.01 As part of an amenity negotiation for rezoning, the Town will seek a developer contribution rate of:
 - (a) \$73 per square metre for Multifamily Development,
 - (b) \$50 per square metre for Rental Development, and
 - (c) \$7,300 per lot for Single-family Development.

The per square metre contribution will be based on the interior floor area of each residential unit, including stairwells and elevator shafts but excluding vehicle parking areas, Class II bicycle parking spaces and Cellars.

- 5.02 The developer contribution rate may be adjusted in consideration of the following factors:
 - (a) The impact of the proposed development on the community, and
 - (b) The size of the proposed units.
- 5.03 The Town will seek to expend contributions collected under this policy either through the purchase or acquisition of units in new developments or through project partnerships with non-profit affordable housing providers. Purchase or acquisition will be at market rate excluding real estate fees.

6 PROCEDURES

- 6.01 Purchase or acquisition of Affordable Housing units: the Town will seek units which meet the following criteria:
 - (a) One bedroom units shall have a floor area of 58 square metres or alternative as accepted by the Town;
 - (b) Two bedroom units shall have a floor area of 75 square metres or alternative as accepted by the Town;
 - (c) All units shall meet the Town’s Adaptable Housing Standards in section 5.20 of the Comox Zoning Bylaw 1850.
- 6.02 Units purchased under section 5.03 will be owned by the Town and offered for lease to an Affordable Housing Operator selected at Council’s discretion.

Amendment Date	Section Amended or Description of Amendment	Resolution Number
March 16, 2022	Policy adopted	2022.117
April 6, 2022	Amended to contain a hybrid long-term acquisition and non-profit provision method (1.02 and 5.07 added).	2022.133
June 1, 2022	Convert multifamily contribution rate to per square meter, add rental development contribution rate and increase single-family contribution rate.	2022.207- 2022.209

**APPLICANT'S LETTER REQUESTING TO PROVIDE ALTERNATIVE TO THE
AFFORDABLE HOUSING CONTRIBUTION**



September 12, 2024

Jordan Wall
Chief Administrative Officer
Town of Comox
jwall@comox.ca

Dear Jordan,

Re: **AFFORDABLE HOUSING CONTRIBUTION – Alternative Request**
Highland Village Rental Apartment Project
1966 Guthrie Road, Comox, BC

REQUEST

Further to our on-going discussions, we are writing to request consideration by the Town to allow requirement for the Affordable Housing Fund contribution to be offset by the Owner's commitment to provide 20 affordable rental units per CMHC guidelines.

BACKGROUND

As you may recall, securing CMHC 50 year financing is critical for the financial viability of the proposed 205 rental unit Highland Village Residences project. CMHC recently changed its rules so that to obtain a 50 year amortization, the project must provide 10% of the units at the CMHC discounted rate.

The impact of discounting 10% of the units (20 units) has a greater impact on project revenue and value than the Town's AHF contribution requirements (approx. \$700,000).

ANALYSIS

CMHC calculates the affordable rental level for studios at \$1,150 per month, whereas market rent for studios is estimated at \$1,734 per month. This means that the project will be impacted financially as follows:

Rental income loss (affordable rental benefit to tenants)

- \$1,734 - \$1,150 = \$584pm x 12 mon x 20 units = \$140,160 per year x 10 yrs = \$1,401,600
- **\$1.4M impact of lower rents over 10 years**

Valuation impact

- \$140,160py lower rent capitalized at 4.5% yield = \$3,114,667
- **\$3.1M negative impact on project value upon completion and rent-up**

SUMMARY

By providing 20 below market units, renters in Comox will benefit immediately as soon as the building is completed (target completion 2027). This is a proactive solution to meeting the goals of the Affordable Housing Fund – actual units that will be discounted and therefore affordable in the near future.

We are therefore respectfully asking that the Town of Comox accepts our commitment to provide 20 affordable studio units at CMHC below market rates in lieu of providing the requested Affordable Housing Fund contribution.

Yours truly,



Norman Laube

LAUBENFELS DEVELOPMENT ADVISORS

Owner's Representative

AVTAR PROPERTIES MANAGEMENT CORP

ACI COMOX INVESTMENTS LTD

778 953 1653

Cc Robin Pallet, Planner

APPLICANT'S LETTER REQUESTING FINANCIAL RELIEF



September 12, 2024

Jordan Wall
Chief Administrative Officer
Town of Comox
jwall@comox.ca

Dear Jordan,

Re: **DEVELOPMENT COST CHARGES – Partial Waiver Request**
Highland Village Rental Apartment Project
1966 Guthrie Road, Comox, BC

REQUEST

Further to our on-going discussions, we are writing to request consideration by the Town and CVRD of adjusting the Development Cost Charge fees. In particular, we are asking for the following:

1. Credit of Offsite Civil Works
2. Waiver of DCCs (as legislated by the Province) for our micro units which are less than 29M2 in size

BACKGROUND

As you may recall, in October 2023, we had submitted a letter (copy attached) outlining the financial challenges of making an all rental development be financially viable given the cumulative fees being assessed by the Town of Comox and the Comox Valley Regional District.

Since that time we have explored ways of reducing municipal & regional fees and are now asking the Town to consider, at a minimum, a credit for Offsite Civil Works and a Waiver of DCCs for studio units as per Provincial legislation.

OFFSITE CIVIL WORKS

Working with our Civil Engineer – Grade Engineers, as well as with Nanaimo based Aplin & Martin, we have estimated that the offsite civil works are budgeted at \$304,668. A breakdown of the cost estimate is attached.

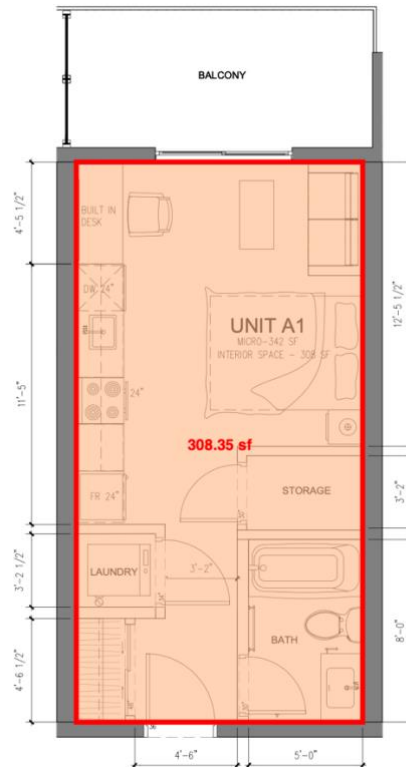
We respectfully request that a credit in the amount of **\$304,668** is applied to the overall DCC charges and/or Building Permit fees.

STUDIO SUITE DCC WAIVER

The Province of BC has legislated that suites of 29M2 or less are to be exempt from DCC charges as noted in the following link:

<https://www2.gov.bc.ca/gov/content/governments/local-governments/finance/local-government-development-financing/development-cost-charges/development-cost-charge-exemptions>

To summarize, the Provincial regulation states that “a development cost charge is not payable in relation to...self-contained residential dwelling units in a building if each unit is no larger than 29 square metres”. The studio units in our design have an interior space of 28.65 SM or 308.35 SF (see floor plan below) and since this is below the maximum size of 29 SM it seems the studios should be exempt from Development Cost Charges by the Town of Comox and the CVRD.



$308.35 \text{ SF} * 0.092903 = 28.65 \text{ M2}$ which is less than 29M2 maximum size for DCC exemption

Our research indicates that the municipalities of Courtenay, Campbell River, Nanaimo, Saanich, Victoria and Powell River have provided this exemption. As an example, Simba Investments recently received the same DCC exemption for studio units in their project at 348-14th St in Courtenay:

<http://simbainvestments.ca/45-new-micro-rental-apartments-coming-to-courtenay-in-may-of-2024/>

We believe the exemption calculation would be as follows:

Total DCC per unit \$12,459 (municipal and regional) x 36 studio units = **\$448,524**

SUMMARY

We are therefore respectfully asking that the Town of Comox and the Comox Valley Regional District consider a combination of reduced fees to deliver 205 much needed rental apartments for the residents of Comox.

We look forward to working with the Town of Comox and the Regional District to make our project financially feasible as a mixed-use development that provides much needed rental housing.

Yours truly,



Norman Laube

LAUBENFELS DEVELOPMENT ADVISORS

Owner's Representative

AVTAR PROPERTIES MANAGEMENT CORP

ACI COMOX INVESTMENTS LTD

778 953 1653

Cc Robin Pallet, Planner



Oct 19, 2023

Robin Pallett
Planner 2
Town of Comox
rpallett@comox.ca

Dear Robin,

Re: Rezoning and Development Permit Fees
Highland Village Rental Apartment Project
1966 Guthrie Road, Comox, BC

Further to our on-going discussions, we are writing to outline the financial challenges presented by the cumulative fees being assessed by the Town of Comox and the Comox Valley Regional District on our proposed 205 unit purpose built rental apartment project.

Our site at Guthrie and Anderton currently is developed with the Highland Village retail plaza (Shoppers Drug Mart, TD Bank, Subway, A&W, medical clinic, etc.) The site also has a 2.5 acre (109,368 sqft) vacant portion of land that we can develop with additional retail under the existing zoning. We are ready to develop this portion of the site. Should we only develop retail, we would not be faced with the substantial municipal and regional fees that a residential development is being charged.

Avatar Properties has owned Highland Village since 2016. We are a property owner and business operator that looks to partner with local municipalities to provide much needed rental housing and commercial space on underutilized properties. Highland Village provides such an opportunity and we are pleased that the Town of Comox has identified our site as one that has the potential to add residential development up to 6 stories. We have been planning our project for the past several years as a mixed-use development and have worked through two Public Information Meetings (virtual in 2021 and in-person in May 2023) and submitted our full Rezoning/Development Permit application at the end of August.

We have been working hard with our full consulting team to propose a mix of housing types that will be appealing across the full spectrum of residents. Our proposal includes studios for singles/couples looking for an entry level rental rate to a mix of ones, twos and three bedroom units for families. The studios and one bedrooms will also be popular with seniors. Our experience in providing a diverse mix of housing types means that we will create a social hub for all ages and family types. Further, our outreach to CFB Comox – 19 Wing has made us aware

how challenged they are to find housing for Regular Force members and dependents. The Government of Canada indicates that CFB Comox employs 1,337 direct employees and has a population impact of 2,885 persons with a local spending impact of \$89.6M per annum.

The cumulative effect of Development Cost Charges (DCCs) and Community Amenity Contributions (CACs) in the form of the Town’s Affordable Housing Fund challenge the financial feasibility of developing the site for residential. As you know, we cannot receive project financing from CMHC or the banks, if the development proforma is not considered to be feasible. The chart below shows our calculation of fees for a retail only project versus retail with 205 rental apartment units:

COMPARISON OF MUNICIPAL & REGIONAL FEES							19-Oct-23
RETAIL VS MIXED USE							
1966 GUTHRIE ROAD, COMOX							
RETAIL				MIXED-USE			
AREA		15,593 SQFT		RETAIL	15,593 SQFT		
		1,449 SM		RESIDENTIAL	140,188 SQFT		
					13024 SM		
					205 UNITS		
FEES				RETAIL		MIXED-USE	
DCCS	COMOX	highway	\$1,550.75	\$0		\$1,550.75	
		sanitary	\$809.50	\$0		\$809.50	
		parkland	\$1,639.78	\$0		\$1,639.78	
	CVRD	Sewer	\$5,687 per unit	\$0		\$1,165,835	
			\$24.50 psm comm	\$35,501		\$35,501	
		Water	\$2,772 per unit	\$0		\$568,260	
			\$12 psm comm	\$17,388		\$17,388	
CAC	AFFORDABLE HOUSING		\$50 psm	\$0		\$651,200	
BUILDING	\$34.90 PSM			\$50,570		\$50,570	
PERMIT	\$4,984 PER UNIT			\$0		\$1,021,720	
TOTAL APPLICATION FEES				\$103,459		\$3,514,474	

Were we to develop the retail only option, we would be paying \$103,459 of DCC/CACs/BP fees.

If we develop the mixed-use project with 205 rental apartments, if we could afford the fees, we would be paying \$3,514,474 of DCC/CACs/BP fees and the Town would receive annual additional property taxes of \$259,120. Over 10 years, taxes total \$2.6M.

In our experience, working with other municipalities in British Columbia, when a developer is proposing a significant secured rental project, the municipality often provides incentives or waives fees to help make the rental project feasible. For example, the City of Nanaimo is waiving DCCs and providing a 10 year property tax waiver for new mixed-use developments in key development zones where they want to encourage new multi-family housing projects.

Further, we ask that the Town consider the direction of OCP Policy 2.3.13u, which provides the opportunity to reduce DCCs when reducing the downstream impact of storm water outflow.

u. The Town will give consideration to reduced development cost charges for developments that provide a significant reduction in off- site infrastructure impacts when updating its Development Cost Charge Bylaw.

Our Storm Water Management strategy includes retaining a significant portion of run-off on site through our retention tank/bioswales which purposefully will reduce the flow into the Town and CVRD's storm system.

As the largest DCC costs of \$1.8M are from the CVRD, we ask that the Town works with the developer to ease the burden of these costs that financially challenge a rental project.

We are therefore respectfully asking that the Town of Comox and the Comox Valley Regional District consider a combination of reduced fees and/or property tax waiver so that we can deliver 205 much needed rental apartments for the residents of Comox.

For example if BP fees were cut in half (\$500,000 vs \$1M) and taxes were waived for 10 years (\$2.6M) the savings to the project (and consequently lower and more affordable rents) would total \$3.1M to help offset the unusually onerous CVRD fees and make our project financially feasible as 100% rental with a variety of unit sizes and types for all residents of Comox.

We look forward to working with the Town of Comox and the Regional District to make our project financially feasible as a mixed-use development that provides much needed rental housing.

Yours truly,



Norman Laube
LAUBENFELS DEVELOPMENT ADVISORS
Owner's Representative
AVTAR PROPERTIES MANAGEMENT CORP
ACI COMOX INVESTMENTS LTD
778 953 1653



Date	30-Aug-24
Printe	30-Aug-24
Estim:	SL
Check	SL

Highland Village
1966 Gutherie Road, Comox, BC

A&M Project No. 24-8039

OFF-SITE - PRELIMINARY CONSTRUCTION COST ESTIMATE

STORM SEWER		\$32,900
SANITARY SEWER		\$16,400
WATERWORKS		\$192,500
<i>SUBTOTAL</i>		<i>\$241,800</i>
<i>CONTINGENCY</i>	<i>20%</i>	<i>\$48,360</i>
<i>SUBTOTAL</i>		<i>\$290,160</i>
<i>GST</i>		<i>\$14,508</i>
<i>TOTAL</i>		<i>\$304,668</i>

Notes:

Cost estimate is based on the CAD and pdf we received, produced by Grade Consulting, Rev. 04 Re-Issued for DP/RZ/DV/OCP Amendment date July 19, 2024. Costs have only been provided for Off-Site works shown in the drawings.

No costs for any works within the property (Offsite Only).

Exclusions:

- Landscaping Costs
- Streetlighting Costs
- Shallow Utility Costs
- Hydro Costs
- Erosion and Sediment Control Costs
- No roadworks other than restoration of servicing trenches is included
- Pavement Marking Costs

Highland Village
 1966 Guthrie Road, Comox, BC

A&M Project No. **24-8039**

STORM SEWER

MMCD	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
SERVICE CONNECTIONS & INSPECTION CHAMBERS					
<i>Service Connections</i>					
33 40 01	150 mm Single - Imported Backfill	lin.m	23.1	\$390.72	\$9,026.00
<i>Inspection Chambers</i>					
33 40 01	200mm for 100mm to 200mm Service Connection	each	1.0	\$1,132.56	\$1,133.00
MISCELLANEOUS					
33 40 01	Video Inspection - Main Pipes	lin.m.	0.0	\$15.84	\$0.00
33 40 01	Video Inspection - Service Connections	lin.m.	23.1	\$26.40	\$610.00
33 40 01	Tie-in to Existing Storm Sewer	each	1.0	\$7,362.96	\$7,363.00
RESTORATION					
32 11 23	Granular Base	cu.m.	15.0	\$142.56	\$2,138.00
32 11 16	Select Granular Sub-base	cu.m.	20.0	\$105.60	\$2,112.00
32 12 13	Asphalt Prime	sq.m.	75.0	\$5.81	\$436.00
32 12 13	Asphalt Tack Coat	sq.m.	75.0	\$2.90	\$218.00
32 12 16	Saw Cut Asphalt	lin.m	60.0	\$13.20	\$792.00
32 12 16	Hand Placed Asphalt - 75mm lift	sq.m.	75.0	\$116.16	\$8,712.00
32 01 16	Milling & Disposal Off-Site - 0 to 74mm Thick	sq.m.	10.0	\$39.60	\$396.00
TOTAL STORM SEWER					\$32,936.00

Highland Village
1966 Gutherie Road, Comox, BC

A&M Project No. **24-8039**

SANITARY SEWER

MMCD	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
	SERVICE CONNECTIONS				
	<i>Service Connections</i>				
33 30 01	150 mm Single - Imported Backfill	lin.m	5.4	\$361.68	\$1,953.00
	<i>Inspection Chambers</i>				
33 30 01	200mm for 100mm to 200mm Service Connection	each	1.0	\$1,045.44	\$1,045.00
	MISCELLANEOUS				
	Video Inspection - Service Connections	lin.m.	5.4	\$23.76	\$128.00
02731	Tie-in to Existing Sanitary Sewer	each	1.0	\$6,795.36	\$6,795.00
	RESTORATION				
32 11 23	Granular Base	cu.m.	1.0	\$142.56	\$143.00
32 11 16	Select Granular Sub-base	cu.m.	2.0	\$105.60	\$211.00
32 12 13	Asphalt Prime	sq.m.	4.0	\$5.81	\$23.00
32 12 13	Asphalt Tack Coat	sq.m.	4.0	\$2.90	\$12.00
32 12 16	Saw Cut Asphalt	lin.m	15.0	\$13.20	\$198.00
03 30 20	Sidewalk - 100mm (c/w Gr Base)	sq.m.	21.0	\$158.40	\$3,326.00
03 30 20	Barrier Curb with Gutter - Wide Base with gravel & prep.	lin.m	8.0	\$248.16	\$1,985.00
32 12 16	Hand Placed Asphalt - 75mm lift	sq.m.	4.0	\$116.16	\$465.00
32 01 16	Milling & Disposal Off-Site - 0 to 74mm Thick	sq.m.	2.0	\$39.60	\$79.00
	TOTAL SANITARY SEWER				\$16,363.00

Highland Village
1966 Guthrie Road, Comox, BC

A&M Project No. **24-8039**

WATERWORKS

MMCD	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
	WATER MAINS				
	<i>Imported Backfill</i>				
33 11 01	200mm	lin.m.	30.6	\$337.92	\$10,340.00
33 11 01	250mm	lin.m.	98.1	\$417.12	\$40,919.00
	APPURTENANCES				
	<i>Tees</i>				
33 11 01	300mm	each	1.0	\$3,466.32	\$3,466.00
	<i>Gate Valves</i>				
33 11 01	200mm	each	1.0	\$2,476.32	\$2,476.00
33 11 01	250mm	each	1.0	\$3,960.00	\$3,960.00
	<i>Caps / Blind Flanges</i>				
33 11 01	250mm	each	1.0	\$826.32	\$826.00
	<i>Field Couplings to Main</i>				
33 11 01	250mm	each	1.0	\$694.32	\$694.00
	BLOW-OFFS, AIR VALVES, BLOW-DOWNS, TEST POINTS				
	<i>Blow-offs</i>				
33 11 01	Permanent c/w Chamber	each	1.0	\$7,920.00	\$7,920.00
33 11 01	19mm	each	1.0	\$462.00	\$462.00
	SERVICE CONNECTIONS				
	<i>Multi-Family, Commercial & Industrial</i>				
	150mm Fire Domestic Water Meter Chamber	each	1.0	\$55,440.00	\$55,440.00
	MISCELLANEOUS				
33 11 01	Water Main Testing & Sterilization	lin.m.	128.7	\$10.56	\$1,359.00
33 11 01	Concrete Thrust Blocks	each	6.0	\$462.00	\$2,772.00
	Connect to existing watermain	each	1.0	\$9,240.00	\$9,240.00
	RESTORATION				
32 11 23	Granular Base	cu.m.	40.5	\$142.56	\$5,774.00
32 11 16	Select Granular Sub-base	cu.m.	67.5	\$105.60	\$7,128.00
32 12 13	Asphalt Prime	sq.m.	270.0	\$5.81	\$1,568.00
32 12 13	Asphalt Tack Coat	sq.m.	270.0	\$2.90	\$784.00
32 12 16	Saw Cut Asphalt	lin.m	250.0	\$13.20	\$3,300.00
03 30 20	Sidewalk - 100mm (c/w Gr Base)	sq.m.	2.0	\$147.84	\$296.00
03 30 20	Barrier Curb with Gutter - Wide Base with gravel & prep.	lin.m	2.0	\$248.16	\$496.00
32 12 16	Hand Placed Asphalt - 75mm lift	sq.m.	270.0	\$116.16	\$31,363.00
32 01 16	Milling & Disposal Off-Site - 0 to 74mm Thick	sq.m.	48.0	\$39.60	\$1,901.00



Date **30-Aug-24**
Printed **30-Aug-24**
Estimator **SL**
Checked **SL**

Highland Village
1966 Gutherie Road, Comox, BC

A&M Project No. **24-8039**

WATERWORKS

MMCD	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
	TOTAL WATER WORKS				\$192,484.00

TO: Mayor and Council	FILE: RZ 23-6
FROM: Pamela Nall, Planner I	DATE: October 2, 2024
SUBJECT: Rezoning Application: RZ 23-6 Rezoning application to RM 7.1 Townhouse to permit 16 townhouse units at 458 Anderton Rd.	

<i>Prepared by:</i>  Pamela Nall, Planner I	<i>Operations Approved:</i>  Shelley Ashfield, Director of Operations	<i>Report Approved:</i>  Jordan Wall, CAO
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RECOMMENDATION(S) FROM THE CHIEF ADMINISTRATIVE OFFICER:

PROPOSAL

The proposal is to rezone the subject property from R1.1 Single-Family to RM 7.1 Townhouse to facilitate the development of four, two-storey buildings, containing 16 townhouse units. The **RM 7.1 Townhouse** zone is included in **Attachment 1**.

REPORT SUMMARY

Subject Property:	
<p>458 Anderton Road</p> <p>Legal Address: PID: 005-544-394 Lot 3, Block 1, Section 53, Comox District, Plan 4032</p> <p>Property Size: approximately 4,000 m²</p> <p>Owner: Cameron Family Properties Ltd. Inc. No. BC1274755</p> <p>Applicant: Derek Jensen, McElhanney</p>	
Property Contains:	One single-family dwelling, proposed to be removed
Surrounding Land Uses:	Townhouse development to the north; single-family lots to the south, east and west. Abuts Anderton Road, an arterial, public transit and truck route. Within walking distance to Robb Elementary School and Community Centre, commercial node at Anderton & Comox Ave intersection and other commerce/ services further to the north.
Current OCP land use Current zone	Residential: Townhouses and Ground Oriented Infill R1.1 Single-Family (650 m ² minimum parcel size, 20 m parcel frontage width, 26 m depth, 9 m principal building height)
Proposed zone	New RM 7.1 Townhouse zone. The current proposal will exceed the setback minimums and be below the max. height.

Key issues were outlined in the May 22, 2024 Introductory Report.

Council Decision

To proceed with adoption of Comox Zoning Amendment Bylaw 1850.45

Decision options	Implications
Recommended	
1. Council Adopts Comox Zoning Amendment Bylaw 1850.45.	Rezoning Application is complete and staff will proceed with DP issuance.
2. Alternative 1 – Council may alter Comox Zoning Amendment Bylaw 1850.45.	Third Reading would need to be repealed. Unless a new public notice is posted, and 1st & 2nd Reading given to altered bylaw, alteration must not do any of the following: alter the use, increase the density, decrease the density without owner’s consent, or alter the residential tenure in any area from that originally specified in the proposed bylaw.
3. Alternative 2 – Council defeats the Bylaw	Application would not proceed; covenants would not be registered, and affordable contribution would be released back to the applicant. Applicant may choose to reapply with the same or a different development proposal.

BACKGROUND

Comox Zoning Amendment Bylaw No. 1850.45 was given First, Second and Third Reading on June 12, 2024. The outstanding items have been completed.

These included:

- Traffic Impact Assessment;
- Covenants in registerable forms to secure provision of the following amenities:
 - Adaptable units, not less than 2;
 - 50% of parking stalls EV charging ready (just conduits and panels);
 - Sound attenuation for units within 35 m of Anderton Road;
 - Long term protection of existing and replanted trees; and,
- An affordable housing contribution, paid in full, at the rate of \$73 per square metre as identified in the OCP and Council's Affordable Amenity Contribution Policy CCL-069.03 (total of \$97,119.20).

RB/PN

Attachments:

1. Proposed Bylaw 1850.45

ATTACHMENT 1

PROPOSED BYLAW 1850.45

TOWN OF COMOX

BYLAW 1850.45

A BYLAW TO AMEND COMOX ZONING BYLAW 1850

WHEREAS Council has the authority under the provisions of the *Local Government Act* to amend the Zoning Bylaw;

NOW THEREFORE the Council of the Town of Comox, in open meeting assembled, enacts as follows:

1. Title

This bylaw may be cited for all purposes as the “Comox Zoning Amendment Bylaw 1850.45”

2. Amendments

(1) Comox Zoning Bylaw 1850 is hereby amended as follows:

- a) Administration Section 2.7(2) Penalties is amended by adding the following rows sequentially:

Column 1	Column 2	Column 3
Offence	Bylaw Section	Fine Amount
Unlawful use – RM7.1 zone	212.1	\$250.00
Failure to comply with conditions – RM7.1 zone	212.2	\$250.00
Unlawful accessory buildings – RM7.1 zone	212.11	\$250.00

- b) Establishment of Zones, Section 4.1 Classification of Zones is amended by adding the following text under the heading Multi-Family Residential Zones and after RM5.2 Marine Plaza:

RM 7.1 TOWNHOUSE

- c) General Regulations is amended as follows:

- i) Section 5.3 Fences is amended by adding as subsection (6) the following text:

In the RM7.1 zone, no fences are permitted within a front and exterior side yard and no fence visible from the street shall exceed 1.5 metres in height.

- ii) Section 5.12 Projections into Required Setbacks is amended by:

(1) Replacing subsection (2) with the following text:

Deck, stairs and landings less than 0.6 metres above immediately adjacent finished grade may be located up to 0.6 metres from a front, interior side, or exterior side lot line and up to 1.5 metres from a rear lot line in Residential, Multi-family Residential or Commercial zones, except as otherwise provided for in Section 5.12(13) for the RM7.1 zone.

(2) Replacing subsection (3) with the following text:

In all zones other than the R1.4, R2.3, R3.4, R3.5, R3.6, R3.7, R3.8, R5.1, R5.2, I2.1, CD16, CD23, CD24, CD27, CD28, CD29, CD30; RM7.1, Area B of the CD 13 zone, as shown in Appendix A1; and Area A of the CD26 zone, as shown in Appendix "W", awnings, balconies, bay windows, canopies, chimneys, cornices, eaves, gutters, landings, leaders, ornamental features, pilasters, porches, sills, stairs, sunshades or steps may project up to 1.75 metres into a required front, rear or exterior side setback and up to 0.6 metres into a required interior side setback.

(3) Adding as subsection (13) the following text:

In the RM7.1 zone:

- a) awnings, canopies, cornices, eaves, gutters, leaders, ornamental features, pilasters, sills, or sunshades may project up to 0.6 m into a required setback;
- b) decks, patios, stairs, and landings less than 0.6 m above immediately adjacent finished grade, may project up to 1.5 metres into a required setback; and
- c) balconies may project up to 1.0 metre into a required setback.

d) Parking, Section 6.11 Location and Siting is amended by adding as subsection 6.11(2)(e) the following text:

In the RM7.1 zone, parking and loading areas shall not be located within a front or exterior side yard.

e) Parking, Section 6.15 Required Off-Street Parking Spaces Outside Downtown is amended by:

i) Adding as subsection (4) the following text:

Notwithstanding section 6.15(3), for Lot 3, Block 1, Section 53, Comox District Plan 4032 for the Use: Dwelling, townhouse, the minimum required parking space is 1.375 per dwelling unit plus 0.125 per dwelling unit for visitors.

- f) Screening, Section 8.9 Above Ground Utility Boxes and Utility Transformers is amended by replacing section 8.9(1) with the following text:

Materials: Landscape material, hedge, or combination thereof, so as to be effective year round, or wrapping with Town of Comox approved image by certified installers.

- g) Schedule "A" is amended by adding as Section 212, RM7.1 Townhouse, as shown in **Schedule "1"**, which is attached to and forms part of this Bylaw;
- h) Schedule "B" (the Zoning Map) is amended by rezoning the property legally described as **LOT 3, BLOCK 1, SECTION 53, COMOX DISTRICT, PLAN 4032** shown shaded on **Schedule "2"** which is attached to and forms part of this Bylaw, from R1.1 Single-Family to RM7.1 Townhouse.

- (2) Comox Zoning Bylaw 1850 is further amended by making such consequential changes as are required to reflect the foregoing amendments, including without limitation changes in the numbering and order of the sections of the bylaw.

3. Adoption

- | | |
|-----------------------------------|------------------------|
| (1) ADVERTISED A FIRST time this | 29th day of May, 2024 |
| (2) ADVERTISED A SECOND time this | 5th day of June, 2024 |
| (3) READ A FIRST time this | 12th day of June, 2024 |
| (4) READ A SECOND time this | 12th day of June, 2024 |
| (5) READ A THIRD time this | 12th day of June, 2024 |
| (6) ADOPTED this | ___ day of _____, 2024 |

Mayor

Corporate Officer

BYLAW 1850.45

SCHEDULE "1"

212. RM 7.1 TOWNHOUSE

212.1 Permitted Uses:

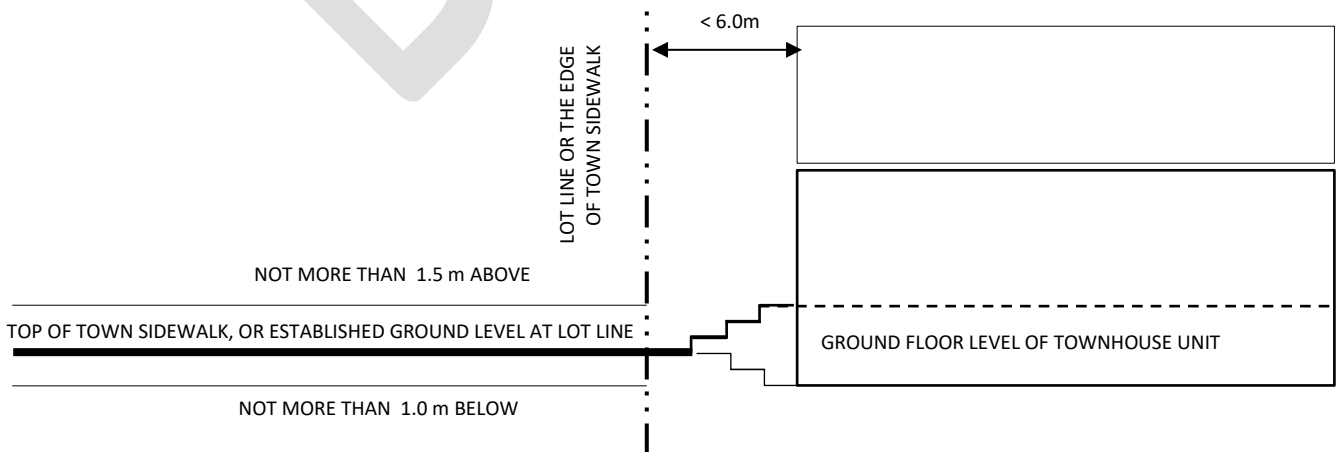
In the RM 7.1 zone, the following uses are permitted and all other uses are prohibited:

- (1) Accessory structures and uses,
- (2) Child care facilities
- (3) Home occupations
- (4) Townhouse dwellings
- (5) Two-Family dwellings

212.2 Conditions of Use:

- (1) The number of two-family dwelling units on a parcel shall not exceed 20% of all the dwelling units on the parcel. Where the calculation of 20% dwelling units results in a fractional number, the nearest whole number shall be used.
- (2) Townhouse and two-family dwelling units shall:
 - (a) have a ground floor located not more than 1.5 metres above or 1.0 metre below the top of an adjacent Town sidewalk in accordance with Figure 212-1 when located along a front or exterior side yard, and in the absence of a Town sidewalk, as measured from established ground level at the front or exterior side lot line; and
 - (b) section 212.2(2)(a) does not apply to dwelling units located 6.0 metres or more from an edge of a town sidewalk, and in the absence of a Town sidewalk, from a front or exterior side lot line.

Figure 212-1.



- (3) Garbage or recycling storage shall not be located within front or exterior side yard.

212.3 Density:

- (1) Density shall not be less than 30 units per hectare; and
- (2) Density shall not exceed 80 units per hectare.

212.4 Parcel Area:

Parcel area shall not be less than 1,500 square metres.

212.5 Parcel Frontage:

Parcel frontage shall not be less than 30.0 metres.

212.6 Parcel Depth:

Parcel depth shall not be less than 30.0 metres.

212.7 Parcel Coverage:

- (1) Parcel coverage shall not exceed 40%; and
- (2) Parcel coverage including parking areas, loading areas and driveways that are open sided and roofless shall not exceed 75%.

212.8 Height and Storeys:

Height shall not exceed 12.0 m and 3 storeys.

212.9 Required Setbacks:

(1) Front

- (a) For 5.0 metres as measured parallel to and at the front setback – Front setback shall not be less than 5.0 metres as shown in Figure 212-2;
- (b) Additional 212.9(1)(a) setback area shall be provided for every 60 metres of front lot line length, excluding lot lines that form a corner cut off or are within 6.0 metres of the intersection of two streets, other than a lane;
- (c) All other situations – Front setback shall not be less than 3.0 metres

(2) Rear

- (a) Rear setback shall not be less than 5.0 metres.

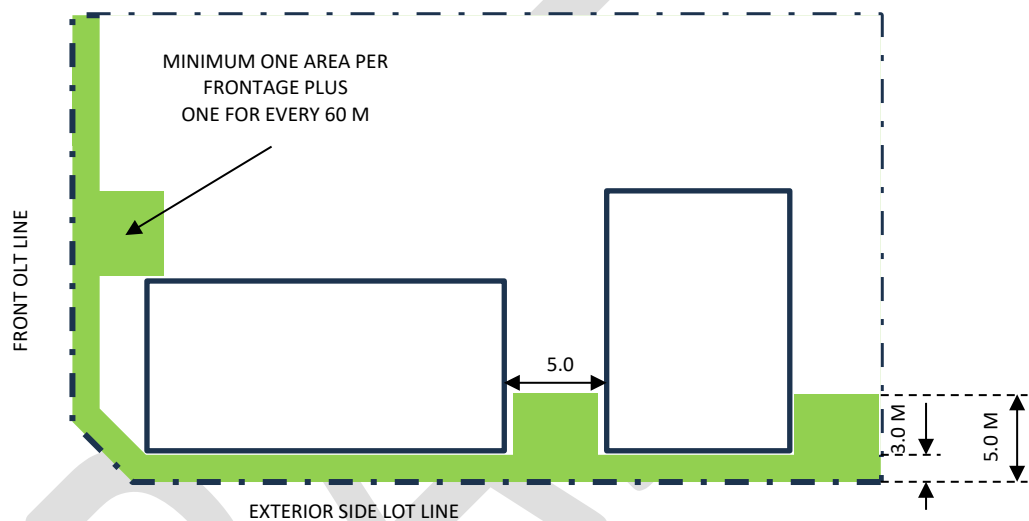
(3) Side-interior

- (a) Interior side setback shall not be less than 5.0 metres.

(4) Side-exterior

- (a) For 5.0 metres as measured parallel to and at the exterior side setback – Exterior side setback shall not be less than 5.0 metres as shown in Figure 212-2;
- (b) Additional 212.9(4)(a) setback area shall be provided for every 60 metres of exterior side lot line length, excluding lot lines that form a corner cut off or are within 6.0 metres of the intersection of two streets, other than a lane;
- (c) All other situations – Exterior side setback shall not be less than 3.0 metres.

Figure 212-2



- (3) Notwithstanding sections 212.9 (2) and (3) above, building setback from any lot lines shared with the Agricultural Land Reserve shall be not less than 15.0 metres.

212.11 Accessory Buildings

Accessory buildings shall:

- (1) Be excluded from required rear and interior side setbacks, provided that no accessory building is located closer than 2.0 metres to a rear or interior side lot line;
- (2) Not be located within front or exterior side yard;
- (3) Have a parcel coverage not exceeding 5%;
- (4) Not exceed 4.5 metres in height; and
- (5) Notwithstanding section 212.11(4) accessory buildings intended for exclusive use of individual dwelling unit: not exceed 6.5 m² in gross floor area per dwelling unit and not exceed 2.5 metres in height.

212.12 Screening

The following shall be screened in accordance with Section 8:

- (i) Above ground utility boxes and utility transformers;

- (ii) Garbage or recycling compounds and collection areas, unless enclosed in a building;
- (iii) Parcels abutting land within the Agricultural Land Reserve, in accordance with specifications in Appendix B1.

212.13 Off-Street Vehicle Parking and Loading

Off-street vehicles parking and loading shall be provided in accordance with Section 6.

212.14 Other Requirements:

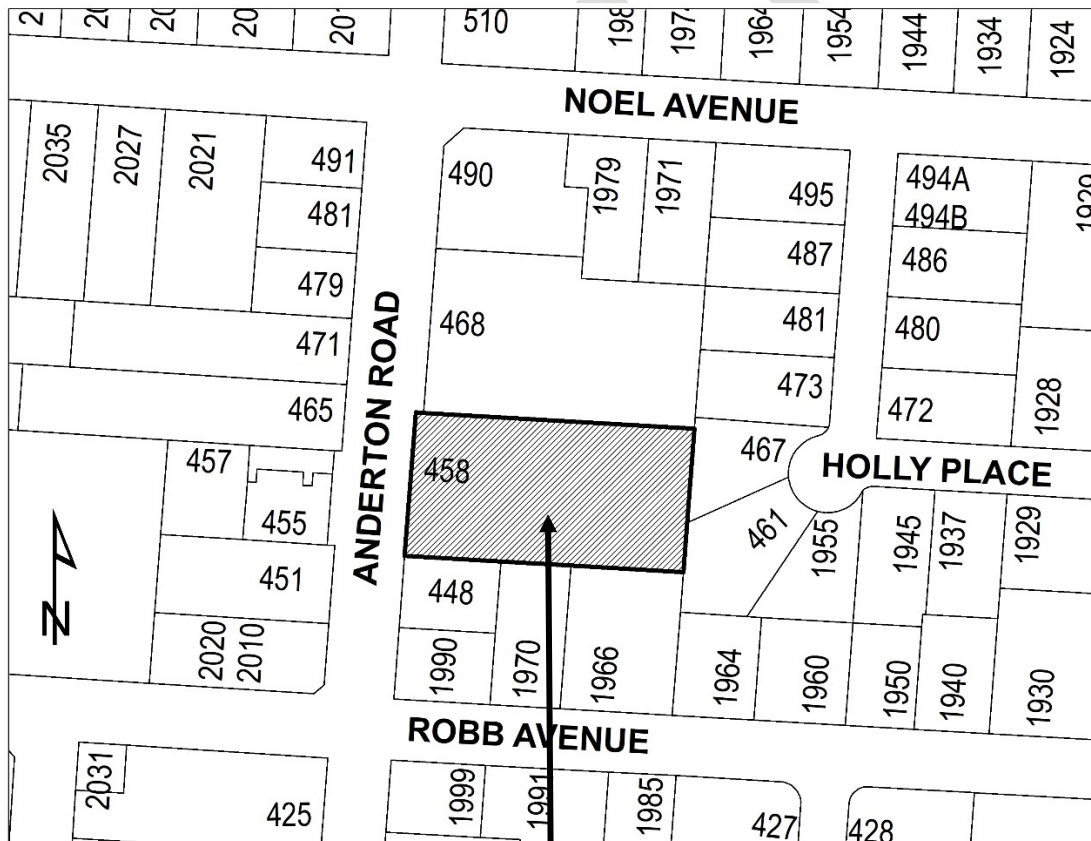
- (1) Overhead wiring shall not be permitted on a parcel. All new services on a parcel shall be placed underground.
- (2) Unoccupied open spaces shall be fully and suitably landscaped with landscape material; this does not include environmentally sensitive areas and required buffers where native planting is to be left undisturbed, including watercourse setbacks as specified in Section 5.19.
- (3) All buildings shall conform to Section 5.19, Watercourse Regulations.

DRAFT

BYLAW 1850.45


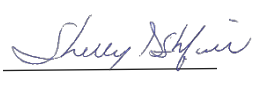
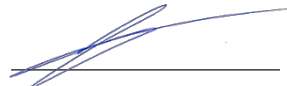
SCHEDULE "2"

SUBJECT PROPERTY



Subject Property:
458 ANDERTON ROAD
PID 005-544-394
LOT 3, BLOCK 1, SECTION 53, COMOX DISTRICT, PLAN 4032

TO: Mayor and Council	FILE: DVP 24-3
FROM: Elliot Turnbull, Planner II	DATE: October 2, 2024
SUBJECT: Development Variance Permit Application: DVP 24-3 Variance to permit a two-lot subdivision at 532 Lazo Road	

<i>Prepared by:</i>  Elliot Turnbull, Planner II	<i>Operations Approved:</i>  Shelley Ashfield, Director of Operations	<i>Report Approved:</i>  Jordan Wall, CAO
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RECOMMENDATION(S) FROM THE CHIEF ADMINISTRATIVE OFFICER:

That Development Variance Permit DVP 24-3 for 532 Lazo Road be denied.

ALTERNATIVES TO THE RECOMMENDATIONS

Alternative 1 – Approve the variances to permit subdivision connected to an onsite septic system.

That Development Variance Permit DVP 24-3 for 532 Lazo Road be issued subject to the Development Variance Permit Conditions listed in Schedule 1 of the October 2, 2024 Planning Report on DVP 24-3.

PROPOSAL

The proposal is to vary Comox Subdivision and Development Servicing Bylaw 1261 to permit a two-lot single-family subdivision connected to septic systems in lieu of the municipal sewer system.

The applicant’s submission is contained in Attachment 1.

REPORT SUMMARY

Subject Property:

CIVIC ADDRESS 532 Lazo Road

Property Size: 12473 m²

Owner: Steffen and Valerie Berndt

Applicant: Bailey Walsh, McElhanney

Property Contains: One existing single-family and two accessory buildings.

Legal Address: LOT A, DISTRICT LOT 89G, COMOX DISTRICT, PLAN 50229

Surrounding Land Uses: Single-family development on all sides, natural boundary of the Salish sea to the south.



Key Issues:

Servicing The subject property, and the entire Point Holmes/Cape Lazo area, is not serviced with municipal sewer. The existing dwelling is connected to an on-site septic system. Subdivision and Development Servicing Bylaw 1261 permits the construction of a single-family dwelling with or without a secondary suite or coach house on a septic system but does not permit subdivision on a septic system (i.e. the bylaw supports the continued use of septic systems but not the creation of additional septic systems). The Town has received inquiries from property owners in the area regarding subdivision and has responded that a Development Variance Permit is required to permit subdivision on septic systems and staff do not support such a variance. The subject property is the first to request the variance go to Council.

Environmental The Point Holmes/Cape Lazo area contains environmentally sensitive areas (several environmental Development Permit Areas, Lazo Marsh stormwater, and flooding implications). Permitting additional septic systems in the area will result in increased land clearing and a higher potential for failure if systems are not properly maintained or during flood events.

Future Land Use/Density The Point Holmes/Cape Lazo area is comprised of large lots which are not required to permit up to 4 units in accordance with the provincial Small-Scale Multi-Unit Housing initiative. The Town is currently engaged in a comprehensive Official Community Plan and Zoning Bylaw review. The land use designation in this area may or may not change as part of this process. Given the uncertainty regarding the future land use of this area, it would be prudent to hold off on permitting large lot subdivisions connected to septic systems at this time.

Council Decision

To grant or deny a development variance permit to allow subdivision of the subject property in accordance with Attachment 1.

Decision options	Implications
<p>Recommended</p> <div style="border: 1px dashed red; padding: 5px;"><p>1. Council denies the DVP.</p></div>	Subdivision would not proceed.
2. Alternative 1 - Council grants the Development Variance Permit	Subdivision of the subject property connected to septic systems will proceed, and several other properties in the neighbourhood will likely also submit similar applications resulting in several new large lots connected to septic systems in the area.

STRATEGIC PLAN LINKAGE

This report addresses the following strategic priorities identified in the 2022-2026 Strategic Plan

Strategic Priority	Areas of Focus
Good Governance	Decision Making - We make evidence-based decisions focused on the best interests of the Town over the long term.
Balanced Community Planning	<p>Strategic Growth - We will balance the benefits of growth with the livability of our seaside community.</p> <p>Housing - We will create the conditions for a diversity of housing options in our unique seaside Town.</p>

BACKGROUND

Notification of Council’s intent to consider DVP 24-3 at the October 2nd, 2024 Regular Council Meeting was mailed to abutting properties owners and tenants.

Correspondence received in advance of the October 2nd, 2024 RCM will be distributed to Council prior to commencement of the RCM.

Referrals

Agency	Referral Sent?	Response Received?
Town of Comox	Yes	Yes
Archaeology Branch	Yes	Yes
Komoks First Nation ¹	Yes	Yes

¹ In accordance with Planning Department procedures, Komok’s First Nation will be advised if DVP 24-3 is issued.

Referral comments were forwarded to the applicant, including responses from Archaeological Branch, indicating no previously recorded archaeological sites but high potential for sites, and from K’omoks First Nation (KFN) advising that a Cultural Heritage Investigation Permit is required.

The applicant has advised that all relevant archeological permits will be obtained if the DVP is granted by Council and the application proceeds to subdivision.

OCP IMPLICATIONS

Official Community Plan Land Use Designation: Residential: Detached

Development Permit Areas	Development Exempt from DPA?
DPA #12 Garry Oak Habitat	Not exempt, DP required.
DPA #17 Coach Houses	Exempt under section 3.17.4(F)
DPA #18 Secondary Suites	Exempt under section 3.18.4(F)

The applicant has advised that a DP application will be submitted if the DVP is granted by Council and the application proceeds to subdivision.

Analysis

The following OCP policies related to the subject property apply:

2.1.1.4(e) The minimum parcel size for the subdivision of land in the Point Holmes/Cape Lazo area south of Knight Road should allow for the protection of environmentally sensitive areas and avoid the need for the extension of sanitary sewer to service the area. It is anticipated that the protection of sites with high environmental sensitivity through land trusts, ecogifts, density transfer, restrictive covenants and similar measures may significantly affect minimum parcel size. Permitted residential uses on a parcel less than 1,500 square metres shall not exceed a single detached dwelling and a secondary suite. On parcels 1,500 square metres or greater, permitted residential uses shall not exceed a single detached dwelling and a secondary suite or coach house. Subdivision should require continuous paved road access along any parcel frontage and from each parcel to Lazo Road.

2.4.2.5(a) With the exception of Cape Lazo/Point Holmes area, all new development and redevelopment should be connected to the Town’s sanitary sewer system.

2.4.2.5(b) On-site wastewater treatment will continue to be provided in the Cape Lazo/Point Holmes area subject to compliance with applicable provincial regulations.

These policies support the continued use of septic systems for existing development and redevelopment in the area (i.e. the construction or reconstruction of a single-family dwelling with or without a secondary suite or coach house) but do not support the addition of more septic systems in the neighbourhood.

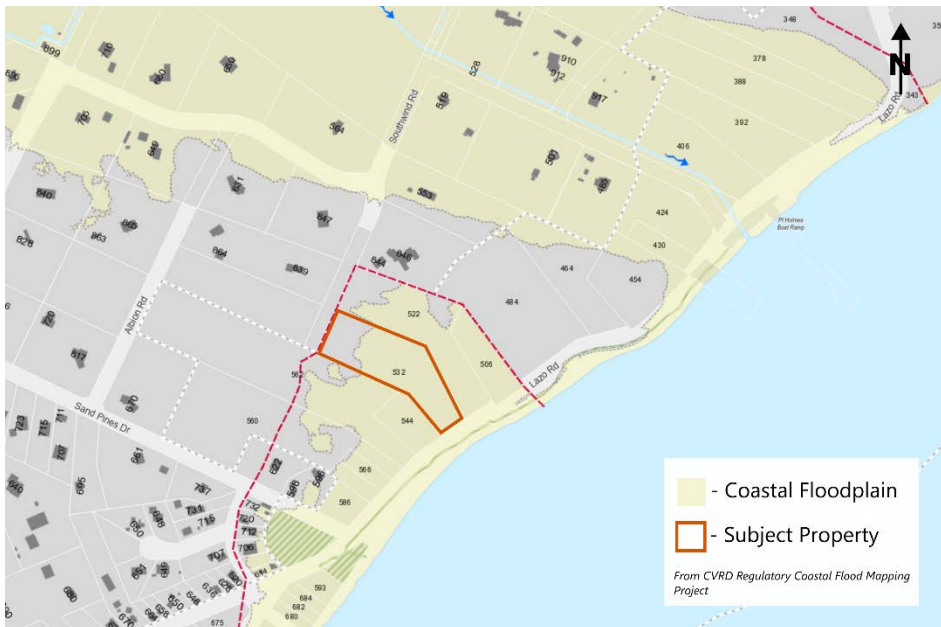


Figure 1: Coastal Floodplain Mapping

The current OCP does not envision adding additional septic systems and density in this neighbourhood due to the presence of environmentally sensitive areas (several environmental DPAs, Lazo March stormwater and flooding implications – see Figure 1) and rural standard access roads. Septic systems can

have significant environmental impacts if not maintained or during flood events. The Town does not currently oversee the maintenance of private septic systems. In addition, septic systems require additional land clearing to accommodate a tile bed. If septic systems fail, and the properties must be connected to the municipal system, each extra lot creates an additional servicing burden (cost) for the Town to address.

The Town is also currently engaged in a comprehensive OCP review which may change the land use in this area. It would be prudent to wait until after the OCP review before permitting large lot subdivisions connected to septic systems as there may be a desire to restrict or change the form of development in the area in a new OCP.

Provincial SSMFH

The subject property is zoned R3.3 Single-Family Large Lot². The R3.3 zone permits single-family dwelling units with a secondary suite or a coach house with the provision for up to 4 units when a parcel is serviced by sewer and water and is less than 4050m². The minimum lot size for the subject property is 5000 m² and it is not connected to sewer, so four units are currently not permitted.

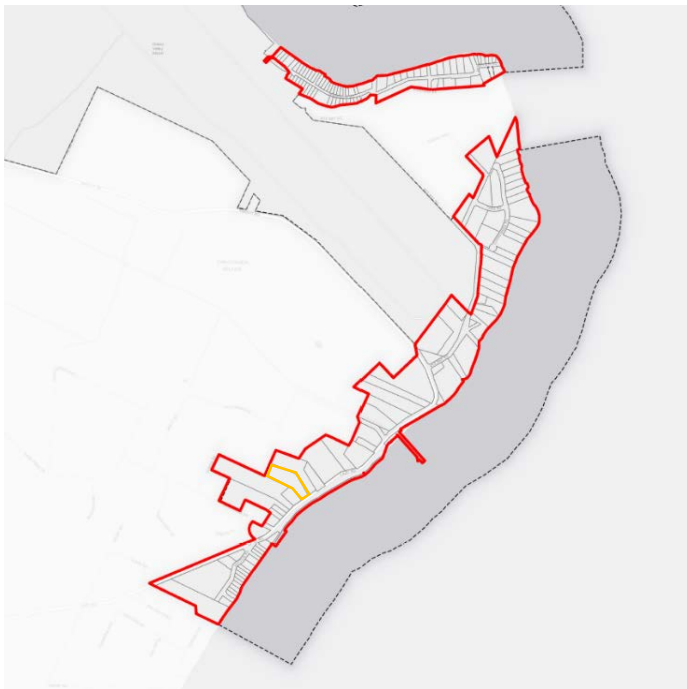


Figure 2: Kye Bay/Cape Lazo/Point Holmes exemption area. Subject Property in orange.

The Town has applied for and was granted a temporary exemption to the SSMFH initiative for the Kye Bay/Cape Lazo/Point Holmes area (figure 2) and is working with the province to secure a permanent exemption for these areas due to flooding and servicing concerns.

During implementation of the provincial Small Scale Multi-Family Housing initiative, the existing rural siting, parcel coverage, setbacks and height limitations were maintained with the idea that these zoning regulations be reviewed as part of a comprehensive zoning bylaw review required in association with the upcoming OCP review in 2025.

Given the environmental concerns and uncertainty associated with upcoming OCP and Zoning Bylaw reviews, it would be prudent to not permit large lot subdivisions with new septic systems at this time.

The Town has received several inquiries from different property owners in this area regarding the potential to subdivide their properties and connect to on-site septic systems. If this application

² The proposed development would comply with the R3.3 zone.

proceeds, it is expected that other properties will also submit similar applications prior to completion of the OCP/Zoning Bylaw review.

ROAD, SIDEWALK, STREET TREE, WATER, SANITARY SEWER, STORM SEWER IMPLICATIONS

Sanitary

Subject property included on Appendix "D" Map D-2 , and s. 30.1 – 30.4 of subdivision bylaws 733 and 1261 (see figure 3) state land is capable of development using on-site sanitary sewer systems as an alternative to connection to the municipal sanitary system, for **development** of a single-family dwelling, coach house, secondary suite and a home occupation (permitted under zoning bylaw). Land being subdivided per Bylaw 1261 Section 14.0 requires that all parcels of land must connect to municipal sanitary sewage collection and disposal. Engineering will not support variances to permit subdivision on septic given environmental issues and concerns. This is in line with provincial regulation that densification is only permitted where municipal services exist.



Figure 3: Map D-2 Properties Capable of Development (not subdivision) on Septic System. Subject Property in orange.

Storm

Storm drainage, no municipal services exist in the area. The development will be required to maintain storm water drainage on site. The owner may wish to request, in writing, preliminary Development Application Information on storm water management and geotechnical assessment requirements.

Water

Municipal water is off Lazo Road. Water model is required (by Koers and Associates) to confirm water flows are adequate.

Roads

- Lazo road is identified as a water front road classified as rural in the OCP. The road cross section includes 9.0 m – 10.5 m of asphalt width consisting of 1.5 m bike lanes and 3.0 m travel lanes with a short section of 3.0 m multi use lane. Engineering is in support of the requested variance for no sidewalks and barrier curbs as this is not part of the standard cross section for this road.
- Foskett Road is within MOTI jurisdiction any road upgrades and access would be as per MOTI requirements and decision³.

ET/SA

Schedules: 1. Development Variance Permit Conditions

Attachments:

1. Applicant's Submission

³ MOTI has responded to the referral and stated that access off Foskett Road is not permitted. Should the application continue to subdivision, a bareland strata subdivision with common access off Lazo Road would be required.

SCHEDULE 1

DEVELOPMENT VARIANCE PERMIT CONDITIONS

1. This Development Variance Permit is to permit a subdivision of the subject property in substantial compliance with Proposed Subdivision Plan of Lot A, District Lot 89G, Comox District, Plan 50228 dated July 5th, 2024, in Schedule 1, Sheet 1 of 1, attached to and forming part of this permit.
2. The Town of Comox Subdivision and Development Servicing Bylaw, 1261 is hereby varied as follows:
 - A. Schedule C.1, Appendix "C"
Specifications for Highways, Table C-1 Minimum Requirements, Roadway Widths, Curbs and Sidewalks:
 - Local Urban Road
Road pavement width
From: 9.0 metres, to: 7.0 metres
Type of curb:
From: Rollover curb and gutter, to: no curb and gutter
Sidewalks:
From: minimum 1.5 metres wide concrete sidewalk, to: no sidewalk
 - B. Schedule C.1, Appendix "G", Section 3.1:
From: The level of street illumination shall be determined by the Consultant so as to ensure the night time safety of motorists and pedestrians and to facilitate an orderly and safe flow of traffic but, in no case, shall the illumination be less than 0.6 foot candles. The ratio between the average lighting level and the minimum level shall not exceed 6 times.

To: no assessment of street illumination and no upgrades to street lighting
 - C. Schedule C.1, Appendix D, Section 30.2
From: As an alternative to the sewage collection and disposal system required by Section 14.0, for development of a single family dwelling, home occupation, carriage house, or secondary suite, the Owner of a Parcel located more than 15 metres from the nearest sewer main may provide an on-site sewage disposal system complying with applicable regulations under the Health Act, if the Owner complies with the building permit application and occupancy permit requirements of Bylaw No. 1472 pertaining to such systems.

To: As an alternative to the sewage collection and disposal system required by Section 14.0, for subdivision of one lot into two with a minimum parcel area not less than 5,000 m², or development of a single family dwelling, home occupation, carriage house, or secondary suite, the Owner of a Parcel located more than 15 metres from the nearest sewer main may provide an on-site sewage disposal system complying with applicable regulations under the Health Act, if the Owner complies with the building permit application and occupancy permit requirements of Bylaw No. 1472 pertaining to such systems.

ATTACHMENT 1

APPLICANT'S SUBMISSION

LOT A, PLAN VIP50229, DISTRICT LOT 89G, COMOX LAND DISTRICT

Development Variance Permit

Application

July 24th, 2024

The Town of Comox
1809 Beaufort Avenue,
Comox BC, V9M 1R9

Attention:

Contact

Olusegun Ogunleye
778-647-2513
oogunleye@mcelhanney.com

Development Variance Permit Application Package

Lot A, Plan VIP50229, District Lot 89G, Comox Land District

On behalf of our client, McElhanney Ltd. is pleased to present this Development Variance Permit application package to the Town of Comox to vary the need for connection to sewage and requirement for sidewalks, barrier curbs and undergrounding of transmission lines as mentioned in the Subdivision and Development Servicing (SDS) bylaw No. 773 and 1261. This will enable our client to put in an application to subdivide the subject property into two parcels.

The proposed subdivision meets the minimum lot size requirement for subdivision in the Single-Family - Large Lot, which is 5,000 square metres, as stated in the Zoning bylaw. However, while Section 14 of SDS bylaw No. 1261 requires connection to sewer, Section 2.3.2.5 of the OCP exempts the need to connect to the Town's sanitary sewer system for parcels located in the Cape Lazo/Point Holmes area where the subject site is located. Furthermore, while the SDS bylaw prescribes standards for road cross section, the intent of the OCP is to retain the rural character of the Cape Lazo/Point Holmes area. It is on these premises that we are applying for a Development Variance Permit.

Our application submission package includes the following documentation:

1. **Application Covering Letter/rationale** (*this document*)
2. **Development Variance Permit Application form**
3. **Certificate of Title** (ordered within 30 days of application)
4. **Original PDF copy of subdivision sketch plan of proposed layout**

These documents have been provided as appendices to this master document, as well as separated in electronic versions for ease of use and review.

We look forward to your review of the application and working with the Town on this application. Please do not hesitate to reach out for any further information required for this application, we will be happy to assist.

Thank you for considering this proposal.

Sincerely,
McElhanney Ltd.

Olusegun Ogunleye
oogunleye@mcelhanney.com
D 778-647-2513

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Appendices

Appendix I: Subdivision Application form

Appendix II: Certificate of Title (ordered within 30 days of application)

Appendix III: Original PDF copy of subdivision sketch plan of proposed layout

Lot A, Plan VIP50229, District Lot 89G, Comox Land District— Development Variance Permit Application

LOT A, PLAN VIP50229, DISTRICT LOT 89G, COMOX LAND DISTRICT

Intent of Proposal

Our client aims to subdivide the subject property into two (2) plots. The proposed subdivision meets the minimum lot size requirement for subdivision in the Single-Family - Large Lot, which is 5,000 square metres, as stated in the Zoning bylaw. However, while the Section 14 of SDS bylaw No. 1261 requires connection to sewer, Section 2.3.2.5 of the OCP exempts parcels located within the Cape Lazo/Point Holmes area, where the subject site is located, from connecting to the Town's sanitary sewer system. Furthermore, while the SDS bylaw prescribes standards for road cross section, the intent of the OCP is to retain the rural character of the Cape Lazo/Point Holmes area. In this regard, we are applying for a Development Variance Permit (DVP) to vary the requirements of connecting to sewer and requirement for sidewalks, barrier curbs and undergrounding of transmission lines as contained in the SDS bylaw.

Rationale

The rationale is to vary the requirements of the SDS to enable our client to put in an application to subdivide the property into two plots. There is no development planned for this parcel at this time.

Context

The subject site can be described as:

- Civic address: 532 Lazo Rd. Comox V9M 3V1
- Legal Description: Lot A, Plan VIP50229, District Lot 89G, Comox Land District
- PID: 015-931-773

Figure 1: Context Map



As shown in Figure 1, the area is peri-urban in nature with clusters of development in different locations. The site fronts Lazo Road and can be accessed from the rear via Foskett Rd.

Comox Valley Regional Growth Strategy (RGS) Alignment

RGS General Policy Framework

The purpose of the RGS is to build consensus among local governments regarding the development of the region for the next 20 years. The RGS vision statement describes the desired future for the region and sets the basic direction for planning, policies and action. The vision for the Comox Valley is to:

“Continue to evolve as a region of distinct, well-connected and well-designed urban and rural communities. As stewards of the environment, local governments, the K’ómoks First Nation, public agencies, residents, businesses and community and non-governmental organizations will work collaboratively to conserve and enhance land, water and energy resources and ensure a vibrant local economy and productive working landscapes”.

To actualize the above stated vision, the RGS outlines the following eight (8) goals:

- 1) **Goal 1: Housing:** Ensure a diversity of housing options to meet evolving demographics and needs.
- 2) **Goal 2: Ecosystems, Natural Areas and Parks:** Protect, steward and enhance the natural environment and ecological connections and systems.
- 3) **Goal 3: Local Economic Development:** Achieve a sustainable, resilient and dynamic local economy that supports Comox Valley businesses and the region’s entrepreneurial spirit.
- 4) **Goal 4: Transportation:** Develop an accessible, efficient and affordable multi-modal transportation network that connects Core Settlement Areas and designated Town Centres and links the Comox Valley to neighbouring communities and regions.
- 5) **Goal 5: Infrastructure:** Provide affordable, effective and efficient services and infrastructure that conserves land, water and energy resources.
- 6) **Goal 6: Food Systems:** Support and enhance the agricultural and aquaculture sectors and increase local food security.
- 7) **Goal 7: Public Health and Safety:** Support a high quality of life through the protection and enhancement of community health, safety and well-being.
- 8) **Goal 8: Climate Change:** Minimize regional greenhouse gas emissions and plan for adaptation.

RGS Land Use Policies

The Region's land use policies aim to manage growth and land-use activities in a manner consistent with the vision, goals, objectives and supporting policies of the RGS. The RGS defines three (3) general land use categories and nine (9) specific designations. The general land use categories are:

- 1) Core Settlement Areas
- 2) Rural Areas
- 3) Resource Areas and Parks

The subject property falls within the Core Settlement Areas category. There are four designations in Core Settlement Areas, these are: Municipal Areas, Settlement Nodes, K'ómoks First Nation Lands, Sports and Education Node and Settlement Expansion Areas. The subject property falls within the Municipal Areas

RGS Land Use Designation – Municipal Areas

Municipal Areas are defined by the boundaries of the City of Courtenay, Town of Comox and Village of Cumberland. The RGS considers Municipal Areas has having considerable capacity to accommodate growth through both intensification (by means of secondary suites and infill development) and new compact development. However, the RGS clearly intends that these areas are developed based on each community's unique characteristics, needs and visions.

The subject property is within the Town of Comox and the RGS mentioned that new growth will occur largely through intensification and development in new areas. Furthermore, the Town of Comox OCP outlines how the OCP supports the RGS' eight (8) over-riding goals and sixteen (16) growth management principles.

Town of Comox Official Community Plan (OCP) bylaw 1685 Alignment

OCP Land Use Policies

The OCP sets out the Town's objectives and broad statements of policy to guide Council's decisions about land use, zoning, development and servicing. The subject property falls within the Point Holmes/Cape Lazo, where the OCP indicates will:

“Remain a green and largely natural area. The Plan will accommodate a limited amount of infill development that maintains the predominately single detached dwelling character of the area and does not generate the need for full urban services. The natural surroundings and environmental features are to be protected as much as possible.”

OCP Land Use Designation – Residential: Detached

The OCP lays out policies for the different land use designations. These policies are aimed at guiding the future growth of the Town. The location where the subject property is sited is designated Residential: Detached.

While the OCP contains several policies for parcels within this land use designation, the one that applies to this application is:

e. "The minimum parcel size for the subdivision of land in the Point Holmes/Cape Lazo area south of Knight Road should allow for the protection of environmentally sensitive areas and avoid the need for the extension of sanitary sewer to service the area. It is anticipated that the protection of sites with high environmental sensitivity through land trusts, ecogifts, density transfer, restrictive covenants and similar measures may significantly affect minimum parcel size. Permitted residential uses on a parcel less than 1,500 square metres shall not exceed a single detached dwelling and a secondary suite. On parcels 1,500 square metres or greater, permitted residential uses shall not exceed a single detached dwelling and a secondary suite or coach house. Subdivision should require continuous paved road access along any parcel frontage and from each parcel to Lazo Road."

Figure 2: Land use designation of subject site and surrounding plots



Environmentally Sensitive Areas

Section 2.3 of the OCP pertains to the environment. Protection of the natural environment is of great importance; hence several policies are outlined in the OCP as well as supporting policies such as the Tree Retention Policy. The most significant environmental concern is the presence of Garry Oak trees, hence Development Permit Area #12 – Garry Oak Habitat (DPA #12).

The OCP indicates that property owners or authorized agents must first obtain a development permit prior to the issuance of a building permit; subdivision of land; alteration of land, including vegetation; or construction of, addition to or alteration of a building or structure pursuant to Section 489 of the Local Government Act unless exempted in this OCP under Section 488 (4) of the Local Government Act. While our client is cognisant of this requirement, the proposed subdivision will have no impact on the Garry Oak trees present on the property.

Infrastructure

Section 2.4.2 relates to the following services: Utilities, Water Supply, Sewer and Storm Water. Of importance to this application at this stage is the issue of sewer. This is due to the requirement to connect to sewer in the SDS Bylaw NO. 1261. While one of the objectives of the OCP with respect to sewer is to:

“To ensure new growth is serviced by a sanitary sewerage system provided by the Town and CVRD”

It is important to note the following statement in sections 2.4.2.4 and 2.4.2.5, which relate to the location of the subject property:

2.4.2.4 Sanitary Sewerage Service - “Lands along Lazo Road between Brent Road and Knight Road are presently serviced by on-site sewage treatment and disposal systems. The Plan does not propose major redevelopment that will trigger the need for and extension of the municipal sewerage collection system. If significant densification were to occur in this area, a municipal collection system would be required. The collection system would consist of a series of gravity mains and municipal pump stations with associated force mains in accordance with the Cape Lazo Water and Sanitary Sewer Study prepared by Koers & Associates Engineering Ltd. in 2008.”

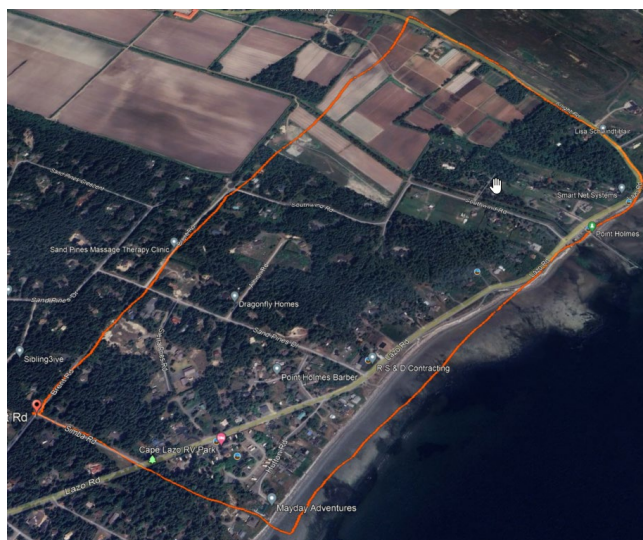
And

2.4.2.5 Sanitary Sewerage Service Supporting Policies – a. “With the exception of Cape Lazo/Point Holmes area, all new development and redevelopment should be connected to the Town’s sanitary sewer system.”

And

2.4.2.8 Other Infrastructure Services Supporting Policies – c. “Outside Downtown Comox, overhead service connections should only be permitted for redevelopment or infill development in areas with existing overhead transmission lines.”

Figure 3: Map showing lands along Lazo Road between Brent Road and Knight Road



Development Permit Areas (DPAs)

The proposed development falls within the following DPAs:

- 1) DPA 12 Garry Oak Habitat - environmental DPA – This would require an Ecological/Habitat Assessment completed by a Registered Professional Biologist with a specialization in habitat restoration in accordance with Comox Planning Procedures Bylaw 1780.
- 2) DPA 17 Coach Houses – Form and Character DPA - Exemption can be obtained from the Town.
- 3) DPA 18 Secondary suites – Form and Character DPA - Exemption can be obtained from the Town.

Apart from DPA 12, exemptions can be obtained from the Town with respect to DPAs 17 and 18.

DPA 12 Garry Oak Habitat - Environmental DPA

The objective of the DPA12 is to protect the Garry Oak ecosystems which are limited to southeastern Vancouver Island. This is because they contain high biodiversity and have important adaptive value in the face of climate change, yet they are being negatively impacted by different events. In Comox, Garry Oak ecosystems are in the Point Holmes area as well as along the coastal bluffs west of St. Joseph's General Hospital and in Filberg Park.

During a reconnaissance survey of the subject property, majority of Garry Oak trees were sighted in three (3) locations as shown in Figure 4. But it should be noted that the way the subdivision is being proposed will result in all the Garry Oak trees being located on the front parcel, hence future activities on the rear parcel will have no adverse impact on the trees. Nonetheless, our client intends to take adequate measures to ensure no degradation to the Garry Oak ecosystem on the property.

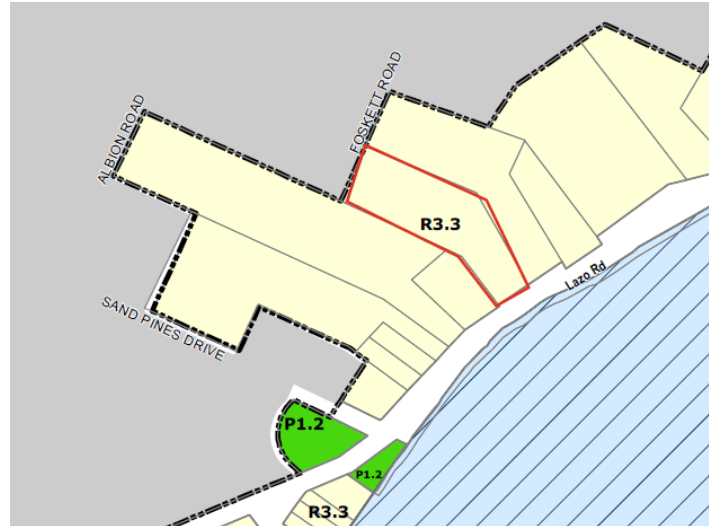
Figure 4: Estimated location where Garry Oaks Trees are located



Comox Zoning Bylaw 1850 Alignment

The subject site is zoned R3.3 Single-Family - Large Lot.

Figure 5: Zoning of subject site (outlined in red) and surrounding plots



The most relevant sections of the Zoning bylaw pertaining to this application are:

Section 109.4 Parcel Area (1) - "All lands shown shaded in Appendix "G" - parcel area shall not be less than 5,000 square metres"

And

Section 109.5 Parcel Frontage - "Parcel frontage shall not be less than 20.0 metres."

And

Section 109.6 Parcel Depth - "Parcel depth shall not be less than 50.0 metres."

As shown in Figure 7, these requirements are met.

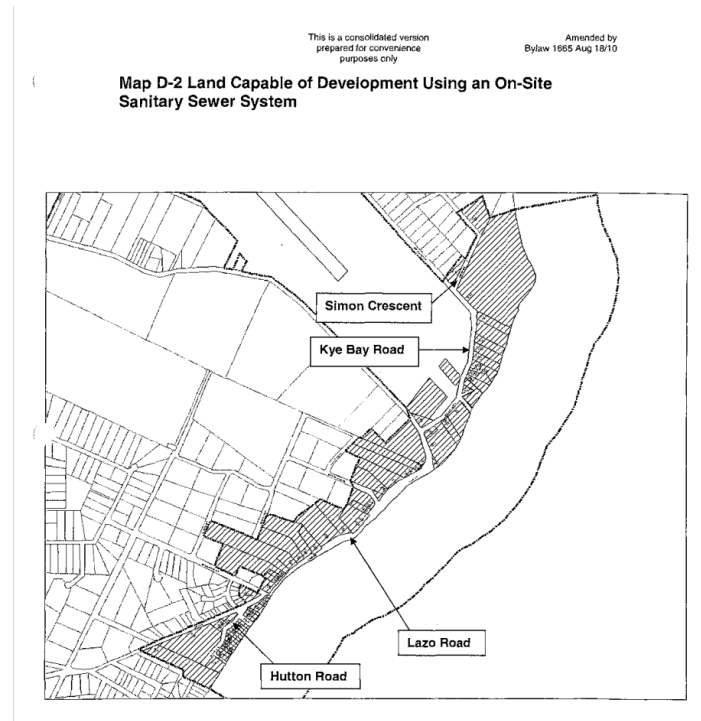
Town of Comox Subdivision and Development Servicing (SDS) bylaw No. 1261 Alignment

While the Town of Comox Subdivision and Development Servicing (SDS) bylaw No. 1261 section 14.1 states that:

“The Owner of any land being Subdivided or Developed must provide every Parcel in the proposed Subdivision, or the land being Developed, with a sanitary sewage collection and disposal system, including service connections, designed and constructed in accordance with the requirements and standards prescribes in Schedule C”

However, the bylaw makes provisions for on-site sewage disposal systems (#1514 July 5/06). Areas covered by these provisions are shown in Figure 6.

Figure 6: Land capable of development using an on-site sanitary sewer system



Section 30 applies to the subject property. Section 30.2 of the bylaw stipulates that:

“As an alternative to the sewage collection and disposal system required by Section 14.0, the Owner of a Parcel used or proposed to be used for only one single-family dwelling not containing a secondary suite and located more than 15 metres from the nearest sewer main may provide an on-site sewage disposal system complying with applicable regulations under the Health Act, if the Owner complies with the building permit application and occupancy permit requirements of Bylaw No. 1472 pertaining to such systems.”

Considering the absence of a sewer main within 15 metres from our client’s property, we believe that insisting on a sewer connection under these conditions would impose undue hardship on our client.

Furthermore, Schedule C of the SDS prescribes standards for the sidewalks, barrier curbs and undergrounding of transmission lines. However, to maintain the “rural” road cross-section, without sidewalks, barrier curbs, no undergrounding of transmission lines a variance is hereby requested. This is in line with the objective of the OCP to retain the rural character of the Point Holmes/Cape Lazo area and

Section 2.3.2.8 b which permits overhead connections in areas with existing overhead transmission lines, such as where the subject property is located.

Tree Retention Policy

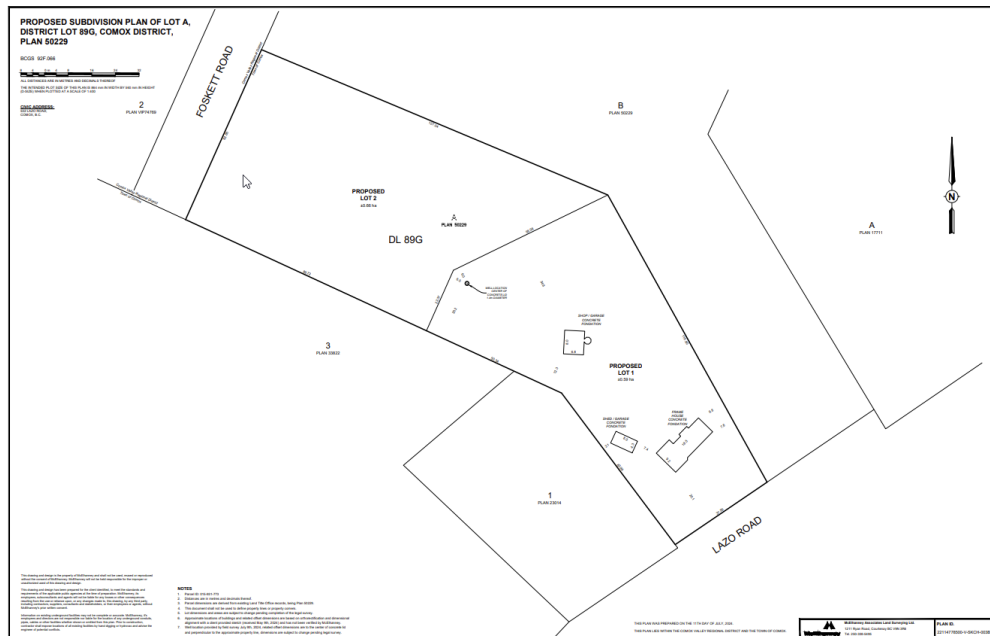
Our client is aware of the desire of the Town to encourage the long-term retention and protection, or replacement and protection, of a minimum 30% target of existing trees with specific interest in native trees and trees of a diameter at 1.5 m above the tree base of 20.0 cm or more.

Our client is aware that the Garry Oak tree is among the trees considered for retention and long-term protection and necessary steps will be taken to protect and retain all Garry Oak trees on the site. However, as shown in Figure 4, the Garry Oak trees on the site are presently located within designated locations where our client has no intention of undertaken any development now and in the future.

Project Summary

Our client aims to subdivide the subject property into two (2) plots. According to the Zoning bylaw, the minimum lot size requirement for subdivision in the Single-Family - Large Lot is 5,000 square metres. Furthermore, the Zoning bylaw requires parcel frontage should not be less than 20.0 metres, while parcel depth should not be less than 50.0 metres. As shown in Figure 7, the proposed subdivision meets all these requirements.

Figure 7: Subdivision plan



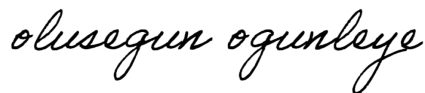
In conclusion, our client aims to subdivide the subject property into two (2) plots. The proposed subdivision meets all the requirements of the OCP and Zoning bylaw. However, while Section 14 of the SDS bylaw No. 1261 requires connection to sewer, Section 2.3.2.5 of the OCP exempts properties located within the Cape Lazo/Point Holmes area, where the subject site is located, from connecting to the Town's sanitary sewer system. It is also important to consider the absence of a sewer main within fifteen (15) metres from our client's property, hence insisting on a sewer connection under these conditions would impose undue hardship on our client. Furthermore, while the SDS bylaw prescribes standards for road cross section, the intent of the OCP is to retain the rural character of the Cape Lazo/Point Holmes area and permits overhead connections in areas with existing overhead transmission lines. It is on these premises that we hereby apply for a DVP on behalf of our client to vary the requirement of the SDS bylaw.

We look forward to working with the Town on this project.

McElhanney Ltd.

Prepared by:

Olusegun Ogunleye



Olusegun Ogunleye, Planner
ogunleye@mcelhanney.com
778-647-2513

Reviewed by:

Kevin Brooks, MPlan, RPP



Kevin Brooks, Division Manager – Planning
kbrooks@mcelhanney.com
778-560-2371

Thank You

For considering our proposal.



**PROPOSED SUBDIVISION PLAN OF LOT A,
DISTRICT LOT 89G, COMOX DISTRICT,
PLAN 50229**

BCGS 92F.066



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF
THE INTENDED PLOT SIZE OF THIS PLAN IS 864 mm IN WIDTH BY 560 mm IN HEIGHT
(D-SIZE) WHEN PLOTTED AT A SCALE OF 1:400

CIVIC ADDRESS:
532 LAZO ROAD,
COMOX, B.C.

2
PLAN VIP74769

FOSKETT ROAD

Comox Valley Regional District
Town of Comox

**PROPOSED
LOT 2**
±0.74 ha

PLAN 50229

DL 89G

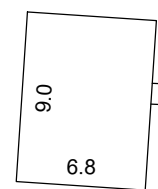
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PLAN 33822

B
PLAN 50229

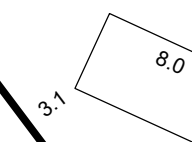
A
PLAN 17711

**PROPOSED
LOT 1**
±0.51 ha

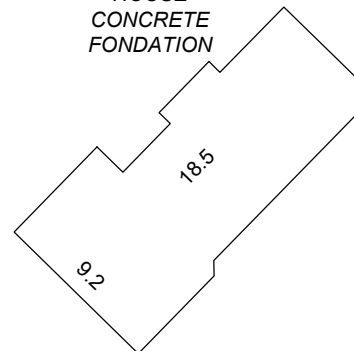
SHOP / GARAGE
CONCRETE
FOUNDATION



SHED / GARAGE
CONCRETE
FOUNDATION



FRAME
HOUSE
CONCRETE
FOUNDATION



1
PLAN 23014

LAZO ROAD



This drawing and design is the property of McElhanney and shall not be used, reused or reproduced without the consent of McElhanney. McElhanney will not be held responsible for the improper or unauthorized use of this drawing and design.

This drawing and design has been prepared for the client identified, to meet the standards and requirements of the applicable public agencies at the time of preparation. McElhanney, its employees, subcontractors and agents will not be liable for any losses or other consequences resulting from the use or reliance upon, or any changes made to, this drawing, by any third party, including contractors, suppliers, consultants and stakeholders, or their employees or agents, without McElhanney's prior written consent.

Information on existing underground facilities may not be complete or accurate. McElhanney, its employees and directors are not responsible nor liable for the location of any underground conduits, pipes, cables or other facilities whether shown or omitted from this plan. Prior to construction, contractor shall expose locations of all existing facilities by hand digging or hydrovac and advise the engineer of potential conflicts.

NOTES

1. Parcel ID: 015-931-773
2. Distances are in metres and decimals thereof.
3. Parcel dimensions are derived from existing Land Title Office records, being Plan 50229.
4. This document shall not be used to define property lines or property corners.
5. Lot dimensions and areas are subject to change pending completion of the legal survey.
6. Approximate locations of buildings and related offset dimensions are based on orthorectification and dimensional alignment with a client provided sketch (received May 9th, 2024) and has not been verified by McElhanney

THIS PLAN WAS PREPARED ON THE 5TH DAY OF JULY, 2024.


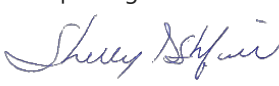


THIS PLAN LIES WITHIN THE COMOX VALLEY REGIONAL DISTRICT AND THE TOWN OF COMOX.



McElhanney Associates Land Surveying Ltd.
1211 Ryan Road, Courtenay BC V9N 3R6
Tel. 250-338-5495

PLAN ID.
22114778500-V-SKCH-001

To: Mayor and Council	File: RZ 24-3
From: Regina Bozerocka, Planner II Elliot Turnbull, Planner II	Date: October 2, 2024
Subject: 2123 Hector Road RZ 24-3 First and Second Reading of Comox Zoning Amendment Bylaw 1850.48	

Prepared by:  Regina Bozerocka, Elliot Turnbull	Municipal Engineer:  Shelley Ashfield Director of Operations	Finance:  Edward Henley Director of Finance	Report Approved:  Jordan Wall, CAO
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RECOMMENDATIONS FROM THE CHIEF ADMINISTRATIVE OFFICER:

1. THAT Comox Zoning Amendment Bylaw No. 1850.48 (**Attachment 2**) be given First Reading;
2. THAT Comox Zoning Amendment Bylaw No. 1850.48 be given Second Reading; and
3. THAT the subject property, during the 2025 comprehensive Official Community Plan review, be considered for inclusion within DPA# 11 Wildlife Corridor.

PURPOSE

This report is to provide comprehensive information about the proposed multi-family development on the subject property and to introduce a zoning amendment bylaw that would facilitate it, for Council's consideration of First and Second Reading¹.

¹ In accordance with section 467 of the *Local Government Act*, a notice was issued of upcoming Council consideration of proposed Comox Zoning Amendment Bylaw 1850.48.

PROPOSAL

Zoning Amendment Bylaw 1850.48 is proposed to facilitate multi-family residential development at 2123 Hector Road. The development would create approximately 70 townhouse units for sale and 200 apartment units, which the applicant intends to rent.

The summary of applicant's submission is contained in **Attachment 3**. A traffic impact assessment, environmental assessment, arborist letter are included in the application package on-record at Comox Town Hall and have been published on the Town of Comox website² until the proposed bylaws are given Third Reading. An updated traffic assessment, a tree protection and replanting plan, and an updated environmental assessment to confirm the boundaries and the extent of required buffer for the wetland are listed as one of outstanding items in **Schedule 1**.

REPORT SUMMARY

Subject Property:

2123 Hector Road
(shown shaded on the map)

Legal Address: LOT 4 DISTRICT LOT 170
COMOX DISTRICT PLAN VIP60685

Owner:

1354279 B.C. LTD., INC.NO. BC1354279
and
1354284 B.C. LTD., INC.NO. BC1354284

Applicant:

Rachel Ricard,
Broadstreet Properties Ltd.

Property Size: 4.9 ha



² Located on the Town of Comox website: Development – Planning – Application Notices – Rezoning at 2123 Hector Road; or <https://www.comox.ca/node/6873>

Property contains:	Second growth forest including environmentally sensitive areas (wetlands), informal neighbourhood trail
Current OCP land use:	Residential: Low Rise Apartments, Townhouses & Ground Oriented Infill
Current zone:	R3.3 Single-Family – Large Lot
Development proposal:	Rezoning to allow a multi-family development, approximately 70 townhouses 200 apartments under new standard zones, in 2 phases: RM7.1 Townhouse for the southern portion and RM6.1 Apartment for the northern portion of the subject property
Surrounding Land Uses:	Existing townhouse and single-family development to the south; Under construction townhouse and single-family developments to the west; Vacant lands subject to active OCP and RZ applications for a mixed-use residential-commercial development to the north and multi-family development to the east.

Proposed Contributions and Amenities

The following contributions are proposed by the applicant, to be provided prior to adoption of the rezoning bylaw:

1. Affordable housing contribution in accordance with Council Policy CCL-069 the total of \$1,592,958:
 - o \$747,958 at multi-family rate for townhouses (\$73 per 1 sqm for 10,246 m²)
 - o \$845,000 at rental rate for apartments (\$50 per 1 sqm 16,900 m²)
2. \$80,700 contribution toward construction of a playground within Hector Greenway, based on the Council Resolution 2021.060 to seek cash contributions from developers of adjacent properties in proportion of proposed residential units

As the development plans have not been finalized, registration of a restrictive covenant is proposed to address possible future discrepancies with the residential floor areas and rental tenure, such as:

- a. if the developer, following the adoption of the Rezoning Bylaw in relation to the apartment portion of the development elects not to proceed with the apartment as a Rental Development, the developer will then pay to the Town the difference between the \$845,000 contribution and the contribution due under Affordable Policy based on the revised classification; and
- b. if the developer, at any following the adoption of the Rezoning Bylaw, proposes a development comprised of more than 10,246 square metres for townhouses or 16,900 sqm for apartments, the developer will pay to the Town the difference between the \$1,592,958.00 contribution and the contribution due under the Policy based on the increased size of the development before the Developer proceeds with obtaining a building permit.

Schedule 1 also includes a list of covenants securing the provision of other proposed amenities, such as tree retention and replanting, protection for environmentally sensitive areas, adaptable design requirements, sound attenuation for units adjacent to collector roads, capacity and conduits for electric vehicles charging, construction meeting or exceeding Energy Step Code Level 4.

Key Issues:

No concurrent processing of DP	This report is only for consideration of Rezoning Bylaw 1850.48. Development Permit application for the form & character of proposed residential development has not been submitted for concurrent processing. Concurrent processing of applications allows staff and Council to consider the proposal and available information in relation to a broad context of issues.
Public Hearing prohibited	Consultation steps already completed: Prior to submitting a rezoning application, the developer conducted a 2-step community consultation. Town staff sent standard referrals to external agencies and utility providers when the complete rezoning application was received and issued public notification prior to Bylaw 1850.48 First and Second Reading consideration.
No Phased Development Agreement Bylaw	Phased Development Agreement (PDA) is a tool to ensure that municipalities receive adequate amenities and servicing and at the same time to protect a developer from down zoning. PDA require authorization bylaw and a public hearing. To process rezoning of the subject property without a PDA means reduced application processing time. The applicant proposes to provide financial contributions prior to adoption of Bylaw 1850.48.
Sewer Capacity	CVRD sewer capacity issues. Proposed solution is to register a no build covenant on all phases of development until the Town is satisfied with a sanitary servicing solution.
Protection of the Environmentally Sensitive Areas	Two provincially protected wetland areas are located on the property: larger one at south-east quadrant and on the west edge, small and severely affected by construction of Aspen Road. As of the date of writing of this report, the applicant has not provided information regarding protection measures during development and recommended buffers for the wetlands.
20-year housing supply	In accordance with provincial legislation Town is required to update its OCP by December 31, 2025, and to pre-zone land to meet 20-year housing demand as determined by Housing Needs Assessment (currently underway). If approved and constructed, the proposed development would contribute residential units toward the goal of meeting housing demands.

Council Decision

To proceed with 1st and 2nd Reading of proposed Comox Zoning Amendment Bylaw No. 1850.48?

Decision options

Recommended

1. Council gives 1st, and 2nd reading to rezoning bylaw 1850.48



Implications

Notice has been published for Council consideration of 1st and 2nd Reading for Bylaw No. 1850.48

Updated environmental report to confirm wetland extent and appropriate natural buffer is required prior to Third Reading.

STRATEGIC PLAN LINKAGE

This report addresses the following strategic priorities identified in the 2022-2026 Strategic Plan

Organizational Excellence:

- Asset Management – Focus on life-cycle funding when considering asset conditions or replacements and communicate to the public the cost and the need for asset renewal.

Community Connection and Wellness

- Parks – Our parks and greenspace connectivity enhances livability and walkability in the town.

Good Governance:

- Community Participation – We enhance two-way communication with our community.
- Decision Making - We make evidence-based decisions focused on the best interests of the Town over the long term.

Balanced Community Planning:

- Strategic Growth - We will balance the benefits of growth with the livability of our seaside community.
- Housing - We will create the conditions for a diversity of housing options in our unique seaside Town.
- Community Addition - We will ensure that each new major development adds positively to the community through appropriate amenity contributions and/or other community benefits.

BACKGROUND

In November 2019 a Draft Anderton Neighbourhood Corridor Concept Plan was presented to Council (maps in **Attachment 7**, more details available in report to Council on RZ OCP 23-2 dated June 5th, 2024³).

The complete Anderton Corridor Servicing Study was presented to Council in May 2023. It confirmed that in order to support public transit and municipal services urban densities are required in the neighbourhood. At the same time, a Transportation Plan update noted Town-wide issues such as lack of sidewalk and cycling connectivity, and the need to update existing Subdivision Bylaw road standards.

In December 2023 Council received staff presentations on the new standard multi-family zones with densities supporting the provision of municipal services, which have now all received Third Reading as of the date of writing this report. Rather than wait for comprehensive Subdivision Bylaw review or process as a variance, amendments specific to Aspen and Hector, as well as Hector Greenway, development standards were introduced concurrently with RZ OCP 23-2. Once adopted these standards will be applicable to the subject property.

Pre-application consultation

In 2021, two developers independently approached the Town with multi-family residential proposals in the Aspen and Hector Road neighbourhood. In accordance with Comox Planning Procedures Bylaw 1780, they have independently conducted 2-step community consultations, including newspaper notice, mail-out to the neighbours and an open house meeting.

The purpose of a community consultation is to identify development impacts and determining how any negative impacts can be mitigated. Letters from public received during preapplication consultation are part of application documentation and were provided with rezoning application (in **Attachment 4** to this report). Per procedures bylaw, development sign has been placed on the public road frontage of the subject property after application submission.

Comments submitted by the public include the following key aspects:

- Neighbourhood: too much density proposed in small area of Town, buildings too tall, loss of area currently used by neighbours as trails/greenspace, desire for lower density, single-family development, loss of privacy on adjacent single-family properties.
- Infrastructure: traffic impacts on surrounding roads including rural roads in the CVRD to the north, pedestrian connectivity, provision of municipal services and storm water management, concerns regarding the storm water management pond.

³ Council Agenda, June 5th 2024 page 80 - https://www.comox.ca/sites/default/files/2024-06/2024_06June_05_Regular%20Council%20Meeting%20Agenda.pdf

- Public services: lack of transit to support additional development, increasing pressures on medical, firefighting, policing and community services.
- Affordability: general concern that newly constructed rental units in Town are not affordable, and desire to have a proportion of subsidised units within proposed development.
- Environmental: loss of trees, impacts to existing provincially protected wetlands, loss of habitat, requirement for the assessment by a wetland hydrologist.

Public Notification of Bylaw 1850.48 Consideration

Notification of Council's intent to consider First and Second Reading of the proposed Bylaw 1850.48 at the October 2nd, 2024 Regular Council Meeting was published in the newspaper, on Town website and mailed to owners and tenants of properties within 75 metres radius, including CVRD.

Public submissions received to-date are included in **Attachment 5**. Any submissions received in advance of the October 2nd, 2024 RCM will be distributed to Council prior to commencement of the meeting.

Processing Procedures

Attachment 1 lists the processing steps for Council's consideration of the proposed bylaws.

Under the *Local Government Act*, s. 464(3) a municipality is prohibited from holding a public hearing for a rezoning bylaw which only purpose is to permit residential development, if consistent with OCP. The standard multi-family zones proposed for the subject property are consistent with its current land use designation: Residential: Low Rise Apartments, Townhouses & Ground Oriented Infill.

The Town has started the process of comprehensive OCP review, expected to be completed by December 2025. At the time of writing this report, staff anticipate that the residential land use policies and development guidelines will not change substantially to warrant the postponement of rezoning application consideration for the subject property. As the applicant has not submitted a DP for concurrent processing, the project may be affected by updated policies and DPA guidelines for multi-family development.

Phased Development Agreement not proposed

Historically developers provided local governments, including the Town of Comox, amenity contributions to address concerns that arose in regard to rezoning bylaws. The *Local Government Act (LGA)* allows municipalities to adopt Phased Development Agreement (PDA) Bylaws which provided a statutory mechanism to obtain amenities in exchange for restrictions on Council's ability to change zoning provisions for the property (e.g. down zone) for up to 10 years. Town practice has been to use PDA Bylaws, processed concurrently with a rezoning bylaw, to secure financial amenity contributions and to register restrictive covenants to address non-financial contributions or amenities.

With the recent changes to the LGA, public hearings are no longer permitted for residential rezonings consistent with an OCP, but are still required for PDA Bylaws. This adds complexity and time, as these bylaw approval processes are not synchronized and require two separate public notifications. For example, the first step in concurrent processing is a public notice of rezoning bylaw's First Reading. The First Reading of rezoning bylaw is then followed by notification of a public hearing for the PDA bylaw, which must specifically exclude public submissions on rezoning bylaw. Making this technical distinction in the public notices is attainable, but at the public hearing is still likely to create confusion.

For complex rezonings, particularly where the project is to be constructed and amenities provided in phases, a PDA is a convenient legal tool to create regulatory certainty for both developer and Council. There are two major development phases proposed for the subject property: first townhouses on the south portion of the land, which will also include all off-site works and stormwater pond, then apartments on the north portion. The applicant has agreed to proceed without a PDA Bylaw and accepted the potential risks, considering that it would likely save several weeks of application processing time. If Bylaw 1850.48 is adopted the future downzoning risk is slight given that Town since 2018 has developed Anderton Corridor neighbourhood land use and servicing concept plan, is working with CVRD to resolve servicing issues, undertook the complete communities assessment and is updating OCP in 2025 to meet the 20-year housing needs.

The proposal is to provide amenity contributions paid in trust (to a lawyer) prior to adoption consideration and released to the Town if rezoning Bylaw 1850.48 is adopted.

Referrals

Standard processing of development applications includes referrals to external agencies and utility providers. **Attachment 6** lists the agencies referrals were sent to and responses received to date.

OCP IMPLICATIONS

Official Community Plan Land Use Designation: Residential: Low Rise Apartments, Townhouses & Ground Oriented Infill. The proposed rezoning is consistent with the current land use designation.

Development Permit Areas	Development Exempt from DPA ?
DPA #3 General Multi-Family	Not exempt, DP application is required
DPA #17 Coach Houses	Exempt under 3.17.4(B)
DPA #18 Secondary Suites	Exempt under 3.18.4(A)

The applicant has not submitted a development permit application for concurrent processing with the rezoning. It is anticipated that next steps will be a subdivision application and then two separate form and character DP applications for townhouses and apartments construction under DPA#3, therefore Town will have limited ability to consider development impacts and guidelines at a larger, neighbourhood scale.

DPA #3 General Multi-Family

This DPA is to guide the form and character of multi-family and intensive residential development. The emphasis is on strong street and pedestrian orientation, neighbourhood compatibility and support for alternative forms of transportation. Under the current OCP, the guidelines are less specific about the on-site elements such as outdoor open space requirements, indoor amenity space or storage, family-oriented design, landscaping. Historically staff worked closely with developers to identify opportunities and mitigate any negative outcomes, starting at pre-application stage. This approach resulted in a comprehensive development zone, but often meant significantly longer processing timelines, depending on project complexity. As noted in staff presentation to Council on March 13, 2024, streamlining the application processing by introduction of standardized zones has advantages, mainly maximum certainty, flexibility and time saving for developers, but it also creates gaps that current OCP development permit guidelines nor other Town bylaws address.⁴

⁴ In the March 2024 presentation, staff proposed that 2025 comprehensive OCP update include review of form and character guidelines (such review would apply to General Multi-Family and Small Scale Multi-Family Housing guidelines) to focus on fundamental good design principles, provide certainty of requirements and clear compliance criteria.

Guidelines that were included in current DPAs for the only reason that at the time other bylaws did not provide specific requirements should be deleted from OCP and those bylaws should also be revised. For example: subdivision and services bylaw to provide specifications for off-site and on-site infrastructure; highway use bylaw to regulate access driveways; zoning bylaw to regulate building massing, separation and overshadowing; building bylaw to provide energy step code requirements and accessible design standards; tree protection bylaw to require tree retention and replanting (currently, only few properties of certain size are subject to the tree bylaw).

Under the procedures Bylaw 1780, Development Permit application processing powers are delegated to staff. The concept site plans and renderings shown in **Attachment 2** are preliminary and subject to change. Should the complete townhouse and apartment development permit applications be submitted prior to completion of 2025 OCP update, they will be subject to current DPA guidelines and other relevant bylaws. Without concurrent processing of rezoning and DP applications, neither Council nor public will have the opportunity to review the proposed development form and character, unless staff decide not to exercise this authority for reasons of complexity, visibility or any other circumstances, and such applications are brought before Council.

Environmental Development Permit Areas, Existing Wetlands and Mature Forest

The subject property contains mature second growth forest and wetlands (environmentally sensitive areas - ESA) that support wildlife habitats and provide essential wildlife connections within Brooklyn Creek Watershed. The importance of retaining ESAs was noted by the members of community, environmental groups and the Ministry of Water, Land, and Resource Stewardship throughout the referral process, both for the subject property and the adjacent lands.

The larger wetland is located at south-east quadrant and on the west edge, a smaller one and severely affected by construction of Aspen Road. The applicant for the subject property has not yet provided information regarding protection measures nor confirmed required buffers for the larger wetland. There is another wetland on adjacent 2077 Hector property. Town has received an assessment report in relation to 2077 Hector property confirming that these wetlands are not connected by aboveground water flows.

At the September 4, 2024 meeting, Council resolved that for 2077 Hector wetland the Qualified Environmental Professional's recommended 15.0 metres natural buffer be provided.⁵ Based on the available environmental reports and technical memos, staff recommendation is to follow the same process and secure a professional recommendation for the wetland on the subject property. The environmental assessment update required prior to Third Reading, will confirm the extent of the wetland and therefore will provide certainty for the applicant about the developable area on the subject property.

When the OCP was adopted in 2011, the subject property was not included in any other development permit areas except DPA #3 General Multi-Family for the form and character of residential development.⁶

⁵ Third Reading report for RZ OCP 23-2, available on September 4th 2024 agenda, page 31
https://www.comox.ca/sites/default/files/2024-08/2024-09Sep_04_Regular%20Council%20Meeting%20Agenda.pdf

⁶ Later, the property was added to the form and character DPAs for development of coach houses and secondary suites, as part of blanket OCP amendments.

The proposed OCP development permit areas for adjacent properties at 2077 Hector and 941 Aspen are DPA#7 Riparian Areas and DPA#11 Wildlife Corridor have received a Third Reading. Those properties had rural land use designation since incorporation into Town boundaries: in order to facilitate development had to apply for an OCP

Tree Retention and Replanting

Council Tree Retention Policy CCL-067 provides staff with direction for securing long term retention and protection, or replacement and protection, of a minimum 30% target of existing trees, taking into consideration site and development specific opportunities and constraints, including the relation of the number of trees retained vs replanted, tree species, habitat value and community significance.

The Tree Retention Letter provided to the Town estimates that 953 trees on the lot are greater than 20cm diameter, 1.5m from the base of the tree. Based on the above policy, 286 trees must be retained or replanted on the property. The October 2023 design proposes an area where no vegetation modifications will occur. This area features 212 trees greater than 20 cm in diameter that will be retained, requiring 74 trees to be planted within other areas as part of the development.

The tree inventory and retention plan acceptable to the Parks Manager is required prior to Third Reading, per **Schedule 1**.

The Town's Climate Resilient Landscape Standards should be used to guide species selection. Along street frontages, the Town will seek to create a tree canopy comprised of feature trees and mid-level trees to provide a continuous streetscape, as required in the Tree Retention Policy.

ZONING IMPLICATIONS

Current Zoning for the subject property is R3.3 – Single-Family Large Lot, intended as a “holding zone” for properties within Town boundary extension areas or those without municipal services.

Proposed Bylaw 1850.48 would rezone the property to RM 7.1 Townhouse and RM 6.1 Apartment.

The new RM 7.1 zone is intended as the standard zone for townhouse development. It is aimed to accommodate both infill and greenfield development and is implemented under RZ 23-6 468 Anderton Road which is currently proposed for adoption at October 2, 2024 RCM.

amendment, which included environmental DPAs based on Town recommendation. Details are available in reports on RZ OCP 23-2. For the subject property, typically staff would also recommend amendment to the OCP processed concurrently with rezoning and include it in environmental DPA.

Instead, given that process for 2025 comprehensive OCP review already started and acting under rezoning powers, Town requires an environmental assessment by Registered Professional Biologist and registration of a covenant is required to ensure long term protection of the environmental areas and provision of a natural buffer for the wetland (per **Schedule 1**).

Key aspects of the RM 7.1 zone include:

- Permitted uses: Townhouse and two-family dwellings.
- Maximum height: 12.0 m and 3 storeys.
- Minimum setbacks – 3.0 m front and exterior side, 5.0 m rear and interior side. The 5.0 m rear and interior side setbacks allow for provision of small private backyards for abutting townhouse units.
- Setbacks to accommodate trees along front and exterior side lot lines: front and exterior side setback allowance of 5.0 by 5.0 m for every 60.0 m of frontage (as opposed to the proposed apartment standard of 9.0 by 9.0 m for every 100 m) to reflect the lower building height and length of townhouse development vs apartments and to accommodate the smaller parcel sizes typical of infill development.
- Parcel coverage: building parcel coverage shall not exceed 40%, and combined building, parking, loading area and driveway parcel coverage shall not exceed 75%. The remaining 25% (which includes the setback areas) will accommodate open space.
- Density: minimum density of 30 units per hectare (uph). Maximum density of 80 uph.

The RM 6.1 Apartments zone is intended as a standard greenfield development zone. This zone is being implemented under RZ OCP 23-2 for development at 941 Aspen and 2077 Hector, and received the Third Reading. Given feedback from the public and the applicants⁷ at the public hearing for RZ OCP 23-2, Council amended the RM 6.1 Apartments zone to four storeys.

Key aspects of the RM 6.1 Apartment zone:

- Permitted uses: apartment buildings (up to four stories), townhouse dwellings (up to two stories) only within an apartment building, and child care facilities on the ground floor of an apartment building or accessory building. Note: only apartment buildings are proposed under this application.
- Maximum height: 16.0 m and 4 storeys.
- Minimum setbacks – 3.0 m front and exterior side; 5.0 m from any greenway; 9.0 m from side and rear lot lines for building elevations longer than 25 metres.
- Setbacks to accommodate trees along front and exterior side lot lines: front and exterior side setback allowance of 9.0 by 9.0 m for every 100 m of frontage.
- Parcel coverage: Building parcel coverage shall not exceed 40%, and combined building, parking, loading area and driveway parcel coverage shall not exceed 75%. The remaining 25% (which includes the setback areas) will accommodate open space.
- Density: minimum density of 55 units per hectare (uph)⁸. Maximum density of 80 uph, increasing to 150 uph if at least 40% of total parking is provided underground, and no density restriction if over 80% parking is underground (except as indirectly limited by height restriction and parcel coverage).

⁷ Both the applicant for RZ 24-3 2123 Hector (Broadstreet) and RZ OCP 23-2 941 Aspen and 2077 Hector spoke at the public hearing on July 10th 2024 and stated they had no intention to build six storey buildings.

⁸ Minimum net density must be over 55 uph per Anderton Corridor concept plan to support required future infrastructure, including public transit, stormwater ponds, sanitary lift station(s), one large and smaller community parks and greenways network, school land acquisition, new recreation facility building, fire station, etc.

The RM6.1 and RM7.1 zones are consistent with the OCP land use designation and also Council tree retention policy, by requiring additional setbacks for supplemental boulevard planting and by specifying maximum 75% impervious and 40% building parcel coverage these zones create better opportunities for tree retention and replanting than older standard zones (typically when urban blocks reach 80% impervious areas, there is no tree canopy left).

Review of proposed development compliance with zoning regulations is not possible at this time. Conceptual site plan and renderings are not detailed to confirm that parcel coverage, setbacks, projections, building length and height, parking, screening and other zoning regulations are met.

SERVICING IMPLICATIONS

Municipal Engineer's Review

CVRD Sewer Capacity

When the neighbourhood development is complete (including McDonald subdivision to the west, which is under construction), the immediate neighbourhood population could be as high as 2,500 people.

The Town has been working with the CVRD to understand the available sanitary sewer capacity in the area and required future expansions. While there exists some level of sanitary capacity for the neighbourhood in general, the Town is waiting to hear from the Regional District its preferred servicing methods.

Administration is recommending a no build covenant be registered on the subject properties until this is resolved.

Roads

Proposed Subdivision Amendment Bylaw 1261.18 received a Third Reading and would amend Bylaw 1261 to require construction of Aspen Road to the new Major Collector cross section, Hector to the new Minor Collector cross section and 10.0 metres wide Hector Greenway. More details are available in reports on RZ OCP 23-2. In order to avoid duplication of the processes and in case the timing does not align with the subject property application, registration of restrictive covenant is required for the provision of road dedications and off-site works, as noted below.

Schedule 1, Outstanding items, includes a list of covenants securing the following:

- No build covenant for all phases of the development on the subject property until the Town is satisfied with a sanitary servicing solution.
- Stormwater management: road dedication for and construction of a stormwater retention pond, infiltration trenches and associated facilities and monitoring equipment servicing the proposed development.

- Hector Greenway extension: at least 10.0 metres wide road dedication along the south side of Hector Road, greenway landscaping to include significant tree replanting to supplement existing tree canopy and construction of a 3.0 metres multi-use path.
- Oil/ grit separators for all surface parking and driveways.

TRAFFIC IMPACT ASSESSMENT

The traffic development approval information letter (DAI) issued by the Town required Traffic Engineer to assess the Hector Road section outside of the Town's boundary and to address Town and public concerns⁹:

- a. Consult with MOTI regarding the upgrades within Hector Road and provide a list of conditions and requirements to obtain permits for construction;
- b. Propose the scope of works and cost allocation method; and
- c. Comment on implications of constructing the Hector Road upgrades at the time of subject property development vs. incrementally, as the development of the focus area proceeds over time.

The concern is that section of Hector Road will also need to be upgraded to accommodate the traffic volumes resulting from proposed development in the neighbourhood. The Town is willing to consider different cost share models and potentially deferring the required upgrades to the later development phases when traffic volumes reach certain thresholds. The Engineer must determine the trigger points for the road upgrades and these will be secured by agreement as a condition of subdivision and development approval.

Schedule 1 Outstanding Items contains the requirement to submission an updated Traffic Impact Assessment Report or Memo prior to Adoption of the proposed rezoning bylaw.

FINANCIAL IMPLICATIONS

Housing Accelerator Fund (HAF) agreement

The subject property development proposal aligns with the Anderton Corridor/ Guthrie Road Transit Oriented Development Housing Initiative in the Town's approved Housing Accelerator Fund (HAF) agreement. It is anticipated to have a positive impact on the Town's ability to achieve the HAF Housing Supply Growth Target of additional 801 units above existing averages over the 3-year term of HAF.

⁹ Available background: PR 23-10⁹ Broadstreet appeal traffic DAI, RCM agenda May 3, 2023, page 10
<https://www.comox.ca/sites/default/files/2023-05/2023-05May-03%20Updated%20Regular%20Council%20Meeting%20Agenda.pdf>

Municipal Long-Term Costs and Revenue

The following financial analysis is meant to provide general information and is subject to high variability, including in relation to the total number of units and their assessed value. Although the storm water infrastructure will be owned and maintained long term by the Town, this cost is not included in this analysis below: a local service area for the infrastructure will be created and maintenance costs attributed to the properties it serves.

Council should keep in mind that these costs only represent the direct asset costs of the proposed development and not that of additional cars on the Town’s roads, pressure on total water, sewer, and storm capacity, additional administrative burden, parks and recreation needs.

Cost Estimates

Asset	Annual Cost	Life Span
Water System	\$4,000	80 Years
Sewer System	\$2,000	80 Years
Storm System	\$3,000	80 Years
Road System	\$8,000	25 Years
Hector Greenway	\$6,000	25 years
East-West Pedestrian Path	\$6,000	25 Years
Playground (within Greenway)	\$5,000	25 Years
Landscaping maintenance	\$3,600	Yearly
Total	\$37,600	

Revenue, based on estimated number and types of units and their tenure – subject to change.

Type of Unit	Per-unit Yearly Tax Revenue to Town¹⁰	Total Revenue
Townhouse	\$1,500	\$105,000
Apartment	\$1,300	\$260,00
Total		\$365,000

Based on the above assumptions this development would bring in more tax revenue than it will cost in direct asset maintenance costs.

¹⁰ Based on \$450,000 value estimated for a residential unit, similar to 941 Aspen – 2077 Hector estimates.

PARKS IMPLICATIONS

Parks Manager's Review

In accordance with Council Resolution 2021.060, the applicant is proposing a \$80,700 cash contribution for a playground within Hector Greenway (with \$100,000 contribution proposed by 941 Aspen and 2077 Hector applicant, Highstreet Communities).

Overall, this area of Town is currently lacking in active park amenities, with the nearest Comox playground almost one kilometer away and one in Courtenay more than 1.0 km, as measured from the mid-property. The addition of a small playground within Hector Greenway will fill this gap in the park system. The play structure will consider opportunities for universal design in all programmed play areas. This will include space for various age groups (e.g. 2-5, 5-12, 12 and up "tweens") and abilities.

In addition to the playground, further amenities such as tables, benches, and a water fountain, will be necessary at the greenway, which will function as a neighbourhood park until another land is acquired by the Town, and provide residents with much needed open space. These enhancements will create a more functional, welcoming space that encourages outdoor activity, and neighbourhood gatherings.

RB/ ET

Schedule 1: Outstanding Items

Attachments:

1. Processing Steps
2. Proposed Comox Zoning Amendment Bylaw No. 1850.48
3. Applicant's Submission Summary
4. Pre-Application Consultation Materials
5. Public Submissions
6. Referral Responses
7. Anderton Corridor concept plan

SCHEDULE 1

OUTSTANDING ITEMS

Outstanding Items to be resolved prior to Third Reading of proposed Bylaw 1850.48

1. Updated Environmental Assessment of the subject property, including establishment of wetlands boundaries and recommendations for their natural undisturbed buffer and Wetlands Management Plan (WMP) by an RPBio specifying measures for the protection of the wetlands during land clearing and construction on 2123 Hector, or approval under the provincial *Water Sustainability Act* (WAS) to change, which includes oversight and monitoring requirements by a Qualified Environmental Professional during land clearing and construction. The WMP should also include reporting requirements to the Town during and after land clearing and construction is complete, as well as any other measures specified by the RPBio.
2. Mature tree retention and replanting plan, in accordance with the Comox Tree Management and Protection Bylaw No. 1125, 1994 and Council Tree Retention Policy CCL-067, acceptable to the Parks Manager and consistent with updated Environmental Assessment.

Outstanding Items to be resolved prior to Adoption of proposed Bylaw 1850.48

3. Traffic report update, to address concerns for the rural section of Hector Road, propose the scope of required upgrades, their timing and cost allocation method.
4. Registration of Section 219 restrictive covenants on Title for the following:
 - a. No build covenant for all phases of the development on the subject property until the Town is satisfied with a sanitary servicing solution.
 - b. Additional conditions for affordable amenity contribution provision, addressing any discrepancies in floor areas or residential tenure within development and requiring the provision of payment for any differences between contribution provided at adoption of rezoning bylaw and contribution due under the Policy CCL-069.
 - c. Dedication of 10 m wide road for Hector Greenway along north lot line of subject property and provision of security for the construction of improvements within greenway: 3.0 m wide paved

multipurpose path, grading, top soils and hydroseeding as required, and supplemental planting of significant trees.

- d. Establishment of a Local Area Service for all phases of the proposed development, for the operation, maintenance and replacement of Storm Water Management System (retention pond and infiltration trenches) to service all phases of the proposed development. This will require the submission of a petition, in accordance with section 212 of the *Community Charter* and Council adoption of a local service area establishment bylaw.
- e. Long term existing tree protection or replanting and long term protection of new trees in accordance with CCL-067, seeking minimum 30% mature trees retention or replanting.
- f. Long term protection of the environmental areas and provision of a 15.0 metres natural buffer for wetlands, in accordance with RPBio report including a Wetland Management Plan (WMP) by an RPBio specifying measures for the protection of the wetland during land clearing and construction on 2123 Hector, which includes oversight and monitoring requirements by a Qualified Environmental Professional during land clearing and construction. The WMP should also include reporting requirements to the Town during and after land clearing and construction is complete, as well as any other measures specified by the RPBio.
- g. Construction of minimum 10% of all proposed dwelling units meeting Comox Zoning Bylaw 1850, Section 5.20 Special Needs Housing Standards – Adaptable Housing, distributed equally throughout the development phases.
- h. Construction to meet Energy Step Code Level 4 for apartment and townhouse buildings.
- i. Provision of conduits and electrical capacity to accommodate one electrical vehicle charger in each townhouse garage and one for every unit in a multi-unit development, approximately 80% of all parking stalls.
- j. For residential units within 35 metres from Aspen and Hector Roads have sound attenuation that meets Canada Mortgage and Housing Corporation Standards, in accordance with *Town of Comox, Acoustical Standards for Residential Developments*, a report prepared by Wakefield Acoustics, dated October 30, 2014 and having alternative means to window opening for ventilation.
- k. Provision of oil/ grit separators and their future maintenance for all parking areas.
- l. Provision of required road dedication for the stormwater pond and other storm facilities.
- m. Provision of off-site works: road upgrades for all adjacent sections of Aspen Road and Hector Road; greenway construction; stormwater management system and pond construction complete with landscaping and 3.0 metres wide asphalt maintenance path around the pond, and otherwise in accordance with Town specifications.

ATTACHMENT 1

PROCESSING STEPS

for Comox Zoning Amendment Bylaw 1850.48

COMPLETE STEP:

1. Notification of Council's intent to give First Reading to proposed Zoning Amendment Bylaw;

REMAINING PROCESSING STEPS:

2. First and Second Reading of proposed Bylaw 1850.48;
3. Updated Environmental Report and tree retention plan submission;
4. Third Reading of proposed 1850.48;
5. Resolution of remaining outstanding items; and
6. Adoption of proposed 1850.48.

Staff Report to Mayor and Council, October 2, 2024
RZ 24-3

ATTACHMENT 2

Draft Comox Zoning Amendment Bylaw No. 1850.48

U:\Dev App\2024\OCP RZ\RZ 24-3 2123 Hector Rd\Reports\1-RCM RZ 24-3_2123 Hector Rd_1 and 2 Read_02.10.2024_schedule and attachments.docx

TOWN OF COMOX

BYLAW 1850.48

A BYLAW TO AMEND COMOX ZONING BYLAW 1850

WHEREAS Council has the authority under the provisions of the *Local Government Act* to amend the Zoning Bylaw;

NOW THEREFORE the Council of the Town of Comox, in open meeting assembled, enacts as follows:

1. Title

This bylaw may be cited for all purposes as the “Comox Zoning Amendment Bylaw 1850.48”

2. Amendments

Comox Zoning Bylaw 1850 is hereby amended as follows:

A. Section 2.7(2) Penalties is amended by adding the following:

Column 1	Column 2	Column 3
Offence	Bylaw Section	Fine Amount
Failure to comply with regulations – RM6.1 zone, for each section	211	\$250.00
Failure to comply with regulations – RM7.1 zone, for each section	213	\$250.00

B. Section 3.2, Definitions, is amended by:

(1) Adding alphabetically the following text:

Greenway

A street or portion thereof that is:

- (a) 6.0 metres or more in width, restricted to pedestrian or bicycle use, or
- (b) used for stormwater retention or detention pond maintenance access.

(2) Replacing the following text:

i. Exterior Side Lot line

A lot line other than a front or rear lot line, which abuts a street; does not include a lot line which abuts a lane.

with

Exterior Side Lot line

A lot line other than a front or rear lot line, which abuts a street; does not include a lot line which abuts a lane or greenway.

ii. Exterior Side Yard

A side yard which abuts a street other than a lane

with

Exterior Side Yard

A side yard which abuts a street other than a lane or greenway.

iii. Front Lot Line

A lot line common to a parcel and a street other than a lane. Where a parcel abuts two or more streets, only the street with the shortest length along the parcel shall be used to determine front lot lines. Where a parcel does not abut a street, lot lines from which common vehicle access is provided shall be deemed to be common to a street. Notwithstanding the above, for parcels next to the sea, *front lot line* is defined as a lot line next to the sea.

with

Front Lot Line

A lot line common to a parcel and a street other than a lane or greenway. Where a parcel abuts two or more streets, only the street with the shortest length along the parcel shall be used to determine front lot lines. Where a parcel does not abut a street, lot lines from which common vehicle access is provided shall be deemed to be common to a street. Notwithstanding the above, for parcels next to the sea, *front lot line* is defined as a lot line next to the sea.

C. Establishment of Zones, Section 4.1 Classification of Zones is amended by adding the following text under the heading Multi-Family Residential and after RM5.2 Marine Plaza:

RM 6.1 APARTMENT
RM 7.1 TOWNHOUSE

D. General Regulations, Section 5 is amended as follows:

(1) Section 5.3 Fences is amended by:

i. Adding as subsection (5) the following text:

In RM6.1 zone, no fences are permitted within a front and exterior side yard, as shown in Figure 5-2.

ii. Adding as subsection (6) the following text:

In the RM7.1 zone, no fences are permitted withing a front and exterior side yard, as shown in figure 5-2, and no fence visible from the street shall exceed 1.5 metres in height.

(2) Section 5.12 Projections into Required Setback is amended by:

i. Replacing subsection (2) with the following text:

Deck, stairs and landings less than 0.6 metres above immediately adjacent finished grade may be located up to 0.6 metres from a front, interior side, or exterior side lot line and up to 1.5 metres from a rear lot line in Residential, Multi-family Residential or Commercial zones, except as otherwise provided for the RM6.1, RM6.2 and RM7.1 zones.

ii. Replacing subsection (3) with the following text:

In all zones other than the R1.0, R1.2, R3.4, R3.5, R3.6, R3.7, I2.1, CD16, CD27, CD28, CD29, CD30; RM6.1, RM6.2 and RM7.1, awnings, balconies, bay windows, canopies, chimneys, cornices, eaves, gutters, landings, leaders, ornamental features, pilasters, porches, sills, stairs, sunshades or steps may project up to 1.75 metres into a required front, rear or exterior side setback and up to 0.6 metres into a required interior side setback.

iii. adding as subsection (12) the following text:

In the RM6.1 zone,

- a) awnings, canopies, cornices, eaves, gutters, leaders, ornamental features, pilasters, sills, or sunshades may project up to 0.6 m into a required setback;

- b) decks, patios, stairs, and landings less than 0.6 m above immediately adjacent finished grade, may project up to 1.5 metres into a required setback; and
- c) balconies may project up to 1.0 metre into a required setback.

iv. Adding as subsection (13) the following text:

In the RM7.1 zone:

- d) awnings, canopies, cornices, eaves, gutters, leaders, ornamental features, pilasters, sills, or sunshades may project up to 0.6 m into a required setback;
- e) decks, patios, stairs, and landings less than 0.6 m above immediately adjacent finished grade, may project up to 1.5 metres into a required setback; and
- f) balconies may project up to 1.0 metre into a required setback.

E. Section 6 Parking and Loading is amended by:

- (a) adding as subsection 6.11(2)(e) the following text:

In the RM6.1 and RM7.1 zones, parking and loading areas shall not be located within a front or exterior side yard.

F. Section 7, Class I and Class II Bicycle Parking Spaces is amended by replacing Section 7.3 with the following text:

Required Bicycle Parking Spaces for Downtown and RM6.1 and RM7.1 zones

The following applies to all lands shown shaded in Appendix "S" and all lands zoned RM6.1 and RM7.1:

- (1) Class I and Class II bicycle parking spaces shall be provided in accordance with the requirements in Sections 7.6(1) and 7.8(1). In the case of a use not specifically mentioned, the required Class I and Class II bicycle parking spaces shall be the same as for the most comparable use.
- (2) At the option of the owner or occupier of a parcel, structure, or part thereof, rather than provide the Class I bicycle parking spaces in accordance with Section 7.3(1), the owner or occupier may pay to the Town the sum of \$2,000.00 for each bicycle parking space not provided.
- (3) The monies referred to in Section 7.3(2) are payable in accordance with the provisions of the *Local Government Act* of British Columbia, for the purpose of

providing transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation.

- (4) Transportation infrastructure provided under Section 7.3(3) shall not be available on a reserved or dedicated basis.

- G. Screening, Section 8.9 Above Ground Utility Boxes and Utility Transformers is amended by replacing section 8.9(1) with the following text:

Materials: Landscape material, hedge, or combination thereof, so as to be effective year round, or wrapping with Town of Comox approved image by certified installers.

- H. Schedule "A" is amended by:

- (a) adding as Section 211 the RM 6.1 Apartment zone, as shown in Schedule "1", which is attached to and forms part of this Bylaw;
- (b) adding as Section 213 the RM7.1 Townhouse zone, as shown in **Schedule "2"**, which is attached to and forms part of this Bylaw;

- I. Comox Zoning Bylaw 1850, Schedule "B" (the Zoning Map) is hereby amended by:

1. Rezoning the northern portion of the of the property legally described as **LOT 4 DISTRICT LOT 170 COMOX DISTRICT PLAN VIP60685** (2123 Hector Road), shown shaded on Schedule "3" which is attached to and forms part of this Bylaw,

from R3.3 Single-Family – Large Lot
to RM 6.1 Apartments
2. Rezoning the southern portion of the of the property legally described as **LOT 4 DISTRICT LOT 170 COMOX DISTRICT PLAN VIP60685** (2123 Hector Road), shown shaded on Schedule "4" which is attached to and forms part of this Bylaw,

from R3.3 Single-Family – Large Lot
to RM 7.1 Townhouses

- J. Comox Zoning Bylaw 1850 is further amended by making such consequential changes as are required to reflect the foregoing amendments, including without limitation changes in the numbering and order of the sections of the bylaw.

3. Adoption

- (1) ADVERTISED A FIRST time this 18th day of September, 2024
- (2) ADVERTISED A SECOND time this 25th day of September, 2024
- (3) READ A FIRST AND SECOND time this th day of , 2024
- (4) READ A THIRD time this day of , 2024
- (5) ADOPTED this day of, 2024

Mayor

Corporate Officer

BYLAW 1850.48

SCHEDULE "1"

RM 6.1 Apartment zone

211. RM 6.1 APARTMENT

211.1 Permitted Uses:

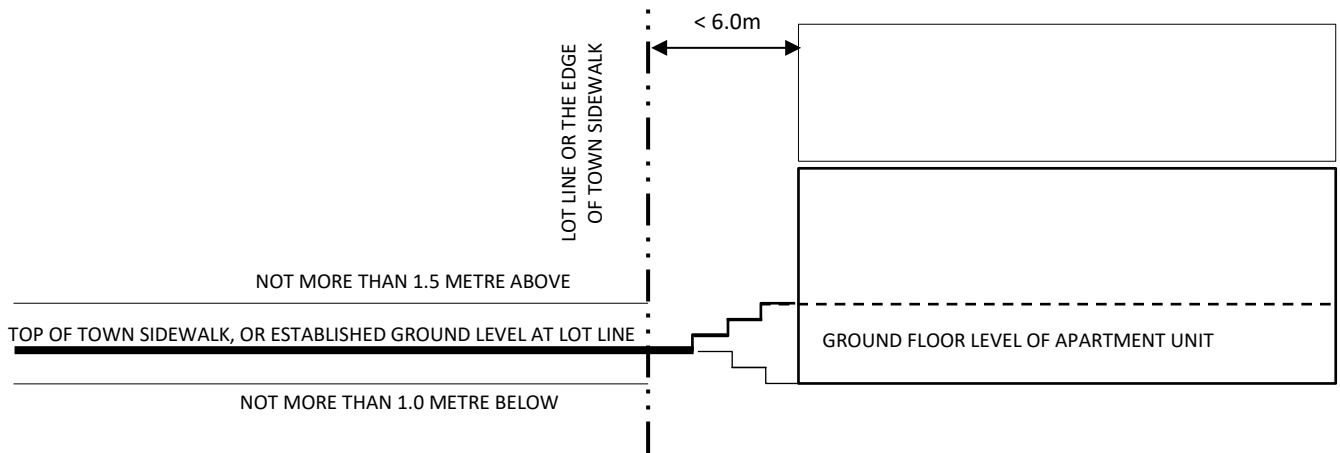
In the RM 6.1 zone, the following uses are permitted, and all other uses are prohibited:

- (1) Accessory structures and uses, excluding:
 - (i) Buildings other than those used for dwelling unit accessory or child care facility uses; and
 - (ii) Outside storage
- (2) Apartment dwellings
- (3) Child care facilities
- (4) Home occupations
- (5) Townhouse dwellings

211.2 Conditions of Use:

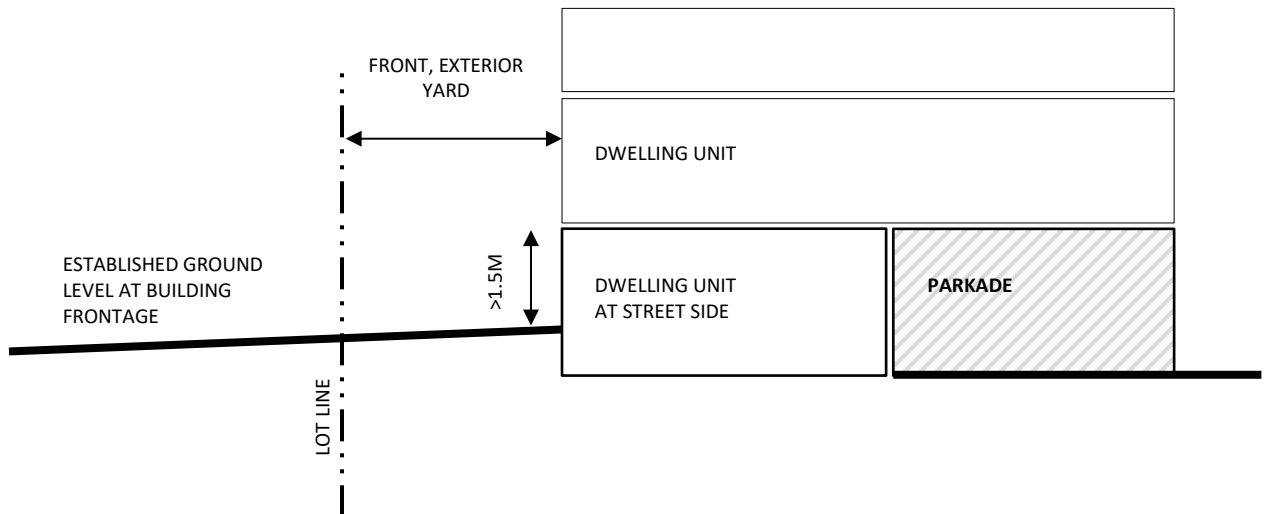
- (1) All permitted uses shall be located within a portion of a building, completely enclosed by exterior walls, except for landscape material, childcare facilities, accessory structures and accessory uses.
- (2) Child care facilities shall be located on the ground floor of an apartment building or accessory building.
- (3) Townhouse dwelling units shall:
 - (a) only be located within an apartment building;
 - (b) not be located above or below another townhouse dwelling unit; and
 - (c) not be located above a second storey of an apartment building.
- (4) Not less than 25% of all dwellings units on a parcel shall include 2 or more bedrooms. Where the calculation of 25% of dwelling units results in a fractional number, the nearest whole number shall be used.
- (5) Apartment and townhouse dwelling units shall:
 - (a) have a ground floor located not more than 1.5 metres above or 1.0 metre below the top of an adjacent Town sidewalk in accordance with Figure 211-1 when located along a front or exterior side yard, and in the absence of a Town sidewalk, as measured from established ground level at the front or exterior side lot line; and
 - (b) section 211.2(5)(a) does not apply to dwelling units located 6.0 metres or more from an edge of a Town sidewalk, and in the absence of a Town sidewalk, from a front or exterior side lot line.

Figure 211-1.



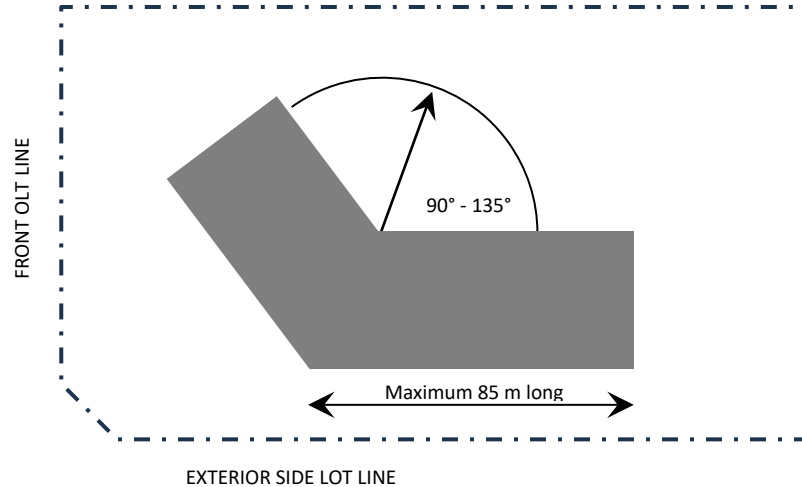
- (6) Along a front or exterior side yard, parking located within a building at or more than 1.50 metres above the established ground level shall be screened from the street by dwelling units in accordance with Figure 211-2.

Figure 211-2.



- (7) Residential building length shall:
 - (a) not exceed 85 metres in length, including projections; and
 - (b) where a directional turn of 90⁰ to 135⁰ degrees is provided; no section of a residential building shall exceed 85 metres in length, as shown in Figure 211-3.

Figure 211-3.



- (8) Garbage and recycling storage, and accessory uses such as dog runs and community gardens shall not be located within front or exterior side yard.

211.3 Density:

- (1) Density shall not be less than 55 units per hectare;
- (2) Density shall not exceed 80 units per hectare;
- (3) Notwithstanding 211.3(2), where not less than 40 % of total on-site parking is provided underground or within a residential building footprint, density shall not exceed 150 units per hectare; and
- (4) Notwithstanding 211.3(2), where in excess of 80 % of total on-site parking is underground parking or provided within a building footprint – density N/A.

211.4 Parcel Area:

Parcel area shall not be less than 3,500 square metres.

211.5 Parcel Frontage:

Parcel frontage shall not be less than 50.0 metres.

211.6 Parcel Depth:

Parcel depth shall not be less than 50.0 metres.

211.7 Parcel Coverage:

- (1) Parcel coverage shall not exceed 40%; and
- (2) Parcel coverage including parking areas, loading areas and driveways that are open sided and roofless shall not exceed 75%.

211.8 Height and Storeys:

Height shall not exceed:

- (1) 16.0 m for buildings up to 4 storeys; and
- (2) 12.0 m for buildings up to 3 storeys.

211.9 Required Setbacks

(1) Front

- (a) For 9.0 metres as measured parallel to and at the front setback – Front setback shall not be less than 9.0 metres in accordance with Figure 211- 4;
- (b) Additional 211.9(1)(a) setback area shall be provided for every 100 metres of front lot line length, excluding lot lines that form a corner cut-off or are within 6.0 metres of the intersection of two streets, other than a lane; and minimum spacing between the multiple 9.0 metres setback areas shall be 20.0 metres;
- (c) All other situations – Front setback shall not be less than 3.0 metres.

(2) Rear

- (a) Rear setback shall not be less than 9.0 metres; and
- (b) Notwithstanding 211.9(2)(a), for building elevations measuring 25.0 metres or less in width along the rear yard – Rear setback shall not be less than 5.0 metres, in accordance with Figure 211- 5.

(3) Side -interior

- (a) Interior side setback shall not be less than 9.0 metres; and
- (b) Notwithstanding 211.9(3)(a), for building elevations measuring 25.0 metres or less in width along the interior side yard – Interior side setback shall not be less than 5.0 metres, in accordance with Figure 211- 5.

(4) Side - exterior

- (a) For 9.0 metres as measured parallel to and at the exterior side setback – Exterior side setback shall not be less than 9.0 metres in accordance with Figure 211- 4;
- (b) Additional 211.9(4)(a) setback area shall be provided for every 100 metres of exterior side lot line length, excluding lot lines that form a corner cut-off or are within 6.0 metres of the intersection of two streets, other than a lane; and minimum spacing between the multiple 9.0 metres setback areas shall be 20.0 metres;
- (c) All other situations – Exterior side setback shall not be less than 3.0 metres.

Figure 211-4.

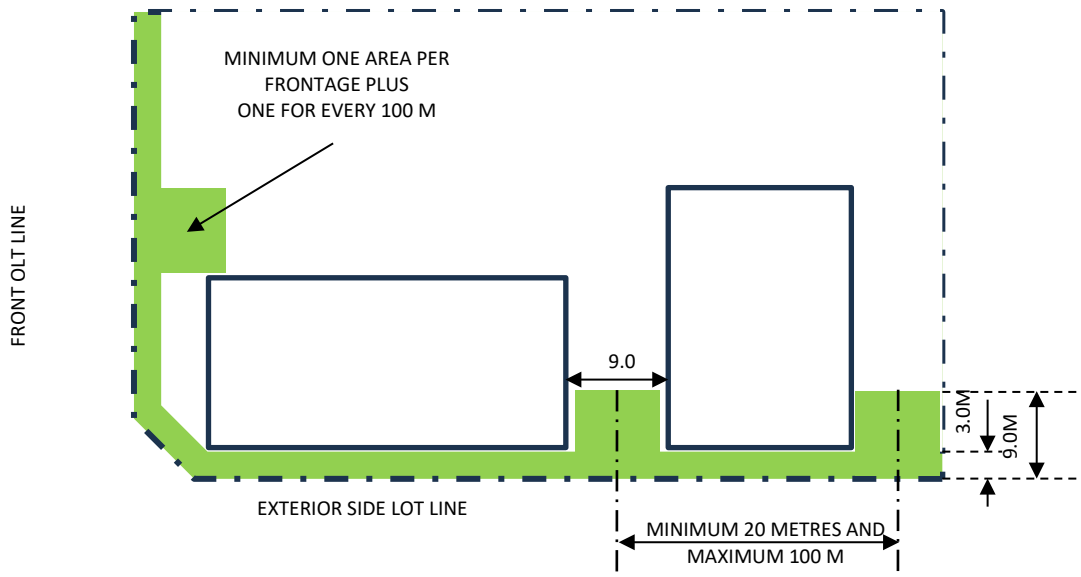
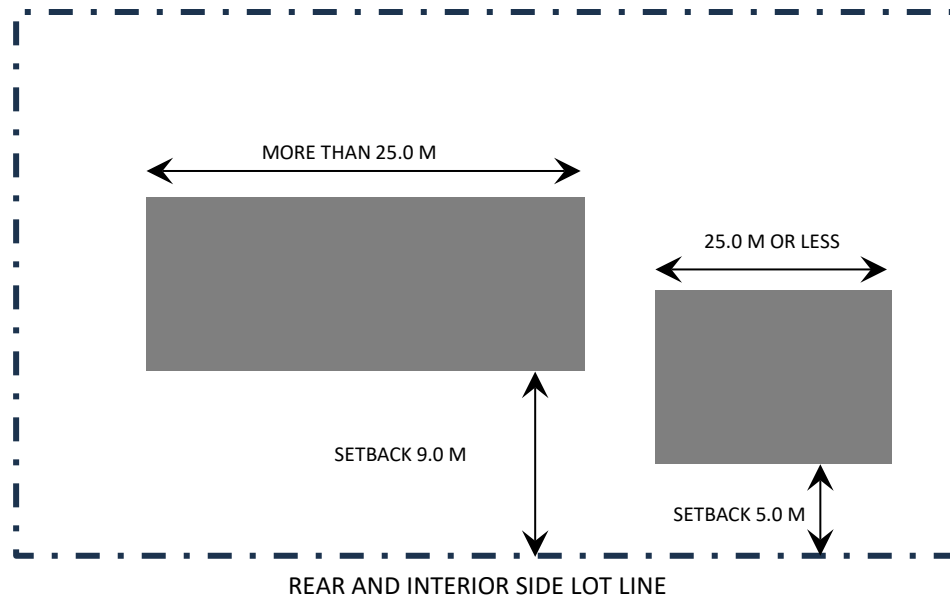


Figure 211-5



- (5) Notwithstanding sections 211.9 (1) to (4), where a parcel abuts a greenway that is not less than 10.0 metres in width, the setback from a lot line abutting a greenway shall be not less than 5.0 metres.
- (6) Notwithstanding section 211.9, building setback from any lot lines shared with the Agricultural Land Reserve shall be not less than 15.0 metres.

211.10 Accessory Buildings and Structures

Accessory Buildings shall:

- (1) Not be located within front or exterior side yard;
- (2) have a parcel coverage not exceeding 5%;
- (3) Not exceed 9.0 metres and 2 storeys in height, for accessory buildings used for multi-family amenity and recreation; and
- (4) Not exceed 4.5 metres in height, for other accessory buildings.

211.11 Screening

- (1) Along a front or exterior side yard, parking located within a building more than 0.6 metres but less than 1.50 metres above finished grade at building frontage shall be screened from streets by vegetation and landscaping.
- (2) The following shall be screened in accordance with Section 8:
 - (a) Off-street parking and loading areas;
 - (b) Above ground utility boxes and utility transformers;
 - (c) Garbage or recycling compounds and collection areas, unless enclosed in a building;
 - (d) RM6.1 zoned parcels from abutting Residential zoned parcels; and
 - (e) Parcels abutting land within the Agricultural Land Reserve, in accordance with specifications in Appendix B1.

211.12 Off-Street Vehicle Parking and Loading

- (1) Off-street vehicles parking and loading shall be provided in accordance with Section 6;
- (2) No more than one driveway per street frontage shall be permitted on a parcel;
- (3) Internal driveways shall not exceed 6.0 metres in width.

211.13 Off-Street Bicycle Parking

- (1) Off-street parking for bicycles shall be provided in accordance with Section 7; and
- (2) Notwithstanding Section 7, Class II bicycle rooms may be provided within individual storage units located on either the ground level or underground parkade level of an apartment building with direct access to the outdoors.

211.14 Other Requirements:

- (1) Overhead wiring shall not be permitted on a parcel. All new services on a parcel shall be placed underground.
- (2) Unoccupied open spaces shall be fully and suitably landscaped with landscape material; this does not include environmentally sensitive areas and required buffers where native planting is to be left undisturbed, including watercourse setbacks as specified in Section 5.19.
- (3) All buildings shall conform to Section 5.19, Watercourse Regulations.

BYLAW 1850.48

SCHEDULE "2"

RM 7.1 Townhouse zone

213. RM 7.1 TOWNHOUSE

213.1 Permitted Uses:

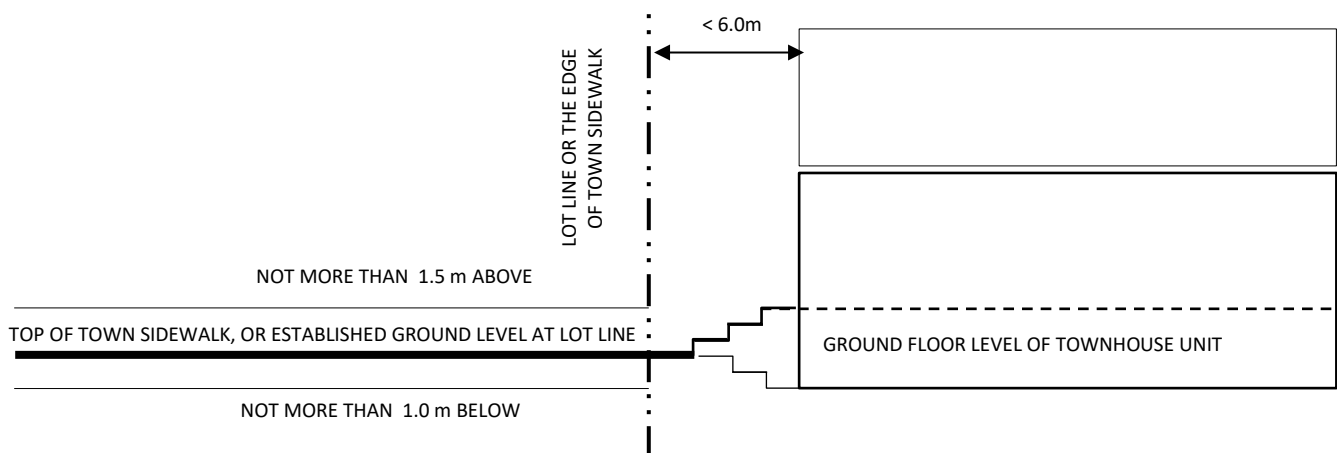
In the RM 7.1 zone, the following uses are permitted and all other uses are prohibited:

- (1) Accessory structures and uses,
- (2) Child care facilities
- (3) Home occupations
- (4) Townhouse dwellings
- (5) Two-Family dwellings

213.2 Conditions of Use:

- (1) The number of two-family dwelling units on a parcel shall not exceed 20% of all the dwelling units on the parcel. Where the calculation of 20% dwelling units results in a fractional number, the nearest whole number shall be used.
- (2) Townhouse and two-family dwelling units shall:
 - (c) have a ground floor located not more than 1.5 metres above or 1.0 metre below the top of an adjacent Town sidewalk in accordance with Figure 213-1 when located along a front or exterior side yard, and in the absence of a Town sidewalk, as measured from established ground level at the front or exterior side lot line; and
 - (d) section 213.2(2)(a) does not apply to dwelling units located 6.0 metres or more from an edge of a town sidewalk, and in the absence of a Town sidewalk, from a front or exterior side lot line.

Figure 213-1.



- (3) Garbage or recycling storage shall not be located within front or exterior side yard.

213.3 Density:

- (5) Density shall not be less than 30 units per hectare; and
- (6) Density shall not exceed 80 units per hectare.

213.4 Parcel Area:

Parcel area shall not be less than 1,500 square metres.

213.5 Parcel Frontage:

Parcel frontage shall not be less than 30.0 metres.

213.6 Parcel Depth:

Parcel depth shall not be less than 30.0 metres.

212.7 Parcel Coverage:

- (3) Parcel coverage shall not exceed 40%; and
- (4) Parcel coverage including parking areas, loading areas and driveways that are open sided and roofless shall not exceed 75%.

213.8 Height and Storeys:

Height shall not exceed 12.0 m and 3 storeys.

213.9 Required Setbacks:

(1) Front

- (a) For 5.0 metres as measured parallel to and at the front setback – Front setback shall not be less than 5.0 metres as shown in Figure 213-2;
- (b) Additional 213.9(1)(a) setback area shall be provided for every 60 metres of front lot line length, excluding lot lines that form a corner cut off or are within 6.0 metres of the intersection of two streets, other than a lane;
- (c) All other situations – Front setback shall not be less than 3.0 metres

(2) Rear

- (a) Rear setback shall not be less than 5.0 metres.

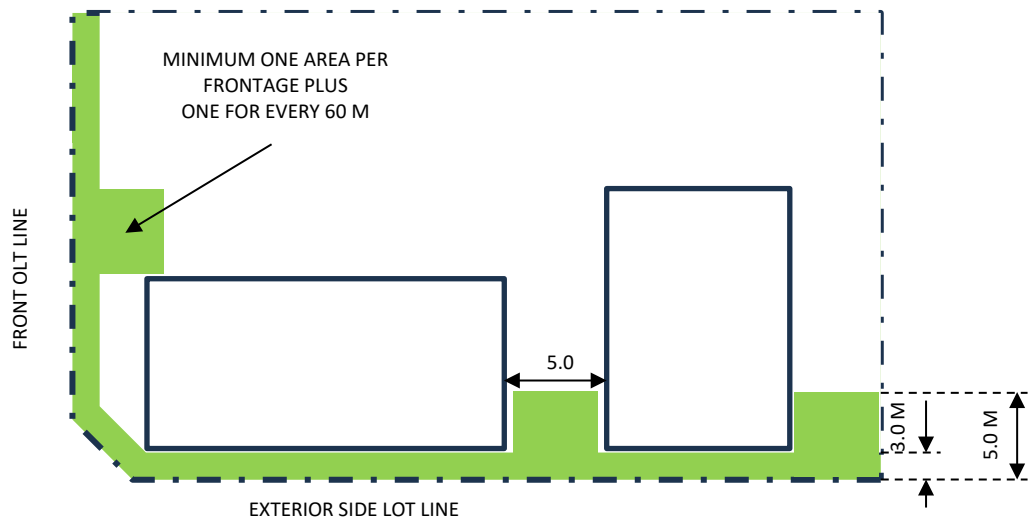
(3) Side-interior

- (a) Interior side setback shall not be less than 5.0 metres.

(4) Side-exterior

- (a) For 5.0 metres as measured parallel to and at the exterior side setback – Exterior side setback shall not be less than 5.0 metres as shown in Figure 213-2;
- (b) Additional 213.9(4)(a) setback area shall be provided for every 60 metres of exterior side lot line length, excluding lot lines that form a corner cut off or are within 6.0 metres of the intersection of two streets, other than a lane;
- (c) All other situations – Exterior side setback shall not be less than 3.0 metres.

Figure 213-2



- (5) Notwithstanding sections 213.9 (2) and (3) above, building setback from any lot lines shared with the Agricultural Land Reserve shall be not less than 15.0 metres.

213.11 Accessory Buildings

Accessory buildings shall:

- (1) Be excluded from required rear and interior side setbacks, provided that no accessory building is located closer than 2.0 metres to a rear or interior side lot line;
- (2) Not be located within front or exterior side yard;
- (3) Have a parcel coverage not exceeding 5%;
- (4) Not exceed 4.5 metres in height; and
- (5) Notwithstanding section 213.11(4) accessory buildings intended for exclusive use of individual dwelling unit: not exceed 6.5 m² in gross floor area per dwelling unit and not exceed 2.5 metres in height.

213.12 Screening

The following shall be screened in accordance with Section 8:

- (i) Above ground utility boxes and utility transformers;
- (ii) Garbage or recycling compounds and collection areas, unless enclosed in a building;
- (iii) Parcels abutting land within the Agricultural Land Reserve, in accordance with specifications in Appendix B1.

213.13 Off-Street Vehicle Parking and Loading

Off-street vehicles parking and loading shall be provided in accordance with Section 6.

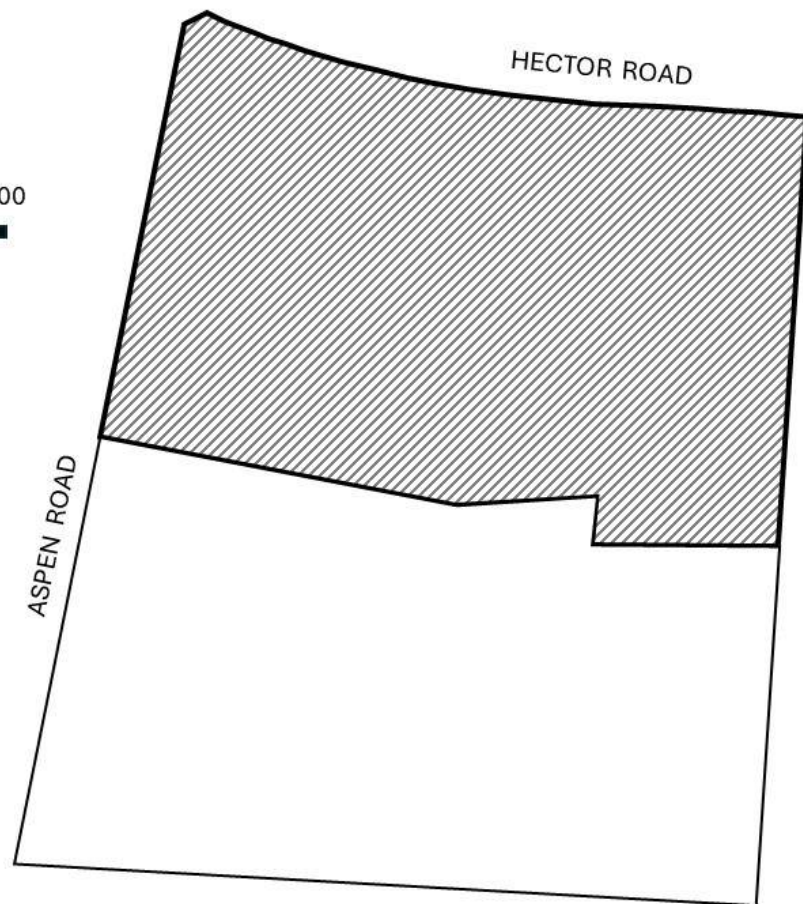
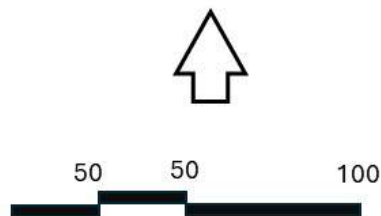
213.14 Other Requirements:

- (1) Overhead wiring shall not be permitted on a parcel. All new services on a parcel shall be placed underground.
- (2) Unoccupied open spaces shall be fully and suitably landscaped with landscape material; this does not include environmentally sensitive areas and required buffers where native planting is to be left undisturbed, including watercourse setbacks as specified in Section 5.19.
- (3) All buildings shall conform to Section 5.19, Watercourse Regulations.

BYLAW 1850.48

SCHEDULE "3"

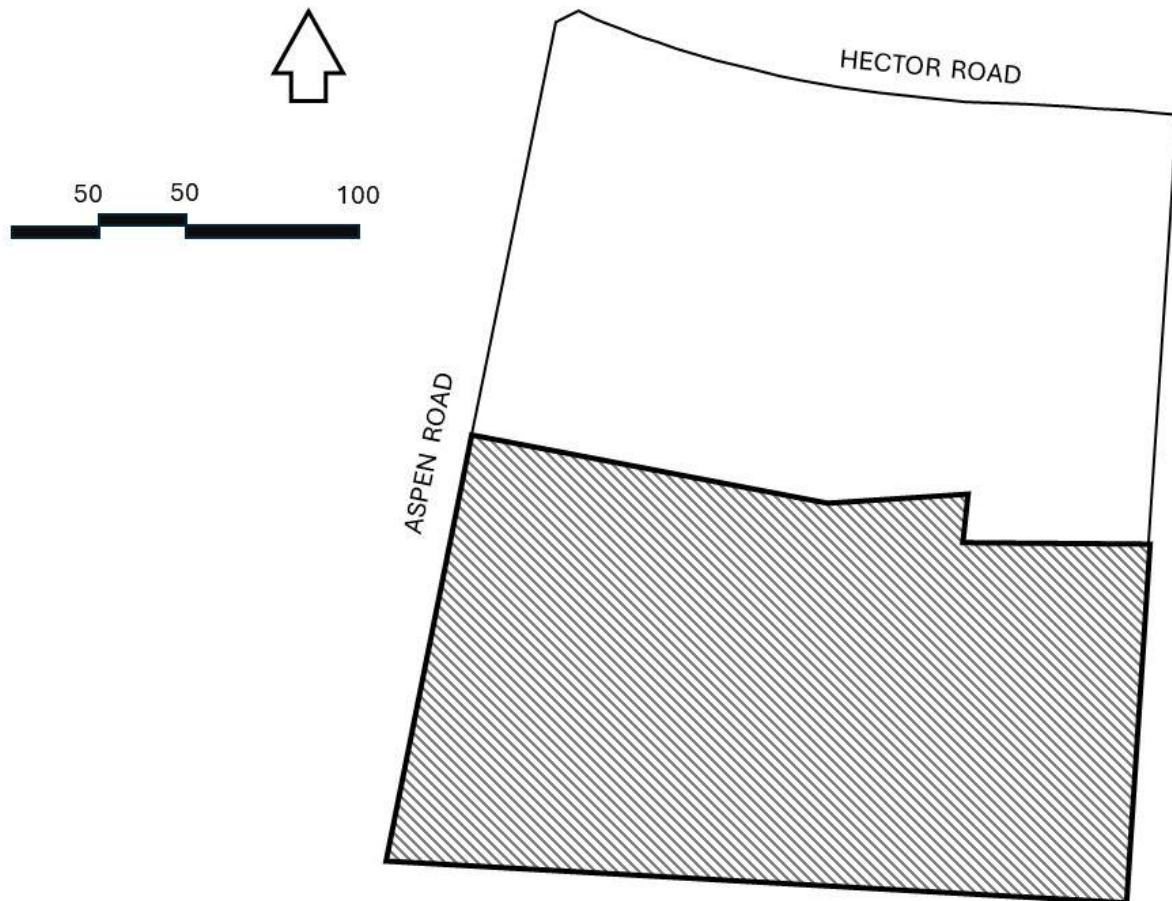
**Northern portion of
2123 Hector Road
PID 023-020-148
LOT 4 DISTRICT LOT 170 COMOX DISTRICT PLAN VIP60685**



BYLAW 1850.48

SCHEDULE "4"

**Southern portion of
2123 Hector Road
PID 023-020-148
LOT 4 DISTRICT LOT 170 COMOX DISTRICT PLAN VIP60685**



ATTACHMENT 3

APPLICANT'S SUBMISSION SUMMARY

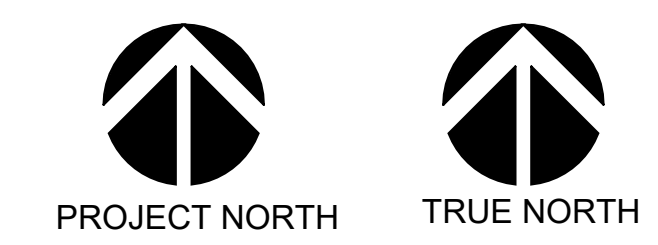
SITE INFORMATION			
PROJECT DESCRIPTION	19-MULTIFAMILY RESIDENTIAL TOWNHOUSE (3 STOREY)		
TOTAL UNITS	72 UNITS		
CIVIC ADDRESS	2123 HECTOR ROAD		
MUNICIPALITY	CITY OF COMOX		
ZONING	RM 7.1		
LEGAL DESCRIPTION	LOT 4 DISTRICT, LOT 170 COMOX DISTRICT PLAN VIP 60685		
PROPOSED LOT AREA PHASE 1	24,581.22 m ²	6.07 ACRES	2.45 HECTARES
ESA AREA (WET LAND + 15M SETBACK)	6,619.29 m ²		
NET LOT AREA	17,961.93 m ²	4.43 ACRES	1.79 HECTARES
DENSITY	16.25 DU/ACRE / 40.22 DU / HECTARES		

ZONING SUMMARY				
	REQUIRED		PROPOSED	
MAX. BUILDING HEIGHT	3 STOREY		3 STOREY	
MIN. FRONT YARD S.B.	3.0	m	3.0	m
MIN. REAR YARD S.B.	5.0	m	5.0	m
MIN. SIDE YARD S.B.	5.0	m	5.0	m
MIN. LOT AREA	No minimum	m ²	-	m ²
MIN. LOT WIDTH	No minimum	m	-	m
FLOOR AREA RATIO	MAX -		-	
SITE COVERAGE	MAX 75%		18.4%	

BUILDING INFORMATION					
BUILDING	STORIES	UNIT #	OTHER	FOOTPRINT	GROSS BLDG AREA
A	2/3	4	-	124.55 m ²	565.75 m ²
B	2/3	4	-	124.55 m ²	565.75 m ²
C	2/3	4	-	124.55 m ²	565.75 m ²
D	2/3	4	-	124.55 m ²	565.75 m ²
E	2/3	4	-	124.55 m ²	565.75 m ²
F	2/3	4	-	124.55 m ²	565.75 m ²
G	3	4	-	206.09 m ²	686.00 m ²
H	3	4	-	206.09 m ²	686.00 m ²
J	3	4	-	206.09 m ²	686.00 m ²
K	3	4	-	206.09 m ²	686.00 m ²
L	3	4	-	206.09 m ²	686.00 m ²
M	3	4	-	206.09 m ²	686.00 m ²
N	3	4	-	206.09 m ²	686.00 m ²
O	3	4	-	206.09 m ²	686.00 m ²
P	3	4	-	206.09 m ²	686.00 m ²
Q	3	4	-	206.09 m ²	686.00 m ²
R	3	4	-	206.09 m ²	686.00 m ²
S	2/3	2	-	150.13 m ²	366.83 m ²
T	2/3	2	-	150.13 m ²	366.83 m ²
TOTAL				3,314.55 m ²	11,674.10 m ²



1 SITE PLAN LAYOUT
1 : 500



PROJECT STATUS:
ISSUED FOR REVIEW

Revision Schedule		
No.	Description	Revision Date
A	ISSUED FOR REVIEW	08/12/2024
B	ISSUED FOR REVIEW	08/15/2024
C	ISSUED FOR REVIEW	09/09/2024
D	ISSUED FOR REVIEW	09/10/2024
E	ISSUED FOR REVIEW	09/12/2024
F	ISSUED FOR REVIEW	09/13/2024

SEAL: ABELARCHITECTURE
THOMAS C. ABEL, ARCHITECT MAA, T. 604-662-6618

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CONTRACTORS SHALL MAKE EVERY REASONABLE EFFORT TO MAINTAIN SCHEDULE TARGETS AND PROVIDE GOOD EFFICIENCY, PROGRESS, WORKMANSHIP AND QUALITY TOWARD DEFICIENCY-FREE RESULTS.

PROJECT NAME:
GLACIER REACH TOWNHOMES

PROJECT NUMBER:
-

ADDRESS:
2123 HECTOR ROAD

DRAWING TITLE:
SITE PLAN - DESIGN CONCEPT PHASE 1

DRAWN BY: PD
CHECKED BY: -
DATE: 09/13/2024
SCALE: As indicated
DRAWING #: DC1.01
REV #:

February 15, 2024

Town of Comox
Development Services Department
1809 Beaufort Avenue
Comox, BC
V9M 1R9

Attention: Regina Bozerocka, Planner II

Re: Rezoning Application for 4.90 Ha (12.1 Ac) Parcel at 2123 Hector Road – Updated Plans to Meet Proposed Zoning Districts (RM 6.1 and RM 7.1)

Dear Ms. Bozerocka

Following up on the rezoning application filed on November 24, 2023, we have made some modifications to our original plans to comply with the new multi-family land use districts that have been proposed. These updated plans meet all the standards and requirements noted in the proposed RM 6.1 Apartments – 6-Storey Height and Rm 7.1 Townhomes – 3-Storey Height.

Development Plan Summary

The 4.90 Ha development parcel will be subdivided into three distinct parcels as noted on Attachment #1 and detailed as follows:

- **South Phase 1 – 2.29 Ha** (Attachment #1): this area will be zoned RM 7.1 Townhouses – 3-Storey Height. This phase consists of 70 townhomes in two and three storey heights that will be developed through a conventional strata configuration and offered for sale. This area also includes a 0.27 Ha area that has been removed from development as well as open space on the east and south of this delineated area that will remain as open space.
- **North Phase 2 – 1.79 Ha** (Attachment #2): this area will be zoned RM 6.1 Apartments – 6-Storey Height. This phase consists of 199 units in two, 4-storey purpose-built rental apartment buildings with a range of 1, 2 and 3-bedroom units.
- **Stormwater Pond – 0.82 Ha** (Attachment #2): this area contains a stormwater management pond that has been designed to provide detention volume that meets the most recent stormwater management guidelines and release rates.

Details of Phases and Compliance with New Land Use Districts

Phase 1 – For Sale Townhomes – 2.29 Ha – RM 7.1 Townhouses – 3-Storey Height (Attachment #1 & #3)

The illustrations of the site plan and renderings of the Phase 1 development are provided in Attachments #1 and #3. The details and compliance with the specific sections of new RM 7.1 Townhouses is as follows:

RM 7.1 Bylaw Section	Details of Plans Meeting the Bylaw Requirement
212.1 Permitted Uses	<ul style="list-style-type: none"> 70 Townhouse dwellings and no accessory buildings
212.2 Conditions of Use	<ul style="list-style-type: none"> 5-unit buildings are the maximum proposed in the plan Permitted uses are all located within a building (i.e. Townhomes) No parking, loading or maneuvering is proposed in setback areas 70 of the 105 required residential parking spaces (67%) are provided in garages. This exceeds the 50% requirement. Townhomes meet the ground floor elevation requirements prescribed in 212.2 (5)(i) Garbage is located in a centralized location (not in a setback area) and will be managed by the strata.
212.3 Density	<ul style="list-style-type: none"> Required: 30 – 50 UPHa - Proposed: 34.4 UPHa
212.4 Parcel Area	<ul style="list-style-type: none"> Minimum Requirement: 2,000 m² – Proposed: 22,986 m²
212.5 Parcel Frontage	<ul style="list-style-type: none"> Minimum Requirement: 30 m – Proposed: 119.7 m
212.6 Parcel Depth	<ul style="list-style-type: none"> Minimum Requirement: 30 m – Proposed: more than 210 m
212.7 Parcel Coverage	<ul style="list-style-type: none"> Maximum: 75% – Proposed: 42%
212.8 Height and Storeys	<ul style="list-style-type: none"> Maximum: 12.0 m / 3-storey – Proposed: 12.0 m/ 3-storey
212.9 Required Setbacks and Storey Differentials	<ul style="list-style-type: none"> Two 9m x 9m setback open spaced provided along frontage Front, rear and interior side yard setbacks meet requirements in bylaw and are noted on plan.
212.11 Accessory Buildings	<ul style="list-style-type: none"> No accessory buildings proposed
212.12 Off-Street Vehicle Parking and Loading	<ul style="list-style-type: none"> Required for Residential Units: 105 spaces (1.5 per unit) - Proposed: 140 spaces (one provided in garage and one on driveway per unit) Required Visitor Spaces: 18 (0.25 per dwelling unit) – Proposed: 20 spaces
212.13 Off-Street Bicycle Parking	<ul style="list-style-type: none"> No bicycle parking requirement for Townhomes defined in Section 7.0 of the Land Use Bylaw
212.14 Screening	<ul style="list-style-type: none"> All screening required for Garbage and Utility Equipment will be screened as per the bylaw requirement.
212.15 Other Requirements	<ul style="list-style-type: none"> No overhead wiring is proposed on site Open spaces will be landscaped. There are no Riparian Area Protection Regulation areas (or watercourses) located on the site and no setbacks are required. The natural area that has been identified will remain in its current state.

Phase 2 – Rental Apartments – 1.79 Ha – RM 6.1 Apartments – 3-Storey Height (Attachment #1 & #3)

The illustrations of the site plan and renderings of the Phase 2 development are provided in Attachments #2 and #3. The details and compliance with the specific sections of new RM 6.1 Apartments is as follows:

RM 6.1 Bylaw Section	Details of Plans Meeting the Bylaw Requirement
211.1 Permitted Uses	<ul style="list-style-type: none"> • 199 Apartment dwellings in a 4-storey building and no accessory buildings
211.2 Conditions of Use	<ul style="list-style-type: none"> • Required: 25% of units 2BR or more – Proposed: 71% 2BR or more • Both 4-storey building designed to meet the ground floor elevation requirements prescribed in 211.2 (3) & (5) • Only apartments are proposed in the buildings, no townhomes proposed. • Garbage is located in a centralized location (not in a setback area) and will be managed as part of the building management. • Buildings exceed the 85-meter lengths (90 meters)
212.3 Density	<ul style="list-style-type: none"> • Required: 55 – 150 UPHa - Proposed: 111.2 UPHa (50% of parking provided in parkade)
211.4 Parcel Area	<ul style="list-style-type: none"> • Minimum Requirement: 3,500 m² – Proposed: 17,908 m²
211.5 Parcel Frontage	<ul style="list-style-type: none"> • Minimum Requirement: 50 m – Proposed: 129.9 m
211.6 Parcel Depth	<ul style="list-style-type: none"> • Minimum Requirement: 50 m – Proposed: more than 204 m
211.7 Parcel Coverage	<ul style="list-style-type: none"> • Maximum: 75% – Proposed: 50%
211.8 Height and Storeys	<ul style="list-style-type: none"> • Maximum: 24.0 m / 6-storey – Proposed: 16.0 m / 4-storey
211.9 Required Setbacks and Storey Differentials	<ul style="list-style-type: none"> • Two 9m x 9m setback open space areas provided along frontage • Front, rear and interior side yard setbacks meet requirements in bylaw and are noted on plan.
211.11 Accessory Buildings	<ul style="list-style-type: none"> • No accessory buildings proposed
211.12 Off-Street Vehicle Parking and Loading	<ul style="list-style-type: none"> • Required for Residential Units: 199 spaces (1.0 per unit) - Proposed: 199 spaces • Required Visitor Spaces: 50 (0.25 per unit) – Proposed: 50 spaces • 249 total parking spaces: 143 underground (58%) and 106 surface (42%)
211.13 Off-Street Bicycle Parking	<ul style="list-style-type: none"> • Class II Spaces Required: 100 (0.5 per unit) - Provided: 100 bicycle parking spaces will be provided in the underground parkade. • Class I Space Required: 50 (0.25 per unit) – Provided: 50 will be provided in surface bike racks.
211.14 Screening	<ul style="list-style-type: none"> • All screening required for Garbage and Utility Equipment will be screened as per the bylaw requirement.
211.15 Other Requirements	<ul style="list-style-type: none"> • No overhead wiring is proposed on site • Open spaces will be landscaped. There are no Riparian Area Protection Regulation areas (or watercourses) located on the site and no setbacks are required.

We trust that the proposed plans meet the proposed zoning districts and are in a position to move forward to Council for a decision. In order to move forward in a more expedient manner, we respectfully request that this zoning application proceed in a manner that is consistent with the new legislation that has been introduced by

the Province of British Columbia such that rezoning applications that are consistent with current OCP plans and land use designations, proceed to council approval without the requirement for a public hearing.

Sincerely,



Trevor Dickie
Vice President of Real Estate Development

Attachments:

- Attachment #1 – Phase 1 - Detailed Site Plans of For-Sale Townhome Development (RM 7.1)
- Attachment #2 – Phase 2 – Detailed Site Plans for Apartment Rental Development (RM 6,1)
- Attachment #3 – Renderings of Phase #1 and #2

Attachment #1

Phase 1 Site Plans



SITE INFORMATION	
PROJECT DESCRIPTION	11 UNITS (16%) @ 3 BED 2 STORY DESIGN 11 UNITS (16%) @ 2 BED 3 STORY DESIGN 48 UNITS (68%) @ TYP 3 BED 3 STORY DESIGN
TOTAL UNITS	70 UNITS
CIVIC ADDRESS	2123 HECTOR ROAD
MUNICIPALITY	CITY OF COMOX
ZONING	RM 7.1
LEGAL DESCRIPTION	LOT 4 DISTRICT, LOT 170 COMOX DISTRICT PLAN VIP 60685
Lot Area	22,985.95 m ²
Lot Area	2.29 Hectares
Frontage of Parcel	119.7 m
Parcel Depth	210 m
Parcel Coverage	9,680.5 (42%) m ²
Delineated Environmental Area	2693.5 m ²
Net Lot Area for Density Calculation in Bylaw	20,292.45 m ²
DENSITY (Net) as Defined in RM7.1	34.49 units per hectare

PHASE 1 TOWNHOUSE DEVELOPMENT		
UNITS TYPES SUMMARY		
2-Storey / 3 Bedroom	11 UNITS	
3-Storey / 2 Bedroom	11 UNITS	
3-Storey / 3 Bedroom	48 UNITS	
TOTAL UNIT COUNT	70 UNITS	
PARKING		
TOWNHOUSE (TOTAL SPACE)	105 spaces (1.5 per dwelling unit)	140 spaces (2.0 per dwelling unit)
TOWNHOUSE (ENCLOSED)	53 enclosed spaces (50% of required)	70 spaces (1.0 per dwelling unit)
VISITOR PARKING	18 spaces (0.25 per dwelling unit)	20 spaces (0.29 per dwelling unit)

PHASE 2



1 SITE PLAN LAYOUT - PHASE I
1 : 350

PROJECT STATUS:		
ISSUED FOR REVIEW		
Revision Schedule		
No.	Description	Revision Date
A	ISSUED FOR REVIEW	02/01/2024
B	ISSUED FOR REVIEW	02/15/2024

PROJECT STATUS:		
ISSUED FOR REVIEW		
Revision Schedule		
No.	Description	Revision Date
A	ISSUED FOR REVIEW	02/01/2024
B	ISSUED FOR REVIEW	02/15/2024

SEAL: **ABELEARCHITECTURE**
THOMAS C. ABELE, ARCHITECT ABC, T. 604.682.6818

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PROJECT NAME:	HECTOR ROAD
PROJECT NUMBER:	VP ----
ADDRESS:	ASPEN ROAD COMOX BC
DRAWING TITLE:	SITE PLAN - PHASE I

DRAWN BY:	PD
CHECKED BY:	TD
DATE:	02/15/2024
SCALE:	As indicated
DRAWING #:	REV #:

A1.1

B

02/20/2024 9:21:21 AM

Attachment #2

Phase 2 Site Plans



SITE MAP:

PROJECT STATUS:

ISSUED FOR REVIEW

Revision Schedule

No.	Description	Revision Date
A	ISSUED FOR REVIEW	02/01/2024
B	ISSUED FOR REVIEW	02/15/2024

SEAL: **ABELEARCHITECTURE**
THOMAS C. ABELE, ARCHITECT ABC, T. 604-682-6818

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PROJECT NAME:
HECTOR ROAD

PROJECT NUMBER:
VP ----

ADDRESS:
ASPEN ROAD
COMOX BC

DRAWING TITLE:
SITE PLAN

DRAWN BY: PD
CHECKED BY: TD
DATE: 02/15/2024
SCALE: As indicated

DRAWING #: **A1.0** REV #:

PHASE 2 - SITE INFORMATION	
PROJECT DESCRIPTION	2-MULTIFAMILY RESIDENTIAL APARTMENT (4 STOREY)
TOTAL UNITS	199 UNITS
CIVIC ADDRESS	2123 HECTOR ROAD
MUNICIPALITY	COMOX
ZONING	RM 6.1
LEGAL DESCRIPTION	LOT 4 DISTRICT, LOT 170 COMOX DISTRICT PLAN VIP 60685
Lot Area	17,908.25 m ²
Lot Area	1.79 hectares
Density	111.17 du / hectares

ZONING SUMMARY			
	BYLAW		PROPOSED
LOT COVERAGE	13,431 m ² 75 %	8,959.24 m ²	50 %
FLOOR AREA RATION (FAR)	N/A	N/A	N/A
BUILDING HEIGHT	6 STOREY	4 STOREY	
FRONT YARD SETBACK	3 m	4 m	
REAR YARD SETBACK	5 m	5 m	
SIDE YARD SETBACK	5 m	5 m	
FRONTAGE OF PARCEL		129.95 m	
PARCEL DEPTH		204 m	

UNIT BREAKDOWN		
	BUILDING A	BUILDING B
TOTAL PER BUILDING	99	100
TOTAL	199 UNITS	
	BUILDING A	BUILDING B
1 BEDROOM / 1 BATH	28 UNITS	29 UNITS
2 BEDROOM / 1 BATH	4 UNITS	4 UNITS
2 BEDROOM / 2 BATH	51 UNITS	51 UNITS
3 BEDROOM / 2 BATH	16 UNITS	16 UNITS
TOTAL	199 UNITS	

PARKING			
	REQUIRED		PROPOSED
RESIDENTIAL			
UNIT	1 PER DU	199	199
VISITORS	0.25 PER DU	50	50
TOTAL VEHICULAR	249		249
PARKING TYPE			
SURFACE		106 SURFACE (42 %)	
UNDERGROUND		143 UNDERGROUND (57 %)	



PHASE 2

PHASE 1

1 SITE PLAN LAYOUT
Scale: 1 : 500

Attachment #3

Phase 1 & Phase 2 - Renderings



Site Plan View – Southwest to Northeast



Site Plan View – Southeast to Northwest



Site Plan View – Southwest to Northeast



Storm Pond View – Northeast to Southwest



Townhome View – Units Fronting Aspen Road



Townhome View – Units Fronting Interior Roads



Townhome View – Units Fronting Interior Roads



Townhome View – Units Fronting Interior Roads



4-Storey Apartment Rental Units – Site View from Northwest to Southeast



4-Storey Apartment Rental Units – View of Aspen Road Frontage



4-Storey Apartment Rental Units – View from Aspen Road of Walkway Between 4-Storey Rental Apartments and Townhomes

PHASE 2 - SITE INFORMATION	
PROJECT DESCRIPTION	2-MULTIFAMILY RESIDENTIAL APARTMENT (4 STOREY)
TOTAL UNITS	199 UNITS
CIVIC ADDRESS	2123 HECTOR ROAD
MUNICIPALITY	COMOX
ZONING	RM 6.1
LEGAL DESCRIPTION	LOT 4 DISTRICT, LOT 170 COMOX DISTRICT PLAN VIP 60685
Lot Area	17,908.25 m ²
Lot Area	1.79 hectares
Density	111.17 du / hectares

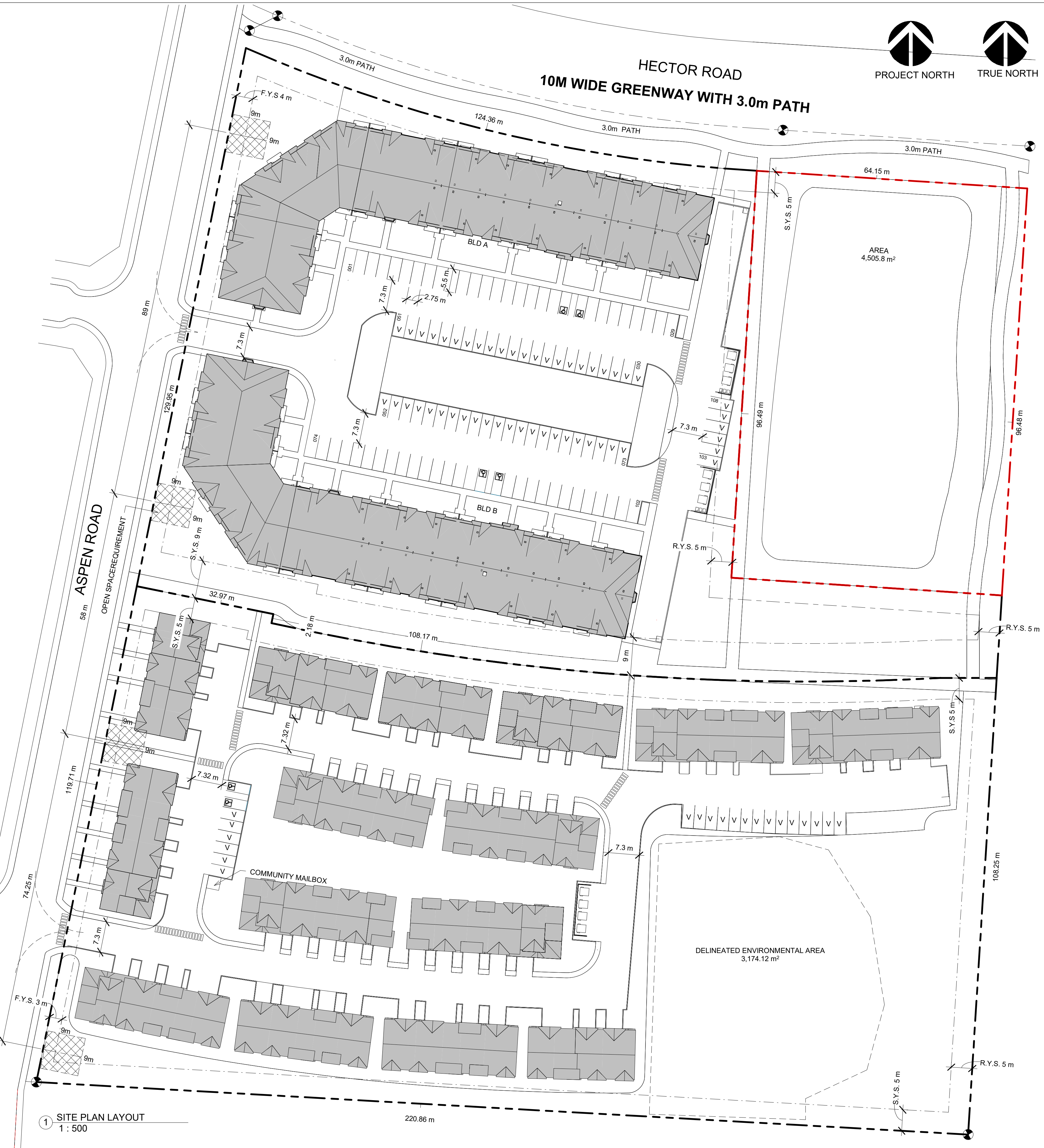
ZONING SUMMARY				
	BYLAW		PROPOSED	
LOT COVERAGE	13,431.1 m ²	75 %	8,959.24 m ²	54 %
FLOOR AREA RATION (FAR)	N/A		N/A	
BUILDING HEIGHT	6 STOREY		4 STOREY	
FRONT YARD SETBACK	3 m		4 m	
REAR YARD SETBACK	5 m		5 m	
SIDE YARD SETBACK	5 m		5 m	
FRONTAGE OF PARCEL			129.95 m	
PARCEL DEPTH			204 m	

UNIT BREAKDOWN		
	BUILDING A	BUILDING B
TOTAL PER BUILDING	99	100
TOTAL	199 UNITS	
	BUILDING A	BUILDING B
1 BEDROOM / 1 BATH	28 UNITS	29 UNITS
2 BEDROOM / 1 BATH	4 UNITS	4 UNITS
2 BEDROOM / 2 BATH	51 UNITS	51 UNITS
3 BEDROOM / 2 BATH	16 UNITS	16 UNITS
TOTAL	199 UNITS	

PARKING			
	REQUIRED		PROPOSED
RESIDENTIAL			
UNIT	1 PER DU	199	199
VISITORS (V)	0.25 PER DU	50	50
TOTAL VEHICULAR		249	249
PARKING TYPE			
SURFACE			106 SURFACE (42 %)
UNDERGROUND			143 UNDERGROUND (57 %)

SITE INFORMATION		
PROJECT DESCRIPTION	11 UNITS (16%) @ 3 BED 2 STORY DESIGN 11 UNITS (16%) @ 2 BED 3 STORY DESIGN 48 UNITS (68%) @ TYP 3 BED 3 STORY DESIGN	
TOTAL UNITS	70 UNITS	
CIVIC ADDRESS	2123 HECTOR ROAD	
MUNICIPALITY	CITY OF COMOX	
ZONING	RM 7.1	
LEGAL DESCRIPTION	LOT 4 DISTRICT, LOT 170 COMOX DISTRICT PLAN VIP 60685	
Lot Area	22,985.95	m ²
Lot Area	2.29	Hectares
Frontage of Parcel	119.7	m
Parcel Depth	210	m
Parcel Coverage	9,680.5 (42%)	m ²
Delineated Environmental Area	3,174.12	m ²
Net Lot Area for Density Calculation in Bylaw	20,292.45	m ²
DENSITY (Net) as Defined in RM7.1	34.49 units per hectare	

PHASE 1 TOWNHOUSE DEVELOPMENT		
UNITS TYPES SUMMARY		
2-Storey / 3 Bedroom	11 UNITS	
3-Storey / 2 Bedroom	11 UNITS	
3-Storey / 3 Bedroom	48 UNITS	
TOTAL UNIT COUNT	70 UNITS	
PARKING		
	REQUIREMENT IN RM7.1	PROVIDED
TOWNHOUSE (TOTAL SPACE)	105 spaces (1.5 per dwelling unit)	140 spaces (2.0 per dwelling unit)
TOWNHOUSE (ENCLOSED)	53 enclosed spaces (50% of required)	70 spaces (1.0 per dwelling unit)
VISITOR PARKING (V)	18 spaces (0.25 per dwelling unit)	20 spaces (0.29 per dwelling unit)



1 SITE PLAN LAYOUT
1:500

SITE MAP:

PROJECT STATUS:
ISSUED FOR REVIEW

Revision Schedule		
No.	Description	Revision Date
A	ISSUED	05/02/2024

SEAL: **ABELEARCHITECTURE**
THOMAS C. ABELE, ARCHITECT ABC, T. 604.682-6818

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PROJECT NAME:
HECTOR ROAD

PROJECT NUMBER:
VP ----

ADDRESS:
ASPEN ROAD
COMOX BC

DRAWING TITLE:
ZONING AMENDMENT

DRAWN BY: PD
CHECKED BY: TD
DATE: 05/02/2024
SCALE: As indicated

DRAWING #: **A1.10** REV #:
A

05/02/2024 2:09:46 PM

SITE MAP:

PROJECT STATUS:
ISSUED FOR REVIEW

Revision Schedule		
No.	Description	Revision Date
A	ISSUED	05/02/2024

SEAL: **ABELEARCHITECTURE**
THOMAS C. ABELE, ARCHITECT ABC, T. 604.652-6818

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ADDITIONAL CLAIMS AND COSTS RELATED TO NON-MATERIAL CHANGES WILL NOT BE ACCEPTED BY SEYMOUR PACIFIC DEVELOPMENTS LTD. NON-MATERIAL CHANGES ARE DEEMED TO BE PLAN CHANGES OR SPECIFICATION ADJUSTMENTS THAT DO NOT SUBSTANTIALLY AFFECT THE VALUE, TIME, COST AND QUALITY OF CONSTRUCTION.

CONTRACTORS SHALL MAKE EVERY REASONABLE EFFORT TO MAINTAIN SCHEDULE TARGETS AND PROVIDE GOOD EFFICIENCY, PROGRESS, WORKMANSHIP AND QUALITY TOWARD DEFICIENCY-FREE RESULTS.

PROJECT NAME:
HECTOR ROAD

PROJECT NUMBER:
VP ----

ADDRESS:
ASPEN ROAD
COMOX BC

DRAWING TITLE:
CONCEPTUAL LANDSCAPE PLAN +
LOT COVERAGE

DRAWN BY: PD
CHECKED BY: TD
DATE: 05/02/2024
SCALE: As indicated

DRAWING #: **A1.11** REV #: **A**



PHASE 2 - OPEN SPACE / IMPERVIOUS SURFACE		
TOTAL AREA	IMPERVIOUS AREA	OPEN / GREEN AREA
17,908.25 m ²	9,152.4 m ²	8,755.85 m ²
100 %	51 %	49 %

PHASE 1 - OPEN SPACE / IMPERVIOUS SURFACE		
TOTAL AREA	IMPERVIOUS AREA	OPEN / GREEN AREA
22,985.95 m ²	9,847.45 m ²	13,138.50 m ²
100 %	42.85 %	57.15 %

NATURAL AND RETAINED
 LANDSCAPED AREA

1 CONCEPTUAL LANDSCAPE PLAN
1: 500

05/02/2024 2:10:42 PM



PHASE 2 - 4-STOREY APARTMENT ELEVATIONS ALONG APSEN ROAD



PHASE 1 and 2 - 4-STOREY APARTMENT ELEVATIONS, PATHWAY and TOWNHOMES ALONG APSEN ROAD

05/02/2024 11:46:36 AM

SITE MAP:

PROJECT STATUS:
ISSUED FOR REVIEW

Revision Schedule		
No.	Description	Revision Date
A	ISSUED	05/02/2024

SEAL: **ABELEARCHITECTURE**
THOMAS C. ABELE, ARCHITECT AIBC, T. 604.682.6818

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PROJECT NAME:
HECTOR ROAD

PROJECT NUMBER:
VP ---

ADDRESS:
ASPEN ROAD
COMOX BC

DRAWING TITLE:
CONCEPTUAL RENDERERS

DRAWN BY: Author
CHECKED BY: Checker
DATE: 05/02/2024

SCALE:
DRAWING #: **A1.12** REV #: **A**



PHASE 1 - TOWNHOME ELEVATIONS ALONG APSEN ROAD



PHASE 1 - TOWNHOME ELEVATIONS ALONG APSEN ROAD

05/02/2024 11:46:36 AM

SITE MAP:

PROJECT STATUS:
ISSUED FOR REVIEW

Revision Schedule

No.	Description	Revision Date
A	ISSUED	05/02/2024

SEAL: **ABELEARCHITECTURE**
THOMAS C. ABELE, ARCHITECT ABC, T. 604.682.6818

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PROJECT NAME:
HECTOR ROAD

PROJECT NUMBER:
VP ----

ADDRESS:
ASPEN ROAD
COMOX BC

DRAWING TITLE:
CONCEPTUAL RENDERS

DRAWN BY: Author

CHECKED BY: Checker

DATE: 05/02/2024

SCALE:

DRAWING #:

A1.13

REV #:

A

November 24, 2023

Town of Comox
Development Services Department
1809 Beaufort Avenue
Comox, BC
V9M 1R9

Attention: Regina Bozerocka, Planner II

Re: Rezoning Application for 4.90 Ha (12.1 Ac) Parcel at 2123 Hector Road

Dear Ms. Bozerocka

Please accept this submission package for the rezoning of the above noted property. This application will be to rezone the property from the current Residential Zone (R3.3) to a multi-family zone or Comprehensive Development District that will accommodate the proposed development that is described in this rezoning submission package.

Background

The 4.91 ha (12.11 ac) property is located at the at the intersection of Aspen Road and Hector Road **(attachment #1)** and was acquired by Broadstreet Properties Ltd. (Broadstreet) in June of 2022. The intention is to develop the site into a combination of “for-sale” townhomes and “for-rent” apartment style, purpose built rental buildings. Broadstreet intends on developing the property from servicing to construction/sale of the townhome and construction/ownership/management of the apartment rental buildings. Broadstreet has been in the development, home building and purpose-built rental industries for more than 35 years. As a family owned and operated company from Campbell River, Broadstreet maintains an industry leading team of over 1,000 employees to create the best housing product and rental communities from dirt to door. Broadstreet owns and manages over 15,000 multi-family properties that house 30,000 tenants in more than 30 cities across Canada. Broadstreet is committed to being the Canadian leader in service-focussed rental management by providing comfortable and quality rental apartments for the tenants across the country, supported by a team of professionals driven by Broadsteet’s values.

We will bring this experience and professional approach to the project in the Town of Comox to provide critical housing supply to a market that is currently facing a housing shortage.

Property Description/Context and Planning Policy

The 4.91 ha (12.11 ac) property is currently vacant but previously contained a residential development in the NE corner of the site with a gravel connector road that ran diagonally through the site from SW to NE. The land is generally flat with the lowest area of the site located in the NE corner of the site.

The property is bounded on the west by Aspen Road and on the north by the undeveloped 20-meter road allowance of Hector Road (that is currently constructed to the east of the NE property boundary). The 4.05 ha (10 ac) property to the east and the 5.42 ha (13.4 ac) property to the north exist as large undeveloped properties that have no Land Use Designation in the Official Community Plan (OCP) but have a current application for an OCP amendment and rezoning to accommodate high density residential and commercial uses. Along the southern boundary is a townhome development as well mobile homes that back on to the south property line. To the west is a new neighbourhood that is under construction for single family and townhomes.

Planning Policy – Official Community Plan (OCP) – Land Use Designation

For more than 12 years, the OCP has designated the 4.91 ha (12.11 ac) development property as **Residential: Low Rise Apartments, Townhouse & Ground Oriented Infill** which is the highest density residential land use that exists in the OCP. This property is one of only two undeveloped properties in the Town of Comox that is assigned this designation. The other is a 5.79 ha (14.3 ac) property on Prichard Road and Cambridge Road approximately 2.0 km to the northeast.

British Columbia's Local Government Act requires all municipalities to adopt and maintain an Official Community Plan (OCP). The Town of Comox adopted their current OCP in May 2011 that includes the current and future Land Use Designations for lands within Comox as illustrated in **attachment #2**.

Other direction in the OCP is contained in section **2.1.1.6 Supporting Policies for Residential: Low Rise Apartments and Townhouses**. The policies noted in this section are met with the 400-metre distance to existing transit, the development of full urban services, street-oriented development concept and connections to existing and future bikeways.

Planning Policy – OCP Development Permit Areas (DPA)

The subject property is identified for 3 Development Permit Areas in the OCP that include DPA #3 (General Multi-Family), DPA #17 (Coach Houses) and DPA #18 (Secondary Suites). Of these three, only DPA #3 is relevant to the proposed development as DPA #17 and DPA #18 relate to single detached residential units that are not being proposed in this development. The provisions of DPA #3 has been incorporated in the concepts to date will be further considered in the design and review of the Development Permit applications for the proposed development on the site.

Concept Plan

The concept plans (**attachment #3**) for the site consists of "for-sale" townhome development on the south half of the site and the purpose-built rental development on the north in the form of 4-storey, apartment development. There are two versions of the plan, one with a public road that bisects the site and connects Aspen Road to the undeveloped property to the east and a second version that does not provide a full road connection but incorporates a walking and bike path through the property instead. The two plans are similar

but vary slightly in the form and unit count given the area that is taken to accommodate the road. The unit count for the two concepts is as follows:

- **Concept #1 (bike & walking path connection): 252 units**
 - For-Sale Townhomes: 69
 - Apartment Rental: 183

- **Concept #2 (through road): 236 units**
 - For-Sale Townhomes: 65
 - Apartment Rental: 171

The overall density for the site (based on a gross site area of 4.90 ha) is 51 units per ha in concept #1 and 48 units per ha in concept #2. In either concept, this density is below the density prescribed in the RM3.2 land use district that would correspond to the Land Use Designation in the OCP.

In both concepts, the stormwater is conveyed to a common storm pond in the NE corner of the site that is adjacent to an open/amenity space with walking paths around the pond to connect to the greenway on the north of the site. A 10-meter strip of land along the north boundary of the site will be provided to allow for the development of the Hector Road Greenway that will connect to the existing greenway on the west side of Aspen Road which ultimately links to a pathway network in the City of Courtenay. The intention is for the pathway to continue to extend east along Hector Road as development is undertaken on the lands to the east of the subject site.

Access to the townhome development on the south side of the site is the same in both concepts with an intersection on Aspen Road that aligns with the existing Neptune Way. For the rental development on the north, Concept #1 would access via an intersection on Aspen Road that aligns with the existing Grumman Place connection while Concept #2 would access from the new internal connector road.

The servicing of the site is detailed in a later section but there are existing sanitary and water services in Aspen Road that have sufficient capacity to service the number of units proposed and the stormwater is managed through the attenuation pond with a controlled discharge to the north that ultimately conveys to the east into the regional system.

The townhomes are designed to front onto the Aspen Road with access to the garages from the internal roads. The townhomes on the north are also designed to front onto either the internal connector road (Concept #2) or the bike/walking path that connects from west to east (Concept #1).

Zoning Requested

The proposed development on both properties generally conforms to the **RM3.2 Apartment/Townhouse – High Density** district except for the 10-metre building height. If a height variance to allow for the 4-storey rental buildings could be accommodated, the RM3.2 land use district would accommodate the proposed development. Otherwise, we would utilize a Comprehensive Development District (CD District) or would look to fit into one of the new land use districts that are currently be contemplated by the Town of Comox through an amendment of the Comox Zoning Bylaw 1850.

Community Consultation

There have been two rounds of community consultation completed to collect responses and input on the proposed development on the site.

In November 2021, the first stage of the community consultation was completed that was based on an initial design concept that proposed 300 residential housing units in three forms: 4-storey apartment, stacked apartment and townhomes. From this notice we received 26 public submissions on the initial proposal that were mainly concerned with the height and density. The initial proposal for 300 units was within the allowable density for RM3.2 Apartment/Townhouse – High Density (65 units per Ha) in the Comox Zoning Bylaw. From this initial feedback a second concept was developed to be reviewed in an open house format. The comments and submissions from this public notice are provided in **(attachment #4)**

On March 28, 2023 from 4:00 PM to 7:00 PM, an in-person open house was held at the Comox Community Centre that included information boards and representatives from the developer, engineering consultants and environmental consultant to present an amended concept for a mix of for-sale townhomes and three-storey rental buildings. The concept included 52 townhomes and 140 rental units. The feedback was similar to that gathered in the November 2021 consultation that was centered around congestion, loss of natural area and traffic. These comments and submissions are provided in **(attachment #5)**.

From the feedback obtained in the two consultation exercises above, there were changes to the concept plans to make the development more compact, to move the most dense area of development further from the adjacent residents to the south and west and to leave a large area in the SE corner of the site undeveloped as it had been identified as an area for protection. The overall plans for the site have not changed dramatically since the first consultation in 2021 where the development proposed 300 units, then a second design with a proposal for 200 units and now a more detailed plan based on all the technical input and regulations around building heights that is proposing at a number between the two previous concepts at approximately 250 units.

Servicing

Welder Engineering completed a comprehensive servicing report that is provided in **attachment #6 and #6a** and outlines the plan to service the entire site. There are existing water and sanitary lines located in Aspen Road that have capacity to service the proposed development. The townhome and apartment rental developments have an internal servicing design that connect directly to the existing water and sanitary lines in Aspen Road.

The stormwater system has been designed to accommodate the new flow restrictions and the storm pond in the NE corner of the site has been designed to attenuate the stormwater discharge from both development areas on the site.

Shallow utilities (electrical, gas and telecommunications) also exist in Aspen Road and will be extended into each of the two development areas to provide service to each site.

Traffic Impact Assessment and Access Plans

The Transportation Impact Assessment report prepared by McElhanney is provided in **attachment #7** and provides the access plan and capacity analysis for the existing and future transportation modes to the site.

There will be new access links for all transportation modes provided with the development. Multi-use paths (pedestrian and bicycle) will provide access through the site to connect with the property to the east as well as the greenway path to the north. The Hector Road greenway path will be extended across the top of the site and will connect to the current path to the west and future connections to the east. New sidewalks will be developed as the eastern half of Aspen Road is completed as part of this development. On-street bike lanes will also be developed as part of the Aspen Road completion.

The existing transit service on Guthrie Road is within the 400 meters of the subject site and meets the setback standard for this Land Use Designation that is prescribed in the OCP. Additionally, and as noted in the TIA, currently there are nine bus stops within an 800-metre radius, or approximately a 10-minute walk, from the subject site. Based on the road classification, it is anticipated that additional transit service will be developed along Aspen Road once the connection is completed to the north.

For development concept #1, vehicle access to the site will be via two intersections that will align with the existing road connections to Aspen Road at Neptune Way and Grumman Place. In this concept, there is no vehicle connection proposed to the development to the east given the large volume of traffic that this would introduce through the new development and the capacity constraint on the Neptune Way and Aspen Road Intersection.

For development concept #2, access to the southerly townhome development will be via the same intersection at Neptune Way as noted above but the access to the apartment rental development would be via the new internal roadway.

As part of the development approval of the property on the west side of Aspen Road (2309 McDonald Road) a Traffic Impact Study was completed to evaluate the traffic generated by the 2309 traffic as well as traffic from the proposed development site (at an assumed density of 38 units per ha) out to the year 2042. Both Aspen Road and the Aspen Road/Guthrie Road intersection performed adequately in the modelling that was completed. The proposed development is consistent with the previously assumed density in the 2309 study. The current TIA completed for the site has confirmed these findings.

Environmental Impact Assessment

Pacificus Biological Services completed an Environmental Impact Assessment on the subject site that provided a full review including:

- a general environmental assessment of all features on the site,
- a survey and drone survey to identify canopy nests and tree inventory (including size and density),
- a screening for Riparian Area Protection Regulation (RAPR) features and
- a review of areas on the site relative to the Provincial Water Sustainability Act (WSA).

The summary of the findings are detailed in the final report provided in **attachment #8**, but in general there are no features that require Provincial or Federal protection on the property as side from two areas that had been identified as WSA applicable wetlands. The concept plan has been amended to leave the SE corner of the site undeveloped and afford protection for this WSA wetland area.

Tree Retention

As part of the design process for the site plan, the Town of Comox Bylaw 1125 (Consolidated Tree Management and Protection Bylaw) and Policy CCL-067 (Tree Retention Policy) was referenced and areas for retention and replanting have been included in the plan. Pacificus Biological Services completed a Tree Retention Assessment (**attachment #9**) that included a count survey that was consistent with the guidelines referenced in the above noted Bylaw and Policy. This count established that there are 953 trees that are within the size guidelines. Given the 30% retention or replacement guideline, this would require 286 trees be retained or replaced. From the designs provided in Concept Plans #1 and #2 it is estimated that a total of 212 trees that exceed the size criteria will be retained that will require the replanting of approximately 74 trees to meet the policy. Concept #1, that includes a bike and walking path and no new internal public roadway, provides a better opportunity for tree retention and replanting which makes it the preferred plan from an environmental impact perspective. The final retention and replanting plan will be completed at the Development Permit stage when the preferred concept is confirmed and the landscape plan for the site is completed.

Summary

The housing supply, particularly higher density townhome and purpose-built apartment rental, is in a critical shortage in the Comox Valley and the Town of Comox. This phenomenon is consistent with the condition in communities throughout British Columbia that has prompted the provincial government to take direct action to address this housing shortage. The proposed development aligns with the goals of the town's OCP as well as the province's mandate to increase the supply of housing (particularly rental housing).

In summary, this development and rezoning proposal should be approved for the following reasons:

- The proposed development is consistent with the Land Use Designation that has been in place in the OCP for more than 12 years and the form and density of development that is being proposed should not be a surprise to anyone in the area.
- There is existing servicing capacity for all services (utilities, roads, transit and supporting commercial development) to facilitate this development.
- There is an acute housing shortage for higher density housing (especially purpose-built rental housing) that can be addressed by accommodating this additional supply.

In order to move forward in a more expedient manner, we respectfully request that this zoning application proceed in a manner that is consistent with the new legislation that has been introduced by the Province of British Columbia such that rezoning applications that are consistent with current OCP plans and land use designations, proceed to council approval without the requirement for a public hearing.

Sincerely,



Trevor Dickie
Vice President of Real Estate Development

Attachments:

- Attachment #1 – Site Location
- Attachment #2 – Official Community Plan (OCP) – Land Use Designations

- Attachment #3 – Concept Plan #1 and Concept Plan #2
- Attachment #4 – Stage 1 – Preapplication Public Consultation Responses
- Attachment #5 – Stage 2 - Preapplication Public Consultation Responses
- Attachment #6 – Site Servicing Report – Wedler Engineering
- Attachment #6a – Site Servicing Concept Plan - Wedler Engineering
- Attachment #7 – Transportation Impact Assessment – McElhanney
- Attachment #7a - Transportation Impact Assessment (Schedule B)
- Attachment #8 – Environmental Impact Assessment – Pacificus Biological
- Attachment #9 - Tree Retention Count and Analysis

ATTACHMENT 4

PRE-APPLICATION CONSULTATION MATERIALS

2123 Hector Road

Pre-app Stage 1 Comments – Nov/Dec 2021

2123 Hector Road – Stage 1 Pre-Application Comments List of Respondents

Contact	Address	Email	Type	Date
Ted Brooks	-	Tedbrooks444@gmail.com	Email	Nov 18
S.L. Ellis	730 Aspen Rd	-	Letter	Nov 20
Lynea Ross	27 – 717 Aspen Rd	dlfarrell@telus.net	Email	Nov 20
Iris Tapley	2118 Hector Rd	-	Letter	Nov 22
Tony, Tracie Walsh	30 – 717 Aspen Rd	tonytraciewalsh@gmail.com	Email	Nov 22
Carol Ante	29 – 717 Aspen Rd	carolannante@hotmail.com	Email	Nov 23
Diane Gagner	26 -730 Aspen Rd		Letter	Nov 24
Barbera Colwell	20 – 730 Aspen Rd	colweb@shaw.ca	Email	Nov 29
William Semmelink	53 – 717 Aspen Rd	willemsemm@gmail.com	Email	Nov 30
Mike, Nadine Berger	375 Simon Cres	miberger@shaw.ca	Email	Nov 30
Peter Bolton	-	canso@shaw.ca	Email	Dec 02
Phil Reusing	-	reusingp@gmail.com	Email	Dec 02
Heidi Hentze	-	tanagers@me.com	Email	Dec 02
John Peglau	-	johnpeglau@telus.net	Email	Dec 03
Rita Walls	-	ritawalls@shaw.ca	Email	Dec 03
Darlene, John (?)	-	-	Letter	Dec 05
Dave, Sandra Munro	2221 Neptune Wy	teachshop@shaw.ca	Email	Dec 06
Paul Ranklin	-	paulrankin@shaw.ca	Email	Dec 07
Jodi MacLean	2220 Neptune Wy	jodimaclean25@gmail.com	Email	Dec 07
Donna Brotherston	19 – 730 Aspen Rd	-	Email	Dec 07
Donna Campbell		donnaMarie478@gmail.com	Email	Dec 08
Delores Broten	12 – 730 Aspen Rd	delores@watershedsentinel.ca	Email	Dec 08
Grace Clark	2180 Stadacona Dr	applespringjoy@shaw.ca	Email	Dec 08
Karen Jensen	2146 Stadacona Dr	karen.jensen@hotmail.ca	Email	Dec 08
Karin Koons	33 – 717 Aspen Rd	kkoons@shaw.ca	Email	Dec 08
Terry Choquette	2160 Stadacona Dr	terrychoquette@hotmail.com	Email	Dec 08
Jacque Masters	2257 Neptune Wy	terjacq@telus.net	Email	Dec 08
Lisa Kielstra	-	lgmayer_2000@yahoo.com	Email	Dec 08
Josh Terry	826 Grunman Pl	joshterry03@gmail.com	Email	Dec 08

**2123 Hector Road – Stage 1 Pre-Application Comments
(Email Responses)**

2123 Hector Road – Stage 1 Pre-Application Comments

(Email Responses)

11/18/21 Hi Trevor:

Given the minimal information in your ad in the CV Record my only comment is that we already have too much density in that area. We have Aspenview with 232 units, Urban Corner with 47 units and Harold Long's development off Macdonald Road with 180 mixed units. Including yours we are looking at **654** new units. Too many in a small geographical area. We will end up with gridlock at Aspen and Guthrie for sure.

I would be interested in seeing more details of what you have in mind and how you plan to mitigate the effects of this development on the Town of Comox's residents.

Regards,

Ted.

250.218.8316

11/22/21 Mr. Dickie,

Thank you for the opportunity to provide our comments on this proposal. We certainly have our concerns about any more building in our area. We are concerned about further proposed development in an already highly congested area. There are at least three separate projects in the immediate vicinity to the Hector Rd proposed site. Each of those is likely to increase not only the population of the area but also the number of vehicles. Frankly the infrastructure here is just not made for such an increase. In addition, it is appalling to see the gradual destruction of green space in our neighbourhood. The woodland that you plan tear down has been left to degrade, but with a bit of upkeep could become a pleasant recreation area. At the same time, in an age when climate change is beginning to really bite, more carbon emissions are the last thing we need. We object to this proposal in the strongest possible terms. The quality of life at this end of Comox has gradually diminished over time, to the point that it is unpleasant to live here any longer. The last thing we need is more development.

Tony and Tracie Walsh,

unit 30-717 Aspen Road, Comox.

11/23/21 Our neighbourhood is about to be impacted by two large developments that are nearing completion. Building another 296 units with the corresponding traffic implications in such close proximity is unthinkable. I am violently opposed to any suggestion of rezoning the subject property.

Carol Ante
#29, 717 Aspen Rd.
Comox, B.C.
V9M 3X4

11/23/21 Please accept my comments forwarded herewith that will reflect my discontent with the proposal in question.

I recently relocated to this area a few years ago because I was drawn to the location based on the surrounding amenities and existing residential neighbourhood at the time.

I constantly see new developments happening close to me currently and really worry about the imprint this is going to leave on the community here regarding growing congestion in the immediate area, including the shopping centre across the street from me.

This area will be severely impacted in my opinion as the infrastructure won't be enough to accommodate the growing population with these continual developments.

Please accept this letter as confirmation of my opposition to the proposed development of 2123 Hector Road.

Sincerely,

Lynnea Ross
27-717 Aspen Road
Comox, BC V9M 3X4

11/30/21 Good day Mr Dickie,

Thank you for the opportunity to respond to your proposed development proposal. While I am fully in favor of the densification of dwellings in Comox, I cannot support this happening on undeveloped land. I hope that Broadside Properties can create more housing – particularly affordable housing – in Comox without reducing the carbon-sinks required for global warming mitigation; sustainable development projects cannot support impinging on vacant land given the enormous responsibility we have as citizens to future generations.

All the best.

Willem Semmelink
53-717 Aspen Road
Comox
BC, V9M 3X4
250 215 6833

11/30/21 We are not in favor of multi unit building when we acquired property we understood the property behind our Mobile home on Stadacona was for single family housing.

Regards to 2144 Stadacona Drive.

Mike/Nadine Berger

375 Simon Cres. Comox BC

12/02/21 Good afternoon,

I wish to register my opposition to this project. We have enough high density housing on this side of the river already and over the past few years I have noted that the roads are more and more clogged with traffic. There is no truly useful public transit system in place to possibly try to alleviate this. I note the infrequency of the bus service and often when I do see a bus, it is mostly empty. Adding more high density housing on this side of the river will make for even more traffic and there are only two ways to exit Comox for the other side of the river and nothing more planned. These two are via Comox Ave (the dyke road) and Ryan road. Your project will only make things worse.

To the town council: I note the anger and opposition to the large high density project that was erected adjacent to the Quality foods enterprise. If you doubt me, go and talk to the people who live next to it. I did during the last federal election and had several of them remark on how irritated and disgusted they were that it was allowed to proceed despite a roomful of opposition to it prior to it gaining approval. The neighbours were not impressed then or now, nor am I because the volume of traffic has already increased in the Guthrie area since it was begun. Keep the high density on the other side of the river please. Continuous construction and expansion is not necessary for Comox. In the medical world there is a term for uncontained and unconfined growth. It is called cancer.

Stop this project.

Peter Bolton
canso@shaw.ca

12/02/21 Another concern I have about this development is the sheer saturation of multi family housing in our area. With the four, four storey apartment buildings by Q.F. and the condos, and townhomes slated to go in the new development beside us, and down on Guthrie and McDonald Roads, it's a lot for the infrastructure to handle. The green space hasn't been adequate either. The Broadstreet project would fundamentally alter our neighborhood in a negative way, through increased traffic among other considerations. When we purchased our homes, it is my understanding that the designation for the said property was for single family homes. These proposed changes are far too extreme. They would impact our way of life and our property values.

If the development proceeds with the current zoning in place it would be a different matter entirely.

Thank you for the effort you are putting in on behalf of our community.

12/03/21 To whom it may concern,

I have significant concerns about the proposed project as per my email below. I understand that development will occur. I believe that under the current plan, it has far too great of a burden on our neighborhood. I do not support a change in zoning. Thank you for taking the time to gather feedback from our community

12/06/21 Mr. Dickie

It seems Broadstreet Properties is hoping to build yet another high-density multi-family residential development in our community. Limited detail has been provided for your mandatory public consultation other than a stated development comprising approximately 295 units in a combination of 4-storey apartments and 2 to 3-storey townhouses. No doubt for Broadstreet the intent of garnering opinion from the Comox residents is to be able to present a proposal to Town Council that includes opinion on what is important to the residents. Not sure if a developer is obligated to share all the resident feedback hopefully indeed you are.

AFFORDABILITY

Each Councillor proudly views affordability of housing of concern with any proposed development. Recently elected Dr.Kerr made this a key platform promise to the electorate. Developments such as Highstreet on Aspen all assured Council their properties will be affordable as in all probability Broadstreet will convey to Council. Unfortunately, reality is that recent density developments both in Comox and Courtenay have proved to be just the opposite. So why should Council and residents take any stock in Broadstreet's message to Council that this proposed development provides much needed affordable housing when none of the others approved by Council have delivered? Aspen's version of affordable housing is \$1,600 per month 1 bedroom which means at best a job that pays \$25/hr. In our economy few and far between.

ROAD INFRASTRUCTURE

Take a good look at the map. Within a 4 mile radius we already vehicles competing to get to anywhere and from anywhere and that not only includes the Comox peninsula but also Dyke Road and Ryan Road into Courtenay to cross the river. The Ryan Road / Lerwick intersection is today a traffic nightmare. Getting to and from the Hospital horrendous competing with Costco. Home Depot, the Base , & Thriftys retail businesses.

Nearby to your proposal Guthrie and Lerwick are both vehicle taxed to the hilt. Thanks to Town Council traffic congestion will get worse. Aspen vehicles on stream next year as does Urban Corner as does the MacDonald Development and we already have Broadstreet on Anderton traffic. Something has to give where our roads just where not originally set out and then built to handle the vehicular demand. This explains why to get anywhere here is a maze of 4 ways and traffic lights. Please tell me Broadstreet has factored in limited transportation into their planning? How are you planning to explain to Town Council that their road infrastructure can handle the significant increase in demand from your proposal particularly where today there is only one small off shoot of a road both in and out via much travelled Anderton? Do you think as some do on Town Council that bike lanes and public transport serve to mitigate the huge increase of vehicles generated by properties such as yours?

Thanks for providing opportunity to provide some public consultation on basically just a bunch of numbers on on proposed units and nothing else to provide the basis of additional input.

John K. Peglau

Comox Resident & Taxpayer

12/06/21 Good morning, my name is Rita Walls and I sent you an e-mail with an attachment on November 27, 2021. To date I have not received a reply and am hoping that I will have some information to provide written comments by December 8, 2021. Thank you, Rita Walls

12/06/21 RE: Pre-Application Consultation – Stage 1 2123 Hector Road

Dear Trevor,

My name is Dave Munro and I reside at 2221 Neptune Way, Comox, B.C. This letter is in response to the notification document received the last week of November, 2021.

Prior to building our house in 2007 on the corner of Aspen and Neptune Way in Comox, our research, which led us to decide to build in this area, indicated that the immediate and surrounding areas were to be developed under the single-family dwelling model. Since being the second house to be built in this area, we have watched our neighbourhood evolve into what we have come to enjoy as a good example of that model. We have further expected to see the remaining undeveloped properties around us proceed according to that model and, welcome new neighbours of single-family built homes into our community. Your proposal of introducing changes to the current zoning to a higher density model would have many negative urban effects on our neighbourhood as it is currently outlined.

First and foremost is a significant and dramatic, out of character impact on the presently enjoyed local population of this area. We have already felt the negative impacts of increased traffic from the new nearby multi-unit project by Quality Foods which has brought unfamiliar traffic to our neighbourhood seeking parking. To which is already pushed to the maximum with the two existing townhouse projects on Aspen. The introduction of an additional multi-united project would exacerbate this problem exponentially putting the children, that play on our neighbourhood streets, at risk and resulting in their inability to enjoy our neighbourhood roads as safe places to play. We are not against the development of our area, and we recognize the need for additional housing in the Comox Valley. Further we are not taking the position of “not in my back yard”, rather we could see a compromise of your proposal to include a layering design where Aspen would continue to see the pre-planned single-family dwelling model, with multi-family townhouse units behind. A four story multi-united structure would be out of character and not appreciated for this neighborhood, whereas townhomes would be a better fit given the existing townhouse units on the corner of Lerwick and Aspen.

A consideration to this compromise we would support, but we will not support the rezoning of a development that would include a four story multi-united structure.

Regards,

Dave and Sandra Munro

12/07/21 This development is occurring right next door to my townhouse development . The 2 concerns I have are:

1. Traffic along Aspen is going to increase greatly. Parking on Aspen (East side) already obstructs the view of on-coming traffic. I would like to see the “No parking” extended down to Guthrie to improve the view for traffic exiting 730 Aspen. 2. I understand this is a mixed zone development including single family units and multiple story condo units. I would like to see the single family units next to our property to afford us some measure of continued privacy. Perhaps a “leave strip” of trees between our property and the new development would help with the multi story condos being place over towards Hector Rd

12/08/21 Hello,

I am writing to express my concern over the rezoning application for 2123 Hector Rd. I live on Grumman Street in very close proximity to this property. There are currently multiple high density projects going on in this area.

When I purchased my home a year ago, I was excited to live in small town Comox. That is rapidly changing and I know several neighbours are not happy about the type of growth, ie 3-4 story apartment blocks. I realize that development is inevitable for this property, but would like it to stay at single family homes, of which there are very few available on the market.

Comox is rapidly becoming a place where we have to drive to get to a green space to walk in, which is not a healthy environment. We chose to live here because of the small town atmosphere.

I am hopeful the town council will listen to the people that live here when reviewing this application.

Thank you.

12/08/21 RE: 2123 Hector Road Pre-App Consultation

This property is directly adjacent to our strata at 730 Aspen Road.

I have the following concerns about this development.

- 1) I believe the height limit in Comox is 3 stories. The exceptions granted to the property across from Quality Foods has turned into what is commonly called a “monstrosity.” There is no reason to grant another exception
- 2) Changing the zoning purely to accommodate more unaffordable real estate is not in the best interests of Comox citizens. We need housing that can fit into seniors’ budgets and low wage workers. Business is suffering due to a lack of workers, because the workers can’t afford to live here.
- 3) I would like to see how the proposed development fits into a housing needs assessment, taking into consideration all the other new apartment/condo buildings in our area
- 4) I have very large concerns about traffic, noise and light.
- 5) I have serious concerns about how the drainage will affect our property.
- 6) I would like to see a park, green space, walkway left behind our strata, wide enough that it does not generate blowdown
- 7) I think low rise modular units built in clusters to be rented at the living wage for the Comox Valley would be an interesting concept
- 8) To comment on a proposal that rather loosely refers to a “combination of 4-storey apartments and 2 to 3-storey townhouses” is almost impossible. This seems more like a fishing expedition than a serious proposal. To that end, I say, throw it back!

It is appropriate to conclude at this stage that this proposal seriously threatens the things we value about living here.

I note that this notice only appeared in my mailbox last week although my neighbours had received theirs earlier.

Delores Broten, 12-730 Aspen Road, Comox BC V9M 0A4 (Ph 250-339-6117)

12/08/21 Mr. Dickie,

Thank You for informing us of your proposed development of the properties you are in the process to develop between Hector and Aspen. Our property backs onto this property as do many others. Here are my suggestions and concerns:

1. There is a real need for affordable housing for seniors (seniors being turned out of their apartments when sold and rents raised now living in their cars!)
2. Many people presently use the trail on the property as a green space to enjoy and walk/bike to school and the store and work.
3. I'd like to suggest to leave a green space between the present established homes with a walking trail to connect Hector with Aspen and the present walking green space trails off of MacDonald
4. Leave the zoning as is and develop "group homes" of 8 people per lot designed for seniors and "handicapped people" using the Eden concept of a community along with young families etc. with outside recreation
5. in light of the two large apartments blocks already being established in close vicinity with rents higher than what Seniors with fixed incomes and young families can afford, I think it is time to think need for an aging population rather than greatest financial gain for developers.

Personal Note: We were able to buy our little 2 bedroom home 17 years ago with the sale of our family home in Port Hardy just breaking even. We consider ourselves fortunate. However, now with the development beside us of patio home we have already had one walk way through to Guthrie closed off to us at this end of Stadacona. Now if we cannot access the trail from our back yard, we are again closed off to easy walking access to groceries, medical and dental ophthalmologist etc. We are 78 and 79 years old with my husband legally blind. We have greatly appreciated the hospitality of the Longlands to allow us access to their property and in cooperation with them have tried to keep it clean and safe.

Looking forward to meeting with you to hear others points of view and come up with a humanitarian win win solution.

Sincerely,

Grace Clarke
2180 Stadacona Drive 250 339 0143

12/08/21 Good morning

I received a copy of your pre-application consultation Phase 1 via my Realtor, as I have just purchased a home at 2146 Stadacona Drive which backs onto the property you wish to develop. To say this was disheartening news to receive is an understatement, especially having checked with the City of Comox about potential development twice before writing my offer on October 28th.

Having lived in White Rock for over 25 years, and Vancouver for the last 3, I was hoping to get away from the overdevelopment of communities. The last several years in White Rock/South Surrey has seen massive re-development, with elimination of virtually every single level family home and development into huge townhome/row home complexes on clear cut land. None of the surrounding infrastructure (roads, hospital beds, etc) was improved to handle this degree of population growth, leading to traffic congestion similar to downtown Vancouver and constant overcapacity issues at our local hospital.

You are now seeking to develop the property directly behind a home I am literally moving into this week, in what appears to be the same way. I do not want to lose the privacy that my new yard offers, nor lose the mature trees in my yard or on the property immediately behind me. I do not want a roadway installed directly behind my house leading to increased noise pollution and decreased air quality.

With regards to your application of the 2123 Hector Road property, I walked through the area with my Realtor to assess the potential impact a development of the size described would have on my new home.

While I would prefer to see no development go into that location and it be converted to park land, I recognized it likely that the property would be developed at some point. My concerns with your proposal, and my requests for consideration are as follows:

- An environmental impact assessment needs to be undertaken to determine the impact on existing wildlife. Loss of habitat leads to wildlife interactions with residential owners.
- Consultation with the family of the previous owner of the property regarding protective covenants that were reportedly put in place
- A minimum 50' retention of existing mature trees and greenspace for the properties bordering the 2123 Hector Road property from Stadacona Drive
- A reduction in the number of units currently slated for the development: 295 units is too many
- Reduce the apartment complex to 3 stories and limit the townhomes to 2 stories.
- Provide residents of Stadacona Drive with a more detailed design of the intended development, including the location of roadways/townhome vs apartment complexes
- Ensure the provision of some remaining greenspace and retention of mature evergreen trees as a dedicated park are for the new resident's use – this will improve aesthetics for everyone, provide better soil stability and drainage, and help to support local wildlife and bird life.

Thank you for seeking resident feedback. I will await notification of the Open House you mention and would appreciate further information regarding what your actual plan includes.

Regards,

Karen Jensen
2146 Stadacona Drive
Comox BC
778-887-4613

12/08/21 I am writing concerning your proposed development proposal and re-zoning application for the property at 2123 Hector Road in Comox. Currently, the property is zoned for Single family - Large Lot and your proposal wishes to alter this to allow for a multi-family development of 295 units (multi-storey apartments and townhomes).

I believe such a development would have even more negative effects on our neighbourhood, an area that is soon to feel the population impact of nearby developments (the huge condominium apartment complex just south on Aspen Rd near Quality Foods, the mixed but mostly single-family residential development between McDonald and Aspen Rds adjacent to your property, as well as the Urban Corner development of mixed commercial/residential on the corner of Lerwick and McDonald Rds).

Traffic along the Lerwick/Guthrie and Anderton corridors has already increased dramatically over the last several years as new housing developments have opened up elsewhere in Comox. In addition, Aspen Rd will certainly see a concerning increase in traffic once the aforementioned developments already underway become occupied (which of course feeds directly into Lerwick/Guthrie, etc.). A proposal to further radically increase the residential density of the property in question seems somewhat irresponsible in regards to traffic alone.

Another significant issue of concern is simply neighbourhood composition. I have lived at this address for 23 yrs, and certainly did not expect that the undeveloped green-space and wooded areas I had around me when I took up residence here would survive as long as they did. I knew that this neighbourhood would become more "urban" over the years. However, to request approval for a zoning change and a density increase of such magnitude seems to suggest that I purchased my property under "false pretenses", or sands that shifted over time.

I hope that your proposal can be re-worked to deal with these concerns, and I look forward to future opportunities for discussion.

Karin Koons
#33- 717 Aspen Rd.
Comox, BC

12/08/21 Trevor,

Regarding your request for input on the proposed development of 2123 Hector Rd. This property is directly behind my house.

I have significant concerns with several aspects of this development.

- 1) I do not support changing bylaws to create another 4-story development for Comox. As you may have heard from others, an exception was made for the new build at Aspen & Murrelet. This building isn't even occupied yet and it already negatively affects our quality of life (noise, congestion, etc.). In short, I don't believe we cannot absorb another large development of new dwellings resulting in a large influx of people.
- 2) The zoning in question is aligned with our Regional Growth Strategy and our Official Community Plan, it is the result of much input from the community already. Unfortunately, there is no stated need for the type of housing you are hoping to develop and therefore there is no justifiable reason to change this bylaw.
- 3) I want to point out also that a large number of people around this development are seniors who will also be greatly affected by an increase in noise, activity, parking, congestion, security concerns, light pollution, and of course, the loss of a greenspace close by.
- 4) I have significant concerns about privacy. Low rise is best per zoning.
- 5) We would appreciate a green space, or a trail on existing lot, because many use this greenspace for walking and outdoor enjoyment. Also a green space separating the new buildings from the back of the houses on Stadacona Drive would help alleviate the infringement of privacy.
- 6) This greenspace is home to many, many species; eagles, owls, deer, raccoons, too many other birds to name, and many insects and bees!!!!
- 7) I have concerns about drainage as well since my property is directly adjacent.

In short, there is no stated need for any of the type of housing you are suggesting. Especially in light of the new Aspen development. As a sidenote, what is really needed in Comox is senior and low wage earner housing, please consider this and also consider being an innovator with the Town of Comox to develop something climate change friendly, sustainable and innovative, perhaps modular and really affordable – check in with recent housing assessment.

Thank you for the opportunity to provide input.

Terry Choquette & Mark Keen
2160 Stadacona Drive
Comox, BC V9M 3P9
250-465-0908

**2123 Hector Road – Stage 1 Pre-Application Comments
(Letter and Form Letter Responses)**

PRE-APPLICATION CONSULTATION - STAGE 1
2123 Hector Road

Date: NOVEMBER
20th 2021

Name: S. L. ELLIS

Address: 730 ASPEN RD
COMOX B.C.
V9M - 0A4

Please submit your comments by insert date

to: Broadstreet Properties – Attn: Trevor Dickie
email: trevor.dickie@broadstreet.ca
or mail to: 100 St. Ann's Road, Campbell River, BC, V9W 4C4

All written responses, including submissions by e-mail must include name and address of the person making comment and include "2123 Hector Road" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

SINGLE FAMILY HOMES, PATIO HOMES + 2 STOREY TOWN
HOUSES WOULD FIT IN WITH THE EXISTING NEIGHBORHOOD!
A 4 STOREY APARTMENT BUILDING + 3 STOREY
TOWNHOUSES CERTAINLY WOULD NOT!!!
ALSO MAINTAINING A COUNTRY FEEL WOULD BE AN
ADDED BENEFIT - POSSIBLE CONNECTING A WALK-WAY
TO THE EXISTING TRAILS IN THE IMMEDIATE AREA.
THANK YOU FOR YOUR CONSIDERATION ON THE ABOVE
COMMENTS

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

Nov. 22/21

Broadstreet Properties
100 St. Ann's Rd.
Campbell River, B.C.
V9W 0G1

Attention: Trevor Dickie

We were a little surprised to see this development proposal for the lot at 2123 Hector Rd. This is an extremely wet property and we are concerned where all the water will go. We have already had to create a diversion ditch for the water that flows from that property during heavy rains to keep it from running into our neighbor's garage.

We personally have spoken with the individual who did an environmental assessment on this property. I believe it was for The Town of Comox. It was determined that this is a trembling aspen wetland, apparently a protected ecosystem. Did this assessment get swept under some rug or "fall" into some garbage bin? The aforementioned woman would be able to speak to this matter but she happens to be away until into December. (Unfortunate for us; convenient for you.)

I would also like to address a topic that not many care about. This land that you refer to as "vacant" is anything but. At the moment, it is teeming with life that usually inhabits a forest, hawks, owls, deer, raccoons and many birds, etc. This land will be vacant by the time you are done with it.

PRE-APPLICATION CONSULTATION - STAGE 1
2123 Hector Road

Date: 24 NOV 2021 Name: Diane Gagné Address: Unit 26, 730 Aspen Rd
Comox, BC
V9M 0A4

Please submit your comments by insert date
to: Broadstreet Properties – Attn: Trevor Dickie
email: trevor.dickie@broadstreet.ca
or mail to: 100 St. Ann's Road, Campbell River, BC, V9W 4C4

All written responses, including submissions by e-mail must include name and address of the person making comment and include "2123 Hector Road" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

To Mr. Trevor Dickie,

When you create your development plan, would you be able to incorporate nature as part of your design?

It would be wonderful if a section of existing trees and vegetation could be left as is, for a walking path. There is already an existing path which is used. Keeping a "hedge" of wilderness would be pleasing to the new home owners and this vegetation would also help mitigate flood zones and keep some of the existing plants and birds.

Respectfully,
Diane Gagné - Homeowner on Aspen

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

PRE-APPLICATION CONSULTATION - STAGE 1

2123 Hector Road

Date: Nov 29/21 Name: Barbara Colwell Address: 20-730 Aspen Rd.
Comox V9M0A4

Please submit your comments by insert date

to: Broadstreet Properties – Attn: Trevor Dickie
email: trevor.dickie@broadstreet.ca
or mail to: 100 St. Ann's Road, Campbell River, BC, V9W 4C4

All written responses, including submissions by e-mail must include name and address of the person making comment and include "2123 Hector Road" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

As an owner of one of the units at 730 Aspen Rd. I would like to express my concern over your proposed development at 2123 Hector Road. The most significant features of our complex are the very private, enclosed back yards for each unit. With your development, every back yard in our complex from unit 6-9 will be fully exposed to all those living in upper floor units in your development. I would like to propose that 15 feet of forest/trees be left between our complex and your development. Also, perhaps the multi storey buildings could be closer to Hector Road and not the fence line to our complex.

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

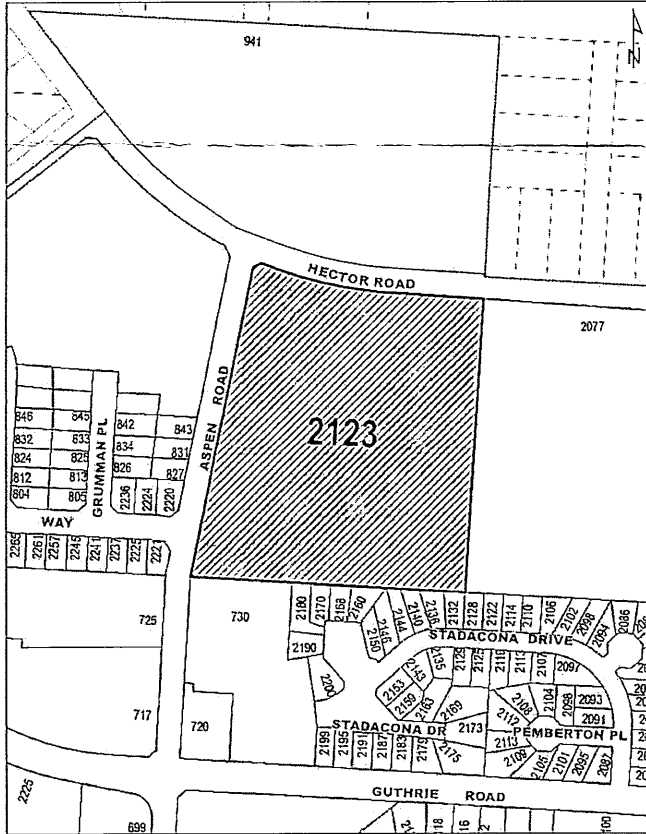
PRE-APPLICATION CONSULTATION - STAGE 1

2123 Hector Road

To the Resident or Commercial Space Occupant,

Broadstreet Properties, the developer of 2123 Hector Road wishes to develop this property. The Town of Comox requires the developer to consult with the neighbourhood before submitting plans for a development application to the Town.

CONSULTATION CONTACT:



Name:
Trevor Dickie Broadstreet Properties – Attn: Trevor Dickie
Mailing Address:
100 St. Ann's Road Campbell River, BC V9W 4C4
Phone Number:
250 850 3370
E-mail:
Trevor.dickie@broadstreet.ca

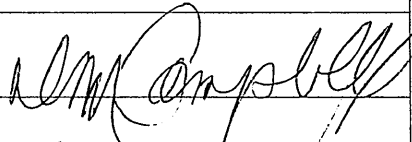
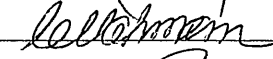
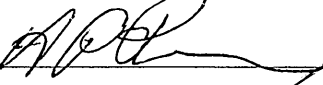
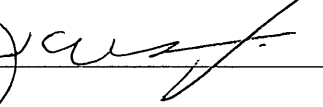
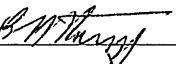
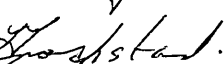
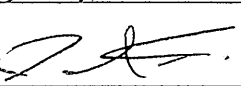
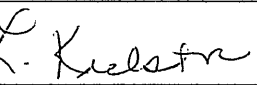
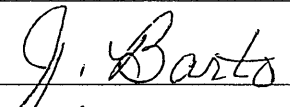
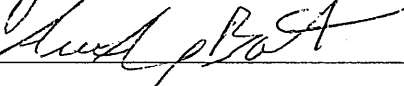
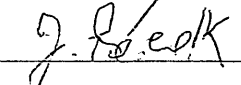

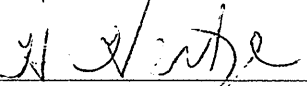
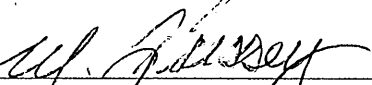
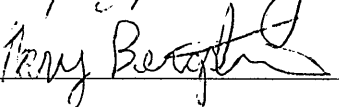
As the developer of 2123 Hector Road, shown shaded in the map above, we wish to know what impact our proposal may have in this neighbourhood. The purpose of this consultation is to receive your comments in order to consider them in the design of the project.

Currently, this parcel is vacant land. The development proposal is for a rezoning from the R3.3 Single-Family – Large Lot zone to a Comprehensive Development zone to facilitate a multi-family development of approximately 295 units in a combination of 4-storey apartments and 2 to 3-storey townhouses.

Please provide your comments by **December 8th, 2021**. This is the first stage of a two-stage pre-application consultation. The next stage will be an Open House where we will report back responding to any public comments we may receive and addressing them in the design of the proposed development. We look forward to sharing the information with you about our proposal. Our Open House will be announced at a later date.

To: Broadstreet Properties 100 St Ann's Road Campbell River BC
 Attn: Trevor Dickie
 Comments from Residents of Aspen Rd, Neptune Way and Grumman
 Re Proposed Development on 2123 Hector Road

The Residents below do not agree with the proposed 4-story apartments in this small area. Our neighbourhood are single-family houses and many are occupied by retired/elderly people.

NAME	ADDRESS	SIGNATURE
DONNA CAMPBELL	842 GRUMMAN PL.	
CAROL HAHMAN	2236 NEPTUNE WAY	
Phil Louising	2236 Neptune Way	
Jennifer Evans	834 Grumman Pl.	
Betty Lou Rathway	845 GRUMMAN PLACE	
Lyle Trockstad	845 GRUMMAN PLACE	
JOSH TERRY	826A GRUMMAN PLACE	
Lisa Kielstru	826A Grumman Place	
JANICE BARTO	826B GRUMMAN PL	
ANTHONY BARTO	" "	
JEAN REEBK	833 " " "	
E. Reebk	833 " " "	
Gordon Strain	813 GRUMMAN	GORDON STRAIN
M Strain	"	MARIONNE STRAIN
H. Wentze	843 Aspen Rd.	
M. Jusssey	843 Aspen Rd # B	
Tinny Bergstrom	2257 NEPTUNE WAY	

To: Broadstreet Properties 100 St Ann's Road Campbell River BC
Attn: Trevor Dickie
Comments from Residents of Aspen Rd, Neptune Way and Grumman
Re Proposed Development on 2123 Hector Road

The Residents below do not agree with the proposed 4-story apartments in this small area. Our neighbourhood are single-family houses and many are occupied by retired/elderly people.

NAME	ADDRESS	SIGNATURE
Jacquie Masters	2257 Neptune Way	JAMasters

The subject property is also used by many people walking and we will be very sorry to see that last little patch of green in our area disappear in the frenzy of building going on at the moment. Also, there is no other way through without going around, having to walk on Anderson, a busy road with no sidewalk which takes you to noisy, busy Guthrie Rd. I would suggest that it is absolutely imperative to allow, at the very least, a green space path from Hector Rd to Aspen Rd. That would be a small concession for the beautiful, cool forest we will lose.

I knew this "consulting the public" is just a hoop you have to jump through and there really is nothing anyone can say to prevent this tragedy.

Sincerely,

Don and Iris Dapley
2118 Hector Rd.
Comox, B.C.
V9M 3Y1

PRE-APPLICATION CONSULTATION - STAGE 1

2123 Hector Road

Date:

Name:

Address:

Please submit your comments by insert date

to: Broadstreet Properties – Attn: Trevor Dickie

email: trevor.dickie@broadstreet.ca

or mail to: 100 St. Ann’s Road, Campbell River, BC, V9W 4C4

All written responses, including submissions by e-mail must include name and address of the person making comment and include “2123 Hector Road” in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

Re: “2123 Hector Road”

To whom it may concern,

If possible, I would like to see what the planned layout of the development would look like.

Thank you,

Dona Brotherston

#19 730 Aspen Rd.

Comox, BC.

V9M 0A4

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

PRE-APPLICATION CONSULTATION - STAGE 1
2123 Hector Road

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Please provide your comments here and feel free to add additional pages if necessary:

Dec 5, 2021

- 1. Leave it zoned single family !!*
- 2. We do not want a 4 story complex behind our unit!*
- 3. Our home will decrease in value. Too many people!*
- 4. Please leave some big trees in groups on the exterior of complex.*
- 5. Our privacy is being taken away with large 4 story units.*

*Alan + John Wyles
Unit 9*

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

TO: Broadstreet Properties – Attn: Trevor Dickie
FROM: Jodi MacLean, 2220 Neptune Way, Comox
DATE: December 7, 2021
RE: 2123 Hector Road – Pre-Application Consultation – Stage 1

Regarding the proposed rezoning of 2123 Hector Road, please accept my comments here. My family and I live on the corner of Aspen and Neptune with our side yard facing the subject property. Since moving there, we have appreciated the forested area for its vegetation and wildlife. However, I do recognize the logic behind developing the land for high density uses for its proximity to transit and shopping. If it is able to result in 3 or 4 bedroom dwellings, the proximity to the Aspen School is convenient, too. Though I do recognize the awkwardness of having my single-detached-house neighbourhood being surrounded on all sides by multi-family dwellings

While I concur with the OCP that this is an appropriate area for higher density development, I also believe that with increased development rights comes increased responsibility. It is now at the time of rezoning, when those development rights are being granted, that those minimum responsibilities are enshrined in regulation, covenants or amenity contributions.

Walkability

Please ensure that public corridors maintain connectivity that promote walkability:

- greenway (well vegetated strips) connections to the trail system to the north that leads to parks, and
- direct/quick connections to the commercial area and transit stop to the south.

Emissions

A barrier to the widespread adoption of electric vehicles (EVs) is the lack of chargers in multi-family developments (e.g. strata/rental townhouses and apartment/condo buildings). Those who rent do not have the ability to install the necessary chargers and those in stratas can have theirs blocked by strata councils if the parking areas are on common property. The use of covenants and community amenity contributions, please ensure all residents here have access to chargers where parking is required.

Also, the use of covenants and community amenity contributions can guarantee the use of Step 3, 4 or 5 of the Energy Step Code, or use of solar/geothermal energy systems, and the inclusion of green infrastructure, such as alternatives to concrete and pavement, provisions for compost pick-up in apartment/condo buildings. The Town's bylaw requires the 4-storey apartments (as complex buildings) achieve Step 2 of the Energy Code.

Natural Environment

Respecting the land this development will be placed on, and the context of its environment, please ensure best practices for urban forest cover are achieved, considerations are made for wildlife habitat and movement, considerations are made for plant communities which can also provide buffers for residents in extreme weather (e.g. wind, heat, rain, etc.), and parcels and the building heights are oriented to take advantage of the mountain views to the south.

Affordable Housing

Developers will build to suit default market conditions and the local government needs to factor in community needs. I support the use of the Town's Affordable Housing calculator as minimum necessary conditions to accept increased density at this time. Also consider the use of “inclusionary zoning” (or 'density bonusing' in BC) in which base densities are set in the zoning bylaw but allows for

additional bonus density should significant additional affordable housing contributions be made (e.g. 30% to 50% of additional density be provided to BC Housing).

On the market housing side, I believe that housing choice is an important factor in making housing more affordable. Housing types should be mixed: single-detached housing with duplexes (or suited houses), townhouses. This allows residents of life circumstances to live in the same neighbourhood and lessens the impact of density. It is a more socially healthy development pattern.

Official Community Plan

It is noted that OCP policies state:

- 2.1.1.3(g). *Land designated Residential: Low Rise Apartments, Townhouses and Ground Oriented Infill as shown on Map 1 - Land Use Designations is intended to accommodate the following land uses: low rise apartments up to a maximum of four stories (except in the case of sites with significant changes in grade and subject to the provision of satisfactory amenities...), townhouses, single detached dwellings, secondary suites, coach houses, duplexes, triplexes and patio homes.*
- 2.1.1.6 (b) *A mix of housing types may be required in multi-family areas in order to provide visual interest and to meet the varying housing needs within the Town.*
 - As stated in the affordable housing section above, I encourage a mix of housing types to support housing choice within a neighbourhood.
- 2.1.1.6 (c) *Site planning for new multi-family development containing low-rise apartments or townhouses must give consideration to the character and scale of surrounding residential areas, the retention of mature tree cover, pedestrian friendly street orientation, safe vehicular access, and, where appropriate, ground water recharge, reduced surface vehicle parking and energy conservation.*
- 2.3.13 (o) *“The retention of pockets of natural areas is encouraged in new development areas.”*
 - See Natural Environment and Walkability sections above.
- 2.3.13 (k) *“External third party ‘green building’ certification will be sought for mixed use, commercial, and residential development at the time of rezoning...”*
 - See Emissions section above.

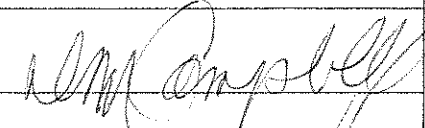


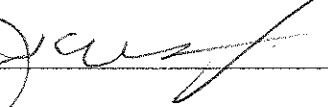
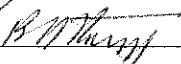

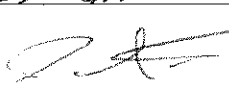
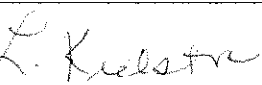

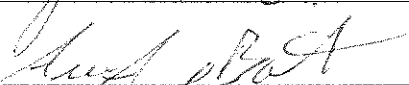
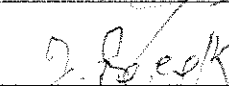

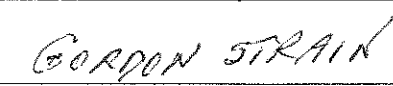

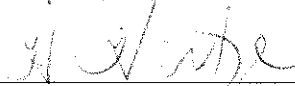
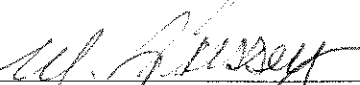
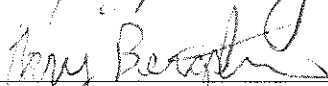
Development Permit Area #3

It is noted the subdivision will require the issuance of a DP unless it is waived. If the DP is required, it should::

- Ensure the subdivision pattern allows for convenient garbage, recycling and compost pick up of all sites;
- Avoid fronting driveways single detached dwellings or duplexes/triplexes on arterial roads;
- Ensure public space connections are dedicated as described in the Walkability section above;
- Identify areas to remain vegetated on individual lots for the purposes of buffers, retention of mature vegetation, swale systems or protection from extreme weather;
- Ensure all outdoor (public) lighting is certified Dark Sky Friendly.

To: Broadstreet Properties 100 St Ann's Road Campbell River BC
 Attn: Trevor Dickie
 Comments from Residents of Aspen Rd, Neptune Way and Grumman
 Re Proposed Development on 2123 Hector Road

The Residents below do not agree with the proposed 4-story apartments in this small area. Our neighbourhood are single-family houses and many are occupied by retired/elderly people.

NAME	ADDRESS	SIGNATURE
DONNA CAMPBELL	842 GRUMMAN PL.	
CAROL HAMMANN	2236 NEPTUNE WAY	
Phil Louising	2236 Neptune Way	
Jennifer Evans	834 Grumman Pl	
Beth Lou Rathway	845 GRUMMAN PLACE	
Lyle Trockstad	845 GRUMMAN PLACE	
JOSH TERRY	846A GRUMMAN PLACE	
Lisa Kielstra	826A Grumman Place	
JANICE BARTO	826B GRUMMAN PL	
ANTHONY BARTO	" "	
Jean Reek	833 " " "	
E. Reek	833 " " "	
Gordon Strain	813 GRUMMAN	
M Strain	"	
H. Wentze	843 Aspen Rd.	
M. Jussey	843 Aspen Rd # B	
Ronny Bergstrom	2257 NEPTUNE WAY	

2123 Hector Road

Pre-app Stage 2 Comments – Mar/Apr 2023

OPEN HOUSE

FOR PROPOSED DEVELOPMENT AT 2123 HECTOR ROAD

The Town of Comox requires that, prior to the submission of an application for a development, the Applicant shall conduct a two-stage Community Consultation process. This is the second consultation for the proposed development and will present an updated preliminary plan that incorporates the comments received during the first consultation. This will provide an opportunity for additional public feedback.

Broadstreet Properties will host an Open House to facilitate public comments on the proposed preliminary plans for a rezoning from the current R3.3 Single-Family – Large Lot zone to a Comprehensive Development zone to facilitate a multi-family development of approximately 192 units in a combination of 3-storey apartments and 2 to 3-storey townhouses at 2123 Hector Road, shown shaded on the map.

**Tuesday
March 28th, 2023**

4:00 PM – 7:00 PM

**Comox Community Centre
1855 Noel Avenue**



If you are unable to attend the Open House, written comments on the preliminary plans may be submitted* to Broadstreet Properties until April 12, 2023. by email at trevor.dickie@broadstreet.ca or by post to: 100 St. Ann's Rd, Campbell River, BC, V9W 4C4 – Attn. Trevor Dickie

For more information on the development proposal, please contact: Trevor Dickie

By phone: 250-850-3370

Or email: trevor.dickie@broadstreet.ca

* Written comments from the public on the proposed development, including any personal information, provided to the Town by a developer or the public are collected pursuant to Section 26 of the *Freedom of Information and Protection of Privacy Act* and will be made public and provided to Council.

October 2, 2024. Regular Couraged Meeting

From: Sandy K. <bradidog@gmail.com>
Sent: March 12, 2023 6:55 PM
To: Trevor Dickie <trevor.dickie@broadstreet.ca>
Cc: Marvin Kamenz <mkamenz@comox.ca>; Russell Dyson <rdyson@comoxvalleyrd.ca>
Subject: Proposed Development at 2123 Hector Road

CAUTION: External Email

RE: Proposed Development at 2123 Hector Road

This email is to provide my feedback regarding the proposed development at 2123 Hector Road.

There is no doubt that a development of this magnitude, will adversely affect the future of the environment and the residents in the surrounding areas as outlined below:

- The destruction of valuable forests will negatively impact the well-known serious climate crisis. Once the damage is done, it cannot be reversed as the forests can not grow back on developed land.
- The walking trails in this forested area, and greenspace, are valuable amenities enjoyed by many residents and visitors. Maintenance of such opportunities is especially important to provide relief from the many current problems we all face.
- Local infrastructure and support services are inadequate to support additional high-density developments. For example, there are currently almost 12,000 people without a family doctor

in the Comox Valley; and there are no indications that this situation will improve in the near or distant future.

- The 5th Street and 17th Street bridges, which are the main connectors from Comox to central Courtenay and south, are barely adequate to accommodate the current traffic volume. Due to recent construction of the Ocean Front Village in Courtenay, there is no longer an option for the construction of a third bridge linking Comox. Since the proposed area is more car dependent than downtown locations, high density housing will have a negative and permanent impact on the future infrastructure.
- This type of development will also destroy the ambiance of the area, including the many adjacent semi-rural properties and acreages.
- There are several existing properties that are already developed , closer to the downtown core, which are more suitable for apartment buildings and townhouses.

Sandra Kamm

Email: bradidog@gmail.com

From: Greg Jones <gardenergramp@gmail.com>
Sent: March 13, 2023 7:38 PM
To: Trevor Dickie <trevor.dickie@broadstreet.ca>
Subject: Proposed Development at 2123 Hector Road

CAUTION: External Email

Re: Concerns over Proposed development at 2123 Hector Road

Thank you for the opportunity to provide comments on this proposed development.

I have 3 major concerns:

- 1) The proposed rezoning to combined apartments and townhouses potentially over 190 units is excessive considering the character of the general area.
- 2) Development consistent with the existing Single-Family- Large Lot zoning is the best solution.
- 3) A key priority is to retain forests for environmental and human health – recreation needs. As a condition of any development, the project proponents should provide a significant portion of the land for community recreation purposes, perhaps by adding to the existing greenway.

Regards.
Greg Jones
gardenergramp@gmail.com

From: mike turnbull <miketbull@gmail.com>
Sent: April 3, 2023 8:38 PM
To: Trevor Dickie
Cc: town@comox.ca; rhardy@comoxvalleyrd.ca
Subject: 2123 Hector Rd

CAUTION: External Email

Michael Turnbull
2072 Hector Rd
, Comox, BC
V9M 3Y7

I want to take this opportunity to give you my thoughts on your project at 2123 Hector Rd. I would like to see some more greenspace, and lower density. By lowering density it would increase your greenspace and reduce need for all the pavement required for parking which I am also concerned with. I am not a big fan of the water retention pond, but not sure how you would resolve the need for it. I can only suggest that between Broadstreet, Highstreet, and the Town of Comox a better resolution can be made. I do like the concept you have of townhomes on the bulk of the perimeter of development. I think the two apartments on Aspen should be changed to townhomes. My only suggestion for all these buildings on the perimeter would be to keep them at two stories. The reason for this is to soften the transition from single family homes in existing adjacent neighborhood to your larger buildings in the center of development. I like the fact no traffic from your project will be accessing Hector Rd and you are incorporating existing trees into your plans. This will help with reducing the impact on residences on the CVRD side of the development. I have concerns about the impact on wildlife in the area, it is running out habitat in Comox, I will leave that subject to the experts.

Thank You for the opportunity to give feedback on this development.
Michael Turnbull

From: Jay Van Oostdam <jvanoostdam@yahoo.com>
Sent: April 6, 2023 5:40 PM
To: Trevor Dickie
Cc: council@comox.ca
Subject: 2123 Hector Road

CAUTION: External Email

Hello Mr. Dickie,

We are in the middle of a climate and biodiversity crisis in Comox and the globe. We had 100 days of no rain last summer. They shut off power generation at Comox dam and we were on water restrictions from June to November! If you can outline how this development will make Comox a more climate resilient community then I think you will get support from our community. Water is a huge issue in the Comox Valley and how will these new homes / people be assured that they will have adequate water?? I would like suggest a few additions to this proposal that might make it more acceptable to Comox residents.

I see that you are now proposing 192 units in 3 story apartments, and 2 to 3 story townhouses. This is certainly less than the 300 units that were in the first proposal. Comox does need higher density in these infill projects but again I am not sure if this car-centric development is the type of community that we need. You proudly indicate that each townhome will have a double car garage and two more driveway parking spots. Do we need a more car-centric community? How do we encourage more use of public

Cutting down trees and paving more of Comox's urban forest can make the urban heat island effect much worse. Will you be installing Green roofs to help ameliorate some of this urban heat island effect? What type of heating systems will these units have? Heat pumps with electrical back up to minimize CO2 emissions? Natural gas (methane) should not be used in any new development.

Can you move some of the trees as a 20 year old tree gives much more shade than a one year old twig? You have trees concentrated around the outer edge. Can larger groupings of trees (groves) be strategically placed so birds and wildlife can survive in an urban area?

Much of the new land that is proposed for development had significant portions that were wetlands. Drainage may ameliorate this in the local area but how can this area act like a wetland with slow release of water to Brooklyn Creek. Drainage from all green roofs could be moved into cisterns and the pond to be used for local plants or slowly released into the local watershed.

I also see a proposal for a pond on one edge of the development, nice idea. Will there be some parkland around this pond and will families be able to use this area? There are two other blocks of land that are being proposed for development immediately adjacent to your property. Could a larger block of land be developed into a pond / park area if all land developers worked together?

Developments must think much bigger to help address the Climate and Biodiversity crisis. We are all in this together

Sinceely

Diane and Jay Van Oostdam
1740 Linden Ave. Comox

From: Myrna Martin <myrna@myrnamartin.net>
Sent: April 7, 2023 10:48 AM
To: Trevor Dickie
Subject: Concern re development at 2123 Hector Road.

CAUTION: External Email

I have received confirmation that the Red-listed Trembling Aspen Crabapple Slough Sedge Swamp has been identified and confirmed by the BC Government and has been added to the BC Conservation Data. I have serious concerns about this development and the fact that you plan to infill this red-listed swamp that currently helps to mitigate ground and surface water from flooding nearby properties and helps recharge nearby creeks and unseen groundwater that maintains our forests and recharges wells for those that still are fortunate to have them.

I am saying your development must preserve this Swamp for the benefit of all.

Sincerely,

Myrna Martin
Comox BC

From: JaneWC <JaneWC@pm.me>
Sent: April 8, 2023 11:39 AM
To: Trevor Dickie
Cc: Town@comox.ca; Mkamenz@comox.ca; Richhardyareab@gmail.com; Rdyson@comoxvalleyrd.com
Subject: Development of Property located at 2123 Hector Road, Comox BC

CAUTION: External Email

April 8, 2023

Dear Mr. Dickie,

RE: Property located at 2123 Hector Road, Comox BC

I am writing to express my concern for the changing environment in the town of Comox in relation to new property developments. Comox has been a beautiful and charming town with its abundance of trees and expansive views, thanks to limitations in the height and size of buildings that have been constructed here in the past. This is very obviously changing. Every time I leave my home and head down the hill toward Comox Ave., I am hit with a wall of wood that is the new construction happening at the former hospital location. I am disappointed and discouraged that I no longer have a glimpse of the view that makes living in Comox so special. That loss is not an insignificant factor in the lives of the residents of Comox. Living with nature, and the richness it provides to our lives, has been scientifically proven to reduce stress, reduce blood pressure and contribute to overall wellness. As the buildings get taller, the once expansive feeling of our home town gets smaller. As the trees, being removed for multiple family construction are fewer, one's sense of well being also diminishes. It is discouraging and concerning to see former development restrictions change and, in the process, to be losing the charm and beauty that brings tourists to this town and contributes to the wellbeing of all.

Another concern is the loss of natural habitat that comes with large development. I have learned that the proposed development at 2123 Hector Road in Comox is the site of a red-listed wetland posted on the BC Conservation Data Centre website. It is my understanding that Broadstreet Properties Development has not identified this environmentally vulnerable marsh area and I am concerned that the town of Comox would even consider approving construction with disregard for this important natural wetland. According to The Canadian Wildlife Federation, "wetlands are the unsung heroes of the natural world." They are home to a variety of wildlife. They also are like sponges, helping to mitigate ground and surface water from flooding local properties and recharging nearby creeks and groundwaters that support the ecosystem outside of the immediate wetland.

I have great concern about the size of the proposed development at 2123 Hector Road, and its impact, not only on the environment, but the residents of Comox. Large developments lower the quality of life for the residents of Comox and precious, irreplaceable environments are destroyed. We are fortunate to live in one of the most beautiful places on this planet. Serious consideration needs to be made to protect what we have and honour the beauty around us. Bigger is not better, and alternatives can be found for property development that respects height restrictions and the environment. Both are vital to human health, the health of the land, and the diversity of wildlife that depends on specific ecosystems.

I ask that great consideration be given to protecting the physical environment and the aesthetic environment of Comox when considering developing/approving the above named property development.

Sincerely,

Jane Campbell

2240 Strathcona Cres., Comox, BC

From: Pat Carl <pat.carl0808@gmail.com>
Sent: April 10, 2023 11:12 AM
To: Trevor Dickie; nminions@comox.ca; sblacklock@comox.ca;
kgrant@comox.ca; chaslett@comox.ca; jkerr@comox.ca;
jmeilleur@comox.ca; mswift@comox.ca
Cc: Pat Carl
Subject: Lot 2123 located along Aspen/Hector Road

CAUTION: External Email

Please note my name and address are located at the end of the email.

On April 7, 2023, I took one of the many walks I have taken within the bio-diverse area mapped as lot 2123 which occupies space between Aspen and Hector Roads and had been zoned R3.3 for many years. I was delighted to see chickadees and robins and to hear crows raucously calling between the consistent ground scratching of towhees and juncos. I watched a male Anna's hummingbird displaying to a seated female intently watching him. And I identified one of the first Mourning Cloak butterflies of spring in the area.

Because of the amount of rain the Valley has been having lately (none too soon), I noted the clear presence of the BC Conservation Data Centre red-listed slough sedge swamps containing trembling aspen and pacific crab apple which is located near the southwest corner and west sides of lot 2123. Red-listed refers to threatened and/or endangered species.

Much like the aspen, I trembled to think of Broadstreet's plan to build over the slough thereby eliminating threatened and/or endangered species.

Recommendation: Preserve the slough and the threatened/endangered species to include a wide perimeter around the area. Doing this, as well as including the storm water pond indicated in Broadstreet's design plans

which, importantly, needs to include a method that allows it to be drained several times a year, will allow current species under threat to have a chance of remaining in the area and will prevent the introduction of invasive wildlife and plants despite Broadstreet’s building plans.

By photographing the plans that Broadstreet displayed during its March 28, 2023 consultation, I am aware that Broadstreet has responded in a positive manner to the comments it received during the initial phase of the consultation process which included reducing the number of units it intended to build (from 300 to 192) and by reducing the height of the build from 4 stories to 3.

I commend Broadstreet for its response to the height and density concerns initially voiced by the community. I also commend Broadstreet for designing the development with mix of rental units and ones to own.

I am equally aware of the need for more *affordable and below market* housing in Comox, which none of the current requests for building permits sitting before the Comox Council, including Broadstreet’s, addresses.

Recommendation: Broadstreet needs to address the issue of affordable and below market housing by setting aside a number of below market units to house the elderly poor in the Comox community or to outreach to a more diverse population of renters and owners, thus striving “to create the best rental community” in the Comox Valley, as Broadstreet’s own literature states.

By the looks of Broadstreet’s plans shared with the public on March 28, 2023, the actual build envisioned by Broadstreet promotes the same use of

impermeable surfaces (cement and blacktop) so championed by builders. With rain run-off issues already negatively effecting the houses below the proposed build, impermeable surfaces will only increase that run-off.

Recommendation: Include in the build parking lots and sidewalks that are permeable, so that run-off, which endangers down-slope homes, will be reduced (see Core Landscaping, a small local Courtenay business). Additionally, xeriscape the build with native and drought resistant plants, which will attract pollinators, instead of grass and the wastefulness associated with sprinkler systems and evaporation.

Broadstreet's current concept plan includes 52 town-homes with 4 parking places and 140 apartments with 1.5 parking spaces allotted for each unit. In addition, a total of 40 visitor parking spaces are included in the build.

Recommendation: While changing people's reliance on individual family vehicles is not within Broadstreet's purview, perhaps building a parking garage under the apartment complex would better serve the apartment dwellers and community. Offering accessible electrical outlets in each underground parking slot would encourage electric car purchases among rental residents worried about charger access. Additionally, providing outdoor, public charging stations in several visitor parking spaces would also illustrate Broadstreet's concern for the community and the environment.

The access and mobility plan illustrated in the Broadstreet build has no entrance or exit to or from the build on the east side which borders the current Hector dead end. Broadstreet is to be commended for this because leaving the east closed to traffic certainly will curtail traffic density along Hector which will maintain some of the quality of life for the long-term residents living in the Aspen/Hector area.

However, the entrances to the building on the west side are problematic because the plan seems to show no through-way for residents to escape a catastrophic event, like a fire, via the visitor parking area.

Recommendation: Allow both entrance 1 and entrance 2 to the build to connect with each other to allow safe access and egress from the build.

Pat Carl

#404- 695 Aspen Road

Comox, BC, V9M 4H6

With gratitude, I acknowledge that for thousands of years the peoples of the Pentlatch, E'y7ikw7sen (Eiksan), and K'omoks Peoples have walked gently on their unceded traditional territories on Vancouver Island where I live. Taking their lead, I walk through my life conscious of Mother Earth. I respect her and all her gifts. I thank these First Peoples for their example, generosity and hospitality.

April 10, 2023

Mr Trevor Dickie
Broadstreet Properties
100 St Ann's Rd.
Campbell River, BC
V9W 4C4

Dear Mr Dickie

Re: Proposed development at 2123 Hector Rd. Comox, BC

Please note my concerns regarding the above-mentioned property:

- On a portion of the property at 2123 Hector Rd the Red-listed ***Trembling Aspen Crabapple Slough Sedge Swamp*** has been identified and confirmed by the BC Government. It has been recently added to the BC Conservation Data Centre website as confirmation. Perhaps this information was not disclosed to you at the time you purchased the property? In such cases where land is not as marketable as once thought, by donating the land to BC Land Trust, they are able to issue a sizable income tax receipt to the owner as compensation.
- this red-listed swamp is of great value to help mitigate ground and surface water from flooding neighbouring properties. The swamp also helps recharge nearby creeks and unseen groundwater that maintain our forests, and recharges wells for those that still are fortunate to have them. In this time of climate crisis, under no circumstances should wetlands and swamps continue to be infilled for housing developments.
- whatever you are allowed to build after the red listed swamp area is taken out of the development plans, out of respect for the privacy of rural neighbours, should be kept to low-rise buildings.
- Comox residents should be allowed input into the design of the proposed multi-housing complexes. For example, the cube-like townhouses at 2310 Guthrie Rd are an eyesore both in design and colour. They do not fit in with the rest of how Comox is built.
- All your proposed buildings should allow for established trees and shrubs to be planted near the buildings to provide shade. The townhouses at 2310 Guthrie Rd have not done this and with climate change challenges, this is a serious omission.
- Higher density will result in unnecessary and unwanted increased volumes of traffic in our rural area which negatively affects residents of these neighbourhoods.
- Increased population increases pressure on already stretched Health and Public Services.
- Collaboration** with the proposed Highstreet Ventures development at 2077 Hector Rd would address the retention of what many call the natural features of this area not only for the benefit of the new residents but as an attempt to mitigate the huge environmental impact this project will have on the existing forest and wildlife.

-We cannot drastically keep adding to the population of Comox without taking into consideration that in case of emergency evacuation, Comox residents only have the Dyke Rd (aka Comox Rd) and Ryan Rd to get out.

Thank you for receiving my comments and for including them in your application. A copy of this letter will be forwarded to the Town of Comox Mayor and Councillors to ensure that they are aware of my concerns.

Joanne McKechnie
1611 Noel Ave.
Comox BC V9M 3K2
joanne.jemwellness@gmail.com

RE: **Broadstreet – Open House Feedback**

Proposed Development at 2123 Hector Road Held in Comox, BC on March 28, 2023

April 10, 2023

Wayne Matkoski
2044 Hector Road
Comox, BC

Attention: Trevor Dickie, Broadstreet

I am outlining concerns I have after attending the Mar 28, 2023, Open House regarding your proposed development at 2123 Hector Road in my neighbourhood.

First of all I would like to let you know that I enjoyed talking to you and the other Broadstreet reps at the March 28, 2023, Open House. You/Broadstreet seemed very forthright, well organized and prepared. It was a pleasant surprise to see that you had down-scaled your original proposal (lower building heights, less units) based “mostly on public feedback”. I also attended the Open House hosted by HighStreet Ventures two weeks earlier on March 14, 2023. The HighStreet reps, the presentation and especially their responses to my questions were not nearly as professional and consistent as your Broadstreet team was. I left the HighStreet Open House with a bad feeling about inconsistencies on things I was told and the changes to their proposal, but left your Broadstreet Open House feeling better – that you were willing to work with the neighbourhood. HighStreet actually up-scaled their new proposal from their original, are planning on battling the current building height restrictions (which you said you would not do), and obviously are ignoring the wishes (and rural lives and properties of the neighbours) so they can make more money off their development. Money over morality for HighStreet it appears, and all of the people can easily see this. Broadstreet is not getting the same negative reaction.

That being said, I still do have concerns about your Broadstreet proposal:

1. The first concern is the proposed opening of Hector Road as a thoroughfare compared to a dead-end as it exists now, and having Hector Road as a main access road to the properties being developed up Hector Road. I believe you told me that you will not have “direct” access onto Hector Road from 2123 Hector, but it will still be easily accessed and used by the future property owners on your land. There are several negatives to Hector Road that you could not understand without having lived on Hector Road as I have for over 34 years. Hector Road is an old country rural road that is not designed for heavy traffic or fast driving. If Hector Road is widened and re-surfaced, that would make it even worse than it is now.

(a) Hector Road is in a very cold micro-climate from my property down to the Anderton Road junction. My wife and I and my neighbours have witnessed this issue several times every winter when Hector Road is basically the last road to melt from ice or snow, often days later than nearby roads. It has a North-East aspect and a shady Southern side of the road which causes that cold micro-climate. Vehicles are often stuck driving uphill on Hector Road because of a lack of traction on the slippery ice and snow.

(b) Aside from the cold conditions and lack of thawing, Hector Road meets Anderton Road on a dangerous downhill slope. If people drive too fast down Hector Road without understanding the hazards of sliding through the stop sign directly onto Anderton Road, it will lead to crashes. The few people that live on Hector and Acacia Roads are familiar with this hazardous issue and know how to approach Anderton Road when driving down Hector Road.

(c) Drivers on Anderton Road, which is a 60 km/hr limit road, tend to travel much faster than 60 km/hr. It generally flows at 70-75 km/hr, but many drivers go much faster than that. RCMP speed traps are rarely seen in this area. The issue with speeding on Anderton Road near Hector Road is that we approach Anderton Road from Hector as a hidden entry. Drivers that are heading Northward on Anderton towards the Hector Road junction do not even see that Hector Road exists – it is hidden. To make matters more dangerous, it is a downhill passing lane on Anderton heading towards Hector Road junction. Drivers on Hector Road that look to their right when they stop at the Anderton junction may see an open road to turn right, then start to pull out, and a vehicle on Anderton can hit the throttle to pass, and crash right into the vehicle turning off Hector Road. It is basically instantaneous with no room for error. We have all witnessed this occurrence at that junction, but fortunately are aware of the danger and know to be extra careful. Unfortunately that stretch of Anderton Road appears like a “launch-pad” for some drivers heading Northwards, and they

“floor it”, blissfully unaware of the hidden Hector Road junction. I have heard and seen several accidents at that location. The number of accidents can only get higher as the traffic on Anderton Road increases and adding a massive number of cars on Hector Road is a very bad idea. Anderton Road to the South of the Hector Road junction should become a “no passing” zone and a short divided (a passing barrier) road in that section would be even better.

(d) Turning left onto Hector Road from Anderton Road is a dangerous turn as well. As mentioned above, Anderton has that downhill “launching pad” stretch immediately before Hector Road junction, and drivers tend to speed up there. And that is right where we slow down and often have to stop to make a left turn onto Hector Road. That action is contrary to the flow of traffic, which is speeding up. Therefore rear-enders are possible, and have happened, but also there is the risk of drivers passing (see above) cars turning left onto Hector on the wrong side, not knowing or seeing a left-turner ahead. That was the last accident I witnessed there. A Harley sped up, quickly accelerating through 2 gears and then I heard a big crash. I walked down to the junction and the Harley was wrecked from crashing into a big pickup truck, the bike driver was lying on the road injured, and the truck had a smashed in drivers door. Careless passing was the cause.

Also when turning left onto Hector Road, vehicles behind you cannot get around the left-turners because there is a big ditch on the right hand side. If left-turners do not “claim” the road, people will try going by on the right side of the road and end up in the deep ditch.

(d) Opening Hector Road as a throughway will greatly increase the traffic on Hector Road and will likely be the biggest impact to us people who chose to live on a dead-end street in our rural area. Single-family developments would add a lot of people to this neighbourhood, but it was something we understood we would be facing. That’s what the property was zoned for. Adding high-density towers and a couple thousand people and hundreds of cars is so far out of context with this rural neighbourhood that it seems impossible anybody would even seriously consider it. Ruining our quiet rural lifestyle that we all chose to live in seems heartless, greedy and negligent. It is the opposite of the “Responsibly Developing” that HighStreet touts. Hector Road should definitely be kept as a dead-end road, where a short section of land (50m) is left as it is now and Hector Road could still exist at the Western side as a turn off Aspen Road.

2. I am aware there is a Red-Listed plant association wetland (in two parts I believe) that was not represented on your development proposal. To my knowledge you are not allowed to develop in these Red-Listed areas and are obligated to protect these Red-Listed areas.

3. Being a Registered Professional Biologist and having worked mostly in forest environments researching and studying raptors (owls & Northern goshawks), woodpecker research, fish streams, vegetation and ecosystem identification, forest recreation inventories, visual landscape inventories, watershed assessments, logging road & cutblock layout, timber cruising, being a BC Parks Park Interpreter, designing forest interpretive trails and recreation sites, and more, I have a fairly good understanding of how important forest ecosystems are.

Currently the land that Broadstreet is proposing to develop supports a wonderful variety of bird species (numerous species of songbirds, 5 woodpecker species, owls and more) that use that land as their home and breeding territories. The pileated woodpecker is a good example. It just became a Keystone species under the Migratory Bird Act. A pileated woodpecker actually is NOT a migratory bird, but is very important to the lives of many species of migratory birds because of the nesting cavities the woodpeckers create. I am aware there is a possible pileated woodpecker nest on a neighbouring property that will be protected. There is, however, an associated issue that likely affects your land. Pileated woodpeckers are particular feeders that need year-round feeding sources to survive. There is likelihood that by clearing portions of the Broadstreet land, the woodpecker’s feeding sources will be reduced, probably unintentionally, enough to detrimentally affect the woodpeckers. I have a small forest on my property adjacent to the HighStreet Hector property, fairly close to where the possible pileated nest tree is located. I have about 100 trees on my property of various decay levels and species, and in 34 + years only 2 trees have been used as feeding trees by pileated woodpeckers. One tree was just started being used by pileated woodpeckers, likely the same birds using the nearby nest, in November 2022. None of my trees have been suitable or used to nest in so far by pileated woodpeckers. That shows how picky and complicated dealing with birds and other wildlife can be. What will Broadstreet do to ensure that enough woodpecker feeding sources remain on their land?

We have people in this neighbourhood that are quite knowledgeable, understand the Acts and Rules protecting birds and their nests, plants and other environmental concerns. One important environmental concern is the risk of introducing invasive species (such as bullfrogs, reed canary grass, yellow flag iris, and purple loosestrife) and mosquitoes in their water containment pond. I

asked a Rep (an Engineer I believe) about my concern and I was told there would be no standing water in the detention pond. We are expecting that to be true to avoid having a problem with invasive species and pests due to standing water.

4. On April 20, 2022, Dr. Jonathan Reggler gave an important educational presentation to Comox Council stating that 11,500 people in the Comox Valley currently cannot get a family doctor due to a shortage of family doctors in the Comox Valley. Dr. Reggler mentioned that the Valley was short at least 9 doctors at that time. He also stated that each Doctor has around 1200 patients. Given the population your HighStreet development will draw to the Valley, that development alone would require 2 additional family doctors to serve your development alone.

I recently had to re-new my Drivers License and tried getting it done at our BC Services office. It took me 5 attempts and 5 driving trips to be able to finally get it done. There were waits of 15, 22, 17 and 27 people on the first 4 attempts, all at different times on different days. I was told it would anywhere from 1.5 hours wait to “hopeless today” to get in. I asked 2 different workers there if the waits are getting longer and was told it definitely was, as more people come to the Comox Valley. And on my excessive trips to the BC Service Office, I encountered the usual increasing traffic and congestion at 17th St Bridge on my way to and from Comox to Courtenay.

Those examples are just 2 of many issues that increasing the population of Comox by developments such as Broadstreet’s is just not responsible or required, and is basically negligent until soft and hard infrastructure can catch up to the population we already have. What is the big rush to densify in Comox? The negatives created by the rush to densify in Comox will be far worse than keeping the growth rate at lower levels. Bigger populations always lead to bigger problems, and more tax dollars from these new developments will not solve those problems – no chance. It will only get worse.

5) The “green” spaces Broadstreet plans on leaving are not adequate to maintain populations of birds that use the land now. Unfortunately that is a given fact of any development or reduction of a natural environment. In lieu, Broadstreet has to do their part to leave as much “natural” land as they can and try to meet and exceed the legal needs and protection for wildlife. The wetland buffers should be adequate to protect the wetland hydrology. The “greenway” path has nothing natural about it if you copy the greenway you plan on joining up with. There are Honey Locust and Portuguese Laurel trees, grass and pavement. None of that is natural here and I consider that a poor attempt on HighStreet’s part. The “green” spaces that most developers put in now are something that might be considered “green” in a city, but not “green” in a more rural and natural habitat that your property is located in.

6. Summary: I attended the Open House on March 28, 2023, and talked to all the Broadstreet Reps - everyone was easy to talk to and knowledgeable. I am most concerned about the increased traffic and safety issues on Hector Road, and the increased traffic on Aspen Road. That will truly destroy our rural lives that we all chose to live in. The loss of wildlife habitat is also a major concern of mine. We have had pileated woodpeckers coming to our small property to feed and forage for over 34 years, but I fear that the Broadstreet development and accompanying loss of habitat on neighbouring large properties will cause pileated woodpeckers to be extirpated from this area. That would be heartbreaking to me.

Sincerely,

Wayne Matkoski, RPBio
2044 Hector Road
Comox BC

cc: Town of Comox Attention: Mayor and Councillors
Marvin Kamenz, Director of Development Services for the Town of Comox
Russell Dyson, CVRD Chief Administrative Officer
Richard Hardy, Area B Director

From: Russell Blake <elkbender@gmail.com>
Sent: April 11, 2023 9:20 PM
To: Trevor Dickie
Cc: town@comox.ca; mkamenz@comox.ca; Richard Hardy;
rdyson@comoxvalleyrd.ca
Subject: Re: 2123 Hector Road, Comox, BC - Broadstreet Properties From: Julie Micksch, 906 Acacia Road

CAUTION: External Email

Russell Blake, B.Sc., GIS
906 Acacia Road
Comox BC V9M 3Y6
April 11, 2023

Attention: Trevor Dickie

Below I have summarized my concerns re: 2123 Hector Road based on the information provided by Broadstreet Properties during the March 28, 2023 Open House at the Comox Community Centre.

- The current Concept Plan is completely out of context with the surrounding community and established properties.
- Increased and potentially dangerous traffic on Hector and Aspen Roads
- Increased pressure on already overwhelmed health and public services
- The destruction of wildlife habitat and red-listed wetlands in our neighbourhood. We were expecting some level of development within 2123 Hector Road that would meet the original zoning requirement of Single-Family Large Lots. I was not anticipating a High Density Metro Style mega development being erected next door.
- The loss of walking trails and family friendly no thru roads such as Hector and Aspen. Your concept changes Hector and Aspen Roads into major traffic arteries linking Hector and Aspen to Idiens and Anderton Roads. Both Idiens and Anderton Roads are now dangerous to walk

In conclusion, I appreciate the opportunity to express my concerns to you with regards to 2123 Hector Road. I hope you will address my concerns, along with those of my neighbours, in the near future.

Respectfully,

Russell Blake, B.Sc., GIS
906 Acacia Road
Comox, BC V9M 3Y6

cc: Town of Comox Attention: Mayor and Councillors
Marvin Kamenz, Director of Development Services for the Town of Comox
Russell Dyson, CVRD Chief Administrative Officer
Richard Hardy, Area B Representative

From: Jodi MacLean <jodimaclean25@gmail.com>
Sent: April 11, 2023 7:28 PM
To: chaslett@comox.ca; jmeilleur@comox.ca
Cc: Trevor Dickie
Subject: Zero-emission vehicles in new multi-family developments

CAUTION: External Email

A couple years ago this [Residential Electric Vehicle Charging: A Guide for Local Governments](#) was created by the City of Richmond and some engineering consultants. Its purpose is to help BC rapidly transition to zero-emission vehicles. As recommended by the guide, I would like to ensure that future development of multi-family housing in Comox build their residential parking spaces to be EV-ready. Pdf page 19 explains what is needed for “partial EVSE for multi-family residential buildings” and “Energized (“EVSE-ready”)”. Pdf page 23 has Multi-Unit Residential Buildings recommendations.

A barrier to the rapid transition to zero emission vehicles is the inability of existing apartment buildings and strata-owned buildings to retrofit conduits, wiring, and metering. It is easy to do this in single detached housing, but coordinating this for a rental/strata building is complex and costly. It is unfortunate that so many renters and strata-owners cannot get an EV, even if they wanted one

I got a large multi-family development being proposed next door to me (the Hector and Aspen projects) and the last design I saw had a line of about 100 parking spaces (50 on each side) from townhouses. I made my comments there about how poor that form and character was. Reminded me of a worker camp parking but someone else referred to it as barracks. It is literally next door to me but I can recognize that area is much better suited for apartment building massing. Whatever form it takes, please ensure that the residential parking stalls are all ZEV-ready through the zoning amendment they ask for and the development permits.

Thanks.

Jodi MacLean, 2220 Neptune Way, Comox, BC

April 10, 2023

TO: BROADSTREET PROPERTIES
RE: DEVELOPMENT PROPOSAL FOR 2123 HECTOR ROAD, COMOX

We attended the March 28, 2023 Open House regarding your development proposal for 2123 Hector Road.

We did not see your original development proposal, but it was explained at the Open House that you have made modifications based on feedback you received on the original proposal, which was good to hear.

Our comments and questions follow:

1. Open House Information: As requested at the Open House, it would be helpful if you would provide copies of the display boards from the Open House on a website to make it easier to review them and provide constructive feedback.
2. Artist's Renderings: Also, on the site, please include a rendering of the apartment building. Only artists' renderings of the townhouses appeared to have been shown at the Open House.
3. Zoning: If we understood correctly, your representative(s) indicated that no zoning changes are required for the development. Please confirm whether or not that is the case.
4. Trees: The loss of trees is a major concern in new developments, particularly those of greater density and high lot coverage. The proposed development site is heavily treed. A representative at the Open House pointed out a development rendering showing some trees which would remain at the periphery of the proposed development. A previous citizen petition to the town of Comox, which contained hundreds of signatures, had requested that all development in the Hector/Aspen area leave 30% of existing trees in situ, not just new plantings. What percentage of original trees would remain in your proposal?
5. Pedestrian Safety: With more intense development, which increases population and traffic while reducing greenspace, we believe that all new development should require sidewalks on both sides of roads and a grassy boulevard between the sidewalk and the road. This increases safety for any pedestrians, including of course playing children (e.g., on trikes) and those using walkers. We understand that this is an issue which may not currently be in municipal regulations, and will provide this same feedback to the relevant municipality.
6. Drainage Ponds: We have 3 concerns regarding drainage ponds (as related to any development, not just Broadstreet's) and ask what steps are/would be taken in relation to these.
 - 1) Adequacy for the increasingly volatile and severe weather
 - 2) Safety for children
 - 3) Potential as a breeding ground for mosquitos

Thank you,
Hans and Marie Jacobs
2326 Suffolk Crescent
Courtenay, BC V9N 3Z4

From: Scoty <scofenn54@yahoo.ca>
Sent: April 11, 2023 9:38 AM
To: Trevor Dickie; Town@comox.ca; Mkamenz@comox.ca;
Richhardyareab@gmail.com; rdyson@comoxvalleyrd.ca
Subject: Re: Development in Comox BC 2123 Hector Rd.

CAUTION: External Email

April 11, 2023.

Patricia Fennell
205 Gage Rd.
Comox, B.C.
V9m3w4

To Whom it may Concern,

I am hoping a complete and comprehensive Environmental Assessment is done, with no conflict of interest, on 2123 Hector Rd.

When our planet is facing so many challenges do human needs have to take priority over the needs of our planet?

There is red-listed (threatened) trembling aspen, pacific crabapple, slough sedge swamp that is located at the south and west sides of the property. These wetlands are now the last remaining naturally functioning wetlands in our area and help mitigate groundwater helping to prevent flooding. It is also crazy to think that developers in this valley do not even seem to have to address the fact that infilling any wetland in this day in age is wrong considering the tiny percentage left since European Settlement here on Vancouver Island and in the Comox Valley.

Bats also live in this area and in the news today

<https://www.cbc.ca/news/canada/british-columbia/white-nose-syndrome-report-dead-bats-1.6803227>

This development will be watched closely to see that the BC Wildlife act is followed and that you are creating a project that reflects a concern for our planet such as, saving and creating wild/green spaces, greening of the parking , indigenous fast growing plants, green rooftops, actual natural spaces for children and 30% tree retention. Massive concrete spaces reflect carbon into our atmosphere. Also, while you are making your millions perhaps be a small part of improving the lives of the rest of the 99% of the population especially our homeless.

Perhaps build something that is attractive using Westcoast architecture not modern towers that do not and will not attract tourists. Our small businesses in Comox are closing at an alarming rate and tourism could save them.

Yes, we need housing but we do not need or want 6 story condos surrounded by concrete. Please develop with respect for our small town and the neighbouring properties.

Patricia Fennell

From: Barbara Lehman <b.lehman.scrabble@gmail.com>
Sent: April 11, 2023 10:52 PM
To: Trevor Dickie
Subject: The property at 2123 Hector Road

CAUTION: External Email

Hello,

My Husband and I attended the meeting at the Comox Community Center on March 28, 2023. I was impressed with all the information that was collected, mapped out and designed on large display boards for all to see.

I don't recall any information on the Slough Sedge Swamp that is located on this property, nor how it would be protected. I am sure someone in the development department must know about this slough. It is important to look at this slough and how it benefits our environment. I hope "the powers that be" rethink the plan and work to protect this slough.

Also, this development would require a lot of trees to be removed and I am against this.

This property is a wonderful place for quiet tranquil walks and a place to watch nature and how important our forests are for our physical and mental health and our environment.

By allowing this development to go ahead is to create a dense community adding more vehicles to our already overloaded roadways. Our roads really are taxed with a lot of traffic now and no amount of building it now and worrying about the rest later is doing anyone any good.

I hope the Town of Comox Mayor and Councilors are listening to the people, the very people that voted them into office.

Thank-you,

Phil and Barbara Lehman
2243 Heron Crescent
Comox

From: Julie Micksch <jmicksch@gmail.com>
Sent: April 11, 2023 9:13 PM
To: Trevor Dickie
Cc: town@comox.ca; mkamenz@comox.ca; Richard Hardy;
rdyson@comoxvalleyrd.ca
Subject: Re: 2123 Hector Road, Comox, BC - Broadstreet Properties From: Julie Micksch, 906 Acacia Road
Attachments: [Letter-inresonse-to-Broadstreet-Julie-V2.docx](#)

CAUTION: External Email

Julie Micksch, B.Sc. RBTech
906 Acacia Road
Comox BC V9M 3Y6

April 11, 2023

Attention: Trevor Dickie

The following provides a summary of the concerns I have with respect to your current development proposal for 2123 Hector Road.

1) The Proposal is Completely out of Context with the Surrounding Area and Established Properties

Originally the properties located at 2123 Hector Roads were zoned as R3.3 Single-Family Large Lots as are most of the adjacent properties to the North and East. Currently, surrounding properties are 1-2 story single family homes. How does your proposal of 192 units of 2-3 story row housing fit into a surrounding rural and single family home community? Development on 2123 Hector should at least mirror the single family housing adjacent to it to soften the impact of rezoning from R3.3 zoning to higher density housing. How is burdening your rural neighbours with years of construction noise, dust and traffic, building row style town- and condo units, more suited to an urban centre than a rural neighbourhood, considered responsible development? Your design plan schematic indicates that you are going to urbanscape around a concrete and asphalt row house complex that will likely "fry" the last of the retained trees you refer to in your Tree Survey and Retention Plan. Unless of course you plan to water them on a regular basis during the annual heat wave and watering shortage we have each summer. It is likely that the trees you retain, the ones that have survived for decades in the moist soils adjacent to the red-listed wetland you're planning on filling in, will likely die due to the heat sink microclimate you will create building this pavement monstrosity.

Recommendations: Less pavement and asphalt. This stands out when looking at your schematic. Retain more natural habitat, especially around and including the red-listed wetlands. Think outside the box rather than creating the cookie cutter "two car parking space in front of every unit" scenario. Have you

considered a parkade or underground parking to leave more natural green space. Limit homeowners to one car per unit to reduce parking spaces. To at least be a "good neighbour" your proposal should have placed single family homes adjacent to Hector and Aspen Roads, and the trailer park located on Stadacona Drive. Higher density 2-3 story patio homes, condos and apartments should have been placed and concentrated near the centre of the property with less impact to the surrounding community. Larger buffers along these corridors would have also encouraged better acceptance and buy-in from your neighbours.

2) Increased Traffic

Based on the number of homes (192 units) proposed for 2123 Hector, and lessons learned from the extension of Idiens Road into Courtenay via Crown Isle, it would be wrong not to address the potential for Hector and Aspen Roads to become major traffic corridors from Comox to Anderton, Lerwick and Ryan Roads and an easy access route to Costco, Thrifty Foods, YVR International Airport and the Comox military base. Just ask the residents of Idiens, Sylvan and Aspen Roads in the CVRD how the extension of their once dead end rural country road, Idiens Road, once similar to Hector Road, affected their lives and neighbourhood. Many of us enjoy walking with our friends, children and dogs off leash up Hector Road. This development will certainly put an end to this when Hector Road becomes an overburdened through road lined with sidewalks and grassed boulevards.

Recommendation: Keep Hector Road as a dead end road with access to 2123 Hector off Aspen Road near the Aspen/Guthrie Intersection. Do not make Aspen Road a through road to Idiens Way. Punching Aspen Road through to Idiens Way will create a traffic nightmare for those living on acreages within the 900 and 1000 blocks of Aspen and increase the traffic even more for those that live on Idiens Way and Crown Isle.

3) Increased Pressure on already stretched Health and Public Services

Of huge concern to many in the Comox Valley residents is the increasing unavailability of medical and public services over the last few years. The lack of medical services alone was brought to the attention of Comox Council on April 20 2022 by Dr. Jonathan Reggler. In his presentation to Comox Council, Dr. Reggler stated that 11,500 people in the Comox Valley currently did not have a family doctor resulting in the shortage of at least 9 doctors to date. With the addition of approximately 192 new homes potentially housing 1-4 people per unit, this subdivision alone would require the procurement of at least 1 additional doctor to the Comox Valley. With the doctor shortages we are currently facing throughout BC, it is unconscionable for town councils to permit any high density housing development that does not include a turnkey medical clinic and doctor housing to encourage new doctors to the Comox Valley. Housing a new doctor and building a new clinic would be a positive step toward Responsible Development. We will continue to implore the Town of Comox to reject all further high density developments until at least 9 new doctors are secured and practicing in the Comox Valley. In addition, we will continue to speak up and gain support on this issue through Social Media. This is not a difficult topic on which to gain momentum on, especially since thousands of people within the Comox Valley are

currently struggling to find a family doctor. Comox Valley residents have also expressed their concerns with regards to other services that are currently stretched or to capacity such as schools, recreation centres, parks and playing fields. Other huge considerations include water usage, sewage treatment and garbage disposal.

Recommendation: To commit a residential unit and clinic space to a new doctor to the Comox Valley.

4) The destruction of natural habitat including a Provincially recognized red-listed wetland and replacing it with infrastructure and a storm water collection pond that will attract invasive species.

Your Site and Building Rendering drawings indicate that Broadstreet Properties remains completely unaware (or choose to remain unaware) of the red-listed trembling aspen, pacific crab apple, slough sedge swamps located in the Southeast corner and West sides of 2123 Hector Road. This omission from the development design drawings and from the Tree Survey & Retention /Replanting report also indicates that Pacificus Biological Services may not be familiar with rare plant assemblages that are listed in the British Columbia Conservation Data Centre (CDC) database. The trembling aspen, pacific crab apple, slough sedge wetlands located on 2123 Hector Road are in the CDC database, and are mapped and identified as a red-listed (threatened) ecological plant community. As such, these wetlands should be retained and buffered appropriately to protect their sensitive hydrology.

As well, the storm water retention pond that Broadstreet Properties is proposing, is completely unsuitable for the area and indicates poor judgement and knowledge with regards to the local environment, flora and fauna. Creating a storm water retention pond like the one Broadstreet is proposing is ignorant for the fact that it will attract and support invasive wildlife and plants like most of the other storm water retention ponds built in the Comox Valley. Ask any local biologist what the greatest threats of building a year round reservoir is and they will most certainly say the introduction of, but not limited to, invasive non-native bullfrogs, reed canary grass, yellow flag iris, and purple loosestrife, to name a few. The introduction of bullfrogs alone will be a huge social media disaster and I guarantee you, this is imminent based on how bullfrogs have spread throughout the Comox Valley. Currently, the trembling aspen, pacific crabapple, slough sedge swamps on 2123 Hector Road, does not provide suitable habitat for bullfrogs. Your development alone will be what brings these species to this area.

In addition, this area also provides suitable habitat to many bird species including resident and migratory birds that are protected by Provincial and Federal Legislation.

Were you aware that all birds, nests and eggs, with the exception of invasive species, are protected by the BC Wildlife Act, Section 34 that states:

34 A person commits an offence if the person, except as provided by regulation, possesses, takes, injures, molests or destroys
(a) a bird or its egg,

- (b) the nest of an eagle, peregrine falcon, gyrfalcon, osprey, heron or burrowing owl, or
- (c) the nest of a bird not referred to in paragraph (b) when the nest is occupied by a bird or its egg.

Since many species of birds nest on the ground, in dense shrubs and in tree cavities, your development may unknowingly destroy 100s of nests. This is an offence under BC Legislation. Environmental assessments and surveys completed over a day or two rarely detect or protect active nests from being destroyed. I do work on large scale industrial projects and know from experience that nests are found during ground sweeps immediately prior to construction, and in all cases, construction is halted until the eggs have hatched and the young has fledged.

Many of us that moved to this area appreciate the wildlife that we've monitored in our neighbourhood for years including woodpeckers, hawks, owls, deer, bears, and songbirds. Your "city" of an estimated 2000+ people and 1000+ cars will denude the wilderness and critters we have respected and lived with for so many years. I and others will be vigilant in ensuring that you are not unknowingly harming native species or introducing non-native species through poor building practices.

Recommendation: Protect the red-listed (rare) trembling aspen, pacific crab apple, slough sedge wetlands on the property. In addition, rather than building a storm water pond with year round water, build a pond that can be drained at least or twice a year to avoid the introduction of non-native bullfrogs to the area. Bullfrog tadpoles take 2 years to metamorphose into air breathing juveniles and then adults. Bullfrog tadpoles are dependent on year-round, permanent water.

A long term invasive plant monitoring regime will need to be part of the Strata fees to remove invasive species from engineered or disturbed wetlands.

Leave more undisturbed green space that has been proposed so far. Do not disturb it. Request a local biologist determine what areas are of highest wildlife value within each of the properties.

Commit to responsible development by not unknowingly harming breeding and less mobile species.

5) The misuse of the terms greenways and buffers to indicate an environmentally thoughtful development.

Currently the buffers and tree retention areas I see on your Concept Plan, in my professional opinion as a Registered Biological Technician, are inadequate to maintain the necessary hydrology of the current wetlands, retain resident wildlife, or provide a visual screen for your rural residential neighbours. The terms greenways, buffers and retention that Broadstreet Properties uses as descriptors for their urbanscaping methods, suggests that you are doing something beneficial here, but I have yet to see anything on your Concept Plan that looks beneficial to the native flora or fauna, protecting the current red-listed wetlands, pleasing your residential neighbours, protecting the local environment or reducing global climate change. Since the development of similar projects to the West and North, Aspen, Hector and Acacia Roads have experienced increased flooding and we will continue to monitor and document these impacts in an effort to protect our properties and infrastructure from flooding caused by high

density developments. Developments such as this, bring so few innovations to the table with regards to reducing the amount of impermeable surfaces installed and retaining natural vegetation to maintain the hydrological cycle. Your proposed storm water pond may collect increased water runoff as result of the impermeable surfaces you will install but it will be a nightmare for native wildlife and vegetation, spreading invasives like wildfire.

Your proposed Greenways look about as boring as the current Greenways they will be adjoining to. If you are planning to mirror the Greenways adjacent to McDonald Road, Aspen and Hector, you are definitely not providing suitable habitat for any bird species. And several of these Greenways were not even given the benefit of being vegetated by native trees and plants, and were hydro seeded with grass rather than native ground cover. What you are creating are not trails or "greenways", they are just landscaped sidewalks and bike routes - nothing more. If I'm wrong, prove me wrong, by planting native plants and ground cover and retain buffers that actually provide shade, food and water for native flora and fauna.

Recommendations: Have a QEP who specializes in wetland hydrology to provide input on how to retain and maintain the current red-listed wetlands and natural hydrology on the property. Retain larger buffers around these wetlands, between the development and adjacent rural properties and larger natural buffers adjacent to walkways. Your proposed Greenways should not be described as such if they are paved and without meaningful adjacent native vegetation and habitat. This is the true definition of Greenwashing - the act or practice of making a product, policy, activity and/or development, appear to be more environmentally friendly or less environmentally damaging than it really is.

I hope you will take my above concerns seriously. I am concerned that Highstreet Ventures doesn't really care about the local community and its neighbours including the natural habitat and local critters that we have all enjoyed and why we purchased properties here in the first place. It feels like another big bully is moving into our neighbourhood with no consideration to our investments, both financial and emotional. Our neighbourhood had no input or adequate warning that this property and the adjacent properties owned by Highstreet Ventures, were being absorbed into the Town of Comox and unbeknownst to those in the regional district but within 50 m of this city style development. All of this lack of communication between the adjacent residents and the apparent "romance" between the Town of Comox and high density developers, creates suspicion whether warranted or not. Therefore our neighborhood and community partners will continue to shed light on the potential negative impacts your current proposal will have on our community and the environment.

Respectfully,

Julie Micksch, RBTech, B.Sc Environmental Studies Royal Roads University
906 Acacia Road
Comox, BC V9M 3Y6

cc: Town of Comox Attention: Mayor and Councillors

Marvin Kamenz, Director of Development Services for the Town of Comox
Russell Dyson, CVRD Chief Administrative Officer
Richard Hardy, Area B Representative

--
Julie Micksch
Comox, BC

From: Linda Brune <lindagbrune@gmail.com>
Sent: April 11, 2023 11:39 AM
To: Trevor Dickie
Subject: Fwd: Delivery Status Notification (Failure)

CAUTION: External Email

----- Forwarded message -----

From: Mail Delivery Subsystem <mailer-daemon@googlemail.com>
Date: Tue, Apr 11, 2023 at 11:19 AM
Subject: Delivery Status Notification (Failure)
To: <lindagbrune@gmail.com>



Address not found

Your message wasn't delivered to trevor.dickie@broadstreet.ca because the domain broadstreet.ca couldn't be found. Check for typos or unnecessary spaces and try again.

[LEARN MORE](#)

The response was:

DNS Error: DNS type 'mx' lookup of broadstreet.ca responded with code NXDOMAIN
Domain name not found: broadstreet.ca Learn more at
<https://support.google.com/mail/?p=BadRcptDomain>

----- Forwarded message -----

From: Linda Brune <lindagbrune@gmail.com>

To: trevor.dickie@broadstreet.ca

Cc:

Bcc:

Date: Tue, 11 Apr 2023 11:14:31 -0700

Subject: 2123 Hector Road

As I have said in previous emails regarding this property and the others next to it, it would be a shame to lose the wild area and beautiful backdrop of trees behind Stadacona Drive and area, not to mention all of the wildlife (plant and animal) that call it home.

If development is unavoidable, having multi-story buildings looming over our houses and looking down into our yards would be awful. Please maintain single-family homes.

What about improvements to existing infrastructure? Widening roads, putting in sidewalks and bike lanes so people can get to and from stores and restaurants safely. Sewer and water? More traffic lights due to increased traffic?

Have local governing bodies considered water supply for the increasing population? We already have water restrictions every summer.

I am against your proposed development.

Linda Brune
2143 Stadacona Drive
Comox BC V9M 3P7
250-890-4030

From: Deane Clarke <applespring@shaw.ca>
Sent: April 11, 2023 10:49 AM
To: Trevor Dickie
Cc: Comox - Town Comox BC
Subject: Fw: 2123 Hector Road

CAUTION: External Email

Mr. DickieBelow is a **previous** letter of concern re: your building re-zoning proposal.

Update Concern: You said at the open-house that there would be **no fencing** at the Aspen interface I disagree since having 'open' access will place homes on stadacona under threat of potential 'invaders'.

Your consideration of this matter is valued

Deane Clarke

cc: Town of Comox April 11th

=====
From: Deane Clarke
Sent: Friday, January 14, 2022 12:35 PM
To: ASW
Subject: 2123 Hector Road



Mr. Dickiethank you for the opportunity to respond to your Firm's request for [Re-Zoning as per 2123 Hector Road](#)

To be honest I feel **un-comfortable** in having to respond since the tenor of your letter essentially proposes to ask our neighbourhood to reduce its quality of life and potentially 'cost' us for your business venture.

1. Will your office be forwarding the 'game-Plan' for the (12-acre?) proposed layout **i.e.** where these **monster buildings** will be deployed with the projected impact on current Residents

2. The verbiage that reads: "Commination of **4-story** apartments and **2 to 3 storey** townhouses is **troubling**. **Why no single family units?** To me zoning-regs. are there to provide 'pioneer' residents that their property investment will not be devalued. In this case Single family large lot make common sense & are fair

3. Another concern is the **figure of 295 units** appears to compound 'Density' concerns re: recent monster developments adjacent to Quality Foods . **Will a workable density report be available? Will the Comox Town Office assess the practicality of the plans in light of recent construction?** Your proposal includes a numeric apartment count of 295 i.e. approx. **600** new 'guests' [2 per apt.] who are not 'invited' to dinner by the current neighbourhood. Is this being responsible to the small town community? We have / are I tend to favour the R3.3 Single-family –large lot zoning. choked" running-out of "green-air space" i.e. "feeling

4. Projected Tax Increases Is there a probability that current residences will be

impacted with increased taxes re: need to increase services

such as Water, Sewers, Schools, Roads ? How will your firm manage parking requirements?

In advance thank you for any assistance you may be able to provide.

Deane Clarke 250-339-0143



From: mimulus@shaw.ca
Sent: April 11, 2023 3:30 PM
To: Trevor Dickie
Cc: Town@comox.ca; Mkamenz@comox.ca; Richhardyareab@gmail.com; rdyson@comoxvalleyrd.ca
Subject: Comments on 2123 Hector Road
Attachments: [2123 HECTOR ROAD.pdf](#)

CAUTION: External Email

PROPOSED DEVELOPMENT AT 2123 HECTOR ROAD

April 11, 2023

From: Michele Jones, R. P. Bio.
2450 Kelly Road, Courtenay, BC

To whom it may concern at Broadstreet Properties,

I have several concerns about the proposed development at 2123 Hector Road. I have summarized them below:

- This large development does not fit into the existing rural residential community in and around Hector Road. Such a large development will not only negatively impact the current residential lifestyle but will also negatively impact their property values. The traffic in and out of the subdivision alone will disrupt the residents adjacent to this subdivision.
- The proposed development suggests that some swales and a large storm water pond will offset all of the surface drainage from the proposed development. Currently, the area is well vegetated with shrubs and trees. This vegetation slows water exiting the site and much of this water is stored in the vegetation, as well as within the two existing wetlands. Once this vegetation is removed, water will now hit the ground and, with all of the impervious surfaces, run off very quickly. Our current climate has found that the atmospheric rivers are much more common in the fall and winter months and the summers are hotter and drier. Without the mitigating effect of the vegetation, this water will move quickly from the proposed development site into the Brooklyn Creek system. Brooklyn Creek, a fish-bearing stream, has already experienced large impacts from the surrounding developments in its headwaters, with scouring of fish habitat evident in downstream sections. The additional runoff from this development most likely will overwhelm this already stressed system.
- In addition to destroying the two existing wetlands without any compensation for lost habitat, the proposed development intends on developing near a red-listed wetland. It has been shown that minimal buffers, such as the planned 5-meter buffer proposed in the adjacent development plan, are insufficient in protecting wetland systems. The only way to protect a wetland, is to protect not only the water within the wetland, but also its inflows and outflows. Basically, you need to protect the wetland's hydrology. The proposed storm

water system and all of the impervious surfaces will likely either remove too much water from this rare wetland and cause it to become a small terrestrial treed community or it will overwhelm the wetland causing it to become a shrub swamp.

- The proposed development has no plan for providing medical services for the additional 200+ residents. Currently, the Comox Valley has over 10,000 people without access to a primary care physician. I believe that it is irresponsible of the Town to bring in so many new residents without providing sufficient services for these residents. Again, this will overtax another system.
- Lastly, I am concerned about the impact such a large development will have on our existing sewage treatment system. Is the Town of Comox going to pay for the increased capacity of our system to deal with the development effluent?

Sincerely,

Michele Jones, R. P. Bio., M. Sc.

250-338-7733

mimulus@shaw.ca

RE: **Broadstreet – Open House Feedback for Proposed Development at 2123 Hector Road (Held in Comox, BC on March 28, 2023)**

April 11, 2023

Dr. Pamela Wood
2044 Hector Road
Comox, BC

Attention: Trevor Dickie, Broadstreet

I am outlining concerns I have regarding your proposed development at 2123 Hector Road.

I am very concerned about opening up Hector Road as a thoroughfare rather than a dead-end road it currently is. Hector Road has many safety issues associated with it. It is dangerous making left turns onto Hector Road from Anderton Road, and it is dangerous making right hand turns on Anderton from Hector Road due to speeding drivers on Anderton Road. Hector Road is not even visible from Anderton Road, which adds an extra level of danger. Hector Road is also very dangerous when roads are icy or snowy. Lower Hector Road does not melt or thaw very quickly like other roads in the area because it is shaded and has a NE (cold) aspect. Hector Road also heads downhill onto Anderton Road and that junction can often be very slippery. It is possible to slide directly onto Anderton Road if drivers go too fast – and that may be just a couple km/hour. I believe re-doing Hector Road will not make it safer, it will still be shady and downhill.

The biggest impact on our current rural lifestyle will be traffic on Hector Road if it is opened up to Aspen Road. There will be too much traffic on Hector Road, causing excessive noise, waits at the junction onto Anderton, and ruin our quiet rural life that we moved to 34 years ago. Hector Road should be kept as a dead-end road. It is already dangerous from speeding vehicles, and that is with just 17 properties accessing Hector Road. Think about what will happen with upwards of 800-1000 housing units being built along Hector Road. It would be neglectful to allow that much traffic access on such a poor road.

I expect Broadstreet will leave enough tall (mature trees) vegetated vision buffers so the current residents of Hector and Aspen Roads are buffered from seeing directly at your buildings. And I am concerned that too much of the existing forest will be cut down to support the birds and other wildlife already living in that forest. It is a perfect habitat for woodpeckers and the birds that are dependent on the cavities they make for nesting. Those will never be replaced once they are removed. I am concerned proposed detention pond by Hector Road will hold stagnant water at times and become infested with mosquitoes, which would affect us neighbours. What do you have planned to stop that from happening? Also invasive species can enter and take over that holding pond if water is in it permanently.

Finally I am also very concerned about the lack of family doctors and the drain on other services that a greater population will bring to the Comox Valley. We are short around 10 doctors now apparently and developments like yours just make matters worse. It seems to be something that is overlooked by developers and left for the politicians to deal with. But it is a problem complicated by both parties. There is a trend in Comox towards increasing the population very fast, but it cannot support the infrastructure we have now.

Sincerely,

Dr. Pamela Wood
2044 Hector Road
Comox BC

cc: Town of Comox Attention: Mayor and Councillors
Marvin Kamenz, Director of Development Services for the Town of Comox
Russell Dyson, CVRD Chief Administrative Officer
Richard Hardy, Area B Director

From: Petra Heitland <pheitland@hotmail.com>
Sent: April 11, 2023 10:37 AM
To: Trevor Dickie; Town@comox.ca; Mkamenz@comox.ca;
Richhardyareab@gmail.com; rdyson@comoxvalleyrd.ca
Subject: Re: Broadstreet Properties

CAUTION: External Email

To the Attention of:
Mr. Trevor Dickie
Ms. Nicole Minions, Mayor and City Councillors
Mr. Marvin Kamenz
Mr. Russell Dyson
Mr. Richard Hardy

To Whom It May Concern:

I am writing to you to express my concern about the high- density building proposal site at Hardy Road in the vicinity of Aspen Road. I frequently walk in this area and am concerned about the loss of habitat for the wildlife in this beautiful area and the essential wetland area. On one of my walks in the area, I saw a forlorn bald eagle sitting on a large dirt pile, before flying off to a hydro pole and then perhaps finding a tree nearby.

One of the key points I see on the Broadstreet Proposal is the fact that they have not acknowledged the red-listed (threatened) trembling aspen, pacific crab apple, slough sedge swamp that is located at the south and west sides of the property. These wetlands are now the last remaining naturally functioning wetlands in our area and help mitigate groundwater helping to prevent flooding. It is also crazy to think that developers in this valley do not even seem to have to address the fact that infilling any wetland in this day and age is wrong considering the tiny percentage left.

There are several developments slated for Comox and direct adjacent areas and a big concern from my perspective is that these projects are being considered on a project-by-project basis, which does not enable a true consideration for the cumulative impacts of all of these proposed developments - on services, on traffic, on the environment, etc.

Is there an overall community plan (Comox, Courtenay, Cumberland, CVRD) to address environmental concerns? While I realize that higher density housing is desirable to compensate for urban sprawl; the overall impact on the habitat for all living things must be taken into account.

I appreciate your consideration of my viewpoint on this matter.

Sincerely,
Petra Heitland
1703 Birkshire Boulevard
Courtenay, B.C.
V9A 4A9

April 11, 2023.

From: Elaine Kerr <ekerr@shaw.ca>
Sent: April 12, 2023 4:27 PM
To: Trevor Dickie
Cc: town@comox.ca; richhardyareab@gmail.com; mkamenz@comox.ca; rdyson@comoxvalleyrd.ca
Subject: Proposed Development Hector and Aspen Roads, Comox

CAUTION: External Email

Dr. Elaine Kerr
342 King Road Comox
V9M 3L8

April 12, 2023

Trevor Dickie,

I am writing in regards to the proposed development at 941 Aspen and 2077 Hector Roads which were zoned as Single-Family Large Lots. While I understand the drive to 'densify', there are consequences to that and they must be borne by the developer, and not the surrounding properties, many of which are large lots on wells.

The argument to densify is based on the idea that, for example, 100 large lots houses 100 families, while 100 denser homes (townhouses or apartments) can occupy a smaller space. This allows us to preserve wild spaces that would otherwise be developed over by sprawl. I would argue that given the red listed status of the wetland on part of the proposed development area (Red-listed Trembling Aspen Crabapple Slough Sedge Swamp located at 2123 Hector Road, Comox, BC as has been confirmed by the BC Government), that IF you are given permission to develop, that the development be restricted to a smaller area, and a large portion of the land be preserved in its natural state. In addition, TRUE greenways for wildlife and pedestrian pathways should be provided to connect neighbourhoods.

CFB Comox also does not allow the height you are proposing. When the new community hospital was built, they had to conform to these restrictions, and you should also.

In addition, there is already a lack of medical professionals in the area. Adding the proposed number of housing units without supportive medical clinic and attending physician, is negligent and should not be allowed.

I do not support the height or density of the proposed development.

Sincerely,
Dr. Elaine Kerr

cc: Town of Comox Mayor Nicole Minions
Marvin Kamenz, Director of Development Services for the Town of Comox
Russell Dyson, CVRD Chief Administrative Officer
Richard Hardy, Area B Representative

From: FG ANDERSON <fganderson@shaw.ca>
Sent: April 12, 2023 3:33 PM
To: Trevor Dickie; town; council; mkamenz@comox.ca;
Richhardyareab@gmail.com; rdyson
Subject: 2123 Hector Road - Public Comments - Broadstreet Properties

CAUTION: External Email

I write to express my concern for the fate of the remnant wetlands on this property you propose to develop. This remnant wetland is home to the red-listed trembling aspen and pacific crabapple, and as a natural retaining area for water, will help mitigate future flooding in the area. It is also good wildlife habitat, and will be a valuable community asset.

Since there are a number of housing developments currently in the works for the Town of Comox, I urge you and the Town of Comox to work with all the developers to protect this remnant wetland for the good of the entire Comox Valley. If these last areas of Comox are to be developed, it is critical that as much green space and wildlife habitat be conserved as possible.

Thank you for your attention to my concerns.
Best wishes,
Gillian Anderson
PO Box 307
Merville, B.C.
V0R 2M0

From: D S <djscarsb@gmail.com>
Sent: April 12, 2023 3:18 PM
To: Trevor Dickie; Town@comox.ca; council@comox.ca;
Richhardyareab@gmail.com; Mkamenz@comox.ca;
rdyson@comoxvalleyrd.ca
Subject: 2123 Hector Road (Broadstreet Properties)

CAUTION: External Email

To Who It May Concern:

I realize that some sort of subdivision will go into 2123 Hector Road, but hopefully you will help to reduce the density and protect some key features such as trees and wildlife that are important to our community. I encourage all of you to work with the all other developers in the area and protect as much green space as possible.

One of the key points in the Broadstreet proposal is the fact that they have not acknowledged the red-listed (threatened) trembling aspen, pacific crabapple, and slough sedge swamp that is located at the south and west sides of the property. These wetlands are now the last remaining naturally functioning wetlands in our area and are also extremely important in mitigating flooding. I am also extremely upset that developers in this valley have not even addressed the fact that infilling any wetland in this day and age is wrong.

Please take these serious concerns into consideration,

Sincerely
Deb Scarsbrook
2407 Tutor Drive
Comox, BC V9M0A7

Dave Dyer
944 Aspen Rd
Comox, BC V9M 3Y8
Email: dldyer58@gmail.com

Date: April 12, 2023

Broadstreet Properties
Email: trevor.dickie@broadstreet.ca
RE: 2123 HECTOR RD
Pre-Application Consultation – Stage 2

Attention: Trevor Dickie

Hi Trevor,

My name is Dave Dyer, I live at the current dead end of Aspen Rd in the Regional District. My wife and I attended your open house a couple of weeks ago, you and your team were all very approachable and polite, thank you for that.

The density you propose seemed at first to be better than a recent proposal by Highstreet Ventures but at 192 units, mostly 3 bedroom, that's close to 600 people (and cars). After looking at photos of some of your recent projects around the province I'm also extremely concerned that this will look like a bunch of boxes, all the same, surrounded by parking lots. I realize that making every building the same is cost-effective but surely you could change the design, shape, colours, exterior finishes, roof lines etc. This doesn't just apply to you but also your competition who also plans big white boxes all looking the same. At least it appeared that an effort had been made to create a bit of a path around part of the exterior but some sort of full natural border needs to be in place to transition from the existing homes in the neighbourhood to the higher density buildings. Thank you also for your recognition and understanding of the current local DND flight zone restriction of 3 stories.

If developers and town councils used a little more restraint with their numbers perhaps there wouldn't be so much pushback from the existing neighbours and we could create some higher density developments we are all happy with, that are appealing and functional. It does seem that historically the town of Comox cares little about the aesthetics or character of what gets approved within its boundaries.

It just requires more effort on everyone's part. There seems to be a lack of creativity in the high-density housing market right now. I just think you can do a lot better.

Sincerely,

Dave Dyer
944 Aspen Rd

Kari Dyer
944 Aspen Rd
Comox, BC V9M 3Y8
Email: karidavedyer@gmail.com

Date: April 12, 2023

Broadstreet Properties
Email: trevor.dickie@broadstreet.ca
RE: 2123 HECTOR RD
Pre-Application Consultation – Stage 2

Attention: Trevor Dickie

I am writing to give you my feedback to the proposed site plan that you and your team presented at the Open House Invitation on Tuesday, March 28, 2023. Thank you for being open to answering any concerns or questions my husband and I had that evening.

We live at the dead end of Aspen Rd in the Regional District. This is a very unique “COMOX VALLEY” neighbourhood as it connects the residents of 3 municipalities: the Town of Comox, the Comox Valley Regional District and the City of Courtenay. With the new development at 2309 McDonald Rd and the extension of the Hector greenway the foot/bicycle traffic has increased making it a very desirable area for all 3 communities to enjoy. I would like to see it continue to be a unique and special spot.

I feel that 192 units consisting of a total possible density of 698 people (along with Highstreet Ventures proposal of 814 units) is out of context with the surrounding area and established neighbourhoods. It would create increased pressure on an already stretched Health and Public Services and it would create huge traffic problems on the existing CVRD rural roads (Aspen, Hector and Idiens Way) which are in poor shape, have no sidewalks and poor winter management. Rural Aspen Rd would most definitely be the through road for anywhere north.

The positioning of the townhomes/apartments on your current concept plan makes the development look more like military row with mostly rectangle buildings and parking with not a lot of character from what I can see. A recommendation would be to design the townhomes and apartments to fit more in with the natural landscape where more green space could be kept. Making the townhomes look more like homes with different rooflines as opposed to boxes and also being 2-storey instead of 3. Possibly having underground parking for the 3-storey apartments would help to decrease the amount of pavement as well. It would be nice to keep the portion of the original path starting at the north end/Hector road where there are many healthy trees and then wind it through the development similar to the path on the Courtenay side where many of the trees and natural landscape have been retained. You have an opportunity with these 12 acres to make this a very desirable location to build a multi-family community that families will want to purchase and live for years to come. Please don't make it a cookie cutter development but one that Broadstreet, the Town of Comox and the existing neighbours can all be proud of.

Respectfully,

Kari Dyer

From: Paul Jordan <pjinburma@gmail.com>
Sent: April 12, 2023 9:24 PM
To: Trevor Dickie
Cc: mkamenz@comox.ca
Subject: 2123 Hector Development

CAUTION: External Email

Mr. Dickie,

I concur with the objections to your proposed development that Julie Micksch iterated in her message to you on April 10th.

I am not against development per se, as long as it accommodates the natural environment that it encompasses. This proposal does not do that.

My biggest objection to this development, and that proposed by Highstreet Ventures, is that it completely ignores the quality of life in the affected rural area, that on the CVRD section of Aspen Road, and that on Hector. Imagine if, after decades of quiet rural living, your residence was suddenly opened up to the noise and pollution of thousands of vehicles for so called speedier access to Courtenay and environs, when arterial corridors (Guthrie, Lerwick, and Anderton) already exist to carry this excess of traffic created by these developments.

I live on the rural section of Idiens Way once a quiet, dead end rural road, which has already been subjected to a 20 fold increase in traffic volume since Courtenay unilaterally connected to it through Crown Isle over a decade ago. This was done in spite of the near unanimous objections petitioned to the City of Courtenay by residents on both affected sides. Connecting the urban side to the rural side of Aspen Road would destroy another quiet rural area and again double the traffic volume headed west on Idiens Way.

Thank you.

Paul Jordan 2221 Idiens Way, Comox

From: mel mclachlan <mssmcl@shaw.ca>
Sent: March 25, 2023 6:38 PM
To: trevor.dickie@broadstreet.ca
Cc: Comox Council <council@comox.ca>
Subject: Proposed developement 2123 Hector Road

CAUTION: External Email

attn: Trevor Dickie

I am MEL MClachlan and live in Comox at 1688 Dogwood Ave.

Sir,

Your proposed development will, it seems, take place at the same time as the Highstreet properties neighbouring yours. My suggestion to them that a cooperative venture with your development and the Town in establishing a “park” or “greenspace” was not ruled out and I was told that they do work with other developers. This would address the retention of what many call the natural features of this area not only for the benefit of the new residents but as an attempt to mitigate the huge environmental impact this project will have on the existing flora and fauna, not the least of which includes Brooklyn Creek. Considering Comox Council’s new direction to work with large developments to achieve 30% tree retention, have you thought about donating a portion of this property to the residents of Comox or the Comox Valley Land Trust with its accompanying tax advantage?

I also wish to draw your attention to this brief presentation https://www.youtube.com/watch?v=IJGQMiBC_M&t=2931s to Comox council on April 20 2022 by Dr. Reggler. Please take a few minutes to listen to this.

To summarize, he calls on Council to reject large housing developments until the chronic doctor shortage is rectified as each doctor in BC has about one thousand two hundred (1200) patients and at present the valley is short 9 doctors with the population increasing by 1200 people a year.

With the possibility of this development adding four to five hundred plus additional people in the valley I urge you to give serious consideration to offering a turnkey clinic at minimum rent or cost to help address the great need for doctors.

A community's connection to nature and access to medical attention should be considered a vital part of its infrastructure. Fulfilling these needs will be a cherished part of your lasting contribution to a livable community.

I submit this to you as a grandfather with my finish line in sight, acknowledging my contribution to the climate mess that we are all responsible for, and asking you to look at your project with our collective legacy in mind.

Thank you
MEL McLachlan

From: Todd Lindsay <blackcygne@gmail.com>
Sent: March 19, 2023 4:15 PM
To: Trevor Dickie <trevor.dickie@broadstreet.ca>
Subject: 2123 Hector Road

CAUTION: External Email

RE: Stage 2 Pre-application consultation

Reading the proposal for rezoning 2123 Hector Road from R3.3 Single-Family to 3-storey apartments and 2 to 3-storey townhouses,

I am in favour of this proposal and see a need to have more townhouses added to this region.

The use of two and three story buildings are so far away from Guthrie that its impact will be more of an issue towards Stadacona Dr and Grumman Pl residences.

Some considerations on placement of parking lot lights on its impact (light pollution) for neighbouring properties should be minimized as possible.

Parking is always a concern. Aspen Road from Guthrie to Hector is always used to handle parking overflow for visitors and parking for construction workers during development - it could handle extra vehicles but I would suggest that intention is minimal. Determining sufficient parking allotments for apartment building units on site is something that should be addressed early in the planning discussions.

Telus ADSL infrastructure is limited in my location (no upgrades for Fibre Optic at this time) so it would be interesting if new developments like this spur on improved services to the area.

I suspect there will be increased bike and car traffic near Hector Rd and Anderton Rd with continuation of a bike trail that heads from Idiens Park.

Todd Lindsay
Owner
2-717 Aspen Road

From: Greg Jones <gjrider@gmail.com>
Sent: March 21, 2023 9:06 PM
To: mkamenz@comox.ca; rdyson@comoxvalleyrd.ca
Cc: hectorandaspen@gohighstreet.ca; Trevor Dickie <trevor.dickie@broadstreet.ca>
Subject: Development proposals Hector Road and Aspen Road

CAUTION: External Email

Re: Development proposals Hector Road and Aspen Road.

Currently there are proposals for concentrated development at Hector and Aspen Roads. Each proposal is for multi-unit buildings collectively totalling hundreds of units.

Together these will be equivalent to building a new town in a small area of a few city blocks.

Such intensive developments in close proximity should not be reviewed independently.

It is essential there be a public and coordinated 'Cumulative Effects' review jointly by the respective local government authorities, with participation by the proponents.

Local government expert staff would know that 'Cumulative Effects' assessments are an accepted practice and would be able to guide such a review.

Currently there are 'Tree Retention' bylaws in effect. These are beneficial and desirable for conservation reasons, and add to enjoyment for property owners. It is common for large native tree species to be protected on single family residential lots.

Information requests:

1. Please advise the plans to ensure protection of large trees on the multi-unit developments proposed on Hector and Aspen Roads. Given the significant economic benefits to the prospective developers, tree retention requirements should be substantial.
2. The current information provides estimates of the number of units proposed to be built. To properly understand the effects, please advise the cumulative number of new residents resulting from the developments as currently proposed, and confirm the total number of units proposed in total for these developments.
3. When will you create a public 'Cumulative Effects' process?
4. The current zoning for these developments provides for responsible single family residential developments. What are the benefits to Comox, and the Regional District, by rezoning to allow large developments?
5. How do the proposals fit within the existing community plans for Comox, and the Comox Valley Regional District?

It would be reasonable for the subject properties to be developed as single family residences, keeping the existing zoning in place.

Regards.

Greg Jones
889 Hercules Place
Comox, BC
1- 250-532-1327

In light of the Town Council of Comox recognizing that there is a climate crisis (March 2019),

1. What is Broadstreet energy efficiency plans for the 192 units? Will each unit have solar panels, a heat pump, and what insulation standards to be used?
2. What is the carbon sequestration value for the amount of forested land intended to be develop and how will this be offset?
3. With respect to affordable housing how many of the 192 units are to be set aside as affordable housing, and what is the estimated cost to purchase an affordable unit?
4. Is Broadstreet aware of the other proposed development on the adjacent forested land parcels, bringing the number of new homes to 912? What impact will this have on the infrastructure – power, sewage, storm water, water supply, schools, other essential services – for the rest of the Town of Comox and the Regional District? What expansion plans would need to be implemented to meet a 10% increase in the towns population?
5. Does Broadstreet acknowledge that the land they intend to build on is part of the unceded territory of the K'o' moks First Nation? Has Broadstreet received a response on the K'o' moks First Nation view of the proposed development?
6. Broadstreet Properties offers rental properties in Comox at their Anderton Place apartment complex. Rentals advertised are between \$1828 to \$ 2528 per month. What are the energy efficiency standards implemented in this development, any carbon offsets created, and if Broadstreet considers these rental prices affordable?

email ~~willen seaman~~ @gmail.com

Comments:

Please build-in
basic commercial services
such as food shopping
coffee shop, etc. To
reduce TRAFFIC created
by your + BROADSTREET
development.

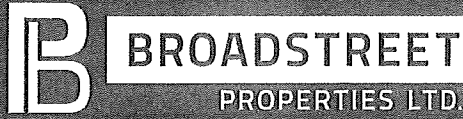
Name:

G. Schaan

Address:

576 Cheetham Ct. Comox

2123 Hector Road



Pre-application
Consultation—Stage 2

Public Open House

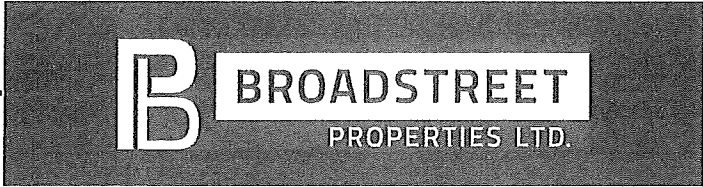
March 28th, 2023

Comments:

where is the water coming from. No increase in licence. Bel Honey

Name:

Address:



Public Open House

March 28th, 2023

Comments:

Hi - Glad to see you will be retaining 30% of the trees already on the property. How about leaving space within the development for allotment gardens so people can grow some of their own food.

I am concerned about more development here as the Comox Valley does not have enough doctors. Also is there enough water here for more people to live here?

Maureen Denny
Comox.

Name:

Address:

PRE-APPLICATION CONSULTATION - STAGE 2

2123 Hector Road

Date: March 28/23 Name: Deane + Grace Clark Address: 2180 Stadacona Drive
Comox B.C. V9M3P9,
256 3390143

Please submit your comments at the Open House, or if you cannot attend the Open House,
to Broadstreet Properties by: 12 April 2023
via email trevor.dickie@broadstreet.ca
or mail to: 100 St. Ann's Road, Campbell River, BC, V9W 4C4

All written responses, including submissions by e-mail must include name and address of the person making comment and include "2123 Hector Road" in the subject heading.
Please provide your comments here and feel free to add additional pages if necessary:

- Thank you for the opportunity to respond/give input to develop the Property 2123 Hector Road which our property backs onto.
- We have lived in our present home for the past 20 years, we have appreciated very much being able to walk through the forest as well as access Aspen from our back gate.
- We are concerned about what affect the proposed development will have on our stadacona/aspen community - infrastructure
- * - It is our understanding that there are endangered species of trees, birds + wetlands on this property that the original owner specified in her will that these ^{must} be protected.
- * - I would like to see a "green belt" made directly backing on to the existing properties on stadacona with a foot path access to Aspen, then single family one story dwellings adjacent to green belt
- I also think that the housing needs for low income seniors needs →

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

Deane Clarke

From: "Deane Clarke" <applespring@shaw.ca>
Date: March 28, 2023 10:04 AM
To: "Grace Clarke" <applespringjoy@shaw.ca>
Subject: Fw: 2123 Hector Road

From: Deane Clarke
Sent: Friday, January 14, 2022 12:35 PM
To: ASW
Subject: 2123 Hector Road



Mr. Dickiethank you for the opportunity to respond
to your Firm's request for Re-Zoning as per 2123 Hector Road

To be honest I feel **un-comfortable** in having to respond since
the tenor of your letter essentially proposes to ask our neighbourhood
to reduce its quality of life and potentially 'cost' us for your business
venture.

1. Will your office be forwarding the 'game-Plan' for the (12-acre?)
proposed layout i.e. where these **monster buildings** will be deployed
with the projected impact on current Residents
2. The verbiage that reads: "Commination of **4-story** apartments and **2 to 3 storey**
townhouses is **troubling**. **Why no single family units?**
To me zoning-regs. are there to provide 'pioneer' residents
that their property investment will not be devalued. In this
case Single family large lot make common sense & are fair
3. Another concern is the **figure of 295 units** appears to compound
'**Density**' concerns re: recent **monster developments**
adjacent to Quality Foods . Will a **workable density report**
be available? Will the **Comox Town Office** assess
the **practicality of the plans in light of recent construction?**

Your proposal includes a numeric apartment

are not
responsible
count of 295 i.e. approx. **600** new 'guests' [2 per apt.] who
'invited' to dinner by the current neighbourhood. Is this being
to the small town community?

have / are
I tend to favour the R3.3 Single-family –large lot zoning. We
running-out of "green-air space" i.e. "feeling choked"

4. Projected Tax Increases Is there a probability that current residences will be impacted with increased taxes re: need to increase services such as Water, Sewers, Schools, Roads ? How will your firm manage parking requirements?

In advance thank you for any assistance you may be able to provide.

Deane Clarke 250-339-0143



TDL Clarke

From: Jacquie & Terry <terjacq@telus.net>

Sent: April 13, 2023 5:30 PM

To: Trevor Dickie <Trevor.dickie@broadstreet.ca>; Town@comox.ca; council@comox.ca; Mkamenz@comox.ca; Richhardyareab@gmail.com; rdyson@comoxvalleyrd.ca

Subject: 2123 Hector Road Comox BC

CAUTION: External Email

To all in the email Contact,

I am a day late. I hope your friendly attitude from the Open House is still intact.

Well, I live on Neptune Way, the street that one of the exits from this development will spill onto. There are children living on Neptune Way who now will be more at risk of vehicles travelling above the speed limit. Opening Labrador onto McDonald and then onto Lerwick/Guthrie has resulted in much more traffic using this as a shortcut and people looking for shortcuts are usually travelling too fast without any one else in mind but themselves. Several times while backing out of our driveway, checking both ways and using a backup camera all of a sudden a car appears behind me! They have just turned the corner from Labrador onto Neptune Way without really coming to a stop just cruising through. Neighbours have said the same thing and witnessed the stop sign being ignored.

I mentioned the children on our street, when told of losing the stand of trees one of them burst into tears. She said why are people destroying nature? Haven't they already chopped down enough trees? What about the animals? She and many children seem to be smarter than the adults pushing density in forested areas. She likely doesn't know about the Trembling Aspen, the Pacific Crabapple and the wetlands that are going to be gone for this development.

I was at an environmental talk on climate change a couple of weeks ago. The reputable presenter has spent 30 years in this field. She said that we only have 20% of the forests left in the world! Now you can say that you are contributing to the demise of climate change.

Parking on Aspen is already full of vehicles, people leaving Aspen Wynde and the other complexes on the street have a difficult time seeing around parked cars to exit onto Aspen, we have had many close calls. Constantly there is a motor home & a Medi Van parked on Aspen, often they cram themselves close to the stop sign on Neptune. You can't see around them and just hope to hell no one is coming. What I am saying is we are already pretty packed in this area and you plan to add more and more people. Oh yes 1.5 parking stalls per unit, hogwash! Maybe they will park their campers and work vehicles on the street too.

At the open house I asked the price to purchase one of the townhouses, 600-800 Thousand. I hear over and over that young people can't afford to buy, I feel for them. I doubt they can afford these homes. Are there any affordable rentals being offered? Are you going to allow tenants to use their balconies as storage units as they do in your property on Anderton? It creates a ghetto look.

I understand that we need places for people to live but do you have to jam so many of us into one area. Broad Street, High Street and who knows what is going to go into the Presbyterian parking lot?! Give us a break we all worked hard to buy our homes, most of us take pride in our homes and yards. It all seems for not now. There has been so much clearing in this area it looks more like a moonscape. I feel like I will be living in a wall to wall city of complexes. I noticed that Broad Street is going to be allowed to build very close to the road like was allowed on Guthrie & McDonald, that's a real beauty there!

Thank you for your time.

Jacquie Masters
2257 Neptune Way Comox
250 650 6419

-----Original Message-----

From: Marj Adams <mjbhouse@telus.net>

Sent: April 15, 2023 8:14 PM

To: Trevor Dickie <Trevor.dickie@broadstreet.ca>

Subject: Protect the wetlands

CAUTION: External Email

Hello

On the broad street properties that are going to be developed ! Please be aware that is one of our final wetlands in the area. So important to treat this area with care to preserve our future.

Please be sensitive to the nature in that area.

Concerned
Marj Adams
915 Chantry Pl

Comox BC

Sent from my iPhone

ATTACHMENT 5

PUBLIC SUBMISSIONS

RECEIVED

September 25, 2024

TOWN OF COMOX

LOG: 24-377	REFER:	AGENDA:
FILE: 3360-20-20	ACTION: File	

Copies: Council
JW/SR/RB/ET/RP/PN/SA/CP/CD

Cfile: 3360-20-2024.03 RZ 24-3 2123 Hector Rd

From: Margaret Waterton <margaretwaterton@gmail.com>

Sent: September 25, 2024 5:40 PM

To: council <council@comox.ca>; Margaret Waterton <margaretwaterton@gmail.com>

Subject: Re: Zoning Amendment Bylaw for 2123 Hector Road

Correction: to add 1000 + units. Incorrectly written by me as 100 + units
apologies
Margaret Waterton

On Wed, 25 Sept 2024 at 17:37, Margaret Waterton <margaretwaterton@gmail.com>
wrote:
Madam Mayor and Council

In my previous correspondence and included in my presentation to council on July 10
2024, I have stated my concerns around the development plans for 2123 Hector Rd.

There are many areas of concern voiced by many. I am particularly troubled by the lack of
an extensive study regarding traffic pressures on the whole area from Lerwick and
McDonald Rd to Guthrie and Anderton.

I have first hand experience with the vehicle congestion at Lerwick and McDonald as I
protest there and count cars and trucks that travel in all 4 directions. I attend the corner at
varied times from 10am to 6pm two or three times a week. The volume is not restricted to
"peak" hours and has increased monthly with all the new developments. To add 100+ units
to this part of the Courtenay/Comox/Regional District borders will, not only, exacerbate
volumes and risk gridlock but flies in the face of responsible environmental policy.

I want development throughout the valley to be ethical, environmentally sustainable and
innovative. We must have developers who are leaders in environmental stewardship and
technologies and not those with the same outdated high density one size fits all
development strategies.

Please carefully consider any submitted development request and zoning Amendment
Bylaws.

Sincerely

Margaret Waterton
2620 Sheraton Rd
V9N 0A3

margaretwaterton@gmail.com

Our economy is linked to the natural resources of this planet -- it is what provides the *regenerative* capacity for goods and services.

In the end the real change must happen in people's minds. "In the past, you made a decision and that was it. Now, you make a decision and you say, 'What happens next?' There's always a next."

For the first time in history you can write "He is an idiot" and 99% of the world will know exactly who you are talking about.

RECEIVED

July 10, 2024

TOWN OF COMOX

LOG: 24-276	REFER:	AGENDA:
FILE: 3360-20-20	ACTION: File	

Copies: Council
JW/SR/RB/PN/SA/CP/CD

Cfile: 3360-20-2024.03 RZ 24-3 2123 Hector Rd

From: Joanne McKechnie <joanne.jemwellness@gmail.com>

Sent: Wednesday, July 10, 2024 7:29 PM

To: council <council@comox.ca>

Subject: Re: Bylaw 1685.11, Bylaw 1850.46, Bylaw 2024

Correction:

This email is also meant to include the proposed development at 2123 Hector Rd.

Joanne McKechnie

1611 Noel Ave

Comox BC V9M 3K2

On Wed, Jul 10, 2024, 8:39 a.m. Joanne McKechnie <joanne.jemwellness@gmail.com> wrote:

Dear Mayor and Town of Comox Councillors

Re: 941 Aspen Rd and 2077 Hector Rd.

As a resident of Comox, I am writing to express my deep concern over the impacts of Highstreet's Aspen & Hector Rd. developments. You will have already read and are aware of the summary of the Public's comments gathered when Highstreet conducted a two-step pre-application community consultation in 2023. Below I am reiterating some key concerns that affect not only the Aspen & Hector Rd neighbours, but also myself and the community of Comox.

In this time of climate crisis, we need to take a serious look at the natural assets of our community. Julie Micksch has offered a modified plan for development in this area to respect the preservation of the Red-listed Wetlands and preservation of trees. I fully support her proposal and ask that you support this science-based plan through the decisions that you have the power to make on behalf of our community. The valuable biodiversity that exists in this broader area has slowly been filled in by development, resulting in degradation to the remaining natural environment and habitat, which cannot be reversed.

Aside from the environmental concerns of covering up wetlands, the foreseeable huge increase of traffic by eventually putting through Aspen Road from Guthrie to Idiens and removing Hector Road's dead end will also negatively affect the biodiversity of the area. Vehicle pollution, both from exhaust and particle emissions from tires will definitely affect nature in the rural areas that would be opened up to increased

traffic. Continually prioritizing economic value over natural assets will result in innumerable losses to the well-being of our community of both humans and wildlife.

And lastly, I find that the whole process of following procedures from an outdated 2012 OCP, to Highstreet's ambitious rezoning application, to the Province's new housing mandate has been especially disrespectful to the rural neighbours in Area B, which borders the Town of Comox. Popping in such high density developments next door to rural areas robs these neighbouring rural residents of the quality of life that they sought when purchasing a rural property on which to reside. Thus, in these proposed developments of 941 Aspen Rd and 2077 Hector Rd, wider natural buffers should be incorporated into the final plans as a way to ease the transition of high density to rural landscape.

Speaking for myself and on behalf of many Comox residents, we want to preserve the charm of our community with the height and density of new builds more suitably blending in with the surrounding housing. Continued opportunity for community input on this matter should be part of this development process.

Sincerely,

Joanne McKechnie

1611 Noel Ave

Comox BC V9M 3K2

RECEIVED

July 7, 2024

TOWN OF COMOX

LOG: 24-231	REFER:	AGENDA:
FILE: 3360-20-2C	ACTION: File	

Copies: Council
JW/RB/PN/SR/CD

From: Lynne Yaskiw <yas2travel@gmail.com> Cfile: 3360-20-2023.02Public Hearing Folder: RZ 23-2 OCP 2077 Hector and 941 Aspen & 2024.03 RZ 24-3 2123 Hector Rd
Sent: Sunday, July 7, 2024 8:24 PM
To: Town of Comox – Administration <town@comox.ca>
Subject: July 10th mtg. Highstreet and Broadstreet

July 7, 2024.

To Whom it may Concern,

Re: Developments on Aspen and Hector road. 941, 2077 and 2133.
Broadstreet and Highstreet Developments.

We have expressed our views on these developments in March 2023 and our views have not changed. We are not against growth, change or development. It will happen. However we are strongly opposed to large apartment complexes - not just one, but many, built in the middle of this residential and semi-rural area. Multiple apartments are not suitable for this area. Large apartment complexes or even a single apartment belong near amenities near city/town centers. Certainly not situated/built in the middle of a quiet country setting. Out of sight, out of mind; except for those of us that live in this area and those that enjoy the wonderful pathway systems that the Comox Valley has developed.

And, yes, there is the concern for the existing services: roads and traffic, police, hospital, schools, doctors, sport complex, and other amenities with an influx of many, many occupants in apartments as opposed to majority of buildings being townhomes and duplexes or patio homes. I believe I heard Neil from Highstreet saying that he proposes to have 110 units in the west 941 section. He did not say how many apartment buildings that would be - would it be 5? When I listened to the council meeting on June 5, 2024, with presentations from both Highstreet and Broadstreet, I found their information to be very vague as to their developments. ie. Rentals vs purchase, what type of commercial spaces, 4 story vs 6 story apartments. How can a decision be made when the actual facts or plans are not concrete. We understand that needs may change over the next few years

If you are going to approve large apartment complexes, we feel the following are of great importance; to this area and to all the residence of this area - existing and those to come:

- **No to 6 story buildings; maximum 3/4 stories.**
- **Contractors should be required to put in heat pumps in all units, regardless of rental or purchase. That is not the case in some of the developments that these 2 companies have done in the past. Climate change is here!**

- Developers should be required to put up a 6 foot fence and trees along the green space, especially if you are going to allow 4 story apartments along the greenway.
- Ample parking must be in their plan. For residents and for commercial.
-





Parking is an issue at times at Urban Corner in Comox. Ample parking does not appear to have been supplied. With the commercial space and no parking on Guthrie, McDonald Road does become congested at various time. Folks have Drs appt., hair appt. and visiting the coffee shop - where can they park? As well, residents of Urban Corner appear to not have parking for extra vehicles at times. Photos above demonstrate this concern to the local folks. People are forced to park in the right turning lane on McDonald onto Guthrie. This will become more of an issue when the population increases in this area. Not everyone will exit from Aspen Rd. Depends which direction one is going.

These are some of our concerns. Please consider this plan carefully for those of us that live in this area.

With regards,

Lynne and Bob Yaskiw

2779 Fife Pl

RECEIVED

July 1, 2024

TOWN OF COMOX

LOG: 24-219	REFER:	AGENDA:
FILE: 3360-20-20	ACTION: File	

Cfile:3360-20-2023.02 RZ 23-2 OCP 2077 Hector and 941 Aspen

From: Dr. Elaine Kerr <Elaine.Kerr@fyidoctors.com>
Sent: Monday, July 1, 2024 11:33 AM
To: Town of Comox – Administration <town@comox.ca>
Subject: Aspen/Hector development

Copies: Council
JW/SR/RB/PN/CD

I am going to be away on July 10th and will be unable to attend the public hearing. I want to make my voice heard with regards to this development. I recognize that the town of Comox must allow the developments to go ahead, but you have control over the density and the design.

I implore you to ensure that there is true Green space left, not just paved walkways. Today there was a notice that there is a bear in the area. There are many species that live there that will be displaced, some that are threatened. There is a red-listed wetland there and you must not allow that to be paved over or developed.

Comox did an amazing job with the development along Comox Ave with interesting architecture and preservation of street appearance (the nautical themed buildings). The Hector/Aspen developments should include green walkways for the pedestrians and true greenspace for the amphibians that are endangered, and some preservation of community trails for those who have lived there for years.

These are HUGE developments putting an incredible number of people into a rural area where existing properties are rural and still on wells. The traffic along Hector will be dramatically increased from BOTH developments, and the developers should be contributing to upgrades. Better yet, Hector should remain no-through, or the Hector development should purchase the property that goes through to Anderton for access to their units (I have heard the owner is amenable to selling).

These developments are a windfall for the developers who paid very little for the properties.... Don't let them bully Comox into allowing more units than the area supports (keeping Greenways and the marsh undisturbed). Remember that the members of YOUR community want you to lead and preserve what they live about living here, and their grassroots efforts can barely compete with the big development companies.

Respectfully, and trusting you to uphold the wishes of the many Comox residents who feel the same way,

Elaine Kerr

Get [Outlook for Android](#)



Dr. Elaine Kerr
Optometrist

FYidoctors - Comox Valley
340 11th Street, Courtenay, BC V9N 8H5
T [+1-250-338-5327](tel:+12503385327) F [+1-250-338-8469](tel:+12503388469)
Elaine.Kerr@fyidoctors.com

Book an appointment at fyidoctors.com

 [Canada's Best Managed Companies / Les sociétés les mieux gérées](#)

Doctors of Optometry.

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July 1, 2024

Copies: Council
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TOWN OF COMOX

LOG: 24-218	REFER:	AGENDA:
FILE: 3360-20-2C	ACTION: File	

Cfile: 3360-20-2023.02/RZ 23-2 OCP
2077 Hector and 941, 2024.04 RZ 24-4

From: Catherine Hannon <cathhannon@hotmail.com> 1946 & 1950 Comox Ave

Sent: Tuesday, July 2, 2024 10:08 AM

To: Nicole Minions <NMinions@comox.ca>; Steve Blacklock <sblacklock@comox.ca>; Ken Grant <kgrant@comox.ca>; Chris Haslett <chaslett@comox.ca>; Jonathan Kerr <jkerr@comox.ca>; Jenn Meilleur <jmeilleur@comox.ca>; Maureen Swift <mswift@comox.ca>; Pamela Nall <pnall@comox.ca>
Subject: Re: proposed developments at 2077 Hector Road, 941 Aspen Road and 1946-1950 Comox Ave.

Warning This E-Mail originated from outside The Town of Comox. *Please open with Caution*

To: Town of Comox Mayor and Council Members
cc: Town of Comox Parks and Fields, Planning Department, Forestry.

July 1, 2024

Re: proposed developments at 2077 Hector Road, 941 Aspen Road and 1946-1950 Comox Ave.

Thank you for reading and considering my points of view.

Many, if not most, people come to the Town of Comox to live because of its beautiful oceanside location on the Comox Peninsula, and the quality of life associated with living in and near the natural and rural environments that have been preserved here (the Spit, Lazo Marsh, NE Woods, Macdonald Wood, local farms, rural and semi-rural properties etc.).

Ours is a small town located on a smallish peninsula. Comox has extremely limited transportation outlets via Ryan Road and Comox Road and the 5th and 17th street bridges. An addition of 750 housing units at Hector/Aspen Roads and 270 units on Comox Ave will put hundreds or thousands more vehicles on these already stressed routes. (With its good transportation, retail, commercial and service links, more amenities and larger size, Courtenay is a better location for developments with the urban density being proposed by Highstreet, Broadstreet and Cascadia Views.)

Comox is solvent, without a pressing need to create a wider tax base, nor to increase the extent of services - unless too much new housing creates the need for more infrastructure, in turn creating the need for higher taxes, making residency here less affordable for everyone.

Many of the town's current residents are seniors. There will be a generational demographic turnover over the next several decades, which will free up housing for newcomers. In addition to lower density affordable housing, secondary single family homes and 'granny flats' can be

added to large lots with existing homes, so growth can be accommodated while residents' quality of life is preserved and enhanced.

The developers at 2077 Hector Road and 941 Aspen Road, Highstreet and Broadstreet, propose to remove and radically alter much of about 10 acres of a highly productive second growth ecosystem located within the town limits and on the edge of a rural/semi-rural area. As much of this natural environment as possible should be protected and preserved by the Town of Comox, perhaps as a park, for the present and future enjoyment of the citizens of Comox and the well-being of wild things that inhabit it.

At 1946-50 Comox Ave, Cascadia Views plan to strip the lots of vegetation to facilitate building with increased density, altering the existing hydrology and environment and removing many large, old second growth trees. They will replace these mature trees with non-native saplings, in isolated planting beds. This is no way to protect, steward and enhance one of the few remaining centrally located mature wooded lots in the town of Comox.

The CVRD Regional Growth Strategy Goal #1: Housing is to: "Ensure a diversity of housing options to meet evolving demographics and needs." The RGS Goal #2: Ecosystems, Natural Areas and Parks, is to: "Protect, steward and enhance the natural environment and ecological connections and systems."

RGS Goals 1 and 2 are not mutually exclusive. A reduction in the proposed density for each of these developments would provide present and future Comox residents with good quality, accessible housing that allows tenant/owners and their neighbours to continue to enjoy "the natural environment and ecological connections and systems" that presently exist there.

The current demands for density and development in Comox are a result of both long term population growth in the Comox Valley and recent federal initiatives and regulations (or the lack of them) on housing and immigration - initiatives that look likely to change with the next federal election in 2025.

I respectfully ask the Mayor and Council Members to take a step back/away from the loud, profit-driven drum of development and density, and consider using the CVRD Regional Growth Strategy Goals as guidelines, to encourage good planning and to protect, steward and enhance the natural environments that make Comox an attractive, pleasant and healthy home for all present and future Comoxians and the wild things that share this land with us.

Sincerely,
Catherine Hannon
Comox resident

RECEIVED

June 3, 2024

TOWN OF COMOX

From: Marie <mariejnbc@gmail.com>

Sent: Monday, June 3, 2024 3:34 PM

To: council <council@comox.ca>

Cc: council@courtenay.ca

Subject: Traffic and safety concerns arising from new developments

LOG: 24-177	REFER:	AGENDA: SCM 19-Jun-24
FILE: 0220-20-20	ACTION: MR	

Cfile:0220-20-2024/3360-01/5460-07

Copies: Council

JW/MK/SA/CP/SR/CD

June 3, 2024

TRAFFIC CONCERNS RE ASPEN/ANDERTON/GUTHRIE/IDIENS ROADS

While we have written to Council on a number of occasions regarding development in the Aspen/Hector/Anderton/Guthrie areas, traffic concerns merit more elaboration. If approved as submitted, the development applications by Avtar, Broadstreet, and Highstreet Properties will add at least 2500 people and surely a minimum of 1000 vehicles to areas where traffic and safety are already major concerns. It is not reasonable to assume that more than a tiny minority of couples/families in these developments would be able to manage without a vehicle.

As well as this additional residential traffic, the creation of a new commercial plaza (Sechelt holdings) and additional businesses at Anderton and Guthrie (Avtar ground floor) will add to the already busy traffic there. Council has received correspondence from parents who are very concerned about the safety of children crossing the intersection of Anderton and Noel. It has been reported that Anderton Road intersections at both Ryan and Guthrie Roads are already among the worst intersections for accidents in the Valley. Anyone using these roads regularly, as we do, will be aware of the already heavy traffic along these corridors at peak times. The additional traffic will add to safety concerns for pedestrians and cyclists all along these routes.

When the developers referenced are presenting traffic studies, we request Council query whether these studies have included hours of:

- school beginning and dismissal
- shift change times at 19 Wing Comox (a base which is being expanded)
- ferry discharge times

and whether they have factored in the effect of at least 1000 additional vehicles.

While the impacts of siting this massive number of people and vehicles in Comox will be felt throughout the region, the burden of such high density additional development continues to fall disproportionately on the environment and on the residents within a small radius of Aspen and Hector roads.

Hans and Marie Jacobs
2326 Suffolk Crescent
Courtenay, BC
V9N 3Z4

250 – 898 - 2741

RECEIVED

May 28, 2024

TOWN OF COMOX

LOG: 24-175	REFER:	AGENDA: SCM 19-Jun-24
FILE: 3360-20-2C	ACTION: MR	

Cfile: 3360-20-2023.02

Copies: Council
JW/MK/SA/SR/CD

From: Regina Bozerocka <rbozerocka@comox.ca>
Sent: Monday, June 3, 2024 1:54 PM
To: Shelly Russwurm: Town of Comox <srusswurm@comox.ca>
Cc: Jordan Wall <jwall@comox.ca>; Marvin Kamenz <mkamenz@comox.ca>
Subject: RE: Comox Referral RZ 24-3, 2123 Hector Rd (Broadstreet)

Hi Shelly,

The attached is in relation to the Aspen – Hector neighbourhood, where proposed rezoning is scheduled for 1 and 2 Reading this Wednesday.

Even though it is a referral response for a different property (2123 Hector Rd), please distribute the letter to Mayor and Council, as it speaks about the larger area within Brooklyn Creek watershed.

As a side note, last year when referrals were sent for 941 Aspen and 2077 Hector (Highstreet), we did not routinely include Comox Valley Land Trust on our referral list. However, they were aware of these proposals and I have forwarded their contact information to both Highstreet and Broadstreet developers encouraging them to make contact. I don't have a written confirmation that they spoke.

This referral will be included as part of planning report on 2123 Hector (when it is introduced to Council), together with other referrals.

Thank you,
Regina

Regina Bozerocka
Planner II



Development Services Department
 250 331 6462 rbozerocka@comox.ca
 250 339 2202
 Town of Comox
 1809 Beaufort Avenue, Comox B.C. V9M 1R9
comox.ca



May 28, 2024

RE: BCWS Comments on Comox Referral RZ 24-3, 2123 Hector Rd (Broadstreet)

Dear Ms. Gervais,

Thank you for the opportunity to comment on the above project. I offer the following views on the proposal:

1. The proposed development does appear to lie within the upper Brooklyn Creek watershed. See attached clip from the Project Watershed map of Brooklyn Creek (<https://drive.google.com/file/d/1bKdnDKJNIEwz-lyWpahdtpk0HNokB9gValAnJEhEu4QPOHf8IS7hnusRMnVJ/view>), with the yellow and red boundary signifying the watershed boundary, and Brooklyn Creek outlined in red. The proposed development lies within the wooded area (at the time of the photographs) near the left edge of the image below.



2. This large-scale development project is within about a kilometer of Brooklyn Creek.
3. The section of the creek shown in the above clip is documented to contain Pacific salmon (coho), and serves as both spawning and rearing areas. The occurrence of spawning coho salmon has been documented in the past and continues to be the case currently.
4. Considerable recent effort has been spent on the restoration of Brooklyn Creek in the reaches shown in the above image, and the work is ongoing. Specifically, BCWS has been working with the Pacific Salmon Foundation in a four-year long program to restore habitat complexity and replant riparian vegetation. Considerable resources (about 120 K dollars) over the four year period will be spent to accomplish this goal, along with much volunteer effort from individuals

and private companies interested in protecting and enhancing the salmon resource of this stream. This complements considerable expenditures made by the Town of Comox over recent years further downstream.

5. Given this level of investment and public engagement with Brooklyn Creek, the BCWS strongly advises the Town of Comox to obtain professional guidance from a hydrologist to ensure that this development does not reduce the summer discharges of water, a critical consideration of the survival of coho salmon in Brooklyn Creek. For example, a large retention pond is shown in the concept drawings. What will be the evaporative losses from such a structure? Where will storm water discharges be routed? What are the impacts of hard surfaces on the development on the normal additions of run-off to Brooklyn Creek? Will the quality of storm water discharge from this development be deleterious to the production of salmon?

These are substantial unknowns and uncertainties which we need expert advice on before this project goes ahead. From the perspective of protecting the future of Brooklyn Creek, I would recommend that the Town Council not support this proposal, or defer approval pending a review by a hydrologist, as I recommend. Against the backdrop of increasing drought conditions forecast for our region, protection of our aquatic ecosystems must be given a very high priority.

Sincerely,

A handwritten signature in blue ink, appearing to read "John D. Neilson".

John D. Neilson, B.Sc., MNRM, Ph.D.
President, Brooklyn Creek Watershed Society

RECEIVED

May 31, 2024

TOWN OF COMOX

LOG: 24-174	REFER:	AGENDA: SCM 19-Jun-24
FILE: 3360-20-20	ACTION: MR	

Cfile: 3360-20-2023.02

Copies: Council
JW/MK/RB/SR/CD

From: Marie <mariejnbc@gmail.com>
Sent: Friday, May 31, 2024 3:10 PM
To: council <council@comox.ca>
Cc: council@courtenay.ca; rhardy@comoxvalleyrd.ca; mayor.brown@cumberland.ca
Subject: Rezoning Application RZ 24-3; Amendment to Comox Official Community Plan Bylaw 1685

May 31, 2024

TO: Comox Council

RE: Rezoning Application RZ 24-3; Amendment to Comox Official Community Plan Bylaw 1685

We oppose both of these applications.

We attended Broadstreet’s Open House for the proposed 2123 Hector Road development on March 28, 2023. We retained a copy of the Open House notice which was for a development of "... approximately 192 units in a combination of 3-storey apartments and 2 to 3-storey townhouses..." As of today, May 31, the town website is also showing the application as for 190 units. However, according to the posted sign, the application has ballooned by 40% to 269. The comments we sent to Broadstreet at the time were based on that 192 number. This increase is unsupportable and effectively invalidates the Open House. Pulling a “Bait and Switch” on the community is reason enough to deny the application.

We also attended Highstreet’s Open House for 941 Aspen and 2077 Hector. Highstreet is requesting 836 units. The level of development proposed for the Aspen/Hector area by both Highstreet and Broadstreet is unacceptably high and presents a hazard to the sensitive environment in which they are sited. We call Council’s attention to the alternative proposal for 179 units for 2123 Hector and 347 units for 941 Aspen/2077 Hector presented by the Aspen/Hector neighbourhood, a proposal which attempted to strike a balance among the need for housing, protection of the environment, and compatibility with neighbouring properties. It is unacceptable to see such a valuable community contribution virtually ignored.

Further, our understanding is that a number of questions from the community relating to the protection of listed species and wetlands on the properties have not been satisfactorily addressed. Even in our note to Broadstreet following the Open House, for

example, we asked just a few specific questions relating to containment ponds, but never received an acknowledgement or response.

To provide the current semi-rural residents of the Aspen/Hector area at least some minimal buffer from the developments and to avoid exacerbating the traffic situation, we believe that Aspen and Hector should remain dead ends in the CVRD portions. Also, Anderton Road at both Guthrie and Ryan was among the top 8 worst in the Valley for crashes. Anderton at Idiens/Dryden is likely to join the 'most dangerous' list should Aspen be pulled through to Idiens.

We remind Council that, if approved, the two Aspen/Hector development proposals alone would add close to 2500 people into a small radius around the Anderton/Guthrie Corridor, an area that has already seen substantial developments completed recently or underway (e.g., Aspen View, Urban Corner, 3 Anderton Road developments) and has another application pending (1966 Guthrie). Please consider the cumulative number of units being approved. Developments can no longer be considered on a one-by-one basis or in a jurisdictional silo separate from other Valley jurisdictions. One can't ignore that 19-Wing Comox is building housing, that North Island College is building student housing, and that major multi-family developments have sprung up in Courtenay along the Ryan/Guthrie corridors.

There is a tipping point. Already, no essential or commercial/light industrial services are keeping up with the rapid pace of housing development in the Comox Valley, services we all need to share irrespective of which Valley jurisdiction we reside in. With increasing drought situations and greatly increased population, one questions how the water supply can keep up. We need more schools, an expanded hospital, and major investment in other crucial services and infrastructure before our community can support anywhere near the level of building being proposed by developers.

While the province has overridden some municipal planning, surely there is no legislation allowing developers to build any number of units they wish on any site.

We reiterate the concerns about which we have previously written you, other Valley jurisdictions, and the Province about overdevelopment and the continued shredding of urban boundaries, with the resultant loss of greenspace, wetlands, wildlife habitat and the increased pressure on farming. We ask you to review our submissions of Nov. 16, 2022; March 20, 2023; April 11, 2023; April 29, 2023; and Feb. 28, 2024.

Both these developers are requesting too much.

Hans and Marie Jacobs
2326 Suffolk Crescent
Courtenay, BC
V9N 3Z4
250 – 898 - 2741



REQUEST TO APPEAR AS A DELEGATION

TOWN OF COMOX

1809 Beaufort Avenue Ph: (250) 339-2202 Email: town@comox.ca
 Comox BC V9M 1R9 Fx: (250) 339-7110

REQUESTS TO APPEAR BEFORE COUNCIL OR THE STRATEGIC PLANNING COMMITTEE MUST BE SUBMITTED NO LATER THAN WEDNESDAY NOON, THE WEEK PRIOR TO THE MEETING.

Name(s) of person(s) speaking: Julie Micksch, RBTech		RECEIVED May 29, 2024	LOG: 24-171	REFER:	AGENDA: RCM 05-Jun-24	
Organization you are representing: myself			FILE: 3360-01	ACTION: MR		
Primary purpose of Organization: To encourage open conversation with regards to rezoning and development of Hector and Aspen Roads in Comox		TOWN OF COMOX				Number of members:
Mailing address of Organization: 906 Acacia Road		Contact Name: Julie Micksch				
City: Comox		Postal Code: V9M 3Y6	Phone: 2507920297			
Email: jmicksch@gmail.com		Subject matter: Discussing the importance of hiring or subcontracting an RPbio as TOC staff to review EIAs				
Specific request of Council, if any (i.e., letter of support, funding): My request for Council is to suggest to the Town of Comox to hire or sub-contract a Registered Professional Biologist to review development and rezoning applications that occur on Undeveloped and/or properties associated with Development Permits or Sensitive Ecosystem areas. Environmental Impact Assessments (EIAs) should be reviewed by a third-party biologist other than the consultant submitting a report. The "Professional Balance Model" of policing environmental assessments is not working.						
Requested meeting and date: June 5, 2024		AV equipment required: Yes				
Date of application: May 29, 2024	Signature of applicant: 			Print name: Julie Micksch		

Please Note:

1. Regular Council and Strategic Planning Committee Meetings start at 5:00 p.m. Delegations are dealt with at the beginning of each meeting.
2. Maximum presentation time is 10 minutes including questions, unless previously approved by the Chair.
3. Presenters are to address Council or the Strategic Planning Committee, and not the audience.
4. All presentation materials/handouts must be submitted no later than Thursday noon, the week prior to the meeting. If the Friday prior to the meeting is a statutory holiday, then presentation materials must be submitted by Wednesday noon.
5. Please ensure that your cell phone is turned OFF during the meeting.

Council and Strategic Planning Committee Meetings are public except where permitted to be closed pursuant to the Community Charter. Presentations at Council meetings are video recorded and available on the Town's website. Personal information you provide on this form is collected pursuant to Section 26 of the Freedom of Information and Protection of Privacy Act, and this form is posted on the town website.

Hi David, below is the rest of that paragraph

Cheers, Julie

- My request for Council is to suggest to the Town of Comox to hire or sub-contract a Registered Professional Biologist to review development and rezoning applications that occur on Undeveloped and/or properties associated with Development Permits or Sensitive Ecosystem areas. Environmental Impact Assessments (EIAs) should be reviewed by a third-party biologist other than the consultant submitting a report. The "Professional Reliance Model" of monitoring the quality and quantity of EIAs is not working -

From: [Julie Micksch](#)
To: [Jenn Meilleur](#); [Jonathan Kerr](#); [Nicole Minions](#); [Steve Blacklock](#); [Chris Haslett](#); [Ken Grant](#); [Maureen Swift](#)
Cc: [Jordan Wall](#); [Regina Bozerocka](#); [Wayne Matkoski](#)
Subject: Re: 3 key takeaways from the Aspen Hector Properties tour with Julie and Wayne
Date: June 24, 2024 8:02:25 AM
Attachments: [Arborist Report - all sites - with notes 02.11.2023.pdf](#)

Warning This E-Mail originated from outside The Town of Comox. *Please open with Caution*

Dear Town of Comox Councillors.

A huge THANK-YOU to those who came out for our tour of the Aspen Hector properties. It was really great to meet you all in person. Maureen, Chris, Ken, Jordan and his daughter Kiora (apologies if misspelled) got out with us the first week of June and Johnathan and Jenn have visited the area on other occasions. Steve has mentioned that he is already very familiar with the area and I'm hoping Mayor Minions might want to get out to see the properties with Wayne prior to the open house. I think those that had the chance to walk around the properties felt like the tour and conversation was useful to link all the information you've received over the past two years to the actually site and how it all relates to the surrounding area and community.

Feedback from Jordan Wall, after our walk with him, was to concentrate our efforts on 3 key points that we would like to see for the Aspen/Hector Properties. They are:

1) Protect the Wetlands on both the Highstreet Ventures Property (2077 Hector Road) and Broadstreet Properties (2123 Hector Road).

Due to the size and magnitude of these 1000+ unit developments (likely the population of Port McNeill in 2023) and the amount of hard surfaces proposed, the need for a Wetland Hydrologist to survey these sites is imperative. None of the environmental reports we have seen to date have been prepared, supported or reviewed by a wetland hydrologist and as such the recommendations are based on generalizations gleaned from the Riparian Area Protection Regulation which does not apply for this situation. The Ministry of Water, Lands and Resource Stewardship, an organization well acquainted with the Water Sustainability Act, recommended 30 m buffers. A Wetland Hydrologist would provide the most accurate buffer recommendation that would protect these red-listed and highly vulnerable wetlands.

While completing my research I found The Society of Wetland Scientists. One of their members Nicole Wright, PhD, PGeo, PWS, works for the Courtenay based company EcoFish.

2) Larger Buffers around the perimeters of all the properties.

We feel that both Highstreet and Broadstreet could be better and preferably, more respectful neighbours. I'm sure they would expect that same courtesy from us especially during the construction phase of their development. The 5 m buffers the developers are proposing contradict the buffers recommended by their consultant/arborist SouthShore Forest Consultants (see attached report - pages 12-13. 30-33). Their 5m buffers will ultimately lead to increased windthrow, increased number of potential danger trees and tree root damage. Retaining more of the native trees and vegetation that currently borders these lots could be highly beneficial to the local residents in many ways by:

- Creating natural and some mobility trails around the property that will link to other already established trails in the area.
- Provide a screen and setback for adjacent rural neighbours.
- Provide wildlife habitat for the many bird species nesting in the area and provide breeding locations for cavity nesting birds, bats and shelter for native amphibians.
- Moderate local climate and help in moderating global climate.

3) We strongly advise building an ephemeral wetland or detention basin rather than a stormwater retention pond.

A retention pond is designed to permanently hold water. A **detention** basin stores water **temporarily** as it enters the basin and is designed to manage stormwater runoff by storing it and releasing it gradually until it is completely drained. Retention ponds are magnets for invasive species. It is also far more difficult to remove invasive species from retention ponds. Bullfrogs can easily breed and thrive in permanent year round retention ponds as their tadpoles need year-round water in which to grow unlike our native species that metamorphose in a few months. As well, invasive aquatic plants that are sure to come in, are difficult to remove from deep water (ie. Lazo Marsh) Therefore, we encourage council to request detention basins to help reduce, slow and manage invasive species and reduce the financial burden of maintenance to the local service area.

Apologies for the potentially terrible formatting of this email. It was created on my iPad in a tent in Northern BC on my way up to the Yukon on my motorcycle with my partner.

Cheers, Julie

Julie Micksch, RBTech

Comox BC

--

Julie Micksch

Comox, BC

November 2, 2023

Attention: Michelle Watson – Development Manager
Highstreet Ventures Inc.
1708 Dolphin Ave #602
Kelowna BC V1Y-9S4
250.507.7888

RE: October 2021 - 941 Aspen Road & 2077 Hector Road, Comox BC

Section “A” Arborist Services – Preliminary Site Assessment

On Thursday October 14, 2021, SouthShore Forest Consultants provided a Basic Visual Tree Assessment within two (2) sites in the Town of Comox BC. In each case the client Highstreet Ventures Inc has proposed to have the trees assess within each site prior to making a purchase offer.

Southshore Forest Consultants agreed to accept and perform the scope of work. Michael Butcher a Consulting Arborist with SouthShore Forest Consultants provided the field assessment and report writing services.

Observations and Discussion

During the assessment we observed two large vacant lots; Plan VIP 60685 - 941 Aspen Road & Plan 18002 - 2077 Hector Road. Each identified to be approximately 3.5 hectares in size the lots were observed to have significant tree populations positioned along the perimeter property lines. In each case our assessment of the sites indicated that no significant and/or heritage sized trees are located within each site.

A - 941 Aspen Road Site

Our assessment of the site has indicated that a native tree populated ecosystem is active within the site. The primary tree species; Douglas-fir (*Pseudotsuga menziesii*), grand fir (*Abies grandis*), red alder (*Alnus rubra*), big leaf maple (*Acer macrophyllum*) and poplar species (*Populus sp.*) were observed to be positioned throughout sections of the site. The primary tree species were observed to be fir trees. We have estimated that approximately 60% the trees positioned within the site are Douglas-fir trees.

Our assessment has determined that most of the trees are positioned within two (2) distinct areas of the site;

1. Perimeter property lines which include private trees positioned along the existing outlying properties.
2. Within the S/E end of the site between access paths.

During the assessment we observed active development operations occurring within a section of the site. Constructive activities were being performed by excavation, dumping and general constructive equipment. We observed storage and staging areas, a municipal path active with pedestrian traffic and constructive impacts within the landscape.

The site was observed to have minor elevation differences. We did not observe exposed bed rock within the site. The soil profile/composition was observed to be of a sandy loam consistency. The site appeared to have several access areas into and from the site.

Our assessment of the site did determine that forest was assessed to be in fair to poor condition. The Aspen Road site exhibited declining tree conditions related to disease, insect and cultural impacts. We observed a number of invasive plants and shrubs positioned throughout the site.

Figure #1 - 941 Aspen Road - Comox BC



In this Figure you can see the development lot and positioning of perimeter trees positioned along property lines. A section of the lot is currently being utilized for constructive purposes (observed during site assessment).

B - 2077 Hector Road Site

Our assessment of the site has indicated that a native tree populated ecosystem is active within the site. The primary tree species; Douglas-fir (*Pseudotsuga menziesii*), grand fir (*Abies grandis*), red alder (*Alnus rubra*), big leaf maple (*Acer macrophyllum*) and poplar species (*Populus sp.*) were observed to be positioned throughout sections of the site. The primary tree species were observed to be fir trees. We have estimated that approximately 70% the trees positioned within the site are Douglas-fir trees.

The interior of this site was observed to have been harvested within the last decade. The site was observed to have remnant stumps and young tree regeneration throughout the interior of the site.

Our assessment has determined that most of the trees are positioned within two (2) distinct areas of the site;

3. Perimeter property lines which include private trees positioned along the existing property lines.
4. Within the bottom (South) of the site where the property meets a residential housing track off Stadacona Drive.

During the assessment we observed no activity within the site. We observed a section of the site which was previously used as a music camp. This area was cleared and open making it an ideal section to store and stage when entering of Hector Avenue.

The site was observed to have minor elevation differences. We did not observe exposed bed rock within the site. The soil profile was observed to be of a sandy loam consistency. The site appeared to have easy access off Hector Avenue.

Our assessment of the site did determine that a few of the trees are in poor condition exhibiting pathogenic attack, poor health and/or structure. We observed a number of invasive plants and shrubs positioned throughout the site.

Figure #2 - 2077 Hector Road - Comox BC



In this Figure you can see the development lot and positioning of perimeter trees positioned along property lines. A section of the lot has been harvested with tree regeneration occurring. The lower portion of the site encompasses the majority of the trees at this site.

Professional Opinion

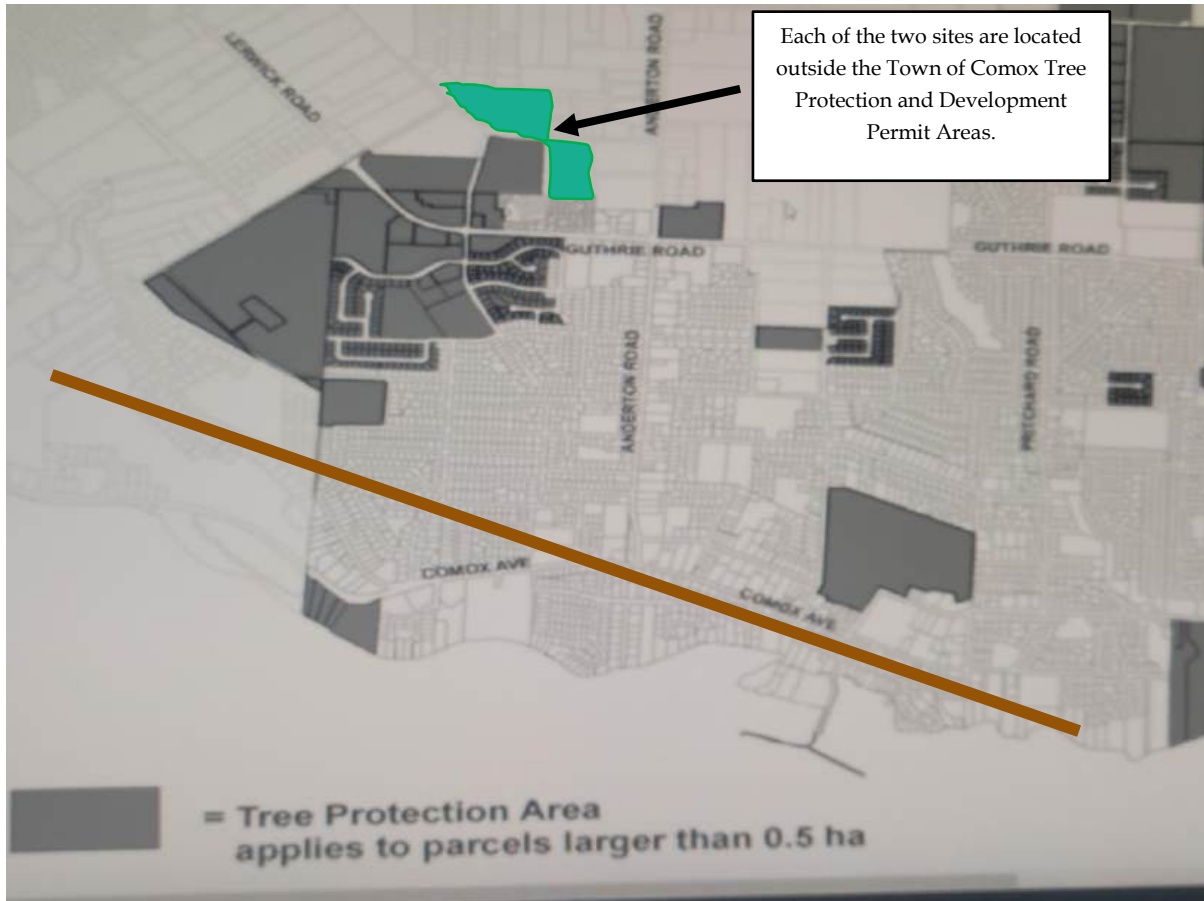
In our professional opinion the proposed sites have number of Bylaw Protected Trees which would be permitted for removal under the existing Town of Comox Consolidated Tree Bylaw #1125. Development Permitting is routinely approved regardless of protected tree populations. Mitigation replacement plantings will be required and can be addressed within an improvised landscape design upon approval.

Our assessment of the site has determined that there are no significant and/or historical trees positioned within either of the two sites. Constructive activities were observed during the 2021 assessment within the Aspen Road Site. In this case we observed no evidence of tree protection and preservation criteria.

Town Of Comox - Tree Bylaw - Development Permitting

(f) the installation of roadway and other utility services required pursuant to the bylaws of the Town regulating subdivision or development servicing, in accordance with a subdivision or development plan that has been approved by the Town or the approving officer, or a servicing plan that has been approved by the Town prior to subdivision or building permit approval;

Figure #3 – Town of Comox Tree Protection Area



The Town of Comox has identified each of the two (2) lots to be located outside the Tree Protection Area.

RE: April 2023 - 941 Aspen Road & 2077 Hector Road, Comox BC
Section "B" Arborist Services - Tree Inventory & Tree Protection Plan

Figure #4 - 941 Aspen Road - Comox BC



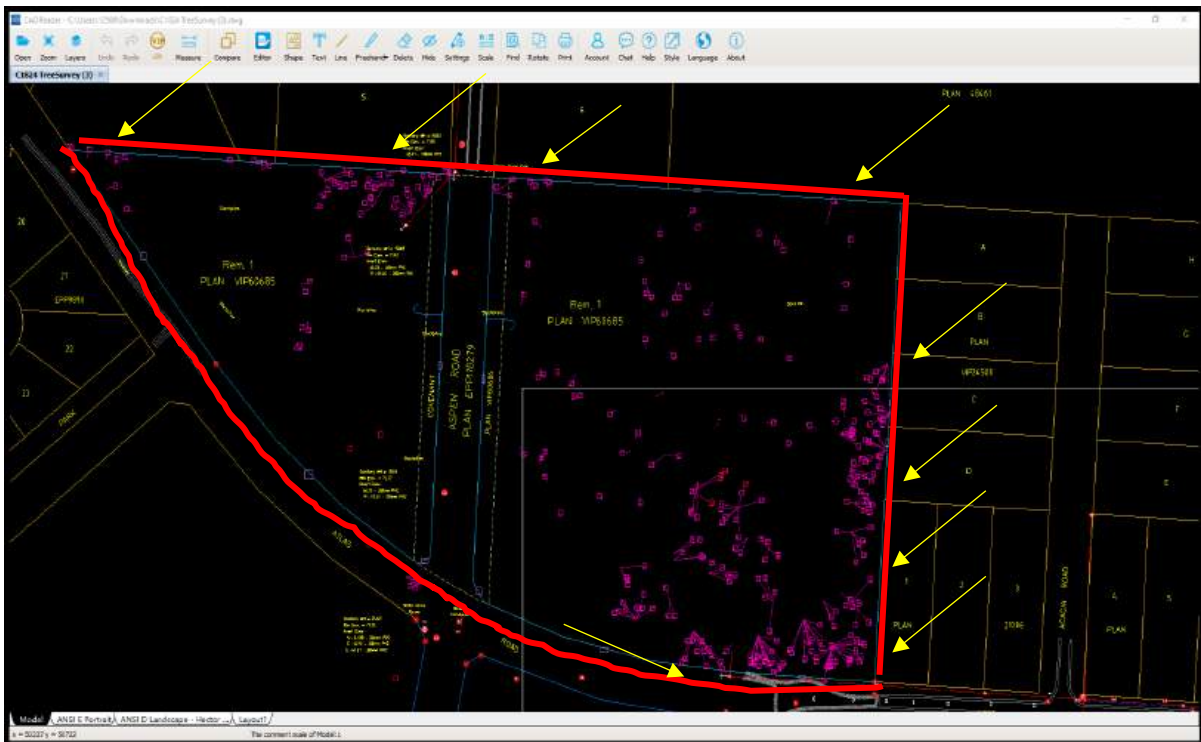
In this orthographic photo you can see how this site has been impacted through cultural and development activity. During the 2021 preliminary assessment we observed active development activities pertaining to a neighbouring site. It appeared that a section of the Aspen site was utilized for staging and storage. The north east section of the site appeared to be an abandoned gravel and/or soil pit. An active trail system was observed in the eastern section of the site. During our April 2023 assessment the site we observed staging and piling of materials in the western section of the site.

Figure #5 – 2077 Hector Road – Comox BC



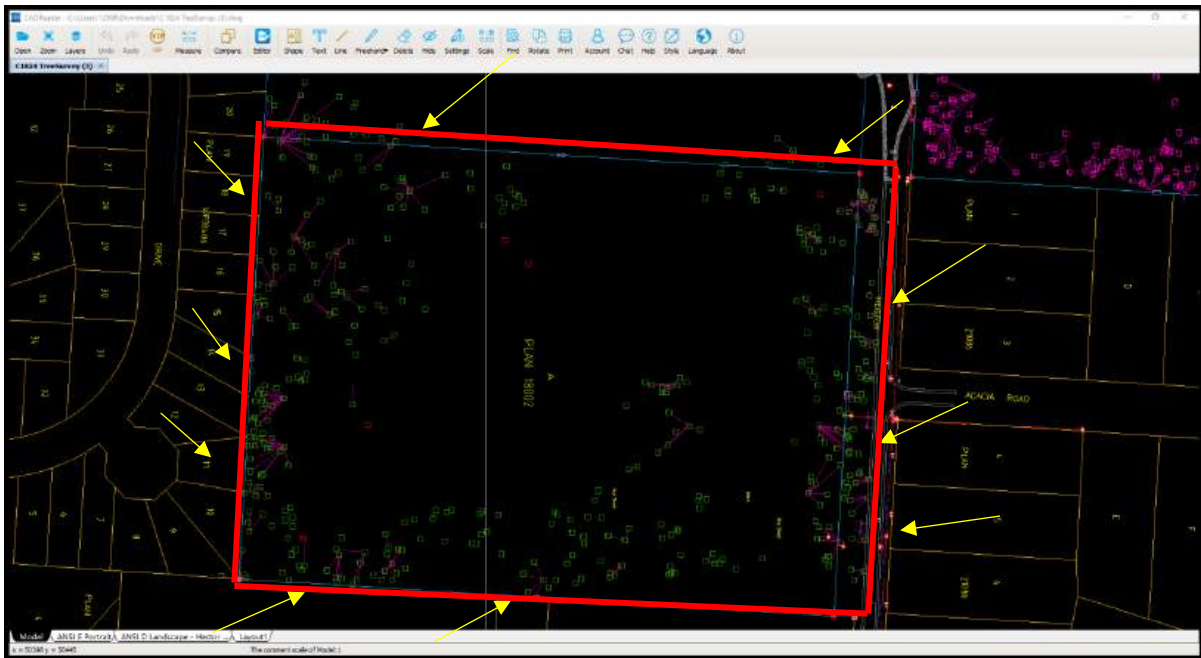
In this orthographic photo you can see how this site has been impacted through cultural and development activity. During the 2021 preliminary assessment we observed a majority of the site to have been harvested (logged). The N/E section of the site appeared to have the remanent remains of an old building, gardens and pond. The site was observed to have the forested areas positioned throughout the perimeter if the site. During our April 2023 assessment the site we observed to have several dead standing, diseased and declining fir and maple trees.

Figure #6 - Tree Inventory – Aspen Road Site



This figure shows the general tree distribution within the site (pink boxes). The yellow arrows identify areas of the site which will more than likely require tree protection, mitigation and monitoring services during the Development Phase of the project. The proximity to private property and off-site trees must be considered due to existing tree rooting profiles.

Figure #7 - Tree Inventory – Hector Avenue Site



This figure shows the general tree distribution within the site (green boxes). The yellow arrows identify areas of the site which will more than likely require tree protection, mitigation and monitoring services during the Development Phase of the project. The proximity to private property, off-site and municipal trees must be considered. This site aligns the municipal Right-of-Way along Hector Avenue. Under the current proposal impacts to Public trees may occur.

Figure #8 – Aspen Road - Proposed Development Site Plan



Under this proposal it is evident that trees positioned along the perimeter of the site may be retained pending grade, slope and cut requirements. We highly recommend that the client provide a substantial set back through the use of “green-ways” and naturalized areas. In this case we believe that a substantial number of trees can be retained and preserved in the northern portion of the site.

Figure #9 – Hector Avenue - Proposed Development Site Plan



Under this proposal it is evident that trees positioned along the front (north) & rear (south) perimeter of the site may be retained pending grade, slope and cut requirements. We highly recommend that the client provide a substantial set back through the use of “green-ways” and naturalized areas. In this case we believe that a substantial number of trees can be retained and preserved along Hector Avenue and the rear (south) portion of the site. The use of extended set backs off the residential lots will provide increased buffering and wildlife corridors.

Tree Inventory - Aspen Road Site - Performed April 22, 2023

Southshore Forest Consultants										
APPENDIX A - TREE INVENTORY/HAZARD RATINGS SUMMARY										
Location:Aspen						Date:April 22 2023			Page #: 1	
Conditions:Overcast, 7+/- degrees C, wind 2-6 kil/hr, light rain - Proposed Development										
TAG #	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protected	Retain	Remove	Comments/Recommendations
NT1	D Fir	24	7	3	F/P	L/M	Yes	X	TBD	Off site- willow (1) and (2) fir
001	D Fir	56	25	7	F/F	M/H	Yes	X	TBD	Possible retain
002	D Fir	48	25	6	F/F	M/H	Yes	X	TBD	Possible retain
003	D Fir	60	25	7	F/F	M/H	Yes	X	TBD	Possible retain- lean into site
004	D Fir	40	20	5	F/P	M/H	Yes	X	TBD	Possible retain
005	D Fir	53	23	6	F/F	M/H	Yes	X	TBD	Possible retain
006	D Fir	59	24	7	F/F	M/H	Yes	X	TBD	Possible retain
007	Willow	36	8	4	F/P	L/M	yes	X	TBD	2x stems- off site
008	D Fir	43	23	5	F/F	L/M	Yes	X	TBD	Possible retain
009	D Fir	20	8	2	F/P	M/H	yes	X	TBD	Possible retain
10	D Fir	30	23	4	F/F	H	Yes		X	Foot print
11	D Fir	40	24	5	F/F	H	Yes		X	Foot print
12	D Fir	30	18	4	F/P	H	Yes		X	Foot print
13	D Fir	47	23	6	F/F	H	Yes		X	Foot print
14	D Fir	46	23	6	F/F	H	Yes		X	Foot print
15	D Fir	28	20	3	F/F	H	Yes		X	Foot print
16	D Fir	42	21	5	F/P	H	Yes		X	Damaged top
17	Aspen	22	12	3	F/P	M/H	yes		X	Remove
18	D Fir	37	20	4	F/F	H	Yes		X	Foot print
19	D Fir	29	20	3	F/F	H	Yes		X	Foot print
20	D Fir	23	14	3	F/P	H	Yes		X	Foot print
21	D Fir	78	30	9	F/F	H	Yes		X	Foot print
22	D Fir	31	18	4	F/F	H	Yes		X	Foot print
23	D Fir	52	27	6	F/F	H	Yes		X	Foot print
24	D Fir	48	21	6	F/F	H	Yes		X	Foot print
NT 2	Willow	40	13	5	F/P	H	yes		X	8x stems- willow grouping at #25
25	D Fir	20	9	2	F/P	H	yes		X	Part of NT 2- willow grouping
26	D Fir	84	30	10	F/F	H	Yes		X	Footprint
27	Aspen	31	12	4	F/P	H	yes		X	Footprint
28	D Fir	53	26	6	F/F	H	Yes		X	Footprint
29	D Fir	33	16	4	F/P	H	Yes		X	Footprint
30	D Fir	42	16	5	F/P	H	Yes		X	Footprint
31	N W Pine	90	36	11	F/F	H	Yes		X	Footprint- nice tree
32	G Fir	46	20	6	F/P	M/H	Yes		X	?? and 2 fir- remove
33	Willow	39	7	5	F/P	H	Yes		X	2 x stem- remove

TAG#	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protected	Retain	Remove	Comments/Recommendations
34	D Fir	49	25	6	F/F	H	Yes		X	Footprint- remove
35	D Fir	38	20	5	F/F	H	Yes		X	Footprint- remove
NT 3	W Cedar	46	15	6	F/P	H	Yes		X	At NT 2 (willow)- 3x stems
36	D Fir	67	24	8	F/F	H	Yes		X	Footprint- remove
37	D Fir	60	23	7	F/P	H	Yes		X	Crack at 7 m- 5m long
38	D Fir	56	18	7	F/F	L/M	Yes	X	TBD	Advise retention
39	D Fir	50	18	6	F/F	L/M	Yes	X	TBD	Advise retention
40	W Cedar	34	7	4	F/P	L/M	Yes	X	TBD	Advise retention
41	D Fir	36	10	4	F/P	L/M	Yes	X	TBD	Advise retention
NT 4	D Fir	40	16	5	F/F	L/M	Yes	X	TBD	11 fir-North Property line - retain
42	D Fir	48	21	6	F/F	L/M	Yes	X	TBD	Property line trees - TBD
43	D Fir	34	16	4	F/F	L/M	Yes	X	TBD	Property line trees - TBD
NT 5	D Fir	36	15	4	F/F	L/M	Yes	X	TBD	8 trees- P/L offsite near #43
44	Cherry	57	8	7	F/P	H	Yes		X	2x stem- footprint
45	Poplar	59	22	7	F/F	H	Yes		X	Footprint
46	Willow	89	9	11	P/P	H	Yes		X	2x stems- remove
47	G Fir	78	25	9	F/F	H	Yes		X	Footprint
48	D Fir	72	24	9	F/P	H	Yes		X	Footprint
49	D Fir	68	24	8	F/F	H	Yes		X	Footprint
50	D Fir	61	24	7	F/F	H	Yes		X	Footprint
51	D Fir	57	21	7	F/P	H	Yes		X	Footprint
52	D Fir	42	21	5	P/P	H	Yes		X	Footprint
53	D Fir	41	12	5	P/F	H	Yes		X	Footprint
54	D Fir	34	12	4	F/F	H	Yes		X	Footprint
										East side of property
55	D Fir	26	15	3	F/F	H	Yes		X	Footprint
56	D Fir	56	20	7	F/F	H	Yes		X	Footprint
57	D Fir	55	20	7	F/F	L/M	Yes	X	TBD	2 trees -
58	D Fir	62	27	7	F/F	L/M	Yes	X	TBD	P/L trees
59	D Fir	47	21	6	F/F	L/M	Yes	X	TBD	P/L trees
60	D Fir	27	9	3	F/P	H	Yes		X	Footprint
61	D Fir	23	10	3	F/P	L/M	Yes	X	TBD	P/L trees- no top
62	D Fir	50	26	6	F/F	L/M	Yes	X	TBD	P/L trees
63	Cherry	20	7	2	F/P	H	Yes		X	9 trees- cherry and fir- small
64	Alder	35	14	4	F/P	H	Yes		X	10 stems- alder and fir- footprint
65	D Fir	31	16	4	F/F	H	Yes		X	3 trees- 2 fir and 1 alder
66	D Fir	30	15	4	F/F	H	Yes		X	Footprint
NT 6	Dogwood	25	7	3	P/P	H	Yes		X	2x stems at #66- remove
67	Alder	60	17	7	F/P	H	Yes		X	3x stems- tag on stem at brambles
68	Alder	24	14	3	F/P	H	Yes		X	6x stems- footprint
69	Alder	23	12	3	P/P	H	Yes		X	Footprint
70	D Fir	20	8	2	F/F	H	Yes		X	Footprint

TAG#	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protected	Retain	Remove	Comments/Recommendations
71	D Fir	49	20	6	F/F	H	Yes		X	Footprint- tag on stem at grade
72	D Fir	49	20	6	F/F/P	H	Yes		X	Tag on root- 4x stems- multiple tops - remove
73	D Fir	48	16	6	F/P	H	Yes		X	2 trees- 1-2 cm- remove
74	D Fir	50	18	6	F/P	H	Yes		X	2x stems- footprint
75	D Fir	46	18	6	F/F	H	Yes		X	Footprint
76	D Fir	65	18	8	F/P	H	Yes		X	4x stems- footprint
77	Maple	42	18	5	F/P	H	Yes		X	2x stems- footprint
78	D Fir	39	22	5	F/F	H	Yes		X	Footprint
79	Maple	49	21	6	F/F	H	Yes		X	Footprint
80	Alder	50	20	6	F/P	H	Yes		X	10 stems- footprint
81	Alder	38	16	5	F/P	H	Yes		X	Footprint- on steep slope
82	Alder	39	17	5	F/P	H	Yes		X	Footprint- on steep slope
83	Maple	43	16	5	F/P	H	Yes		X	2x stems- footprint- steep slope
84	Maple	34	17	4	F/F	H	Yes		X	Footprint- steep slope
85	D Fir	27	8	3	F/F	H	Yes		X	Base of sand pit - footprint
85	Alder	33	14	4	F/P	H	Yes		X	2 trees-33 and 18- tag in 18 m
87	Maple	46	19	6	F/P	H	Yes		X	46 and 16- 2 trees- steep slope
88	D Fir	21	9	3	F/F	H	Yes		X	Footprint
89	D Fir	36	13	4	F/F	H	Yes		X	Footprint
90	D Fir	26	9	3	F/P	H	Yes		X	Footprint- over east edge- off pit
91	D Fir	25	9	3	F/P	H	Yes		X	6x stems- at edge of pit
92	D Fir	35	20	4	F/F	H	Yes		X	2 trees dead- footprint
NT 7	Maple	24	12	3	F/F	L/M	Yes		X	Tree at cypress hedge- P/L trees
93	Maple	42	16	5	F/P	H	Yes		X	2x stems- steep slope
94	D Fir	50	20	6	F/P	H	Yes		X	Damaged stem at top
95	Maple	29	9	3	F/P	H	Yes		X	2x stems at 2 cm- remove to grade- footprint
96	D Fir	38	17	5	F/P	H	Yes		X	Steep slope
97	D Fir	30	14	4	F/F	H	Yes		X	Steep slope
98	D Fir	38	17	5	F/F	H	Yes		X	3 D Fir and 1 maple- edge trees
99	Maple	83	17	10	F/P	H	Yes		X	4x stems- P/L tree
100	D Fir	59	24	7	F/F	H	Yes		X	Footprint
101	D Fir	40	21	5	F/F	H	Yes		X	Footprint
102	Maple	37	14	4	F/P	H	Yes		X	Footprint- 3x stems
103	Plum	36	14	4	F/P	H	Yes		X	Footprint- 3x stems
104	Willow	46	13	6	F/P	H	Yes		X	2x stems
105	Maple	29	17	3	F/F	H	Yes		X	Footprint
106	D Fir	37	18	4	F/F	H	Yes		X	Footprint
107	D Fir	39	19	5	F/F	H	Yes		X	Footprint
108	D Fir	39	19	5	F/F	H	Yes		X	Footprint
109	D Fir	40	19	5	P/P	H	Yes		X	Footprint
110	Maple	50	19	6	F/F	H	Yes		X	Footprint
111	Alder	45	13	5	P/P	H	Yes		X	Footprint

TAG#	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protected	Retain	Remove	Comments/Recommendations
112	D Fir	39	27	5	F/F	H	Yes		X	Footprint
113	D Fir	49	26	6	F/F	H	Yes		X	Footprint
114	D Fir	27	21	3	F/F	H	Yes		X	Footprint
115	D Fir	26	21	3	F/F	H	Yes		X	Footprint
116	G Fir	37	23	4	F/F	H	Yes		X	Footprint
117	G Fir	24	21	3	F/F	H	Yes		X	Footprint
118	G Fir	24	21	3	F/F	H	Yes		X	Footprint
119	D Fir	20	10	2	F/P	H	Yes		X	Footprint
120	D Fir	36	20	4	F/F	H	Yes		X	Footprint
121	D Fir	53	26	6	F/F	H	Yes		X	Footprint
122	D Fir	52	26	6	F/F	H	Yes		X	Footprint
123	D Fir	33	14	4	F/P	H	Yes		X	Footprint
124	Maple	85	20	10	F/P	H	Yes		X	Maple and fir- 7 stems
125	D Fir	33	21	4	F/F	H	Yes		X	Footprint
126	D Fir	37	21	4	F/F	H	Yes		X	Footprint
127	D Fir	33	21	4	F/F	H	Yes		X	Footprint
128	D Fir	35	21	4	F/F	H	Yes		X	Footprint
129	Hemlock	43	21	5	F/P	H	Yes		X	Footprint
130	D Fir	42	18	5	F/P	H	Yes		X	2x stems
131	D Fir	43	18	5	F/F	H	Yes		X	Footprint
132	D Fir	20	14	2	F/F	H	Yes		X	132 and 133 8 trees D Fir- steep slope
133	D Fir	20	14	2	F/F	H	Yes		X	132 and 133 8 trees D Fir- steep slope
134	Maple	25	16	3	F/P	H	Yes		X	9 mixed trees- 10-30- steep slope
135	D Fir	34	19	4	F/F	H	Yes		X	Tag on stump
136	Dogwood	29	14	3	F/P	H	Yes		X	2x stem- footprint
137	D Fir	40	18	5	F/P	H	Yes		X	plus willow(1) plus alder(1)- footprint
138	D Fir	39	17	5	F/P	H	Yes		X	x 3 trees- steep slope
139	D Fir	40	19	5	F/F	H	Yes		X	x 3 fir and 1 maple- steep slope- 35,35,32cm DBH
140	D Fir	26	15	3	F/F	H	Yes		X	Footprint
141	D Fir	39	20	5	F/P	H	Yes		X	2x stem- F/P
142	Alder	40	15	5	F/P	H	Yes		X	4 trees- footprint
143	G Fir	50	26	6	F/F	H	Yes		X	Footprint
144	Dogwood	51	20	6	F/F	H	Yes		X	Footprint
145	D Fir	39	20	5	F/F	H	Yes		X	Footprint
146	D Fir	39	17	5	Dead	H	Yes		X	Footprint- dead
147	Dogwood	63	25	8	F/F	H	Yes		X	2x 5 stems
148	Dogwood	36	18	4	F/F	H	Yes		X	Footprint
149	Dogwood	31	18	4	F/P	H	Yes		X	Footprint- heavy lean
150	D Fir	36	21	4	F/F	H	Yes		X	Footprint
151	Maple	47	18	6	F/P	H	Yes		X	4x stem
152	Dogwood	29	14	3	F/P	H	Yes		X	2x stem
153	Dogwood	31	17	4	F/F	H	Yes		X	Footprint
154	D Fir	31	21	4	F/F	H	Yes		X	Footprint
155	Dogwood	26	17	3	F/F	H	Yes		X	Footprint
157	D Fir	67	27	8	F/F	H	Yes		X	Footprint
158	Maple	33	14	4	F/F	H	Yes		X	2 maples and 1 willow- 8x stems P/P
159	D Fir	43	16	5	F/F	H	Yes		X	Phellinus- footprint
160	D Fir	74	30	9	F/F	H	Yes		X	Phellinus- footprint
NT 8	D Fir	63	28	8	F/F	H	Yes		X	2 trees- branches 3m East of #160

TAG#	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protected	Retain	Remove	Comments/Recommendations
161	D Fir	95	34	11	F/F	L/M	Yes		X	Footprint
162	G Fir	79	33	9	F/F	L/M	Yes		X	2 trees 9 and 75cm- footprint
163	D Fir	47	24	6	F/F	H	Yes		X	Footprint
164	Maple	48	16	6	F/F	H	Yes		X	Footprint
165	D Fir	72	18	9	F/P	H	Yes		X	5x stem- footprint
166	Alder	28	17	3	F/F	H	Yes		X	Footprint
167	Alder	35	18	4	F/F	H	Yes		X	Footprint
168	D Fir	24	18	3	F/F	H	Yes		X	Footprint
169	G Fir	110	30	13	F/P	H	Yes		X	Footprint- heavy stem sweep
170	Maple	69	27	8	F/F	H	Yes		X	Footprint
171	Maple	56	24	7	F/F	H	Yes		X	Footprint
172	D Fir	56	24	7	F/P	H	Yes		X	2x stem- footprint
173	G Fir	42	23	5	F/F	H	Yes		X	Footprint
174	D Fir	22	16	3	F/F	H	Yes		X	Footprint
175	D Fir	60	26	7	F/F	H	Yes		X	Footprint
176	G Fir	29	20	3	F/F	H	Yes		X	S/E corner of site
177	D Fir	64	27	8	F/F	H	Yes		X	S/E corner of site
178	D Fir	49	26	6	F/F	H	Yes		X	S/E corner of site
179	D Fir	59	27	7	F/F	H	Yes		X	S/E corner of site
180	D Fir	38	24	5	F/F	H	Yes		X	S/E corner of site
181	D Fir	32	23	4	F/F	H	Yes		X	S/E corner of site
182	D Fir	40	24	5	F/F	H	Yes		X	S/E corner of site
183	Maple	36	21	4	F/F	H	Yes		X	S/E corner of site
184	D Fir	31	17	4	F/F	H	Yes		X	Footprint- S/E corner of house
185	D Fir	26	18	3	F/F	H	Yes		X	Footprint- S/E corner
186	D Fir	42	21	5	F/F	H	Yes		X	Footprint- S/E corner
187	D Fir	30	20	4	F/F	H	Yes		X	Footprint- S/E corner
188	D Fir	60	30	7	F/F	H	Yes		X	Footprint- S/E corner
189	Maple	56	24	7	F/F	H	Yes		X	Footprint- S/E corner
190	G Fir	48	26	6	F/F	H	Yes		X	Footprint- S/E corner
191	D Fir	50	26	6	F/F	H	Yes		X	Footprint- S/E corner
192	Maple	51	25	6	F/F	H	Yes		X	Footprint- S/E corner
193	Alder	34	18	4	F/P	H	Yes		X	Footprint- S/E corner
194	Maple	56	24	7	F/F	H	Yes		X	Footprint- S/E corner
195	D Fir	32	18	4	F/F	H	Yes		X	Footprint- S/E corner
196	Maple	39	19	5	F/F/P	H	Yes		X	Footprint- S/E corner
197	D Fir	22	17	3	Dead	H	Yes		X	2 dead firs at gate- S/E corner
198	D Fir	40	24	5	F/F	H	Yes		X	At gate- S/E corner
199	G Fir	36	22	4	F/F	H	Yes		X	At gate- S/E corner
200	Willow	34	19	4	F/P	H	Yes		X	At gate- S/E corner
201	Willow	35	20	4	F/P	H	Yes		X	Footprint
202	D Fir	30	16	4	F/P	H	Yes		X	6x stems- footprint
203	Maple	46	22	6	F/F	H	Yes		X	Footprint
204	D Fir	39	18	5	F/F	H	Yes		X	Footprint
205	Willow	57	17	7	F/P	H	Yes		X	Footprint
206	D Fir	34	13	4	F/F	H	Yes		X	Footprint
208	Willow	46	13	6	F/P	H	Yes		X	2x stems- footprint
207	Maple	40	17	5	F/P	H	Yes		X	Footprint tree

TAG#	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protected	Retain	Remove	Comments/Recommendations
210	D Fir	39	20	5	F/F	H	Yes		X	2x D Fir- footprint
211	D Fir	27	15	3	F/F	H	Yes		X	Footprint
212	Maple	25	16	3	F/P	H	Yes		X	10 maples
213	D Fir	20	6	2	F/P	H	Yes		X	Footprint
214	G Fir	31	18	4	F/F	H	Yes		X	Footprint
215	G Fir	29	17	3	F/P	H	Yes		X	5 trees- maple cluster
216	G Fir	30	18	4	F/F	H	Yes		X	10 sm trees- 1 sm hemlock
217	D Fir	29	16	3	F/F	H	Yes		X	10 sm trees- 1 sm hemlock
218	D Fir	22	11	3	F/P	H	Yes		X	Footprint
219	D Fir	30	17	4	F/P	H	Yes		X	Footprint
220	D Fir	87	30	10	F/F	H	Yes		X	Footprint
221	D Fir	46	26	6	F/F	H	Yes		X	Footprint
222	D Fir	31	19	4	F/P	H	Yes		X	Footprint
223	Alder	36	18	4	F/F	H	Yes		X	Footprint
224	D Fir	37	19	4	F/P	H	Yes		X	Footprint
225	D Fir	60	26	7	F/F	H	Yes		X	Footprint
226	G Fir	23	18	3	F/F	H	Yes		X	Footprint
227	G Fir	29	18	3	F/F	H	Yes		X	Footprint
228	D Fir	53	22	6	F/F	H	Yes		X	Footprint
229	D Fir	30	20	4	F/F	H	Yes		X	Footprint
230	D Fir	39	22	5	F/F	H	Yes		X	Footprint
231	D Fir	36	20	4	F/F	H	Yes		X	Footprint
232	D Fir	37	22	4	F/F	H	Yes		X	Footprint
233	G Fir	30	22	4	F/F	H	Yes		X	Footprint
234	Dogwood	30	22	4	F/F	H	Yes		X	Footprint
235	G Fir	36	23	4	F/F	H	Yes		X	Footprint
236	Alder	22	17	3	F/P	H	Yes		X	Footprint
237	D Fir	20	18	2	F/F	H	Yes		X	Footprint- 10 sm stems
238	Willow	24	16	3	F/P	H	Yes		X	Footprint- 9 sm stems
239	D Fir	67	27	8	F/F	H	Yes		X	Footprint
240	D Fir	39	24	5	F/F	H	Yes		X	Footprint
241	G Fir	63	26	8	F/F	H	Yes		X	Footprint
242	Dogwood	42	22	5	F/F	H	Yes		X	Footprint
243	Maple	44	21	5	F/P	H	Yes		X	Footprint
244	G Fir	47	24	6	F/F	H	Yes		X	Footprint
245	D Fir	26	22	3	F/F	H	Yes		X	Footprint
246	D Fir	26	22	3	F/F	H	Yes		X	Footprint
247	D Fir	59	26	7	F/F	H	Yes		X	Footprint
248	D Fir	31	18	4	F/F	H	Yes		X	Footprint
249	D Fir	60	26	7	F/F	H	Yes		X	Footprint
250	Dogwood	23	13	3	P/P	H	Yes		X	Dying
251	D Fir	60	26	7	F/F	H	Yes		X	Footprint
252	Dogwood	40	22	5	P/P	H	Yes		X	Heavy canker
253	G Fir	42	23	5	F/F	H	Yes		X	Footprint
254	D Fir	49	22	6	F/P	H	Yes		X	Footprint
255	D Fir	30	12	4	F/P	H	Yes		X	Footprint
256	Maple	64	26	8	F/F	H	Yes		X	Footprint
257	D Fir	49	25	6	F/F	H	Yes		X	plus fir at tree (238)

TAG#	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protected	Retain	Remove	Comments/Recommendations
258	D Fir	58	24	7	F/F	H	Yes		X	Footprint
259	G Fir	63	26	8	F/F	H	Yes		X	Footprint
260	G Fir	33	19	4	F/F	H	Yes		X	Footprint
261	D Fir	37	20	4	F/P	H	Yes		X	Footprint
262	Dogwood	32	12	4	P/P	H	Yes		X	Cankers- poor condition
263	D Fir	23	7	3	F/P	H	Yes		X	Footprint
264	D Fir	30	9	4	F/F	H	Yes		X	Footprint
266	D Fir	37	11	4	F/F	H	Yes		X	Footprint
265	Cherry	36	10	4	F/P	H	Yes		X	2x stems
267	D Fir	63	27	8	F/F	H	Yes		X	Footprint
268	D Fir	46	19	6	F/F	H	Yes		X	Footprint
269	D Fir	38	18	5	F/F	H	Yes		X	Footprint
270	D Fir	38	17	5	F/F	H	Yes		X	Footprint
271	D Fir	54	26	6	F/F	H	Yes		X	Footprint
272	D Fir	48	23	6	F/F	H	Yes		X	Footprint
273	Willow	60	7	7	P/P	H	Yes		X	10 x stems- footprint
274	D Fir	27	11	3	F/P	H	Yes		X	Footprint
275	D Fir	59	24	7	F/P	H	Yes		X	Footprint
276	G Fir	43	22	5	F/P	H	Yes		X	Girdled stem
277	D Fir	27	21	3	F/F	H	Yes		X	Footprint
278	D Fir	43	22	5	F/F	H	Yes		X	Footprint
279	D Fir	57	25	7	F/F	H	Yes		X	Footprint
280	Maple	49	17	6	F/P	H	Yes		X	Footprint- 4x stems
281	Maple	112	21	13	P/P	H	Yes		X	Footprint- 7x stems
282	Maple	47	18	6	F/P	H	Yes		X	2x stem
283	Maple	72	18	9	F/P	H	Yes		X	6x stem
284	G Fir	35	17	4	F/P	H	Yes		X	Footprint
285	G Fir	59	26	7	F/P	H	Yes		X	Footprint
286	G Fir	44	19	5	F/P	H	Yes		X	Footprint
287	G Fir	39	18	5	F/P	H	Yes		X	Footprint
288	Maple	40	12	5	F/P	H	Yes		X	2x stem
289	G Fir	29	14	3	F/P	H	Yes		X	Footprint
290	G Fir	29	15	3	F/P	H	Yes		X	Footprint
291	G Fir	36	22	4	F/P	H	Yes		X	Footprint
292	G Fir	77	22	9	F/P	H	Yes		X	Footprint
293	D Fir	52	23	6	F/P	H	Yes		X	2x stem- Footprint
294	D Fir	34	21	4	F/P	H	Yes		X	Footprint
295	D Fir	36	21	4	F/P	H	Yes		X	Footprint
296	D Fir	47	24	6	F/P	H	Yes		X	Footprint
297	D Fir	35	22	4	F/P	H	Yes		X	Footprint
298	D Fir	46	22	6	F/P	H	Yes		X	Footprint
299	D Fir	45	22	5	F/P	H	Yes		X	Footprint
300	D Fir	69	27	8	F/P	H	Yes		X	Footprint
301	D Fir	25	11	3	F/P	H	Yes		X	Footprint
302	D Fir	25	11	3	F/P	H	Yes		X	Footprint
303	G Fir	59	26	7	F/P	H	Yes		X	Footprint
304	Maple	24	19	3	F/P	H	Yes		X	Footprint
305	Alder	21	16	3	F/P	H	Yes		X	Footprint- 3 trees
306	D Fir	58	24	7	F/P	H	Yes		X	Footprint- J stem at grade

315 Trees - Approximate Inventory - Aspen Road Site

23 Tree - Tree Retention - TBD (To Be Determined)

Tree Tags - Yellow Center hole - Series #001 to #306 NT = Not Tag ... NT1, NT2, NT3 etc.

Tree Inventory - Hector Road Site - Performed April 22/23 & May 11, 2023

Southshore Forest Consultants										
APPENDIX A - TREE INVENTORY/HAZARD RATINGS SUMMARY										
Location: Hector Ridge Comox						Date: April22/23 & May 11 2023			Page #: 1	
Conditions: Overscast & sunny - wet to dry conditions - Proposed Development										
TAG #	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protected	Retain	Remove	Comments/Recommendations
307	Maple	41	16	7	F/F	L/M	Yes	X	TBD	Tag on stump at road
308	D Fir	24	13	4	F/P	L/M	Yes	X	TBD	Footprint
309	D Fir	48	20	9	F/F	L/M	Yes	X	TBD	Footprint
310	D Fir	69	23	12	F/F	H	Yes		X	Footprint
311	D Fir	37	16	7	F/P	H	Yes		X	Footprint
312	Maple	53	16	10	F/F	H	Yes		X	Footprint
313	Cherry	23	10	4	F/P	H	Yes		X	Footprint
314	Dogwood	39	12	7	F/P	H	Yes		X	Footprint
315	D Fir	51	23	9	F/F	H	Yes		X	Footprint
316	D Fir	59	23	11	F/F	H	Yes		X	Footprint
317	Maple	44	16	8	F/F	H	Yes		X	Footprint
NT 1	Maple	60	15	11	F/P	H	Yes		X	Maple, D Fir, Maple, D Fir, D Fir- N/E corner
319	D Fir	72	30	13	F/F	H	Yes		X	60, 60, 22, 65, 59
320	D Fir	68	28	12	F/F	H	Yes		X	Footprint
321	D Fir	30	16	5	F/P	H	Yes		X	Footprint
322	D Fir	63	23	11	F/F	H	Yes		X	Footprint
323	D Fir	78	27	14	F/F	H	Yes		X	Footprint
324	D Fir	48	25	9	F/F	H	Yes		X	Footprint
325	D Fir	30	17	5	F/F	H	Yes		X	Footprint
326	D Fir	59	23	11	F/F	H	Yes		X	Footprint
327	G Fir	64	30	12	F/F	H	Yes		X	Footprint
328	G Fir	59	29	11	F/F	H	Yes		X	Footprint
329	Maple	34	17	6	F/F	H	Yes		X	Footprint
330	D Fir	21	16	4	F/P	H	Yes		X	Footprint
331	D Fir	100	30	18	F/P	H	Yes		X	Footprint- 2x stem
332	D Fir	47	26	8	F/F	H	Yes		X	Footprint
333	D Fir	29	17	5	F/P	H	Yes		X	Footprint
334	W Cedar	90	26	16	F/F	H	Yes		X	Footprint
335	D Fir	59	26	11	F/F	H	Yes		X	Footprint
336	D Fir	62	26	11	Dead	H	Yes		X	Dead tree- standing
337	Maple	50	20	9	F/F	H	Yes		X	Footprint
338	Maple	64	20	12	F/F	H	Yes		X	Footprint
339	D Fir	54	26	10	F/F	H	Yes		X	Footprint
340	D Fir	49	26	9	F/F	H	Yes		X	Footprint
341	D Fir	24	17	4	F/P	H	Yes		X	Footprint
342	Willow	55	11	10	P/P	H	Yes		X	Footprint- half dead
343	D Fir	39	23	7	F/F	H	Yes		X	Footprint

TAG #	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protect ed	Retain	Remove	Comments/Recommendations
344	G Fir	20	13	4	F/P	H	Yes		X	Footprint
345	D Fir	49	26	9	F/F	H	Yes		X	Footprint
346	D Fir	32	22	6	F/F	H	Yes		X	Footprint
347	D Fir	26	20	5	F/F	H	Yes		X	Footprint
348	D Fir	49	27	9	F/F	H	Yes		X	Footprint
349	Maple	78	21	14	F/P	H	Yes		X	Footprint- 2x stem at utility pole
350	G Fir	49	18	9	F/P	H	Yes		X	Footprint
351	G Fir	49	18	9	F/P	H	Yes		X	Footprint
352	G Fir	21	12	4	F/F	H	Yes		X	Footprint
353	D Fir	21	7	4	F/P	H	Yes		X	Footprint
354	D Fir	23	12	4	F/F	H	Yes		X	Footprint
355	D Fir	20	8	4	F/P	H	Yes		X	Footprint
356	G Fir	62	28	11	F/F	H	Yes		X	Footprint
357	G Fir	23	11	4	F/F	H	Yes		X	Footprint
358	D Fir	49	26	9	F/F	H	Yes		X	Footprint
359	D Fir	48	26	9	F/F	H	Yes		X	Footprint
360	G Fir	29	14	5	F/F	H	Yes		X	Footprint
361	D Fir	21	11	4	F/P	H	Yes		X	Footprint
362	G Fir	56	27	10	F/F	H	Yes		X	Footprint
363	G Fir	61	27	11	F/F	H	Yes		X	Footprint
364	G Fir	52	10	9	P/P	H	Yes		X	Footprint
365	G Fir	59	27	11	F/F	H	Yes		X	Footprint
366	Willow	26	7	5	P/P	H	Yes		X	Footprint- at road
367	Maple	55	21	10	F/F	H	Yes		X	Footprint- at road
368	G Fir	29	10	5	F/P	H	Yes		X	Footprint
369	Maple	39	16	7	F/P	H	Yes		X	Footprint
370	Maple	23	16	4	F/P	H	Yes		X	Footprint
371	Maple	69	18	12	F/P	H	Yes		X	Footprint- 2x stems
372	W Cedar	87	20	16	F/P	H	Yes		X	Footprint- dead top
373	D Fir	62	26	11	F/F	H	Yes		X	At road
374	D Fir	42	24	8	F/F	H	Yes		X	Footprint
375	CHERRY	21	17	4	F/F	H	Yes		X	Footprint
376	D Fir	21	17	4	F/F	H	Yes		X	Footprint
377	D Fir	22	11	4	F/F	H	Yes		X	Footprint
378	Alder	27	12	5	F/P	L/M	Yes	X	TBD	At road edge
379	Alder	20	10	4	F/P	L/M	Yes	X	TBD	At road edge
380	D Fir	35	16	6	F/P	L/M	Yes	X	TBD	At road edge
381	Alder	23	16	4	F/P	L/M	Yes	X	TBD	At road edge
382	Alder	29	16	5	F/P	L/M	Yes	X	TBD	At road edge
383	Alder	36	16	6	F/P	L/M	Yes	X	TBD	At road edge- 2x stem
384	G Fir	22	16	4	F/P	L/M	Yes	X	TBD	At road edge

TAG #	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protect	Retain	Remove	Comments/Recommendations		
385	G Fir	30	16	5	F/P	M	Yes	X	TBD	At road edge		
386	G Fir	21	16	4	F/P	M	Yes	X	TBD	At road edge		
387	G Fir	20	16	4	F/P	M	Yes	X	TBD	At road edge		
388	D Fir	27	16	5	F/P	M	Yes	X	TBD	At road edge		
389	Maple	71	19	13	F/P	M	Yes	X	TBD	Footprint- upper split stem		
390	D Fir	30	18	5	F/P	M	Yes	X	TBD	Footprint		
391	G Fir	54	26	10	F/P	M	Yes	X	TBD	Footprint		
392	G Fir	51	24	9	F/P	M	Yes	X	TBD	Footprint		
393	Maple	64	25	12	F/P	M	Yes	X	TBD	64 and 61- 2 trees, maples		
394	Maple	110	24	20	F/P	M	Yes	X	TBD	5x stems- west property line		
395	G Fir	87	30	16	F/P	M	Yes	X	TBD	West property line- P/L		
396	G Fir	59	27	11	F/P	M	Yes	X	TBD	West property line- P/L		
397	G Fir	40	16	7	F/P	M	Yes	X	TBD	West property line- P/L		
398	D Fir	69	30	12	F/P	M	Yes	X	TBD	West property line- P/L		
399	D Fir	59	29	11	F/P	M	Yes	X	TBD	West property line- P/L		
400	D Fir	93	31	17	F/P	M	Yes	X	TBD	West property line- P/L		
401	Alder	25	17	5	F/P	M	Yes	X	TBD	West property line- P/L- 3 trees (groups)		
402	Alder	33	14	6	P/P	H	Yes		X	Footprint		
403	Maple	44	22	8	F/F	H	Yes		X	Footprint		
404	D Fir	42	15	8	F/P	H	Yes		X	Footprint		
405	D Fir	57	29	10	F/F	H	Yes		X	Footprint		
NT 2	D Fir	30	13	5	F/F	H	Yes		X	Footprint- south of 405		
406	G Fir	30	16	5	F/P	H	Yes		X	Footprint		
407	G Fir	68	23	12	F/P	H	Yes		X	Footprint		
408	Maple	56	20	10	F/F	H	Yes		X	Footprint		
409	D Fir	46	22	8	F/F	H	Yes		X	Footprint		
410	G Fir	59	26	11	F/F	H	Yes		X	Footprint		
411	D Fir	30	12	5	F/P	H	Yes		X	Footprint- leaner		
412	D Fir	39	16	7	F/F	H	Yes		X	Footprint		
413	D Fir	29	16	5	F/F	H	Yes		X	Footprint		
414	Maple	60	21	11	P/P	H	Yes		X	Footprint- dead top		
NT 3	D Fir	60	26	11	F/P	H	Yes		X	North of #14 maple		
415	Maple	40	19	7	F/F	H	Yes		X	Footprint		
417	Maple	61	25	11	F/F-P	H	Yes		X	Footprint		
418	G Fir	30	11	5	F/P	H	Yes		X	Footprint		
419	D Fir	22	8	4	F/P	H	Yes		X	Footprint		
420	D Fir	23	10	4	F/F	H	Yes		X	Footprint		
421	D Fir	34	17	6	F/F	H	Yes		X	Footprint		
422	D Fir	58	26	10	F/F	H	Yes		X	Footprint		
423	D Fir	81	31	15	F/F	H	Yes		X	Footprint		
424	Maple	24	24	4	F/F	H	Yes		X	Footprint		
425	D Fir	37	12	7	F/F	H	Yes		X	Footprint		
426	D Fir	26	16	5	F/P	H	Yes		X	Footprint- leaner		
427	D Fir	46	24	8	F/F	H	Yes		X	Footprint		
428	D Fir	21	16	4	F/P	H	Yes		X	Footprint		
430	D Fir	49	24	9	F/F	H	Yes		X	Footprint		
431	Maple	54	21	10	F/P	H	Yes		X	Footprint		

TAG #	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protected	Retain	Remove	Comments/Recommendations
432	Cedar	27	8	5	F/F	H	Yes		X	Footprint
433	Cedar	68	22	12	F/F	H	Yes		X	Footprint
434	Alder	48	14	9	F/P	H	Yes		X	Footprint
435	Maple	22	10	4	F/P	H	Yes		X	Footprint
436	D Fir	48	18	9	F/F	H	Yes		X	Footprint- East P/L
437	Dogwood	46	16	8	F/P	H	Yes		X	Footprint- East P/L
438	D Fir	56	26	10	F/F	H	Yes		X	Footprint- East P/L
441	D Fir	34	16	6	F/F	H	Yes		X	Footprint- East P/L
442	Alder	49	17	9	F/P	H	Yes		X	Footprint- East P/L
443	Alder	54	21	10	F/P	H	Yes		X	Footprint- East P/L
444	D Fir	47	24	8	F/P	H	Yes		X	Footprint- East P/L
445	Maple	100	14	18	P/P	H	Yes		X	Footprint- East P/L
446	D Fir	68	27	12	F/F	H	Yes		X	Footprint- East P/L
447	D Fir	21	18	4	F/F	H	Yes		X	Footprint- East P/L
448	Alder	59	16	11	P/P	H	Yes		X	Footprint- East P/L
449	D Fir	38	18	7	F/F	H	Yes		X	Footprint- East P/L
450	D Fir	56	26	10	F/F	H	Yes		X	Footprint- East P/L
451	D Fir	41	24	7	F/F	H	Yes		X	Footprint- East P/L
452	D Fir	50	23	9	F/P	H	Yes		X	Footprint
453	D Fir	46	23	8	F/F	H	Yes		X	Footprint
454	D Fir	60	24	11	F/F	H	Yes		X	Footprint
455	Maple	56	16	10	P/P	H	Yes		X	Footprint- half dead
456	Maple	59	16	11	P/P	H	Yes		X	Footprint- half dead
457	Maple	50	16	9	F/P	H	Yes		X	Footprint- half dead
458	Maple	52	16	9	P/P	H	Yes		X	Footprint- half dead
459	Willow	110	13	20	P/P	H	Yes		X	Footprint- half dead
460	W Pine	50	16	9	F/F	H	Yes		X	Footprint
461	D Fir	40	18	7	F/F	H	Yes		X	Footprint
462	D Fir	39	18	7	F/F	H	Yes		X	Footprint
463	D Fir	24	16	4	F/F	H	Yes		X	Footprint
464	D Fir	20	16	4	F/F	H	Yes		X	Footprint
465	D Fir	28	16	5	F/F	H	Yes		X	Footprint- 3 trees
466	Willow	36	11	6	F/P	H	Yes		X	Footprint- 2x stems
467	D Fir	40	19	7	F/F	H	Yes		X	Footprint
468	D Fir	21	17	4	F/F	H	Yes		X	Footprint
469	Cherry	48	9	9	F/P	H	Yes		X	Footprint- 2x stems
470	Apple	24	8	4	F/P	H	Yes		X	Footprint
471	Cherry	56	7	10	F/P	H	Yes		X	Footprint
472	Apple	29	6	5	F/P	H	Yes		X	Footprint
473	D Fir	27	17	5	F/F	H	Yes		X	Footprint
474	Alder	28	9	5	F/P	H	Yes		X	Footprint
475	G Fir	36	16	6	Dead	H	Yes		X	Footprint- dead

TAG #	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protected	Retain	Remove	Comments/Recommendations
476	D Fir	63	27	11	F/F	H	Yes		X	Footprint
477	D Fir	52	24	9	F/F	H	Yes		X	Footprint
478	D Fir	58	24	10	F/F	H	Yes		X	Footprint
479	D Fir	48	25	9	F/F	H	Yes		X	Footprint
480	D Fir	30	24	5	F/F	H	Yes		X	Footprint
481	Alder	37	7	7	Dead	H	Yes		X	Footprint- dead
482	D Fir	49	28	9	F/F	H	Yes		X	Footprint
483	D Fir	50	28	9	F/F	H	Yes		X	Footprint
484	D Fir	24	25	4	F/P	H	Yes		X	Footprint- dead top
485	D Fir	50	28	9	F/F	H	Yes		X	Footprint
486	D Fir	36	28	6	F/F	H	Yes		X	Footprint
487	D Fir	47	28	8	F/F	H	Yes		X	Footprint
488	D Fir	21	12	4	F/F	H	Yes		X	Footprint- east P/L
489	D Fir	39	26	7	F/F	H	Yes		X	Footprint- east P/L
490	Alder	56	18	10	P/P	H	Yes		X	Half dead
491	D Fir	59	27	11	F/F	H	Yes		X	Footprint- 2 trees
492	D Fir	37	26	7	F/F	H	Yes		X	Footprint- 2 trees
493	D Fir	43	26	8	F/F	H	Yes		X	Footprint-P/L
494	D Fir	39	26	7	F/F	H	Yes		X	Footprint- P/L
495	G Fir	45	19	8	Dead	H	Yes		X	Footprint- P/L
496	D Fir	31	21	6	F/F	H	Yes		X	Footprint- P/L
497	D Fir	50	27	9	F/F	H	Yes		X	Footprint- P/L
498	G Fir	76	27	14	Dead	H	Yes		X	Footprint- dead
499	G Fir	39	25	7	Dead	H	Yes		X	Footprint- dead
500	G Fir	39	20	7	Dead	H	Yes		X	Footprint- dead
501	D-fir	68	30	12	F/F	L/M	Yes	X	TBD	Property line - (P/L) tree - south - buffer zone
502	D-fir	60	25	11	F/F	L/M	Yes	X	TBD	Property line - (P/L) tree - south - buffer zone
503	D-fir	24	12	4	F/P	L/M	Yes	X	TBD	Property line - (P/L) tree - south - buffer zone
504	Spruce	80	31	14	F/F	L/M	Yes	X	TBD	Property line - (P/L) tree - south - buffer zone
505	D-fir	68	30	12	F/F	L/M	Yes	X	TBD	Property line - (P/L) tree - south - buffer zone
506	Spruce	52	27	9	F/F	L/M	Yes	X	TBD	Property line - (P/L) tree - south - buffer zone
507	G Fir	38	17	7	F/F	M/H	Yes	X	TBD	Property line - (P/L) tree - south - buffer zone
508	G Fir	23	16	4	F/P	M/H	Yes	X	TBD	Buried root crown
509	G Fir	25	14	5	P/P	H	Yes		X	Heavy decline - upper canopy
510	Poplar	31	20	6	F/P	H	Yes		X	Plus 2 dead fir trees
511	Maple	33	17	6	F/F	H	Yes		X	South property line
512	D-fir	34	17	6	F/F	H	Yes		X	South property line
513	D-fir	58	23	10	F/F	H	Yes		X	South property line
514	Willow	31	14	6	P/P	H	Yes		X	South property line- 1/2 dead
515	D-fir	49	27	9	F/F	M/H	Yes	X	TBD	South property line
NT	Willow	41	17	7	Dead	L/M	Yes		X	South property line
516	D-fir	90	12	16	F/P	L/M	Yes	X	TBD	2x stem- south property line- on property line
517	D-fir	29	16	5	F/F	L/M	Yes	X	TBD	South property line
518	D-fir	31	19	6	F/F	L/M	Yes	X	TBD	South property line
519	D-fir	26	19	5	F/F	L/M	Yes	X	TBD	South property line
520	D-fir	36	19	6	F/F	L/M	Yes	X	TBD	South property line
521	D-fir	31	19	6	F/F	L/M	Yes	X	TBD	South property line- in fencing
522	Maple	30	16	5	Dead	L/M	Yes	X	TBD	South property line- 2x stem at 5 m

TAG #	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw	Retain	Remove	Comments/Recommendations
							Protect ed			
523	D-fir	22	15	4	F/F	L/M	Yes	X	TBD	South property line
524	Maple	23	14	4	F/F	L/M	Yes	X	TBD	South property line
525	D Fir	23	14	4	F/P	L/M	Yes	X	TBD	Plus 1 G Fir- south property line
526	D Fir	30	15	5	F/F	L/M	Yes	X	TBD	South property line
527	D Fir	20	22	4	F/F	L/M	Yes	X	TBD	Plus 1 50 cm D Fir- branches
528	D Fir	23	21	4	F/F	L/M	Yes	X	TBD	South property line
529	D Fir	24	21	4	F/F	L/M	Yes	X	TBD	South property line
530	D Fir	50	21	9	F/F	L/M	Yes	X	TBD	South property line
531	D Fir	32	30	6	F/F	L/M	Yes	X	TBD	Plus 1 fir 29cm - south property line
532	D Fir	27	24	5	F/F	L/M	Yes	X	TBD	Not these- south property line
533	D Fir	39	24	7	F/F	L/M	Yes	X	TBD	Not these- south property line
534	D Fir	34	24	6	F/F	L/M	Yes	X	TBD	Not these- south property line
535	D Fir	46	24	8	F/F	L/M	Yes	X	TBD	Not these- south property line
539	D Fir	47	24	8	F/F	L/M	Yes	X	TBD	Not these- south property line
537	D Fir	29	24	5	F/F	L/M	Yes	X	TBD	Not these- south property line
538	D Fir	33	21	6	F/F	L/M	Yes	X	TBD	South property line
539	D Fir	29	24	5	F/F	L/M	Yes	X	TBD	South property line
540	D Fir	31	24	6	F/F	L/M	Yes	X	TBD	Clump of 4 firs- 21,22 & 18cm South property line
541	D Fir	30	29	5	F/F	L/M	Yes	X	TBD	South property line
542	D Fir	36	23	6	F/F	L/M	Yes	X	TBD	South property line
543	D Fir	33	19	6	F/F	L/M	Yes	X	TBD	South property line
544	D Fir	42	23	8	F/F	L/M	Yes	X	TBD	South property line
545	D Fir	38	22	7	F/F	L/M	Yes	X	TBD	South property line
546	D Fir	71	29	13	F/F	L/M	Yes	X	TBD	South property line- plus 1 fir 20 cm
547	D Fir	49	29	9	F/F	L/M	Yes	X	TBD	South property line- plus 1 fir 67 cm
548	D Fir	22	16	4	F/F	L/M	Yes	X	TBD	South property line
549	D Fir	47	23	8	F/F	L/M	Yes	X	TBD	South property line
NT	D Fir	80	30	14	F/F	L	Yes	X	TBD	South property line- plus 1-76cm- property line
550	D Fir	41	23	7	F/F	L/M	Yes	X	TBD	South property line
551	D Fir	22	19	4	F/F	L/M	Yes	X	TBD	South property line
552	D Fir	52	23	9	F/F	L/M	Yes	X	TBD	South property line- plus 1 at 31 cm
553	D Fir	37	23	7	F/F	L/M	Yes	X	TBD	South property line
554	D Fir	53	23	10	F/F	L/M	Yes	X	TBD	South property line
555	D Fir	89	36	16	F/F	L/M	Yes	X	TBD	South property line
556	G Fir	27	15	5	F/F	M/H	Yes		X	Footprint
557	G Fir	61	28	11	F/F	H	Yes		X	Footprint
558	D Fir	50	28	9	F/F	H	Yes		X	Footprint
559	D Fir	50	25	9	F/F	H	Yes		X	Footprint
560	D Fir	31	23	6	F/F	H	Yes		X	Footprint
561	G Fir	26	14	5	F/P	H	Yes		X	Footprint
562	D Fir	31	23	6	F/F	H	Yes		X	Footprint
563	D Fir	50	22	9	F/F	H	Yes		X	Footprint
564	G Fir	36	18	6	F/P	H	Yes		X	Footprint
565	Heather	22	12	4	F/P	H	Yes		X	Stump spread
566	??	24	16	4	F/F	H	Yes		X	Stump spread
567	D Fir	27	17	5	F/P	H	Yes		X	Hanger/leaning into tree
568	D Fir	32	18	6	F/P	M	Yes		X	S/E corner at fence- 1 m

TAG #	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw	Retain	Remove	Comments/Recommendations
							Protected			
569	D Fir	51	27	9	F/P	M	Yes	X	TBD	S/E corner at fence- 1 m
570	Maple	46	15	8	F/P	M	Yes	X	TBD	S/E corner at fence- 1 m
571	Maple	21	21	4	F/P	M	Yes	X	TBD	East property line
572	Maple	20	20	4	F/P	M	Yes	X	TBD	East property line
573	D Fir	29	29	5	f/f	M	Yes	X	TBD	East property line
574	D Fir	36	36	6	F/P	M	Yes	X	TBD	Footprint and 1 hemlock
575	D Fir	42	42	8	F/F	M	Yes	X	TBD	East property line
576	D Fir	40	40	7	F/F	M	Yes	X	TBD	East property line
577	Maple	27	27	5	F/F	M	Yes	X	TBD	East property line
578	D Fir	37	37	7	F/F/P	M	Yes	X	TBD	East property line
579	D Fir	36	36	6	F/F	M	Yes	X	TBD	East property line
580	D Fir	35	35	6	F/F	M	Yes	X	TBD	East property line
581	D Fir	50	50	9	F/F	M	Yes	X		East property line
582	D Fir	39	39	7	F/P	H	Yes	X		Footprint
583	Maple	75	75	14	F/P	H	Yes	X		Footprint- 2x stem
584	G Fir	24	24	4	F/P	H	Yes	X		Footprint
585	D Fir	47	47	8	F/F	H	Yes	X		Footprint
586	G Fir	32	32	6	P/P	H	Yes	X		Footprint- 1/2 dead
587	D Fir	31	31	6	F/P	H	Yes	X		Footprint- broken top
588	Fir	33	33	6	F/P	H	Yes	X		Footprint
589	Fir	34	34	6	F/P	H	Yes	X		Footprint
590	D Fir	56	56	10	F/F	H	Yes	X		Footprint
591	G Fir	33	33	6	F/P	H	Yes	X		Footprint
592	D Fir	39	39	7	F/F	H	Yes	X		Footprint
593	D Fir	42	42	8	F/F	H	Yes	X		Footprint
594	G Fir	20	11	4	F/P	L/M	Yes	X	TBD	East property line
595	D Fir	49	26	9	F/F	L/M	Yes	X	TBD	East property line
596	D Fir	77	19	14	F/F	H	Yes	X		Footprint
597	D Fir	25	19	5	F/F	H	Yes	X		Footprint
598	D Fir	31	21	6	F/P	H	Yes	X		Footprint
599	D Fir	32	21	6	F/P	H	Yes	X		Footprint
600	D Fir	33	24	6	F/P	H	Yes	X	TBD	Footprint
601	D Fir	38	24	7	P/P	H	Yes	X		Footprint
602	D Fir	42	26	8	F/F	L/M	Yes	X	TBD	S/E corner
604	Maple	29	14	5	F/P	L/M	Yes	X	TBD	S/E corner
603	D Fir	42	26	8	F/F	L/M	Yes	X	TBD	S/E corner
605	Maple	24	9	4	F/P	L/M	Yes	X	TBD	S/E corner
606	Maple	26	18	5	F/F	L/M	Yes	X	TBD	S/E corner
607	Maple	20	11	4	F/P	L/M	Yes	X	TBD	South property line
608	D Fir	37	23	7	F/F	L/M	Yes	X	TBD	South property line
609	D Fir	96	33	17	F/F	M	Yes	X	TBD	Possible footprint
610	G Fir	40	14	7	F/P	M/H	Yes	X		Footprint
611	Maple	39	14	7	P/P	M/H	Yes	X		Footprint
612	Spruce	105	38	19	F/F	H	Yes	X		Footprint
613	Spruce	89	56	16	F/F	H	Yes	X		Footprint
614	Poplar	48	26	9	F/F	H	Yes	X		Footprint
615	Poplar	29	25	5	F/F	H	Yes	X		Footprint
616	Poplar	49	22	9	F/F	H	Yes	X		Footprint
617	Poplar	22	16	4	F/F	H	Yes	X		Footprint
618	Maple	36	16	6	F/P	H	Yes	X		Footprint
619	Maple	31	18	6	F/P	H	Yes	X		Footprint
620	Maple	49	17	9	P/P	H	Yes	X		Footprint- plus 1 dead at 32 cm
621	Maple	110	18	20	F/P	H	Yes	X		Footprint- 5x stem

TAG #	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protected	Retain	Remove	Comments/Recommendations
622	Willow	60	14	11	P/P	H	Yes		X	Footprint- 2x stem- cavity
623	D Fir	39	17	7	F/P	H	Yes		X	Footprint- leaner
624	D Fir	41	19	7	P/P	H	Yes		X	Footprint- 3 fir 22,24cm & maple 21cm
625	Poplar	56	24	10	F/F	H	Yes		X	Footprint
626	Maple	41	14	7	F/P	H	Yes		X	Footprint- dead top
627	D Fir	31	14	6	F/P	H	Yes		X	Footprint
628	Maple	31	12	6	P/P	H	Yes		X	Footprint
629	D Fir	28	12	5	F/F	H	Yes		X	Footprint
630	Maple	70	16	13	P/P	H	Yes		X	Footprint- 4x stem
631	D Fir	41	18	7	F/F	H	Yes		X	Footprint
632	D Fir	36	21	6	F/P	H	Yes		X	Footprint
633	D Fir	30	21	5	F/P	H	Yes		X	Footprint
634	D Fir	30	21	5	F/P	H	Yes		X	Footprint
635	Maple	31	16	6	P/P	H	Yes		X	Footprint
636	Maple	28	20	5	F/P	H	Yes		X	Footprint
637	G Fir	67	34	12	F/F/P	L/M	Yes	X	TBD	Reference west property line
638	Maple	56	12	10	P/P	L/M	Yes	X	TBD	1/2 dead
639	Maple	23	16	4	F/P	H/M	Yes		X	Footprint- west property line
640	Maple	26	16	5	F/P	H/M	Yes		X	Footprint- west property line
641	Maple	24	15	4	F/P	H	Yes		X	Footprint
642	Maple	49	16	9	F/P	H	Yes		X	Footprint- 2x stem
643	G Fir	51	23	9	F/P	H	Yes		X	Footprint- 1/2 dead
644	G Fir	53	23	10	F/P	H	Yes		X	Footprint- 1/2 dead
645	Maple	79	13	14	F/P	H	Yes		X	Footprint- 2x stem- hanging toys
646	Maple	41	18	7	F/P	H	Yes		X	Footprint- 2x stem- hanging toys
647	Maple	70	23	13	F/P	H	Yes		X	Footprint- declining top
648	D Fir	51	20	9	F/F	H	Yes			Footprint
649	G Fir	61	22	11	F/F	H	Yes		X	Footprint
650	Maple	60	26	11	F/F	H	Yes		X	Footprint
651	D Fir	40	26	7	F/F	H	Yes	X	TBD	Footprint- reference- 3 firs 26 and 18cm
652	Maple	71	23	13	F/P	H	Yes	X	TBD	Footprint
653	G Fir	35	14	6	F/F	H	Yes		X	Footprint
654	D Fir	68	24	12	F/F	H	Yes	X	TBD	Footprint
655	D Fir	41	23	7	F/F	M/H	Yes		X	Partial footprint
656	Maple	73	20	13	P/P	M/H	Yes		X	Remove - extensive decay
657	D Fir	60	27	11	F/F	M	Yes	X	TBD	West property line
658	G Fir	26	14	5	F/F	M	Yes	X	TBD	West property line
659	G Fir	26	14	5	F/F	M	Yes	X	TBD	West property line
660	D Fir	49	26	9	F/F	M	Yes	X	TBD	west property line
661	D Fir	59	26	11	F/F	L/M	Yes	X	TBD	West property line- P/P reference
662	D Fir	67	29	12	F/F	M/H	Yes		X	Footprint
663	D Fir	31	17	6	F/F	M	Yes	X	TBD	Footprint
664	D Fir	64	23	12	F/F	M	Yes	X	TBD	Footprint
665	D Fir	72	29	13	F/F	M	Yes	X	TBD	Footprint
666	D Fir	53	23	10	F/P	L/M	Yes	X	TBD	South property line
667	Dogwood	24	9	4	F/P	L/M	Yes	X	TBD	South property line
668	Alder	34	14	6	F/P	L/M	Yes	X	TBD	South property line
669	D Fir	26	21	5	F/F	L/M	Yes	X	TBD	South property line
670	Maple	70	20	13	F/P	L/M	Yes	X	TBD	West property line- S/W corner
671	D Fir	30	15	5	F/F	L/M	Yes	X	TBD	West property line-S/W corner

TAG #	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Impact L,M,H	Bylaw Protected	Retain	Remove	Comments/Recommendations
672	D Fir	127	40	23	F/P	L/M	Yes		X	Phaeolus schweinitzii active- edge tree leaning into residential targets
673	Maple	57	22	10	F/P	L/M	Yes	X	TBD	Possible footprint- poor structure
674	Maple	79	22	14	F/P	L/M	Yes	X	TBD	Possible footprint- poor structure
675	D Fir	59	26	11	F/F	M/H	Yes		X	Footprint
676	D Fir	56	26	10	F/F	M	Yes	X	TBD	Footprint
677	D Fir	55	26	10	F/F	M	Yes	X	TBD	Footprint
678	D Fir	23	18	4	F/F	M	Yes	X	TBD	Footprint
679	D Fir	32	22	6	F/F	M	Yes	X	TBD	Footprint
680	G Fir	59	20	11	F/F	L/M	Yes	X	TBD	South property line
681	D Fir	97	33	17	F/F	L/M	Yes	X	TBD	South property line
682	D Fir	70	30	13	F/F	L/M	Yes	X	TBD	South property line
683	D Fir	59	27	11	F/F	L/M	Yes	X	TBD	South property line
684	Alder	42	14	8	F/F	L/M	Yes	X	TBD	South property line
685	D Fir	40	20	7	F/P	L/M	Yes	X	TBD	South property line
686	D Fir	27	14	5	F/P	L/M	Yes	X	TBD	South property line
687	D Fir	27	14	5	F/P	L/M	Yes	X	TBD	South property line
689	Maple	43	15	8	F/P	M	Yes	X	TBD	South property line
688	G Fir	53	23	10	F/P	M	Yes	X	TBD	South property line
690	G Fir	69	26	12	F/F	H	Yes		X	Footprint
691	Maple	70	20	13	F/P	H	Yes		X	Footprint
692	G Fir	39	16	7	F/P	H	Yes		X	Footprint- dead top

390 Trees – Approximate Inventory – Hector Road Site

140 Tree – Tree Retention - TBD (To Be Determined)

Tree Tags – Yellow center hole tags were utilized for the tree inventory. Series Numbers #307 to #692.

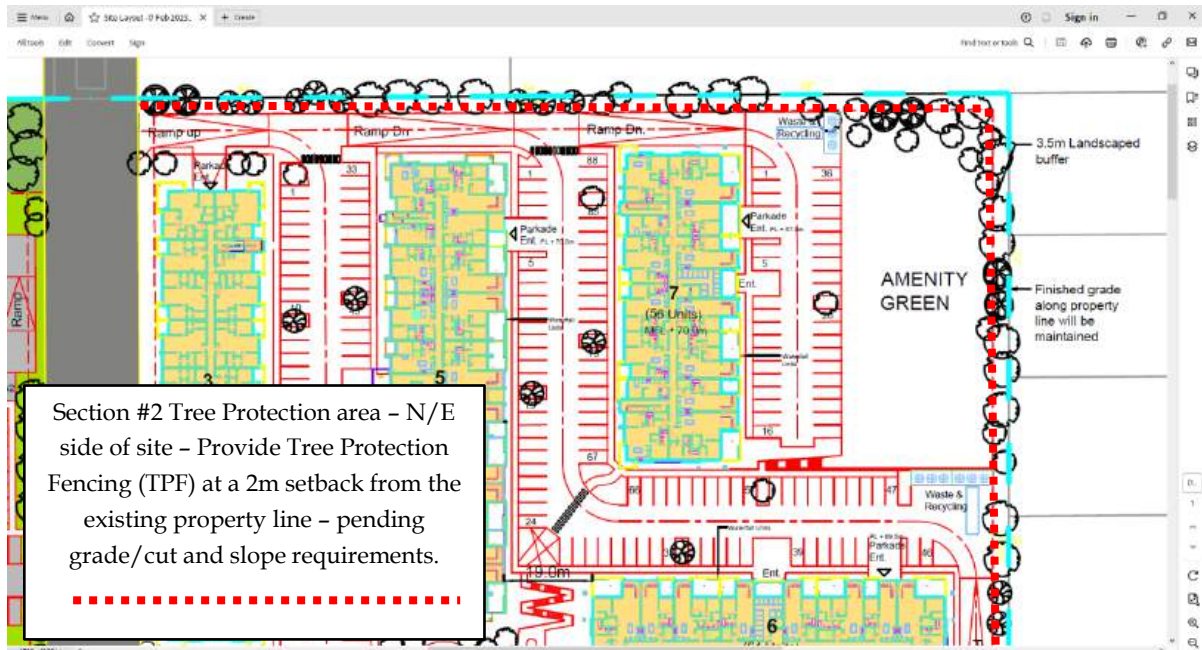
NT = No Tag NT1, NT2, NT3, etc.

Tree Protection Plan (TPP) Aspen Road - Section #1



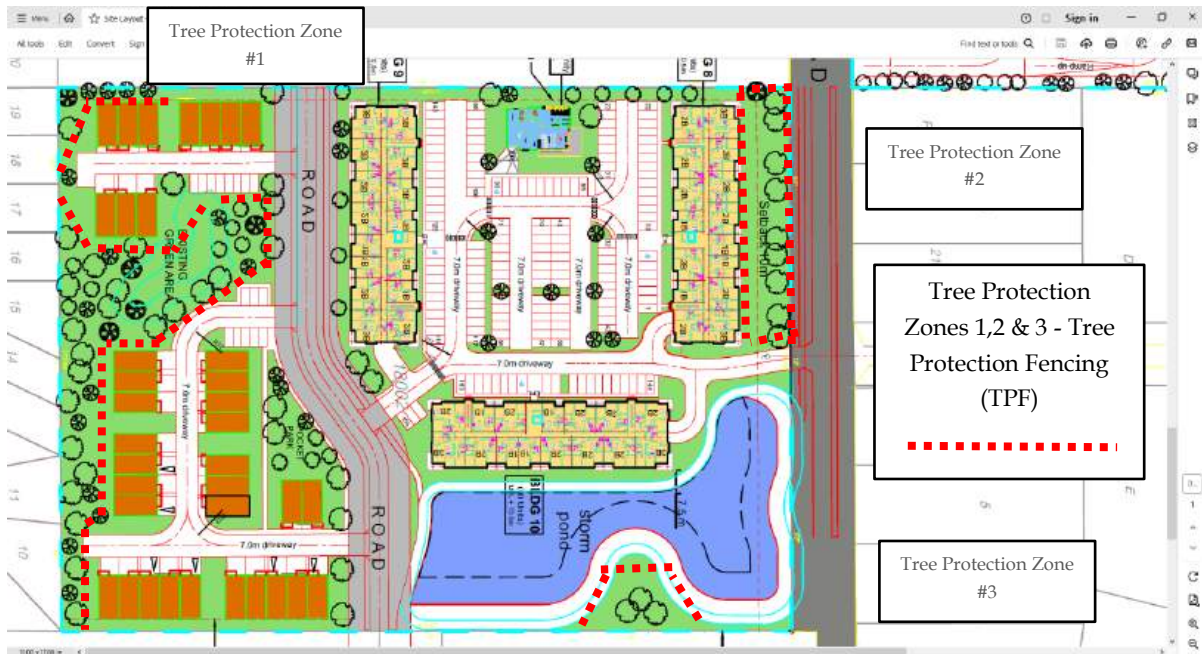
Residential properties align the north west side of this site. The use of tree protection mitigation and arborist monitoring is highly recommended to reduce root and soil impacts to offsite private trees. In this case a 20m Green Way has been proposed. Currently positioned within the Green Way several large trees align the property line. We believe that these trees can be retained and preserved to be incorporated in the landscape design.

Tree Protection Plan (TPP) Aspen Road - Section #2



Residential properties align the north east side of this site. The use of tree protection mitigation and arborist monitoring is highly recommended to reduce root and soil impacts to offsite private trees. The proposed 3.5m setback will more than likely impact off site tree root zones. In this case we recommend that site servicing and clearing (excavation) operations be monitored and assessed by the Project Arborist when working along the 3.5m setback buffer.

Tree Protection Plan (TPP) Hector Road - Zones #1, #2 & #3



Residential properties align the south side of this site. The use of tree protection mitigation and arborist monitoring is highly recommended to reduce root and soil impacts to offsite private trees. The proposed “Existing Green Area” (TPZ#1) can incorporate several establish trees. This area of the site should be protected and reassessed during Development Permit stage of the project. The front of the site has been proposed to include a 10m setback off the property line (Hector Road). The front setback would be ideal for the retention of existing trees. In this case we recommend that site servicing and clearing (excavation) operations be monitored and assessed by the Project Arborist when working along the 4.5m (west), 3.0m (east) and 10m (north) setback buffer. Tree Protection mitigation (Fencing) along the sedge of each setback area is highly recommended.

General Assumptions

- Pending grade and elevation requirements our report is dynamic and therefore exact tree counts, positioning and impact evaluations are relevant to site observations made in 2021 and spring 2023.
- The Aspen Road site appears to have been utilized for materials staging and development purposes. In this case we did not observe the use of tree protection mitigation and therefore we assume that our client will be subjected to similar policies when attempting to develop each site.
- We assume our client will have the ability to incorporate portions of green space which include several existing trees through the proposed green space, 10m & 20m setback areas. It is within these areas of the site where tree protection and monitoring is critical for tree retention.

Tree Protection Plan (TPP) – Site Specific

- Provide Tree Protection Fencing as per Project Arborist Recommendations.
- Utilize the Town of Comox Tree Protection Fencing guidelines and ensure that the fence is posted with visible signage indicating “Tree Protection Zone” – “Do not Enter”.
- Provide Project Arborist to assess and supervise any excavation requirements which could impact trees identified for retention and/or protection.
- Project arborist to assess the movement and positioning of TPF if temporary movement is required. Town of Comox Staff to be notified when TPF is moved or repositioned.
- Staging Areas will be identified at the Development Permi Stage of the project. Developer to ensure that all materials are staged and stored in Staging Area.
- Root Armouring could be required in the primary impact zone – ¾ inch plywood sheeting may be utilized. Project Arborist t determine upon completion of TPFing install and/or the building permit stage of the proposed project. **Pending localized tree assessment for individual trees in this case.**
- Project Arborist to provide Post demolition/clearing and Impact Assessment Memo to Town of Comox Staff within a reasonable timeline. Pending Building permit stage proposal. Edge trees to be reassessed for potential liability when dealing with newly exposed trees.

Tree Protection Plan – General Notes

- i. Provide a detailed sign specifying that tree protection measures are in place and will be followed during the project. Fines will be posted for malicious acts and can be placed on individuals who disregard the tree protection plan and its guidelines. Signs will be placed at each entrance of the project detailing what is expected when working in potentially high impact tree protection zones.
- ii. Provide tree protection fencing for all trees identified with protection requirement in this report. This fencing shall be four (4ft) feet in height and made of orange plastic. If required, header and footer boards will be used to secure the protective fencing. Use the Town of Comox tree protection specifications.
- iii. Tree protection and root protection signs will be placed on the fencing. No entry will be allowed, unless specified by the project arborist and in their presents while on site.
- iv. Restrict vehicle traffic to designated access routes and travel lanes to avoid soil compaction and vegetation disturbances.
- v. Make all necessary precautions to prevent the storage of material, equipment, stockpiling of aggregate or excavated soils within tree protection areas. No dumping of fuels, oils or washing of concrete fluids will be allowed in tree protection zones.
- vi. Provide an onsite arborist when a risk of root damage, root cutting or limb removal is required within the tree protection zone.
- vii. Avoid alterations to existing hydrological patterns to minimize vegetation impacts to the site.
- viii. The use of a project arborist is required to provide layout of tree protection zones. The project arborist(s) will provide pre-construction information to all parties involved with the project. The arborist must be notified 72hrs prior to construction activities in sensitive areas. The project arborist should be used to provide root and branch pruning when diameters are greater than 6cm.
- ix. At no time will tree protection zones be removed from the project unless approved by the project arborist.

Each tree protection zone must be absent & clear of all construction materials and/or equipment. At no time can the fence be taken down unless the Project Arborist is contacted and approval is given. The Project Arborist must assess and assist fence removal and combined impacts which are require for construction completion. Michael Butcher 250.893.9056 – 72 hours’ notice required.

Excavation Process and Recommendation for Tree Root Zones

1. Provide and schedule Project Arborist to assess site prior to construction.
2. Inventory and identify trees and hazards which could complicate excavation process.
3. Utilize hand tools and cutting equipment when large tree roots are anticipated.
4. Provide small rubber tracked excavation equipment which will reduce soil compaction.
5. Excavator operator must be well informed about dig site and goal to complete project.
6. Use shallow excavation sweeps across the site to establish a depth which roots can be easily identified. (3cm to 5cm in depth of soil for each sweep across the soil face)
7. Roots greater than 6cm in diameter should be preserved and inspected by the Project Arborist. The project arborist shall determine if roots maybe pruned or cut
8. All roots greater than 6cm in diameter should be identified and documented for project records
9. Photos are highly recommended for documentation purposes.
10. **Hand digging and the use of alternative soil removal techniques may be required. Each tree and/or species profile had different demands when excavation is required. Soil profile, rock and grade formations must be considered. Hydro Excavation, Air Excavation and Boring are alternative excavation techniques.**

Role of the Project Arborist

As well as creating the Tree Preservation Plan, the Project Arborist must be on site to supervise work within or immediately adjacent to the tree protection areas identified on the attached tree plan.

The Project Arborist will be present to supervise landscaping operations and activity within the tree protection areas.

At completion of the project, the Project Arborist will confirm that any tree protection or remediation related deficiencies have been addressed by the owner and building contractor. Once all deficiencies (if any) have been remedied, the Project Arborist shall prepare a letter to the Town of Comox confirming completion of the project.

The following is a summary of important roles of the Project Arborist.

- A site meeting is required prior to the commencement of works adjacent to Tree Protection Zones to discuss the preservation plan prior to work commencing on site. **It is the responsibility of the Client to schedule a pre-work site meeting. *72 hrs Notice Required. SSFC 250-893-9056***
- The meeting will review the Tree Protection Plan, Tree Protection Zones and the specific measures required to protect the trees during the site preparation, construction and landscape phases of construction.
- The Project Arborist will inspect the Tree Protection Fencing and any other tree protection measures prior to a tree permit being issued by the City and prior to work commencing on site.

- The Project Arborist will be on site during the following work within or immediately adjacent to the Tree Protection Areas as indicated on the attached Site Plan:
 - ❖ demolition
 - ❖ grading
 - ❖ excavation
 - ❖ rock removal or blasting
 - ❖ trenching for underground services and utilities
 - ❖ preparation of grade for the proposed driveways and parking areas
 - ❖ site inspections to insure adherence to Tree Protection Measures

Tree Information – Biometrics

DBH - Diameter Breast Height - Calculated at 1.41 m above grade on tree stem

PRZ - Protected Root Zone, (calculated at a ratio of 1:12) 50cm DBH = 6m PRZ

CRZ - Critical Root Zone, (calculated at a ratio of 1:6) 60cm DBH = 4m CRZ

50cm DBH = 3m CRZ

Condition - P= Poor, F=Fair, G=Good

Footprint = Excavation edge along the outside of building envelope on grade. Over excavation is expected and can be up to a 1.5m distance from the outside of the proposed footprint edge.

Impact Zone = Constructive area, estimated at 0-1.5m outside the proposed building footprint.

Impact Levels - L (Low), M (Moderate), H (High)

Bylaw Protected - Trees identified which meet the Town of Comox Tree Bylaw Protection criteria.

cherry species (*Prunus sp.*)

Garry Oak (*Quercus garryana*)

Douglas-fir (*Pseudotsuga menziesii*)

willow species (*Salix sp.*)

red alder (*Alnus rubra*)

Western white pine (*Pinus monticola*)

Lodgepole pine (*Pinus contorta*)

grand fir (*Abies grandis*)

poplar species (*Populus sp.*)

big leaf maple (*Acer macrophyllum*)

Western cedar (*Thuja plicata*)

Western dogwood (*Cornus nuttallii*)

apple species (*Malus sp.*)

plum species (*Prunus sp.*)

Tree Assessment Condition Rating

- Good - A tree specimen which is exempt defects, branch dieback, moderate insect and fungal identification. This tree has evenly distributed branching, trunk development and flare. The root zone is undisturbed, leaf, bud and flower production and elongation are normal for its distribution.
- Fair - A tree specimen which has minor defects, branch dieback, previous limb failure, identification of cavities and insect, or fungal identification. This tree has multiple (2-3) primary stem attachments; previous utility pruning, callus growth and poor wound wood development. Minor root girdling, soil heave and identifiable mechanical damage to the root flare or root zone.
- Poor- A tree specimen where 30-40% of the canopy is identifiably dead, large dead primary branching, limited leaf production, bud development and stem elongation. Limb loss or failure, and heavy storm damage leading to uneven weight distribution. Large pockets of decay, multiple cavities, heavy insect and fungal infection. Root crown damage or mechanical severing of roots. Root plate shifting, heavy lean and movement of soil.
- Dead- Tree has been observed to be dead with no leaf, foliar and bud development. No stump sprouts and root suckers are present.

Arborist Disclosure Statement:

Arborist are tree specialists who use their education, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risks.

Arborist cannot detect every condition that could possibly lead to structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below the ground.

Arborist cannot guarantee that the tree will be healthy and safe under all circumstances, or for a specific period of time. Trees are dynamic specimens, not static. Changes in conditions including the environment are unknown.

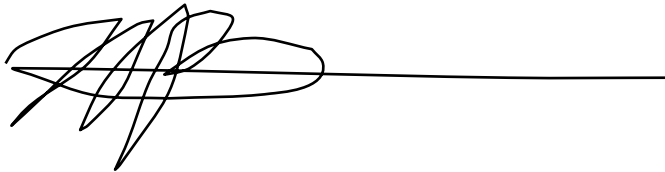
Remedial treatments cannot be guaranteed.

Trees can be managed, but they cannot be controlled. The only way to eliminate all risk is to eliminate all trees.

Michael Butcher - Consulting Arborist

Michael Butcher- President
SouthShore Forest Consultants
BSc Forestry
ISA-ON-0583A
TRAQ-#1401
Certified Tree Appraiser
250.893.9056

GST # 777095324 RC001
Work Safe BC # 968408
Incorporation # BC1069996
BC SEBASE Safe Certified #5200066

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal line extending to the right.

ATTACHMENT 6

REFERRAL RESPONSES

The Town referral advised the agencies that if no reply was received by May 31, 2024, the Town would assume that the agency has no concerns. Noted in the table are requests for extension. Some of the responses contain detailed information that would not fit in a summary table, and therefore are attached in their entirety.

In accordance with Town procedures, copies of the referral responses were provided to the applicant as part of Development Review Team letter in June 2024.

Referred to Agency:	Response
BC Assessment Authority	Automatic response – referral received
BC Hydro	<p>Modifications to the BC Hydro system will be necessary to extend the electrical system to this development. BC Hydro will need to complete a thorough system study and design to provide a cost estimate for this work. The developer must submit an application for service with our BC Hydro Express Connect Department by phone at 1-877-520-1355 or online. Approximate design and construction lead times will be provided at the time of application.</p> <p>Servicing this development may require infrastructure that has a large footprint. The location of this equipment may significantly influence the design of your building; it may need to be placed on private property. Upon receipt of your application for service, we will provide more details on the design challenges.</p>
BC Transit	<p>There are no recommendations related to the proposed use and proposed densities of the development in question.</p> <p>The following recommendations relate to the proposed design of the development, and how it may be altered to better integrate with existing or future transit service, in addition to how design changes may improve ridership or modal split numbers.</p> <ol style="list-style-type: none"> 1. Offsite pedestrian connections to the nearest bus stops – Ensure that the sidewalk along the east side of Aspen Rd. extends along the development’s frontage on this road. 2. Onsite pedestrian connections to public pedestrian facilities – The roads within the development that have townhomes only include sidewalks on one side of the road. There should be sidewalks throughout the development, like the 4-storey buildings to the north. Sidewalks throughout the development are also crucial as some units will be greater than 400m from the nearest bus stop. Pedestrian accessibility must be safe and efficient throughout to minimize this distance and maximize safety and ease of use.

U:\Dev App\2024\OCP RZ\RZ 24-3 2123 Hector Rd\Reports\1-RCM RZ 24-3_2123 Hector Rd_1 and 2 Read_02.10.2024_schedule and attachments.docx

Staff Report to Mayor and Council, October 2, 2024
RZ 24-3

Canada Post	If approved and to proceed centralised mail delivery will be required (apartments may require developer lock boxes/townhomes require community mailbox). We request the developer contact us in advance to plan requirements and locations that are too standard & don't conflict with other utilities.
CVRD – staff level	The CVRD requested an extension, but has not submitted a response as of the date of writing this report.
CV Land Trust	These are substantial unknowns and uncertainties which we need expert advice on before this project goes ahead. NOTE: a complete copy of this referral response is included on the next pages
City of Courtenay	The proposed land use is consistent with our closest surrounding uses along Macdonald Road. The City supports infill purpose built rental housing. If they could facilitate a connection to the Idiens greenway through this development, that would supported by the Parks and Recreation Master Plan Trail recommendations. NOTE: a complete copy of this referral response is included on the next pages
Emterra Environmental	Not received
Fortis BC	With respect to the above noted file, FortisBC Energy Inc. (Gas) has reviewed the subject proposal and has no objections or concerns.
K'omoks First Nation	The aforementioned address is outside of the KFN Area of Potential and does not require a CHIP.
19 Wing Comox, DND and NAV Canada	Land Use file number is 24-1550. Please reference this number for all transactions on this submission. NOTE: a DND response letter dated June 13, 2024 advised that the project contravenes the Comox Airport regulations, SOR 80-803. However, as of the date of writing this report, DND confirmed that a height exemption order CAZR-2024-01 has been signed and the subject property is within area where height restriction of 25.0 metres (above the current grade) has been established.

Staff Report to Mayor and Council, October 2, 2024
RZ 24-3

Transport Canada Civil Aviation	No comments / concerns from Transport Canada.
Ministry of Water, Land, and Resource Stewardship	NOTE: a complete copy of this referral response is included on the next pages
RCMP	Not received
School District SD71	The SD has no concerns. NOTE: in relation to Anderton Corridor concept plan and OCP amendment referrals, the SD71 previously submitted a letter confirming that a new elementary school for approximately 400 student will be required in the area and that recommended land for such school is approximately 2.3 hectares.
School District 93 Francophone	Not received
Shaw Cable	Not received
Telus	Not received
Ministry of Transportation and Infrastructure (MOTI)	MoTI File 2024-03260 The Ministry (MoTI) has no objections to the proposed rezoning and offers the following comments: A TIA should be completed to determine: <ul style="list-style-type: none"> • if there are any improvements required to nearby intersections that will be affected by the increased traffic volume as a result of the proposed development. • Any roads within MoTI jurisdiction require upgrading or improvement. Construction of any roads within MoTI jurisdiction shall be in accordance with MoTI Standard Specifications. Town of Comox to ensure a Land Development Drainage Plan/ SWMP is in place that meets or exceeds the requirements of section 1000 – BC Supplement to TAC Design Guide

From: [Francoise Gervais](#)
To: [Regina Bozerocka](#)
Subject: Re: Comox Referral RZ 24-3, 2123 Hector Rd (Broadstreet)
Date: June 5, 2024 12:54:32 PM
Attachments: [image002.png](#)
[image003.png](#)
[image001.png](#)
[Aspen-Hector-AltPlan-KD_WM_JM.jpg](#)

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Hello,

Thank you for the opportunity to provide comments on the recent Rezoning Application at 2123 Hector Road. As an organization dedicated to the conservation of natural habitats in the Comox Valley, we have significant concerns regarding the proposed development by Broadstreet Properties.

After consulting with some of our partners who are more active in this area, we were informed that an alternate Site Plan has been created by local biologists. We believe there is valuable input in this design that aims to better protect the wetlands, retain trees through a natural trail network, and preserve the rural atmosphere of the community. We recommend you consider this alternate plan (see attached).

Here is a summary of some of the concerns and recommendations that have been shared with us:

1. High Probability of Impact to Wetlands:

- A Red-listed wetland described as a Trembling Aspen, Pacific Crab Apple, Slough Sedge swamp has been identified on the property. We recommend that the Town of Comox seek the professional guidance of a Wetland Hydrologist to determine appropriate setbacks to protect this wetland.

2. Negative Impacts to Artifacts and/or Environment without a Secured Monetary Retainer or Compensation Determined:

- A monetary retainer or negotiated compensation should be determined in advance of development to deter impacts on environmentally sensitive lands or features.

3. High Probability of the Introduction of Invasive Species with Limited to No Future Management Plan in Place:

- Broadstreet's stormwater detention plan could lead to the introduction of invasive species. We recommend the Town of Comox to request an Invasive Animal and Plant Management Plan and cost estimates for invasive species removal.

4. Loss of Natural Green Space, Wildlife Corridors, and Buffers:

- The proposed Site Plan by Broadstreet retains a minimal portion of land as green space. We recommend incorporating the alternate site plan, which includes a network of forest trails around the wetlands to retain more existing

natural vegetation and better protect the hydrology of the area.

5. The Rezoning Application Should Not Be Approved Without the Requirement for a Public Hearing and Other Options for Public Input/Consultation:

- Given the potential impact on sensitive ecosystems and archaeological sites, we recommend that the Town of Comox continue with the public hearing process to ensure developers remain accountable for addressing public concerns.

6. Third-party Environmental Monitoring and Review of Environmental Impact Assessments:

- Since this represent a large-scale development project, we recommend retaining a Registered Professional Biologist (RPBio) and Technician with experience in sensitive ecosystems and wildlife assessments to conduct further assessments and monitoring of the site. Additionally, a third-party review of full Environmental Impact Assessments should be completed by RPBio(s) recommended to the Town of Comox and separate from the client.
- We would also strongly recommend referring to the BC Government's "Develop with Care" document. It is widely used by other local governments in the valley and is well recognized. It has been prepared for use by local governments, the development community, landowners, and environmental organizations as a comprehensive guide to maintaining environmental values during the development of urban and rural lands.

Finally, we feel we could provide more substantial recommendations if we could review the full version of the Environmental Impact Assessment report.

If you have any questions or require further information, please feel free to reach out to us. Could you please confirm upon receipt of this email?

Thank you for your attention to this matter, and on behalf of the Comox Valley Conservation Partnership we would like to express our appreciation for your commitment to sustainable and environmentally conscious development in our community.



From: Regina Bozerocka <rbozerocka@comox.ca>

Date: Wednesday, June 5, 2024 at 11:28 AM

To: Francoise Gervais <francoise@cvlandtrust.ca>

Subject: RE: Comox Referral RZ 24-3, 2123 Hector Rd (Broadstreet)

It is not, thank you.

Regina Bozerocka

Planner II



Development Services Department
250 331 6462 rbozerocka@comox.ca
250 339 2202
Town of Comox
1809 Beaufort Avenue, Comox B.C. V9M 1R9
comox.ca

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Comox respectfully acknowledge that the land on which we gather and work is on the unceded traditional territory of the K'ómoks First Nation, the traditional keepers of this land.

From: Francoise Gervais <francoise@cvlandtrust.ca>
Sent: Wednesday, June 5, 2024 10:37 AM
To: Regina Bozerocka <rbozerocka@comox.ca>
Subject: Re: Comox Referral RZ 24-3, 2123 Hector Rd (Broadstreet)

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Good morning Regina,

I am ready to send you some others recommendations we have received but I would like to have our executive director review it first. If I send the recommendations by 14:00 today is it too late? Would it give enough time to the council ?

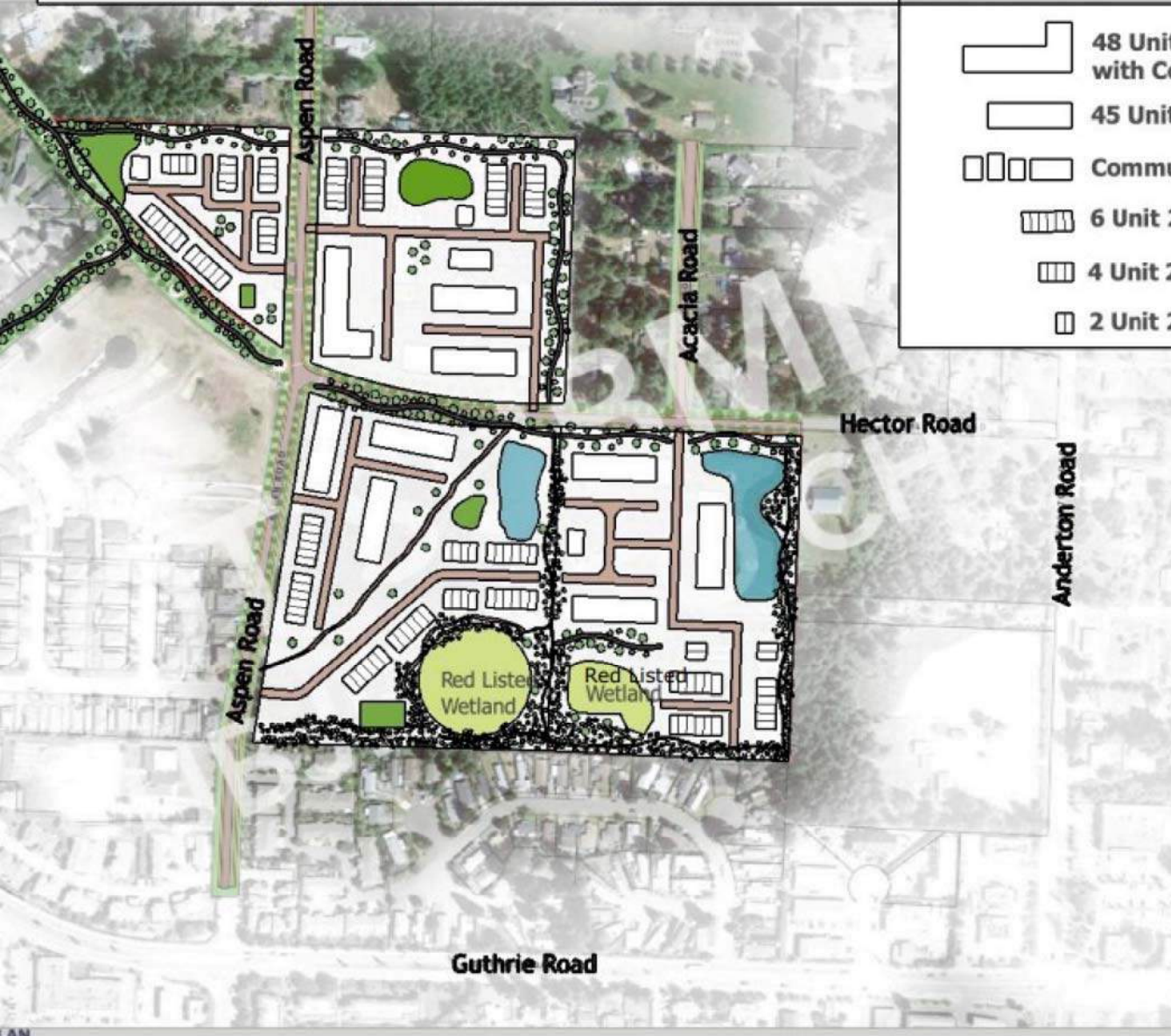
Thank you!



ASPEN/HECTOR COMMUNITY PROPOSAL

LEGEND

DESIGN THEMES



-  48 Unit 3-Storey Condo with Commercial Space
-  45 Unit 3-Storey Condo
-  Community Buildings
-  6 Unit 2-Storey Town House
-  4 Unit 2-Storey Town House
-  2 Unit 2-Storey Town House

-  Paved Road
-  Nature Area
-  Park/Green Space
-  Road & Stormwater
-  Seasonal Stormwater

PROPOSED UNITS PER PRO

37.6 Units Per Hec
Medium Density Resi

941 Aspen Rd Left Side:
941 Aspen Rd Right Side:
2123 Hector Rd: 179 Un
2077 Hector Rd: 157 Un

TOTAL PROPOSED UNITS
526

GN DIRECTION
HECTOR ROAD, COMOX B.C.

Aspen/Hector Community Group Email: aspenhectorproperties@gmail.com

Proposed by:
Kari Dyer, Dave Dyer Cons
Julie Micksch, B.Sc, RBTec
Wayne Matkoski, RPBio

From: [Beatson, Dana](#)
To: [Regina Bozerocka](#)
Cc: [Beatson, Dana](#); [Gothard, Nancy](#)
Subject: RE: Comox Referral RZ 24-3, 2123 Hector Rd
Date: June 4, 2024 4:47:13 PM
Attachments: [image003.png](#)
[image003.png](#)
[Comox Referral_RZ 24-3_2123 Hector Rd.pdf](#)

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Good afternoon Regina, thank you so much, the City of Courtenay Planning distributed this referral to all City Departments for comment for a week and thank you for the extension.

The City of Courtenay has the following comment's on this development.

City Planning/Parks

-The proposed land use is consistent with our closest surrounding uses along Macdonald Road, a link to the urban residential designation is contained here <https://pub-courtenay.escribemeetings.com/filestream.ashx?DocumentId=2762> (page 72 of page 279)

-The City supports infill purpose built rental housing please see our affordable housing policies on page 120 of 279 <https://pub-courtenay.escribemeetings.com/filestream.ashx?DocumentId=2762> (page 72 of page 279)

-If they could facilitate a connection to the Idiens greenway through this development, that would be supported by the Parks and Recreation Master Plan Trail recommendations 3.4.2: "Work with other jurisdictions in the Comox Valley on major trail networks to achieve active transportation, recreation and tourism opportunities."



Figure B-5 Artist rendering showing infill and redevelopment with climate-friendly features within an existing neighbourhood.

URBAN RESIDENTIAL

These neighbourhood areas are largely residential neighbourhoods comprised mainly of ground-oriented single-detached residential buildings. "Gentle infill" will be permitted in such areas in the form of an additional secondary residence. This may take the form of a secondary suite, or duplex, or carriage home or garden suite on lots with suitable access characteristics. Triplexes, townhomes, and small apartments will also be supported within these areas, particularly along the Frequent Transit Network, on a case-by-case basis and subject to rezoning applications. Limited small-scale commercial services will also be supported on a case-by-case basis and subject to rezoning applications.

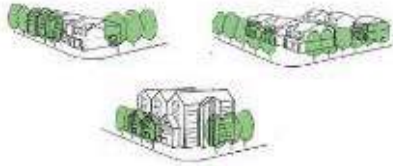
Policies

1. Support gentle infill that encourages greater housing choices and tenure types.
2. Support multi-residential buildings within the vicinity of the Frequent Transit Network, subject to rezoning.
3. Support limited small-scale, pedestrian-oriented, neighbourhood-serving commercial uses such as coffee shops and grocers, subject to rezoning.
4. Low- and mid-rise buildings are subject to rezoning and neighbourhood form and character integration considerations.
5. Support neighbourhood destinations and gathering spaces such as schools and community facilities.
6. Amend the Zoning Bylaw to permit secondary residences on all lots within traditionally single-residential dwelling neighbourhoods. For certainty, secondary residences are not permitted in *Environmentally Sensitive Areas* or floodplains.
7. Ensure new development reflects existing form and character of the established heritage neighbourhoods (Old Orchard, Terminal Addition, 40 Houses) through the use of intensive residential Development Permit Area guidelines.

City of Courtenay Official Community Plan

Built Form

- Ground-oriented buildings
- Low-rise buildings
- One (1) storey residential in the 40 Houses neighbourhood
- Cluster development



Permitted Uses

- Single-detached residential
- Secondary suites
- Duplexes
- Multi-unit residential
- Detached secondary dwellings, where laneways are present and/or where property dimensions allow for sufficient access
- Mobile homes and mobile home parks
- Small-scale neighbourhood-serving commercial uses, including with residential above the first floor
- Community services
- Urban agriculture
- Supportive and transitional housing
- Long-term care



Figure B-6 Artist rendering showing infill and redevelopment on a residential street with climate-friendly design features.

PART B Managing Growth

Environmentally Sensitive Areas

City Mapping suggest that there may be an eagles nest and watercourses in very close proximity to the subject property, this information was provided to show environmental features in mapping.



Dana Beatson, RPP, MCIP (she/her) | City of Courtenay

Planner - Policy | Development Services

T 250-334-4441 | E dbeatson@courtenay.ca

830 Cliffe Avenue , Courtenay, B.C. V9N 2J7

courtenay.ca | [Facebook](#) | [LinkedIn](#) | [Instagram](#)

I respectfully acknowledge that the land on which we gather and work is the Unceded traditional territory of the K'ómoks First Nation.

From: Beatson, Dana <dbeatson@courtenay.ca>

Sent: Friday, May 24, 2024 11:05 AM

To: pwsreferrals@courtenay.ca; [Chan, Joy](mailto:jchan@courtenay.ca); [Pitcher, Adam](mailto:apitcher@courtenay.ca); [Macdonald, Kurt](mailto:kmacdonald@courtenay.ca); [Preston, Paul](mailto:ppreston@courtenay.ca); [Wright, Michael](mailto:mwright@courtenay.ca); [Development Servicing](mailto:Development@courtenay.ca); [BuildingAlias](mailto:building@courtenay.ca)

Cc: [Beatson, Dana](mailto:dbeatson@courtenay.ca); [Gothard, Nancy](mailto:ngothard@courtenay.ca); [Wiggins, Ashly](mailto:awiggins@courtenay.ca)

Subject: Town of Comox Referral for 2123 Hector Road -Comments Requested By May 31 2024

Good late morning City Departments, the City has received a development application referral for a rezoning application located at 2123 Hector Road in the Town of Comox (subject property mapped snipped below, referral attached).

The City Planning Division will be coordinating all land use comments pertaining to this application.

If you could please review the information provided in the attached link <https://cityofcourtenay.ca/index.php/s/rqCPBRJtbzEFMfa> (supplied by Comox) and provide an comments directly to me by May 31, 2024 if your departments interests are affected or there are concerns or comments that you may have on the proposal.

The departments referred this application include:

City Engineering – is your departments interests affected with regards to any Capital Projects being working on?

City Operations – is your departments interest affected in regards to Transportation Planning (vehicle or bicycle), Utilities and/or Servicing?

City Asset Management - is your departments interests affected?

City Development Engineering - is your departments interests affected ?

City Recreation, Culture and Community Services – is your departments interests affected regarding any Parks Planning?

City Fire - is your departments interests affected ?

City Building - is your departments interests affected?

If you have any questions please feel free to reach out to me directly.

Included in the link <https://cityofcourtenay.ca/index.php/s/rqCPBRJtbzEFMfa> are the following documents:

Name	Size	Modified
6_2123_HECTOR_RD_PHASE 1 ESA REPORT_PINCHIN #294857_JULY 14 2021.pdf	4.4 MB	22 minutes ago
Attachment #6 - 2123 Hector Rd -Site Servicing Report_Sealed.pdf	7.9 MB	6 months ago
Attachment #6a - 2123 Hector Road-Multifamily Development-Concept Servicing Plan.pdf	324 KB	6 months ago
Attachment #7 Comox Aspen Rd TIA Rpt_FINAL.pdf	28.8 MB	6 months ago
Attachment #7a - Comox Aspen Road Road TIA - Schedule B_SIGNED.pdf	244 KB	6 months ago
Attachment #8 - Hector Road Environmental Impact Assessment.pdf	1.9 MB	6 months ago
Comox Referral_RZ 24-3_2123 Hector Rd.pdf	6.7 MB	22 minutes ago

Kind Regards,

Dana Beatson, RPP, MCIP (she/her) | City of Courtenay
 Planner - Policy | Development Services
 T 250-334-4441 | E dbeatson@courtenay.ca
 830 Cliffe Avenue , Courtenay, B.C. V9N 2J7
courtenay.ca | [Facebook](#) | [LinkedIn](#) | [Instagram](#)

I respectfully acknowledge that the land on which we gather and work is the Unceded traditional territory of the K'ómoks First Nation.

From: [O"Regan, Sacha WLRS:EX](#)
To: [Regina Bozerocka](#)
Cc: [Roden, Jacqueline WLRS:EX](#); [Stefanyk, Michael WLRS:EX](#)
Subject: RE: Comox Referral RZ 24-3, 2123 Hector Rd (Broadstreet)
Date: June 4, 2024 1:39:30 PM
Attachments: [image001.png](#)
[image002.png](#)

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Hi Regina,

Thank you for your patience! Below are my comments on the environmental aspects of the referral package.

The Pacificus wetland assessment and recommended mitigation measures:

- The wetland mapping by Pacificus largely aligns with that which was previously submitted to the province by another professional, so that is good. My only question is why do the western and southern ends of the larger of the two wetlands have straight edges? Is there something like an old roadbed that splits at a 90 degree angle around those sides of the wetland? If not, I would question the accuracy of the mapping on those two sides because one does not find natural wetlands that have such angular boundaries.
- Related to the last point, we expect QEPs to show their work when mapping wetlands. That is, submit the data forms that they completed for the wetland delineation method that they applied, with associated photos of vegetation plots and soil pits. That is standard in wetland delineation. But, I do not see that in the Pacificus memo and so it hampers a regulator's ability to verify the accuracy of what has been done. Fortunately, in this case, we do have the mapping of these features that was previously submitted to the province, so I can get a sense that the two are roughly consistent. But, the client and QEP should be aware that what has been sent here for me to review is insufficient for WSA Section 11 Change Approval application purposes.
- I understand from the Pacificus report that the condition and function of the smaller wetland has been adversely impacted by nearby development. It is likely incorrect that the wetland is *non*-functioning but rather *low*-functioning. E.g., if it stores any water at all (surface or subsurface) or supports species in any manner, those are still functions. The proposal includes infill of the wetland, so I would just flag that this would require the client to submit a *Water Sustainability Act* Section 11 Change Approval application. WSA Authorizations specialists will look for rationale as to why infill cannot be avoided by changing site design/layout/density, in accordance with the BC Environmental Mitigation Policy. If it is impossible to avoid the feature, then the client should be aware that habitat compensation is likely to be required. 3:1 habitat offsetting is a standard request, but this can be adjust upwards or downwards at the discretion of Authorizations specialists based on the type of wetland and what functions the wetland performs.

- I will flag that the manner in which Pacificus discusses the Red-listed BC conservation status of the wetlands on the lot is atypical. In particular, the statement that “Trembling Aspen/ Pacific Crab Apple/ Slough Sedge, the three characteristic species of the redlisted community, are all Provincially yellow listed (secure and not at risk of extinction), and are common species with no protection requirements.” Red-listed ecological communities are by definition ecological communities that the province has identified are facing imminent extinction risk or are likely to face extinction risk if limiting factors/threats are not addressed. I have never seen RPBios attempt to downplay ecological community conservation status in this manner. Extending this to a terrestrial system, it would be like stating an intact Garry Oak meadow ecological community (all of them are Red-listed) is not of high conservation concern because it contains Camas Lily, which is only yellow listed. It reads as unobjective and unscientific.
- The Phase 1 half of the development leaves insufficient riparian buffers around the larger of the two wetlands. The buffer looks to be less than 5 m wide on the north and west sides. Provincial practice standards, as outlined in *Develop with Care*, which would advise minimum 30 m on all sides. At minimum, we normally advise that buffers should at least match what would be required by the RAPR, even when RAPR does not apply. Otherwise, the client will almost certainly impact the water quality and ecosystem of the wetland, which is prohibited under the WSA without authorization. In this case, this is a Red-listed wetland type in BC and so the measures to protect should be even greater given the wetland’s status and rarity (again, I would advise minimum 30 m as per *Develop with Care*).

The stormwater management pond:

- The proposed stormwater management pond design looks highly artificial. Generally, standards of practice in constructing stormwater management ponds have moved beyond simple and steep-sided ponds both because they look artificial and because they do not function as well as designs with greater complexity in preserving water quality and providing some level of habitat functionality.
- This is up to Comox’s discretion, but I would highly advise referring the client to the [DRAFT 2024 Stormwater Management Manual for Western Washington](#) to ensure the pond both looks and functions well for benefit of the Comox public. It would also add significant neighbourhood value if the feature, when constructed, looked like an actual naturalized wetland and better supported wildlife viewing. BC does not have comparable provincial stormwater management guidance and this is the best resource I have found for use in the Coast Area of BC. Significant revisions are proposed as relate to wetland hydroperiod protection and climate change between the 2019 and 2024 editions. Check out the [Duwe’iq Stormwater Treatment Wetland](#) as a visual example of the standard of construction outlined in the manual. It includes multiple pools that filter water, shallow sloping sides, complex wetland and terrestrial plantings, log piles and vertical snags to support wildlife, etc. I have previously requested the engineering designs for the Duwe’iq stormwater treatment wetland from the manager of Kitsap County if the City of Comox would ever like that. Note that like this document states, a stormwater management pond/wetland should not normally be used as compensation for wetland infill.

As per the Stormwater Management Manual above, the client should demonstrate through assessment methods as described in the manual that its stormwater management infrastructure will not impact the hydrology of the remaining wetland on the lot.

In sum, it is understood that the lot will be developed. But, I would seek an answer to questions posed above and I would advise changes to layout or design to address the concerns above.

Cheers,

Sacha



Sacha O'Regan, MSc, RPBio

Ecosystems Biologist
West Coast Region

Ministry of Water, Land, and Resource Stewardship

2080 Labieux Road, Nanaimo BC V9T 6J9

Phone: 250-739-8564 | Email: Sacha.O'Regan@gov.bc.ca

From: Regina Bozerocka <rbozerocka@comox.ca>
Sent: Wednesday, May 1, 2024 9:24 AM
To: O'Regan, Sacha WLRS:EX <Sacha.O'Regan@gov.bc.ca>
Cc: Roden, Jacqueline WLRS:EX <Jacqueline.Roden@gov.bc.ca>
Subject: Comox Referral RZ 24-3, 2123 Hector Rd (Broadstreet)

Some people who received this message don't often get email from rbozerocka@comox.ca. [Learn why this is important](#)

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Good morning Sacha,

The Town of Comox has received a rezoning application for the subject property described above and would appreciate your comments.

Please provide your comments by May 31, 2024. If no reply is received by this date, Town will assume your agency has no concerns. Please advise if you need more time to complete the review and respond.

Thank you,
Regina

Regina Bozerocka

Planner II



Development Services Department
250 331 6462 rbozerocka@comox.ca
250 339 2202
Town of Comox
1809 Beaufort Avenue, Comox B.C. V9M 1R9
comox.ca

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Comox respectfully acknowledge that the land on which we gather and work is on the unceded traditional territory of the K'ómoks First Nation, the traditional keepers of this land.

ATTACHMENT 7

Draft Anderton Neighbourhood Corridor Concept Plan

ATTACHMENT 7 2019 DRAFT ANDERTON CORRIDOR CONCEPT PLAN



- Council Directed Staff to complete Infrastructure Servicing Study for the Area
- Stormwater Management
 - ALR
 - Fish Habitat
 - Existing Flooding
- NE Comox Storm Water Management Approach
- Engineers
 - What is land use?
 - What is density?
- Draft Anderton Corridor Neighbourhood Concept Plan

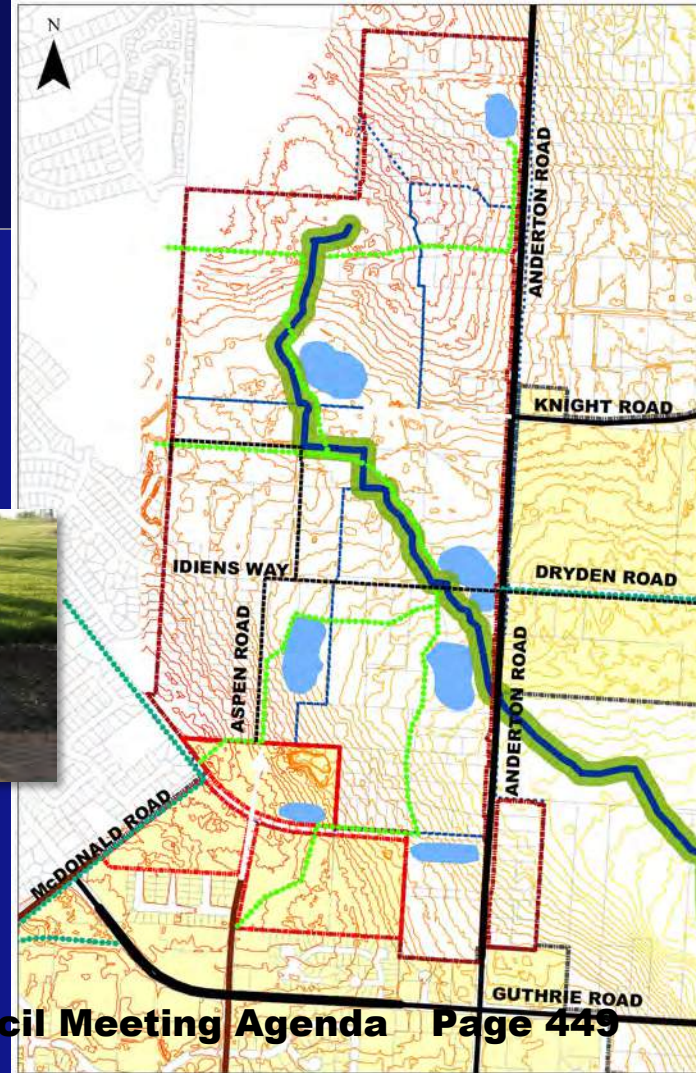


Urban Design & Package of Ecological Services



Connections

Inter-municipal and Town greenways aligned and follow topography



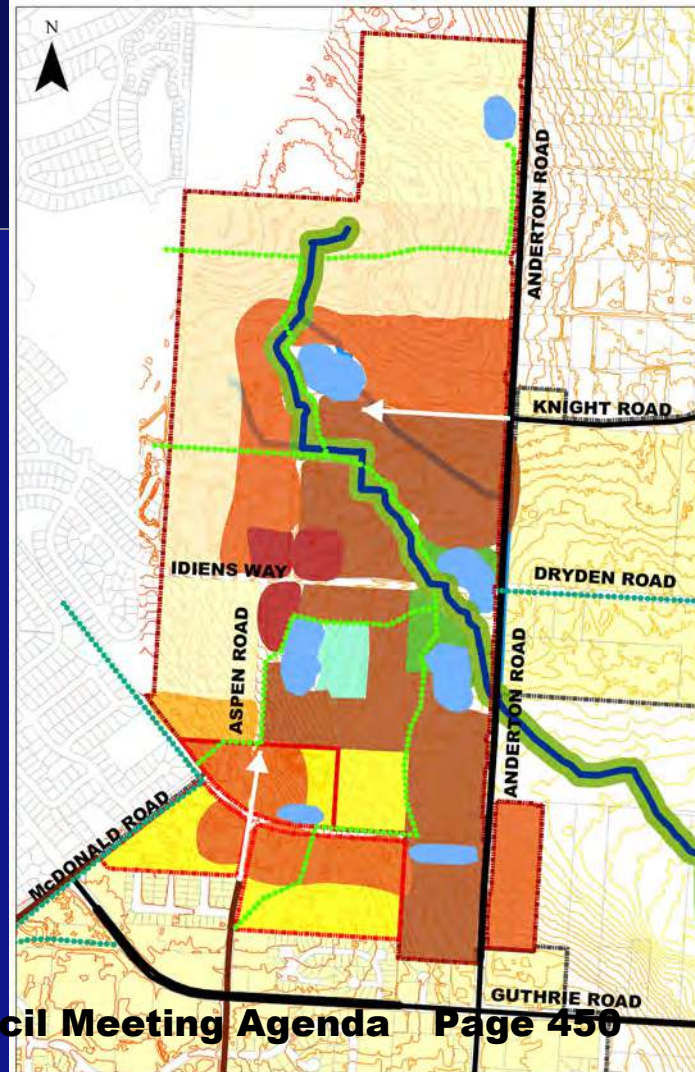
Urban Design & Package of Ecological Services



- What is land use?
- What is density?

Stormwater detention ponds location and design influences major park and school site location

Concentrate greatest residential density in proximity to amenities, services, greenways and open space, to maximize access for majority of residents



REGULAR COUNCIL MEETING

TO: Mayor and Council	FILE: 1850-25
FROM: Edward Henley, Director of Finance	DATE: Sept 27, 2024
SUBJECT: 2024 Permissive Tax Exemption Bylaw - establishing 2025 exemptions	

Prepared by:  <hr/> Kate-Lynn Lautamus, Revenue Manager	Financial Approved:  <hr/> Edward Henley, Director of Finance	Report Approved:  <hr/> Jordan Wall, CAO
---	--	---

RECOMMENDATION(S) FROM THE CHIEF ADMINISTRATIVE OFFICER:

THAT Comox Permissive Tax Exemption Bylaw 2036, a Bylaw to Authorize Permissive Tax Exemptions for 2025, be given First, Second and Third Readings.

PURPOSE

To present the current properties requesting municipal property tax exemptions for 2025.

STRATEGIC PLAN LINKAGE

Property tax exemptions (PTEs) meet the core services provided by the Town, such as arts & culture, economic development, recreation and public safety.

BACKGROUND

Council can grant permissive tax exemptions under Section 224 of the Community Charter, which we do by bylaw annually. Many of our permissive exemptions (like the land around churches) go hand in hand with statutory exemptions that already exempt the churches and hospitals and the land immediately underneath them.

Council may provide other exemptions for property owned by non-profit organizations or municipal property occupied by them that together benefit the general public. Occupiers of a crown or municipal property are assessed as if they owned the property freehold.

Whether the exemptions are new or unchanged, we need to remember that granting them has a cost.

The Town must submit its approved Bylaw to BC Assessment Authority no later than October 31, 2024, to be effective in 2025.

Amended Permissive Tax Exemption Policy CCL-025.01

Council amended its Permissive Tax Exemption Policy at the August 7, 2024 Council Meeting. The major changes to the policy included:

- Revised application process in 2025 for 2026 PTEs.
- Any applicant that is approved for a PTE will continue to receive a property tax exemption until and including 2034 unless disqualified under section 6.03 or until this policy is amended or appealed.
- A property that engages in behaviour which Council deems to be abhorrent, egregious, or criminal may be ineligible for future Permissive Tax Exemptions for a set period of time.

ANALYSIS/ISSUES/IMPLICATIONS

There are three properties on the 2025 Property Tax Exemption list that warrant attention:

1. Providence Living – Providence Living Society already receives a permissive tax exemption for its property at 2137 Comox Ave. That property was subdivided in order to build a new public long term care village and is at a newly designated 211 Rodello Street with its own unique property legal description. Please see Appendix A for a copy of the application to be considered for a permissive tax exemption provided by Providence Living.
2. Joyful Journeys Children’s Centre – New applicant this year, they will be leasing 50% of the land and property at 211 Rodello Street. They provide childcare for Providence Living employees and the community of the Town of Comox. Other childcare properties in Comox currently receive a similar exemption. Please see Appendix B for a copy of the application to be considered for a permissive tax exemption provided by the Comox Valley Children’s Day Care Society.

a. Financial

The estimated cost to remaining taxpayers would be \$363,626, based on the 2024 assessed values of those properties. 2024 tax exemptions increased required revenue by \$243,656.

The increase is due in part to the addition of the new Providence Living Society long-term care facility which also includes the Joyful Journeys Children’s Centre both located at 211 Rodello Street. BC Assessment has not yet formally finalized the new property folio for 211 Rodello and the value may be included in the increased value for the existing property on an interim basis. For properties under construction the value of the property is based on estimates provided by B.C. Assessment.

b. Public Relations

The permissive tax exemptions, once approved need to be included in the Annual Report and will be posted on the municipal website.

c. Comparative Figures

Permissive Property Tax Exemptions		
Comox Town Council is considering granting these permissive tax exemptions:		
Description of Property	Expected Effect of Exemptions:	
	2025	2024 (Granted)
Comox Golf Course	\$ 32,067	\$ 28,626
Filberg Lodge & Park	\$ 126,478	\$ 111,127
Comox Archives & Museum	\$ 8,218	\$ 7,537
Pearl Ellis Art Gallery	\$ 3,411	\$ 2,979
Comox Lions Club	\$ 7,743	\$ 6,782
Unity Comox Valley	\$ 1,952	\$ 1,765
Tigger Too Day Care	\$ 2,151	\$ 1,922
Marine Rescue Station	\$ 374	\$ 211
Pt. Holmes Boat Launch	\$ 13,832	\$ 13,131
United Church	\$ 11,887	\$ 9,179
Pentecostal Church	\$ 8,382	\$ 6,696
Anglican Church	\$ 6,995	\$ 5,588
Bay Community Church	\$ 8,495	\$ 6,128
Presbyterian Church	\$ 7,605	\$ 6,075
Providence Living Society & Thrift Store	\$ 250,242	\$ 121,764
d'Esterre Seniors Centre	\$ 30,678	\$ 23,265
Comox Legion	\$ 19,367	\$ 16,320
Nature Trust of BC	\$ 20,067	\$ 16,906
888 (Komox) RCAF Wing	\$ 5,136	\$ 4,054
Affordable Housing 1582 Balmoral	\$ 71,695	\$ 17,027
Tennis Clubhouse	\$ 821	\$ 621
Dawn to Dawn	\$ 2,961	\$ 2,724
Aspen Grove Children's Centre	\$ 1,406	\$ 1,094
Living Hope Church	\$ 10,973	\$ 8,026
Affordable Housing 1742 Beaufort	\$ 24,831	\$ 19,392
Joyful Journeys Children's Centre	\$ 2,212	\$ -
Estimated total taxes exempted	\$ 679,979	\$ 438,939
Estimated Town share exempted	\$ 363,626	\$ 254,883

APPENDICES

Appendix A

The application as provided by the Providence Living Society to be considered for the permissive tax exemption.

May 22, 2024

Mr. Edward Henley
Director of Finance
Town of Comox
1809 Beaufort Avenue
Comox, BC V9M 1R9

Dear Mr. Henley:

RE: Application for Permissive Exemption from Taxation - Providence Living Society

Please find enclosed, on behalf of Providence Living, an application for consideration for Permissive Exemption from Taxation for 2025 for The Views at St. Joseph's, **2137 Comox Avenue and 211 Rodello Street, Comox, British Columbia, Lot B and Lot A, Plan EPP118693, Sections 1, Comox Land District.**

As a not-for-profit Long-Term Care service provider providing care to 156 residents, we are challenged to provide high quality care within a conservative fiscal budget. A permissive tax exemption from the Town of Comox will help us maintain our high-quality services. As you may be aware, we have leased some areas of our former Acute Care Building to various community not-for-profits and other service providers, like Inglis Tutorial, whose school children participate in intergenerational activities with our residents. A listing of our facility leaseholders is provided in Appendix 1, and a site drawing can be found in Appendix 2. Please note that we are remitting property taxes for Inglis Tutorial to the Town of Comox annually. Our leaseholders play an invaluable role to our residents with services that are aligned to support our frail elderly and our community as a whole.

Located on the north-east corner of this same site, Providence Living at the Views, our new public long-term care village, that will be accessible to all, no matter one's financial situation, will open this summer. Some of the benefits this project has and will bring to our community, includes job creation, economic impact, and improvements to local health care services.

We will have many opportunities for our residents to interact with people of all generations from the local community in our broader amenities such as the children's daycare, residents' shop and café, gardens, chapel, and an Indigenous Gathering Space. Once construction of Providence Living at the Views, our new long-term care village, is completed and existing spaces at The Views at St. Joseph's are vacated, Providence Living is set to embark on an extensive, phased redevelopment of the 13.92 acres of waterfront lands, which will further welcome the local community to be part of the on-site community.

We are excited to work with the Town of Comox and its citizens to develop a vibrant community for seniors and others looking to age in place and to create opportunities for health-related services not yet available for seniors in the community.

If you require additional information, please do not hesitate to contact me at 778-990-1148. We look forward to receiving notification following consideration of this request.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Scott McCarten". The signature is stylized with a large initial "S" and a long horizontal flourish extending to the right.

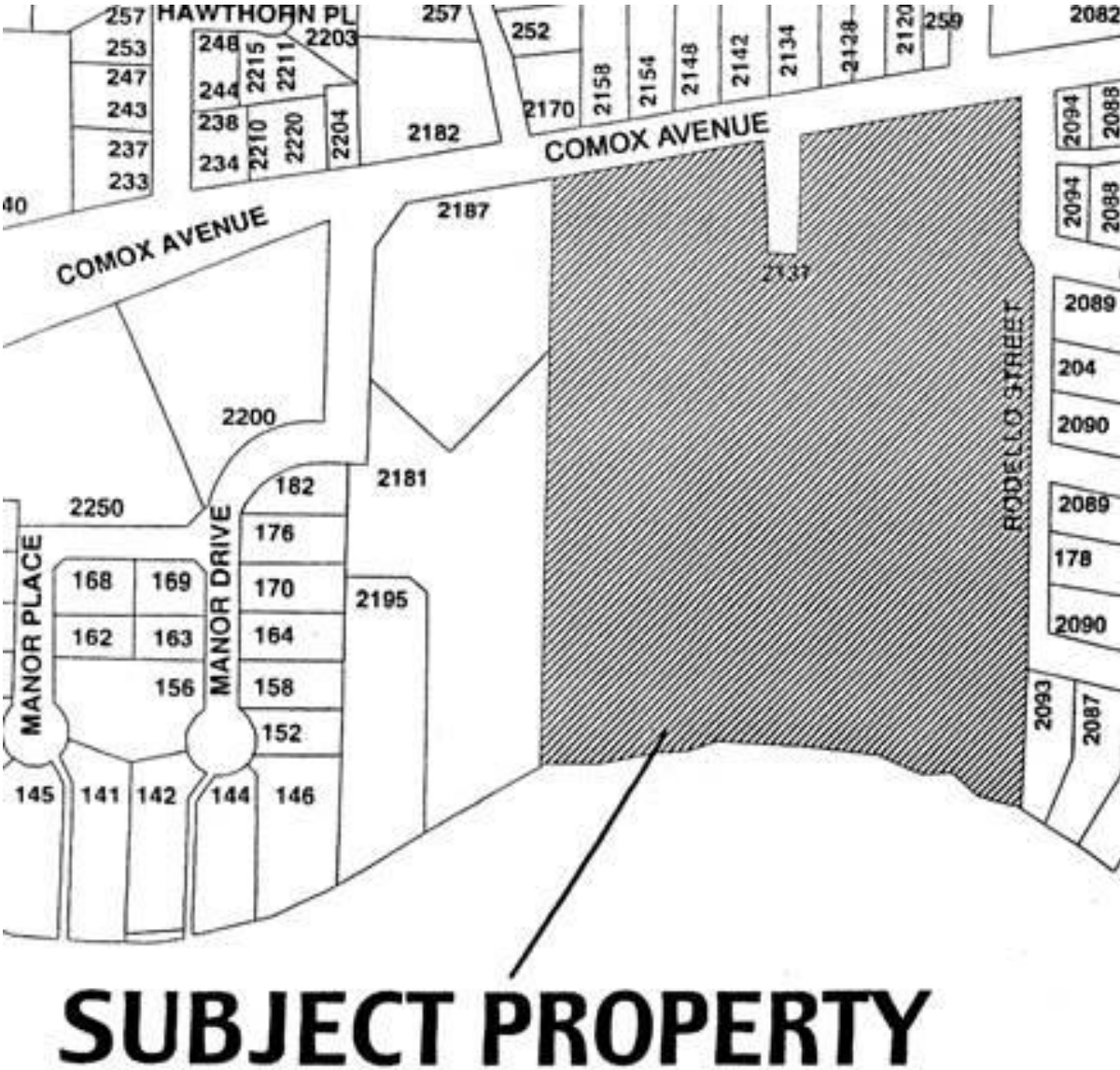
Scott McCarten
Vice President, Capital Development
Providence Living Society

CC: Katja Waldman, Executive Director, Finance and IT, Providence Living Society
Geoffrey Kreek, Deputy Director of Finance, Town of Comox
Attachments

Appendix 1

Property Tax Info						
Third Party Leases	Area	Usage	Lease Start Date	Lease Expiry Date	Total Lease Payments	Notes
2137 Comox Avenue						
Auxiliary Society for Comox Valley Healthcare - NPO	Old Hospital - Rehab Unit	Thrift Store	01-Oct-18	31-Aug-24	\$ 10,668.73	
Auxiliary Society for Comox Valley Healthcare - NPO	Old Hospital-ISLH lab & ADP add'l space	Storage	17-Apr-23	31-Aug-24	\$ -	
CV Community Foundation - NPO	Old Hospital - Cancer Care Unit	Office and Fundraising	01-Dec-19	31-Aug-25	\$ 14,480.00	
Division of Family Practice - NPO	Old Hospital - First Floor	Office	30-Nov-19	31-Aug-25	\$ 12,300.00	
Inglis Professional Tutoring	Old Hospital - Cafeteria	Daycare and Education	31-Aug-18	31-Aug-25	\$ 71,229.00	1, 3
Island Health -Offices	38-Wing 2nd and Third Floor	Offices	14-Feb-18	Undetermined	\$ -	
Island Health -Offices	38-Wing -Add'l space2nd Floor	Offices	01-Dec-18	Undetermined	\$ -	
North Island College	Old Hospital - First Floor	Education	26-Aug-19	31-Aug-25	\$ 109,368.00	
North Island College	Old Hospital - Psychiartry	Education	01-Jan-24	31-Dec-24	\$ 101,072.00	
Rainbow Youth Theatre - NPO	Old Hospital - Operating Room	Costume Storage	01-Dec-18	31-Aug-24	\$ 4,350.00	
Rotary - NPO	Old Hospital - Basement	Book Storage	31-Aug-18	31-Aug-24	\$ 12,816.00	
Total					\$ 336,283.73	
Total Leased Space square feet: 40,940						
Total Facility square feet: 219,344						
Leased Space as a percentage of Total Facility (Building) Space: 19%						
Percentage Vacant: 81%						
Direct Tax Payments to Town of Comox						
Freedom Mobile	Rooftop	Rooftop Cell Tower			\$ 13,200.00	2
Telus Mobility	Rooftop	Rooftop Cell Tower			\$ 9,938.34	2
Rogers Wireless	Rooftop	Rooftop Cell Tower			\$ 9,186.00	2
Total					\$ 32,324.34	
211 Rodello Street						
CVCDSCS, operating as Joyful Journeys Child Care - NPO	In new building - 211 Rodello St	Daycare	06-Jun-24	06-Jun-29	\$ 8,706.00	4
Total					\$ 8,706.00	
Total Leased Space square feet: 2,583						
Total Facility square feet: 123,415						
Leased Space as a percentage of Total Facility (Building) Space: 2%						
Percentage allocated to Long Term Care: 98%						
Notes						
1) Property Taxes submitted by Providence Living to Town of Comox.						
2) Property Taxes remitted directly by company.						
3) Space leased by Inglis Professional Tutoring is 3,877 square feet.						
4) Space leased by Comox Valley Children's Day Care Society (CVCDSCS) is 2,583 square feet. CVCDSCS will apply for their own permissive tax exemption.						

Appendix 2





APPLICATION FOR PERMISSIVE TAX EXEMPTION

TOWN OF COMOX
 1809 Beaufort Avenue Ph: (250) 339-2202
 Comox BC V9M 1R9 Fx: (250) 339-7110

Applicant Organization: Providence Living Society
Address: 2137 Comox Avenue, Comox, BC V9M 1P2
Contact #1 (Name, Title and phone numbers) Scott McCarten, VP, Capital Development
Contact #2 (Name, Title and phone numbers) Katja Waldman, Executive Director, Finance and IT
Property Address: 2137 Comox Ave and 211 Rodello St
Legal Description: Lot B and Lot A, Plan EPP118693, Section 1, Comox Land District
Folio (roll) #: 00001.024 and 00001.022 PID #: 031-738-168 and 031-738-150
<i>Staff notes on property (please leave this area blank)</i>

Exemption Requested: (All of property, or part by %, \$ Value, or area) All of properties, except leased space, as per the attached information.
Organization's Goals: Describe your organization's goals and how this property is used to meet those goals. Providence Living Society operates The Views at St. Joseph's, a not-for-profit long-term care facility providing senior's long-term care services, respite care, and an adult day program to meet the needs of the aging Comox Valley demographic.
Benefit to Comox: Describe how the principal uses of this property benefits the general public in Comox, and/or special groups of the public. The Views provides a 156-bed long-term care home for the frail and elderly population, as well as an Adult Day Program for 6 participants 5 days per week. The Views is a significant employer in Comox and creates sustainable employment opportunities for residents of the Comox Valley. In the past, we have opened up temporary long-term care beds in the former acute care space, as requested by Island Health. This enabled the Comox Valley Hospital to free up precious space at their site, while enabling more families in the Comox Valley to access long-term care services. This was supported through generous donations from the community.
Public Participation: Describe the approximate numbers of participants using this property, and the fees or charges to them for doing so. 156 long-term care beds (2023/24) at \$1,417/month Average 1,400 respite care days (2023/24) at \$46.59
Volunteer Participation: Describe the approximate numbers of volunteers, and the hours they contribute annually to the activities on this property. 130 volunteers provide approximately 1,338 hours per year.
Third Party Use: Describe any significant third parties using this property, explaining who they are, any fees they are charged, and any conditions you impose upon their use of the property. Our parking lots have been made available for monthly community events, including National Days, Filberg Festival, and more. We have provided space for many community training events and group programs, such as St. John's Ambulance Cadet First Aid Competition, CYMC, RCMP training events, and more. These were all made available and provided at no charge.
Commercial Activities: Please describe any commercial activities occurring on this property.
Use of Savings: How will your organization use the funds it saves if Council grants the requested exemption? As a not-for-profit, available resources are always maximized at the bed side. Any costs saved through a tax exemption would allow us to invest in quality and safety programs for our residents.

Continued over...



APPLICATION FOR PERMISSIVE TAX EXEMPTION


TOWN OF COMOX
 1809 Beaufort Avenue Ph: (250) 339-2202
 Comox BC V9M 1R9 Fx: (250) 339-7110

(a) Mandatory Attachments and Responses: (Yes or No)

(b) Financial Statements: Have you attached Financial Statements showing the most recent two financial years, and do you agree that they can be released to the public upon request?	Yes
Site Drawing: Have you attached a site drawing for your property?	Yes
Conditions <i>Will your organization abide by the Town's Property Tax Exemption Policy, and any conditions Council may set in granting an exemption on this property?</i>	Yes

Other information: Provide any other relevant information you feel Council should consider.

Located on Lot A, Providence Living at the Views, our new public long-term care village, that will be accessible to all, no matter one's financial situation, will open this summer. Some of the benefits this project has and will bring to our community, include job creation, economic impact, and improvements to local health care services. We will have many opportunities for our residents to interact with people of all generations from the local community in our broader amenities, such as the children's daycare, residents' shop and cafe, art studio, community hall, gardens, chapel, and an Indigenous Gathering Space. Once construction of Providence Living at the Views, our new long-term care village, is completed and existing spaces at The Views at St. Joseph's (on Lot B) are vacated, Providence Living is set to embark on an extensive, phased redevelopment of the 13.92 acres of waterfront lands, which will further welcome the local community to be part of the on-site community. We are excited to work with the Town of Comox and its citizens to develop a vibrant community for seniors and others looking to age in place and to create opportunities for health-related services not yet available for seniors in the community.



 Signature

Scott McCarten, Vice President, Capital Development

 Name & Position

May 22, 2024

 Date

Submit Application to:

Town of Comox
Attn: Director of Finance
1809 Beaufort Avenue
Comox, B.C.
V9M 1R9

Deadline for applications is May 31st of every year,
 with the exemption applicable to the next year's taxation.

Financial Statements of

PROVIDENCE LIVING SOCIETY

And Independent Auditor's Report thereon

Year ended March 31, 2023

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of Providence Living Society

Report on the Financial Statements

Opinion

We have audited the financial statements of Providence Living Society (the "Entity") which comprise:

- the statement of financial position as at March 31, 2023
- the statement of operations for the year then ended
- the statement of changes in net assets for the year then ended
- the statement of cash flows for the year then ended
- and notes to the financial statements, including a summary of significant accounting policies

(hereinafter referred to as the "financial statements").

In our opinion, the accompanying financial statements, present fairly, in all material respects, the financial position of the Entity as at March 31, 2023 and its results of operations and its cash flows for the year then ended in accordance with Canadian accounting standards for not-for-profit organizations.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the "**Auditor's Responsibilities for the Audit of the Financial Statements**" section of our auditor's report.

We are independent of the Entity in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian accounting standards for not-for-profit organizations, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Entity's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Entity or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Entity's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.

The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Entity's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Entity to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the group Entity to express an opinion on the financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.

Report on Other Legal and Regulatory Requirements

As required by Societies Act (British Columbia), we report that, in our opinion, the accounting policies applied in preparing and presenting financial statements in accordance with Canadian accounting standards for not-for-profit organizations have been applied on a basis consistent with that of the preceding period.



Chartered Professional Accountants

Victoria, Canada
June 27, 2023

PROVIDENCE LIVING SOCIETY

Statement of Financial Position

March 31, 2023, with comparative information for 2022

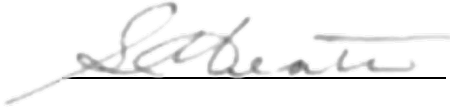
	2023	2022
Assets		
Current assets:		
Cash and cash equivalents	\$ 12,072,266	\$ 6,587,506
Term deposits (note 3)	500,491	-
Accounts receivable (note 4)	4,102,214	1,465,085
Inventory	44,102	59,274
Prepaid expenses	103,319	41,418
	<u>16,822,392</u>	<u>8,153,283</u>
Tangible capital assets (note 6)	65,911,571	9,575,556
	<u>\$ 82,733,963</u>	<u>\$ 17,728,839</u>

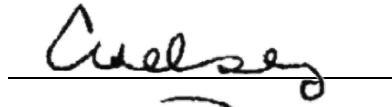
Liabilities and Net Assets

Current liabilities:		
Accounts payable and accrued liabilities	\$ 5,052,224	\$ 443,323
Wages and benefits payable (note 7)	3,317,074	1,682,118
Deferred operating contributions (note 8)	1,048,961	116,552
Loan payable (note 9)	13,713,194	493,045
Current portion of accrued sick and severance payable (note 10)	224,350	73,766
	<u>23,355,803</u>	<u>2,808,804</u>
Accrued sick and severance payable (note 10)	1,538,564	639,411
Deferred capital contributions (note 12)	13,387,883	13,617,291
	<u>38,282,250</u>	<u>17,065,506</u>
Net assets:		
Invested in tangible capital assets (note 13)	44,821,774	1,711,741
Unrestricted	(370,061)	(1,048,408)
	<u>44,451,713</u>	<u>663,333</u>
Commitments (note 16)		
	<u>\$ 82,733,963</u>	<u>\$ 17,728,839</u>

See accompanying notes to financial statements.

On behalf of the Board:

 Director

 Director

PROVIDENCE LIVING SOCIETY

Statement of Operations

Year ended March 31, 2023, with comparative information for 2022

	2023	2022
Revenue:		
Island Health (note 14(a))	\$ 13,808,059	\$ 14,249,500
Vancouver Coastal Health Authority (note 14(b))	3,785,421	-
Clients and residents	4,333,488	3,431,188
Other recoveries	1,509,288	968,579
Donations (note 15(a))	2,966,000	1,318,734
Deferred capital contributions amortization (note 12)	1,329,899	1,415,584
Investment income	239,627	35,103
	<u>27,971,782</u>	<u>21,418,688</u>
Expenses:		
Wages, benefits and purchased services	22,186,081	17,062,011
Care related supplies	1,493,347	1,222,756
Administration	1,718,255	781,966
Plant operations	1,248,900	810,947
Amortization of tangible capital assets	1,795,655	1,443,733
	<u>28,442,238</u>	<u>21,321,413</u>
Excess (deficiency) of revenue over expenses	\$ (470,456)	\$ 97,275

The accompanying notes are an integral part of these financial statements.

PROVIDENCE LIVING SOCIETY

Statement of Changes in Net Assets

Year ended March 31, 2023, with comparative information for 2022

March 31, 2023	Invested in tangible capital assets	Unrestricted	Total
Balance, beginning of year	\$ 1,711,741	\$ (1,048,408)	\$ 663,333
Deficiency of revenue over expenses (note 13(b))	(465,756)	(4,700)	(470,456)
Gain on acquisition (note 2)	40,994,470	3,133,922	44,128,392
Recognition of actuarial gain on accrued sick and severance payable (note 10)	-	130,444	130,444
Net change in investment in tangible capital assets (note 13(b))	2,581,319	(2,581,319)	-
Balance, end of year	\$ 44,821,774	\$ (370,061)	\$ 44,451,713

March 31, 2022	Invested in tangible capital assets	Unrestricted	Total
Balance, beginning of year	\$ 72,432	\$ 630,145	\$ 702,577
Excess (deficiency) of revenue over expenses (note 13(b))	(28,149)	125,424	97,275
Recognition of actuarial loss on accrued sick and severance payable (note 10)	-	(136,519)	(136,519)
Net change in investment in tangible capital assets (note 13(b))	1,667,458	(1,667,458)	-
Balance, end of year	\$ 1,711,741	\$ (1,048,408)	\$ 663,333

See accompanying notes to financial statements.

PROVIDENCE LIVING SOCIETY

Statement of Cash Flows

Year ended March 31, 2023, with comparative information for 2022

	2023	2022
Cash provided by (used in):		
Operating activities:		
Excess (deficiency) of revenue over expenses	\$ (470,456)	\$ 97,275
Items not involving cash:		
Amortization of tangible capital assets	1,795,655	1,443,733
Amortization of deferred capital contributions	(1,329,899)	(1,415,584)
Sick and severance benefit expense	170,124	81,471
Changes in non-cash operating working capital:		
Accounts receivable	(1,839,275)	(720,432)
Inventory	15,172	(13,002)
Prepaid expenses	(39,154)	8,951
Accounts payable and accrued liabilities	2,368,666	(81,145)
Deferred operating contributions	240,123	39,279
Wages and benefits payable	1,031,798	202,694
	<u>1,942,754</u>	<u>(356,760)</u>
Investing activities:		
Purchase of term deposits	(500,491)	-
Purchase of tangible capital assets	(17,137,200)	(2,800,433)
Cash received on acquisition of CCCS (note 2)	6,960,000	-
	<u>(10,677,691)</u>	<u>(2,800,433)</u>
Financing activities:		
Sick and severance benefits paid	(100,943)	(107,295)
Increase in loan payable	13,220,149	156,661
Deferred capital contributions received	1,100,491	196,696
	<u>14,219,697</u>	<u>246,062</u>
Increase (decrease) in cash and cash equivalents	5,484,760	(2,911,131)
Cash and cash equivalents, beginning of year	6,587,506	9,498,637
Cash and cash equivalents, end of year	<u>\$ 12,072,266</u>	<u>\$ 6,587,506</u>

The accompanying notes are an integral part of these financial statements.

Providence Living Society (the “Society”) is incorporated under the Societies Act (British Columbia). The Society is a not-for-profit organization and is a registered charity under the Income Tax Act, and as such is exempt from income taxes. The Society’s focus is on the provision of compassionate and exceptional residential and community care to the seniors’ population.

On December 24, 2022, through an asset transfer agreement, the Society acquired the assets and assumed the liabilities of City Centre Care Society. City Centre Care Society operates to provide services to enrich the lives of persons in need. A complex care program and a residential addiction recovery support program are offered at Central City Lodge. An assisted living program is offered at Cooper Place. The transaction has been accounted for as an acquisition under *Section 4449 Combinations by not-for-profit organizations* (see note 2).

1. Significant accounting policies:

The financial statements have been prepared by management in accordance with Canadian Accounting Standards for Not-For-Profit Organization in Part III of the CPA Handbook.

(a) Revenue recognition:

The Society follows the deferral method of accounting for contributions. Restricted contributions are recognized as revenue in the year in which the related expenses are incurred. Contributions externally restricted for the purchase of capital assets are deferred to periods when the related capital assets are amortized and are recognized as revenue at the same rate as the related capital assets are amortized.

Unrestricted contributions are recognized as revenue when received or receivable if the amount to be received can be reasonably estimated and collection is reasonably assured.

Clients and residents’ revenues and recoveries revenues are recognized when the service is provided or the product has been delivered and collection is reasonably assured.

Operating contributions from Vancouver Island Health Authority (“Island Health”) and Vancouver Coastal Health Authority are recognized as revenue in the period which the funding relates. Investment income is recognized as revenue when earned.

Donations-in-kind and contributed materials are only recorded if the Society would otherwise have paid for them. Donations-in-kind are recorded at fair market value on the date of the donation.

Volunteers contribute a significant amount of their time each year to assist the Society in carrying out its programs and services. Because of the difficulty of determining their fair value, contributed services are not recognized in these financial statements.

1. Significant accounting policies (continued):

(b) Cash and cash equivalents:

Cash and cash equivalents include cash on hand, demand deposits and short-term highly liquid investments that are readily convertible to known amounts of cash and that are subject to an insignificant risk of change in value. These short-term investments have a maturity of three months or less at acquisition and are held for the purpose of meeting short-term cash commitments rather than for investing.

(c) Inventory:

Inventories of materials and supplies are recorded at the lower of weighted average cost and replacement cost.

(d) Tangible capital assets:

Tangible capital asset acquisitions are initially recorded at cost, which includes amounts that are directly attributable to acquisition, construction, development or betterment of the asset. Costs include overhead directly attributable to construction and development. Amortization of tangible capital assets is recorded on a straight-line basis over the estimated useful life of the asset, commencing in the period that the Society takes ownership of the asset or when the asset is put into use.

Tangible capital assets are amortized over the following estimated useful lives:

Land – leasehold interest	Lease term
Buildings	5 - 40 years
Equipment	1 - 10 years

Assets under construction or development are not amortized until the asset is available for productive use.

Tangible capital assets are written down when conditions indicate that they no longer contribute to the Society's ability to provide services, or when the value of future economic benefits associated with the tangible capital assets are less than their net book value. The write-downs of tangible capital assets are recorded in the statement of operations. Write downs are not subsequently reversed.

Contributed tangible capital assets are recorded at their fair value on the date of contribution. When fair value of a contributed asset cannot be reliably determined, the asset is recorded at nominal value.

1. Significant accounting policies (continued):

(e) Employee future benefits:

Sick leave benefits and retirement severance benefits are available to the Society's employees. The costs of these benefits are actuarially determined based on service and best estimates of retirement ages and expected future salary and wage increases. The obligation under these benefit plans is accrued based on projected benefits as the employees render services necessary to earn the future benefits. Actuarial gains and losses are immediately recognized and recorded as a direct charge to net assets.

The Society and its employees contribute to a multiple-employer plan for health related benefits, administered by the Healthcare Benefit Trust and to the Municipal Pension Plan, a multi-employer defined benefit plan for pension benefits. Contributions to the plans are expensed as incurred.

(f) Use of estimates:

The preparation of financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenses during the reporting period. Areas requiring the use of management estimates include the determination of useful lives for amortization of tangible capital assets, estimates of accounts receivable collectability and allowance for doubtful accounts, and the actuarial assumptions for retirement allowances. Actual results could differ from management's best estimates as additional information becomes available in future years. As adjustments to estimates become necessary they are reported in earnings in the period in which they become known.

(g) Financial instruments:

Financial instruments are recorded at fair value on initial recognition. Investments that are quoted in an active market are subsequently measured at fair value. All other financial instruments are subsequently recorded at cost or amortized cost, unless management has elected to carry the instruments at fair value. The Society has not elected to carry any such financial instruments at fair value.

Transaction costs incurred on the acquisition of financial instruments measured subsequently at fair value are expensed as incurred. All other financial instruments are adjusted by transaction costs incurred on acquisition and financing costs, which are amortized using the straight-line method.

1. Significant accounting policies (continued):

(g) Financial instruments (continued):

Financial assets are assessed for impairment on an annual basis at the end of the fiscal year if there are indicators of impairment. If there is an indicator of impairment, the Society determines if there is a significant adverse change in the expected amount or timing of future cash flows from the financial asset. If there is a significant adverse change in the expected cash flows, the carrying value of the financial asset is reduced to the highest of the present value of the expected cash flows, the amount that could be realized from selling the financial asset or the amount the Society expects to realize by exercising its right to any collateral. If events and circumstances reverse in a future period, an impairment loss will be reversed to the extent of the improvement, not exceeding the initial carrying value.

(h) Combinations by not-for-profit organizations:

Section 4449, *Combinations by not-for-profit organizations*, provides guidance for the recognition and measurement of combinations by not-for-profit organizations. In the new standard, not-for-profit organizations are directed to assess each combination based on criteria outlined in the standard, and accordingly account for the combination as either a merger or acquisition.

This standard is effective for fiscal years beginning on or after January 1, 2022 and is applied on a prospective basis to combinations entered into from the beginning of the fiscal year in which the standard is first applied. The Society has adopted this standard for its fiscal year beginning on April 1, 2022.

2. Acquisition of City Centre Care Society assets and liabilities:

On December 24, 2022, the Society acquired the assets and assumed the liabilities of City Centre Care Society (CCCS). Through an asset transfer agreement, CCCS assigned its rights and responsibilities for Central City Lodge long-term care facility and Cooper Place assisted living facility under service agreements with Vancouver Coastal Health Authority and under lease agreements with the City of Vancouver and with St. Luke's Home Society. The Society assumed all assets, liabilities, contingent liabilities, and contractual obligations of the CCCS, which was dissolved on February 21, 2023. The primary reason for the asset transfer was to ensure that CCCS's mission to provide quality long-term care with dignity, compassion, and respect, would carry on and that CCCS would be able to dissolve after the asset transfer. No consideration was provided by the Society for the acquisition.

The combination has been accounted for as an acquisition in accordance with Section 4449, *Combinations by Not-for-Profit Organizations of Canadian Accounting Standards for Not-for-Profit Organizations*.

2. Acquisition of City Centre Care Society assets and liabilities (continued):

The fair market values of capital assets acquired from CCCS are based on valuations of the assets as at December 23, 2022, performed by independent valuers and appraisers. The amounts recognized for the assets acquired and liabilities assumed at the acquisition date are as follows:

Cash	\$ 6,960,000
Accounts receivable	797,854
Prepaid expenses	22,747
Capital assets	40,994,470
Accounts payable and accrued liabilities	(2,240,235)
Wages and benefits payable	(603,158)
Deferred operating contributions	(692,286)
Accrued sick and severance benefits	(1,111,000)
	<hr/>
	\$ 44,128,392

The difference between the consideration transferred of \$nil and the net of the acquisition-date amounts of the identifiable assets acquired and the liabilities assumed of \$44,128,392 has been recognized as a direct increase in net assets in the statement of changes in net assets for the year ended March 31, 2023.

3. Term deposits:

Included in term deposits is a one-year non-redeemable guaranteed investment certificate that matures on March 11, 2024 and bears interest at 4.6%.

4. Accounts receivable:

	2023	2022
Residents	\$ 217,361	\$ 5,411
Island Health	1,213,651	749,925
Vancouver Coastal Health Authority	683,650	-
Government agencies	329,750	88,818
Other	1,657,802	620,931
	<hr/>	<hr/>
	\$ 4,102,214	\$ 1,465,085

5. Funds held in trust:

The Society administers certain trust accounts on behalf of residents of Central City Lodge and Cooper Place. Funds are distributed upon approval from the residents. These accounts are not recorded in these financial statements. Cash held in trust as of March 31, 2023 was \$473,829.

6. Tangible capital assets:

March 31, 2023	Cost	Accumulated amortization	Net book value
Land	\$ 14,045	\$ -	\$ 14,045
Land – leasehold interests	9,200,000	96,649	9,103,351
Buildings	68,095,237	32,936,640	35,158,597
Equipment	9,959,883	7,899,253	2,060,630
Construction in progress	19,516,889	-	19,516,889
Equipment in progress	58,059	-	58,059
	\$ 106,844,113	\$ 40,932,542	\$ 65,911,571

March 31, 2022	Cost	Accumulated amortization	Net book value
Land	\$ 14,045	\$ -	\$ 14,045
Buildings	36,854,855	31,658,222	5,196,633
Equipment	8,687,594	7,478,667	1,208,927
Construction in progress	3,155,951	-	3,155,951
	\$ 48,712,445	\$ 39,136,889	\$ 9,575,556

- (a) The land - leasehold interests pertain to prepaid land leases for Central City Lodge and Cooper Place transferred from CCCS. The lease for the land for Central City Lodge is held with the City of Vancouver and expires in 2051, and the lease for the land for Cooper Place is held with St. Luke's Home Society and expires in 2040.
- (b) Included in cost of buildings is \$31,180,000 for the fair market value of the buildings transferred from CCCS.
- (c) Included in cost of equipment is \$614,470 for the fair market value of the equipment, including furniture, computer, vehicle, and other equipment, transferred from CCCS.

7. Government remittances payable:

Included in wages and benefits payable are government remittances payable of \$785,307 (2022 - \$456,155), which includes amounts payable for payroll related remittances.

8. Deferred operating contributions:

The Society receives grants from Island Health and Vancouver Coastal Health Authority to fund its operations. Certain unspent funds at the year-end are deferred for use in a future year. Deferred operating contributions consist mainly of amounts related to unspent visitation grants and April 2023 operating grants. Increases in deferred operating contributions during the year relate to amounts brought in on the acquisition of CCCS of \$692,286 as at December 24, 2022.

9. Loan payable:

During the year, the Society drew \$13,220,149 (2022- \$156,661) of a Project Development Funding (“PDF”) loan from BC Housing for the construction of the Comox Care Village. The cumulative amount drawn on the loan as at March 31, 2023 was \$13,713,194 (2022 - \$493,045). A significant increase in the PDF loan was required due to a delay in the finalization of a Tripartite loan agreement between BC Housing, Island Health and Providence Living Society. The loan is interest free and due on demand. The funds advanced will be included in the financing to be provided to the Society by BC Housing for the construction of the Comox Care Village. Funds are repayable with the advancement of the project’s first drawdown on the construction loan. The construction loan will be accessible to the Society upon execution of the Tri-Partite Loan Agreement. Subsequent to March 31, 2023, the Tri-Partite Agreement was fully executed, and the first drawdown was made on the \$57,551,537 construction loan provided by BC Housing. The construction loan will convert to a commercial mortgage insured by CMHC, repayable over 25 years. The mortgage payments will be funded by Island Health according to the Society’s Project Development Agreement with Island Health.

10. Accrued sick and severance payable:

Certain employees with ten years of service and having reached a certain age are entitled to receive special payments upon retirement or as specified by collective agreements. These payments are based upon accumulated sick leave credits and entitlements for each year of service.

The Society’s liabilities are based on an actuarial valuation as at March 31, 2022, extrapolated to March 31, 2023, from which the service cost and interest cost components of expense for the fiscal year ended March 31, 2023, are derived.

Information about the sick leave and severance benefits is as follows:

	2023	2022
Accrued benefit obligation:		
Severance benefits	\$ 1,048,605	\$ 451,919
Sick leave benefits	714,309	261,258
	<u>1,762,914</u>	<u>713,177</u>
Less current portion	224,350	73,766
Accrued benefit liability, end of year	<u>\$ 1,538,564</u>	<u>\$ 639,411</u>

10. Accrued sick and severance payable (continued):

The accrued benefit obligation reported on the statement of financial position is as follows:

	2023	2022
Accrued benefit liability, beginning of year	\$ 713,177	\$ 602,482
Add CCCS accrued benefit liability, December 24, 2022 (note 2)	1,111,000	-
Current service cost	122,232	64,602
Interest expense	47,892	16,869
Net benefit expense	170,124	81,471
Actuarial loss (gain)	(130,444)	136,519
Benefits paid	(100,943)	(107,295)
Accrued benefit liability, end of year	\$ 1,762,914	\$ 713,177

The significant actuarial assumptions adopted in measuring the Society's accrued sick and severance liabilities are as follows:

	2023	2022
Discount rate	4.80%	3.90%
Rate of compensation increase	7.00%	2.50%
Expected future inflationary increases	3.00%	2.00%

11. Employee benefits:

(a) Employee healthcare benefits:

The Healthcare Benefit Trust (the "Trust") administers long-term disability and group life insurance, accidental death and dismemberment, extended health and dental claims ("health and welfare benefits") for certain employee groups of the Society and other provincially funded organizations. The net trust assets or liability of the pool in which the Society participates is recorded by the respective Health Authority as at March 31, 2023. The Society's share of the net trust position is not reflected in these financial statements.

Contributions to the Trust of \$1,652,952 (2022 - \$1,351,962) were expensed during the year.

11. Employee benefits (continued):

(b) Employee pension benefits:

The Society and its employees contribute to the Municipal Pension Plan (a jointly trustee pension plan). The board of trustees, representing plan members and employers, is responsible for administering the plan, including investment of the assets and administration of the benefits. The plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula. As at December 31, 2021, the plan has about 227,000 active members and approximately 118,000 retired members. Active members include approximately 366 contributors from the Society.

Every three years, an actuarial valuation is performed to assess the financial position of the plan and adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary's calculated contribution rate is based on the entry age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability.

The most recent actuarial valuation for the Municipal Pension Plan as at December 31, 2021, indicated a \$3,761 million funding surplus for basic pension benefits on a going concern basis. The next valuation will be as at December 31, 2024, with results available in 2025.

Employers participating in the plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the plan records accrued liabilities and accrued assets for the plan in aggregate, resulting in no consistent and reliable basis for allocating the obligation, assets and cost to the individual employers participating in the plan.

Employer contributions to the Plan of \$1,088,892 (2022 - \$845,499) were expensed during the year.

12. Deferred capital contributions:

Deferred capital contributions represent externally restricted contributions and other funding received for the purchase of tangible capital assets. The amortization of capital contributions is recorded as revenue in the statement of operations.

Included in deferred capital contributions is a lump sum payment of \$4,000,000 received from Island Health as part of the Asset Transfer Agreement in respect of demolition costs of the acute facilities on the St. Joseph's General Hospital site.

	2023	2022
Deferred capital contributions, beginning of year	\$ 13,617,291	\$ 14,836,179
Capital contributions received	1,100,491	196,696
Amortization for the year	(1,329,899)	(1,415,584)
Deferred capital contributions, end of year	\$ 13,387,883	\$ 13,617,291

Deferred capital contributions are comprised of the following:

	2023	2022
Unamortized capital contributions used to purchase capital assets	\$ 7,376,603	\$ 7,370,770
Unspent contributions	6,011,280	6,246,521
	\$ 13,387,883	\$ 13,617,291

13. Invested in tangible capital assets:

(a) Investment in tangible capital assets is calculated as follows:

	2023	2022
Tangible capital assets	\$ 65,911,571	\$ 9,575,556
Amounts financed by:		
Deferred capital contributions	(7,376,603)	(7,370,770)
Loan payable	(13,713,194)	(493,045)
	\$ 44,821,774	\$ 1,711,741

13. Invested in tangible capital assets (continued):

(b) Change in net assets invested in capital assets is calculated as follows:

	2023	2022
Excess of revenues over expenses:		
Amortization of deferred capital contributions	\$ 1,329,899	\$ 1,415,584
Amortization of capital assets	(1,795,655)	(1,443,733)
	<u>\$ (465,756)</u>	<u>\$ (28,149)</u>
Net change in investment in capital assets:		
Purchase of capital assets	\$ 17,137,200	\$ 2,800,433
Amounts funded by:		
Deferred capital contributions	(1,335,732)	(976,314)
Loan payable	(13,220,149)	(156,661)
	<u>\$ 2,581,319</u>	<u>\$ 1,667,458</u>

14. Revenue from Health Authorities:

(a) Island Heath:

	2023	2022
Long-term care and hospice grant	\$ 11,998,777	\$ 12,339,180
Adult day program grant	205,171	196,907
Covid-19 grant	702,571	1,091,523
Health career access program	373,568	235,851
Recoveries	527,972	386,039
	<u>\$ 13,808,059</u>	<u>\$ 14,249,500</u>

(b) Vancouver Coastal Health Authority:

	2023	2022
Long-term care grant	\$ 2,651,131	\$ -
Addictions and recovery	180,017	-
Assisted living	695,671	-
Covid-19 grant	258,602	-
	<u>\$ 3,785,421</u>	<u>\$ -</u>

15. Related party transactions:

The Society is related to the entities described below through either an economic interest or significant influence relationship. Transactions with these entities, unless disclosed otherwise, are in the normal course of operations and are recorded at the exchange amount, which is the amount of consideration established and agreed to by the related parties.

(a) Foundations and auxiliaries

St. Paul's Foundation, Comox Valley Healthcare Foundation and the Auxiliary Society for Comox Valley Healthcare raise funds in the community for the purposes of furthering the interests and objectives of the Society and healthcare in the region. These entities are not-for-profit organizations and registered charities under the income tax act.

During the year, the St. Paul's Foundation provided an unrestricted operating donation to the Society of \$2,871,302 (2022 - \$1,238,734). As at March 31, 2023, the Society has \$1,574,580 (2022 - \$617,120) due from St. Paul's Foundation recorded in accounts receivable.

During the year the Society received \$87,957 (2022 - \$81,000) in contributions from the Comox Valley Healthcare Foundation. As at March 31, 2023, the Society has \$nil (2022 - \$9,825) due from the Comox Valley Healthcare Foundation.

During the year, the Society received \$258,501 (2022 - \$106,331) in contributions from the Auxiliary Society for Comox Valley Healthcare.

(b) Providence Health Care Society ("PHC")

PHC is incorporated under the Societies Act of the Province of British Columbia and is funded by the Province of British Columbia Ministry of Health ("Ministry of Health"). PHC is a not-for-profit organization and is a registered charity under the Income Tax Act, and as such, is exempt from income taxes. PHC is related to the Society through common board members (as at March 31, 2023 there were 3 members in common with PHC). In fiscal 2023, the Society purchased \$750,180 (2022 - \$325,362) in services from PHC related to staff time and rent costs. In fiscal 2023, the Society sold \$116,969 in services to PHC related to staff time. As at March 31, 2023, the Society has \$3,660 (2022 - \$nil) due from PHC recorded in accounts receivable.

16. Commitments:

The Society has entered into agreements for construction management and the majority of design and engineering costs related to the redevelopment of the Comox site as at March 31, 2023. The budget for the redevelopment project under external project management is \$58.7 million, of which \$18,259,110 had been spent as at March 31, 2023 (2022 - \$2,048,235).

17. Economic dependence:

A substantial portion of the Society's revenue is received from Island Health and Vancouver Coastal Health on behalf of services provided for the Ministry of Health. Accordingly, the Society is economically dependent on Island Health and Vancouver Coastal Health Authority to provide the funding needed to maintain its operations.

18. Financial instruments:

Risk Management Policy

The Society has potential exposure to credit risk, liquidity risk and interest rate risk from its financial instruments through the normal course of operation. Qualitative and quantitative analysis of the significant risks from the Society's financial instruments is provided below.

All significant financial assets and financial liabilities of the Society are either recognized or disclosed in the financial statements together with other information relevant for making a reasonable assessment of future cash flows, interest rate risk and credit risk.

These risks are managed through the Society's collection procedures and other internal policies and procedures.

(a) Credit risk:

Financial instruments that potentially subject the Society to concentrations of credit risk include cash and accounts receivable. The risk exposure is limited to their varying amounts at the date of the statement of financial position.

The Society manages credit risk by holding balances of cash with reputable, top rated financial institutions.

Accounts receivable consist of amounts receivable from Health Authorities, government entities, clients and residents, foundations and auxiliaries. To reduce the risk, the Society periodically reviews the collectability of its accounts receivable and establishes an allowance based on its best estimate of potentially uncollectible amounts. The Society historically has not had difficulty collecting receivables, nor have counterparties defaulted on any payments. The maximum credit risk exposure is \$4,030,719 (2022 - \$1,465,085).

(b) Interest rate risk:

Interest rate risk is the risk that the value of a financial instrument might be adversely affected by a change in interest rates. Changes in market interest rates may have an effect on the cash flows associated with some financial assets and liabilities, known as cash flow risk, and on the fair value of other financial assets or liabilities, known as price risk. The Society is not exposed to significant interest rate risk.

18. Financial instruments (continued):

(c) Liquidity risk:

Liquidity risk is the risk that the Society will encounter difficulty in meeting obligations associated with financial liabilities. The Society enters into transactions to purchase goods and services and lease equipment, for which payments are required at various dates. Liquidity risk is measured by reviewing the Society's future net cash flows for the possibility of a negative net cash flow. Differences do exist in the timing between the receipts of funding and the payment of various expenditures.

There have been no significant changes in the risk exposures from 2022.

19. Employee, contractor and director remuneration:

For the fiscal year ending March 31, 2023, the Society paid total remuneration of \$1,729,792 to ten employees (2022 - \$1,473,870 to ten employees) and \$nil contractors (2022 - \$137,176 to one contractor), each of whom received total annual remuneration of \$75,000 or greater. No remuneration was paid to the Board Directors.

20. Comparative information:

Certain 2022 comparative information has been reclassified to conform to the presentation adopted in the current year.

Appendix B

The application as provided by the Comox Valley Children’s Day Care Society for Joyful Journeys Children’s Centre to be considered for the permissive tax exemption.



COMOX VALLEY CHILDREN'S DAY CARE SOCIETY

"Since 1970"

1800 Noel Avenue
Comox, British Columbia
V9M 2L1
Telephone: (250) 339-3033
Fax: (250) 339-7072
admin@cvcdcs.com

May 27, 2024

Town of Comox
Attn: Director of Financial Services
1809 Beaufort Ave., Comox, B.C. V9M 1R9

Re: Permissive Property Tax Exemption, 211 Rodello Street V9M 0E1, Comox, BC

Dear Director of Financial Services,

Enclosed please find the application for permissive Property Tax Exemption for the above-described property know as Joyful Journeys Children's Centre. Financial statements for the past year for the Society, projected budget for the Centre and the site drawings for the property are included.

At Joyful Journeys we will provide an essential service for families, including employees of Providence Living. Up to 32 families will access child care services at this location in Comox. Without access to child care families can not return to work, post secondary education or tend to other important matters. Equally important to the service we provide is our ability to support healthy child development for the little ones in our care. With more and more families moving to Comox, the need for high quality early care and learning is increasing rapidly.

The Comox Valley Children's Day Care Society is very grateful to the Town of Comox for their historical support by the way of a permissive Property Tax Exemption. This has allowed us, as a non-profit registered charity, to continue to provide quality child care services for over 50 years.

Should you require any further information, please do not hesitate to contact me. We thank you in advance for your consideration.

Sincerely

Erin Balmer, Executive Director
Comox Valley Children's Day Care Society



APPLICATION FOR PERMISSIVE TAX EXEMPTION

TOWN OF COMOX
 1809 Beaufort Avenue Ph: (250) 339-2202
 Comox BC V9M 1R9 Fx: (250) 339-7110

Applicant Organization:	Comox Valley Children's Day Care Society	
Address:	1800 Noel Ave, Comox BC, V9M2L1	
Contact #1 (Name, Title and phone numbers)	Erin Balmer, Executive Director / 250 339 3033	
Contact #2 (Name, Title and phone numbers)	Kaaren Wilson, Finance Manager, 250-339-3033	
Property Address:	211 Rodello St., Comox BC, V9M0E1	
Legal Description:	LOT A SECTIONS 1 AND 2 COMOX DISTRICT PLAN EPP118693	
Folio (roll) #:	1022	PID #: 031-738-150
<i>Staff notes on property (please leave this area blank)</i>		

Exemption Requested:	(All of property, or part by %, \$ Value, or area)
50% Property / Land portion occupied/ leased by CVCDCS	
Organization's Goals:	Describe your organization's goals and how this property is used to meet those goals. Please See Attached
Benefit to Comox:	Describe how the principal uses of this property benefits the general public in Comox, and/or special groups of the public. Please See Attached
Public Participation:	Describe the approximate numbers of participants using this property, and the fees or charges to them for doing so. Please See Attached
Volunteer Participation:	Describe the approximate numbers of volunteers, and the hours they contribute annually to the activities on this property. Please See Attached
Third Party Use:	Describe any significant third parties using this property, explaining who they are, any fees they are charged, and any conditions you impose upon their use of the property. Please See Attached
Commercial Activities:	Please describe any commercial activities occurring on this property. Please See Attached
Use of Savings:	How will your organization use the funds it saves if Council grants the requested exemption? Please See Attached

Continued over...



APPLICATION FOR PERMISSIVE TAX EXEMPTION

TOWN OF COMOX
 1809 Beaufort Avenue Ph: (250) 339-2202
 Comox BC V9M 1R9 Fx: (250) 339-7110

(a) Mandatory Attachments and Responses:

(Yes or No)

(b) Financial Statements: Have you attached Financial Statements showing the most recent two financial years, and do you agree that they can be released to the public upon request?	No, this centre will be opening in July 2024 and has no financial history. Attached are the financials of the CVDCS.
Site Drawing: Have you attached a site drawing for your property?	Yes
Conditions Will your organization abide by the Town's Property Tax Exemption Policy, and any conditions Council may set in granting an exemption on this property?	Yes

Other information: Provide any other relevant information you feel Council should consider.

Attached is the projected budget for the first year of operation.

Please See Attached

Ekin Baumer
 Signature

EKIN BAUMER
 Name & Position EXECUTIVE DIRECTOR

Aug 26/24
 Date

Submit Application to:

Town of Comox
 Attn: Director of Finance
 1809 Beaufort Avenue
 Comox, B.C.
 V9M 1R9

Deadline for applications is May 31st of every year, with the exemption applicable to the next year's taxation.

Comox Valley Children's Day Care Society
Statement of Operations 04/01/2023 to 03/31/2024

Revenue

Provincial government grants	\$	528,457
Parent fees		183,279
Provincial government parent subsidies		61,740
Supported child care		59,277
Fundraising and donations		11,565
Membership		3,068
Provincial \$10-a-Day Funding		832,050
		<hr/>
		1,679,436

Expenses

General and Administrative Expenses		12,604
Insurance		13,410
Professional fees		13,991
Programming supplies		33,080
Property taxes		9,770
Repairs and maintenance		22,630
Salaries, wages and benefits		1,420,903
Strata fees		6,476
Utilities		15,385
		<hr/>
		1,548,250

Excess of revenue over expenses before other items	\$	131,185
		<hr/> <hr/>

Comox Valley Children's Day Care Society
Statement of Operations and Changes in Net Assets
For the year ended March 31, 2023

	12 Months Ended March 31 2023	8 Months Ended March 31 2022
Revenue		
Prototype centre government funding	570,772	279,973
Parent fees	230,963	133,398
Provincial government grants	229,078	135,931
Provincial government parent subsidies	187,526	101,811
Supported childcare	69,643	77,914
Gaming	31,718	17,810
Fundraising and donations	26,652	12,440
Memberships	2,170	1,442
	1,348,522	760,719
Expenses		
Advertising and promotion	1,454	1,516
Bad debts	3,133	228
Fundraising costs	13,423	6,097
Insurance	12,149	5,050
Interest and bank charges	108	107
Office	7,756	5,137
Professional fees	16,632	15,014
Property taxes	5,729	3,227
Rent	1,954	621
Repairs and maintenance	14,786	10,366
Salaries, wages and benefits	1,142,929	652,114
Strata fees	5,685	-
Supplies	15,745	7,250
Training and education	2,703	730
Utilities	17,596	6,604
Total expenses	1,261,782	714,061
Excess of revenue over expenses before other items	86,740	46,658
Other items		
Amortization of deferred capital contributions	10,320	7,391
Amortization of capital assets	(26,694)	(17,864)
Stuart Foden bursary	-	(500)
Excess of revenue over expenses	70,366	35,685
Net assets beginning of year	279,998	244,313
Net assets, end of year	350,364	279,998

Joyful Journeys

Opening Budget July 1 2024 - March 312025

	JJSR	JJJR	Total
REVENUES			
Program Fees (1)			
Program Fee (Parent + ACCB)	96,380.00	32,190.00	128,570.00
Annual Society Membership Fees	480.00	160.00	640.00
Provincial Government Fee Reduction Initiative	122,200.00	66,600.00	188,800.00
Volunteer Deposit Fee	1,020.00	340.00	1,360.00
Wage Re-imburement			
Comox Valley Child Development Association wage reimbursement	-	-	-
Provice of British Columbia ECE Wage Enhancement	90,920.00	56,450.00	147,370.00
Provincial Community Gaming Grant	1,200.00	400.00	1,600.00
Licenced Gaming	1,260.00	420.00	1,680.00
Fundraising / Donations	7,500.00	2,500.00	10,000.00
Provincial Childcare BC			
Child Care Operating Fund (CCOF)	25,700.00	18,600.00	44,300.00
Administrative CCOF Re-imburement	5,140.00	3,720.00	8,860.00
TOTAL INCOME	351,800.00	181,380.00	533,180.00
OPERATING EXPENSES			
Accounting and Legal	1,100.00	360.00	1,460.00
Programming			
Programming	4,500.00	1,500.00	6,000.00
Program Housekeeping / Support Supplies	1,992.00	664.00	2,656.00
Bad Debt	100.00	50.00	150.00
Facilities			
Centre Cleaning Supplies	920.00	375.00	1,295.00
Maintenance	900.00	300.00	1,200.00
Utilities	1,125.00	375.00	1,500.00
Property Tax	2,250.00	750.00	3,000.00
Rent	4,500.00	1,500.00	6,000.00
Insurance	645.00	215.00	860.00
Human Resources			
Occupational Health and Safety	180.00	60.00	240.00
Training and Workshops	515.00	170.00	685.00
ECEBC Membership	115.00	115.00	230.00
Wages and Benefits - ECE Staff	260,000.00	210,000.00	470,000.00
Wages and Benefits - Cleaning Staff	8,400.00	2,770.00	11,170.00
Wages and Benefits - Office	49,000.00	16,000.00	65,000.00
Administrative			
Advertising / Promotions	150.00	50.00	200.00

General and Administrative Expenses	2,400.00	800.00	3,200.00
Staff Appreciation	1,099.00	366.00	1,465.00
Conultation	350.00	125.00	475.00
Conference Fees	138.00	46.00	184.00
Stuart Foden Bursary	95.00	30.00	125.00
Board of Directors			-
Board Expenses	185.00	61.00	246.00
Consulting Fees	550.00	183.00	733.00
Directors Liability Insurance	248.00	83.00	331.00
TOTAL EXPENSES	341,457.00	236,948.00	578,405.00
PROJECTED GAIN / LOSS	10,343.00	- 55,568.00	- 45,225.00

Comox Valley Children's Day Care Society (CVCDCS) / Joyful Journeys Children's Centre

Application for Permissive tax Exemption

Attachment #1

Organization's Goals

To provide high quality, affordable, accessible and inclusive early care and learning programs for children and families in Comox. Our programs are responsive to and reflective of the desires and capabilities of the children, families, educators and community.

Benefit to the Community

We are a community- based organization serving the needs of families in Comox. Opening July 2024, Joyful Journeys will be a place where families can connect, where a sense of community and neighbourhood is fostered.

Joyful Journeys is another example of community partnerships, as we work with Providence Living to provide child care for Providence Living employees and the community of the Town of Comox. Working with Providence Living, the continued need for more child care spaces was identified. With support from the CVCDCS, Providence Living applied for the child care new spaces grants. Having been successful in the application, Joyful Journeys Children's Centre has been established and 32 new child care spaces have been created. The CVCDCS has entered into a long-term lease with Providence Living in order to operate these new spaces and meet the needs of the community.

Regulated and licensed child care provides a safe and stable place that families can count on. We follow and exceed all public health measures. Families rely on us so that they may participate in the work force attend post- secondary education or attend to other matters. We support the physical and mental health and well-being of children and have given them a safe place to play and grow. We support families to thrive, and when families thrive, communities thrive.

Joyful Journeys will be fully inclusive of children with additional support needs and we will continue to work closely with the Comox Valley Child Development Association. We support children as they transition to kindergarten by working closely with Comox Elementary schools and the school district.

We are a fair and ethical employer offering competitive wages and benefits as well as professional development for our team of professional educators.

Public Participation

We will serve approximately 32 families at Joyful Journeys. Children can attend either full or part time. All families have a right to enroll in the center when there is space available.

Program fees for Joyful Journeys will be \$1350 for the under 3 years program and \$975 for 3-5 year old program. Once opened, Joyful Journeys will be applying for Child Care Operating Funding to support families with their program fees. The Child Care Operating Funding will reduce fees and families can apply for the affordable child care benefit to further supplement their program fees.

Fees, either from the parents or from the government, do not cover the cost of operations. We fundraise as much as possible, seek out any available grants and of course, including applying for a permissive tax exemption.

Other participants who utilize our property are work experience students from community high schools and practicum students from North Island College and other post-secondary institutions.

Volunteer Participation

Our non-profit childcare program is governed by a volunteer Board of Directors made up of primarily parents and occasionally community members. We currently have 7 Board members, who contribute approximately 500 hours per year. All families enrolled are members of the CVCDCS and they each volunteer a minimum of 2 hours per year either in fundraising activities or small maintenance projects.

Third Party Use

Other than child care, the only other use for the building would be after-hours professional development, parent meetings or community early years meetings.

Commercial Activities

The operation of child care is the only commercial activities that happen on this property.

Use of Savings

The savings realized as a result of a successful permissive tax exemption request will support the operations and maintenance of Joyful Journeys Children's Centre. This includes but is not limited to center maintenance, utilities, playground equipment, books, learning materials and art supplies. As a licensed facility we have strict regulations regarding safety and up-keep of our center and equipment.

Other Information

2024 Surplus

The Comox Valley Children's Day Car Society is committed to ensuring that the children of Comox receive quality care in a safe and nurturing environment. To achieve this, we carefully manage our financial resources, with a focus on long-term sustainability and the maintenance of our facilities. Our surplus is reinvested into the organization, with a portion allocated specifically for depreciation reporting. This ensures that we can account for the wear and tear on our buildings and equipment, providing a clear picture of the ongoing investment needed to keep our spaces safe and functional.

Additionally, the surplus allows us to fund building maintenance and necessary upgrades, from repairing structural issues to updating playground equipment and safety features. By reinvesting our surplus in this way, we can guarantee a high standard of care and safety for the children we serve, while also maintaining compliance with Island Health Licensing regulations and fostering a welcoming environment for learning and growth. The surplus does not take into consideration amortization expenses and has not been adjusted for any deferred income.

The CVDCS is incredibly grateful for the progressive and responsive actions of the Town of Comox in supporting child care services not only through this unique and forward- thinking partnership, but also by way of permissive tax exemptions with our other properties in Comox, Tigger Too and Aspen Grove. We thank you in advance for considering this application.

TOWN OF COMOX

BYLAW 2036

A BYLAW TO AUTHORIZE PERMISSIVE TAX EXEMPTIONS FOR 2025

WHEREAS Section 224 (2) (a) of the Community Charter allows Council to grant permissive exemptions from taxation of land or improvements that are owned by a not-for-profit corporation and that Council considers is used for a purpose that is directly related to the purposes of the corporation;

AND WHEREAS Section 224 (2) (f) of the Community Charter allows Council to grant permissive exemptions from taxation of a hall and additional land related to an exempt building or hall set apart for public worship;

AND WHEREAS Section 224 (2) (h) of the Community Charter allows Council to grant permissive exemptions from taxation of additional land surrounding an exempt hospital or senior's home;

AND WHEREAS the Town of Comox wishes to grant certain permissive tax exemptions for 2025 within the limitations of the Community Charter;

NOW THEREFORE the Town of Comox, in open meeting assembled, enacts as follows:

1. Title

- (1) This bylaw may be cited for all purposes as the "Comox Permissive Tax Exemption Bylaw 2036".

2. Permissive Tax Exemptions Authorized for 2025

- (1) The following described properties (shadowed in Schedule "A" which is attached to and forms part of this bylaw) owned by **Courtenay Golf Club Ltd.** and used for the purpose of a public golf course shall be exempt from property value taxation for the year 2025 on all land and improvements for:

Lot 11, Plan 41761 in Section 56, Comox Land District.

- (2) The following described properties (shadowed in Schedule "B" which is attached to and forms part of this bylaw) owned by the Town of Comox and occupied by the **Filberg Heritage Lodge and Park Association** for the purpose of maintaining it as a heritage lodge and park, shall be exempt from property value taxation for the year 2025 on all land and improvements for:

Lot A, Plan 32509 and Lot 1, Plan VIP71790, both in District Lot 87, Comox Land District.

- (3) The portions of the following described property (shadowed in Schedule "C" which is attached to and forms part of this bylaw) owned by the Town of Comox, and occupied by the **Comox Archives and Museum Society** (used as a public archives and museum), and by the **Pearl Ellis Gallery Association** (used as a public art gallery), and by the **Comox Valley Lions Club** (used as a meeting hall), and by **Unity Comox Valley** (used as a meeting place), shall be exempt from property value taxation for the year 2025 on all land and improvements for:

Lot A, Plan 31594, Section 56, Comox Land District.

2. Permissive Tax Exemptions Authorized for 2025 (continued)

- (4) The following described property (shadowed in Schedule “D” which is attached to and forms part of this bylaw) owned by the **Comox Valley Children’s Day Care Society** and used for the purpose of a day care facility and pre-school, shall be exempt from property value taxation for the year 2025 to the extent of one-half (1/2) of the value of land and improvements at:
Lot 1, Plan 22777, Section 70, Comox Land District.
- (5) The following described property (identified as “Marine Rescue Station” in Schedule “E” which is attached to and forms part of this bylaw) owned by the **Comox Valley Marine Rescue Society**, occupying a portion of the Town of Comox Municipal Marina, shall be exempt from property value taxation for the year 2025 on all land and improvements for:
Float Building in District Lot 380, Nanaimo Land District (except Blocks A & B).
- (6) The following described property (outlined in bold on Schedule “F” which is attached to and forms part of this bylaw) owned by the Town of Comox and occupied by the **Point Holmes Recreation Association** for the purpose of providing and maintaining a public boat launch, shall be exempt from property value taxation for the year 2025 on all land and improvements on:
District Lot 459, Nanaimo Land District.
- (7) The following described property (shadowed in Schedule “G” which is attached to and forms part of this bylaw) owned by the **United Church of Canada** and used for the purpose of public worship, shall be exempt from property value taxation for the year 2025 to the extent of all the value of land surrounding the building for public worship, and the value of any hall on:
Lots 75, 76, 77, and 78, Plan 18100, Section 1, Comox Land District.
- (8) The following described property (shadowed in Schedule “H” which is attached to and forms part of this bylaw) owned by the **Pentecostal Assemblies of Canada** and used for the purpose of public worship, shall be exempt from property value taxation for the year 2025 to the extent of all the value of land surrounding the building for public worship, and the value of any hall on:
Lot 1, Plan 34892, Section 70, Comox Land District.
- (9) The following described property (shadowed in Schedule “I” which is attached to and forms part of this bylaw) owned by the **Anglican Synod of the Diocese of British Columbia** and used for the purpose of public worship, shall be exempt from property value taxation for the year 2025 to the extent of all the value of land surrounding the building for public worship, and the value of the hall on:
Lot A, Plan 26068, Section 56, Comox Land District.

2. Permissive Tax Exemptions Authorized for 2025 (continued)

- (10) The following described property (shadowed in Schedule “J” which is attached to and forms part of this bylaw) owned by **Bay Community Church** and used for the purpose of public worship, shall be exempt from property value taxation for the year 2025 on the all of the value of the land surrounding the place of public worship, and the value of any hall on:

Lot 2, Plan 45138, D.L. 205, Comox Land District.

- (11) The following described property (shadowed in Schedule “K” which is attached to and forms part of this bylaw) owned by the **Trustees of the Comox Valley Presbyterian Church** and used for the purpose of public worship, shall be exempt from property value taxation for the year 2025 on all of the value of the land surrounding the building for public worship, and the value of any hall on:

Lot A, Plan VIP69225, Section 65, Comox Land District.

- (12) The following described property (shadowed in Schedule “L” which is attached to and forms part of this bylaw) owned by the **Providence Living Society** and used for the operation of a not-for-profit residential care facility shall be exempt from property value taxation for 2025 on all of the value of the care facility's land, including the Auxiliary Society for Comox Valley HealthCare (AKA **ThriftShop**), a tenant occupier.

Lot B, Plan EPP118693, Section 1, Comox Land District

Excluded from this property tax exemption are tenant occupiers not specifically named above, such as:

00001.016 – Telus Communication, Class 2

00001.017 – Rogers Wireless, Class 2

00001.018 – Inglis Professional Tutoring Inc, Class 6

- (13) The following described property (shadowed in Schedule “M” which is attached to and forms part of this bylaw) owned by the Town of Comox and occupied by the **Comox Seniors Centre Association** and used for the operation of the d’Esterre Seniors Centre shall be exempt from property value taxation for the year 2025 on all of the value of all land and improvements for:

Lot 16, Plan 3923, Section 56, Comox Land District, except plans 13321&17061.

- (14) The following described property (shadowed in Schedule “N” which is attached to and forms part of this bylaw) owned by the **Royal Canadian Legion Comox Branch 160** and used to serve veterans and their dependents, promote remembrance and act in the service of Canada and Comox, shall be exempt from property value taxation for the year 2025 on all of the value on all land and improvements for:

Lots 6, 7, and 8, Plan 3923, Section 56, Comox Land District.

2. Permissive Tax Exemptions Authorized for 2025 (continued)

- (15) The following described property (darkened in Schedule “O” which is attached to and forms part of this bylaw) owned by the **Nature Trust of B.C.** and will be used for recreation, wildlife conservation and public open space purposes shall be exempt from property value taxation for the year 2025 on all of the value of all land for:

Lot 8, Plan 2657, District Lot 87, Comox Land District, except Plans 24797 and 29411.

- (16) The following described property (also darkened in Schedule “O” which is attached to and forms part of this bylaw) partially (3/8 interest) owned by the **Nature Trust of B.C.** and will be used for recreation, wildlife conservation and public open space purposes shall be exempt from property value taxation for the year 2025 on all of the value of all land and improvements for:

Closed Road 40 feet wide on the easterly boundary of Lot 9, Plan 2657, District Lot 87, Comox Land District (PID 006-310-320)

- (17) The following described property (darkened in Schedule “P” which is attached to and forms part of this bylaw) partially owned by the **Nature Trust of B.C.** and will be used for recreation, wildlife conservation and public open space purposes shall be exempt from property value taxation for the year 2025 on all of the value of all land for:

Lot 28, Plan VIP80065, District Lot 244, Comox Land District.

- (18) The following described property (darkened in Schedule “Q” which is attached to and forms part of this bylaw) owned by the **888 (Komox) RCAF Wing of the Air Force Association**, and used for educational purposes in support of 386 (Komox) Squadron Royal Canadian Air Cadets, shall be exempt from property value taxation for the year 2025 on all of the value of Class 8 (Recreation / Non-Profit) land and improvements for:

Lot A, Plan 50460, District Lot 217, Comox Land District.

- (19) The following described property (darkened in Schedule “R” which is attached to and forms part of this bylaw) owned by the **Comox Valley Affordable Housing Society**, and used for low-income rental housing for seniors, shall be exempt from property value taxation for the year 2025 on all of the land:

Lot A, Plan 22917, District Lot 87, Comox Land District.

- (20) The following described property (darkened in Schedule “S” which is attached to and forms part of this bylaw) owned by the Town of Comox and occupied by the **Comox Valley Tennis Club** (used for recreation), shall be exempt from property value taxation for the year 2025 on all land and improvements for:

Lot 9, Block 3, Plan 2696 and Lots 3, Plan 4215 of Section 56, Comox Land District.

2. Permissive Tax Exemptions Authorized for 2025 (continued)

- (21) The following described property (darkened in Schedule "T" which is attached to and forms part of this bylaw) owned by **Dawn to Dawn Action on Homelessness** (transitional housing) shall be exempt from property value taxation for the year 2025 on all land and improvements for:

Lot 7, Plan VIP20917, Section 56, Comox Land District,

- (22) The following described property (darkened in Schedule "U" which is attached to and forms part of this bylaw) leased and occupied by the **Town of Comox** (used for office space) from North Nanaimo Rentals Ltd., shall be exempt from property value taxation for the year 2025 on all land and improvements for:

Strata Lot 3, 4, and 5; Plan VIS1074, Section 56, Comox Land District,

and, 50% on all land and improvement for:

Strata Lot 6; Plan VIS1074, Section 56, Comox Land District.

- (23) The following described property (shadowed in Schedule "V" which is attached to and forms part of this bylaw) owned by the **Town of Comox** with a long-term lease agreement with the **Comox Valley Children's Day Care Society** and used for the purpose of a daycare facility (operating as '**Aspen Grove Children's Centre**,') shall be exempt from property value taxation for the year 2025 to the extent of one-half (1/2) of the value of both land and improvements at:

Strata Lot 2, Plan EPS7342, Section 65, Comox Land District

- (24) The following described property (shadowed in Schedule "W" which is attached to and forms part of this bylaw) owned by the **Christian & Missionary Alliance – Canadian Pacific District** and used for the purpose of public worship, shall be exempt from property value taxation for the year 2025 to the extent of all the value of land surrounding the building for public worship, and the value of any hall on:

Lot 6, Plan VIP26575, Section 2, Comox Land District

- (25) The following described property (shadowed in Schedule "X" which is attached to and forms part of this bylaw) owned by the **Comox Valley Affordable Housing Society** and used for low income rental housing for seniors, shall be exempt from property value taxation for the year 2025 on all of the land:

Lot B, Plan VIP31594, Section 56, Comox Land District

- (26) The following described property (shadowed in Schedule "Y" which is attached to and forms part of this bylaw) leased and occupied by the **Comox Valley Children's Day Care Society** from the Providence Living Society, with a long-term lease agreement for the purpose of a daycare facility (operating as '**Joyful Journeys Children's Centre**,') shall be exempt from property value taxation for the year 2025 to the extent of one-half (1/2) of the value of both land and improvements at:

Lot A Sections 1 and 2 Comox District Plan EPP118693, Comox Land District

2. Permissive Tax Exemptions Authorized for 2025 (continued)

(27) The following described property (shadowed in Schedule "Y" which is attached to and forms part of this bylaw) owned by the **Providence Living Society** used for the operation of a not-for-profit residential care facility shall be exempt from property value taxation for the year 2025 to the extent of all of the value of both land and improvements at:

Lot A Sections 1 and 2 Comox District Plan EPP118693, Comox Land District

Excluded from this property tax exemption are any tenant occupiers not specifically named in this bylaw.

3. Adoption

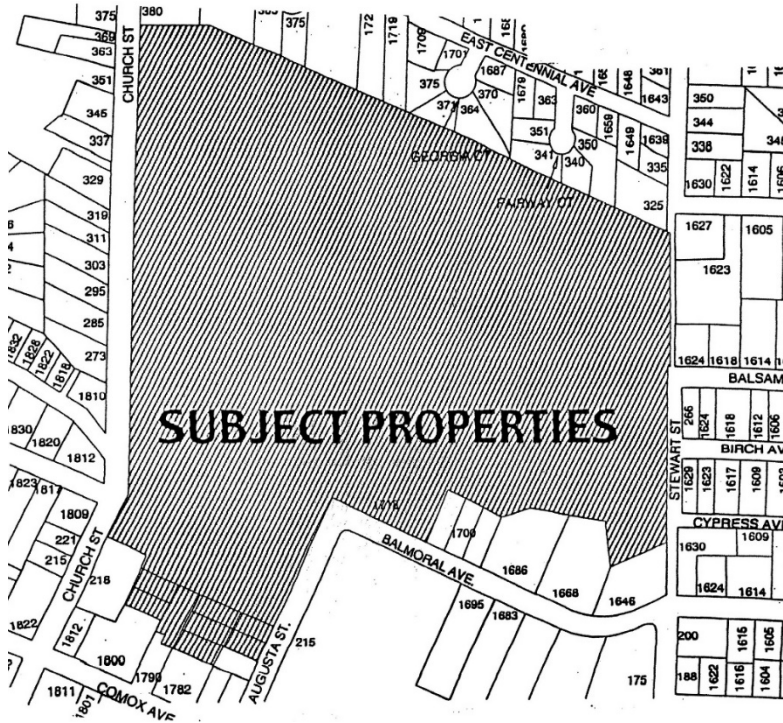
READ A FIRST time this	day of	, 2024
READ A SECOND time this	day of	, 2024
READ A THIRD time this	day of	, 2024
ADOPTED this	day of	, 2024

MAYOR

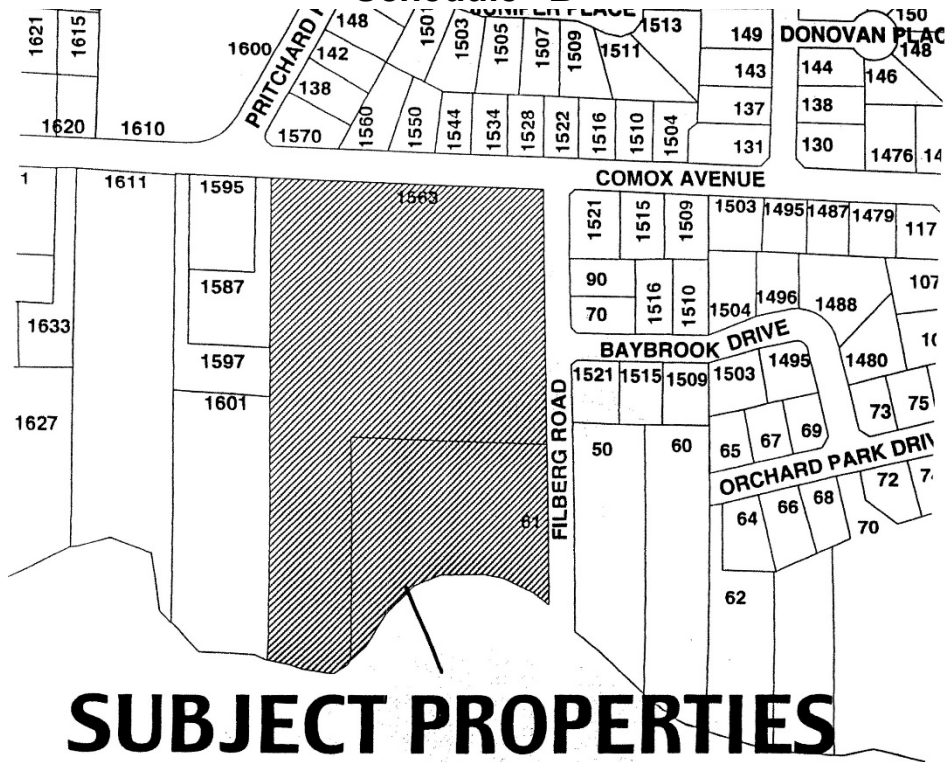
CORPORATE OFFICER

Comox Permissive Tax Exemption Bylaw for 2025 - Bylaw 2036

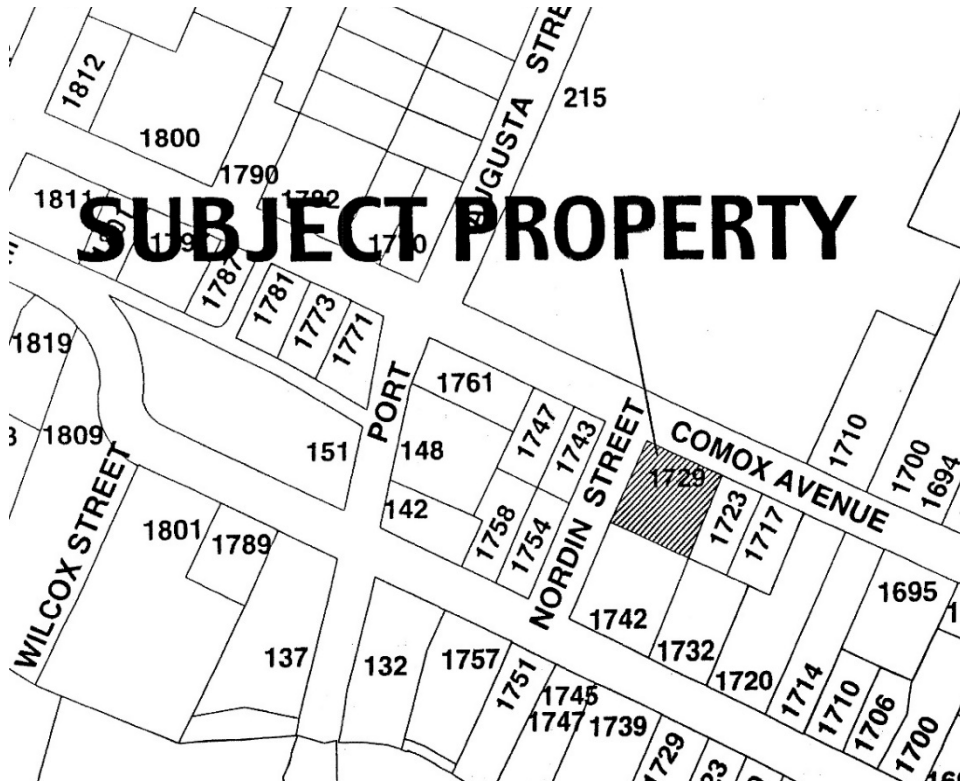
Schedule "A"



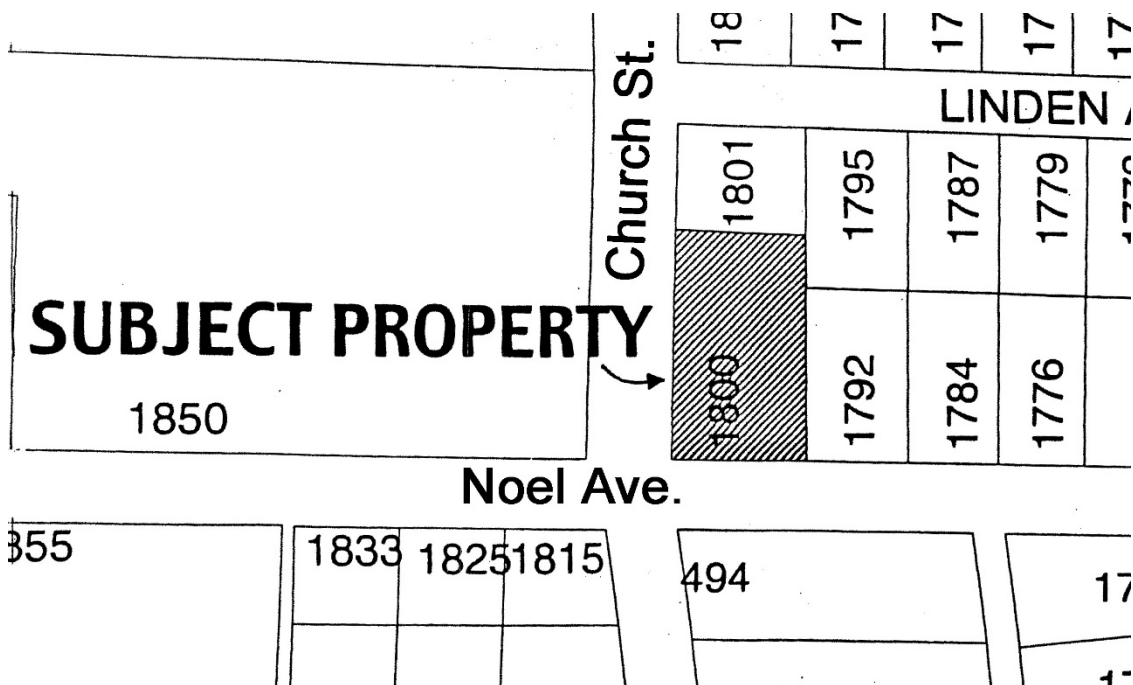
Schedule "B"



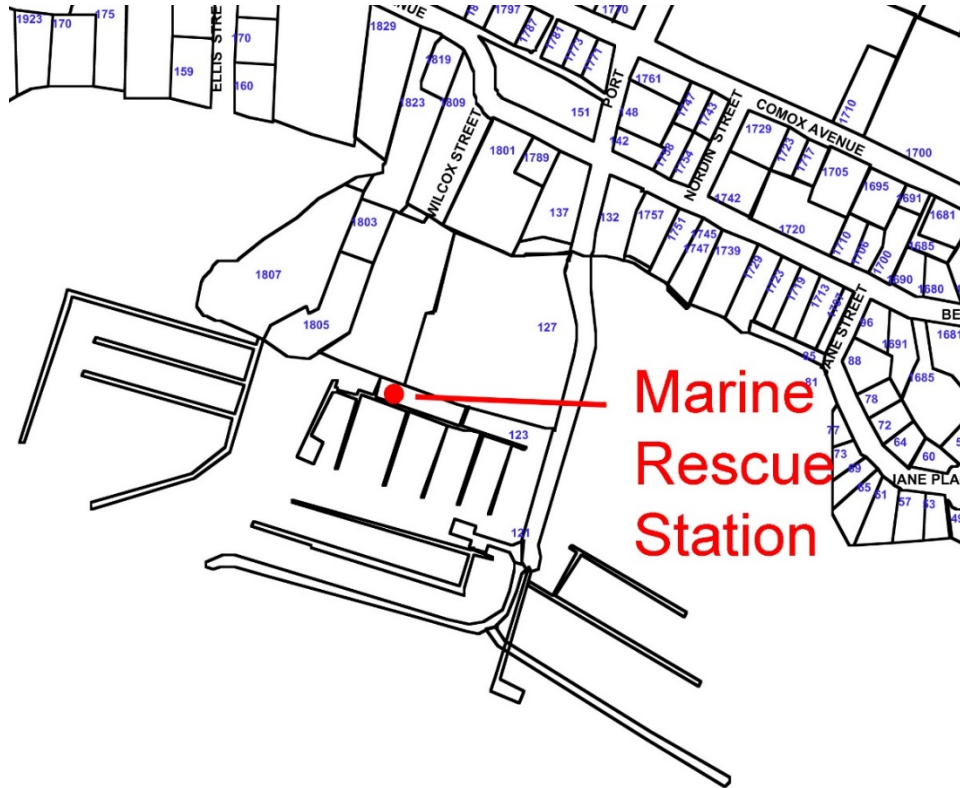
**Comox Permissive Tax Exemption Bylaw for 2025 - Bylaw 2036
 Schedule "C"**



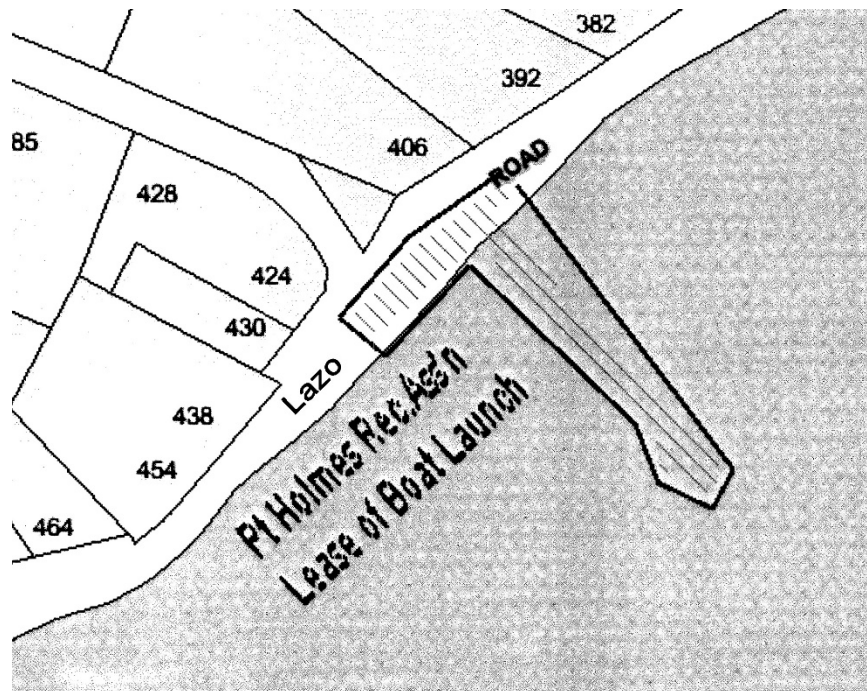
Schedule "D"



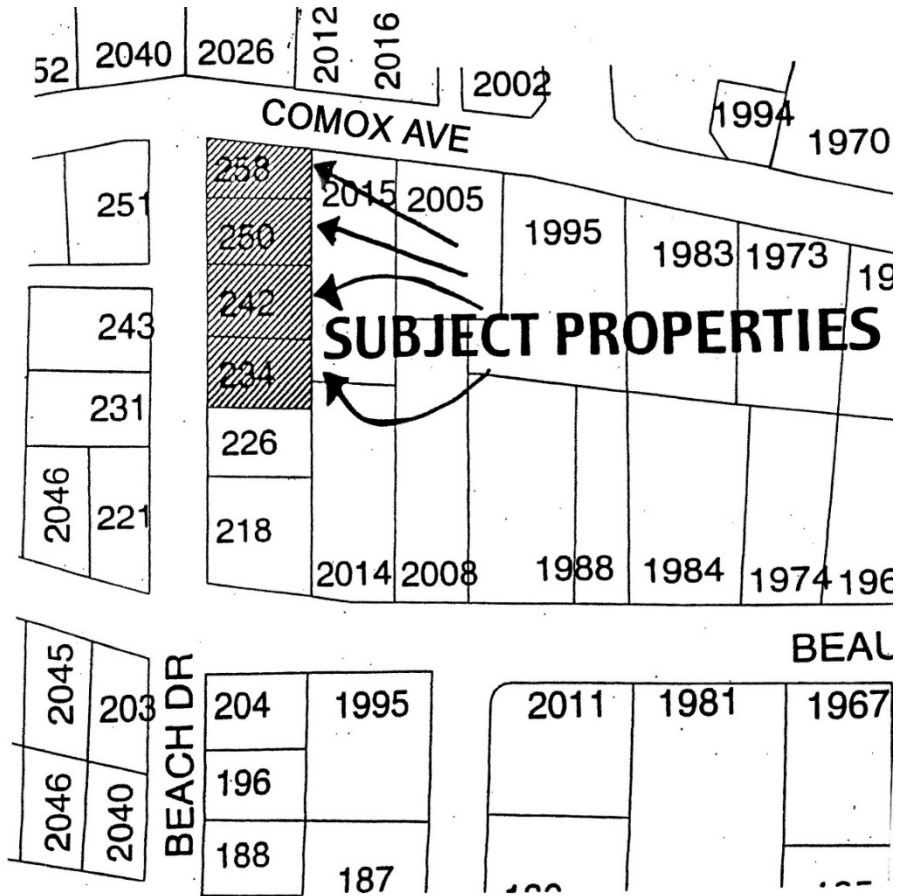
Comox Permissive Tax Exemption Bylaw for 2025 - Bylaw 2036 Schedule "E"



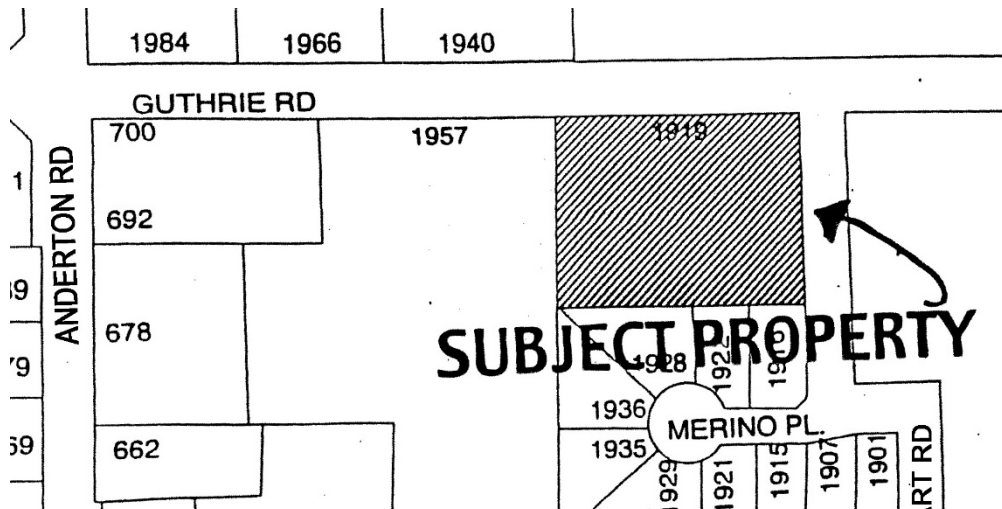
Schedule "F"



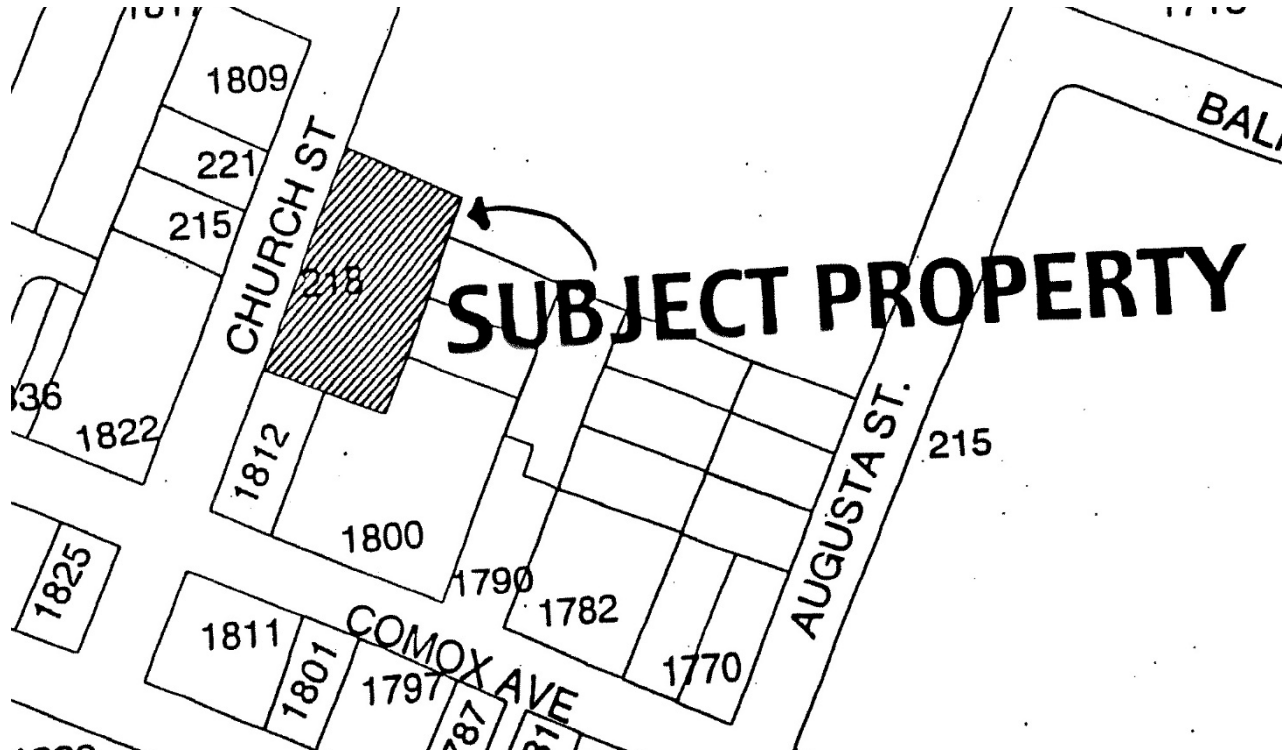
Comox Permissive Tax Exemption Bylaw for 2025 - Bylaw 2036 Schedule "G"



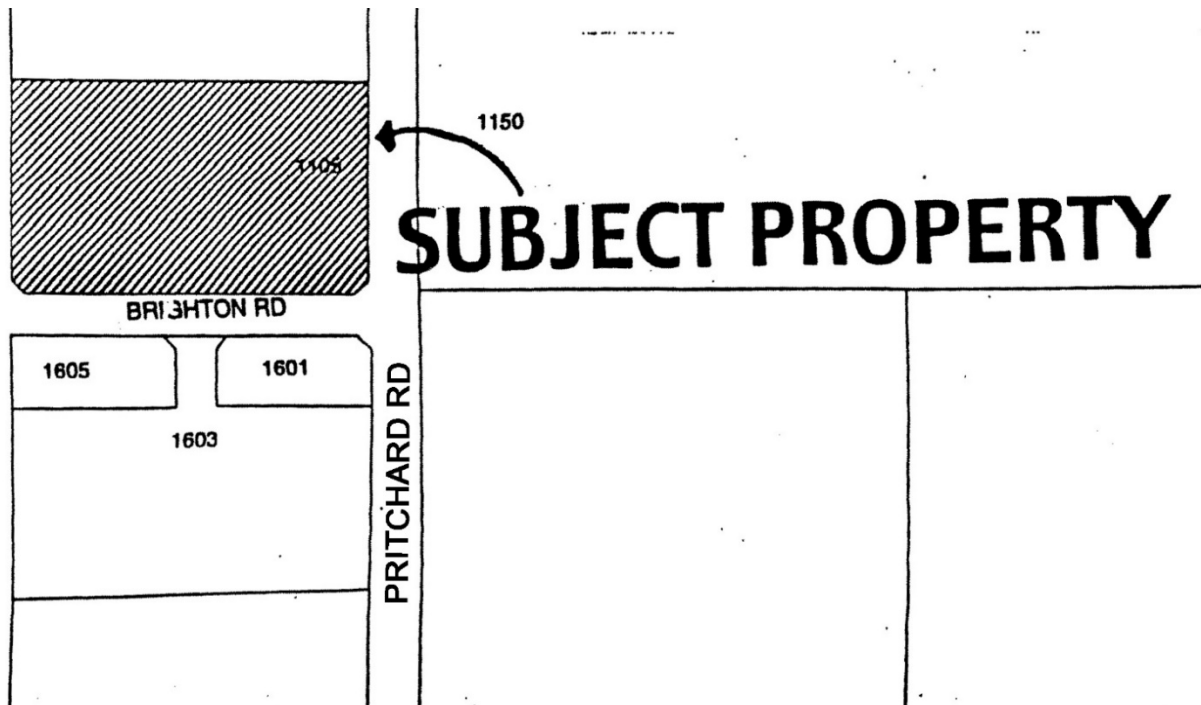
Schedule "H"



**Comox Permissive Tax Exemption Bylaw for 2025 - Bylaw 2036
Schedule "I"**

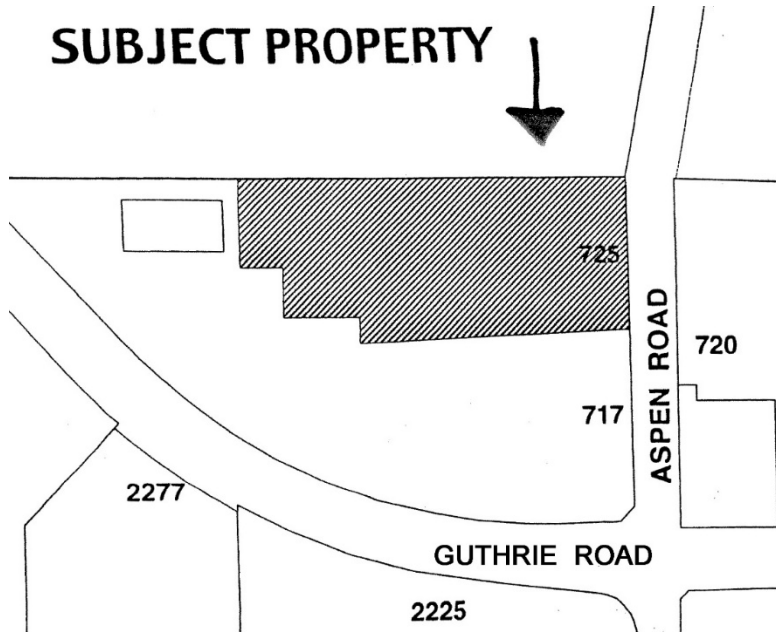


Schedule "J"

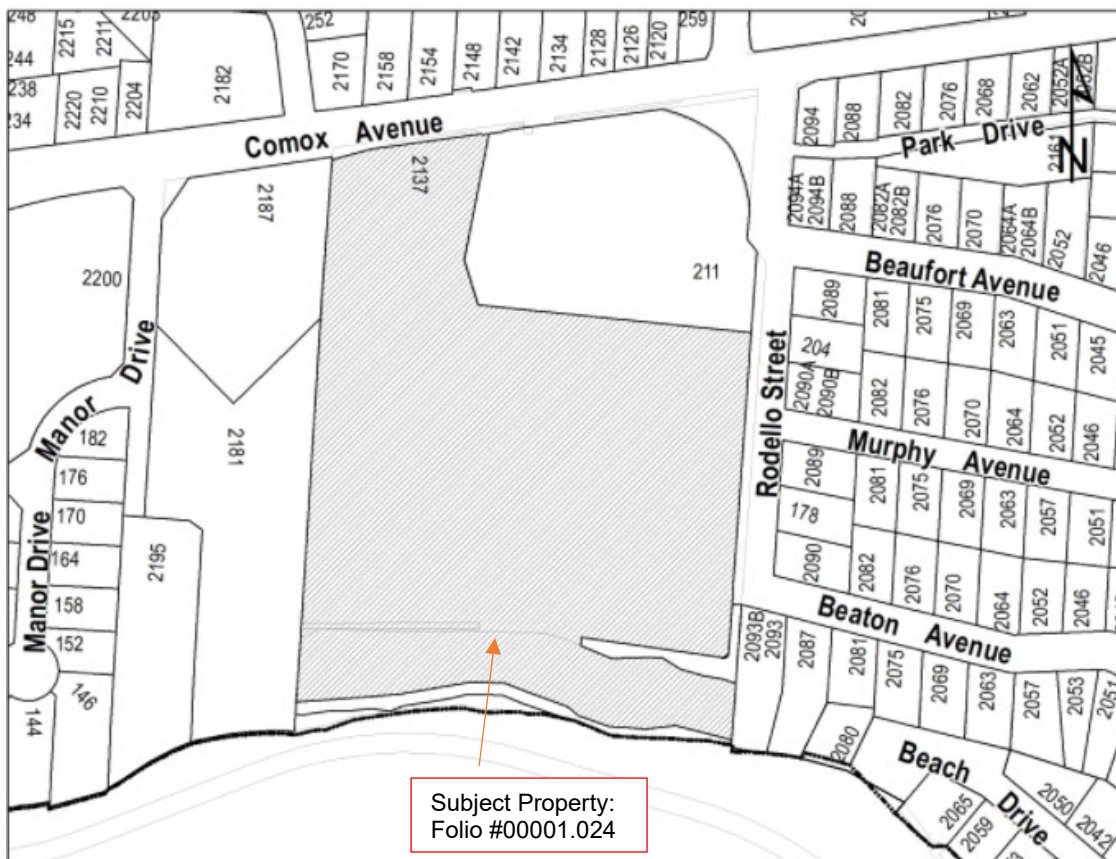


Comox Permissive Tax Exemption Bylaw for 2025 - Bylaw 2036 Schedule "K"

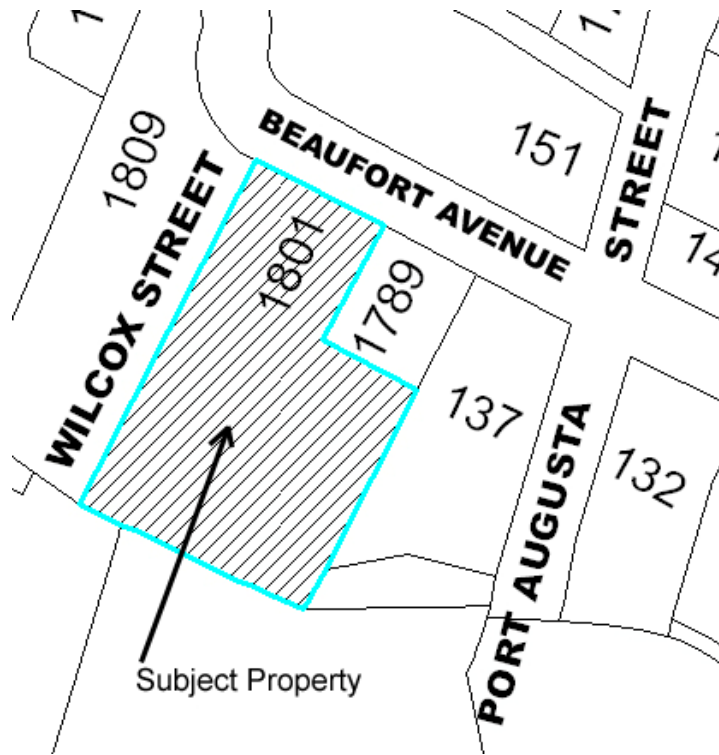
SUBJECT PROPERTY



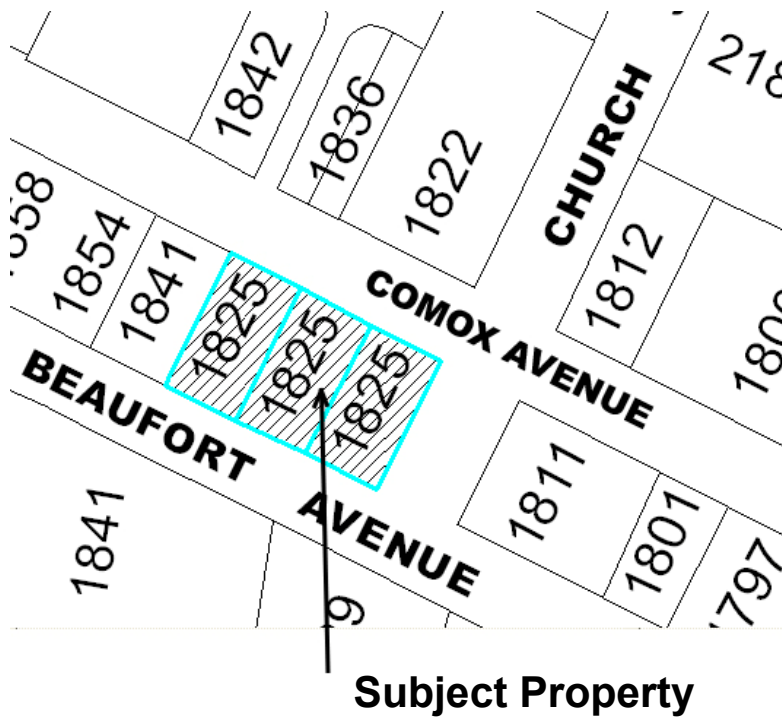
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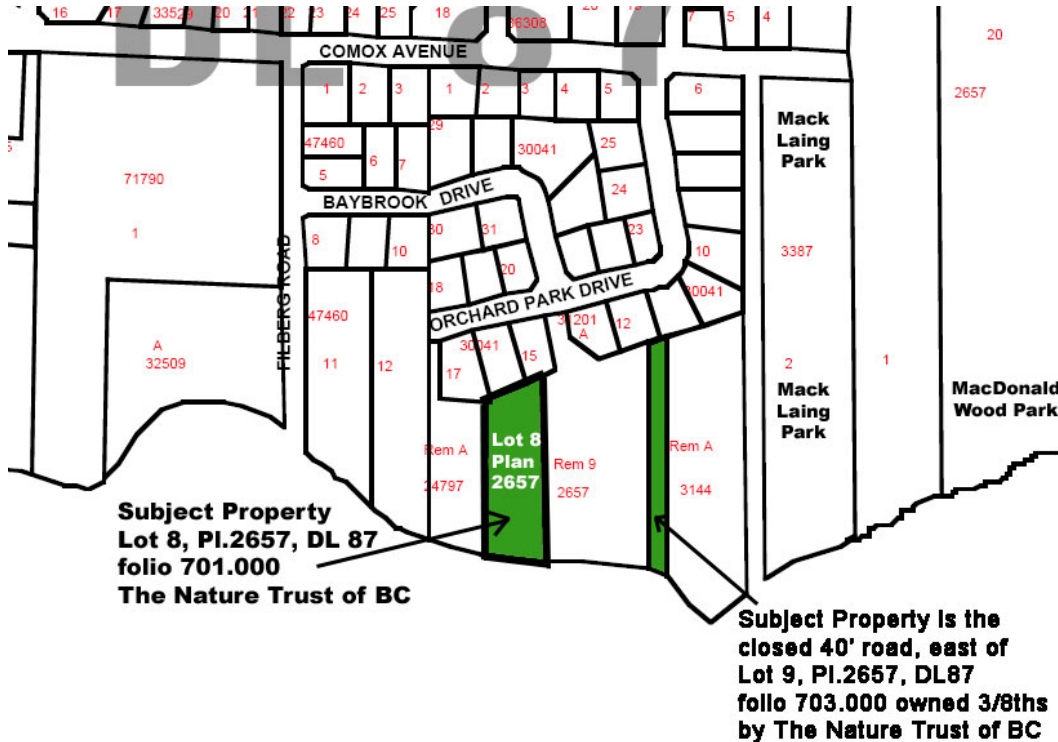
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Schedule "M"



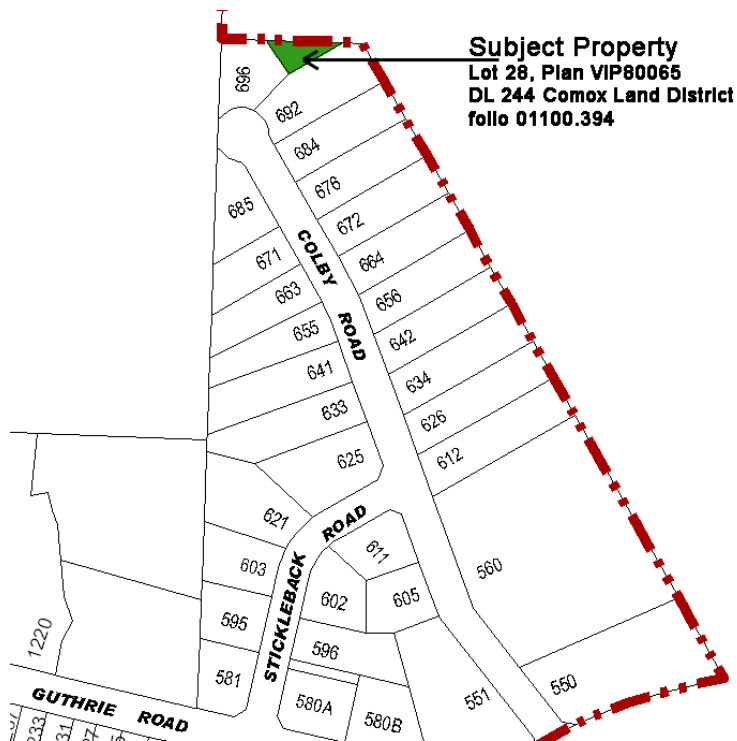
Schedule "N"



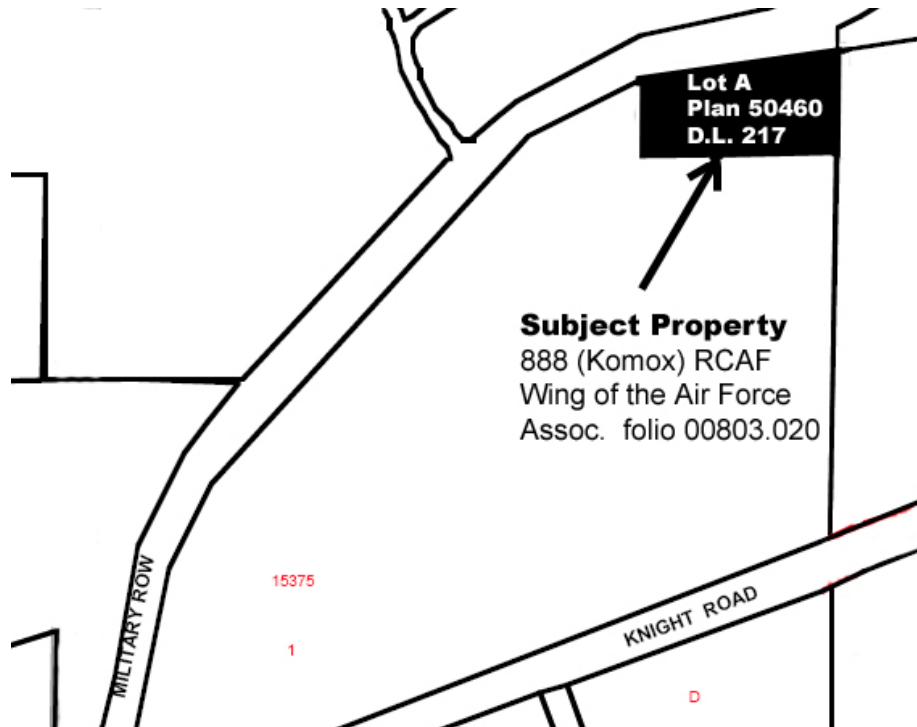
Comox Permissive Tax Exemption Bylaw for 2025 - Bylaw 2036 Schedule "O"



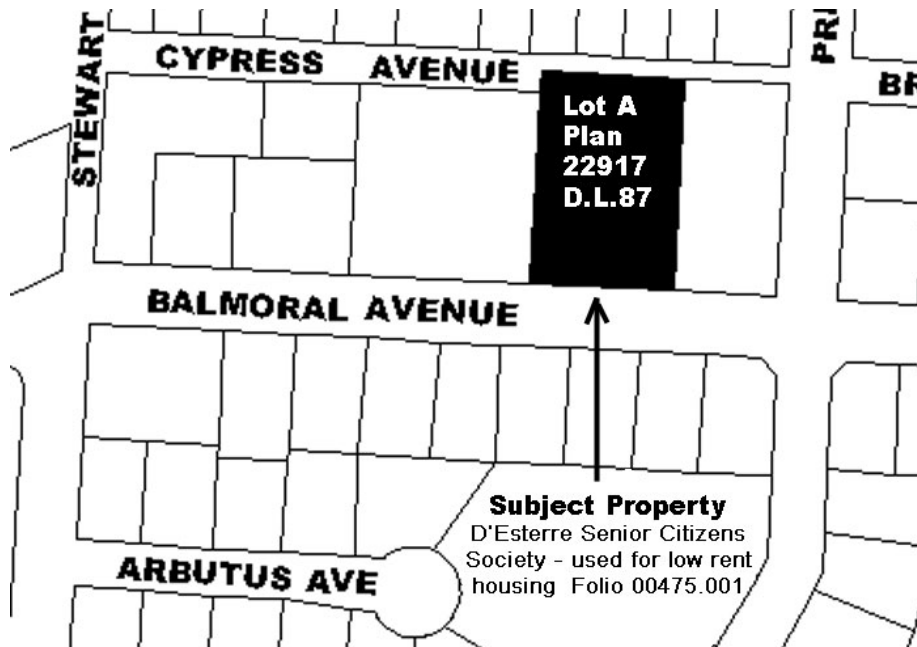
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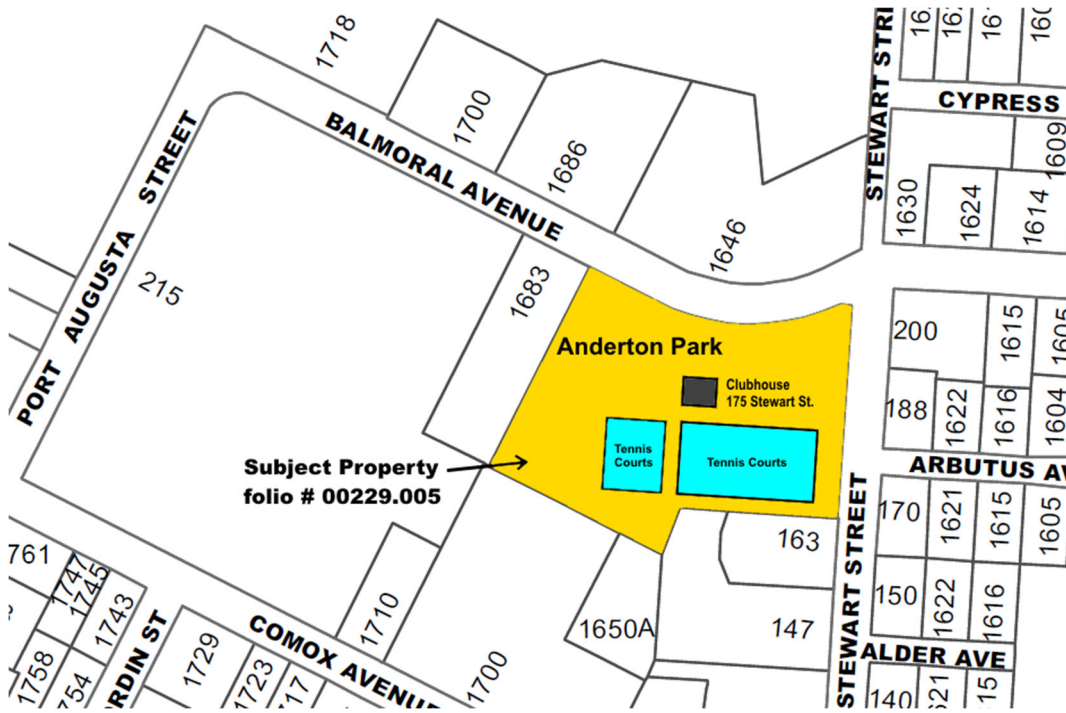
Comox Permissive Tax Exemption Bylaw, 2023 - Bylaw 2036
Schedule "Q"



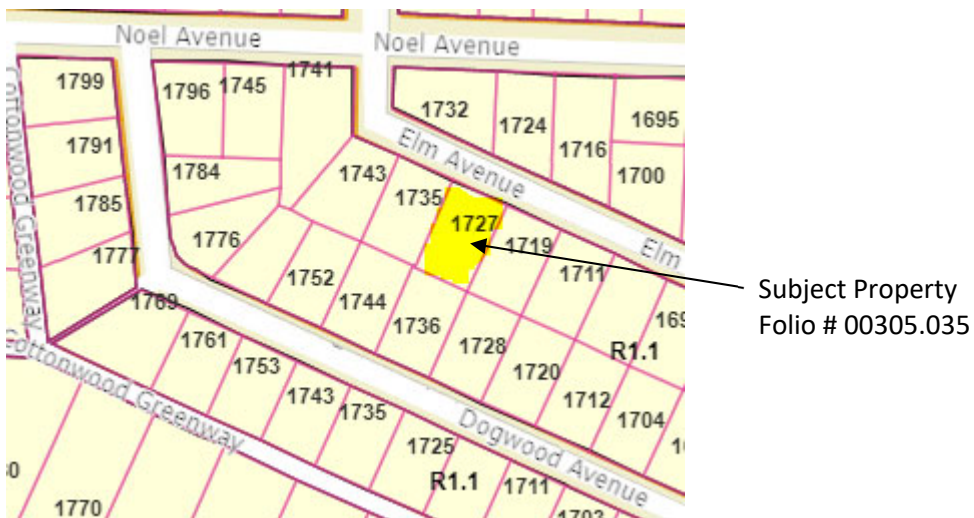
Schedule "R"



Comox Permissive Tax Exemption Bylaw for 2025 - Bylaw 2036 Schedule "S"

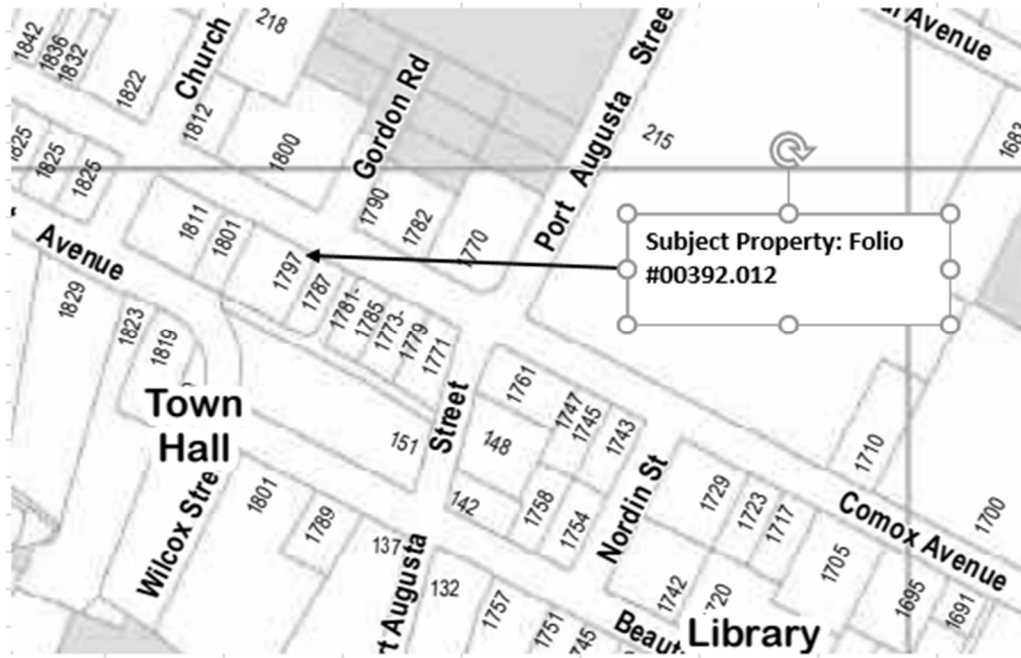


Schedule "T"



Comox Permissive Tax Exemption Bylaw for 2025 - Bylaw 2036

Schedule "U"

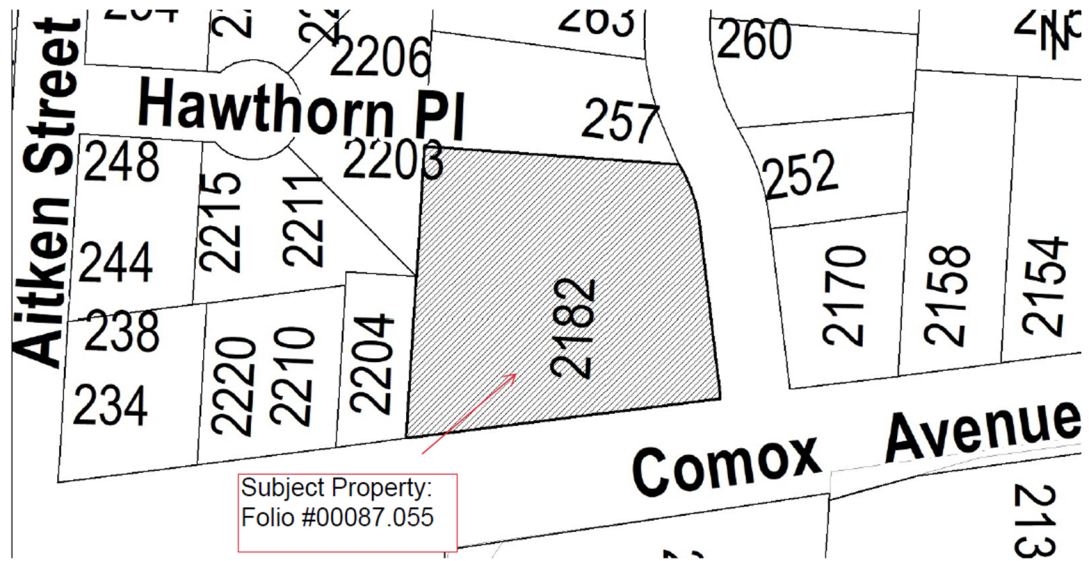


Schedule "V"

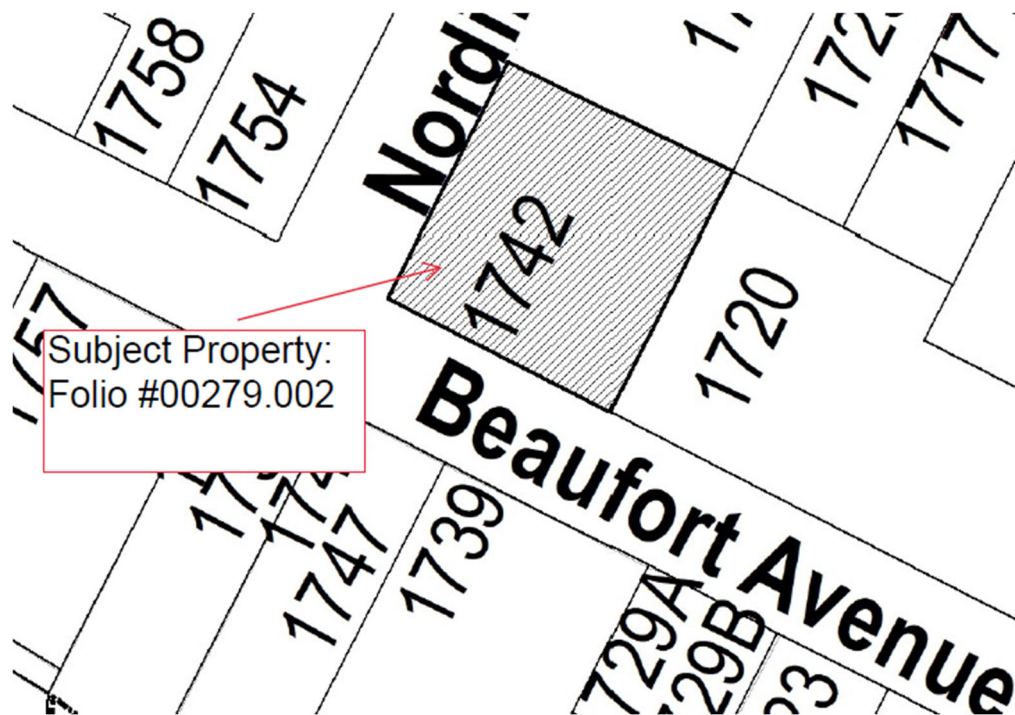


Comox Permissive Tax Exemption Bylaw for 2025 - Bylaw 2036

Schedule "W"

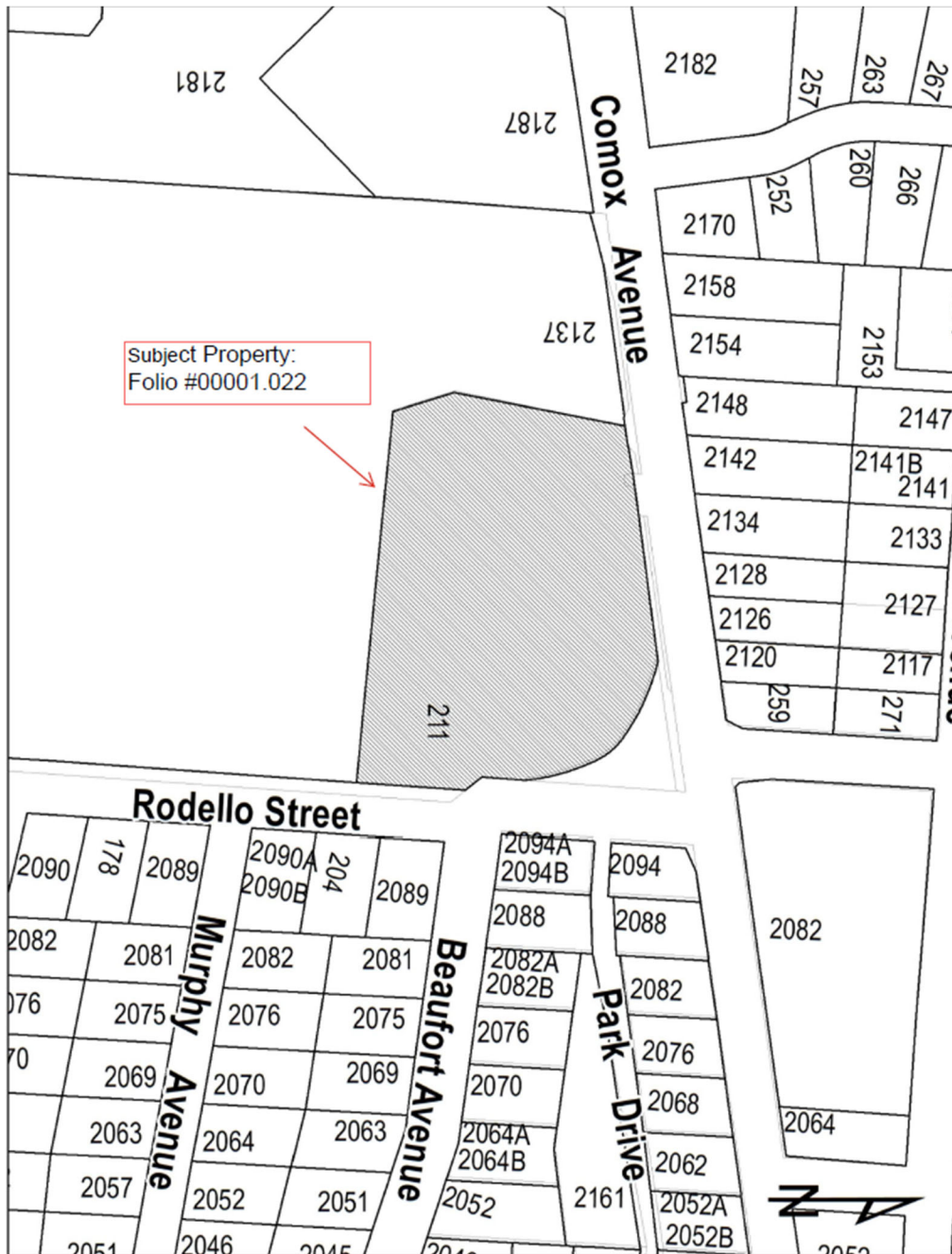


Schedule "X"





Comox Permissive Tax Exemption Bylaw for 2025 - Bylaw 2036

Schedule "Y"



TO: Mayor and Council	FILE: 1855-04-2024
FROM: Gord Schreiner, Fire Chief	DATE: Sept 26, 2024
SUBJECT: 2024 UBCM grant, Community Emergency Preparedness Fund	

Prepared by:  <i>Gord Schreiner, Fire Chief</i>	Financial Approved: <i>Edward Henley, Director of Finance</i>	Report Approved:  <i>Jordan Wall, Corporate Administrative Officer</i>
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RECOMMENDATION(S) FROM THE CHIEF ADMINISTRATIVE OFFICER:

THAT Council supports the Comox Fire Departments UBCM Community Emergency Preparedness Fund application and that, if successful, the Town of Comox is willing to provide overall grant management.

ALTERNATIVES TO THE RECOMMENDATIONS

To seek a Councils resolution of support of our fire departments application to UBCM for \$40K for a piece of equipment.

PURPOSE

To seek a Councils resolution of support of our fire departments application to UBCM for \$40K for a piece of equipment.

STRATEGIC PLAN LINKAGE

Community Connection and Wellness	Public Safety – support Comox Fire Rescue and other local emergency services to maintain and enhance the safety of our citizens.
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BACKGROUND

UBCM has, for the past couple of years a small grant program (max. \$40K this year) for Volunteer and Composite fire departments enabling them to apply for funds for "Equipment and Training". We applied for the past two years and were successful last year (\$30K) last year. This year we are seeking support to purchase lighter weight personal protection equipment to reduce the amount of time our firefighters need to spend in the heavier and more hazardous

gear.

We are also looking to replace a few portable radios with new ones that would provide us with better interoperability with other agencies like BC Wildfire.

Deadline for application is October 18, 2024.

SCOPE

If successful, this new equipment would reduce some harmful chemical exposure to our firefighters and provide better radio communication with other agencies.

FINANCIAL IMPLICATIONS

If approved there would be no financial commitment from the Town.

COMMUNICATION

A press release would be issued if we proceed with the project.

Q & A

Q: Why another type of personal protective equipment?

A: Recent studies have shown that all three layers of our fire fighter turnout gear contain Per and Polyfluoroalkyl Substances (PFAS), a class of fluorinated chemicals known as “forever chemicals,” linked to cancer and other serious health effects. These studies highlight the risks associated with the materials and finishes used in turnout gear even before it is exposed to its first fire.

Purchasing non PFAS gear will give our firefighters another option for protection for some of the emergencies they respond to. Incidents like medical and vehicle crashes do not require the heavier PFAS gear our firefighter use for responding to structure and vehicle fires. This would allow them to reduce the amount of time they spend in the PFAS gear.

Q: Why do we not just replace all the PFAS gear?

A: Our longer-term plan is to replace this expensive gear through our normal replacement schedule.

Most fire departments are doing the same replacement. Replacing it all at once would like cost us about \$400K and then all this new gear would expire at the same time in the future. This plan is supported by our firefighters.

Q: Do we not have enough radios?

A: Like any other equipment, our portable radios need to be replaced from time to time. In fact, we currently budget to replace a few each year. This grant would allow us to replace a few more (radios cost about \$2K each) and we would expand the radio channels in these radios to include several other agencies like BC wildfire giving us better interoperability.

SEP 12 2024

LOG: 24-365	REFER:	AGENDA: RCM 02-Oct-24
FILE: 5400-15	ACTION: MR	

TOWN OF COMOX

Copies: Council
JW/SR/CD/SA/CP

September 11 2024

To the Mayor of Comox.

My name is Dan White I will be seeking approval on behalf of my wife Treena as well as my self we are long time residents of Comox and have resided at [redacted] since 1997 I [redacted] I will start this by telling you about ourselves

I am [redacted] years old my wife is [redacted] I we were married [redacted] Comox Valley school district and reside here in the Comox Valley I support locally through commerce and I've always tried to do what I can to do what is right for the Comox Valley I am [redacted]

Seeking approval to extend my driveway [redacted] I started this project in 2019 and I've been making the outside surrounding of our home with concrete walkways to make it accessible and I'm close to finishing it and will be pouring the rest of the driveway upon approval

What I am asking is that I can pour concrete on what I assume is town property at my residence which is the first 5 feet from the sidewalk to my driveway I was informed by bylaw that I needed approval for this which was implemented two years ago and has come after I have started this project as time and funding take me awhile as we are on disability so it takes time to save I have done and tried to do everything within the district bylaws so upon seeking approval I believe this should be grandfathered in as I had started this project before this bylaw was implemented I felt I was blinded by this as it was t not made public knowledge or I would have finished the project before this was implemented upon seeking approval three members of the town I assume on your staff the engineer the bylaw officer and town work supervisor have told me and have recommended I ask you for approval I will tell you on the reason for me asking you for approval again I feel this should be grandfathered in myself and my wife went to your office seeking approval and the engineer who in charge stopped me from pouring the cement till I get approval so in asking how to get approval they did not know how to seek approval on this matter as no one has ever asked for this and I am the first to do so they said they were dumbfounded and apologized that that they did not know how to do this and all three had said to ask you a the standing mayor so I'm asking you to give me the approval when they did they repaved on Noel the

also redid the intersection on [REDACTED] they had left the curbing in with a slope for a driveway for me I had the town come last week to put in the concrete boxes to protect the water mains in the driveway that will be getting poured in doing so we asked if they could install a water meter as well we're trying to work with the towns instead of going against we have talked with the [REDACTED] surrounding neighbors and all have voiced their concerns with this and would much rather we pour concrete in this spot then drive over it every day and turn it into a mud pit if I had known the bylaw was changing I would have finished this before the bylaw was implemented but again both of us being disabled my wife has a kidney disease and funding is tight hence the reason for the delay I will enclose pictures so you know exactly what I am asking thank you for your time and you professional understanding hopefully we can resolve this matter in a speedy time frame as winter is coming and I would like to get the driveway poured thank you for your time yours truly

Dan and Treena White



A handwritten signature in cursive script, appearing to read "Dan White".

