

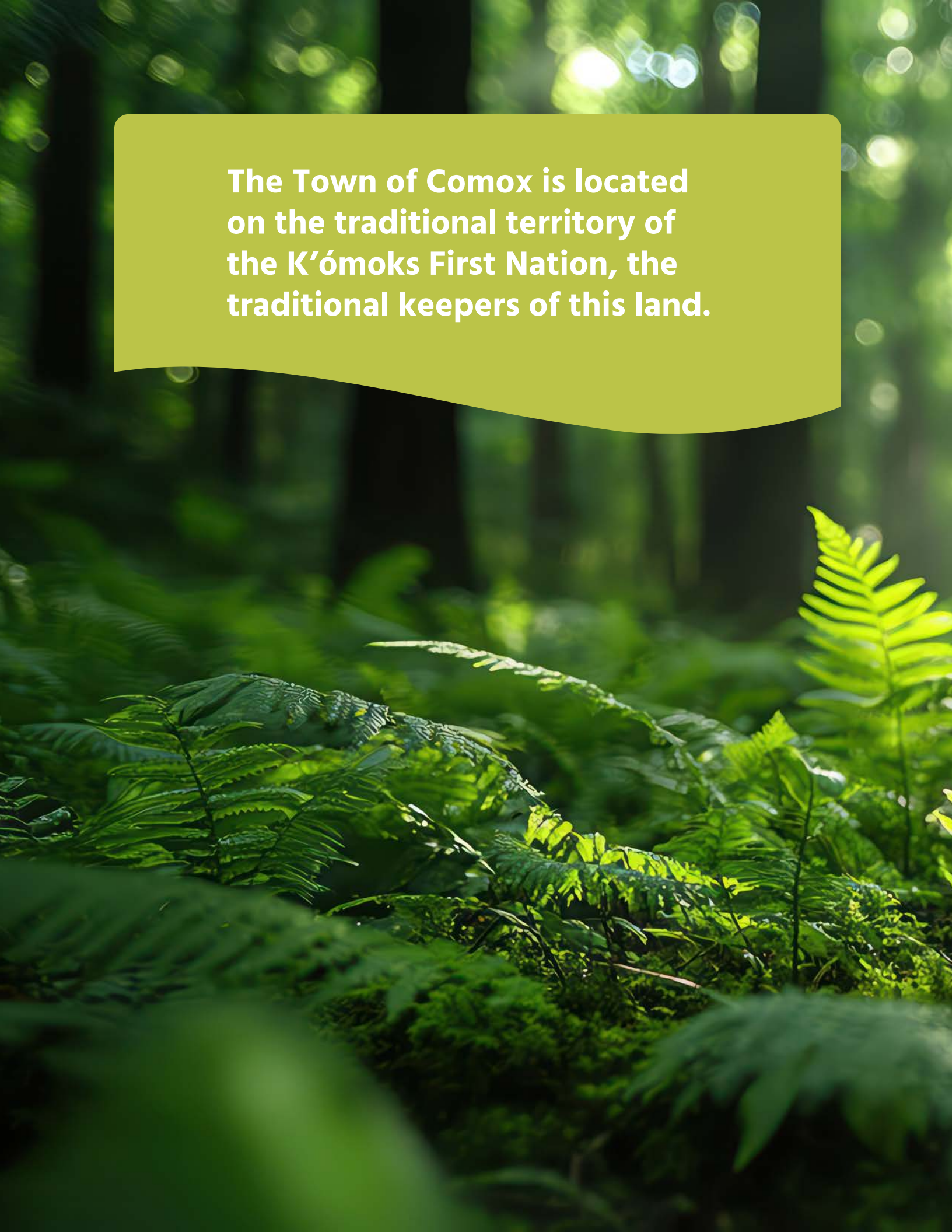
TOWN OF COMOX

# Complete Communities Assessment

January 2025



TOWN OF  
**COMOX**



**The Town of Comox is located on the traditional territory of the K'ómoks First Nation, the traditional keepers of this land.**



# Executive Summary



The Comox Complete Communities Growth Assessment (“the Assessment”) facilitates informed, evidence-based decision-making and supports conversations around planning for growth. The Assessment was made possible with funding from the UBCM Complete Communities Program and aims to guide development to create more complete communities.

The number of housing units in Comox grew by 37% (1,800 units) from 2001 to 2021. The 2024 Housing Needs Report identifies the need for faster growth from 2021 to 2024, with housing unit growth of 50% (3,358 units). With changes to provincial legislation, the Town will be updating its Official Community Plan (OCP) and Zoning Bylaw by the end of 2025 and will designate and zone enough land to accommodate 3,358 units.

To proactively plan for growth, the Assessment aims to identify:

- » existing water, sanitary sewer, and stormwater system capacity
- » whether housing need can be accommodated within existing Town boundaries by 2041
- » current community completeness throughout Comox
- » actions the Town can take to accommodate growth and improve community completeness
- » potential land use scenarios that can inform OCP updates

## The four “lenses”

The BC Complete Communities guide defines complete communities as those with the following key features:

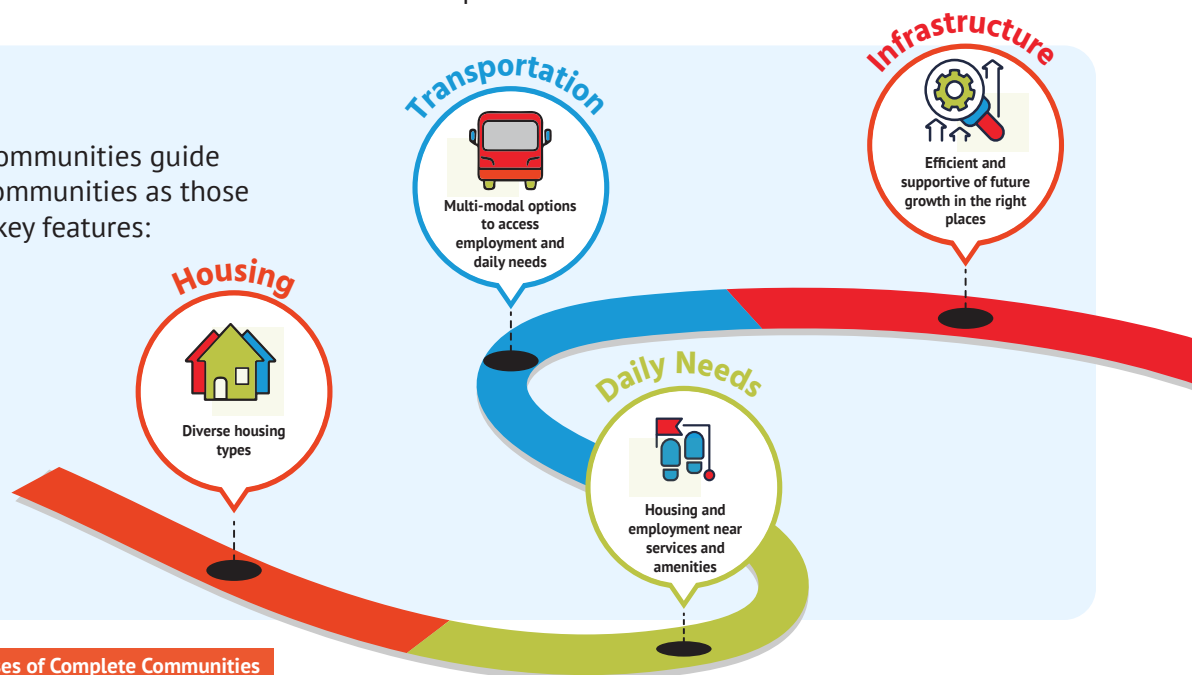


Figure 1 The Four Lenses of Complete Communities



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Housing, daily needs, transportation, and infrastructure are the “lenses” through which a community’s completeness are assessed. Analysis of the “lenses” focuses on determining the extent to which the key features exist in Comox. An understanding of current completeness allows for targeted policies in future planning.

## Likelihood of Development

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A likelihood of development analysis highlights areas with the highest and lowest probability of new development. This is an important tool for infrastructure planning as it allows for investments to target areas most likely to redevelop.

## Land Use Scenarios

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Future land use scenarios were developed based on findings from the Assessment and to inform growth over the next 20 years. The land use scenarios provide options for consideration and were included in a public survey for the OCP Update to spark ideas and conversations about how Comox can grow.

## Projections

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The Assessment is intended to provide actions that will improve community completeness as Comox grows. The extent of growth is determined through population and housing projections that aim to determine where growth will occur in Comox by 2041. In addition, residential build out projections based on land use scenarios and likelihood of redevelopment determine the land capacity available for growth in the next 20 years.

## Implementation Plan

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The implementation plan in section 9 identifies recommended actions the Town can take to improve community completeness within a faster-paced growth context. The OCP and Zoning Bylaw updates in 2025 will be key to enabling growth and improving community completeness. However, there are other plans, policies, bylaws, studies, and partnerships that will require focus to improve community completeness as Comox grows.





# Key Findings

The Complete Communities Assessment, based on four lenses of analysis, revealed findings that will inform and support the Town's future planning initiatives.



**Housing**—Growth should follow a strategic approach to create a more “complete community” by increasing housing options near essential goods, amenities, services, and employment lands.

- » A key aspect of this assessment is to support the 2025 update of the Official Community Plan (OCP) and Zoning Bylaw, ensuring that sufficient land is designated and zoned to meet 20-year housing needs, as outlined in the 2024 Housing Needs Report. Housing projections from the assessment confirm that the existing Town boundaries have adequate capacity to meet these housing needs.
- » Growth in Comox should follow a strategic approach. The Downtown, West Comox, and Central Comox neighborhoods offer better access to daily needs and new development would lead to better complete community outcomes than in North Comox, which is currently lacking access to daily needs. To facilitate growth in these areas, land use designations and zoning should be adjusted to encourage infill development and redevelopment, particularly in locations with higher walkability and easy access to essential services.



**Daily Needs**—To create a more “complete community,” opportunities should be explored to diversify land uses and improve access to essential services, amenities, and employment in areas.

- » Opportunities should be explored to diversify land uses in North Comox while reviewing future land use designations. Improving access to essential services, amenities, and employment opportunities in this area will help create a more “complete community”. It is important, however, to ensure that the amount of land designated for mixed-use commercial does not impact commercial viability in the Downtown area, maintaining its role as the primary commercial and service hub.
- » Several undeveloped properties with significant potential for redevelopment have been identified, offering an opportunity to help fulfill Council's strategic priority of increasing employment lands. As part of the OCP and Zoning Bylaw update, policies and zoning regulations should be reviewed and revised to establish a framework that encourages more efficient use of these lands than conventional light industrial developments (e.g. higher site coverage, multi-storey buildings, uses related to aerospace industry and military). Additionally, conducting a land economics analysis in key opportunity areas, such as Downtown and North Comox, will assess the viability of redevelopment and guide potential zoning adjustments to support future growth.





**Transportation**—An active transportation network that connects Downtown Comox to other neighbourhoods and extends to the broader region is crucial for supporting future growth.

- » Multi-purpose trails and greenway connections present opportunities to promote community wellness, improve connectivity, and provide better access to greenspace and waterfront areas. Infrastructure rights-of-way offer valuable means of expanding these connections. The Western and Central Foreshore sewer upgrades are significant capital projects that could support regional goals for active transportation while also improving infrastructure. The Comox Valley Active Transportation Network Plan highlights a key connection through Downtown Comox, linking the waterfront to the broader regional transportation network. This route has been identified as a long-term priority by the Comox Valley Regional District. In collaboration with regional partners such as the Comox Valley Regional District and K’omoks First Nation, the Town of Comox can help create a publicly accessible foreshore connection linking Comox, the CVRD, and K’omoks First Nation lands. This initiative may enhance connectivity and provide opportunities for coastal resilience, strengthening both the regional transportation network and shoreline health.
- » The Comox Golf Course creates a notable gap in Comox’s transportation network. Exploring safe active transportation routes through the golf course could provide opportunities to improve east-west connections through Downtown. Additionally, enhancing active transportation options along the adjacent north-south streets (Church and Stewart) would help strengthen north-south connectivity.
- » There are opportunities to enhance transit and active transportation access between Downtown Comox, CFB Comox, the airport, and the surrounding areas, which have significant potential for diverse uses, including employment lands.



**Infrastructure**—Proactive infrastructure planning is essential to support the development of a “complete community” and long-term financial stability.

- » Existing sewer capacity is limiting the ability to implement “complete community” principles by restricting density near existing goods and services. Infrastructure upgrade projects have been identified and prioritized in the capital plan to address this issue.
- » Based on the housing projections from the assessment, the development of an Urban Containment Boundary could be considered to limit sprawl and reduce the need for infrastructure extensions and upgrades.
- » Efforts should continue to seek exemptions from Bill 44 legislation for Kye Bay and East Comox to lower infrastructure upgrade costs in these areas, while also directing development away from natural and environmentally sensitive areas.



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## Project Background



The Complete Communities program, administered by the Union of British Columbia Municipalities (UBCM) on behalf of the Province of British Columbia, is intended to support local governments and modern Treaty First Nations to enhance their ability to make evidence-based land use planning decisions through assessments of their current community completeness.

The Town of Comox successfully applied to the Complete Communities program at the end of summer 2023. In December 2023, the British Columbia (BC) provincial government made changes to legislation that have significantly impacted municipal planning. In response, the project team has adjusted the Complete Communities initiative to better support the Town of Comox within this new planning context.

The Town of Comox Complete Communities Assessment (the Assessment) outlines the community's strengths, challenges, opportunities, and potential actions. These actions are designed to align with the community's goals and contribute to the development of a more complete community.

### 1.1 PROJECT TIMELINE

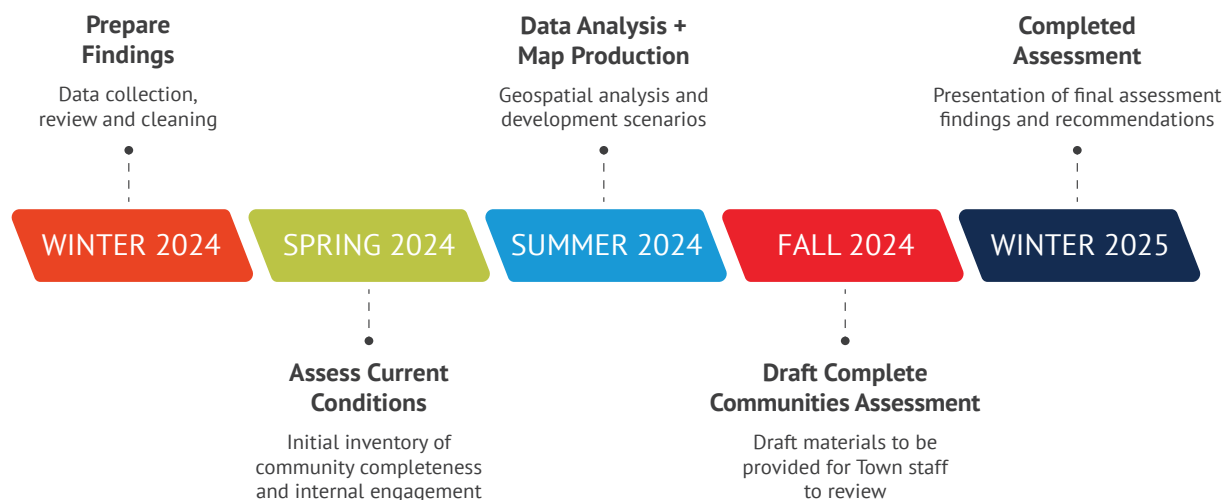


Figure 2 Project Timeline





## Defining “Community Completeness”



The concept of “complete communities” is based on community planning best practices that promote economic prosperity, sustainability, and public health. Complete communities provide a diversity of housing, amenities and services, and efficient transportation options to meet identified community needs. These include shops and restaurants, cultural and civic facilities (e.g., libraries, galleries), employment opportunities, recreational destinations (e.g., parks, community centres), and more. They accommodate people at all stages of life, and provide a range of employment opportunities, amenities, and services within a 15 to 20-minute walking distance of homes. This mix of land uses allows residents to live, work, shop, play, and learn close to home.

Creating more complete communities can support a range of identified community goals and offer many interrelated benefits, including:

- » housing options
- » transportation options
- » walkability
- » accessibility
- » age-friendliness
- » equity
- » access to public open space
- » servicing and infrastructure efficiency
- » environmental sustainability through urban sprawl reduction



### COMPLETE COMMUNITIES IMPROVE AGE-FRIENDLINESS

As the population of older adults grows in many communities across the province, the concept of “aging in place” has gained increasing attention. Older adults living in areas with abundant amenities are more likely to stay socially connected and active, which can lead to health benefits and potentially longer lives. Older adults and youth are also limited in the distances they can travel to access services and amenities. Complete communities make it easy for residents of all ages to get where they want and need to go.



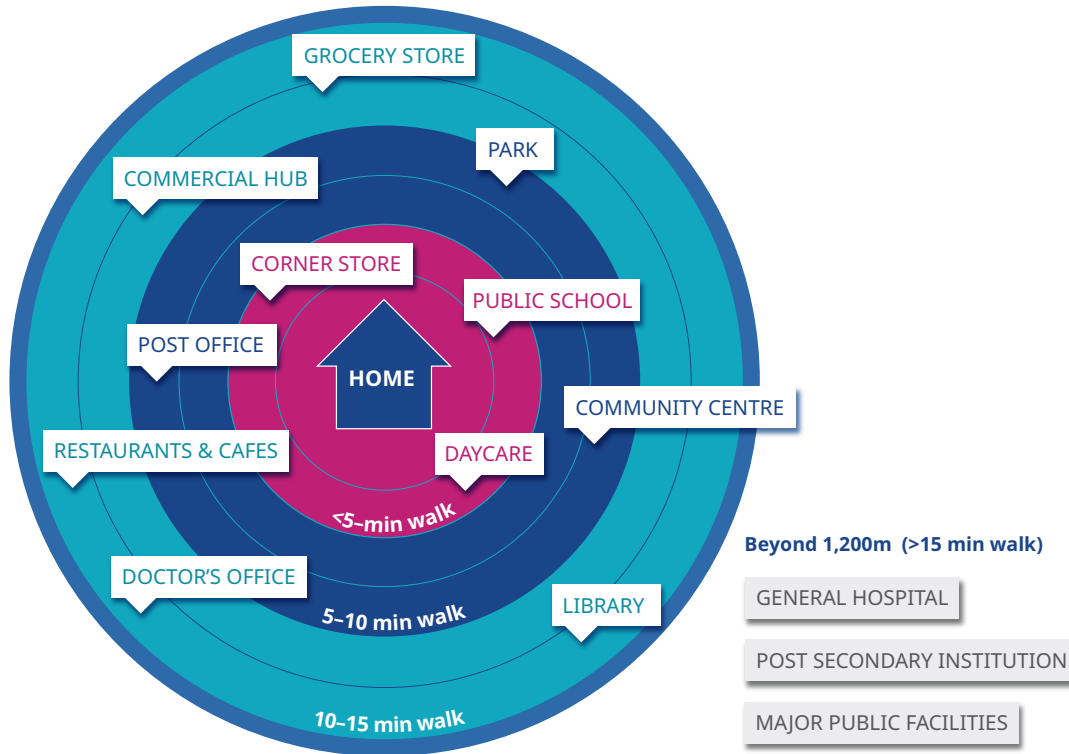


Figure 3 Ideal Walkshed for a Complete Community (Source: BC Communities Guide)

## 2.1 METHODOLOGY

The complete community analysis is based on four “lenses” that contribute to completeness:



**Housing**



**Daily Needs**



**Transportation**



**Infrastructure**

Each lens includes specific indicators that measure completeness, which are then used to determine an overall score. The different lenses are layered to better understand strengths, challenges, and opportunities throughout Comox. For example, an area might have high housing diversity and access to daily needs, but low access to forms of transportation other than passenger vehicles. Such an area could be prioritized for pedestrian, cycling, and public transportation infrastructure improvements.



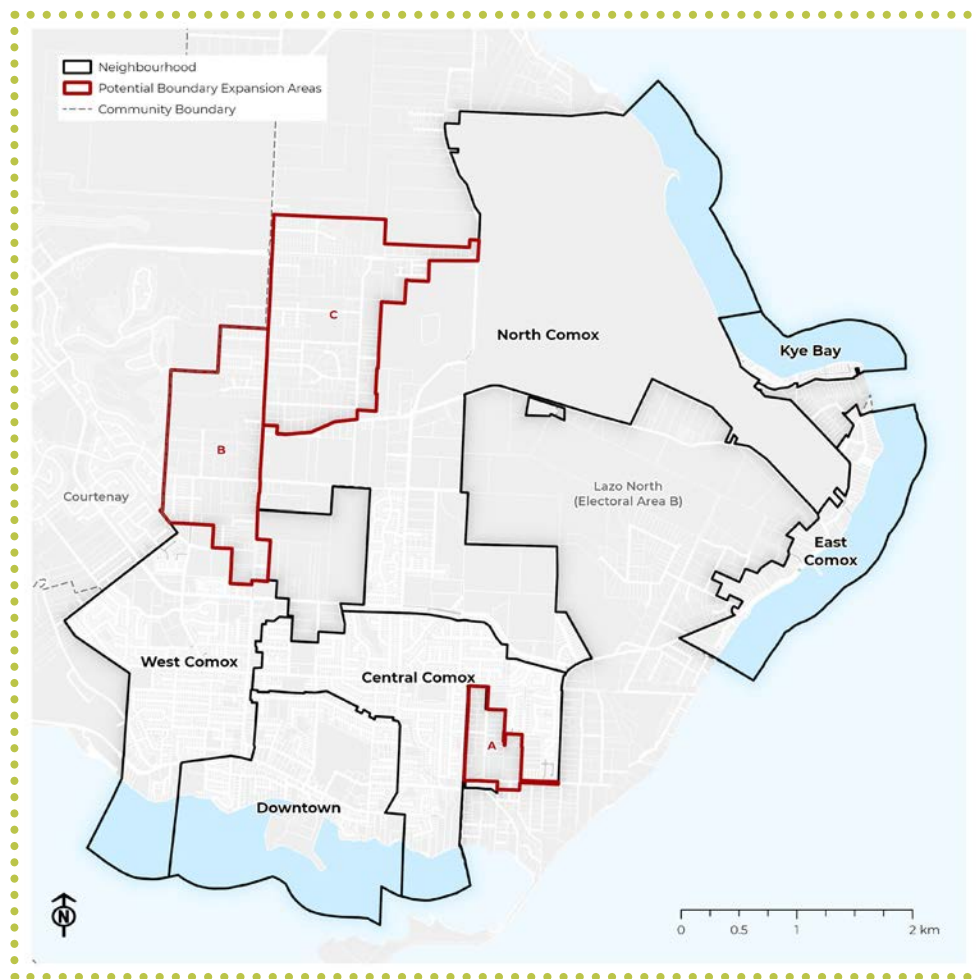
To consider community completeness as the Town grows, an analysis of the likelihood of development predicts the areas of Comox with the highest probability of redevelopment. This provides an additional layer of analysis to guide future land use designations and zoning.

The Assessment relies on various data sources from Canada Mortgage and Housing Corporation, Statistics Canada, BC Assessment, and the Town of Comox. See **Appendix B** for a detailed methodology.

## 2.2 STUDY AREA AND UNIT OF ANALYSIS

The study area encompasses the Town of Comox. Most indicators are measured at the parcel (i.e. individual property, lot) level when data is available. Measuring indicators at the parcel level allows for the greatest level of future flexibility when grouping areas together for other planning tasks.

The Assessment uses five areas outlined in **Figure 4** to present results. These areas serve as the reference points for findings throughout the document. The areas align with Map 1 of the Comox OCP, except that East Comox as shown in the OCP is split into East Comox and Kye Bay.



**Figure 4** Geographic Areas of Comox for Analysis Engagement Methods



## 2.3 ENGAGEMENT METHODS

Internal and external engagement was completed to incorporate local knowledge, validate Assessment findings, foster interdepartmental coordination, and improve communication and education regarding upcoming Town initiatives.

### Internal Engagement

Workshops were conducted with Town staff from Development Services, Operational Services, and the Town CAO. These sessions facilitated knowledge sharing and collaboration among departments, improving the quality of decision-making. They also offered a chance to review geospatial findings, fill data gaps with local knowledge, and confirm project objectives.

### External Engagement

The public was engaged through both in-person and online methods. A survey was created to share information about how the Assessment supports the OCP and to gather feedback on proposed land use scenarios. Scenarios A and B were developed based on findings from the Assessment. The survey was available from November 22 to December 10, 2024. A “pop-up” event was held during the “Mayor’s Tree Lighting and Winter Market” to promote the online survey. It also provided the public with an opportunity to discuss the findings in person with Town Staff and the consultants working on the Assessment and OCP Update. Feedback from the survey will be used to inform the final land use scenario developed as part of the OCP Update.





## Community Completeness in Comox



Comox is a scenic oceanside community renowned for its high quality of life. Located between the shores of the K'omoks Estuary, Cape Lazo, and beneath the Beaufort Range, the town features beautiful natural scenery, including beaches, parks, and mountains. It lies at the center of a rich agricultural and seafood-producing region, and its downtown core and nearby marina serve as hubs for both residents and visitors from Vancouver Island and beyond.

Comox is one of three municipalities in the Comox Valley Regional District. Residents frequently travel between Comox and Courtenay for employment, groceries, recreation, retail options, and health services. Nearby Cumberland provides additional recreational, cultural, and retail opportunities. Attractions like Mt. Washington and Strathcona Provincial Park draw visitors for mountain tourism throughout the year, while the Comox Valley Airport (YQQ) enhances the town's accessibility. Located at the Town's northern boundary, Canadian Forces Base (CFB) Comox serves as a major employer in the region.

Like many small communities on Vancouver Island and throughout British Columbia, growth rates in Comox are increasing. The population growth rate from the 2011 to 2016 Census was 2.9%. The population growth rate from the 2016 to 2021 Census was 5.5%. The 2024 Housing Needs Report identifies the need for 1,037 units from 2021-2026, which would be approximate population growth of 12%. The fact that housing need is higher than past growth rates indicates that housing supply is not keeping pace with demand.

### 3.1 PROJECT PURPOSE

The Town's current Official Community Plan (OCP) is 13 years old, necessitating a review to update the vision, goals, and policies for future growth. As a key initiative in the 2022-2026 Strategic Plan and in response to Bill 44 passed in November 2023, the Town is undertaking a comprehensive review and update of the OCP. The Assessment bolsters the OCP Update by applying a complete community lens to support evidence-based decision-making. Actions to support future growth and the review of the OCP have been developed based on the Assessment findings. These findings also inform other ongoing Town initiatives, ensuring alignment across municipal plans, policies, and bylaws.

The planning context has changed since the Town's OCP was adopted in 2011. The Province of BC now requires municipalities to adopt Housing Needs Reports based on a provincially developed methodology for projecting housing need.



Local governments will also be required to designate future land uses (via the OCP) and pre-zone land to accommodate housing need, increasing demand on infrastructure and services and changing how local governments require improvements, which have often been facilitated through rezoning processes.

Increased population and housing projections will require increased levels of service by local, regional, and provincial governments. In a development context where land is pre-zoned for growth, it is especially important for the Town to understand required investments in infrastructure, services, and amenities to accommodate growth. The Complete Communities Assessment provides an understanding of existing conditions and actions to improve completeness within a new growth context as the Town focuses on proactive planning.

The following project objectives were accomplished as part of this Assessment to help the Town of Comox create a more complete community:

## Project Objectives

- » **Optimize Housing Density:** Evaluate residential unit density to guide future growth, focusing density in areas that support economic vibrancy and efficient infrastructure use.
- » **Strengthen Transportation Options:** Identify actions to create an interconnected multi-modal transportation system that supports diverse and efficient travel choices.
- » **Assess Infrastructure Capacity:** Conduct a review of existing infrastructure capacity to support future servicing needs.
- » **Improve Access to Daily Needs:** Identify gaps and opportunities to ensure residents have access to key amenities, such as parks, grocery stores, and childcare.
- » **Support Climate Action Goals:** Encourage strategic land use and development decisions that align with climate action objectives.
- » **Inform Decision Making:** Provide population and housing projections broken down by geographic area to inform infrastructure and land use decision making.



## 3.2 ALIGNMENT WITH EXISTING MUNICIPAL POLICY

### Strategic Plan 2022-2026

The “Balanced Community Planning” Strategic Priority provided direction to apply for and complete the Complete Communities grant program to support future planning decision-making. The Complete Communities Assessment supports the Town in achieving other Council Strategic Priorities. This Assessment incorporates the following strategic priorities:

- » **Community Connection and Wellness:** Assess how the locations of recreation, parks, arts, and cultural facilities contribute to individual and collective wellness.
- » **Good Governance:** Use the geospatial data from the Assessment to make evidence-based decisions.
- » **Economic Health:** Analyze the distribution of economic drivers within the town to support a strong and vibrant business community.
- » **Balanced Community Planning:** Evaluate how current housing options meet the town’s needs and ensure that each new major development positively impacts the community by improving access to daily necessities.

### Other Municipal Plans and Bylaws

To respond to changing demographics and provincial legislation, the Town is updating and developing major plans to guide development and meet residents’ daily needs. Initial findings from these plans have been integrated into the Assessment and will also be shaped by results.

- » **Housing Needs Report (2024)** – The Housing Needs Report provides the housing growth target that informs OCP and Zoning Bylaw updates. It also aims to better understand Comox’s current and future housing needs by identifying existing and projected gaps in housing supply. It accomplishes this by collecting and analyzing both quantitative and qualitative data on local demographics, household incomes, housing stock, and other relevant factors. The Housing Needs Report can be used to inform land use and social planning initiatives. The Complete Communities Assessment allows Comox to build on the findings of the Housing Needs Report to understand how these findings can be analyzed spatially to create a more complete community.
- » **Downtown Enhancement Action Plan (2024)** – The Town recently completed this Plan to identify strategies for increasing the vitality of Downtown Comox, which is in line with findings of the Assessment.
- » **Official Community Plan (OCP) Update (Ongoing)** - An Official Community Plan (OCP) is a strategic, long-term document that defines the vision, goals, and policies for a community’s growth. It acts as a guiding framework for land use and development decisions within a municipality. The Comox Official Community Plan (OCP) was adopted in 2011 and includes policies aimed at fostering a complete community. However, since 2011, the planning context has evolved significantly. The development of the OCP will be supported by the Assessment, which offers detailed spatial data to better understand current land use patterns and infrastructure placement. Initial land use scenarios and recommendations have been developed based on the assessment findings. Land use scenarios will be further refined through public engagement as part of the OCP process in 2024 and 2025.



- » **Parks & Trails Master Plan (Ongoing)** – The Town’s is currently developing a Parks and Trails Master Plan. The Parks and Trails Master Plan seeks to identify strengths and gaps in the Town’s existing park network. The location of proposed parks and other amenities developed as part of the Master Plan have been considered as part of the Complete Communities Assessment.
- » **Subdivision and Development Servicing Bylaw (Ongoing)** – Updates to the bylaw will include specification drawings, bylaw content, and layout to make it is easier to navigate and administer. The Assessment identifies growth areas that inform decisions on infrastructure specifications.
- » **Urban Forest Management Strategy (Proposed 2025)** – The Town plans to develop its first Urban Forest Management Strategy in 2025. Geospatial findings from the Assessment will support this plan by identifying areas where the urban forest may be at risk or could be enhanced, based on existing and proposed housing density, transportation networks, and infrastructure.

### 3.3 RELEVANT PROVINCIAL POLICY

#### Bill 44: Small–Scale Multi–Unit Housing

Bill 44, the Housing Statutes (Residential Development) Amendment Act, mandated local governments to revise their Zoning Bylaws to accommodate small-scale, multi-unit housing (SSMUH) in areas currently zoned for single-detached and duplex housing. Many local governments, including Comox, use the term “multi-family housing” to refer to multi-unit housing. As a result, this report uses both “Small Scale Multi-Family Housing” (SSMFH) and SSMUH.

SSMUH or SSMFH is a new term that encompasses several forms of ground-oriented housing. The purpose of SSMUH legislation is to support development that will increase supply of **‘missing middle housing’** by streamlining development approval processes. The **‘missing middle’** is a loosely defined term that refers to housing forms and the people that would live in them. Housing forms fall in the middle of single-detached houses and apartments. The people that would live in them are middle-income families that cannot afford a house and might find it challenging to live in an apartment. Some examples of missing-middle housing forms that could accommodate young families are duplexes, townhouses, and houseplexes.

**Gentle density** is a term sometimes used in conjunction with SSMUH and missing-middle housing. Gentle density refers to the idea that missing middle housing can be seamlessly integrated in existing lower-density neighborhoods. A major goal of SSMUH, missing middle housing, and gentle density is to increase the diversity of housing types throughout communities to accommodate a greater diversity of residents. Though SSMUH units will not be affordable to low-income households throughout the province, the idea is that an increased supply of units affordable to average households will result in price moderation for missing middle housing provided by the private market.



## RELEVANCE TO COMPLETE COMMUNITIES

Bill 44 has synergies with the Complete Communities Assessment by laying the groundwork for proactive planning. Bill 44 introduced legislation that requires local governments to:

- » provide 5- and 20-year housing need projections published in Housing Needs Reports
- » update Official Community Plans based on housing need projections
- » pre-zone land to facilitate development as per the OCP to meet housing need

Local governments provide long-term visions for land development in OCPs and related land use plans. In the past, private landowners had to rezone sites to align with OCP land use designations for development. Because rezoning has been at the discretion of local government councils, it has typically been with conditions like infrastructure and community amenity improvements. In some cases, the rezoning process has become the time for local governments to complete more in-depth analysis on what is needed to accommodate development, drawing out the creation of new housing supply.

Bill 44 legislation removes discretionary rezoning from the development process to increase efficiency. As local governments transition to more proactive planning, deeper analysis in early stages can improve outcomes.





## Assessment Lenses



The geospatial analysis of the Assessment includes four lenses outlined in the BC Complete Communities Guide: housing, daily needs, transportation, and infrastructure.



**Housing**—Diverse housing types and tenures can contribute to a community's completeness by accommodating people's needs across all stages of life and support aging in place.



**Daily Needs**—Living and working near key amenities can improve health, quality of life, and finances. Ideally, all residents are within walking distance of key daily needs.



**Transportation**—Complete communities have diverse travel options like walking, biking, transit, and new transport modes such as micro-mobility (e.g. scooters). Developing an interconnected multi-modal system offers choices for efficient travel choices to daily needs.



**Infrastructure**—The infrastructure lens provided a high-level assessment of the existing capacity and condition of infrastructures services (i.e. water, sanitary, and stormwater) to support complete community goals.





# Housing

## Why It Matters

A “complete” Comox can support the housing needs of people with different incomes, family sizes and at all stages of life through the provision of varied housing types and tenures. The recently adopted R1.0 Small-Scale Multi-Family Housing zone allows residents to add secondary suites or accessory dwelling units (ADUs), or construct duplexes or townhouses for a maximum of four units per lot, which will increase diversity in existing neighbourhoods. By permitting higher density development close to daily needs, the Town can achieve more efficient infrastructure utilization, reduced per capita infrastructure costs, increased transit viability, and greater sustainability.

## The Housing Wheelhouse

The local housing stock should include a variety of housing forms and tenures to meet the needs of diverse residents at all life stages. The housing wheelhouse is one way to think about the various types of housing. In contrast to a linear housing continuum, the wheelhouse model does not place one form of housing in front of another. The result is a more inclusive way to think about housing needs and types, recognizing that people may move from one section of the wheel to another at any point in time as opposed to always moving in one direction (up or down a continuum). To increase community completeness, it is important that Comox continues to focus on increasing diversity of housing types and tenures.

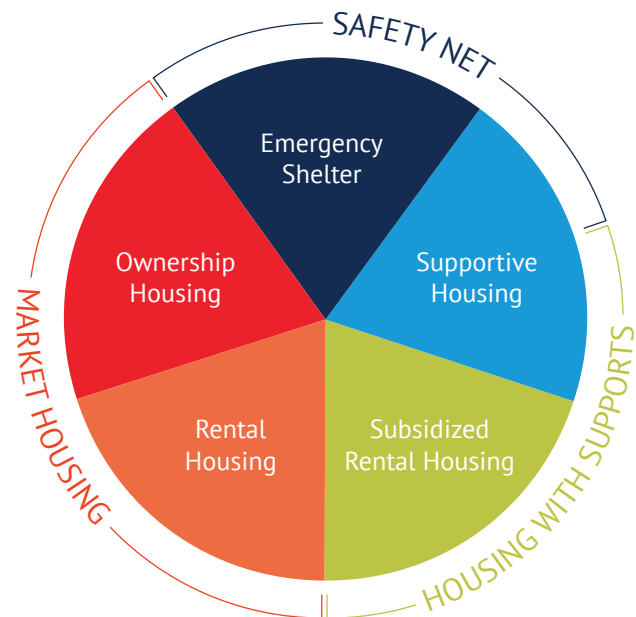


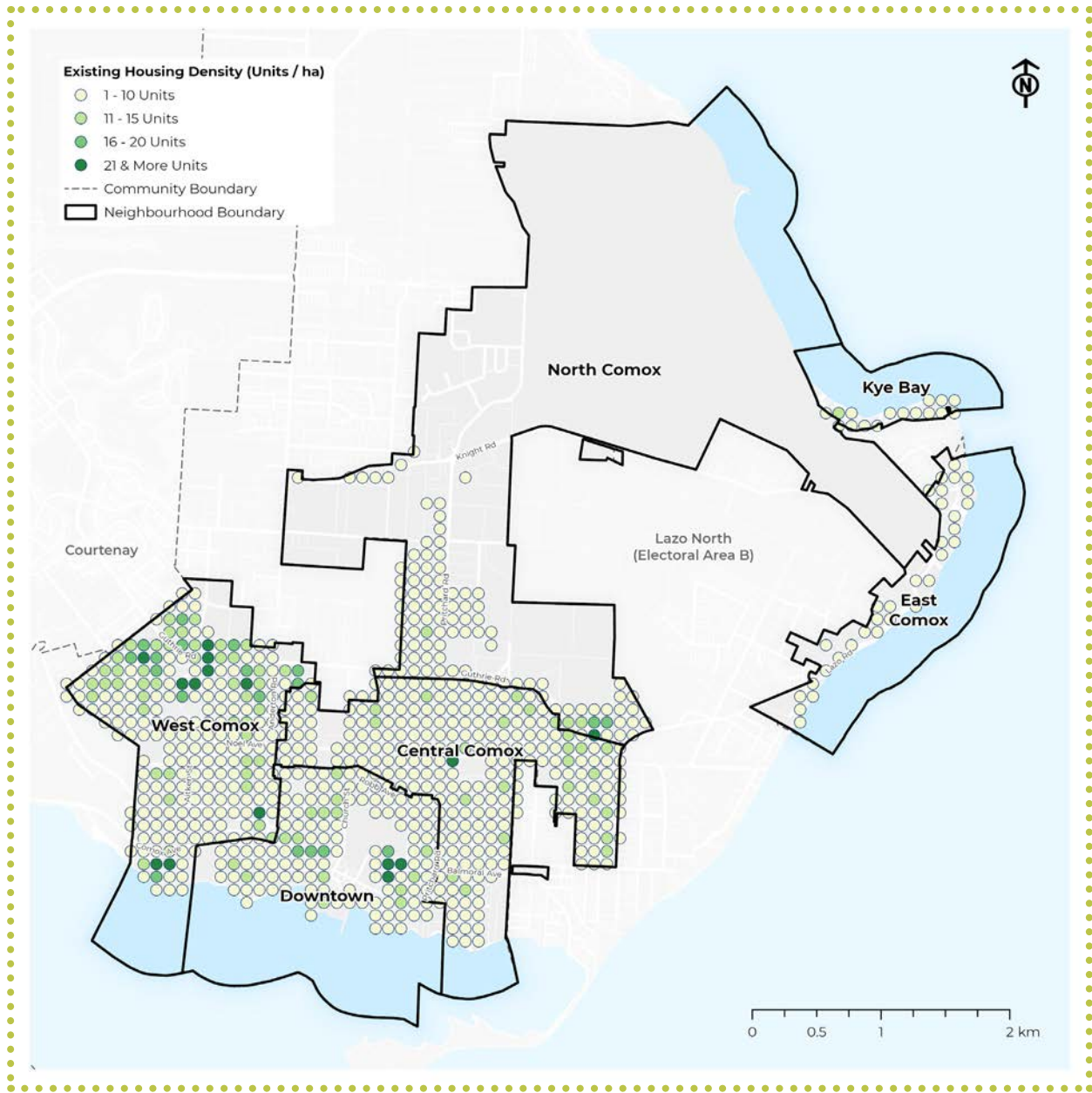
Figure 5 The Housing Wheelhouse

## Housing Needs Report

The latest Housing Needs Report provides an update to the first 2020 Housing Needs Report. Using updated data, the Housing Needs Report provides an overview of the current and expected local housing situation, providing information that can inform land use and social planning initiatives. Where data and statistics in the Housing Needs Report is for all of Comox, the Complete Communities Assessment considers the spatial distribution of housing indicators to create a more complete community.







**Figure 6** Housing Density in Comox

## Housing Density

### WHAT DOES THIS MAP SHOW?

**Figure 6** illustrates existing housing density in Comox. The circles on the map represent hectares, with darker green dots signifying higher housing density and lighter green dots indicating lower housing density.



## WHAT DOES THIS MAP MEAN?

Understanding the distribution of housing density helps in planning for efficient use of infrastructure and identification of where to focus new investments or services based on demand. There are areas of Comox with low housing density and low access to daily needs (**Figure 17**). It is not necessary for the entire Town to have high housing density as encouraging density to co-locate in nodes that overlap with amenity nodes is one of the purposes of Complete Communities.

**Figure 6** is intended to identify (1) existing higher density areas and prioritize daily needs and infrastructure improvements in those areas; as well as (2) lower density areas with high access to daily needs and multi-modal transportation and increase density in such areas.

The distribution of housing density in Comox varies across the community with the following key patterns:

- » The highest density areas are clustered in Downtown, west of Downtown along Anderton Road, and north West Comox.
- » There is a moderate density area in the east section of Central Comox.
- » Much of Comox has low housing density.

Areas with high housing density should be prioritized for investments in recreation, parks, the urban forest, and other essential services. Parks and urban forestry play a crucial role in maintaining a high quality of life, especially in areas with higher population density. As urban areas become more densely populated, the availability of private greenspaces tends to decrease. Therefore, it becomes even more important to prioritize public parks and green spaces in these areas to ensure all residents have access to nature, recreational spaces, and environmental benefits.

Zoning that allows for mixed land uses can also increase the availability of amenities. If incorporating commercial or additional uses is not feasible, investments in transportation—particularly active transportation—should be prioritized. This ensures that areas with higher density are well-connected to essential services, providing residents with the necessary access.



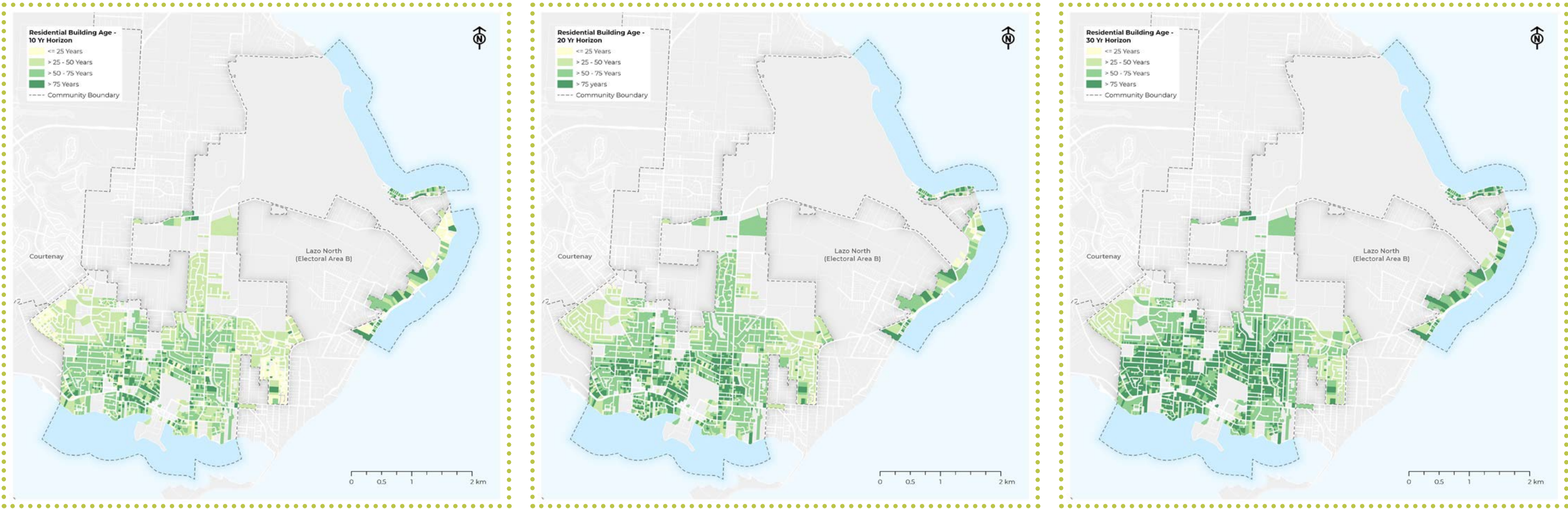


Figure 7 Residential Building Age in 10, 20, and 30 Years

### Residential Building Age

#### WHAT DO THESE MAPS SHOW?

Figure 7 shows building age of residential properties over the next three decades. Building age is represented by a color gradient, ranging from yellow (for buildings under 25 years old) to dark green (for buildings over 75 years old).

#### WHAT DO THESE MAPS MEAN?

Building age is an indicator of the likelihood of redevelopment. Though not always the case, older buildings are more likely than newer buildings of similar size and type to be redeveloped. This helps to provide insights on which areas of Comox might see redevelopment pressures over the planning timeframe of next OCP update and beyond. The following trends in building age are expected over the coming decades:

- » Over the next 20 years, older residential buildings will be primarily in and around Downtown Comox.
- » There will be a high concentration of buildings 50 years or older throughout most of the developed area of Comox in 20 years.
- » In 30 years, there will be a high concentration of buildings over 75 years old in Downtown, West, and Central Comox.

The building age analysis is particularly helpful for understanding likelihood of SSMFH development over the next 30 years. The most immediate pressures are likely to be around Downtown Comox and radiate out from there over time.





## Daily Needs

Living and working near amenities can enhance quality of life and well-being. Ensuring access to services and amenities is crucial for creating a more complete community. When daily needs are closer to home, it benefits public health, helps reduce greenhouse gas emissions, and supports the local economy. For instance, individuals living far from amenities often commute to access them, leading to longer travel distances, traffic congestion, and higher greenhouse gas emissions, while draining resources from the local economy. If daily needs are located nearby, households may find it easier to forgo owning multiple vehicles, encouraging more active transportation and reducing time in and expenses on passenger vehicles. This can lead to better public health outcomes from a more active population. More frequent use of active transportation can also alleviate traffic congestion and the proliferation of land used for parking. Strategic land use planning can increase housing options near amenity-rich areas and transportation hubs.

### How Is it Measured?

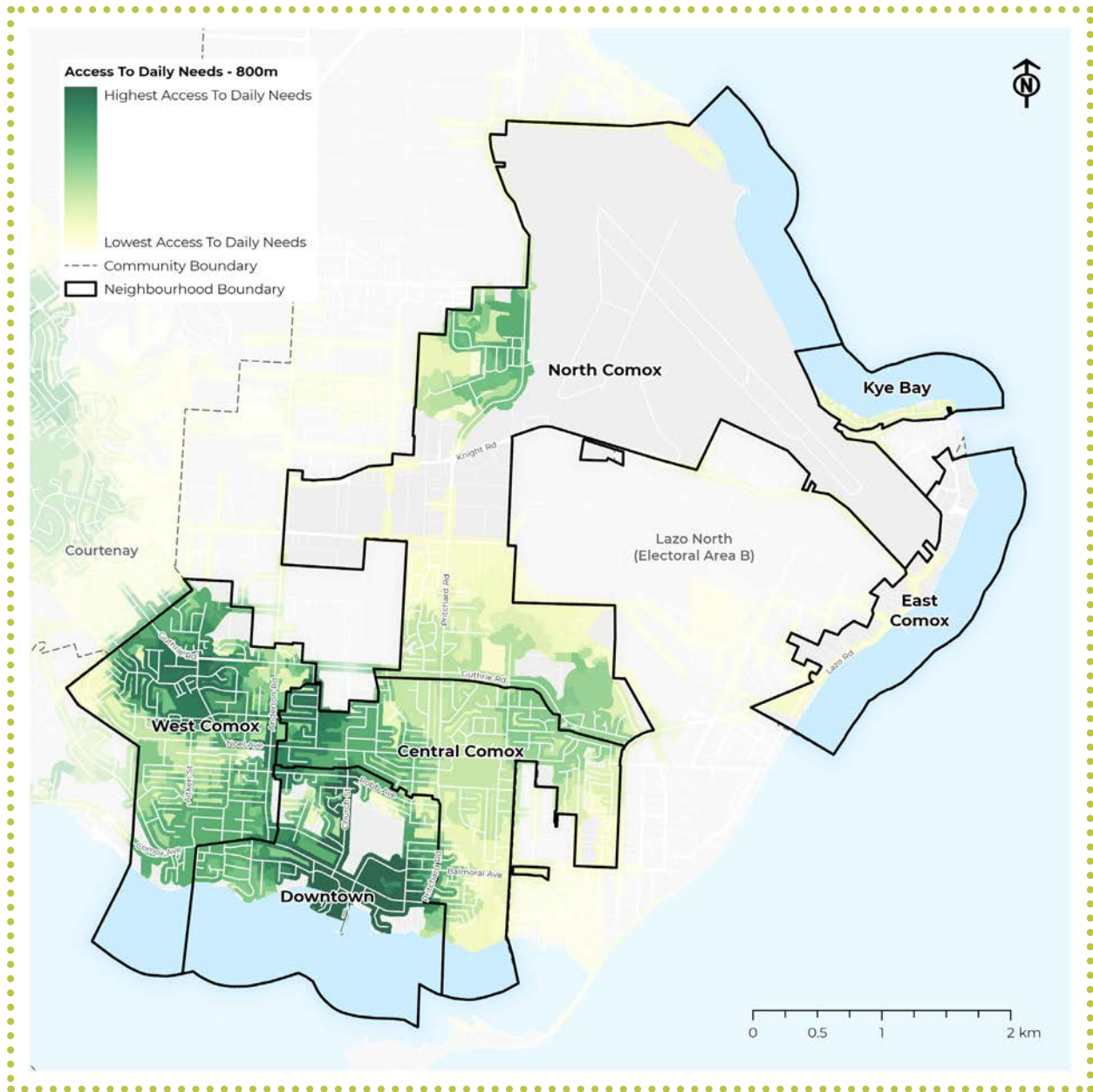
**The Daily Needs lens considers services and amenities that residents typically access daily or weekly.** This includes destinations or amenities like grocery and hardware stores, restaurants, banks, post offices, schools, childcare, healthcare and pharmacies, places of worship, public transit, parks, recreational facilities and programs, and other important community facilities.

The following maps show Comox's community completeness in relation to Daily Needs:

- » Daily Needs Summary (400 metres walk) **(Appendix A)**
- » Daily Needs Summary (800 metres walk) **(Figure 8)**
- » Daily Needs Summary (1200 metres walk) **(Appendix A)**
- » Arts & Culture Facilities **(Appendix A)**
- » Childcare Facilities **(Appendix A)**
- » Community Facilities **(Appendix A)**
- » Grocery Stores **(Appendix A)**
- » Healthcare Facilities **(Appendix A)**
- » Neighbourhood Commercial Areas **(Appendix A)**
- » Parks **(Appendix A)**
- » Playground Facilities **(Appendix A)**
- » Restaurants **(Appendix A)**
- » Schools **(Appendix A)**
- » Sports Facilities **(Appendix A)**

To accurately assess a resident's proximity to daily needs, a geometric network was created that includes the road network and sidewalks. The daily needs analysis was run along this network rather than as an "as-the-crow-flies" buffer to better represent how people move about the Town. More information on the methodology for the Daily Needs lens is included in **Appendix B**.





**Figure 8** Summary Map of Daily Needs Distribution in Comox

## Daily Needs—Summary

### WHAT DOES THIS MAP SHOW?

**Figure 8** shows the distribution of daily needs in Comox. Areas with a high concentration of daily needs within 800 meters are assigned a high access to daily needs score (darker green), while areas lacking daily needs within 800 meters receive a lower score (lighter green/yellow).

800 metres is a ten-minute walk on average for those without mobility limitations. 15 minutes is considered the upper end of what average people will walk to visit a destination.



Some will be able to walk slightly faster, while those with mobility limitations may take considerably longer. 800 metres is the primary distance of measure because it is an inclusive distance for those with slower than average walking speeds. Access to daily needs within 400 and 1200 metres are shown in **Appendix A**.

Daily needs are prioritized and weighted as per **Table 1** below to determine scoring. Places that are typically relied on most heavily by the greatest number of residents, such as grocery stores, are weighted higher. Places that might not be utilized by all residents, or are used less frequently, like arts and cultural facilities, are weighted lower.

The daily needs indicators are mapped individually in **Appendix A**. Additional details on the methodology used as part of the daily needs lens can be found in **Appendix B**.

CFB 19 Wing Comox provides residents with access to daily needs, but it should be noted that public access to some daily needs is restricted.

### WHAT DOES THIS MAP MEAN?

Access to daily needs in Comox varies across different neighborhoods, as outlined below:

- » Downtown Comox and the eastern part of Central Comox have the highest access to daily needs.
- » West Comox has moderate access to daily needs.
- » East Comox, Central Comox, and North Comox have the lowest access to daily needs spread over the largest contiguous area.

In community planning, land use designation plays a vital role in ensuring that essential services, employment opportunities, and amenities are close to residents. Recognizing the current distribution of daily needs enables informed decisions about where to introduce new services or modify existing ones, ensuring that all parts of the community are well served.

Though ideally all residents have access to daily needs in walking distance, it is not always feasible for new commercial and mixed-use development to happen in established low-density neighbourhoods. Such neighbourhoods may lack the population and employment density to support commercial uses. Environmental features and conservation areas may break up the road network or neighbourhood. It can be more effective to locate new housing within areas that have high access to daily needs than to locate new daily needs in established neighbourhoods.

**Table 1 Daily Needs Weighting**

Daily Needs Indicator	Weighting
Arts & Cultural Facility	0.5
Community Facility	1
Childcare Facility	2
Grocery Store	2
Health/Pharmacy	1.5
Library	1
Parks/Natural Areas	1.5
Playgrounds	1
Neighbourhood Commercial	0.5
Restaurant	0.5
Senior Centre	1
Sports Facility	0.5
School	1.5
	<b>15</b>





## Transportation

The transportation lens was used to assess a variety of criteria to demonstrate the transportation network's ability to meet complete community goals. Complete communities are connected communities and promote efficient travel options like walking, biking, and transit. Developing a connected multi-modal transportation system offers several benefits, including reduced traffic volumes and lower transportation-related greenhouse gas emissions. This not only helps the environment but also enhances public health by encouraging more active forms of transportation. Ensuring that these alternatives are safe, convenient, and accessible for everyone is essential as Comox grows.

### How Was it Measured?

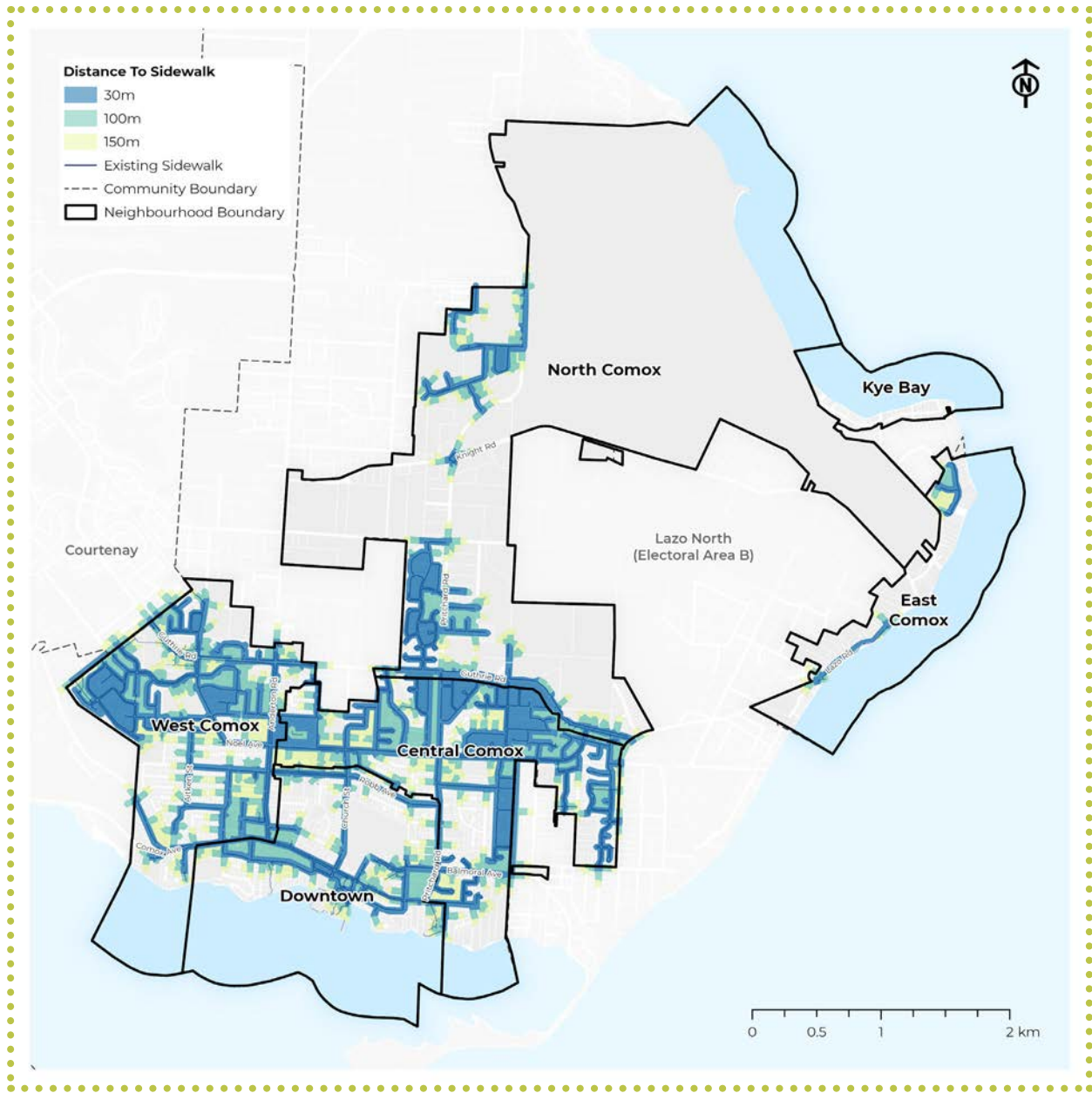
The following factors were considered as part Comox's community completeness with respect to the transportation lens:

- » Proximity to Transit (BC Transit Stops) (**Appendix A**)
- » Proximity to Sidewalks (**Appendix A**)
- » Proximity to Cycling Infrastructure (**Appendix A**)
- » Proximity to Key Vehicle Corridors (**Appendix A**)

The transportation lens was assessed based on access to each of the factors mentioned above. To accurately measure a parcel's proximity to each transportation factor, a geometric "network" was created that incorporates both the road network and sidewalks. The daily needs analysis was performed along this network, rather than using an "as-the-crow-flies" buffer, to better reflect how people actually move through the Town. A summary map, combining all factors and showing the overall level of access is shown on **Figure 9**. Maps for each factor contributing to the overall transportation score can be found in **Appendix A**.

Trails were not included in the transportation network because their accessibility is more inconsistent than that of sidewalks. While trails are important for promoting active transportation in the community, assessing them on-site was beyond the scope of this study. Additional details on the methodology used to assess the transportation lens can be found in **Appendix B**.





**Figure 9** Proximity to Sidewalks in Comox

## Transportation—Sidewalk Proximity

### WHAT DOES THIS MAP SHOW?

**Figure 9** shows the existing sidewalk network and distance of parcels from sidewalks. Blue lines indicate existing sidewalks. The “network” has been assigned scores based on walking distance from a sidewalk. The medium blue portions of the network are less than 30 meters from a sidewalk. The teal portions are within 30 to 100 meters of a sidewalk, while the light-yellow portions are between 100 to 150 meters from a sidewalk.





## WHAT DOES THIS MAP MEAN?

Comox has many roads without sidewalks. It is safer for pedestrians, and even more so for children, to walk on roads with sidewalks. There are also many roads in Comox with sidewalks on one side of the road. Sidewalks on one side of the road can be adequate on residential local roads; however, especially on collector and arterial roads, sidewalks on one side of the road result in danger and inconvenience for pedestrians when they need to cross streets mid-block to stay on sidewalks.

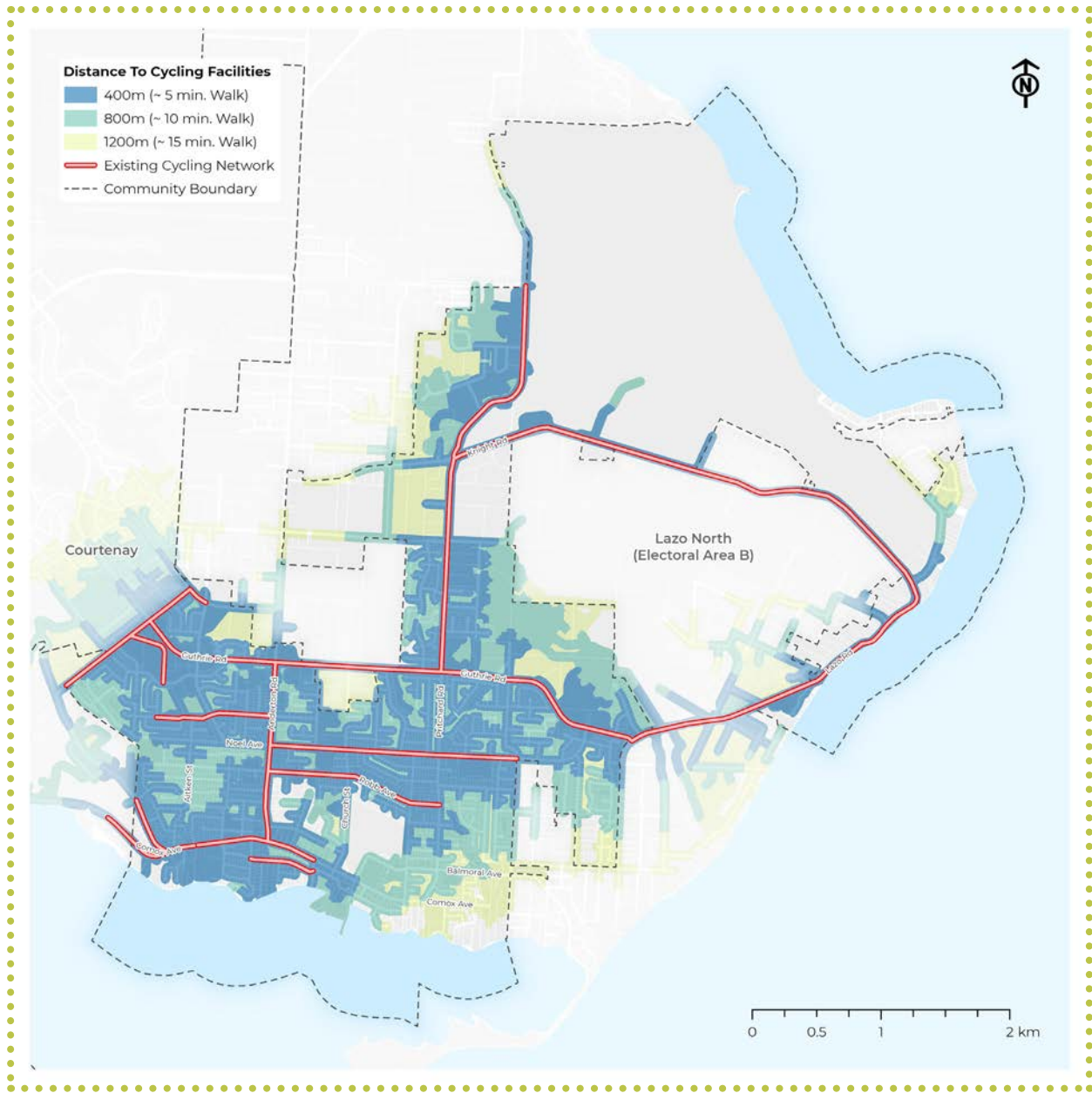
The following are notable characteristics of Comox's current sidewalk network:

- » Downtown Comox is intended to be a walkable mixed-use character area, but there are large gaps north of Comox Avenue between Anderton Road and Pritchard Road.
- » Central Comox, northeast of Pritchard Road and Balmoral Avenue, has a large sidewalk gap.

Areas with high access to daily needs and no sidewalks should be prioritized for future sidewalk installations to improve walkability and completeness. Routes to key destinations like schools should also be prioritized.

Most high school students in Comox are within the Highland Park Secondary School catchment area. There is a sidewalk gap on Guthrie Road within the CVRD, and students in north West Comox would have to make a lengthy u-shaped detour to Noel Avenue to bypass the sidewalk gap. The distance from north West Comox to Highland Secondary is not long enough to qualify for school bus service.





**Figure 10** Proximity to Cycling Facilities in Comox

## Transportation—Cycling Facility Proximity

### WHAT DOES THIS MAP SHOW?

**Figure 10** shows existing cycling facilities and the distance from cycling facilities. The cycling facilities assessed include existing painted bicycle lanes, shared facilities, and multi-use paths.

Cycling facilities are shown in red. The “network” has been assigned scores based on distance from existing cycling facilities. The medium blue portions of the network are less than 400 meters from a cycling facility. The teal portions are within 400 to 800 meters of a cycling facility, while the light-yellow portions are between 800 to 1200 meters from a cycling facility. The existing street network is shown in white.



## WHAT DOES THIS MAP MEAN?

As cycling network upgrades are planned in Comox, it is important to consider key destinations that most people visit on a regular basis, such as schools, employment, and Downtown Comox.

Key aspects of Comox's cycling facilities are as follows:

- » There are currently pressures on parking in Downtown Comox and there will continue to be more pressure as redevelopment happens. Downtown Comox also has a high concentration of daily needs. Options to get to Downtown Comox by cycling are limited, and such options should be prioritized to improved completeness.
- » There is a significant gap in cycling facilities that connect Downtown Comox to other neighborhoods in the community.
- » There are no continuous north-south cycling facilities throughout the developed area of Comox.
- » The only continuous east-west cycling route is along Guthrie Road. There is only one north-south spine to connect to Guthrie Road.
- » Areas with the worst access to cycling facilities are at the most westerly portion of Noel Ave, southeast Comox, and Kye Bay.

The 2020 Transportation Master Plan identifies capital projects to improve the cycling network that consist of additional buffered bicycle lanes, unbuffered bicycle lanes, and bicycle boulevards. Additional north-south connections along Pritchard Road and Aitken Street will help bridge these facility gaps. The Comox Valley Active Transportation Network Plan identifies key routes within the Town of Comox as part of the regional transportation routes. These routes have been designated as a long-term priority for the Comox Valley Regional District.



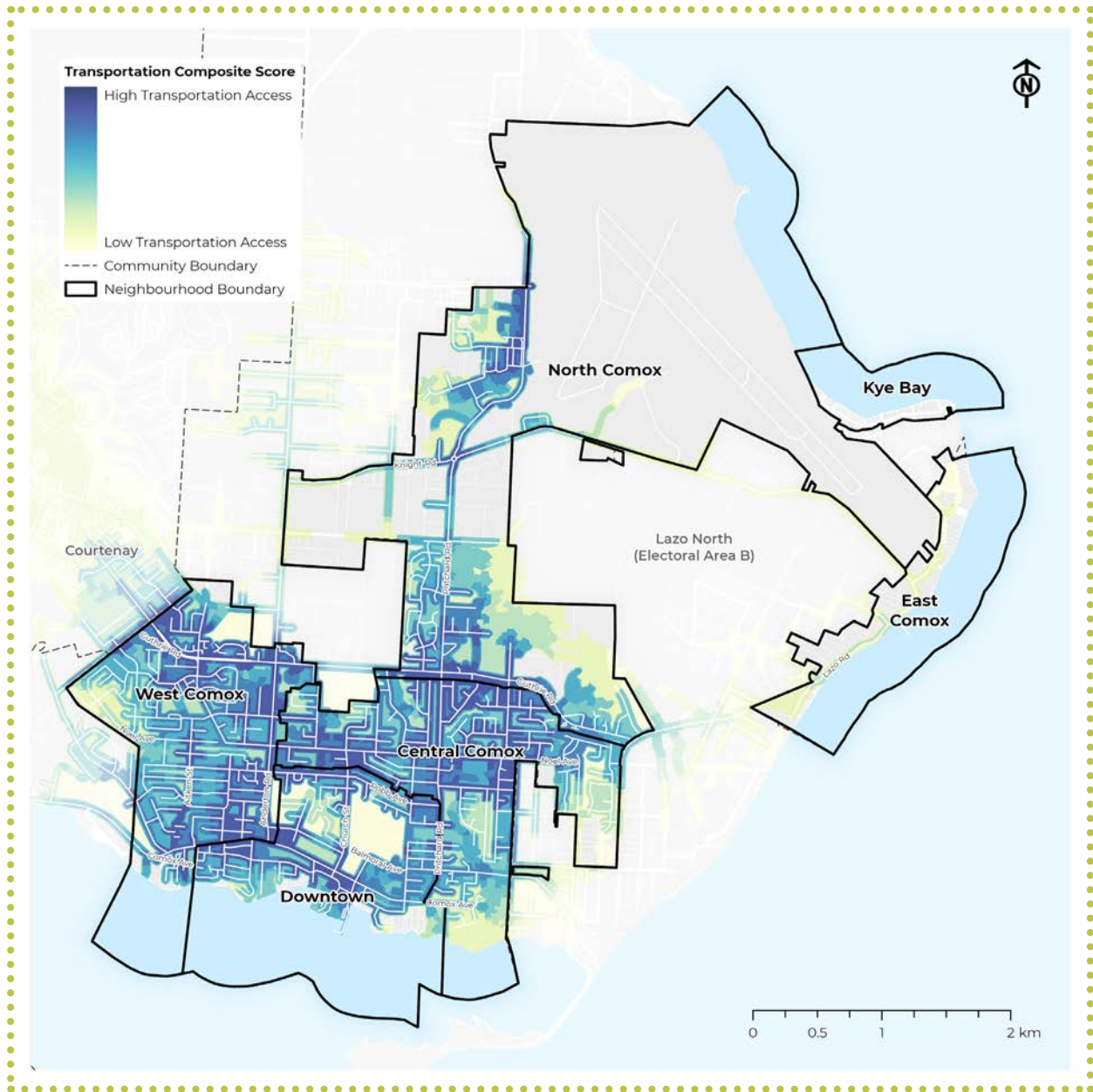


Figure 11 Summary Map of Transportation Facilities in Comox

## Transportation—Summary

### WHAT DOES THIS MAP SHOW?

**Figure 11** provides an overview of transportation access in Comox, showing how easily residents can access various transportation options within the Town. Transportation access, as part of this assessment, is defined as a combined measure of factors such as proximity to transit, sidewalks, cycling infrastructure, and key vehicle corridors, which contribute to the overall composite map score. **Appendix B** outlines the detailed methodology for determining transportation access.



Complete communities offer multiple travel choices, including walking, biking, and reliable, accessible transit. Areas of the town with high transportation access are dark blue, while areas with low transportation access are light yellow. The existing street network is shown in white.

### WHAT DOES THIS MAP MEAN?

Understanding Comox's transportation network is crucial for making well-informed recommendations and investments that contribute to a more integrated and complete community.

Key aspects to consider include:

- » North Comox, East Comox, and Kye Bye have the lowest transportation access.
- » West Comox's western edge and Central Comox's southern part have moderate to low transportation access.
- » Generally, parcels that border Guthrie Road, Noel Avenue, Anderton Road, and Comox Avenue have the highest transportation access.
- » The Comox Golf Club creates a notable gap in the Town's transportation network. Exploring opportunities to add safe active transportation routes across the golf course may improve east-west connectivity through downtown. Additionally, north-south connections could be strengthened by improving active transportation connections along Church Street and Stewart Street.

When considering future development, concentrating growth in well-connected areas can expand transportation benefits to more people, optimizing the use of existing infrastructure. In line with the Council's strategic goal of "balanced community planning," focusing on major developments in well-connected areas ensures that the growth positively impacts the community by improving access to daily necessities. However, if additional density is added in areas with limited transportation access, investments will be necessary to connect future residents to essential services, amenities, and places of employment. There are opportunities to improve transit and active transportation connections from Downtown to CFB Comox, the Airport, and surrounding area with high potential for employment land development.





## Infrastructure

By understanding how existing infrastructure supports land-use planning goals, Comox can better manage long-term costs, mitigate risks, and improve the efficiency of municipal services. This approach allows for smarter spending to meet community goals. An assessment of the Town's water, sanitary sewer and stormwater infrastructure was conducted to evaluate current needs and understand implications for proposed development.

In BC, a municipality's growth has historically been managed through zoning regulations and the rezoning process. Typically, detailed servicing reviews and infrastructure upgrades are required for specific zoning applications. Recently revised Provincial legislation has shifted the way infrastructure is delivered to neighbourhoods by instead requiring proactive infrastructure planning by local governments to streamline the approval process.

As part of the 2024/2025 OCP and Zoning Bylaw updates, Comox will need to illustrate that residential land use designations and zoning can accommodate 20 years of housing need outlined in the 2024 Housing Needs Report. Understanding the capacity of the current water, storm, and sanitary sewer systems will be essential to assess the impact of infill development in the Town and allow developments to proceed.

### Infrastructure Network Capacity and Condition

The updated OCP and Zoning Bylaw (2024-2025) will designate land for increased housing density to accommodate current and future housing needs. In turn, more jobs, services, and amenities will be required. Many of the information sources for this infrastructure assessment were completed a decade or more in the past and will need to be updated based on the growth context facilitated through the updated OCP and Zoning Bylaw. The assessment, however, has been aided by discussions with Town staff knowledgeable on how the existing infrastructure systems are currently serving the community.

Development Cost Charges (DCCs) are an infrastructure financing tool that allows municipalities to collect funds to build infrastructure that will accommodate growth. Amenity Cost Charge (ACC) Bylaws are a new tool that replaces Community Amenity Contributions (CAC) policies. It is crucial for these infrastructure funding Bylaws to accurately portray the projects that will accommodate growth to achieve long-term financial feasibility. DCC and ACC Bylaws ensure that "growth pays for growth", rather than burdening existing taxpayers with the costs of servicing new growth.

### How Was it Measured?

The assessment of infrastructure capacity was conducted using current modelling data from the Town's sewer, water, and storm master plans/studies. Additional internal knowledge regarding sanitary capacity, fire flow requirements, and stormwater capacity also contributed to the evaluation. **Tables 2 to 4** and **Figures 12 to 14** summarize known infrastructure capacity conditions and constraints throughout Comox. **Appendix B** includes more information on infrastructure lens.



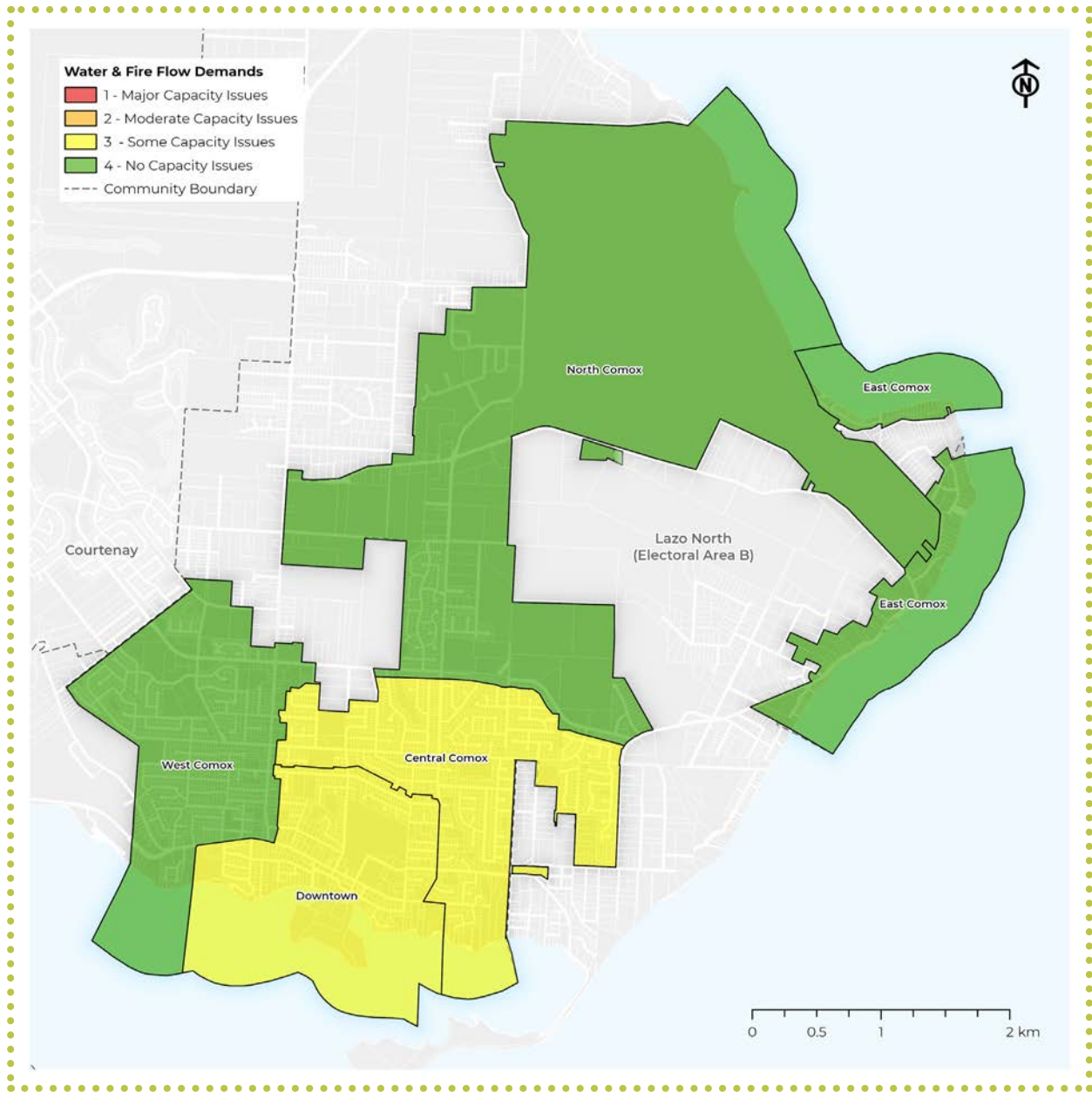


Figure 12 Water Infrastructure Capacity

## Infrastructure—Water Infrastructure Capacity

### WHAT DOES THIS MAP SHOW?

**Figure 12** shows the level of water infrastructure readiness across Comox. Understanding fire flows was key aspect of water infrastructure readiness. Capacity of water service areas was determined through a review of the Town’s most recent water master plan and supplemented with knowledge from Town staff. A summary of this review is provided in **Table 2**.



Each service area was colour-coded according to its capacity:

- » Red = Low. Major capacity issues
- » Orange = Low/Medium. Moderate capacity issues
- » Yellow = Medium: Some capacity issues
- » Green = High: No identified capacity issues

## THE ASSESSMENT IS BASED ON INFRASTRUCTURE CAPACITY FOR CURRENT LAND USES AND DOES NOT INCLUDE FUTURE SCENARIO MODELLING.

### WHAT DOES THIS MAP MEAN?

Knowing the capacity of water infrastructure is crucial for fire safety and water demands. It ensures sufficient water flow meets fire protection standards and that existing systems can handle the increased demand from new developments.

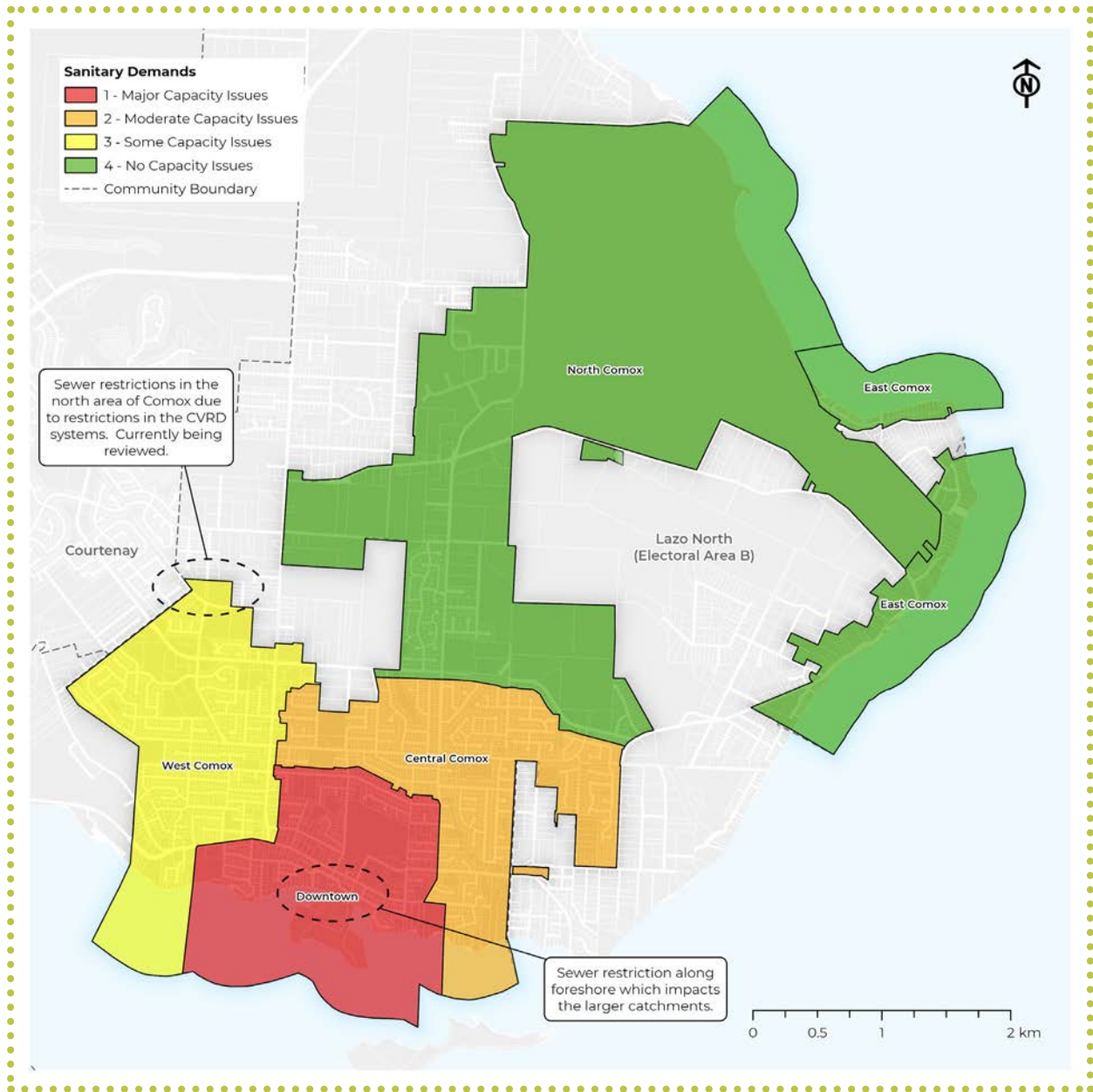
West Comox, North Comox, and East Comox currently have no known capacity issues. Some of these areas may currently be positioned to accept higher densities. The servicing capacity of water infrastructure in a few of the single-family residential areas of Central and Downtown Comox will need to be addressed to support higher density and complete community goals.

**Table 2** Water Infrastructure Capacity in Comox by Service Area

Service Area	Capacity	Planned Project Alignment (DCC & Water System Study)
West Comox	<ul style="list-style-type: none"> <li>• No noted water system capacity concerns.</li> </ul>	
Downtown	<ul style="list-style-type: none"> <li>• No concerns noted in the Downtown core of the catchment where growth is to be expected.</li> <li>• Area along Richardson and Centennial Ave. with fire flows noted as less than 75 l/s (cul-de-sac), which is insufficient for SSMFH density.</li> </ul>	<p><b>Water System Study</b></p> <ul style="list-style-type: none"> <li>• Project 7: install new 150 mm diameter main on ROW between Douglas St. and McLeod St.</li> <li>• Project 8: install new 200 mm diameter main on Stewart St. and E Centennial Ave.</li> </ul>
Central Comox	<ul style="list-style-type: none"> <li>• Small area north of Noel along Coast View Dr. with fire flows less than 75 l/s.</li> <li>• Richardson Ave fire flows less than 75l/s.</li> </ul>	<p><b>Water System Study</b></p> <ul style="list-style-type: none"> <li>• Project 10: install new 200 mm diameter main on Torrence Road</li> </ul>
North Comox	<ul style="list-style-type: none"> <li>• No noted water system capacity concerns.</li> </ul>	<p><b>Water System Study</b></p> <ul style="list-style-type: none"> <li>• Project 6: install new 200 mm diameter main on Dryden Rd from Anderton Rd to Highwood Dr.</li> </ul>
East Comox	<ul style="list-style-type: none"> <li>• No noted water system capacity concerns.</li> </ul>	







**Figure 13** Sewer Capacity in Comox by Service Area

## Infrastructure—Sanitary Sewer Infrastructure Capacity

### WHAT DOES THIS MAP SHOW?

**Figure 13** shows the level of current sewer capacity across Comox.



Each service area was colour-coded according to its capacity:

- » Red = Low. Major capacity issues
- » Orange = Low/Medium. Moderate capacity issues
- » Yellow = Medium: Some capacity issues
- » Green = High: No identified capacity issues

## THE ASSESSMENT IS BASED ON INFRASTRUCTURE CAPACITY FOR CURRENT LAND USES AND DOES NOT INCLUDE FUTURE SCENARIO MODELLING.

### WHAT DOES THIS MAP MEAN?

Knowing the capacity of the sewer collection system is critical to facilitate development and growth within Comox. While much of the system operates sufficiently, there are several known sewer restrictions that impact various catchments. Most notably, there are two restrictions in the downtown catchment (Western and Central foreshore) that create impacts on other catchments in the Town. These are well-known restrictions that the Town is working to address with planned upgrades in the current 5-year capital plan.

There is also a small area along the north boundary of the Town that drains north to CVRD systems. Restrictions in this system have been identified and are actively being reviewed at a regional level.

**Table 3 Sanitary Sewer Infrastructure Capacity in Comox by Service Area**

Service Area	Capacity	Project Alignment (DCC & Sanitary Model Update)
West Comox	<ul style="list-style-type: none"> <li>• Catchment is impacted from restrictions in the Downtown catchment.</li> <li>• Area in northern area of the catchment is restricted due to CVRD system constraints and which are being reviewed.</li> </ul>	
Downtown	<p><b>Sewer Capacity Concerns</b></p> <ul style="list-style-type: none"> <li>• Central Foreshore–Pt. Augusta to Jane Pl.</li> <li>• Comox Avenue–Rodello St. to Anderton Rd.</li> <li>• Western Foreshore. Stewart St./Comox Ave.</li> </ul>	<ul style="list-style-type: none"> <li>• Western and Central Foreshore projects planned and included in current 5-year capital plan and DCC bylaw will eliminate capacity issues.</li> </ul>
Central Comox	<ul style="list-style-type: none"> <li>• Capacity concerns noted in the area around Anderton Road and Guthrie Road.</li> <li>• Catchment is impacted from restrictions in the Downtown catchment.</li> </ul>	<ul style="list-style-type: none"> <li>• Anderton Road Sewer upgrades included in current DCC list.</li> </ul>
North Comox	<ul style="list-style-type: none"> <li>• No major concerns noted within existing serviced area.</li> <li>• Catchment also contains areas with servicing via CVRD systems or onsite septic.</li> </ul>	
East Comox	<ul style="list-style-type: none"> <li>• No sewer servicing in most of the catchment.</li> </ul>	<ul style="list-style-type: none"> <li>• Single-family residential currently under extension from BC Bill 44 (SSMFH). Sewer extension would be required to accommodate SSMFH.</li> </ul>



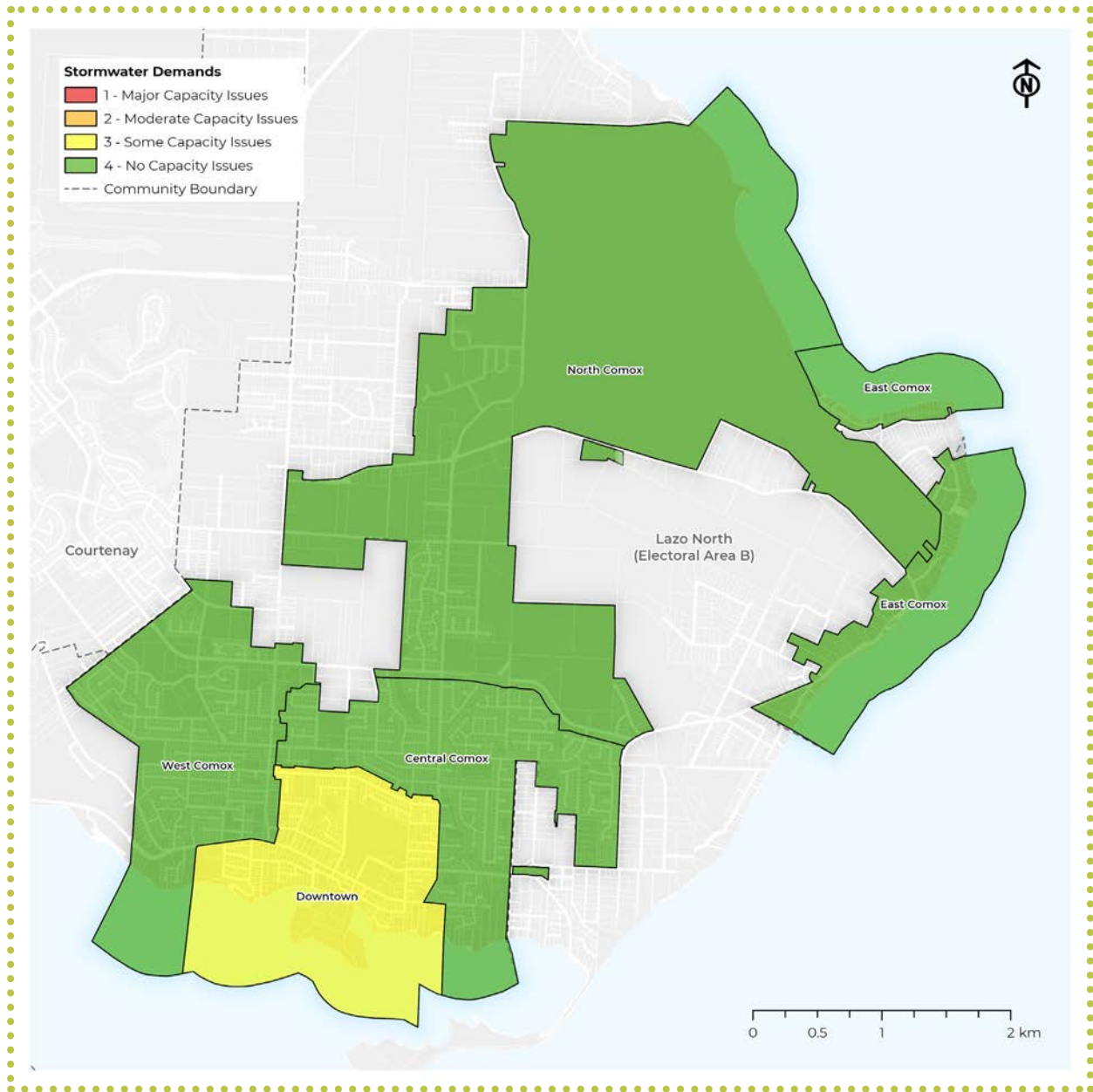


Figure 14 Storm Infrastructure Capacity

## Infrastructure—Storm Infrastructure Capacity

### WHAT DOES THIS MAP SHOW?

**Figure 14** shows the level of current stormwater infrastructure capacity across Comox. The levels of readiness are based on current stormwater demands. In many cases, increased density would require upgrades.



Each service area was colour-coded according to its capacity:

- » Red = Low readiness. Major capacity issues
- » Orange = Low/Medium readiness. Moderate capacity issues
- » Yellow = Medium readiness. Some capacity issues
- » Green = High readiness. No identified capacity issues

### WHAT DOES THIS MAP MEAN?

Stormwater management includes strategies to manage runoff quantity and quality, mitigate flooding, prevent water pollution, and protect natural water resources. Runoff refers to water that leaves a parcel, whether through rain, sprinklers, or washing a car on the driveway. Increased density without concerted stormwater management efforts can increase runoff and in turn, flooding, erosion, and other forms of infrastructure and property damage.

There are various strategies to manage runoff within built-up areas, the easiest being to maintain high levels of permeable ground cover (i.e. soft landscaping). Landscaping enhances stormwater management potential through temporary water storage in soils and root uptake for plant growth. If high permeability (50% or more of a parcel) is not possible, more concerted stormwater management efforts like unground storage tanks or at-grade rain channels and gardens may be required.

Brooklyn Creek runs through central Comox and is a main conveyor of storm water from existing properties. Brooklyn Creek has been noted to be experiencing erosion and other impacts due to runoff. The indication in the mapping that there are no capacity issues noted in Central Comox reflects the policy that new developments will meet requirements to limit offsite storm discharge to not introduce more runoff to the greater systems, specifically Brooklyn Creek.

**Table 4 Storm Infrastructure Capacity in Comox by Service Area**

Service Area	Capacity	Project Alignment (DCC & Storm Systems Modeling & Capital Plan Study Update)
West Comox	<ul style="list-style-type: none"> <li>• Some localized overcapacity pipes flagged in the master plan.</li> </ul>	
Downtown	<ul style="list-style-type: none"> <li>• Localized storm sewer replacements noted in the master plan.</li> </ul>	
Central Comox	<ul style="list-style-type: none"> <li>• Localized storm sewer replacements noted in the master plan.</li> </ul>	
North Comox	<ul style="list-style-type: none"> <li>• No concerns noted.</li> <li>• NE Comox Management Area includes future storm water needs.</li> </ul>	
East Comox	<ul style="list-style-type: none"> <li>• No storm systems or any documented issues.</li> </ul>	



# Likelihood of Redevelopment



## 5.1 WHY LIKELIHOOD OF REDEVELOPMENT MATTERS

The likelihood of redevelopment assessment shows the distribution of development potential across the Town. Understanding likelihood of redevelopment in Comox provides a more comprehensive overview of community completeness in relation to where development has the potential to take place. When coupled with infrastructure mapping, this can reveal the relationship between development potential and existing infrastructure capacity concerns.

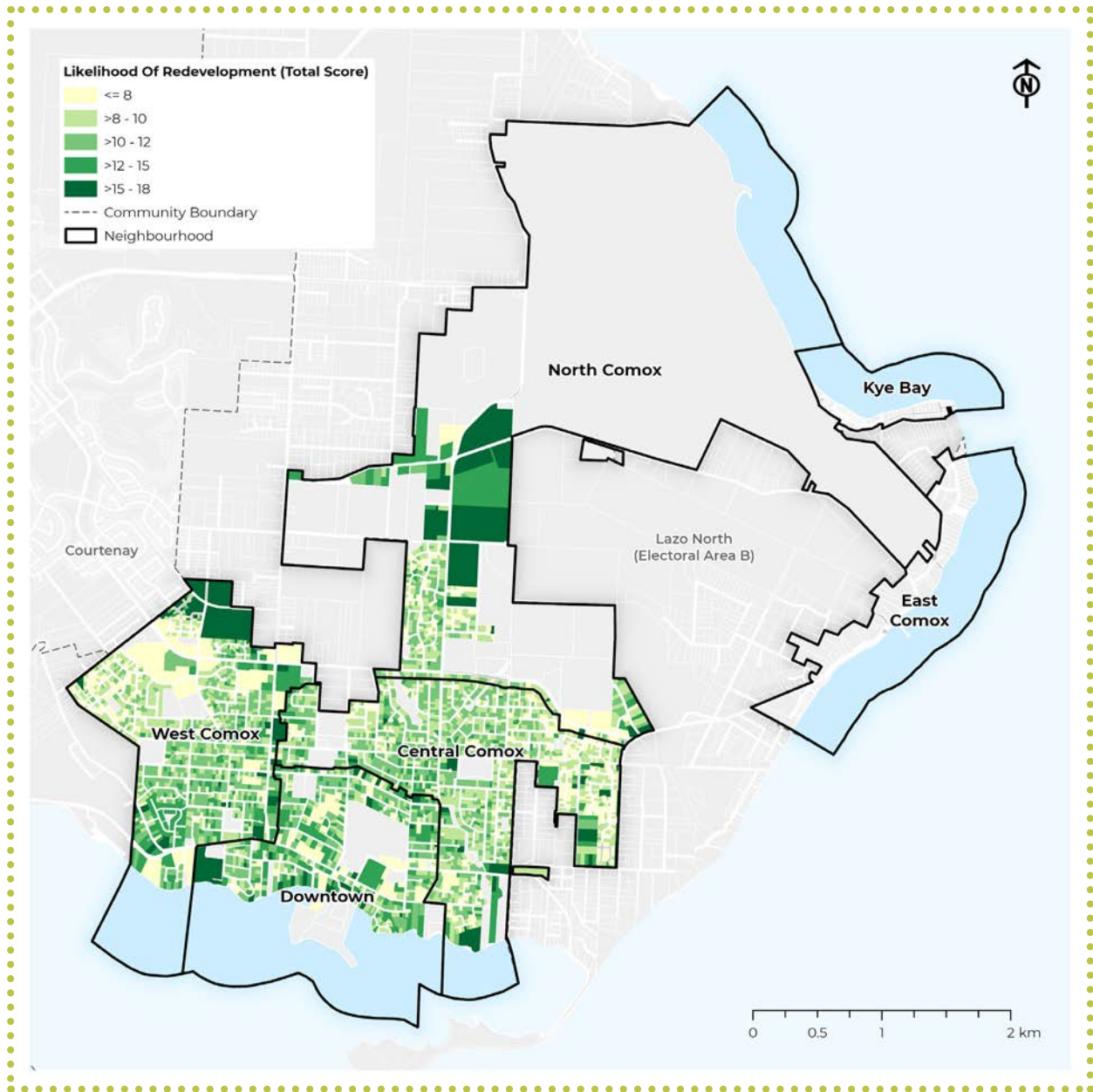
## 5.2 HOW IS IT MEASURED?

This analysis helps understand which parcels have a statistically higher probability of redevelopment. It is based on 2024 BC Assessment data, which provides property data as of July 2023. Factors include:

- » building age
- » lot size
- » improvement ratio (the ratio of BC Assessment improvement value to land value)
- » assessed improvement value per square metre
- » assessed land value per square metre
- » average adjacent parcel improvement ratio
- » parcels with existing multi-family housing less than 40 years old are filtered to receive a low likelihood of redevelopment score

Each parcel was scored between 0-3 in each category. The scores for each category are summed to give each parcel an overall score ranging between 0 and 18. Parcels with a score of less than 8 are deemed to have a very low probability of redevelopment while parcels with a score of 15-18 are deemed to have a very high probability of redevelopment. Vacant lots automatically receive a score of 18. Each category is weighted equally, although sensitivity analysis is performed to test each category's influence on the total score. **Table B-1** in **Appendix B** lists the categories, possible values, and corresponding score given to each parcel.





**Figure 15** Likelihood of Redevelopment in Comox

## Likelihood of Redevelopment—Summary

### WHAT DOES THIS MAP SHOW?

**Figure 15** shows the likelihood of redevelopment for parcels within Comox. The existing street network is shown in white. Each parcel's likelihood of redevelopment is represented by a score ranging from  $\leq 8$  to 18, visualized using the colour scale shown on the left-hand side of the map. Parcels shown in light yellow have low scores ( $\leq 8$ ), indicating the lowest likelihood of redevelopment relative to the other parcels assessed. In contrast, parcels shown in dark green ( $>15-18$ ) have the highest likelihood of redevelopment.



Higher concentrations of green on the map indicate areas with a higher likelihood of redevelopment. These colours represent a relative likelihood of development and do not predict redevelopment timelines but suggests which lots are more likely than others based on the criteria noted above.

### WHAT DOES THIS MAP MEAN?

By identifying the lots most likely to be redeveloped, the Town can recognize both opportunities and challenges related to infrastructure and daily needs, allowing for proactive solutions. The following insights highlight key opportunities and considerations for development in Comox:

- » Several properties in North Comox with a high likelihood of redevelopment may be suitable for employment land development, supporting Council's strategic priority of expanding employment lands. Downtown Comox includes and borders properties with strong redevelopment potential. As part of the OCP and Zoning Bylaw update, OCP policies and the Zoning Bylaw should be reviewed and revised to create a policy framework that ensures high-potential redevelopment parcels are effectively utilized.
- » Parcels with the highest likelihood of redevelopment are distributed throughout the community, but generally have the highest concentrations along Anderton Road and in Downtown Comox.
- » Other parcels with a high likelihood of redevelopment are clustered along key thoroughfares such as Guthrie Road and Comox Road.
- » Certain intersections—such as Guthrie Road and Noal Avenue, Pritchard Road and Cambridge Road, and Aspen Road and Hector Road—have parcels on all four corners with a medium to high likelihood of development. These locations indicate potential opportunities for future development nodes.
- » Clusters of parcels with the lowest likelihood of redevelopment are located on the periphery of the Town's community boundary in Central and West Comox.
- » Several large parcels with high likelihood of redevelopment scores in West Comox have active or recently approved development applications.







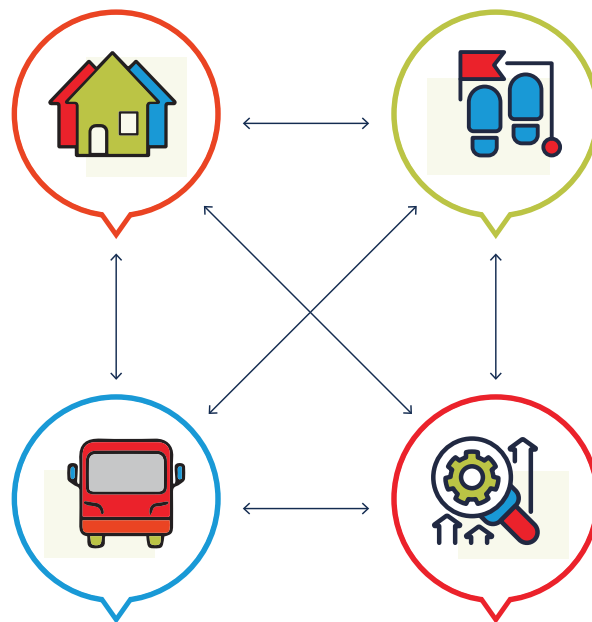
# Community Completeness Summary



The four Complete Community lenses provide a snapshot of the current state of Comox's housing inventory, daily needs amenities, transportation network, and infrastructure. While the individual lenses provide a medium for analysis, each lens should be considered in the context of the remaining three. Some examples include:

- » Consideration of housing density alongside daily needs can reveal what portion of the Town's population can access key amenities and services.
- » Housing density impacts transportation needs and patterns.
- » Efficient multi-modal transportation networks improve access to daily necessities, fostering more equitable neighborhoods.
- » Infrastructure supports the functionality of these systems, ensuring public safety and enabling continued growth.

A series of summary maps illustrate the interrelationships between different lenses.



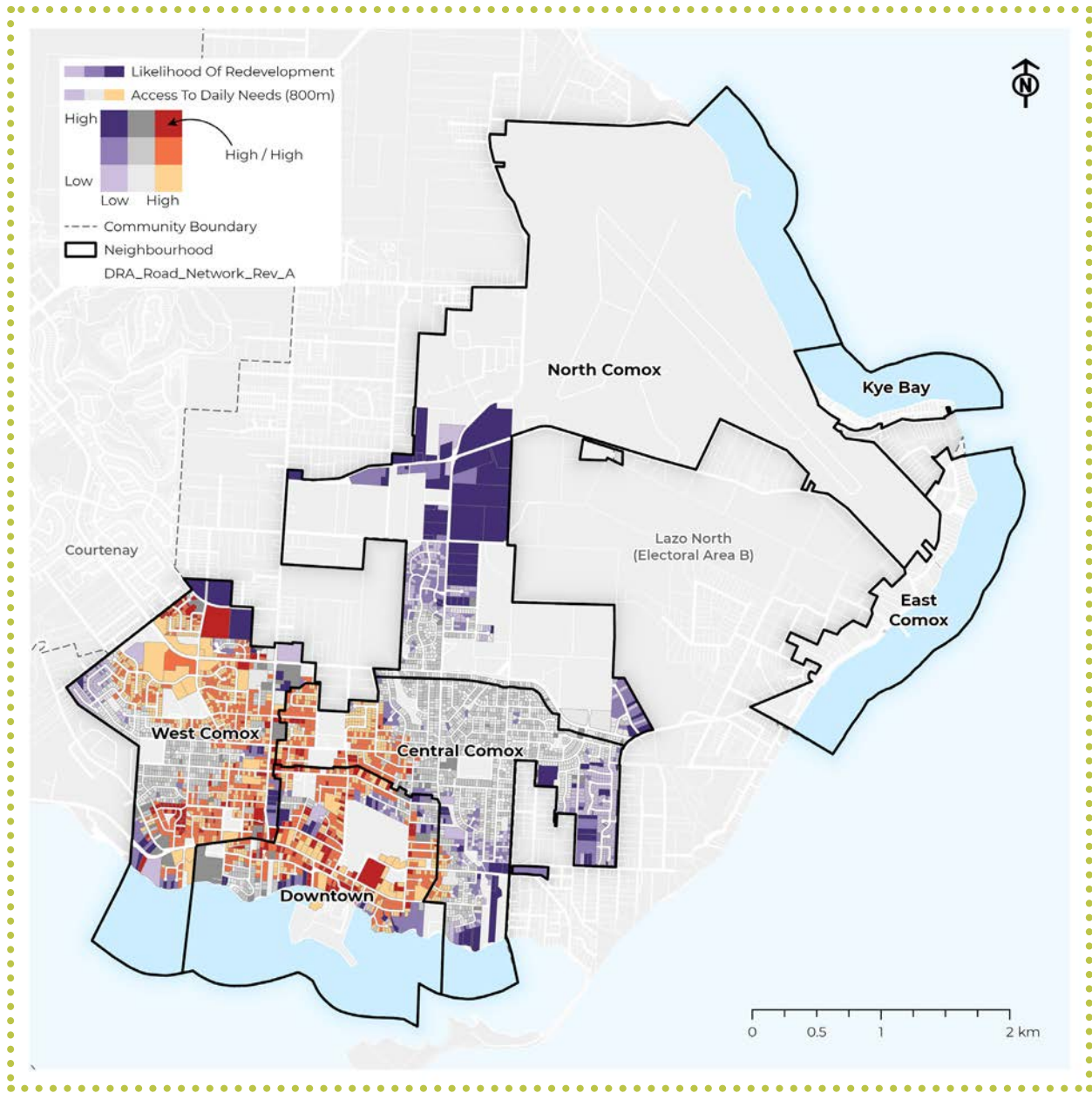


Figure 16 Likelihood of Redevelopment and Access to Daily Needs

## Daily Needs and Likelihood of Redevelopment

### WHAT DOES THIS MAP SHOW?

**Figure 16** layers likelihood of redevelopment (purple spectrum) and daily needs (yellow to light purple spectrum). This analysis aims to improve access to daily needs by identifying areas with poor access and highlighting potential sites for redevelopment. This enables the Town to proactively address any zoning bylaw or OCP changes that might limit diversity in neighborhoods traditionally zoned for residential use only.



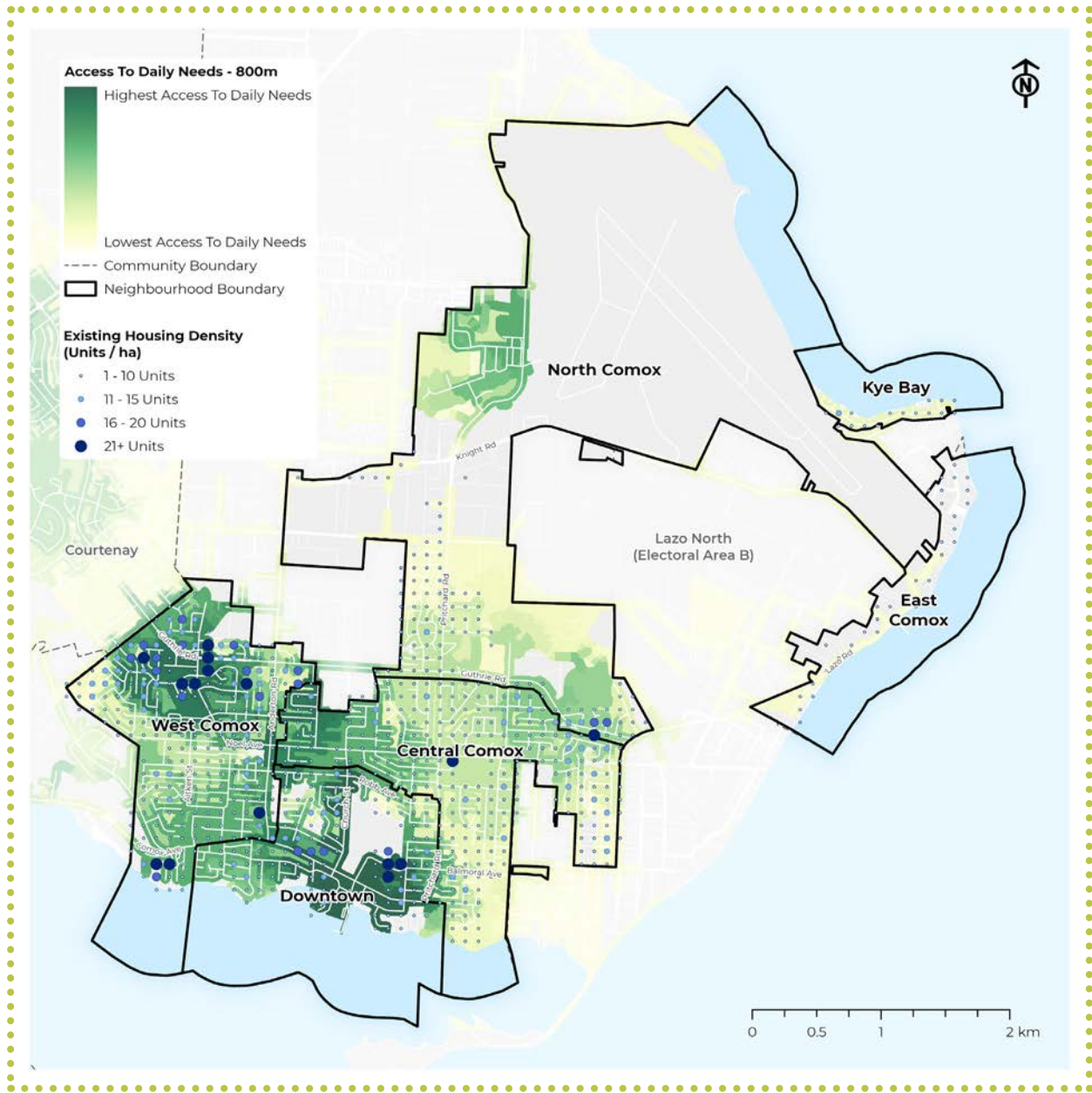
Areas with high likelihood of redevelopment and low daily needs (shown in dark purple) are key opportunity areas to foster a more complete community. Mixed use and commercial zoning at strategic locations can improve access to daily needs in these locations.

-  **High likelihood of redevelopment and high access to daily needs.** Areas with high concentrations of this colour should be prioritized for infrastructure improvements to facilitate development.
-  **High likelihood of redevelopment and moderate access to daily needs.** Areas with high concentrations of this colour should be prioritized for infrastructure improvements but may require additional planning to facilitate mixed-use development to improve access to daily needs.
-  **High likelihood of redevelopment and low access to daily needs.** There may be development pressures in these areas, and consideration should be given to improving access to daily needs. Alternatively, some areas like North Comox may be suitable for business park development.
-  **Moderate likelihood of redevelopment and high access to daily needs.** Areas with high concentrations of this colour should be considered for medium-term infrastructure improvements since properties will transition to high likelihood as they age over time.
-  **Moderate likelihood of redevelopment and moderate access to daily needs.** Future development potential and access to some daily needs within walking distance. Consider for medium-term infrastructure investments.
-  **Moderate likelihood of redevelopment and low access to daily needs.** High value uses may be feasible for development, but access to daily needs is lacking. These are not currently ideal locations for new residential development but may be suitable for business park or commercial development.
-  **Low likelihood of redevelopment and high access to daily needs.** These are good locations for future development due to daily needs access, but property conditions mean that development may be unlikely in the short- or medium-term.
-  **Low likelihood of redevelopment and moderate access to daily needs.** These are moderate locations for new development, but development may be unlikely in the short-term due to current property conditions.
-  **Low likelihood of redevelopment and low access to daily needs.** Minimal attention required at present.

### WHAT DOES THIS MAP MEAN?

- » There is a large amount of land in North Comox with high likelihood of redevelopment and low access to daily needs. There will be a need for employment uses as Comox grows and there may be an opportunity for such growth in North Comox.
- » There are several moderately sized parcels in Downtown and West Comox that are likely to redevelop and have moderate to high access to daily needs. These should be high priority areas for infrastructure improvements.





**Figure 17** Daily Needs and Housing Density

## Housing Needs and Housing Density

### WHAT DOES THIS MAP SHOW?

Mapping daily needs and housing density together in **Figure 17** provides a clearer understanding of access to amenities and services in Comox compared to considering these factors separately. Access to daily needs is illustrated using a gradient from dark green (highest access) to light yellow (lowest access).



Daily needs located within the City of Courtenay are not the focus of this study as they are out of Town's jurisdiction. However, they have been shown in a lighter opacity beyond the Town's municipal boundary (dashed black line) as many Comox residents visit Courtenay for daily needs.

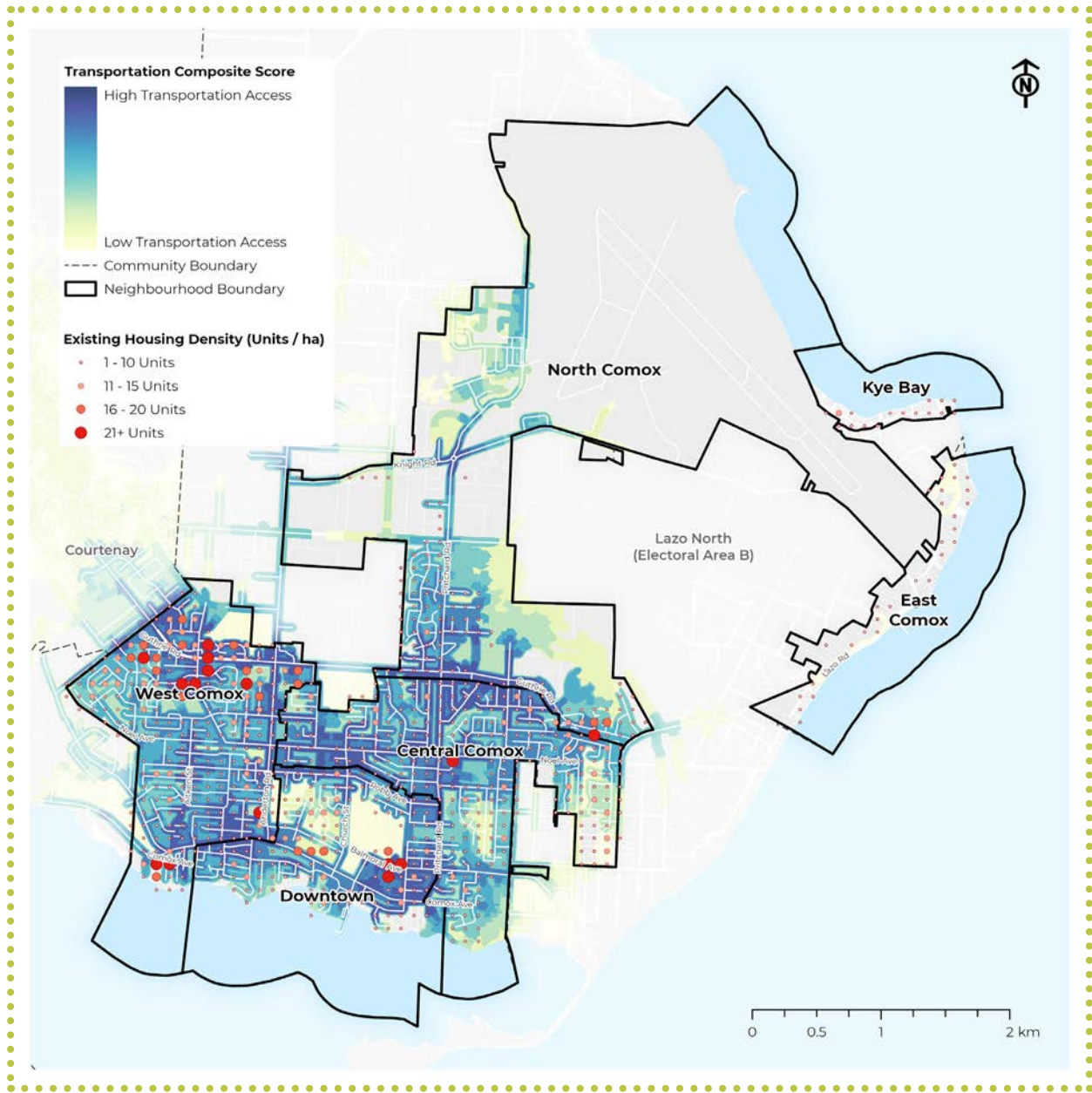
Housing density is measured as the number of units in a given area. In this case, hectares are used (1 hectare = 2.5 acres) to measure density. Areas with higher housing density are shown with larger dark blue circles, while areas with lower density are sparser with smaller light blue circles.

### **WHAT DOES THIS MAP MEAN?**

Locating higher-density areas near existing daily needs can help create a more walkable community and improve access for future residents. To better serve a larger portion of Comox's current population, investments in recreation, parks, and essential services should be prioritized in areas with existing higher densities. Higher density development makes it more efficient to provide public services by concentrating infrastructure, transportation, and amenities in smaller areas, reducing costs and maximizing service reach. Zoning that permits mixed land uses can further enhance the availability of amenities, making the area more "complete" and accessible.

- » Downtown Comox, the western edge of Central Comox, and the northern portion of West Comox currently have the highest access to daily needs. Additional density in these areas could improve the accessibility of daily needs for future residents.
- » The northern portion of West Comox (near Guthrie Road and Aspen Road) has some of the highest population densities in Comox, along with access to daily needs. It is important to ensure that land use designations and zoning continue to support access to daily needs, such as park space and recreation amenities. As densities increase, these daily needs become even more vital to maintaining a high quality of life for residents.
- » Downtown Comox includes areas with higher density developments. However, most of the downtown neighbourhood offers moderate to high access to daily needs, suggesting an opportunity to accommodate more residents near these existing amenities through land use and zoning changes. West Comox has the highest density, but moderate access to daily needs. Land use designations and zoning that facilitate more daily needs near existing high-density along Comox Avenue and Guthrie Road may better support residents.
- » Central Comox has two areas with higher densities. These areas may benefit from mixed-use or neighborhood commercial development that provides daily necessities, enhancing accessibility and convenience for residents.





**Figure 18** Housing Density and Transportation

## Housing Density and Transportation

### WHAT DOES THIS MAP SHOW?

**Figure 18** considers the relationship between housing density and transportation access. Transportation access is illustrated on a gradient of yellow (low access) to dark blue (high access). Housing density is measured as the number of units in a given area. In this case, hectares are used (1 hectare = 2.5 acres) to measure density. Areas with higher housing density are shown with larger red circles, while areas with lower density are sparser with smaller light red circles. Areas with no housing have no circles.



## WHAT DOES THIS MAP MEAN?

While it would be ideal for all areas of the Town to have high transportation access, this is not possible due to financial considerations and road networks associated with low housing density. For example, buses rarely service rural areas because there would not be enough users to pay for the cost of service and large block lengths make it challenging for people to get to bus stops. As a result, the typical goal is a positive relationship between housing density and transportation access, where areas with higher density have better transportation access and areas with lower housing density have lower transportation access.

Areas with low housing density and high transportation access should be considered alongside access to daily needs and infrastructure capacity to consider whether higher density land use designations are appropriate. Areas with high housing density and medium to low transportation access should be prioritized for transportation improvements.

- » Though Downtown Comox has properties that are likely to redevelop and have high access to daily needs, transportation access is currently low north of Comox Avenue, highlighting the need for improvements.
- » Properties fronting Comox Avenue in West Comox have high transportation access, but low density and moderate access to daily needs (**see Figure 17 above**). Given proximity to Downtown, these areas could support higher densities.



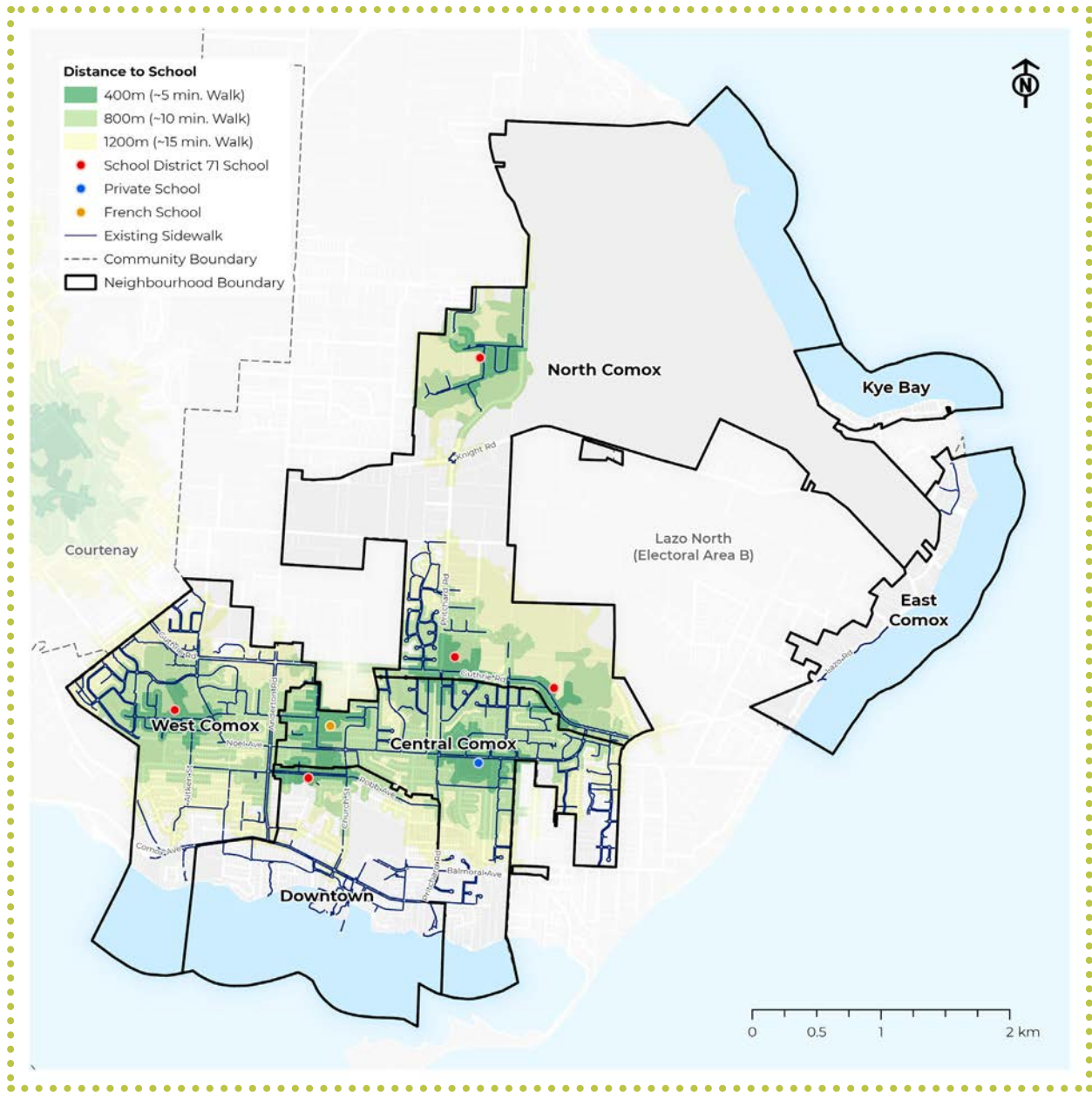


Figure 19 Distance to Schools and Sidewalks

## Distance to Schools and Sidewalks

### WHAT DOES THIS MAP SHOW?

Mapping the schools and sidewalks in **Figure 19** offers a clearer view of the walking experience children have when traveling to and from school in Comox. The walking distances to schools are represented by colors: green for less than a 5-minute walk, light green for up to a 10-minute walk, and light yellow for up to a 15-minute walk. These distances are typically based on adult walking speeds, so children may take longer to travel the same distances.





Schools that are apart of School District 71 (Airport Elementary, Brooklyn Elementary, École Robb Road Elementary, Aspen Park Elementary, and Highland Secondary) are shown with a red dot. Phil & Jennie Gaglardi Academy is a private school is shown with a blue dot. École Au-cœur-de-l'île is shown using a yellow dot and is a part of Conseil scolaire francophone de la Colombie-Britannique (French School Board).

### WHAT DOES THIS MAP MEAN?

Walking routes to schools should be prioritized for sidewalk and active transportation upgrades, as children are a vulnerable population. According to School District 71 policy, children in grades K-7 are not eligible for bus service if they live within a 1.6 km “walking limit” of their catchment school, which further highlights the importance of safe walking routes. Most of Comox falls within this 1.6 km walking limit, meaning that children attending School District 71 schools typically walk to school or are driven by a parent or caregiver. This also applies to children in grades 8-12, who have a 4 km “walking limit.” Other observations include:

- » Residential areas in Downtown Comox and West Comox are mostly outside the 1200 m walkshed to schools.
- » Improvements should be prioritized for pedestrian travel routes within the School District’s 1.6 km walking limit, with a focus on enhancing sidewalk connectivity along major routes to schools (especially along Pritchard Road, Noel Avenue to Aspen).
- » Sidewalk and active transportation improvements in the southern part of Comox can enhance accessible routes to schools. The Transportation Master Plan 2024-2029 Capital Plan for sidewalk upgrades reflects these priorities. However, additional density may require a review of which specific locations or streets should be prioritized for upgrades.





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# Land Use Scenarios



Two land use scenarios have been developed based on findings of the Complete Communities Assessment. The scenarios are a starting place for OCP updates, which will involve more in-depth analysis and detailed land use designations. The scenarios do not include analysis for future parks and school needs.

The land use categories build on those in the OCP, and include:

## 19 Wing Comox/Comox Valley Airport

- » Comox Airport and 19 Wing Comox Canadian Forces Base.

## Agricultural

- » Lands within the provincial Agricultural Land Reserve intended for long-term farm use to support local food security.

## Business Park

- » Business areas that accommodate a variety of land uses such as warehouses, storage, logistics, research and development, and limited commercial uses that require large buildings/sites.

## Campground

- » Reflection of existing campground use.

## Climate Resilience Corridor

- » Waterfront management and amenity area designed to enhance regional connectivity and improve resilience to climate change impacts. The corridor may include a publicly accessible path.

- » The Climate Resilience Corridor is a long-term vision that will require extensive planning and analysis to determine feasibility.

## Commercial: Tourist Accommodation

- » Small-scale tourist accommodation and related uses to serve the travelling public.

## Comox Harbour and Marinas

- » Reflection of the existing harbour and marina, which are not intended to change.

## Downtown Comox

- » Intended to serve as the commercial and social hub for the Town, Downtown Comox will accommodate commercial and multi-family residential uses in mixed-use buildings that complement the historic downtown context.

## Institutional

- » Public, non-profit, and assembly uses.



### **Marine Foreshore**

- » Environmental protection, passive recreation, and where applicable, archaeological protection, and compatible aquaculture use.

### **Mixed Use**

- » Shopping and service areas with high-quality design and a mix of commercial, institutional, and residential uses. Mixed uses will provide for vibrant areas with activity throughout the day, and on evenings and weekends.

### **Parks and Open Space**

- » Existing active and passive parks, and environmental conservation areas.
- » The OCP and Parks and Trails Master Plan updates will consider future park and open space needs to accommodate new development.

### **Residential: Detached**

- » Single-family dwellings with a secondary suite or coach house. This designation only applies to areas that are currently under extension from provincial legislation to permit additional units (Bill 44: Small-Scale Multi-Unit Housing).

### **Residential: Low-Rise Apartments and Townhouses**

- » A variety of multi-family housing options close to mixed-use areas and multi-modal transportation infrastructure.
- » The maximum height of apartments throughout the Town will be considered in the OCP update process but is not anticipated to exceed six storeys.

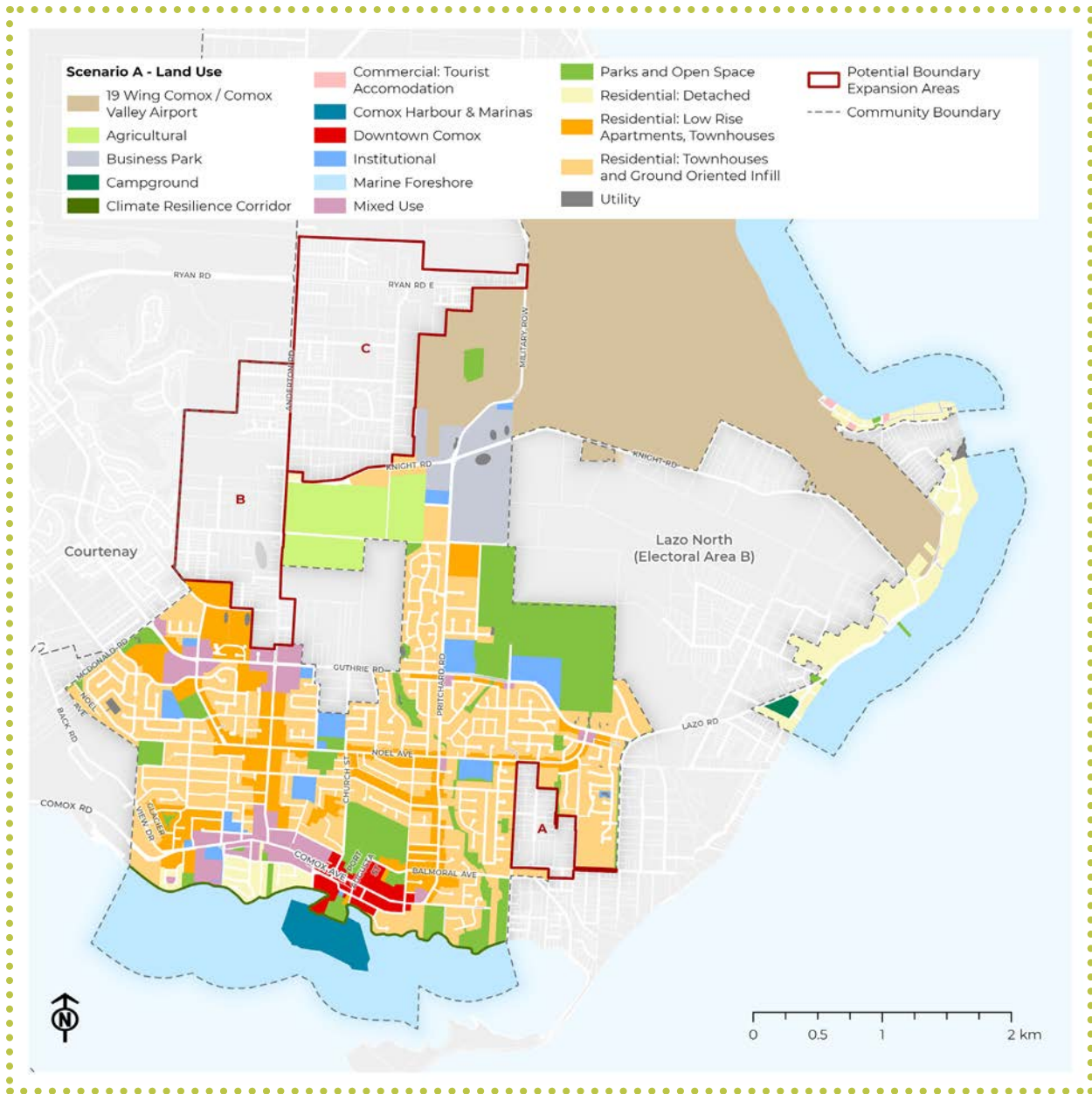
### **Residential: Townhouses and Ground-Oriented Infill**

- » A variety of ground-oriented housing options at lower densities than the Residential: Low-rise Apartments and Townhouses category.
- » Ground-oriented housing units have individual access to/from the outside (i.e. no common hallways), and could include single-family dwellings, secondary suites, coach houses, duplexes, triplexes, and townhouses.

### **Utility**

- » Land used for the provision of utility services to the public. The OCP update will consider the need for additional utility lands to support future development.





**Figure 20** Land Use Scenario A

## Land Use Scenario A

### WHAT DOES THIS MAP SHOW?

**Figure 20** shows a future land use scenario that can inform OCP updates to Map 1: Land Use Designations. It considers the geospatial analyses from previous sections, including the four lenses, and likelihood of redevelopment.

Scenario A focuses mixed use nodes at key intersections such as Anderton Road/Comox Avenue, Anderton Road/Guthrie Road, and Aspen Road/Guthrie Road.

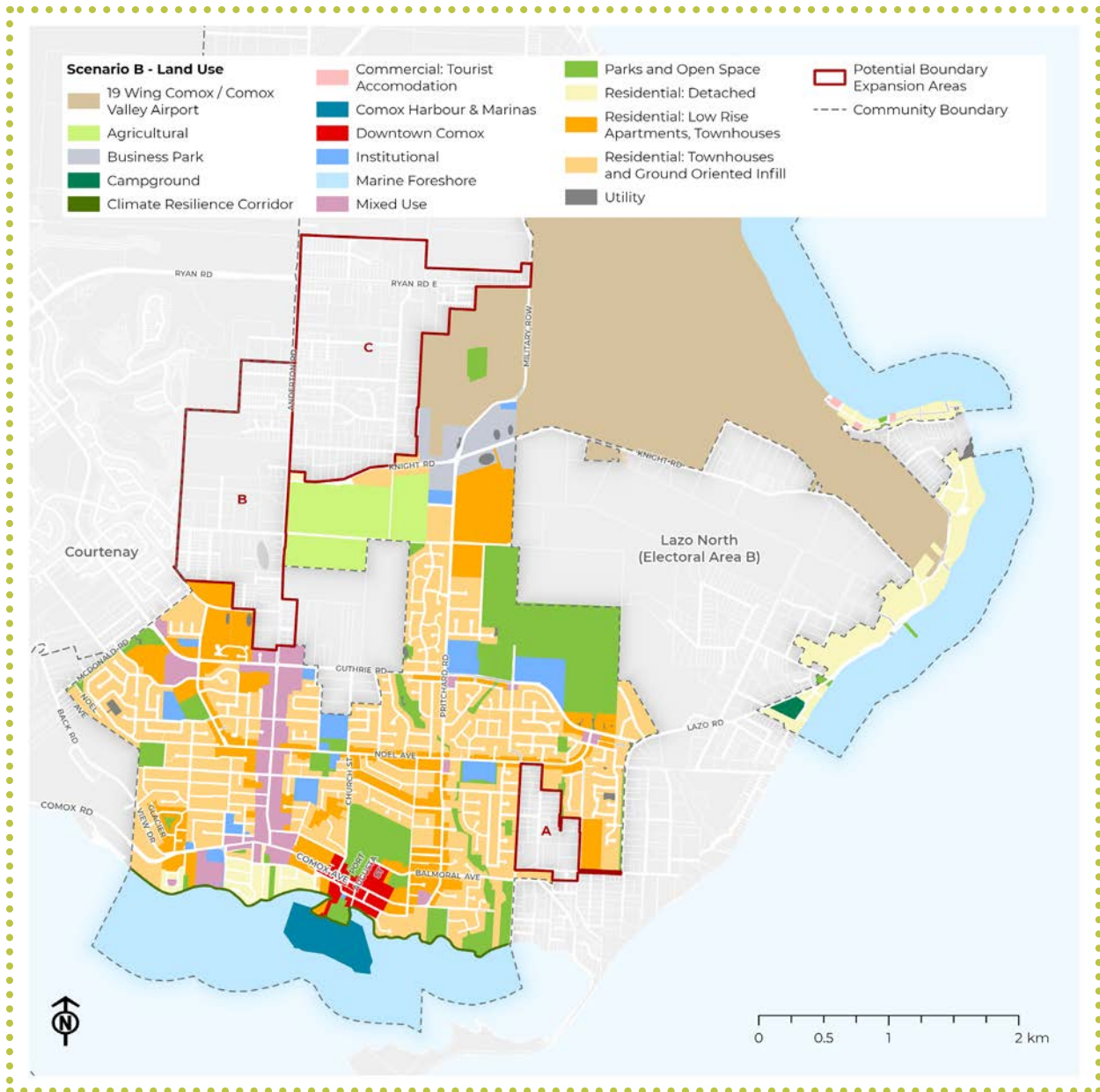


## WHAT DOES THIS MAP MEAN?

Compared to Map 1: Land Use Designations in the existing OCP (OCP Map 1), the most considerable changes in Land Use Scenario A are as follows:

- » Much of the existing single-family residential parcels on OCP Map 1 are designated Residential: Detached. Almost all the single-family residential parcels in the land use scenario are designated Residential: Townhouses and Ground Oriented Infill.
- » An increase of 25 hectares (63 acres) of employment lands (Business Park).
- » Extension of Downtown Comox to the east and west.
- » An increase in the amount of land on which apartments are permitted.
- » Additional mixed-use lands adjacent to Downtown, in nodes at key intersections, and in smaller neighbourhood-serving locations in Central Comox.
- » The addition of a proposed Climate Resilience Corridor that will provide public access along the Comox waterfront.





**Figure 21** Land Use Scenario B

## Land Use Scenario B

### WHAT DOES THIS MAP SHOW?

**Figure 21** shows a future land use scenario that can inform OCP updates to Map 1: Land Use Designations. It considers the geospatial analyses from previous sections, including the four lenses, and likelihood of redevelopment.

Compared to Scenario A, the main features are a mixed-use corridor along Anderton Road (shown as Residential: Low Rise Apartments, Townhouses in Scenario A) and more residential lands in North Comox (where land is designated Business Park in Scenario A).



## WHAT DOES THIS MAP MEAN?

Compared to Map 1: Land Use Designations in the existing OCP (OCP Map 1), the most considerable changes in Land Use Scenario A are as follows:

- » Much of the existing single-family residential parcels on OCP Map 1 are designated Residential: Detached. Almost all the single-family residential parcels in the land use scenario are designated Residential: Townhouses and Ground Oriented Infill.
- » An increase in mixed-use lands, particularly along Anderton Road from Comox Avenue to Guthrie Road.
- » An increase in the amount of land on which apartments are permitted.
- » The addition of a proposed Climate Resilience Corridor that will provide public access along the Comox waterfront.

## 7.1 KEY DIFFERENCES

**Table 5** Key Differences Between Scenarios

Area of Town	Scenario A	Scenario B	Benefits and Trade-offs
Anderton Road Corridor (Comox Avenue to Guthrie Road)	Primarily multi-family residential with commercial-residential mixed-use nodes at the intersections of Comox Avenue / Anderton Road and Guthrie Road / Anderton Road	The entire corridor is commercial/residential mixed use	<p><b>Scenario A:</b> Mixed-use nodes would concentrate commercial uses and allow for more natural elements associated with residential uses for the bulk of Anderton Road.</p> <p><b>Scenario B:</b> Mixed-use corridor would lead to a more “urban” shopping street.</p>
Downtown Comox	Downtown expanded to the east and west	Unchanged from the existing OCP	<p><b>Scenario A:</b> With less commercial uses on Anderton Road, there will be more demand remaining for commercial uses in the Downtown.</p> <p><b>Scenario B:</b> More mixed-use lands along Anderton Road may disperse commercial uses, with a risk of drawing business away from the Downtown.</p>
Business Park designation at Knight Road and Pritchard Road	Business Park expanded south to Cambridge Road	Unchanged from the existing OCP Light Industrial designation	<p><b>Scenario A:</b> Business Park lands diversify the tax base. More local jobs will help in accommodating and attracting working-age residents.</p> <p><b>Scenario B:</b> Though not an ideal location for new housing due to distance from commercial and institutional uses and close proximity to the airport, this area may have development efficiencies due to property sizes.</p>





# Accommodating Growth



There are differences between population projections and forecasts for Comox. Based on recent changes to planning legislation, increasing housing demand, and increasing rates of multi-family development, the forecast for Comox exceeds projections.

## 8.1 POPULATION PROJECTIONS

Projections use historical data and trends such as birth, mortality, and migration rates for each age cohort within a population group, and project into the future assuming those rates remain steady. The 2024 Housing Needs Report refers to BC Stats data for population estimates (2016, 2021) and projections (2026, 2041), shown below in **Table 6**. The growth rates from 2021 to 2041 are around 1% per year. This is higher than growth in Comox from 2016-2021, where the growth rate was 0.6% per year.

**Table 6** BC Stats Population Projections as Reported in the 2024 Housing Needs Report, and Household Projections from BC Stats

Year	Population	Households
2016	14,806	6,151
2021	15,265	6,249
2026	16,080	6,327
2041	18,595	6,406
5-year growth: 2021-2026	<b>815</b>	<b>372</b>
20-year growth: 2021-2041	<b>3,330</b>	<b>1,836</b>



## 8.2 HOUSING NEED

Housing need in Comox significantly exceeds historical growth trends in the Town. The number of housing units in Comox grew by 37% (1,800 units) from 2001 to 2021. As of 2024, provincial legislation requires Housing Needs Reports to use a standard methodology for determining 5- and 20-year Housing Need that incorporates six aspects of need. The 2024 Housing Needs Report identifies the need for 3358 housing units from 2021-2041, which would be 50% growth over 20 years.

As shown in **Table 7** and **Figure 22**, 20-year projected housing unit need (based on the provincial methodology) results in 82% higher 20-year population growth than BC Stats projections. Population associated with housing need is determined by applying an average persons per unit to the number of housing units needed. The current average household size in Comox is 2.2. Assuming that a higher proportion of new housing units are multi-family units, an average household size of 1.8 is applied to new units to project the associated population to 2041. The potential population growth from different projection methods is shown in **Figure 22**.

**Table 7** 5- and 20-year Housing Need as References in the 2024 Housing Needs Report, and Associated Population (Estimate)

Component	5-year (by 2026)	20-year (by 2041)
A. Extreme Core Housing Need	49	196
B. Homelessness	38	76
C. Suppressed Households	68	273
D. Anticipated Growth	720	2,170
E. Vacancy	10	38
F. Demand Buffer	151	604
<b>Total Units</b>	<b>1,037</b>	<b>3,358</b>
<b>Associated Population</b>	<b>1,867</b>	<b>6,044</b>

**A. Extreme Core Housing Need:** 20-year need is the total number of households currently in extreme core housing need as defined by Statistics Canada. 5-year need is 20-year need divided by four.

**B. Homelessness:** 20-year need is the total number of people experiencing homelessness in Comox in 2021 as determined by the provincial Integrated Data Partnership. Data is meant to determine homelessness throughout the year in contrast to point-in-time counts. 5-year need is 20-year need divided by two.

**C. Suppressed Households:** An indicator of households that would have formed if housing conditions in 2021 were similar to 2006.

**D. Anticipated Growth:** Status quo growth as determined by BC Stats by projecting past trends into the future. The theory behind the Housing Needs Report methodology is that if growth were to occur as per this component (similar rate to past growth), the other components of housing need would not be addressed.

**E. Vacancy:** 20-year need is derived by determining the number of vacant units that would increase the 2021 rental vacancy rate to 3%. 5-year need divides the 20-year need by 4.

**F. Demand Buffer:** A buffer to account for people that may move to, or around within a housing market.



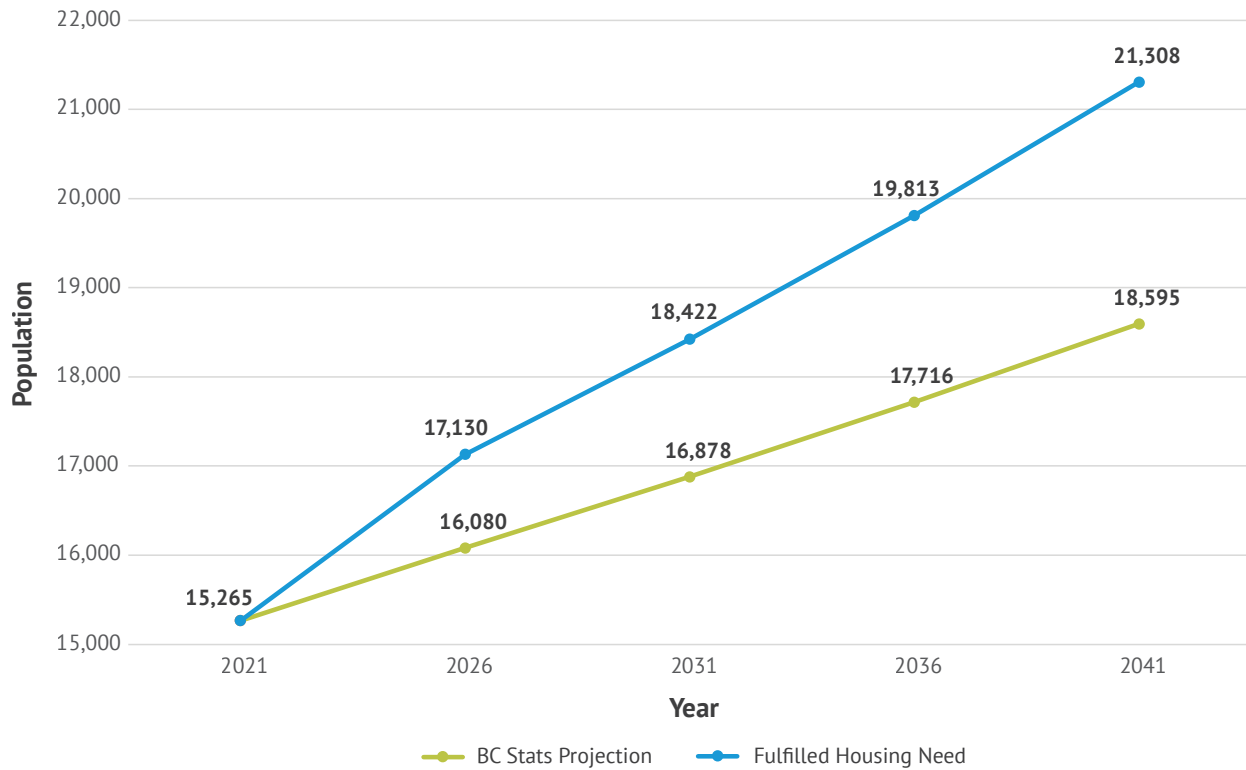


Figure 22 BC Stats Population Projection as Reported in the 2024 Housing Needs Report Versus Population Growth Associated with Fulfilled Housing Need Assuming an Average of 1.8 Persons Per Household

## 8.3 INFLUENCES TO GROWTH PATTERNS

Population and housing forecasts are **predictions** of future population growth. They can be the same as projections if the forecaster does not predict any changes to historical data and trends, or different if there are predicted factors that could influence growth trends. There are at least four relevant factors that could influence growth trends in Comox over the next 20 years:

- » changes to planning legislation
- » housing demand
- » increasing rates of multi-family housing development
- » amount of land likely to redevelop

### Changes to Planning Legislation

Large-scale housing development in BC has historically required developers to rezone land to comply with the OCP land use designation. A typical example would be for a developer to purchase several single-family parcels that have an OCP land use designation for residential apartment use, purchase and consolidate the parcels, and rezone from single-family to apartment zoning. Rezoning is discretionary and local governments can place conditions on approval. The discretionary nature of rezoning carries financial risk for developers; there are costs associated with fulfilling conditions and holding land for prolonged negotiation periods. There is also a risk that after undergoing technical studies and preparing applications, a rezoning application is denied.



The *Local Government Act* was amended in 2023/2024 and now requires municipalities to update OCPs and zoning bylaws by the end of 2025 to accommodate 20 years of housing need as determined through a provincially mandated methodology. In contrast to the past, zoning will be in place, consistent with higher density OCP land use designations (often referred to as “pre-zoning”). With zoning in place to accommodate large-scale housing growth, the financial risks of rezoning are removed, which has the potential to increase housing growth rates, and therefore, population growth rates.

In addition to the overarching growth framework of pre-zoning, Bill 44 (**see Section 3.3**) has opened housing options on existing single-family residential parcels, which make up a significant amount of land in Comox. Where zoning previously permitted a single-family dwelling and either a secondary suite or coach house, most single-family parcels are now zoned to permit up to four dwelling units. This can facilitate gentle density housing (**defined in Section 3.3 above**) suitable to smaller developers, builders, and even owner-developers. Owner-developers are property owners that inform themselves on development and building processes and facilitate housing construction and/or retrofits on their property.

### PROVINCIAL SSMUH UPTAKE FORECAST

The province completed the *SSMUH and TOA Scenarios in British Columbia* report (BC SSMUH Report) in May 2024 to understand the impacts of legislative changes aimed at increasing housing supply.<sup>1</sup> The Report projects uptake in and throughout the province resulting from legislative changes (Bills 44 and 47), modelling labour constraints and varying macroeconomic scenarios. There are no Transit-Oriented Areas (TOAs) identified by the Province in Comox, so the forecast only includes results of Bill 44.

The BC SSMUH Report forecasts increasing growth rates over time as industry becomes more familiar with SSMUH development. The SSMUH forecast for the Courtenay Census Agglomeration<sup>2</sup> is a 2% net increase in total dwelling units over the next five years (600 units). Uptake is forecasted to increase to between 6-9.5% net growth in total dwelling units (1800-2850 SSMUH units) over the next 10 years. If the 10-year rate is steady from years 2034-2044, there could be roughly 5700 net new SSMUH units in the Comox Valley over the next 20 years.

New SSMUH units will likely be built primarily on serviced lots within the municipal boundaries of all three Comox Valley communities: Cumberland, Courtenay, and Comox. Dwelling units in Comox currently comprise 30% of dwelling units in the three communities. Assuming a consistent rate of 30% of new SSMFH units in the three municipalities are in Comox, there could be 1700 net new SSMUH units constructed in Comox over the next 20 years. This represents a little over half of housing units needed over the next 20 years.

1 von Bergmann, J., Davidoff, T., Huang, A., Lauster, N., & Somerville, T. (2023). *SSMUH and TOA Scenarios in British Columbia*. Ministry of Housing, Province of BC. [SSMUH and TOA Scenarios in British Columbia \(gov.bc.ca\)](https://www2.gov.bc.ca/gov2/othergov/othergov2023/SSMUH_and_TOA_Scenarios_in_British_Columbia)

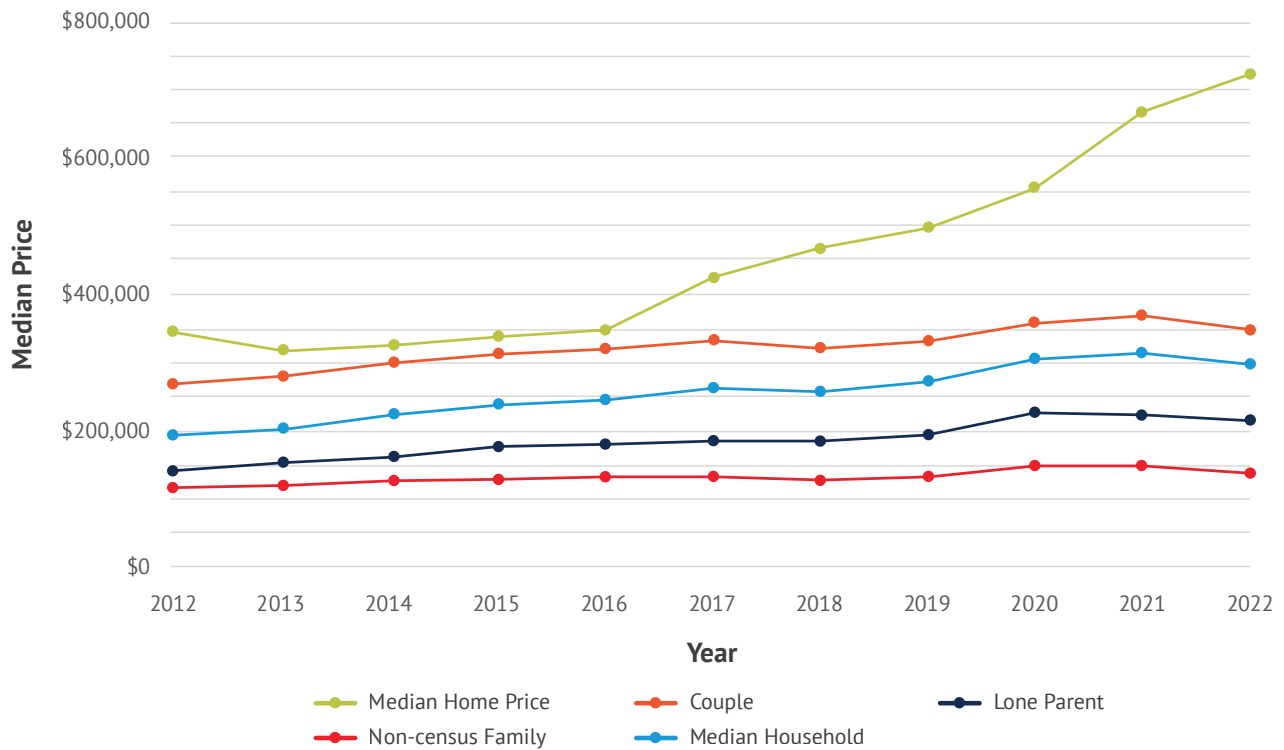
2 The Courtenay Census Agglomeration includes the Town of Comox, City of Courtenay, Village of Cumberland, Comox Valley Electoral Area A, Comox Valley Electoral Area B (Lazo North), and Comox Indian Reserve 1.



## Housing Demand

As of 2017, the gap between median home price and what households earning the median income could afford grew considerably. Figure 7.1 in the Housing Needs Report (**replicated below as Figure 23**) identifies that median home prices were close to being affordable for couple households earning the median income from 2013 to 2016. The gap continued to get wider for the following years to 2022, indicating increasing demand for ownership housing at a rate that has surpassed new housing supply.

A healthy rental market typically has a 3% to 5% vacancy rate. From 2021 to 2023, vacancy rates in Comox have been 0.5% or lower. In the past 20 years, the average vacancy rate has been 0.83%, and there was only one year where the vacancy rate exceeded 3% (2012: 3.2%). This indicates that rental demand is exceeding supply.<sup>3</sup> Without increased supply, rental rates for unoccupied units (e.g. new units, or units relisted for rent after a tenancy is ended) will likely continue to grow at rates that exceed annual inflation.



Source: Derived from BC Assessment, custom Statistics Canada dataset and mortgage assumptions

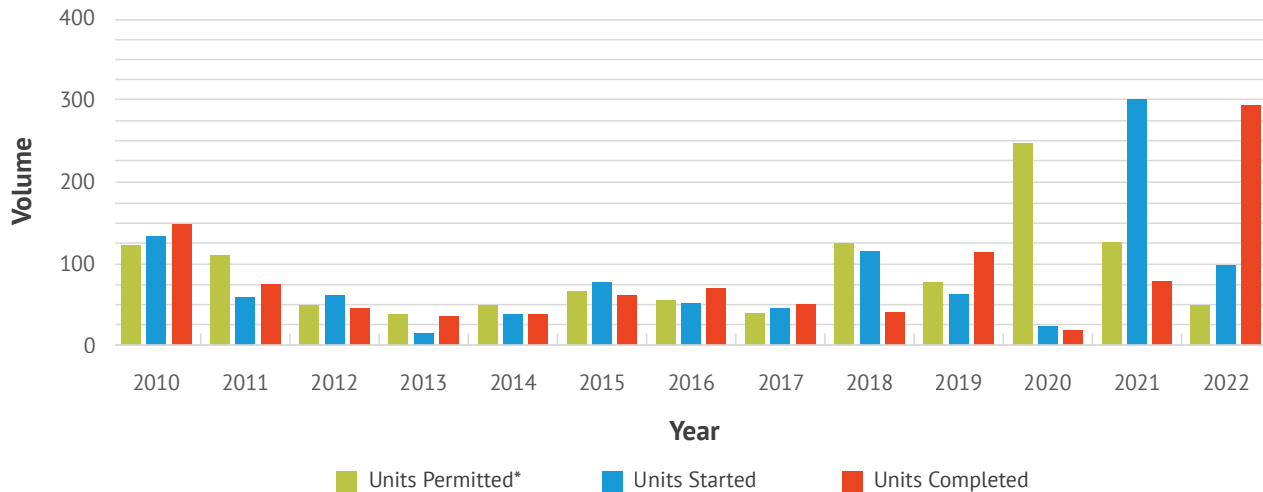
**Figure 23** Historical Estimated Affordable Dwelling Price by Household Type Versus Actual Median Home Price, Shown as Figure 7-1 in the 2024 Housing Needs Report

3 Canada Mortgage and Housing Corporation [Housing Market Information Portal](#)



## Increasing Rates of Multi-family Development

Between the 2016 and 2021 Censuses, there was an increase of 235 occupied private dwellings, which is an average of 47 new dwellings per year. As shown in Figure 5.2 in the 2024 Housing Needs Report (**replicated below as Figure 24**), housing construction rates were steady from 2010 to 2019, being lowest from 2012 to 2017. In 2020, there was a large increase in housing units permitted, which were likely completed throughout the following years. There were almost 300 units completed in 2022.



\*Data for units permitted for 2022 available up to September of that year - 2022 is adjusted for a full year  
Source: Custom Statistics Canada tabulation, CMHC Starts & Completions Survey

**Figure 24** Figure 5.2 in the 2024 Housing Needs Report, Which Identifies a Large Uptick in Housing Construction Activity in 2020

As of fall 2024, there were 971 multi-family housing units associated with rezoning applications that are further along than second Council reading. If these applications move to the construction phase, they will exhibit a large increase in housing growth rates, even compared to 2022. When all development applications that could receive a building permit within the next four years (including applications that have not received any Council readings as of fall 2024) are considered, there are 1,562 potential units.

## Likelihood of Redevelopment

Section 6 outlines the likelihood of redevelopment analysis, providing greater understanding of what parcels in Comox are likely to redevelop. This section aims to identify whether there is sufficient land that is likely to redevelop to accommodate housing need as identified in the 2024 Housing Needs Report. In turn, it will provide certainty on whether growth can reasonably be accommodated within existing Town boundaries.

When likelihood of redevelopment is combined with the land use scenarios in this report, there is sufficient land that is likely to redevelop to exceed 20-year housing need. If all land that is likely to redevelop were to be built out to standard permitted densities, there would be about 3,484 net new housing units under scenario A and 4,464 under scenario B. These are not forecasts, or time-based projections. Instead, they are an assessment of land availability for the purposes of fulfilling provincial requirements to designate and zone sufficient land to accommodate housing need.



Tables 8 and 9 only provide projections for properties that receive the highest likelihood of redevelopment scores. Build out projections based on likelihood of redevelopment will change over time as properties age (see Figure 7) and likelihood of redevelopment scores change.

**Table 8 Built Out Net New Unit Projection Based on Land Use Scenario A and High Likelihood of Redevelopment**

	West Comox	Downtown	Central Comox	North Comox	Comox
Single-family dwelling	27	0	49	83	160
Secondary Suite	17	9	28	42	95
Accessory dwelling unit	17	9	28	42	95
Duplex	33	18	55	84	191
Townhouse	421	53	73	213	760
Apartment	1161	449	42	340	1991
Plex (small unit)	33	18	55	84	191
<b>Total</b>	<b>1709</b>	<b>557</b>	<b>331</b>	<b>887</b>	<b>3,484</b>

**Table 9 Built Out New New Unit Projection Based on Land Use Scenario B and High Likelihood of Redevelopment**

	West Comox	Downtown	Central Comox	North Comox	Comox
Single-family dwelling	27	0	28	83	138
Secondary Suite	17	9	18	42	86
Accessory dwelling unit	17	9	18	42	86
Duplex	33	18	37	84	172
Townhouse	577	106	93	749	1525
Apartment	1073	375	132	703	2283
Plex (small unit)	33	18	37	84	172
<b>Total</b>	<b>1778</b>	<b>537</b>	<b>363</b>	<b>1786</b>	<b>4,464</b>



## Final Forecast

20-year housing need can be fulfilled based on the land use scenarios in this report. 2024 Housing Needs Report Housing Need is based on the period of 2021-2041. **Tables 10 and 11** below shows the units that can contribute to fulfilling housing need. After accounting for building permits issued since 2021, new units and lots proposed by in-stream development applications, SSMFH units as forecasted by the BC SSMUH Report, and ongoing single-family housing development as a proportion of redevelopment and development on SSMFH lots, housing needs are fulfilled. Based on recent trends, it is possible that the number of multi-family housing units built over the next 20 years could exceed what is shown in **Tables 10 and 11**. If SSMFH forecasts change over time as more data is available, it is possible that conventional multi-family housing development could offset a lower amount of SSMFH units in response to market demand.

The distribution of SSMFH units throughout Comox is based on land that is likely to redevelop and designated Residential: Townhouses and Ground Oriented infill in Land Use Scenario A. It should be noted that most of this land in North Comox currently has engineering service constraints and would require up-front investment from the development community to proceed. Since the total number of units forecasted by the province does not consider such constraints, it is possible that the amount of SSMFH units could be lower than forecasted. The gap, however, would likely be fulfilled by multi-family housing development in West and Downtown Comox given the amount of land that is designated as such and likely to redevelop, as shown in **Tables 8 and 9**.

**Table 10** 2021-2041 Housing Growth Projection by Geographic Area

	Growth Sources	Comox	West	Downtown	Central	East	North
<b>Confirmed Growth</b>	Building permits issues	83	17	17	17	17	17
	In-stream units	1533	1262	268	3	0	0
	In-stream lots	29	15	9	5	0	0
<b>Projected Growth</b>	SSMFH	1492	163	270	326	0	733
	Ongoing SFD	221	48	2	49	0	122
	<b>Total</b>	<b>3358</b>	<b>1505</b>	<b>566</b>	<b>400</b>	<b>17</b>	<b>871</b>

**Table 11** 2021-2041 Housing Growth Projection by Housing Type

	Growth Sources	Total	Single-family	Secondary Suite	Coach House	Duplex	Townhouse	Apartment	Multiplex*
<b>Confirmed Growth</b>	Building permits (2022-2024)	83	29	17	10	0	13	14	0
	In-stream units	1533	0	3	3	0	245	1282	0
	In-stream lots	29	16	3	3	3	2	0	2
<b>Projected Growth</b>	SSMFH	1492	0	186	186	373	373	0	373
	Ongoing SFD	221	221	0	0	0	0	0	0
	<b>Total</b>	<b>3358</b>	<b>266</b>	<b>210</b>	<b>203</b>	<b>376</b>	<b>632</b>	<b>1296</b>	<b>374</b>

\*Multiplex= Triplex and fourplex units that are approximately the size of an apartment, townhouse, or somewhere in between.





## Actions



Actions have been developed to address the gaps and needs identified in the Complete Communities Assessment, guiding the growth of a “complete” Comox. Actions have been categorized based on the complete community lenses (housing, infrastructure, transportation and daily needs), as well as partnerships and financial sustainability. The action tables on the following pages identifies each action, the responsible Town of Comox department, budget considerations, and potential funding sources. The recommendations are divided into priority and future actions, acknowledging that staffing and funding will influence their feasibility and implementation timelines. Many priority actions will be addressed by upcoming and ongoing Town of Comox initiatives, such as the OCP Update.

### Action Plan Table Legend

**N/A** - there are no capital costs directly associated with the action; costs are related to staff time or are included as part of other ongoing Town initiatives

**\$** - costs are anticipated to be less than \$50,000

**\$\$** - costs of implementation are anticipated to be within \$50,000 to \$150,000

**\$\$\$** - costs greater than \$150,000



## 9.1 HOUSING

Table 12 Action Plan—Housing

Priority Actions					
	Action	Department Responsibility	Budget	Potential Funding Source	Notes/Comments
1A	Identify and consider rezoning properties that are suited for higher and better land uses. (i.e. properties that border Anderton Road and Comox Ave).	<ul style="list-style-type: none"> <li>Development Services</li> </ul>	N/A		To be completed as part of the OCP/Zoning Bylaw update.
1B	Identify and consider rezoning properties that would be appropriate to promote and streamline apartment buildings (i.e. Downtown) that are facilitated by recent changes in the BC Building Code to permit new residential multi-family single exit stair buildings up to 6 storeys and a maximum occupant load of 24 people per floor.	<ul style="list-style-type: none"> <li>Development Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Housing Accelerator Fund</li> </ul>	
1C	Conduct proforma analysis to consider the financial feasibility of inclusionary zoning and density bonusing. If feasible, adopt a bylaw for inclusionary zoning and/or density bonusing to secure identified priority unit types, cash-in-lieu, and/or other amenity contributions (density bonus). Consider exemptions for Downtown Comox to encourage new development close to existing daily needs.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Financial Services</li> <li>Operational Services</li> </ul>	\$		The Affordable Housing Amenity Contribution Policy (CCL-069.03) will not be effective when land is pre-zoned for densities supported by OCP land use designations. The province introduced options for inclusionary zoning and density bonusing under Bill 16 in April 2024. There would be synergies to complete this work alongside OCP and Zoning Bylaw updates.
1D	Consider the use of rental-tenure zoning to increase the supply of purpose-built rental units.	<ul style="list-style-type: none"> <li>Development Services</li> </ul>	N/A		To be completed as part of the OCP/Zoning Bylaw update. The Local Government Act allows municipalities to require that all or a proportion of newly developed units be rental tenure units without density bonus requirements.
1E	Consider eliminating Development Permit Area # 18 – Secondary Suites and Development Permit Area #17 – Coach Houses.	<ul style="list-style-type: none"> <li>Development Services</li> </ul>	N/A		To be completed as part of the OCP/Zoning Bylaw update. The secondary suite and coach house DPAs introduce a barrier and cost to the creation of legal units. These unit types have limited or no impact to the public realm.
1F	Update the Housing Affordability Strategy to integrate up-to-date best practices upon completion of the Housing Accelerator Fund initiatives.	<ul style="list-style-type: none"> <li>Development Services</li> </ul>	\$-\$\$	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	Last update was in 2016.
1G	Consider amending the Reserve Fund Bylaw to expand the options for how funds in the Affordable Housing Reserve Fund can be spent, beyond acquisition and construction of residential housing (e.g. grants for non-market units proposed by a non-profit developer).	<ul style="list-style-type: none"> <li>Development Services</li> <li>Financial Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	This will support partnerships with other agencies to provide affordable housing within Comox.
1H	Convert zoning bylaw maximum permitted density for apartment uses from units per hectare to floor area ratio.	<ul style="list-style-type: none"> <li>Development Services</li> </ul>	\$		To be completed as part of the OCP and zoning bylaw update. Floor area ratio allows for more flexibility in unit mix and design than units per hectare for apartment uses.
1I	Consider the development of a Tenant Protection Bylaw to accommodate tenants that may be evicted due to redevelopment.	<ul style="list-style-type: none"> <li>Development Services</li> </ul>	\$	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	Bill 16 amended the Community Charter and Local Government Act to provide explicit authority for local governments to adopt Tenant Protection Bylaws. An Interim Guidance document was released in September 2024.



Priority Actions					
	Action	Department Responsibility	Budget	Potential Funding Source	Notes/Comments
1J	Consider partnership opportunities with non-profit housing developers/operators and BC Housing to develop subsidized and/or supportive housing on Town land. Consider use of the Affordable Housing Reserve Fund to support purchase of additional lands for this purpose.	<ul style="list-style-type: none"> <li>• Development Services</li> <li>• Financial Services</li> <li>• Operational Services</li> </ul>	\$	<ul style="list-style-type: none"> <li>• Staff time</li> </ul>	
1K	Complete a commercial market demand study to determine the amount of land that should be designated for mixed-use without impacting commercial viability in Downtown Comox.	<ul style="list-style-type: none"> <li>• Development Services</li> </ul>	\$\$		Could be combined with an employment lands study.



## 9.2 DAILY NEEDS

Table 13 Action Plan—Daily Needs

Priority Actions					
	Action	Department Responsibility	Budget	Potential Funding Source	Notes/Comments
2A	Permit commercial childcare facilities in all multi-family residential zones, and consider permitting commercial childcare facilities in all zones in the future.	<ul style="list-style-type: none"> <li>Development Services</li> </ul>	N/A		To be completed as part of the OCP and zoning bylaw update. Multi-family sites can be large enough to support commercial parking requirements, especially where residential parking is provided in underground structures. Childcare is a key daily need and providing opportunities for new childcare throughout the Town could improve completeness. There are some challenges to permitting commercial childcare facilities with land uses other than commercial and residential that could be mitigated with further analysis and community engagement.
2B	Partner with School District 71 to implement School Site Acquisition Charges to proactively accommodate growth.	<ul style="list-style-type: none"> <li>Senior Staff Leadership Team</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	<i>The Local Government Act</i> is the enabling legislation and the province has produced several useful guides available online to guide implement School Site Acquisition Charges.
2C	Continue to engage with School District 71 to encourage the retention of existing schools and locations of future schools near areas most likely to redevelop.	<ul style="list-style-type: none"> <li>Senior Staff Leadership Team</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	More regarding partnership with School District 71 in the Partnership section below.
2D	Develop and adopt an Amenity Cost Charge Bylaw that identifies future needs for public amenities.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Financial Services</li> <li>Operational Services</li> <li>Recreation Services</li> </ul>	\$\$	<ul style="list-style-type: none"> <li>Housing Accelerator Fund</li> </ul>	HAF includes Community Amenity Contributions (CAC) Policy. Provincial legislation changes now provide the option for Amenity Cost Charge Bylaws in place of CAC Policies.
2E	Incorporate housing and population projections/forecasts from Section 9 and Housing Needs Report, and outcomes from 2024/2025 Parks and Trails Master Plan, into the 2025 OCP Update to achieve the Town's parkland targets.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> <li>Recreation Services</li> </ul>	N/A		OCP update and DCC Update.
2F	Consider policies and strategies to incentivize redevelopment in Downtown Comox.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A		To be completed as part of the OCP and zoning bylaw update. Can be completed as part of Housing Accelerator Fund Initiative 3.
2G	Investigate opportunities to diversify uses while reviewing future land use designations and infrastructure in North Comox to improve access to daily needs and increase local employment opportunities.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A		To be completed as part of the OCP and zoning bylaw update. Ensure that proposed uses do not create competition with the Downtown.
2H	When identifying areas for increased canopy cover as part of the Urban Forest Management Strategy update, consider both proposed and existing densities.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A		To be completed as part of the Urban Forest Management Strategy. Areas with higher densities may need increased investment in the urban forest to ensure that environmental benefits are distributed equitably.
2I	Develop a Land Acquisition Strategy to establish priorities and funding mechanisms to acquire land, especially public access to waterfront, for future parks, facilities, public spaces and housing partnerships.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> <li>Recreation Services</li> </ul>	\$\$	<ul style="list-style-type: none"> <li>Housing Accelerator Fund</li> </ul>	Will support future DCC updates.



Priority Actions					
	Action	Department Responsibility	Budget	Potential Funding Source	Notes/Comments
2J	Utilize the population and housing data from Section 9 and Housing Needs Report to conduct a benchmarking study on Town recreation and cultural facilities.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> <li>Recreation Services</li> </ul>	\$	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	Will support future DCC and ACC updates.
2K	Conduct proforma analysis to determine the financial feasibility of redevelopment in Downtown Comox based on OCP land use policies. Depending on findings, consider financial incentives to support redevelopment in Downtown Comox (e.g. permit reductions, tax exemptions, etc.).	<ul style="list-style-type: none"> <li>Development Services</li> <li>Financial Services</li> </ul>	\$	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	Following OCP update.



## 9.3 TRANSPORTATION

Table 14 Action Plan—Transportation

Priority Actions					
	Action	Department Responsibility	Budget	Potential Funding Source	Notes/Comments
3A	Complete a parking management study to review parking requirements for different areas of the Town, considering access to transportation and daily needs.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	\$\$		Consider the true cost of parking and the impact on development viability.
3B	Consider amending the zoning bylaw to include end-of-trip facilities requirements in multi-family residential, commercial, industrial, and institutional zones.	<ul style="list-style-type: none"> <li>Development Services</li> </ul>	N/A		Complete an update to the zoning bylaw following the OCP update. Makes it easier for people to use active transportation to access daily needs.
3C	Include maximum block length and mid-block connection policies in the OCP.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A		Complete as part of the OCP update and support policies with an update and review of the SDS bylaw.
3D	Where feasible, require future subdivisions that create one or more blocks of SSMFH parcels to be rear-loaded parcels (parking accessed by a rear lane).	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A		Complete as part of updates to SDS bylaw. Rear-loaded parcels make it easier to provide sufficient on-site parking and additional street parking, and can provide for more efficient use of lot area. Rear-loaded blocks improve walkability by reducing driveway crossings and increasing front yard space available for trees and landscaping.
3E	Advocate to the Ministry of Transportation and Transit to improve Arderton Road south from Knight and Guthrie Road from Linshart Road to the Town of Comox boundary west of Nootka Street with pedestrian pathways as identified in the Transportation Master Plan.	<ul style="list-style-type: none"> <li>Senior Staff Leadership Team</li> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	Guthrie Road is an important connection for high school students in West Comox to access Highland Secondary. There are sidewalks along the Town sections, but a gap in the CVRD section (Lishart Road to approximately Nootka Street).
3F	Use <b>Figure A-18</b> in <b>Appendix A</b> (Walking distance to route 1) to advocate to BC Transit for improved transit access, distribution of bus stops for local service, particularly for east Comox.	<ul style="list-style-type: none"> <li>Senior Staff Leadership Team</li> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	Route 1 is the most frequent bus route in Comox. Bus stops are outside of walking distance from or many homes. Distribution of bus stops does not align with housing densities and commercial/service locations. Route 3 is the local Comox route, and buses are only 1 per hour most of the day, and there are no buses past 7:30 pm.
3G	Continue to implement the Transportation Master Plan and prioritize cycling and pedestrian network upgrades to support active transportation.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>DCC</li> <li>Grants</li> </ul>	Comox is lacking east and west cycling connections. Improved connections to and through downtown Comox should be prioritized.
3H	Explore opportunities to improve east west connections through downtown Comox by adding a safe active transportation connections through the Comox Golf Course. Consider the addition of bicycle facilities on Church Street and pedestrian lighting on Stewart Street to improve active transportation connections that border the downtown.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A		As Downtown becomes denser, it will be crucial to make it easy to get there with active transportation options to reduce the demand for parking. The CVRD identifies a connection in the Active Transportation Master Plan through the downtown as a long-term priority for the regional active transportation network.
3I	Develop policies that require statutory rights-of-way for pedestrian access through development sites on blocks with limited pedestrian permeability.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A		To be completed as part of the OCP Update and SDS bylaw review. Large development sites can result in large block lengths that reduce pedestrian connectivity.



Priority Actions					
	Action	Department Responsibility	Budget	Potential Funding Source	Notes/Comments
3J	Develop policies that permit shared vehicular access on arterial and collector roads.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A		To be completed as part of the SDS bylaw review.
3K	Establish a maximum block length policies and regulations to improve connectivity.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A		To be completed as part of the OCP Update and review of the SDS bylaw.
3L	Review opportunities to incorporate a cycling connection from Aitken Street to Guthrie Road as part of upgrades to Aspen Park.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff Time</li> </ul>	
3M	Use <b>Figure 19</b> (School and Sidewalks) to prioritize road upgrades that will provide or improve sidewalks for common routes to schools.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff Time</li> </ul>	



## 9.4 INFRASTRUCTURE

Table 15 Action Plan—Infrastructure

Priority Actions					
	Action	Department Responsibility	Budget	Potential Funding Source	Notes/Comments
4A	<p>Revise Subdivision and Servicing Bylaw to encourage infill development. Changes could include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Clarifying water and sewer servicing requirements and standards</li> <li>• Stormwater standards</li> </ul> <p>Consider cash-in-lieu of offsite works and frontage improvements (i.e. sidewalks, streetlights, lanes and road improvements, boulevard landscaping, etc.).</p>	<ul style="list-style-type: none"> <li>• Development Services</li> <li>• Operational Services</li> </ul>	\$\$	<ul style="list-style-type: none"> <li>• Housing Accelerator Fund</li> </ul>	New legislation provides additional tools such as road dedication at time of building permit and creates new frontage and servicing considerations associated with SSMUH.
4B	Update storm, water, and sanitary sewer master plans every 5 years to identify projects needed to accommodate 20 – 50 years of growth.	<ul style="list-style-type: none"> <li>• Operational Services</li> </ul>	\$\$\$	<ul style="list-style-type: none"> <li>• DCC Bylaw</li> </ul>	Can be funded by DCC Program if included. Ensure the Town receives the master plan data in a format that is easily accessible and user-friendly for Town staff.
4C	Where significant infrastructure upgrades and system extensions are planned, ensure that surrounding land is designated for appropriate land uses and densities to financially support the infrastructure upgrades over the long-term.	<ul style="list-style-type: none"> <li>• Development Services</li> <li>• Financial Services</li> <li>• Operational Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>• Interdepartmental coordination and staff time</li> <li>• DCC Bylaw</li> </ul>	<p>Under the new provincial proactive planning regime, interdepartmental collaboration and master plan updates on a 5-year cycle are critical. Inclusion the of master plan updates in DCC projects will provide a continual funding source.</p> <p>It is important to consider the long-term financial relationship between infrastructure, land use planning, and development. Tax revenues from low density residential development typically do not support the costs of installing and maintaining services over the long-term. Tax revenues in compact, mixed-use areas typically exceed the costs of installing and maintaining infrastructure over the long term. This action is focused on ensuring that new development supports the costs of infrastructure upgrades, extensions, and installations.</p>
4D	Update infrastructure models to reflect both existing conditions and future buildout scenarios.	<ul style="list-style-type: none"> <li>• Operational Services</li> </ul>	\$\$\$	<ul style="list-style-type: none"> <li>• Staff time</li> </ul>	Review and update DCC projects based on infrastructure requirements of future build out scenarios.
4E	Review current and best practices associated with the use and implementation of development finance tools such as development cost charges, front-ender agreements, local service areas, latecomers, etc.	<ul style="list-style-type: none"> <li>• Development Services</li> <li>• Financial Services</li> <li>• Operational Services</li> </ul>	\$	<ul style="list-style-type: none"> <li>• Staff time</li> </ul>	
4F	Expand the water metering program to work towards universal metering.	<ul style="list-style-type: none"> <li>• Financial Services</li> <li>• Operational Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>• Staff time</li> </ul>	While the metering is optional, those using more water continue to have an incentive to do so. If high-use properties are paying the true cost of water use, there may be opportunities to reduce the cost per unit.





Priority Actions					
	Action	Department Responsibility	Budget	Potential Funding Source	Notes/Comments
4G	Track development and building permit applications for proposed and approved units by housing type, number of units, and industrial/commercial/institutional floorspace, by infrastructure servicing catchment.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	Keeping track of proposed development within infrastructure servicing catchments can help make informed decisions.
4H	Continue to seek permanent exemptions from Bill 44 legislation for Kye Bay and East Comox (see Figure 4) to reduce infrastructure upgrade costs in these areas, while also directing development away from locations with less favorable biophysical conditions.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Operational Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	Implementing an urban containment boundary will support the exemption.



## 9.5 FINANCIAL STABILITY

Table 16 Action Plan—Financial Stability

Priority Actions					
	Action	Department Responsibility	Budget	Potential Funding Source	Notes/Comments
5A	Review Development Cost Charges and Amenity Cost Charges every 3 to 5 years to align with updates to the Official Community Plan (OCP), and make annual inflationary adjustments as needed.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Financial Services</li> <li>Operational Services</li> </ul>	\$\$	<ul style="list-style-type: none"> <li>DCC Program</li> </ul>	
5B	Consider the utilization of front-ender agreements if a developer wants to advance a DCC project ahead of schedule. Consider charging an administration fee to administer the agreement and a time-horizon for the agreement and time which future DCCs are remitted to the front-ending developers.	<ul style="list-style-type: none"> <li>Operational Services</li> <li>Financial Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Developer funded</li> </ul>	
5C	Implement the DCC tracking system to track both the collection and expenditure of DCCs including DCC Credits, borrowing between reserves, and overall development trends to anticipate future DCCs to be collected. The tracking system would include information about estimated DCC Project costs, the actual construction costs, and the funding sources for projects.	<ul style="list-style-type: none"> <li>Development Services</li> <li>Financial Services</li> <li>Operational Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	
5D	Revise capital plan template and budget planning sheets to identify project funding sources and amount funded by DCCs.	<ul style="list-style-type: none"> <li>Financial Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	
5E	Implement an ACC Bylaw to meet the increased demand for amenities by a growing population.	<ul style="list-style-type: none"> <li>Financial Services</li> <li>Development Services</li> <li>Operational Services</li> <li>Recreation Services</li> </ul>	\$	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	Increased growth will create demand for community amenities not fundable by DCCs. The province created a new development finance tool, the Amenity Cost Charge Bylaw, to collect funds for amenities such as community centres, civic buildings, libraries, daycares, and public squares to support livable and complete communities. ACCs can only help fund the capital costs of amenities. ACCs can also be charged where the Town has a partnering agreement with an organization or regional government.
5F	Prepare a Strategic Implementation Plan for all Town Master Plans for a 10 to 20-year period to ensure that the Town has the resources to implement the plans in the proposed time periods and not lose sight of the implementation recommendations of each plan.	<ul style="list-style-type: none"> <li>Financial Services</li> <li>All departments</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	
5G	As part of the SDS bylaw review, consider implementing a Frontage Works Program that collects fees from all developments within a defined area to help fund streetscape improvements on a neighbourhood level. Developers who choose not to pay into the fee program are required to construct the necessary off-site improvements.	<ul style="list-style-type: none"> <li>Financial Services</li> <li>Development Services</li> <li>Operational Services</li> </ul>	\$	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	<p>This approach to frontage works creates a cohesive street appearance by constructing streetscape upgrades at the same time—this approach is an improvement over developers individually contributing to improvements, which, over time can create a patchwork appearance.</p> <p>Economies of scale are made possible by designing and constructing improvements in longer segments (e.g. across a block as opposed to individual properties).</p> <p>This approach to frontage works has been implemented by the City of Coquitlam.</p>



## 9.6 PARTNERSHIP OPPORTUNITIES

Table 17 Action Plan—Partnership Opportunities

Priority Actions					
	Action	Department Responsibility	Budget	Potential Funding Source	Notes/Comments
6A	Share the findings of this report with K'ómoks First Nation to encourage collaboration.	<ul style="list-style-type: none"> <li>Senior Staff Leadership Team</li> <li>Development Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	The Western and Central Foreshore Sanitary Sewer Upgrades present an opportunity to advance regional discussions on shoreline management and resilience to sea level rise. They also provide a chance to understand and support the K'ómoks First Nation's priorities for the estuary.
6B	Facilitate and encourage inter-jurisdictional and inter-departmental conversations regarding growth and development with the CVRD to become a more complete region.	<ul style="list-style-type: none"> <li>Senior Staff Leadership Team</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	
6C	Partner with School District 71 to ensure the school system can accommodate future population growth, utilizing the financial tools that are available and ensure the needs of students are met.	<ul style="list-style-type: none"> <li>Senior Staff Leadership Team</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	
6D	Review joint use agreements with School District 71 for the community use of school facilities after school hours to leverage existing public facilities for community use.	<ul style="list-style-type: none"> <li>Recreation Services</li> <li>Financial Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	
6E	Work with senior levels of government and community stakeholders to identify new and innovative approaches to funding infrastructure and facility improvements related to growth.	<ul style="list-style-type: none"> <li>Senior Staff Leadership Team</li> <li>Operational Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	
6F	Seek partnerships and agreements with local NGOs to deliver arts, culture, and recreational amenities and services.	<ul style="list-style-type: none"> <li>Operational Services</li> <li>Recreation Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Staff time</li> </ul>	
6G	Consult with non-profit housing providers and the development community to explore opportunities for partnerships that support priority housing initiatives.	<ul style="list-style-type: none"> <li>Development Services</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Housing Accelerator Fund</li> </ul>	



**APPENDIX A**

# **Supplementary Maps**

# DAILY NEEDS LENS

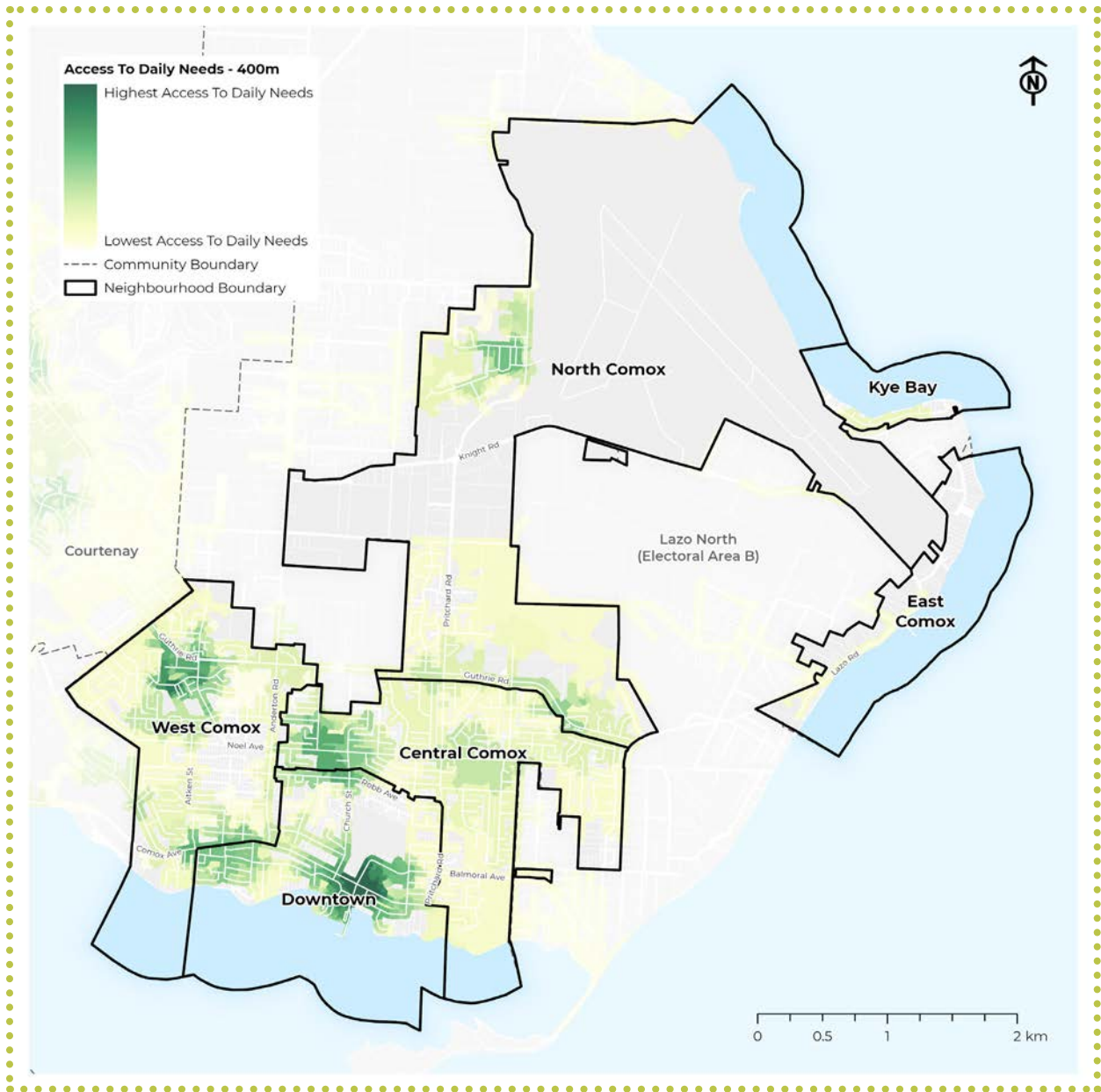
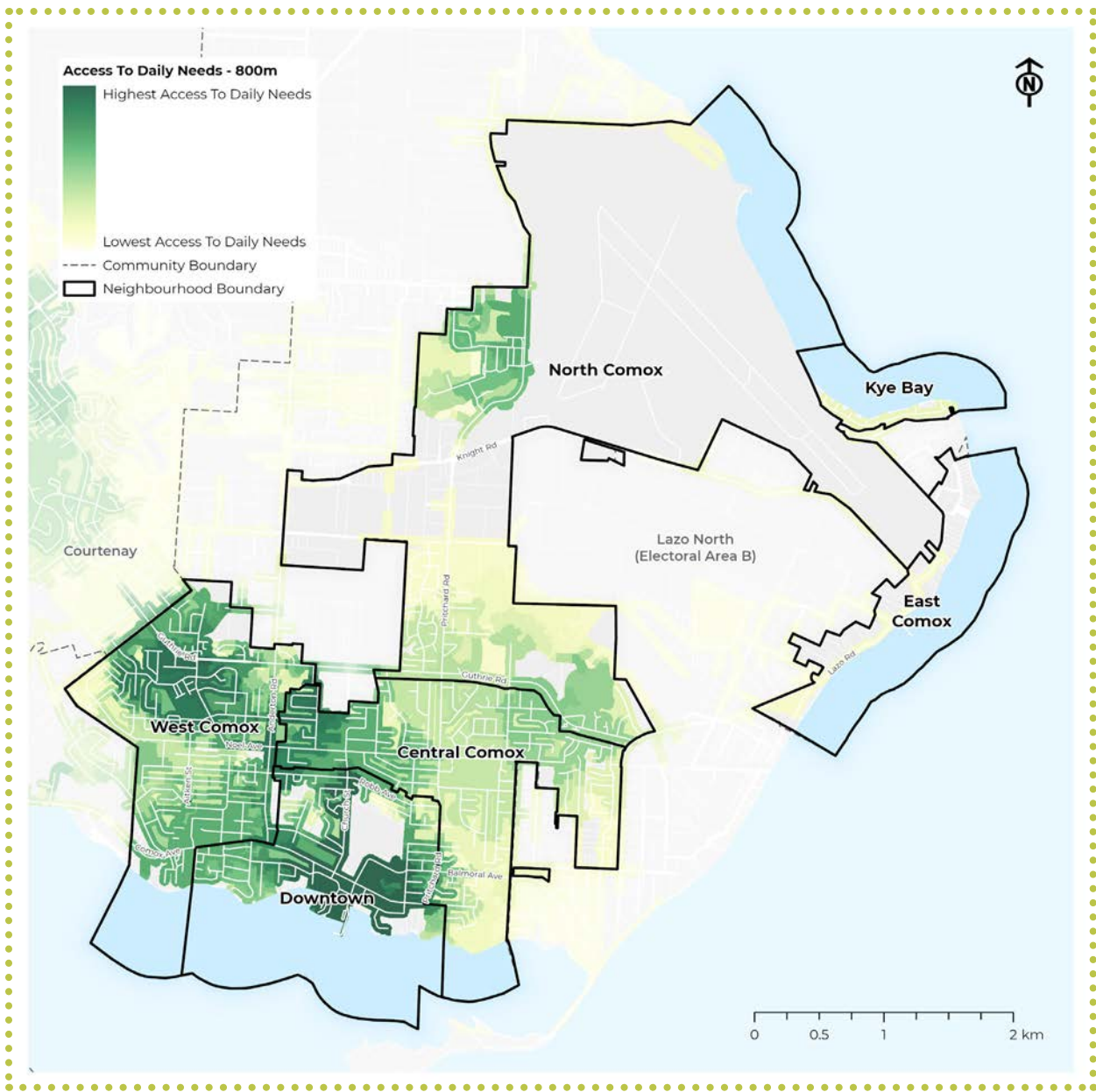
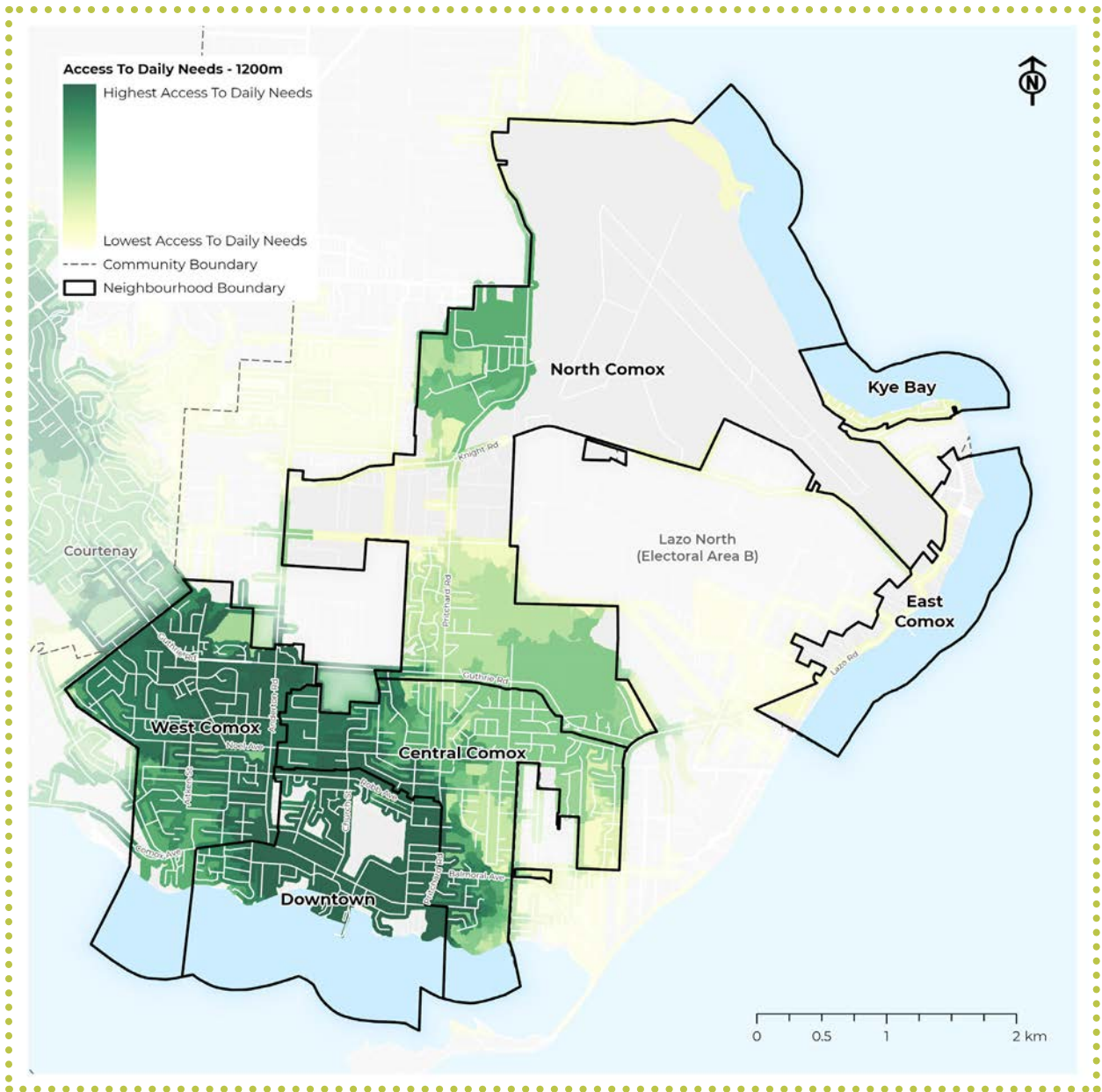


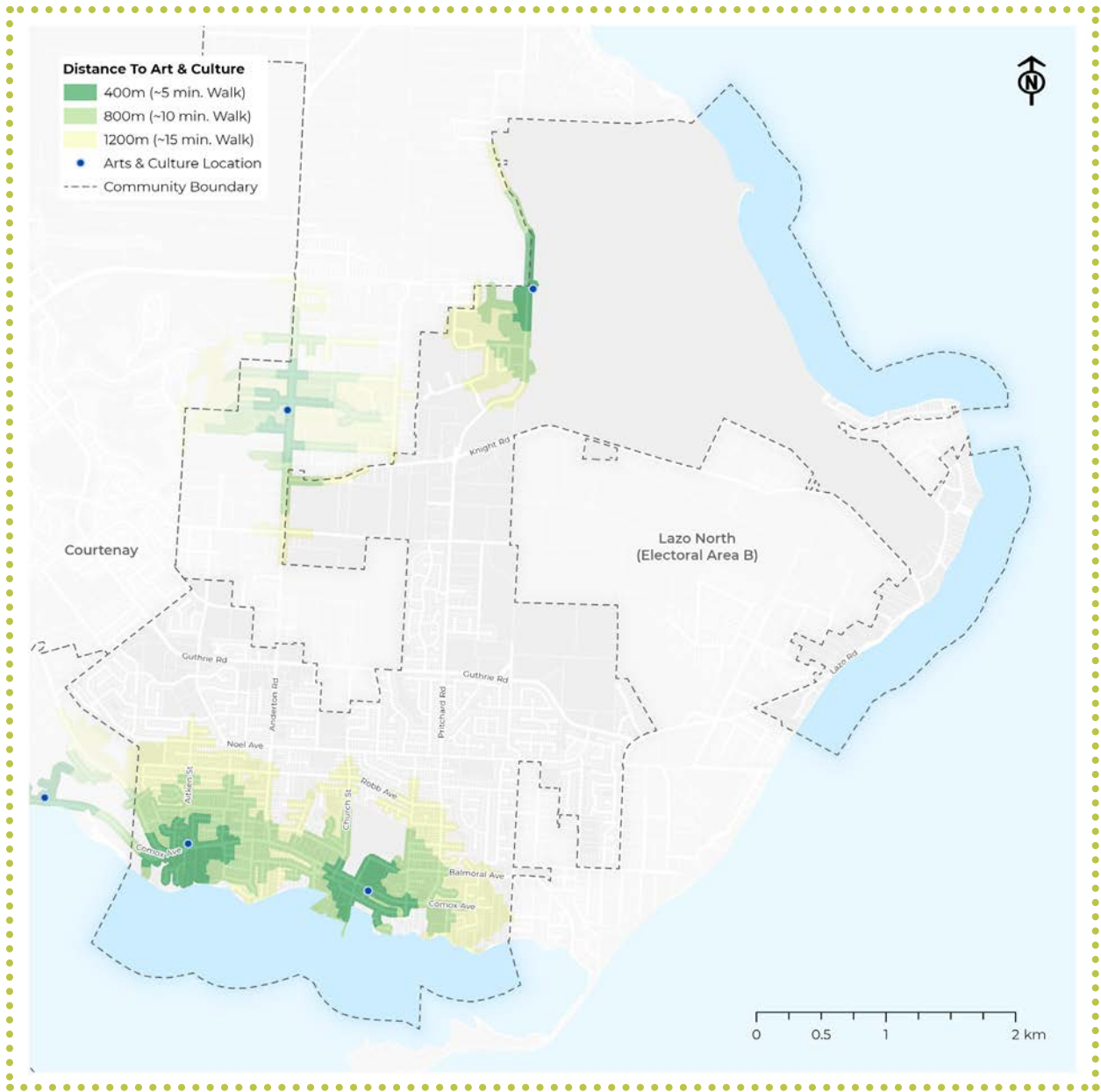
Figure A-1 Access to Daily Needs Within a 400-metre Walk



**Figure A-2 Access to Daily Needs Within an 800-metre Walk**



**Figure A-3 Access to Daily Needs Within a 1200-metre Walk**



**Figure A-4 Proximity to Arts and Culture Facilities**



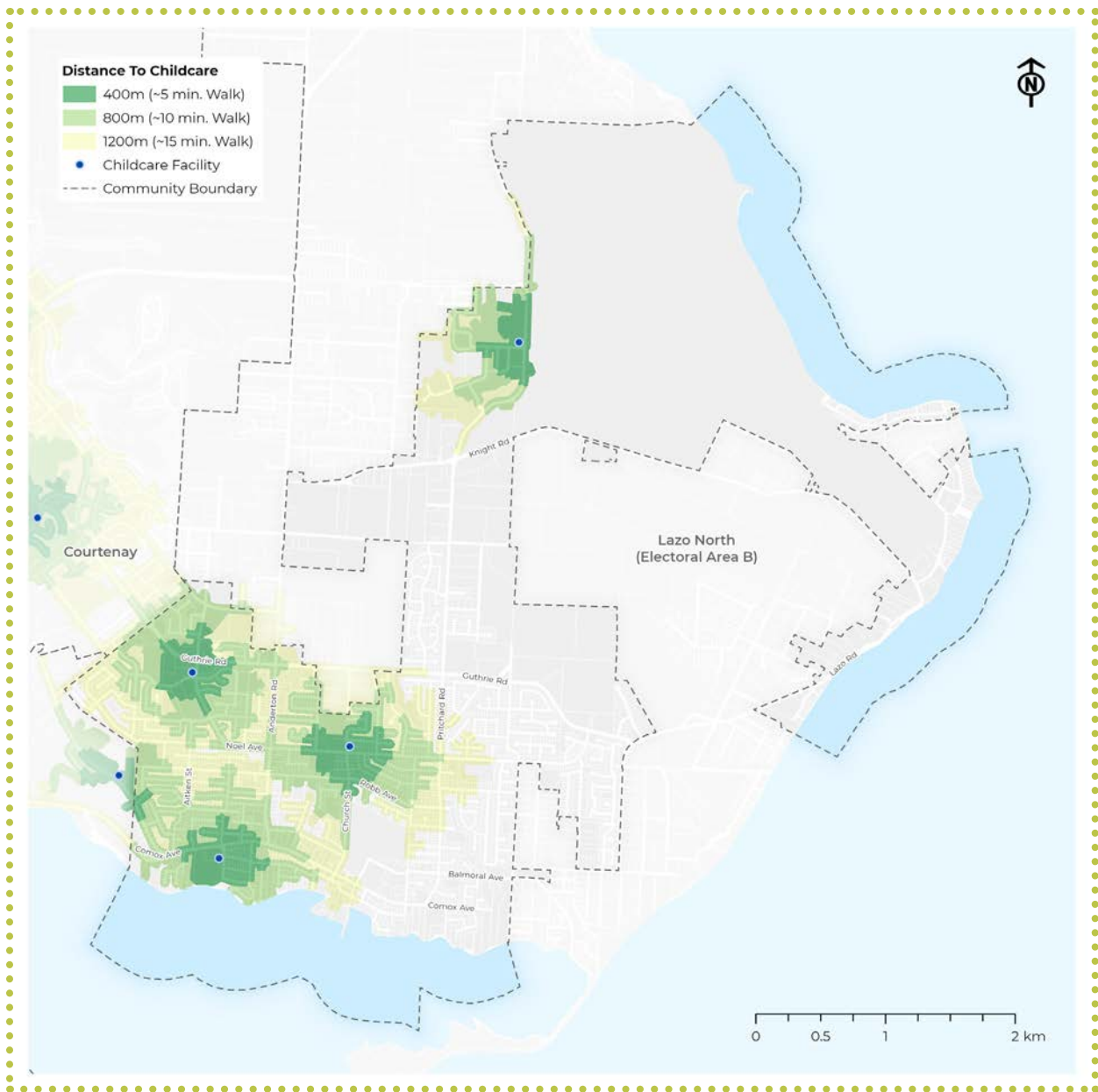
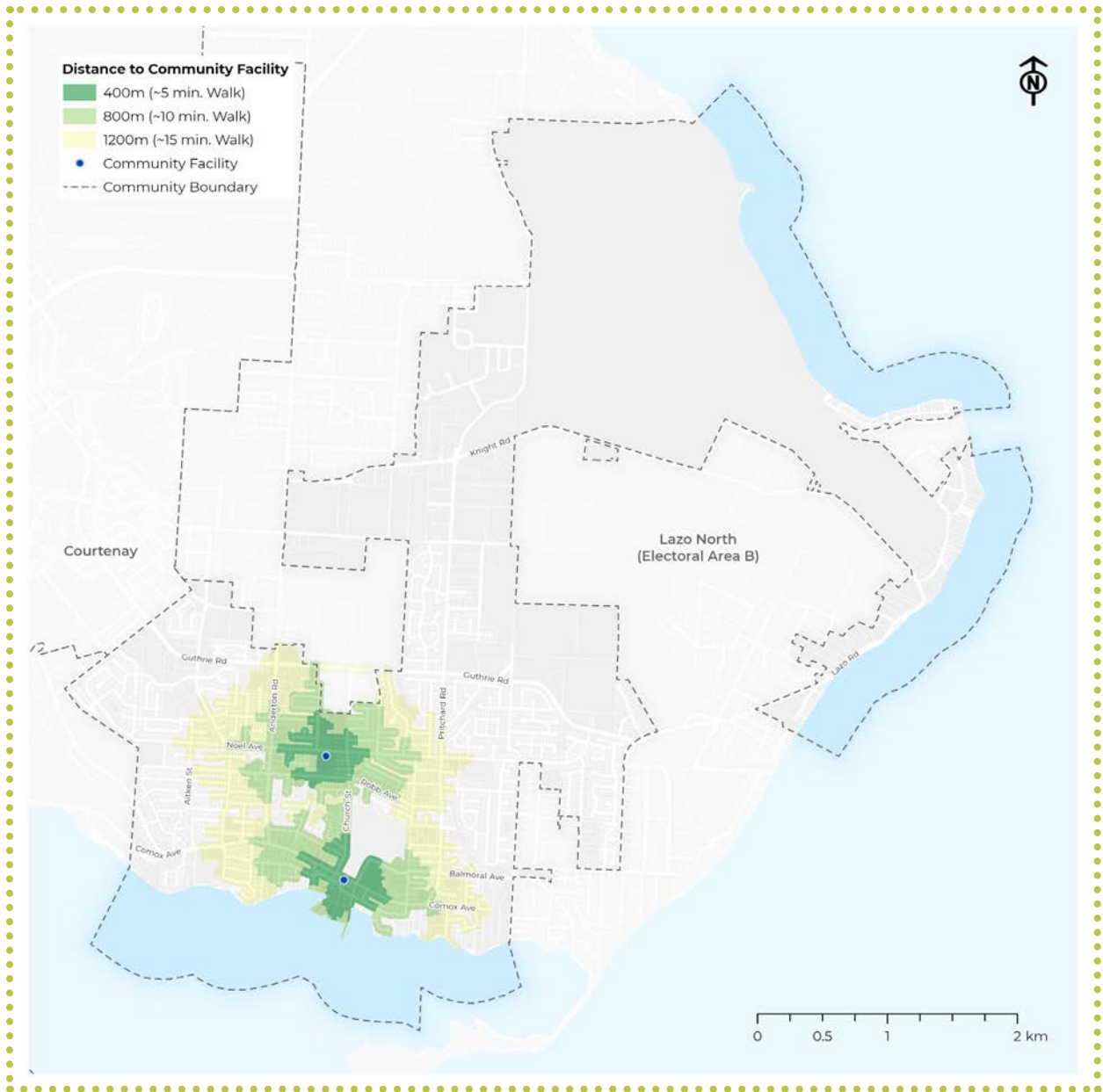


Figure A-5 Proximity to Childcare Facilities



**Figure A-6 Proximity to Community Facilities**

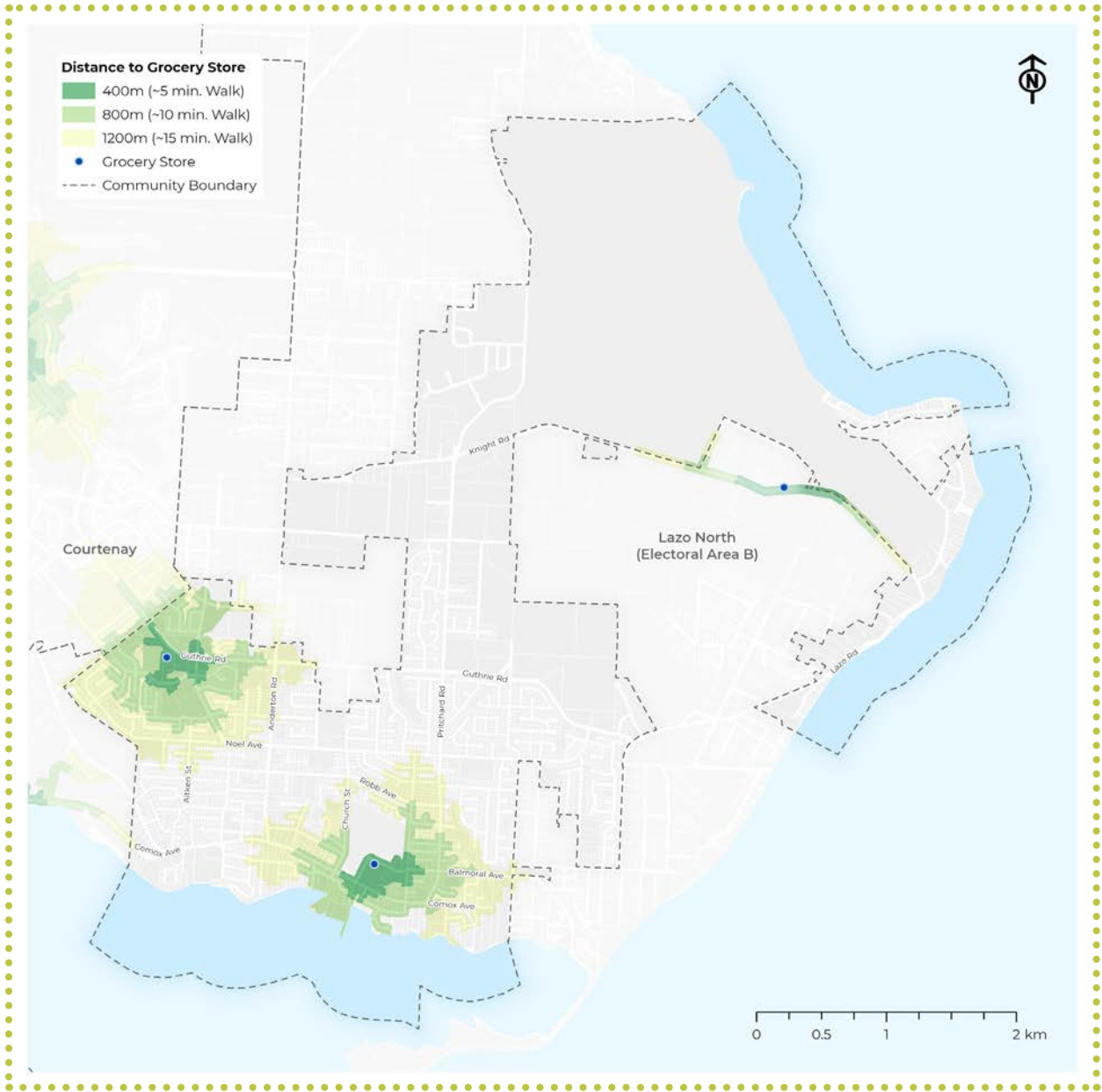


Figure A-7 Proximity to Grocery Stores

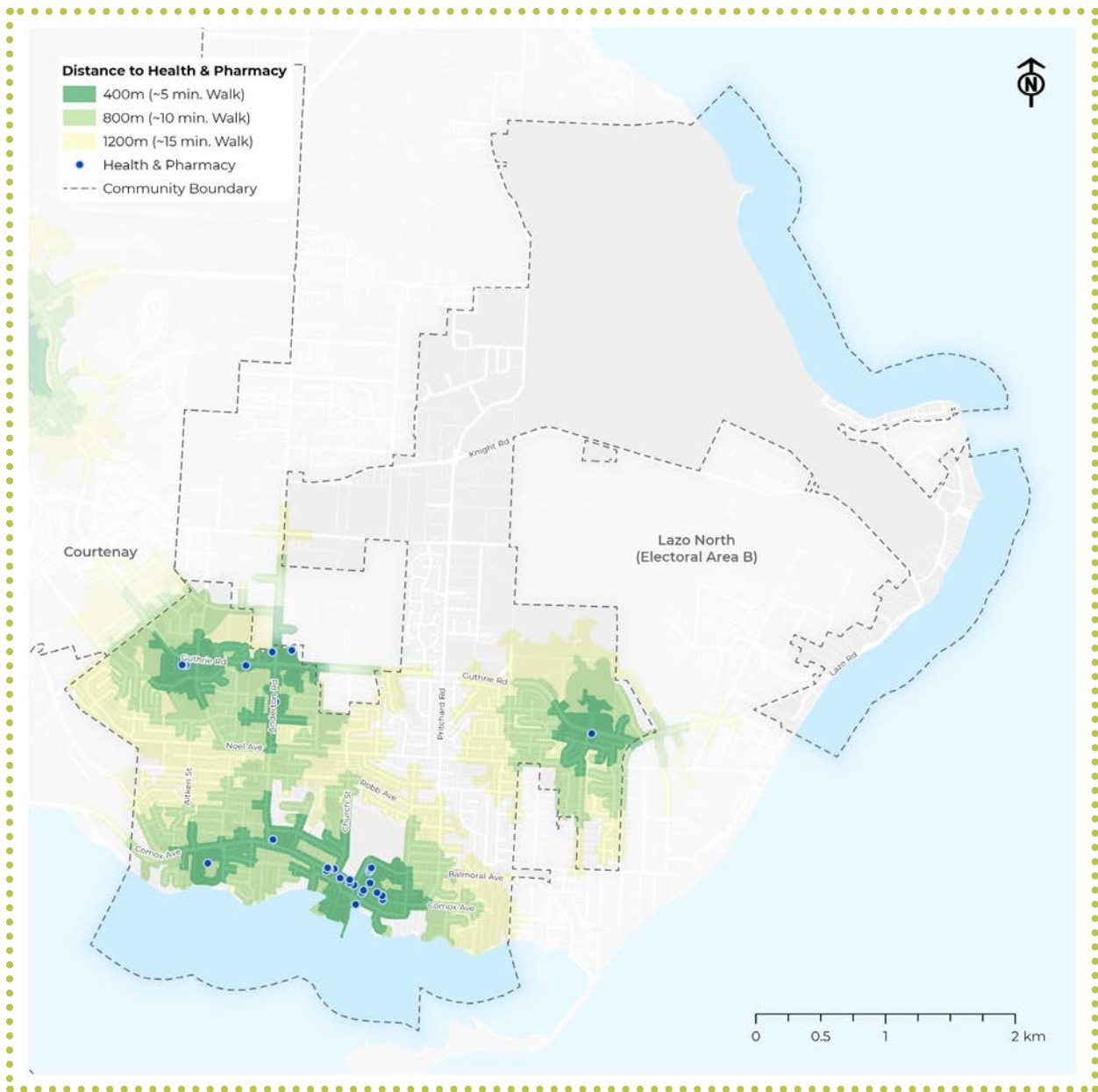
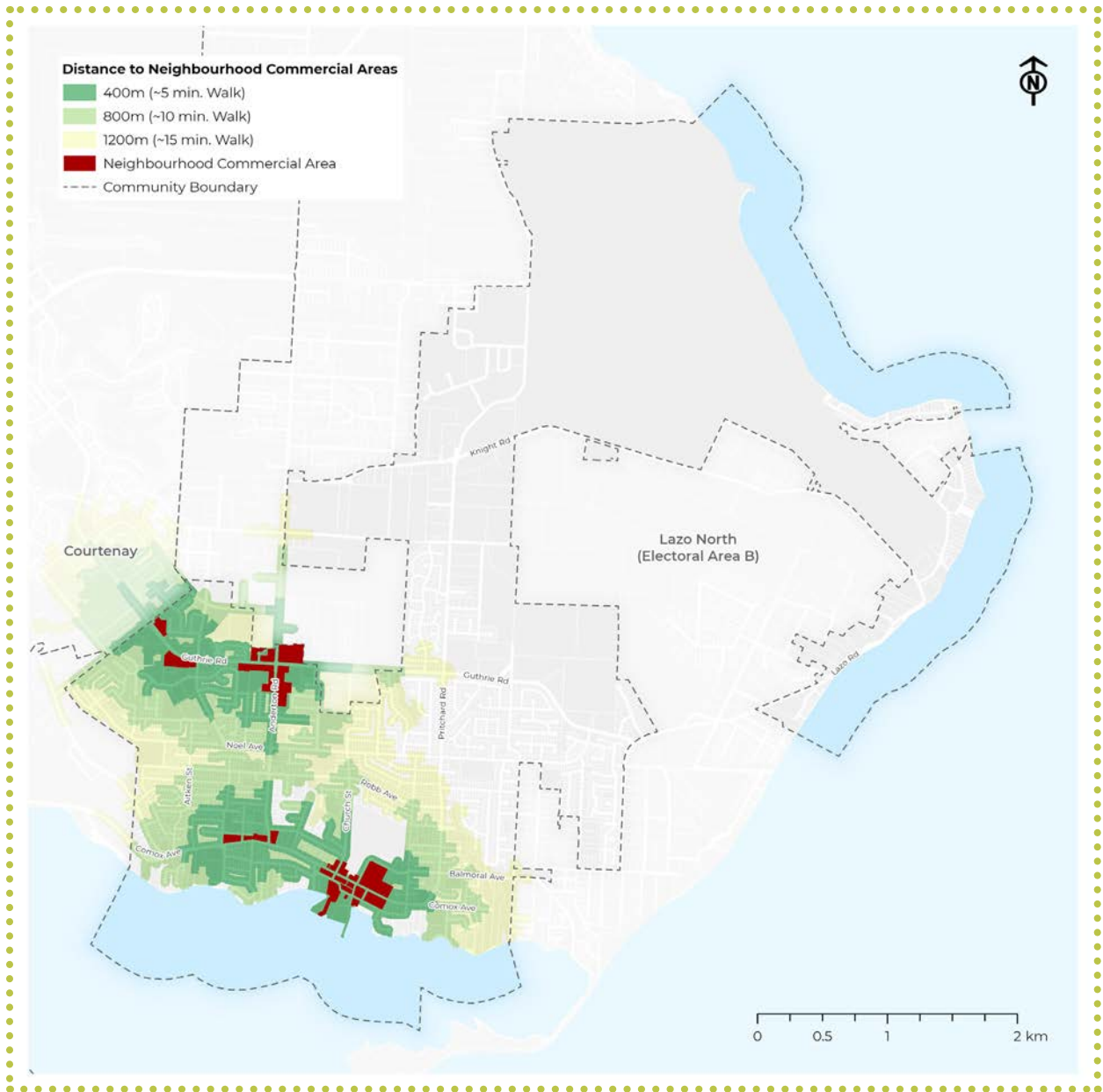
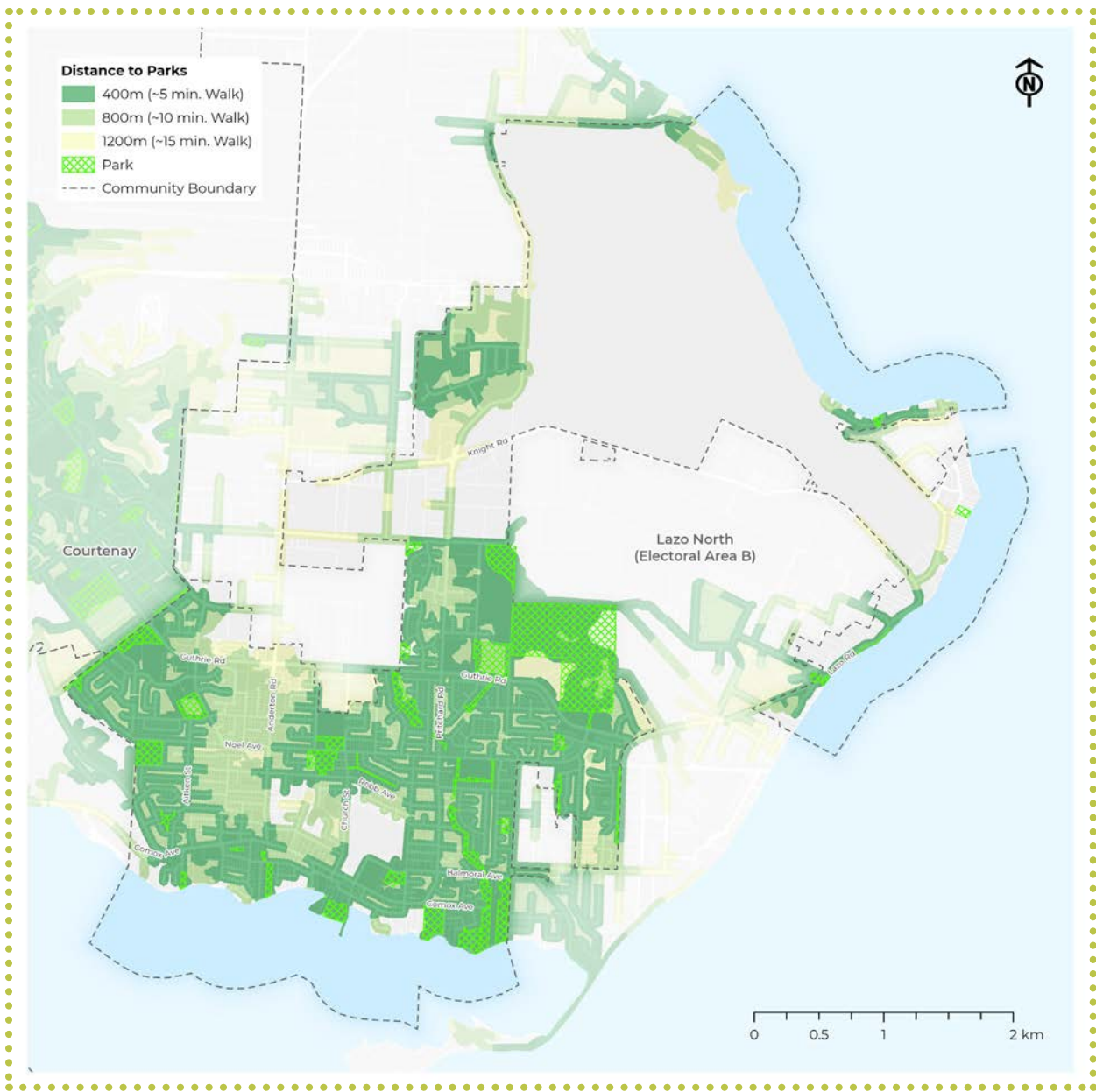


Figure A-8 Proximity to Healthcare and Pharmacy Facilities in Comox



**Figure A-9 Proximity to Neighbourhood Commercial Areas**



**Figure A-10 Proximity to Parks**

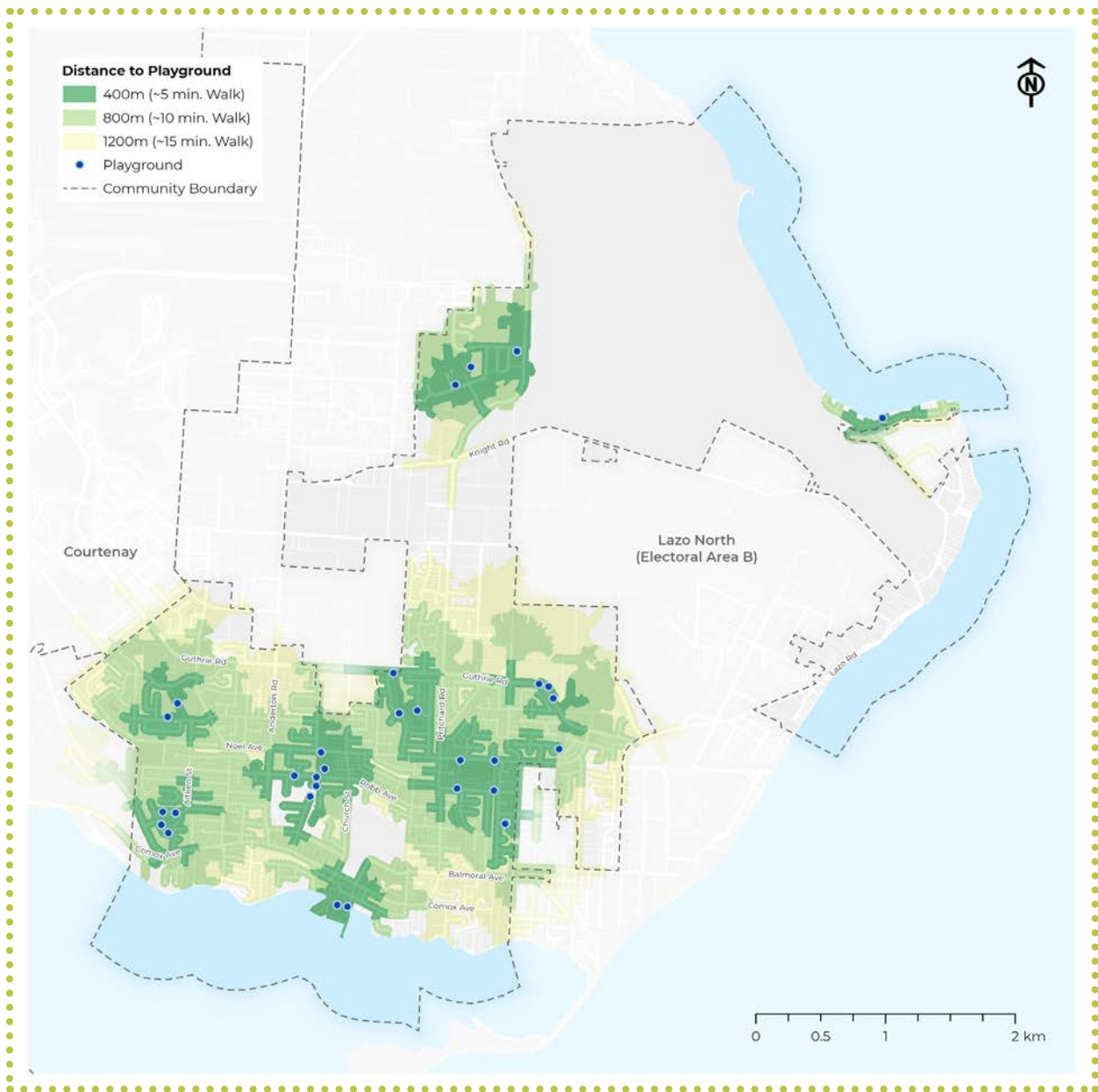
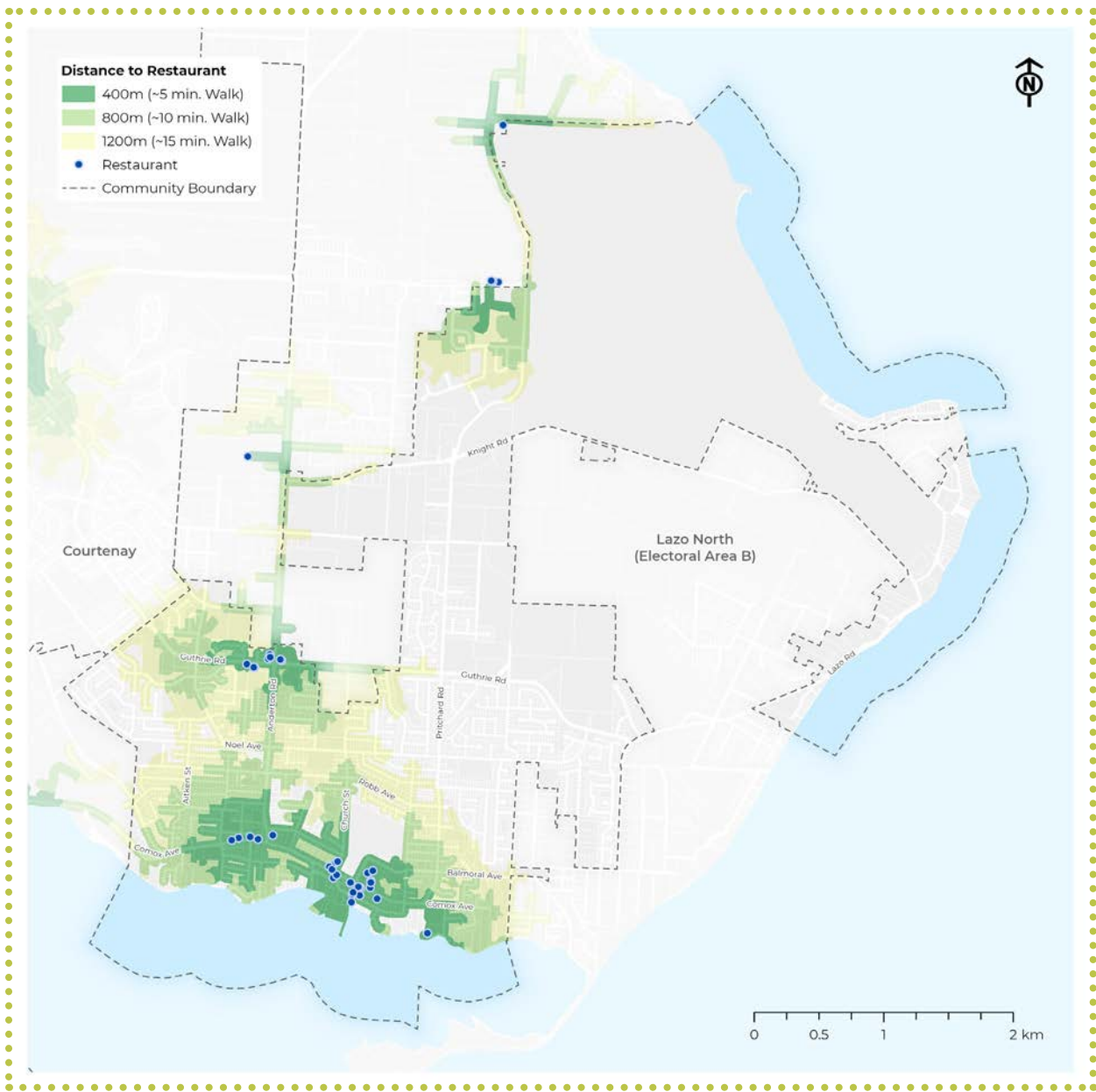
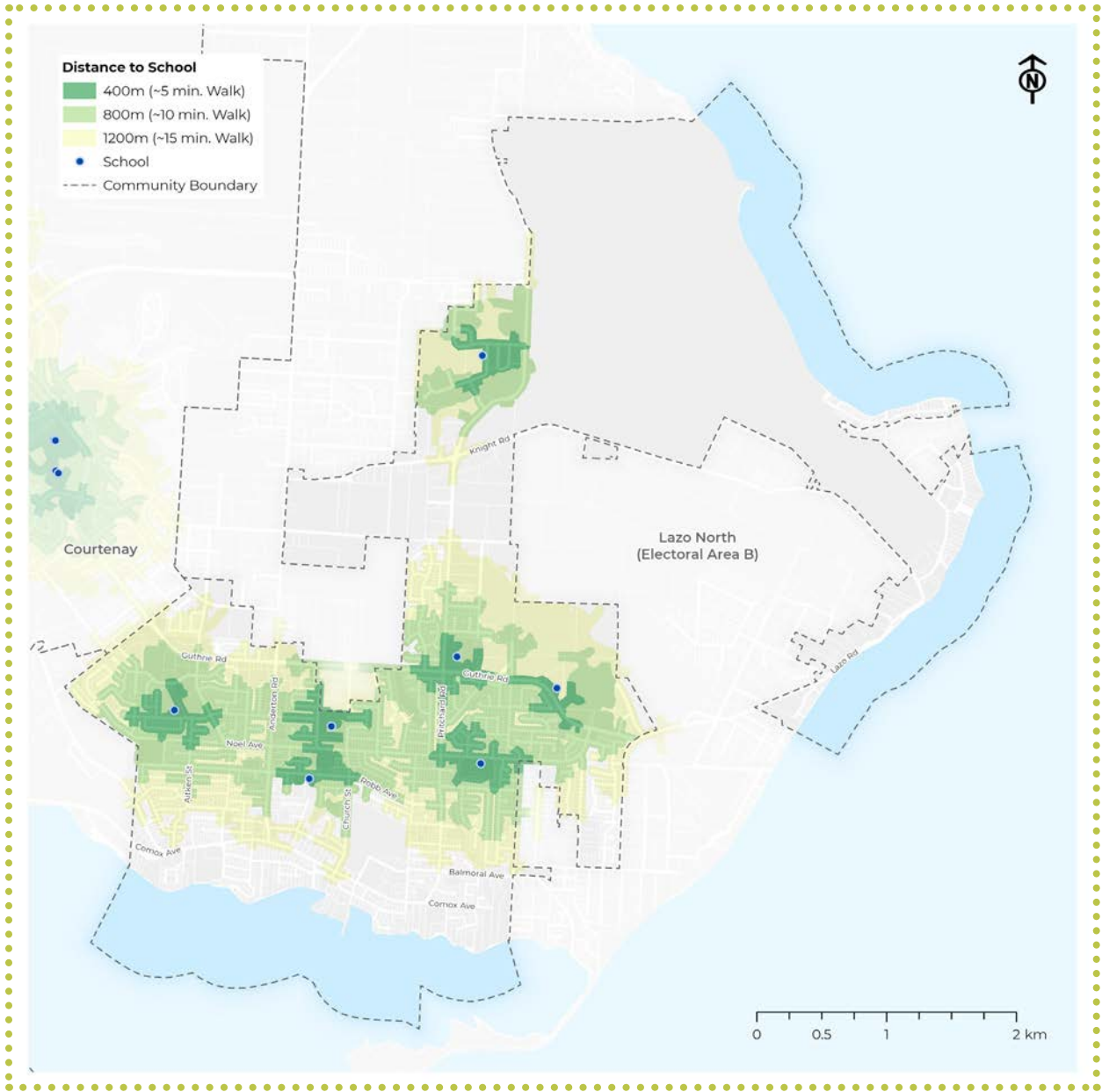


Figure A-11 Proximity to Playground Facilities

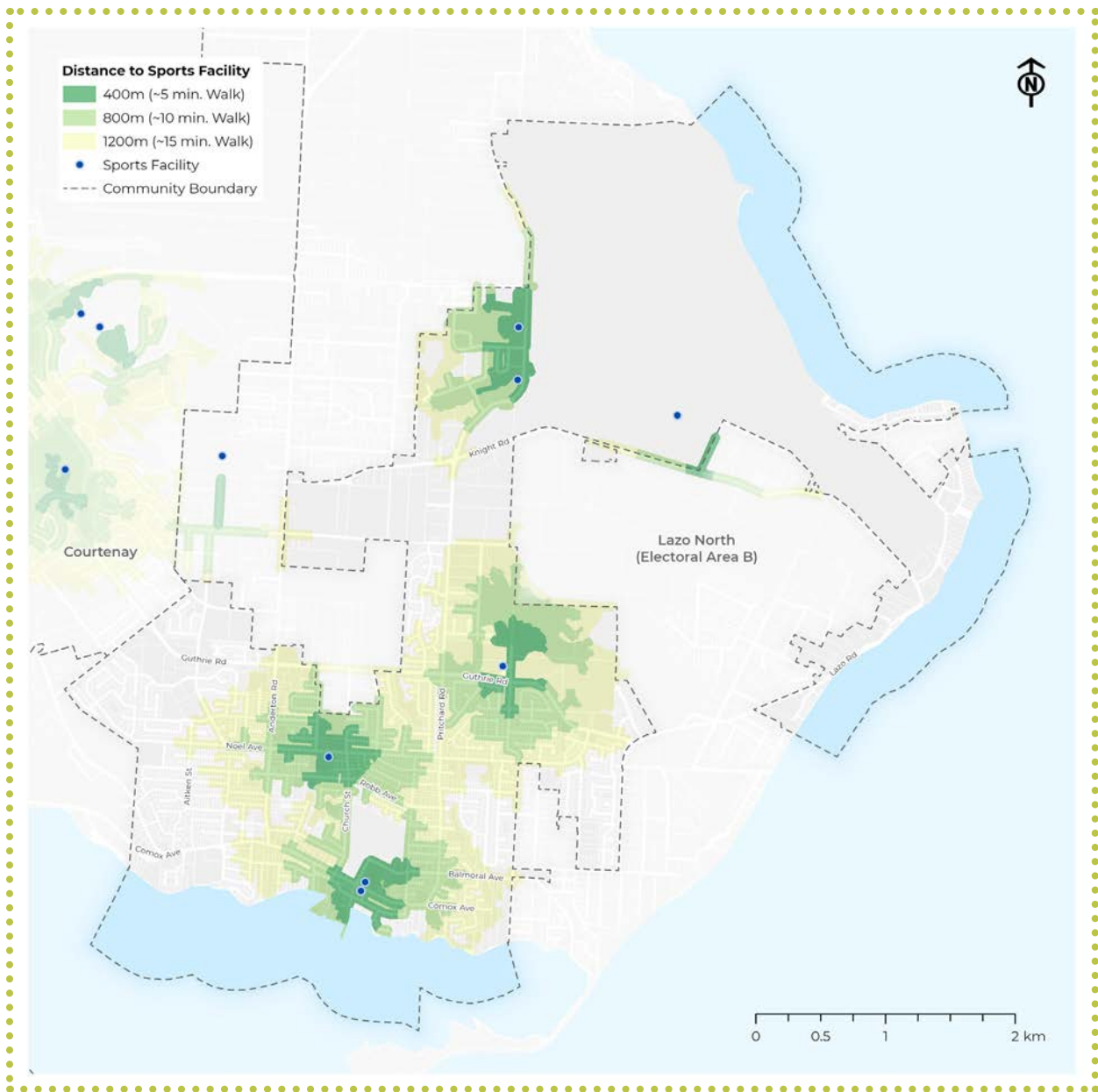


**Figure A-12 Proximity to Restaurants**





**Figure A-13 Proximity to Schools**



**Figure A-14 Proximity to Sports Facilities**

# TRANSPORTATION LENS

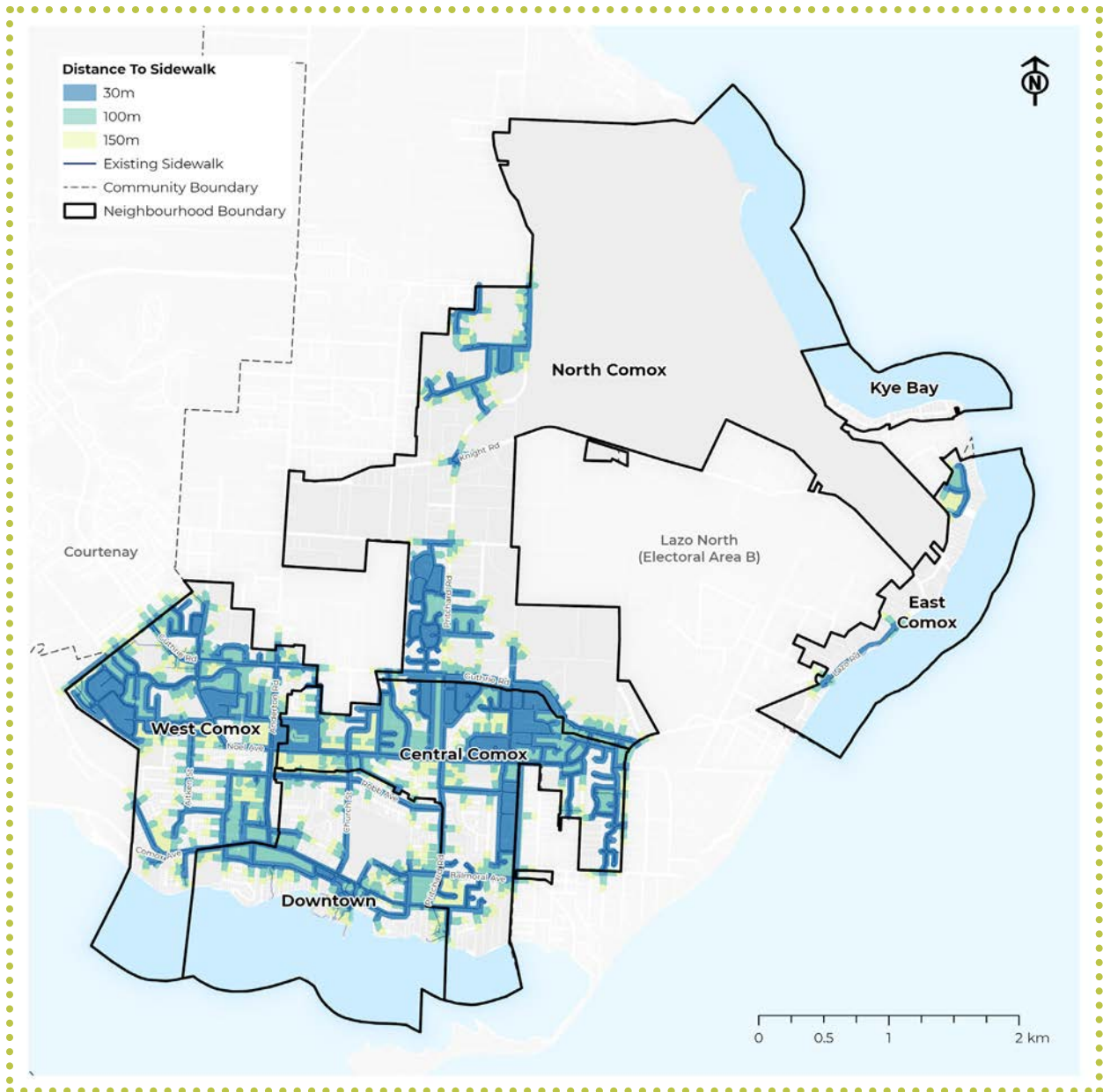


Figure A-15 Proximity to Sidewalks

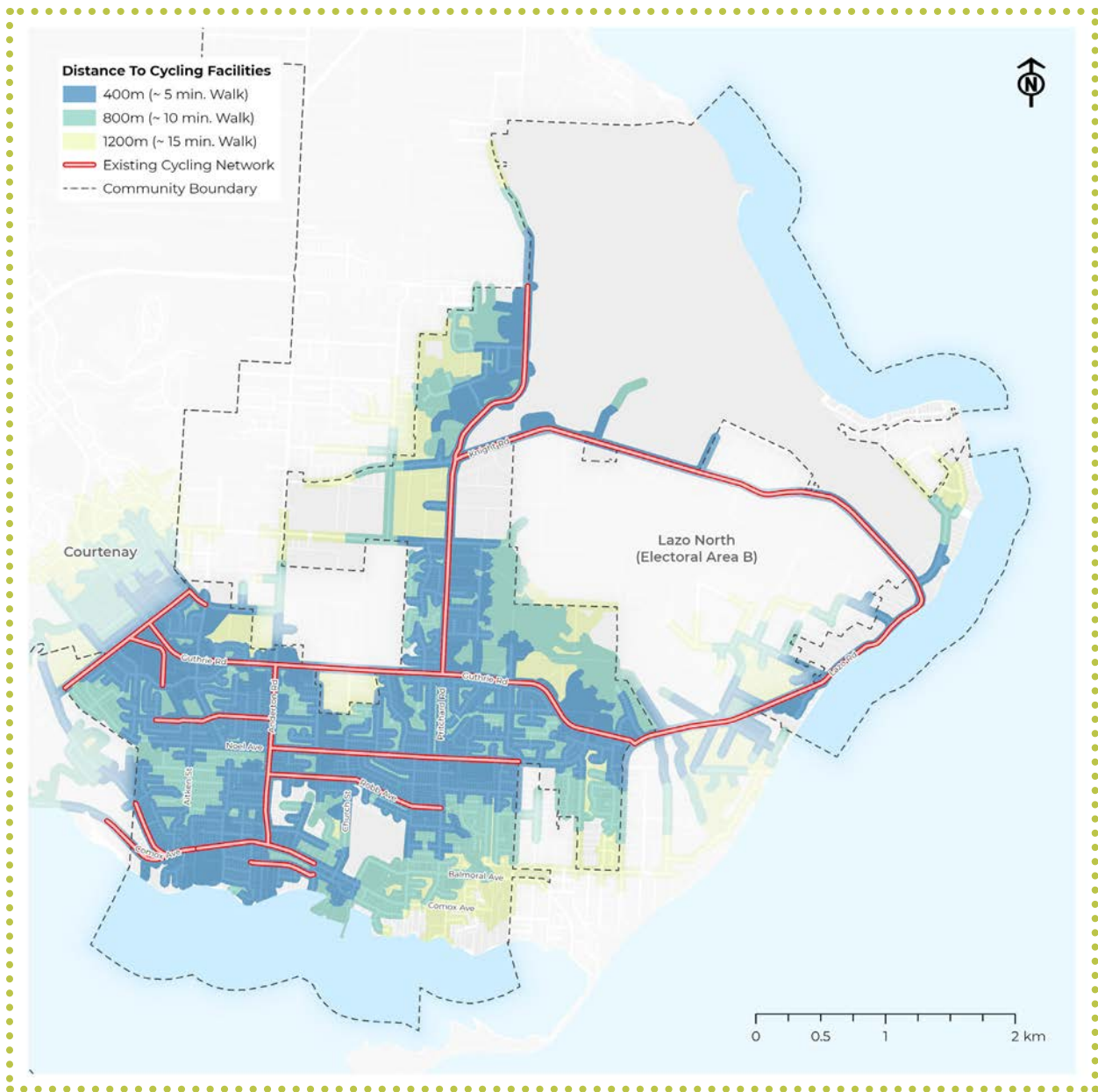


Figure A-16 Proximity to Cycling Facilities

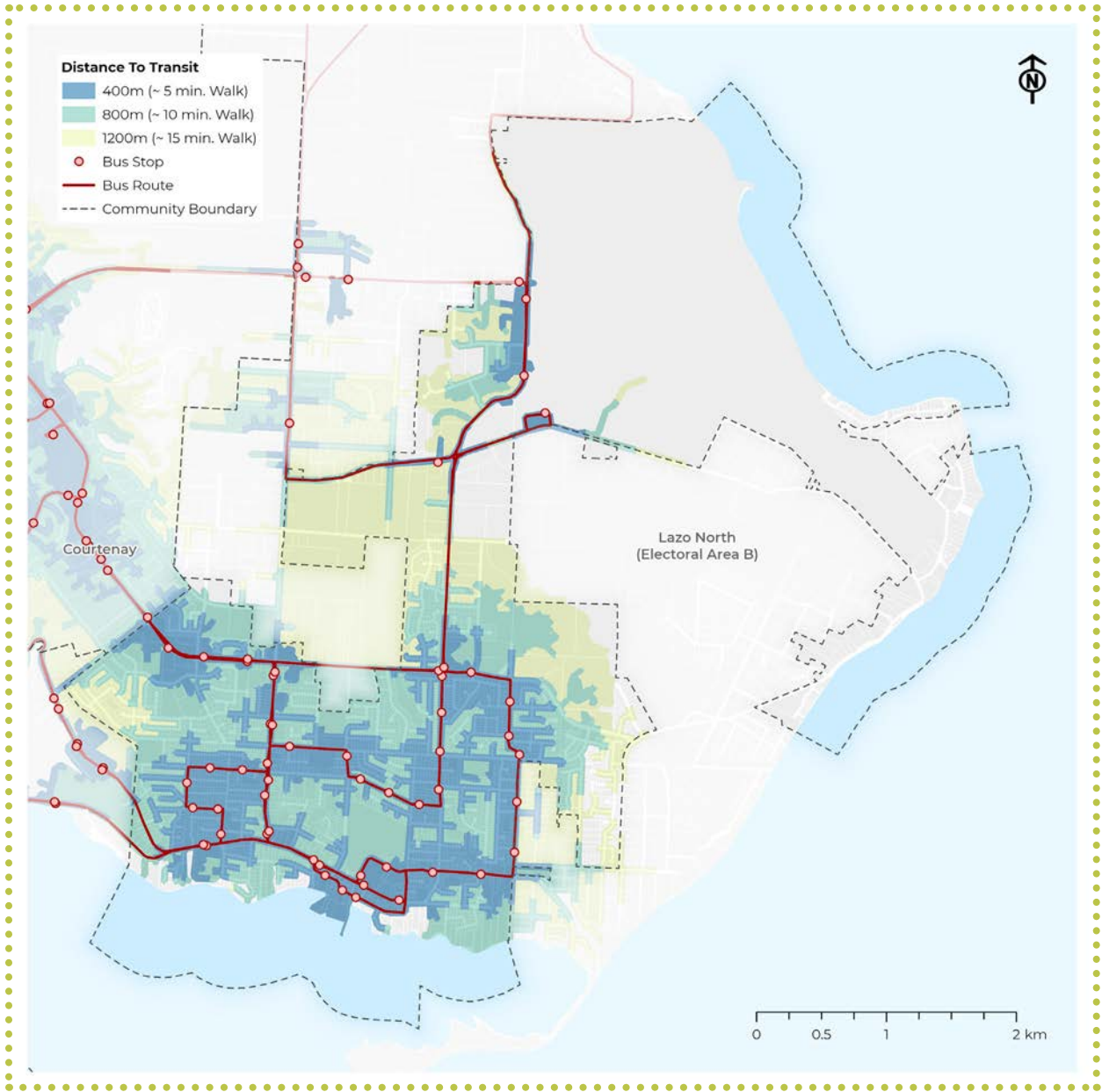


Figure A-17 Proximity to Transit

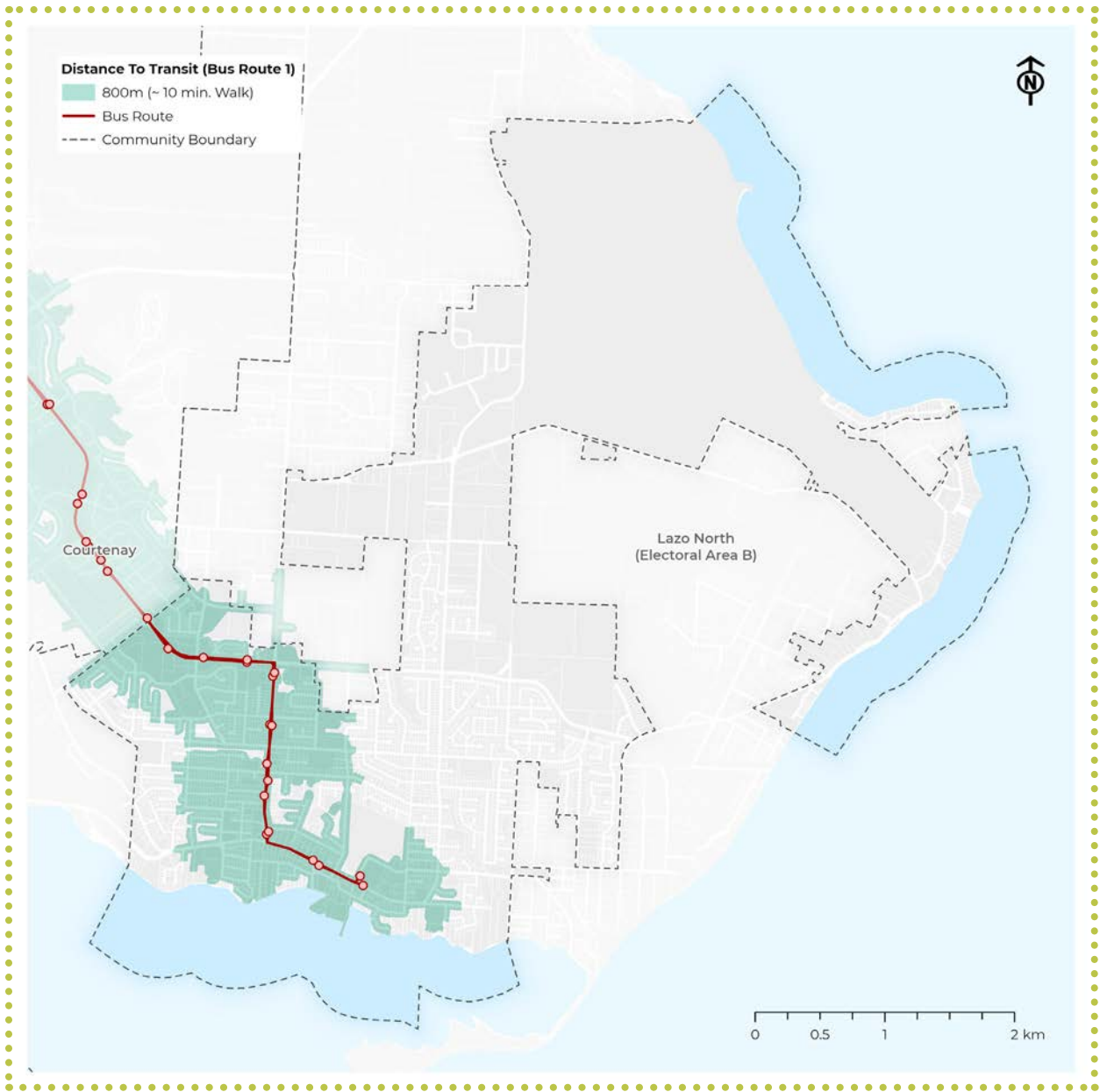


Figure A-18 Proximity to Route 1

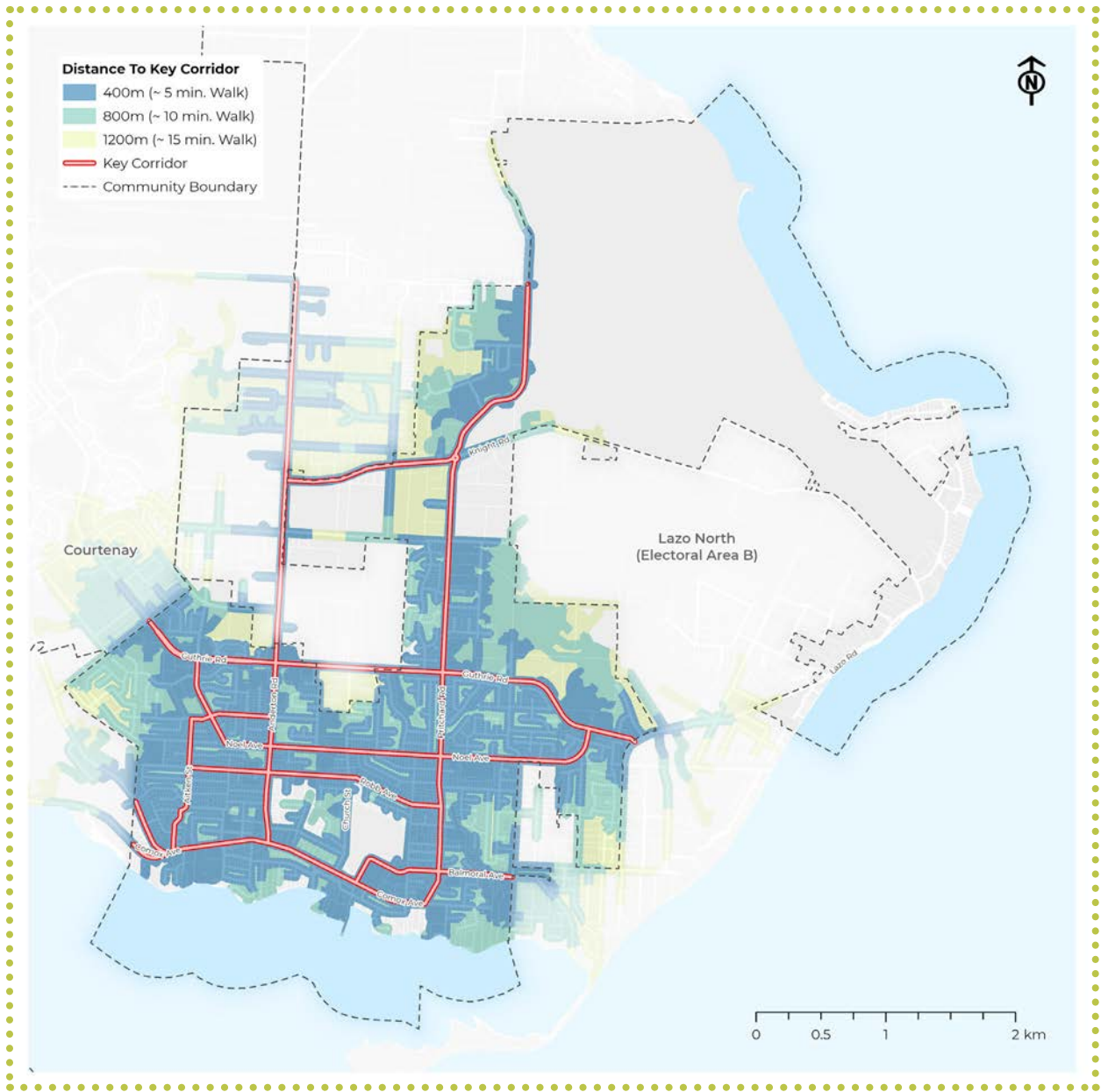


Figure A-19 Proximity to Key Transportation Corridors

**APPENDIX B**

# **Geospatial Methodology**



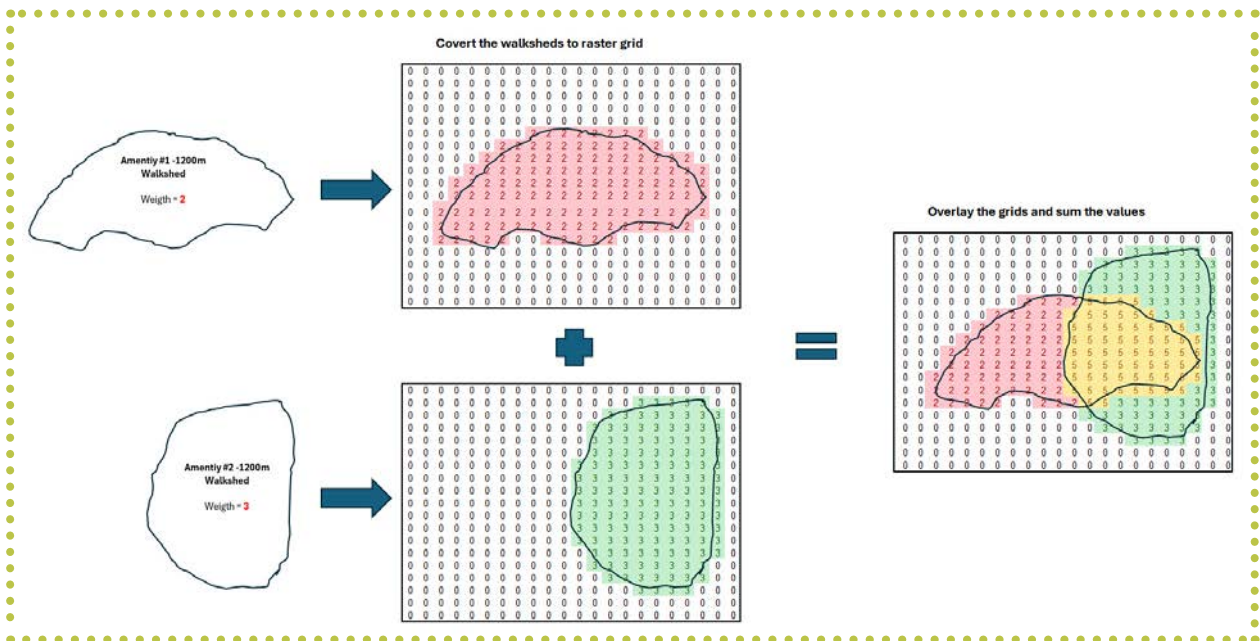
# DAILY NEEDS LENS METHODOLOGY

The daily needs data was primarily from the Statistics Canada Proximity Measures database and supplemented with data from Island Health, Open Street Map, Google Earth, and local knowledge from the Town of Comox. Daily Needs locations were generated as points on the map, and a 1,200-metre walkshed was determined from each point, based on available road and pedestrian networks.

The 1,200-metre walkshed was used as a proxy for identifying which parcels are within a 15-to-20-minute walking distance of amenities (as the average person can travel 1,200 metres in approximately 15 minutes of walking).

To accurately assess a parcel's proximity to Daily Needs, a geometric network was created that included the road network (excluding highways and service roads), sidewalks, pathways, and trails. Highways and service roads were excluded due traffic related safety concerns for pedestrians. The 1,200-metre proximity analysis was run along this network rather than as an “as-the-crow-flies” buffer, to better represent how people move about the Town.

The 1,200-meter walkshed for each amenity was assigned an initial score of “1”. That score was then weighted based on priority. A list of the weightings used for each of the Daily Needs indicators can be found in **Table B-2**. The weighted 1,200-meter walksheds were converted to raster datasets. The raster is a grid representation of the 1,200-meter walkshed. Each cell in the raster grid was 1m x 1m in size, providing a fine-grained analysis of the Town. The raster grids were overlaid, and the values of the cells were summed together producing a composite walkshed score. The following graphic (**Figure B-1**) illustrates this process:



**Figure B-1 Raster Grids Illustrating How the Composite Daily Needs Score Was Created**

Those areas with higher scores indicate that they are more accessible to Daily Needs, whereas the areas with lower total scores indicate they are accessible to less amenities.

# TRANSPORTATION LENS METHODOLOGY

The following criteria were used to develop the transportation lens summary map including an understanding of Comox's transportation network and opportunities to encourage development in locations serviced by a range of transportation options.

## Proximity to Transit

Proximity to transit identifies areas within the Town that are within a 15-minute walk of a transit stop. Transit is a primary alternative to vehicle trips in many communities, when destinations are further than a reasonable walking and cycling distance. Ensuring proximity to transit supports providing options other than driving. Higher proportions of people in proximity to transit may create better mobility equity through additional transportation options. Proximity to transit may also improve access to daily needs and housing. However, it should be noted that the proximity to transit measure does not necessarily focus on the quality of transit service.

## Proximity to Sidewalk Infrastructure

Proximity to sidewalks refers to the areas within the Town that are within 30m to 150 m to sidewalk infrastructure. The distances used for this analysis are significantly smaller than the others as it is not reasonable to expect someone to walk 15 minutes (1200m) to simply get to a sidewalk.

## Proximity to Cycling Infrastructure

Proximity to cycling infrastructure refers to the areas within the Town that are 400m to 1200m of an existing designated bicycle route.

## Proximity to Key Corridors

Proximity to key corridors refers the areas within the Town that are 400m to 1200m of one of the key corridors along the road network. These corridors were identified in conjunction with Town staff. Similar to the Daily Needs analysis, the 1,200-meter walksheds were converted to raster grids. The raster values were then summed together, providing a total score as shown in the example below.

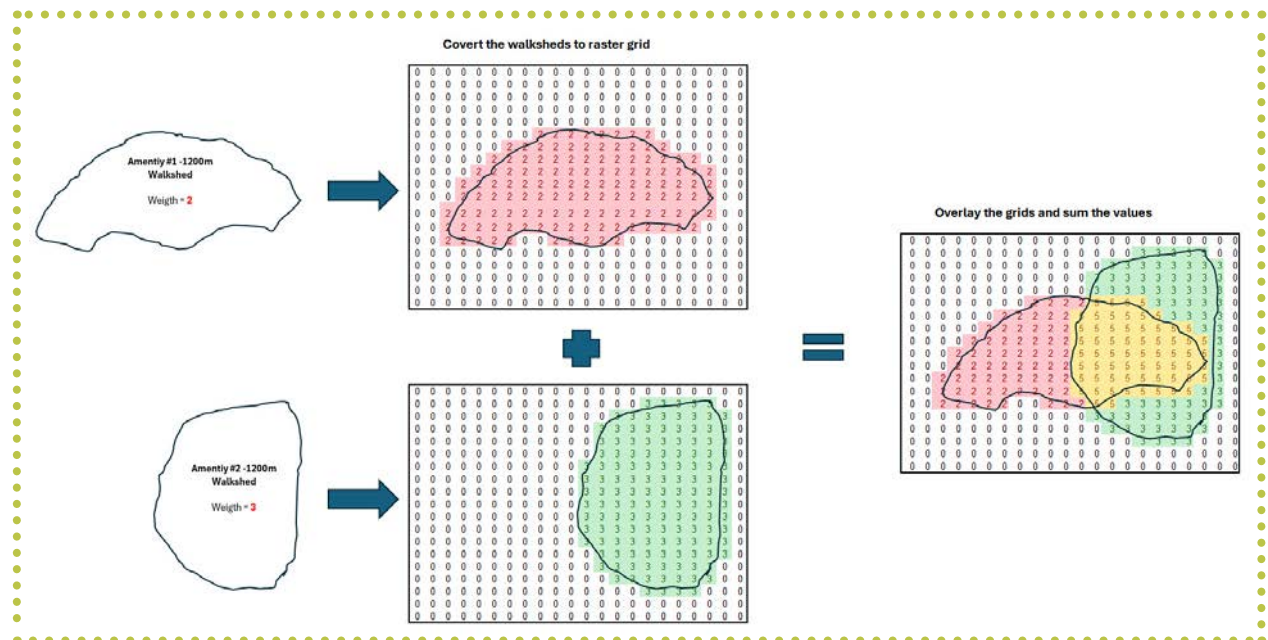


Figure B-2 Raster Grids Illustrating How the Composite Walkshed Score Was Created

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Areas within the Town with a higher score indicate those places are more accessible to sustainable transportation modes and recreation. Conversely, those areas with lower scores indicate that those facilities are less accessible.

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# INFRASTRUCTURE LENS METHODOLOGY

A high-level review of the Town's Sanitary Sewer Master Plan (2010), Stormwater Drainage Master Plan (2010), and Water System Master Plan (2007) was completed. This information was summarized for various neighbourhoods in the Town to understand current system deficiencies and readiness. A workshop was held with staff to review and confirm areas of concern, upcoming capital project and a sense of readiness for various neighbourhoods. This information was compiled to create a summary table of key observations for each of the infrastructure service areas. Service areas were established based on those identified in the Town master plans. Each service area was assigned an overall capacity rating, with the findings color-coded and represented geographically on summary maps. The following indicators were key factors in determining servicing capacity during the review of the Town master plans and discussions with staff:

## **Sanitary Capacity**

Analysis of sanitary capacity investigated lift station capacity and design of sanitary infrastructure.

## **Water System Demands**

Water system pressures and flows were reviewed with a specific focus on fire flow demands. Areas of known deficiencies were flagged and DCC projects were reviewed to understand future expected improvements.

## **Storm Capacity**

Analysis of storm capacity investigated the design of stormwater infrastructure.

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# LIKELIHOOD OF REDEVELOPMENT

The likelihood of redevelopment mapping shows the redevelopment potential of parcels across the Town. When coupled with infrastructure mapping, this can reveal the relationship between potential development and existing infrastructure capacity concerns. Parcels containing the following actual use codes are shown on the maps and were included in the analysis:

'000 - Single Family Dwelling'	'049 - Fourplex'
'001 - Vacant Residential Less Than 2 Acres'	'050 - Multi-Family (Apartment Block)'
'020 - Residential Outbuilding Only'	'051 - Multi-Family (Vacant)'
'032 - Residential Dwelling with Suite'	'052 - Multi-Family (Garden Apartment & Row Housing)'
'033 - Duplex, Non-Strata Side by Side or Front / Back'	'055 - Multi-Family (Minimal Commercial)'
'034 - Duplex, Non-Strata Up / Down'	'058 - Stratified Rental Apartment (Frame Construction)'
'035 - Duplex, Strata Side by Side'	'060 - 2 Acres Or More (Single Family Dwelling, Duplex)'
'038 - Manufactured Home (Not In Manufactured Home Park)'	'061 - 2 Acres Or More (Vacant)'
'039 - Row Housing (Single Unit Ownership)'	'063 - 2 Acres Or More (Manufactured Home)'
'047 - Triplex'	

Analysis was performed to understand which parcels statistically have a higher probability of redeveloping under an infill housing scenario. The analysis did not predict whether or when individual properties will be developed with infill housing; it identified the prevalence of characteristics that could allow for infill housing development based on the following:

## **Building age**

Age of the building as of 2024.

## **Parcel Vacancy**

Whether or not parcel is currently vacant. The scoring for this category was based on the Actual Use Codes.

## **Parcel Size**

Size of the parcel (in sq. m)

## **Improvement Ratio**

The ratio of the parcel's improvement value to its total value. A lower ratio indicates building values make up a smaller proportion of the total value of the parcel.

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**Assessed Land Value Per Sq. m**

The assessed value of the parcel per sq. m

**Assessed Improvement Value Per Sq. m**

The assessed improvement value of the parcel per sq. m

**Improvement Ratio Adjacency**

How much a parcels improvement ratio value varies from the average of its neighbours (those parcels within 100m of it).

This is done by calculating the Z-score for the improvement ratio of the subject parcel in relation to its neighbours. A Z-score measures the number of standard deviations a value is away from the mean value. Larger positive Z-scores resulted in lower scores (as the improvement ratio of the parcel was higher than the average) while larger negative Z-score values result in higher scores (as these indicate that the improvement ratio is lower than the surrounding average). The Z-score approach was used for this metric to help offset the different number of sample neighbours within each parcel's 100m search radius.

Each parcel was scored for each category. Due to the data distribution, the scoring ranges vary, depending on the category. All scores were summed together to give each parcel and overall score ranging between 2 and 18. Parcels with a lower score are deemed to have a lower likelihood of redevelopment while a higher score indicates a higher likelihood of redevelopment. Each category was weighted equally for this analysis. Those parcels that scored high in the 'Parcel Vacancy' category were automatically assigned a total max score of 18 as they were deemed to have a high redevelopment likelihood (regardless of the scoring of the other categories).

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# GEOSPATIAL TABLES

**Table B-1 Likelihood of Redevelopment Categories for Scoring**

Category	Likelihood of Redevelopment	Value	Unit	Score
Building Age	Low	<= 25	Years	0
	Medium	25 – 50	Years	0.5
	High	> 50	Years	1
Parcel Vacancy	Low	Parcel is not vacant	Actual Use Code	0
	High	Parcel is vacant	Actual Use Code	1
Parcel Size	Low	<= 500	Sq. m	1
	Medium / Low	> 500 – 1,000	Sq. m	2
	Medium	> 1,000 – 1,500	Sq. m	3
	Medium / High	> 1,500 – 2,000	Sq. m	4
	High	> 2,000	Sq. m	5
Improvement Ratio	Low	100	%	0
	Medium	> 50 – 100	%	0.5
	High	<= 50	%	1
Assessed Land Value (Per Sq. m)*	Low	<= 300 or > 1,000	\$ per sq. m	0
	Medium	> 300 and <= 600	\$ per sq. m	0.5
	High	> 600 and <= 1,000	\$ per sq. m	1
Assessed Improvement Value (Per Sq. m)	Low	> 4,000	\$ per sq. m	1
	Medium / Low	> 3,000 – 4,000	\$ per sq. m	2
	Medium	> 2,000 – 3,000	\$ per sq. m	3
	Medium / High	> 1,000 – 2,000	\$ per sq. m	4
	High	<= 1,000	\$ per sq. m	5
Improvement Ratio Adjacency	Low	> 1.5	Standard deviations from the mean	1
	Medium / Low	>= 0.5 to 1.5	Standard deviations from the mean	2
	Medium	>= -0.5 to 0.5	Standard deviations from the mean	3
	Medium / High	>= -1.5 to -0.5	Standard deviations from the mean	4
	High	< -1.5	Standard deviations from the mean	5

\* - score range has been adjusted to accommodate for data outliers.

When summarizing the total score for the likelihood of redevelopment, if a parcel was identified as being vacant (had a value of 1 for Parcel Vacancy), its score was automatically set to the maximum total score.

**Table B-2 Daily Needs Indicator Weighting**

Daily Needs Indicator	Weighting
Arts & Cultural Facility	0.5
Community Facility	1
Childcare Facility	2
Grocery Store	2
Health/Pharmacy	1.5
Library	1
Parks/Natural Areas	1.5
Playgrounds	1
Neighbourhood Commercial	0.5
Restaurant	0.5
Senior Centre	1
Sports Facility	0.5
School	1.5
	<b>15</b>

**Table B-3 Transportation Indicator Scoring**

Category	Rank	Measure		Numerical Score
		Values	Unit	
Sidewalk Proximity	High	<= 30	m	1
	Medium	> 30 - 100	m	0.5
	Low	> 100	m	0
Transit Proximity	High	<= 400	m	1
	Medium	> 400 - 800	m	0.5
	Low	> 800	m	0
Proximity To Cycling Infrastructure	High	<= 400	m	1
	Medium	> 400 - 800	m	0.5
	Low	> 800	m	0
Key Corridors	High	<= 400	m	1
	Medium	> 400 - 800	m	0.5
	Low	> 800	m	0