



REGULAR COUNCIL MEETING AGENDA FOR WEDNESDAY NOVEMBER 15, 2023

The Town of Comox respectfully acknowledges that we are standing on the Unceded traditional territory of the K'òmoks First Nation.

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

Call to Order: 5:00 p.m.

1. INTRODUCTION AND APPROVAL OF LATE ITEMS:

2. ADOPTION OF AGENDA:

- a. [Adoption of Agenda](#)

That the November 15, 2023 Regular Council Meeting agenda be Adopted.

3. DELEGATIONS:

- a. [David Coon, Applicant: Rezoning Application: RZ 23-3 / Development Permit Application: DP 23-6 \(215 Port Augusta Street\)](#)

4. ADOPTION OF MINUTES:

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

That the Minutes of the Regular Meeting of Council, held in Council Chambers on Wednesday, November 1, 2023 be Adopted.

5. COUNCIL COMMITTEE MINUTES AND REPORTS:

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

That the Minutes of the Strategic Planning Committee Meeting, held in Council Chambers on Wednesday, November 8, 2023 be Received.

COMMITTEE RECOMMENDATIONS:

- (1) [Permissive Property Tax Exemption Policy](#)

That a report to Council be provided on the various permissive property tax exemptions granted in BC.

6. CONSENT AGENDA:

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

That the Consent Agenda items as follows be received for information:

a. Janette Martin-Lutzer, President, Comox Valley Ukranian Cultural Society, October 27, 2023, sponsorship package.

b. Ben Davies, Rad Brewing Co., October 30, 2023, operating days clarification.

c. Mel McLachlan, October 30, 2023, church tax exemption

d. Zoe Levitsky and John Clark, October 31, 2023, 2024 organic carts.

e. Minister Mitzi Dean, Ministry of Children & Family Development, October 31, 2023, November Adoption Awareness Month

f. Heather Hachigian, Royal Roads University, November 3, 2023, Speaker Series.

g. Wanda Thompson, November 6, 2023, church tax exemption.

h. John Mang, November 6, 2023, 2024 automated collection.

i. Carolyn & David Rice, November 6, 2023, CVRD - Traffic Management Strategy Back Road.

j. Debra Caldecott, November 9, 2023, 2024 organic carts.

k. Joan Hanson, November 9, 2023, Comox Ave. crosswalk.

l. Gord Milsom, Mayor - City of West Kelowna, Novemebr 10, 2023, thanks for wildfire assistance

7. UNFINISHED BUSINESS:

(37) a. [Kari Hackett and Betty Tate, Comox Valley Substance Use Strategy update - Delegation on November 1, 2023](#)

8. SPECIAL REPORTS: NIL

9. BYLAW ADOPTIONS:

(46) a. [Comox Water Rates and Regulations Amendment Bylaw No. 529.34](#)

That Comox Water Rates and Regulations Amendment Bylaw No. 529.34 be Adopted.

(50) b. [Comox Sanitary Sewer and Water Parcel Tax Bylaw No. 2029](#)

That the Comox Sanitary Sewer and Water Parcel Tax Bylaw No. 2029 be Adopted.

- (52) c. [Comox Sewer User Rates Bylaw No. 2030](#)

That the Comox Sewer User Rates Bylaw No. 2030 be Adopted.

10. NEW BUSINESS:

- (54) a. [Introductory Report: Official Community Plan Amendment RZ OCP 23-4 \(1966 Guthrie Road\)](#)

1. *That, in accordance with section 475 of the Local Government Act:*

a. *Notice of proposed Official Community Plan Amendment, as contained in Attachment 1 to the November 15, 2023 Planning Report on RZ OCP 23-4, be posted on the Town's bulletin board and website, until replaced by a notice of public hearing; and*

b. *The November 15, 2023 Planning Report on RZ OCP 23-4 and subsequent Planning Reports be posted on the Town website.*

2. *That, when a public hearing is scheduled for the proposed development application RZ OCP 23-4, an option for online participation is added.*

- (150) b. [Rezoning Application: RZ 23-3 / Development Permit Application: DP 23-6 \(215 Port Augusta Street\)](#)

That, once the Town has received an updated application package which addresses BC Transit concerns and Development Permit Area #1 compliance as outlined in the October 18th, 2023 Staff Report on RZ 23-3 215 Port Augusta, rezoning and phased development agreement bylaws be submitted for Council consideration which exclude the permanent and temporary plaza spaces as outlined in the October 18th, 2023 Staff Report on RZ 23-3 215 Port Augusta, but includes, as amenities, the 4 m wide (130 m²) dedication strip along the frontage of the proposed building and a \$200,000 amenity contribution towards a downtown vitality project.

- (543) c. [Village Park Tot Lot Playground Renewal](#)

That \$150,000 funding for the renewal of the playground at Village Park Tot Lot as part of the Capital and Special Projects Budget 2024, as recommended in the November 15, 2023 report to Mayor and Council from the Parks Department titled "Village Park Tot-Lot Renewal", be Approved.

- (548) d. [New Automated Collection Service and Solid Waste Management Bylaw](#)

1. *That Solid Waste Management Bylaw No. 2027 be given First Reading.*

2. *That Solid Waste Management Bylaw No. 2027 be given Second Reading.*

3. *That Solid Waste Management Bylaw No. 2027 be given Third Reading.*

4. *That Bylaw Notice Enforcement Amendment Bylaw No. 2004.02 be given First Reading.*

- (548) d. [New Automated Collection Service and Solid Waste Management Bylaw](#)
5. *That Bylaw Notice Enforcement Amendment Bylaw No. 2004.02 be given Second Reading.*
 6. *That Bylaw Notice Enforcement Amendment Bylaw No. 2004.02 be given Third Reading.*
- (588) e. [Fees and Charges Amendment Bylaw 2016.01](#)
1. *That the Fees and Charges Amendment Bylaw No. 2016.01 be given First Reading.*
 2. *That the Fees and Charges Amendment Bylaw No. 2016.01 be given Second Reading.*
 3. *That the Fees and Charges Amendment Bylaw No. 2016.01 be given Third Reading.*
- (596) f. [2024 Capital and Special Projects Budget](#)
1. *THAT Council approves for expenditure the capital and special projects, in 'Schedule 'A' of the November 15, 2023 report from the CAO titled "2024 Capital and Special Projects Budget", and approves their inclusion in the 2024-2028 draft Financial Plan.*
 2. *THAT Council approves for expenditure the capital and special projects, in 'Schedule 'B' of the November 15, 2023 report from the CAO titled "2024 Capital and Special Projects Budget", and approves their inclusion in the 2024-2028 draft Financial Plan.*
 3. *THAT Council approves for expenditure the capital and special projects, in 'Schedule 'C' of the November 15, 2023 report from the CAO titled "2024 Capital and Special Projects Budget", and approves their inclusion in the 2024-2028 draft Financial Plan.*
 4. *THAT Council approves for expenditure the capital and special projects, in 'Schedule 'D' of the November 15, 2023 report from the CAO titled "2024 Capital and Special Projects Budget", and approves their inclusion in the 2024-2028 draft Financial Plan.*

11. NOTICES OF MOTION: NIL

12. CORRESPONDENCE: NIL

13. LATE ITEMS:

14. REPORTS FROM MEMBERS OF COUNCIL:

15. MEDIA QUESTION PERIOD:

16. PUBLIC QUESTION PERIOD:

17. RESOLUTION TO GO IN-CAMERA:

- a. [Exclude the Public](#)

That the Public be Excluded from the In-Camera session of Council on Wednesday November 15, 2023 pursuant to the following sub-sections of section 90 of the Community Charter:

(1)(e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality.

18. RISE AND REPORT FROM IN-CAMERA:

ADJOURNMENT



CORPORATE OFFICER



TOWN OF COMOX
Minutes of the Regular Council Meeting,
held in Council Chambers on Wednesday November 1, 2023

- Present:** Mayor N. Minions
 Councillors S. Blacklock, K. Grant, C. Haslett,
 J. Kerr, J. Meilleur, M. Swift
- Absent:** Nil
- Staff Present:** J. Wall, Chief Administrative Officer
 S. Russwurm, Corporate Officer
 G. Kreek, Acting Director of Finance
 T. Hagmeier, Recreation Director

Call to Order:

The meeting was called to order at 5:00 p.m. with 1 member of the public in attendance.
 Mayor Minions acknowledged that the Town of Comox is standing on the Unceded traditional territory of the K'omoks First Nation.

1. INTRODUCTION AND APPROVAL OF LATE ITEMS: NIL

2. ADOPTION OF AGENDA:

a. Adoption of Agenda

Adoption of Agenda

1. *That the November 1, 2023 Regular Council Meeting agenda be amended by:*
 - *removing Item 3b, Delegation by Pete Chambers, President, Comox BIA;*
 - *replacing Item 4a, Adoption of October 4, 2023 Regular Council Meeting Minutes with Adoption of October 18, 2023 Regular Council Meeting Minutes;*
 - *removing Item 4b, Adoption of October 11, 2023 Special Council Meeting Minutes; and*
 - *removing Item 5a, Receipt of October 11, 2023 Strategic Planning Meeting Minutes.*

(2023.352) -- CARRIED UNANIMOUSLY

3. DELEGATIONS:

a. Kari Hackett and Betty Tate, Comox Valley Substance Use Strategy update

Substance Use Strategy

Kari Hackett and Betty Tate provided an update on the CV Substance Use Strategy. They secured \$140,000 in funding for Phase 2 and 3, with \$100,000 from local governments and \$40,000 from grants. Phase 1's report was released in November 2021, and Phase 2 is complete. Phase 3 began with a community engagement event in May 2023, and the Walking Together Report identified 21 recommendations, including medical detox services, supportive housing, and safer drug supply advocacy.

a. Kari Hackett and Betty Tate, Comox Valley Substance Use Strategy update

Substance Use Strategy

Current efforts involve service expansion, therapy improvements, and affordable housing advocacy. The group requests Comox's \$15,000 contribution to Phase 3 and its active support for Phase 3 recommendations, along with participation in collaborative action tables.

4. ADOPTION OF MINUTES:

a. Regular Council Meeting Minutes

RCM Minutes

That the Minutes of the Regular Meeting of Council, held in Council Chambers on Wednesday, October 18, 2023, be Adopted.

(2023.353) -- CARRIED

5. COUNCIL COMMITTEE MINUTES AND REPORTS: NIL

6. CONSENT AGENDA:

a. Consent Agenda

Consent Agenda

1. That the Consent Agenda items as follows be received for information:

- a. Geoffrey Stagg, October 16, 2023, 2024 automated collection
- b. Torben Moeller, October 16, 2023, 2024 automated collection
- c. Tasha Page, October 17, 2023, crosswalk at Pritchard and Dogwood
- d. Carolyn & David Rice, October 19, 2023, traffic calming on Back Road.
- e. Gary Stevenson, Event Coordinator, October 23, 2023, Ukrainian fundraiser

f. Christopher Bate, Chairperson, Pride Society of the Comox Valley, October 23, 2023, 2024 tax exemptions.

(2023.354) -- CARRIED

2. That item c (Tasha Page, October 17, 2023, crosswalk at Pritchard and Dogwood) be removed from the Consent Agenda for discussion.

(2023.355) -- CARRIED

3. That item f (Christopher Bate, Chairperson, Pride Society of the Comox Valley, October 23, 2023, 2024 tax exemptions) be removed from the Consent Agenda for discussion.

(2023.356) -- CARRIED

7. UNFINISHED BUSINESS: NIL

8. SPECIAL REPORTS: NIL

9. BYLAW ADOPTIONS: NIL

10. NEW BUSINESS:

a. 2023-24 Acting Mayor Roster, Signing Authorities and Meeting Schedule

2023-24 Inaugural Meeting

1. *That Jonathan Kerr be appointed to the Vancouver Island Regional Library Board.*
(2023.357) -- CARRIED

2. *That Mayor Minions be appointed as alternate to the Vancouver Island Regional Library Board.*
(2023.358) -- CARRIED

3. *That Council approve the Acting Mayor Roster for the year 2023-24, as follows:*
 - a. *November and December, 2023: Councillor Chris Haslett*
 - b. *January and February 2024: Councillor Dr. Jonathan Kerr*
 - c. *March and April 2024: Councillor Jenn Meilleur*
 - d. *May and June 2024: Councillor Maureen Swift*
 - e. *July and August 2024: Councillor Ken Grant*
 - f. *September and October, 2024: Councillor Steve Blacklock*
(2023.359) -- CARRIED

4. *That the following be appointed as having signing authority for the year 2023-24:*
 - a. *Mayor Nicole Minions*
 - b. *Councillor Steve Blacklock*
 - c. *Councillor Ken Grant*
 - d. *Councillor Chris Haslett*
 - e. *Councillor Dr. Jonathan Kerr*
 - f. *Councillor Jenn Meilleur*
 - g. *Councillor Maureen Swift*
 - h. *Jordan Wall, Chief Administrative Officer*
 - i. *Geoffrey Kreek, Acting Director of Finance*
 - j. *Shelly Russwurm, Corporate Officer*
(2023.360) -- CARRIED

5. *That the 2024 Regular Council and Strategic Planning Committee meeting schedule be approved as outlined in the November 1, 2023 report from the Director of Corporate Services titled "2023-24 Acting Mayor Roster, Signing Authorities and Meeting Schedule".*
(2023.361) -- CARRIED

6. *That MNP LLP be appointed as the Town auditor for the 2024 calendar year.*
(2023.362) -- CARRIED

b. Comox Valley Local Governments Accessibility Framework

Comox Valley Accessibility Framework

1. *That the Comox Valley Local Governments Accessibility Framework in partnership with the Comox Valley Accessibility Committee, Comox Valley Regional District (CVRD), Town of Comox, and Village of Cumberland be adopted.*
(2023.363) -- CARRIED

2. *That the Comox Valley Accessibility Committee serve as the Town's legislated Accessibility Committee in accordance with section 9 of the Accessible British Columbia Act.*
(2023.364) -- CARRIED

b. Comox Valley Local Governments Accessibility Framework

Comox Valley Accessibility Framework

- 3. *That Council direct Administration to proceed with developing an Accessibility Assessment and Action Plan specific to the Town of Comox based on the Comox Valley Local Governments Accessibility Framework.*

(2023.365) -- CARRIED

c. Music in the Park 2024

Music in the Park 2024

THAT Council endorse Music in the Park as free, festival seating, one-day, annual event at Marina Park (Sunday of the September long weekend) with a supplied sound system and paid producer, promoter and sound technician. Annual budget \$8,000.

(2023.366) -- CARRIED

d. Regional Sport Field Strategy and Allocation

Regional Sport Field Strategy and Allocation

THAT Council direct administration to initiate work with the City of Courtenay to develop a new sports field allocation policy and centralized booking function for the Comox Valley and to report back with recommendations.

(2023.367) -- CARRIED

e. Comox Sanitary Sewer and Water Parcel Tax Bylaw No. 2029

Sewer & Water Parcel Taxes

- 1. *That Comox Sanitary Sewer and Water Parcel Tax Bylaw No. 2029 be given First Reading.*
- 2. *That Comox Sanitary Sewer and Water Parcel Tax Bylaw No. 2029 be given Second Reading.*
- 3. *That Comox Sanitary Sewer and Water Parcel Tax Bylaw No. 2029 be given Third Reading.*

(2023.368) -- CARRIED

(2023.369) -- CARRIED

(2023.370) -- CARRIED

f. Sewer Rates Bylaw 2030, 2023 and Water Rates Bylaw Amendment No. 529.34, 2023

Sanitary Sewer and Water Rates

- 1. *That Comox Sewer User Rates Bylaw No. 2030 be given First Reading.*
- 2. *That Comox Sewer User Rates Bylaw No. 2030 be given Second Reading.*
- 3. *That Comox Sewer User Rates Bylaw No. 2030 be given Third Reading.*
- 4. *That Comox Water Rates Bylaw Amendment No. 529.34 be given First Reading.*
- 5. *That Comox Water Rates Bylaw Amendment No. 529.34 be given Second Reading.*

(2023.371) -- CARRIED

(2023.372) -- CARRIED

(2023.373) -- CARRIED

(2023.374) -- CARRIED

(2023.375) -- CARRIED

f. Sewer Rates Bylaw 2030, 2023 and Water Rates Bylaw Amendment No. 529.34, 2023

Sanitary Sewer and Water Rates

6. *That Comox Water Rates Bylaw Amendment No. 529.34 be given Third Reading.*

(2023.376) -- CARRIED

11. NOTICES OF MOTION: NIL

12. CORRESPONDENCE:

a. Ian Thorpe, Nanaimo Regional Hospital District: Support letter request

Correspondence

1. *That the letter from Ian Thorpe, Nanaimo Regional Hospital District, requesting support for critical healthcare infrastructure in the Central and North Island be Received; and further,*

That Comox Council provide a letter of support directed to Health Minister Dix for the Nanaimo Regional Hospital District priority capital projects including the new patient tower and cardiac catheterization lab to be located at the Nanaimo Regional General Hospital.

(2023.377) -- CARRIED

13. LATE ITEMS: NIL

14. REPORTS FROM MEMBERS OF COUNCIL:

a. Councillor Blacklock

Councillor Blacklock advised that he attended the Vancouver Island Economic Alliance (VIEA) two-day Summit in Nanaimo on October 23-24, and highlighted that the 2023 State of the Island Economic Report is now available. Councillor Blacklock also reminded everyone of the upcoming Comox Business in Action (BIA) engagement sessions and AGM scheduled for next week.

b. Councillor Swift

Councillor Swift advised that she attended the Filberg Heritage Lodge and Park Association Board meeting and urged everyone to purchase memberships in support of the organization.

c. Councillor Haslett

Councillor Haslett advised that he met with members of the d'Esterre Seniors Centre Association Board regarding challenges they are experiencing.

d. Councillor Kerr

Councillor Kerr congratulated the recent Readers' Choice Award winners, including the Comox Community Centre, who were recognized as the best municipal fitness centre in the Comox Valley. Councillor Kerr advised that he attended a Coalition to End Homelessness meeting and emphasized the urgent need for space for an extreme weather shelter.

e. Councillor Grant

Councillor Grant advised that he attended:

- the CVRD Board meeting and the Municipal Finance Authority discussed ESG investments (Environmental Social and Governance),
- an all-candidates forum on housing,
- the Comox Strathcona Regional Hospital District Board meeting.

g. Councillor Meilleur

Councillor Meilleur advised that she attended the CVRD Reconciliation and Housing session.

h. Mayor Minions

Mayor Minions expressed gratitude to the Comox BIA for the successful Halloween event and to Town staff for their participation in Minion-themed costumes. She also mentioned that she and CAO Wall attended a meeting with the executive director of Habitat for Humanity and highlighted the following upcoming events:

- Comox BIA 2023 AGM and community engagement sessions for the Downtown Enhancement Action Plan and Economic Development Strategy,
- Remembrance Day Ceremony at the Comox Legion,
- Launch of the Comox Snow Angels Pilot Program, and
- CVDA Children's Telethon.

17. RESOLUTION TO GO IN-CAMERA: NIL

18. RISE AND REPORT FROM IN-CAMERA: NIL

Adjournment:

Regularly moved and seconded that the meeting adjourn at 5:50 p.m.

CARRIED

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

MAYOR

CORPORATE OFFICER



TOWN OF COMOX
Minutes of the Strategic Planning Committee Meeting,
held in Council Chambers on Wednesday November 8, 2023

Present: Mayor N. Minions
Councillors S. Blacklock, K. Grant, C. Haslett,
J. Kerr, J. Meilleur, M. Swift

Absent: Nil

Staff Present: J. Wall, Chief Administrative Officer
S. Russwurm, Corporate Officer
G. Kreek, Acting Director of Finance
M. Kamenz, Director of Development Services
G. Schreiner, Fire Chief
T. Hagmeier, Recreation Director
S. Ashfield, Director of Operations

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

The Agenda was Adopted.

Mayor Minions acknowledged that the Town of Comox is standing on the Unceded traditional territory of the K'omoks First Nation.

1. DELEGATIONS:

a. Chris Fields, Principle (Rynic): Economic Development and Downtown Action Plan

The delegation shared details about community involvement, the Economic Development and Downtown Action Plan, and participated in discussions with the Council.

2. DISCUSSION ITEMS:

a. Permissive Property Tax Exemption Policy

COMMITTEE RECOMMENDATION:

That a report to Council be provided on the various permissive property tax exemptions granted in BC

CARRIED

Adjournment:

Regularly moved and seconded that the meeting adjourn at 6:30 p.m.

CARRIED

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

CHAIR



COMOX VALLEY UKRAINIAN CULTURAL SOCIETY

RECEIVED

27Oct2023

TOWN OF COMOX

Oct 26, 2023

tryzub

UKRAINIAN DANCE SOCIETY



UKRAINE
NIGHTINGALE
PROJECT

LOG: 23-370	REFER:	AGENDA: RCM 15Nov2023
FILE: 7710-01	ACTION: MR	

Dear *Mayor Nicole Minions,
& Town Council*

Copies - Council
- JW/SR/TH/GK/CD

On behalf of the three organizations that partnered to produce the ‘Still Standing With Ukraine’ Concerts in Comox Valley and Campbell River, I would like to thank you for your generous sponsorship of the concerts.

The concerts were a great success both in terms of audience turn-out and increasing community awareness of the magnitude of the conflict and the needs of displaced Ukrainian families who have arrived on the North Island.

These results couldn’t have been achieved without your outstanding support of our team of volunteers that included the Comox Valley Ukrainian Cultural Society, Tryzub Ukrainian Dance Society and Ukraine Nightingale Project.

We’ve prepared for you a package for your sponsorship commitment. Your business logo was recognised in the programs at both concerts and were highlighted in the credits on large screen at each concert. We have published our event report in the Comox Valley Record and Campbell River Mirror newspapers which also recognises all the contributing sponsors. The concert event report will also be posted on the cvukrainianculturalsociety.ca website.

Our continued focus will be to support displaced Ukrainians to settle safely and securely on the North Island and to promote awareness of Ukrainian culture in our community.

Thank you once more. Your commitment and generosity will make a big difference in the lives of many Ukrainian families.

Sincerely,

Janette Martin-Lutzer
President
Comox Valley Ukrainian Cultural Society

RECEIVED

30Oct2023

LOG: 23-371	REFER:	AGENDA: RCM 15Nov2023
FILE: 3360-20/23	ACTION: MR	

Town of Comox – Administration

Subject:

Point of Clarification

TOWN OF COMOX

cfile 3360-20/23-03
Copies - Council
- JW/SR/MK/CD

From: Ben Davies <ben@radbrewco.com>

Sent: Saturday, October 28, 2023 1:39 PM

To: Nicole Minions <NMinions@comox.ca>; Steve Blacklock <sblacklock@comox.ca>; Chris Haslett <chaslett@comox.ca>; K Grant <kgrant@comox.ca>; m swift <mswift@comox.ca>; Jenn Meilleur <jmeilleur@comox.ca>; Jonathan Kerr <jkerr@comox.ca>

Cc: David Coon <dcoon@comoxcentremgmt.com>; Chris Morrison <chris@radbrewco.com>; Craig Grant <craig@radbrewco.com>; Ben Davies <ben@radbrewco.com>; Jordan Wall <jwall@comox.ca>

Subject: Point of Clarification

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

Dear Mayor & Council:

Subject: Clarification Regarding RAD Brewing Co. Operational Schedule

I am writing to address a statement made by Mr. David Coon during the October 18, 2023 council meeting which raised concerns regarding our business, RAD Brewing Co. Specifically, Mr. Coon claimed that our brewery "cannot open on Tuesday or Wednesday due to the lack of downtown traffic." I would like to clarify this statement and provide additional context to set the record straight. No one from our ownership group has spoken to Mr. Coon about this situation so his statement is incorrect.

Contrary to Mr. Coon's assertion, the decision to remain closed on Tuesdays and Wednesdays is not primarily due to a perceived lack of downtown traffic. Instead, this schedule aligns with our strategic efforts towards rebranding, extensive renovation work and ongoing business planning. Our investment in RAD Brewing Co. is aimed at enhancing our offering, improving customer experience and contributing positively to the community.

It is important to emphasize that our ownership group has not lent its support to Mr. Coon's building project, and it should not be utilized to justify any claims or actions taken by him. Our business decisions are entirely separate from Mr. Coon's endeavours, and we wish to make this very clear.

RAD Brewing Co. values its role in the community and takes pride in being a responsible corporate citizen. We appreciate the support we have received from our customers and the city's residents and remain committed to providing a unique and enjoyable experience to all.

In conclusion, I request that the statement made by Mr. Coon at the October 18, 2023 council meeting be acknowledged for its inaccuracy, and the record be corrected to reflect the true reasons behind our Tuesday and Wednesday operational schedule. We look forward to continuing our positive relationship with the Town of Comox and its residents.

Thank you for your attention to this matter. Please feel free to reach out to us if you require any further information or clarification.

Sincerely,

Ben Davies
per RAD Brewing Co.

30Oct2023

Town of Comox – Administration

TOWN OF COMOX

Subject: tax exemptions

From: mel mclachlan [redacted] >
Sent: Saturday, October 28, 2023 8:36 PM
To: council <council@comox.ca>
Cc: Reception@komoks.ca
Subject: tax exemptions

LOG: 23-377	REFER:	AGENDA: RCM 15Nov2023
FILE: 1970-03	ACTION: MR	

Copies - Council
-JW/SR/GK/CD

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Councilors

This week’s news regarding tax exemptions by municipalities and the decision by Bay Community Church to invite Action4Canada’s Tanya Gaw to promote her ideas as expressed on her web page <https://action4canada.com/> and defended by said church, should prompt our municipal leaders to give serious second thought to granting tax exemption to religious organizations solely because they are under the umbrella of charitable organizations. I feel it incumbent on you to go to the [Action4Canada web page HERE](#) to see exactly what Ms Gaw’s organization is promoting. It has a heavy political / conspiratorial bent couched in religiosity* and appears to be using churches as a platform for fund raising. Promoting division within our community must not be tolerated. If nothing else, the [statement HERE](#) issued by K’omoks First Nation should lead you to rescind the tax exemption of this organization.

*Extrinsic religiosity is when an individual views religion as a means to achieve some type of goal.

MEL McLachlan
Comox
[redacted]

Town of Comox – Administration

Subject: FW: Organic Disposal Bins

From: John Clark [REDACTED]
Sent: Tuesday, October 31, 2023 9:58 AM
To: council <council@comox.ca>
Subject: Organic Disposal Bins

LOG: 23-373	REFER:	AGENDA: RCM 15NOV23
FILE: 5350-20 22	ACTION: MR	

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[REDACTED]
Comox, BC, V9M 1R1
October 31, 2023

RECEIVED

31OCT2023

TOWN OF COMOX

Dear Town Council,

My husband and I live in downtown Comox on a larger, older property on Beaufort Avenue. We are concerned that the future organic pick up allowance will not nearly meet our needs for looking after a nearly half acre property with an established garden, large old trees and older large trees on surrounding properties.

We share an old apple orchard with a neighbour. The orchard was established before our properties were sub-divided in early 1970's. We have a large, old Garry Oak tree in our front yard along with other mature trees that lose all of their leaves in the Fall. On the property line there are 2 huge, old Beech trees. One of them is protected by the Town. Across the street are 4 large Beech trees. When south-easterly winds blow, the leaves are blown directly onto our property. There is a large old Cherry tree just over the property line on one side of the property and a large, old Japanese plum tree on the other side of our property just on our neighbour's property. Then there is a lot of garden bed debris after spring and fall clean-ups. It is not unusual for us to put out 9-12 containers of debris and leaves particularly in the spring and fall.

Older, larger properties need to continue to have pick-up of their organic debris. Many of us in our neighbourhood are seniors who are doing our best to maintain our properties. We are hoping that the Town will accommodate us and others on our street who face the same problem.

Sincerely,
Zoë Levitsky and John Clark,
[REDACTED]

Here is an example of what was needed to be taken away last week, October 27th.



31Oct2023

Town of Comox – Administration

TOWN OF COMOX

From: MCF Info MCF:EX <MCF.Info@gov.bc.ca>
Sent: October 31, 2023 11:36 AM
To: Town of Comox – Administration
Subject: Letter from the Honourable Mitzi Dean, Minister of Children and Family Development

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Copies - Council
- JW/SR/CD

LOG: 23-374	REFER:	AGENDA: RCM 15Nov2023
FILE: 0400-20	ACTION: MR	

VIA E-MAIL
Ref: 282965

Your Worship Mayor Nicole Minions and Council
Comox
E-mail: town@comox.ca

Dear Mayor Minions and Council:

As Minister of Children and Family Development, I am once again honoured to declare that November will be recognized as Adoption Awareness Month, and I invite you to celebrate with me and help raise awareness for children and youth still waiting for permanent families.

Adoptive families make a difference in the lives of children and youth by providing care, stability, and a sense of belonging. This month, the province is celebrating the families that give children and youth love and support as permanent members of their family. These families ensure that children and youth have a strong foundation to build their lives and stay connected to their community and culture.

November is also about recognizing that there are children who are still in need of permanent homes. Every child deserves the love and support of a nurturing family. There continues to be a need for more adoptive families in British Columbia to provide children with permanent, secure, and loving homes.

I encourage you to share the following resources with your community members who are interested in becoming an adoptive or permanent family in British Columbia, including:

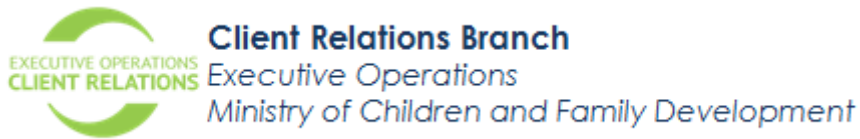
- The [Ways to Adopt in British Columbia Website](#) provides information on adoption in British Columbia, such as infant adoption, relative and step-parent adoption, and adopting a child or youth from another country;
- [Adopt BC Kids](#) is an online portal that provides British Columbians wishing to adopt children and youth from foster care with information and guidance through their adoption application; and
- [The Adoptive Families Association of British Columbia](#) website provides information and support services for families who wish to adopt now or in the future.

Please join me in celebrating November as Adoption Awareness Month. On behalf of the Government of British Columbia, thank you for your continued leadership in supporting adoptive and permanent families in your community.

Sincerely,

Mitzi Dean
Minister

Sent on behalf of the Minister by:



This communication and any accompanying document is confidential and is intended solely for the addressed recipient(s). If you received this e-mail message in error, please delete the e-mail and any attachments and contact the Client Relations Branch, Ministry of Children and Family Development at: MCF.Info@gov.bc.ca.

LOG: 23-378	REFER:	AGENDA: RCM 15Nov2023
FILE: 0400-03	ACTION: MR	

RECEIVED

03Nov2023

Town of Comox – Administration

TOWN OF COMOX

From: Heather Hachigian <Heather.Hachigian@royalroads.ca>
Sent: November 2, 2023 10:44 PM
Subject: Ownership Matters: Building Community Wealth in Canada - Invitation to Speaker Series

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

Good Evening Mayor, Council, and Senior Staff,

In the face of the concurrent challenges of climate change, rising inequality, and divisive political discourse, local governments around the world are engaging in transformative approaches to local economic development by building wealth within their communities. A key economic structure to keeping this wealth in communities is ownership, as it is the ownership of wealth-generating assets like real estate, infrastructure, and local businesses that can further perpetuate these challenges or can be leveraged by communities to fundamentally address them.

With a foreword by Lisa Helps, former Mayor of Victoria and Housing Solutions Advisor in the Premier's Office, [Ownership Matters: Building Community Wealth in Canada](#) identifies opportunities for governments at all levels in Canada to make changes required to help create the economies and communities we all need for the future. We invite you to read the report and share it with your networks.

We are also hosting a speaker series on Ownership Matters: Building Community Wealth, with the first speaker series taking place on **Friday, November 17th, from 10 am - 11 am (Pacific Time)**. It will introduce the concept of community ownership within the broader community wealth building frame and showcase innovative examples of community ownership of wealth-generating assets in Canada.

The speaker series will lead to an in-person event on community wealth building and community ownership in Victoria, BC, in May 2024.

You can find details and register for one or more of the online speaker series here:
<https://ownershipmatters.ca/speaker-series>.

Thank you for taking the time to review the report and invitation.

Kind regards,
Heather

Heather Hachigian, PhD, Assistant Professor
School of Business | **Royal Roads University**
2005 Sooke Road, Victoria, BC Canada V9B 5Y2 | royalroads.ca

Royal Roads acknowledges the campus is located on the traditional Lands of the Lekwungen-speaking Peoples, the Songhees and Esquimalt Nations.

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LOG: 23-380	REFER:	AGENDA: RCM 15Nov2023
FILE: 1850-25	ACTION: MR	

RECEIVED

06Nov2023

Town of Comox – Administration

TOWN OF COMOX

Subject: FW: Permissive Tax Exemption for Bay Community Church

From: Wanda Thompson <wthompson@me.com>
Sent: Friday, November 3, 2023 12:20 PM
To: council <council@comox.ca>
Subject: Permissive Tax Exemption for Bay Community Church

Copies - Council
- JW/SR/GK/CD

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

Dear Council,

I am writing to you about revoking the Permissive Tax Exemption (PTE) you granted to Bay Community Church (BCC). I had previously written separately to Mayor Minion and Councillor Kerr on this topic last week.

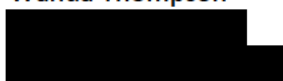
As I noted in my correspondence to them, this discretionary tax exemption should never have been granted to an organization that hosts conspiracy-drive, hate organizations such as Action 4 Canada (A4C) as BCC did on October 26. The K'omoks FN denounced the discriminatory and hateful actions of both BCC and A4C, and their position was supported by local municipalities. However, I was disappointed to see that there was no mention or discussion of this issue at your Council meeting this week.

The Town of Comox policy on PTEs includes a paragraph that allows you to recover the amount from any organization that doesn't meet your criteria. Following is an excerpt from my earlier email to Mayor Minions:

"I urge you to re examine the Town of Comox Property Tax Exemption Policy, paragraph 7. There does appear to be an opportunity to revoke the permissive tax exemption, based on an application that omits to disclose a third party use (Action 4 Canada event); or for the material misrepresentation in the organization's application (didn't disclose association with a nationally recognized organization that is anti vax, anti LGBTQ, anti SOGI and Islamophobic). Furthermore, a review of the BCC website and FB page will also show that the 'church' itself promotes these divisive and bigoted views and spreads disinformation on many issues that seek to undermine the democratic, cultural and social fabric of our communities."

I am writing again to urge Comox Council to take the steps necessary to recover these ill gotten funds, no matter the amount, to demonstrate that you mean what you say, and show that the values of the Town of Comox will be upheld.

Sincerely,
Wanda Thompson



06Nov2023

Town of Comox – Administration

TOWN OF COMOX

Subject: FW: Recycling Bins for Seniors

LOG: 23-382	REFER:	AGENDA: RCM
FILE: 5350-20/22	ACTION: MR	15Nov2023

From: John Mang [REDACTED]
Sent: Monday, November 6, 2023 11:44 AM
To: council <council@comox.ca>
Cc: Glen Sweetman [REDACTED]
Subject: Recycling Bins for Seniors

cfile - 5350-20/22-01
Copies - Council
-JW/SR/GK/CP/KG/CD

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

Good Monday Morning!

My name is John Mang, and I am writing to you - the Comox Town Council - with regard to the new automated collection cart program, specifically, the recycling carts.

Susan and I live in the Brookside Strata, [REDACTED] which is a plus-55 complex of 36 residences. Our complex has no children, no rentals, and for the most part is populated by singles and couples, some of whom are over 90.

There are duplex, triplex and quadplex configurations with single or two car garages. Ours happens to be a single car residence. One of the strata rules states all garbage and recycling (and now organics) containers must be stored inside the owners residence, which really means in the garage. They are not permitted to be kept outside, whether hidden or in view, on the decks, patios or driveways. Furthermore, container sheds are also not permitted.

Every home in the complex has now received a new set of carts. The garbage and organic carts are the 120L size, which seem suitably sized for seniors - easy to handle and narrow enough to store in a single vehicle garage. However, we have been supplied with a 240L recycling carts, which in our case, is simply too large to store in our garage, and certainly far larger than required for our lifestyle recycling needs.

I can't speak officially for the other residents in our complex, but in casual conversation, many have reflected similar perspectives. I would add it seems obvious 240L carts could also be burdensome for some elderly residents to handle.

Given this range of considerations, Susan and I would like to request that a smaller recycling bin be made available for us. We do understand the carts are "electronically" attached to each residence, but have to assume this is not an unsurmountable problem.

Thank you for your time and kind consideration.

Cheers,



John Mang
[REDACTED]

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NOV 06 2023

November 6, 2023

TOWN OF COMOX

Copies - Council
- JW/SR/CD/SA

LOG: 23-383	REFER: /	AGENDA: RCM
FILE: 5400-110	ACTION: MR	IS NOV 2023

Mayor & Members of Council
City of Courtenay
830 Cliffe Ave, Courtenay V9N 2J7

Board of Directors, CV Regional District
770 Harmston Avenue, Courtenay V9N 2X6

Mayor & Members of Council
Town of Comox
1809 Beaufort Ave, Comox V9M 1R9

BC Ministry of Transportation & Infrastructure
550 Comox Avenue, Courtenay V9N 3P6

Dear Mayors, Members of Council, CVRD Directors & MoTI Representative:

Re: CVRD – Traffic Management Strategy

You will have received our letter dated October 18th outlining the current issues and unsafe conditions on Back Road. We have subsequently received a copy of the CVRD *Traffic Management Strategy* (TMS) for the *Sewer Conveyance Project*, adopted in August 2023. We are frankly appalled that that the *Traffic Management Strategy* for Back Road lacks any meaningful measures to protect our residential neighbourhood from the effects of a major traffic interruption during the Construction Project. The *Strategy* was written without consultation or input from the people who live on Back Road and in our opinion it is worthless.

It is not so much a *Strategy* for Back Road, but an unfocused discussion. The first suggestion [Section 5.4, p24] doesn't relate to the primary objective of (non-local traffic) deterrence and the second is absurd given the design and state of the roadway. In fact, the entire section dedicated to Back Road is presented in a manner that suggests the ideas will not be implemented at all.

Following the *Potential Calming Measures* [p24] it states; '*while these measures can help discourage use of this corridor as a detour route, these measures and speed humps in particular are often not universally supported by residents. Therefore, the benefits of traffic calming should be weighed against the impact on residents and an appropriate balance sought. Increased police enforcement will also support the use of appropriate speeds.*'

Speed is not the purpose of the TMS, although it is one of our ongoing concerns. The entire TMS seeks to manage the traffic flow with mitigation steps to ensure traffic is using the designated arterial detour routes. Therefore the singular purpose of the *Strategy* planned for Back Road should be to mitigate the damaging effect of potentially thousands more vehicles detouring into a residential neighbourhood and bypassing the designated arterial detour routes.

The ideas put forth are incongruent with the sheer scope of the traffic that will overwhelm our neighbourhood during the *Sewer Conveyance Project*. To suggest that we endure thousands more vehicles transiting Back Road is ludicrous and unacceptable. Even more ludicrous is the suggestion that Police speed enforcement will be important once all the cars detour onto Back Road. The police have already indicated to us that it is unsafe to operate effective speed enforcement on Back Road. If there is no effective deterrence, we believe that residents would choose a barricade at each access point to stop the non-local traffic, never mind speed humps.

The TMS estimates the daily number of vehicles on Back Road at 2000-2500 per day when the actual number is 5400 VPD according to the recent traffic study conducted by the City of Courtenay. Our neighbourhood is already overwhelmed by traffic volume, excessive speeds and reckless driving behaviour. There is also increasingly more commercial truck traffic transiting and also exceeding posted speeds.

We are regularly referred to the Police who have been unable to respond to our complaints. The Police are not about to step into the role of stopping or discouraging non-local traffic from using Back Road, so to imagine the Police are going to enforce speeds and/or stop non-local traffic is delusional thinking in our opinion.

The *Traffic Management Strategy* fails Back Road residents and raises many questions including:

- Why are there no specific measurable steps, actions and goals set out to deter or discourage traffic from rerouting onto Back Road?
- How does a speed board deter/discourage drivers from using Back Road when the neighbourhood is already overrun with non-local traffic using this Road as a *rat running route? **cut through driving; using residential side streets or any unintended shortcut instead of main road*
- How would the curb extensions be installed on a narrow road without curbs, shoulders or sidewalks?
- If local knowledge and information is not utilised for the purpose of developing an effective *Strategy*, what can we expect from an outside Project contractor who has no local authority or knowledge?

- What data or other information will the Contractor rely on to make decisions or to take steps once the traffic problems unfold?
- Why was the TMS approved, when the governing bodies are fully aware of the current problems that exist on Back Road?

Increasing traffic volumes combined with excessive speed have brought residents together to sound the alarm over issues of safety and livability on Back Road. We are acutely aware of the profound impact a Construction Project of this magnitude and duration will have on us. The problems that exist today have escalated quickly and will be compounded enormously by this project.

The greatest volume of traffic transiting Back Road today is entering from Ryan Road, Comox Avenue and Lerwick via MacDonald where drivers bypass the arterial routes and use this residential road as their personal arterial thoroughfare route. What do we predict will happen when there is just one lane westbound on Comox Avenue and all eastbound traffic is diverted to Ryan Road? We guarantee that Back Road will become a convenient right hand turn from all three arterials for thousands more vehicles and the greatest volume will be from the eastbound traffic on Ryan Road or from Lerwick via MacDonald.

The partners with jurisdictional responsibility for Back Road should install speed humps along the entire length of Back Road as the first and most effective measure to deter traffic volume and speeds. Our previous recommendation for a minimum of three 3-way stops located at MacDonald, Marsland and Valley View should be a priority before the Project starts. In our opinion, speed humps should also be placed around the playground on McDonald and perhaps even a 3 way stop at Lancaster to further deter the traffic that will rat run during the Project. As recent as last May, the speed board on MacDonald confirmed that the majority of drivers speed excessively through the playground zone.

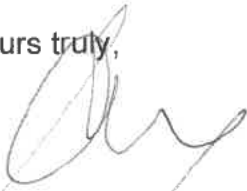
Effective mitigation measures on McDonald and Back Road, combined with a 40 km/h speed limit on both, would severely reduce the desirability of using Back Road as a rat running route and keep traffic on the major arterial routes where it belongs.

A combination of speed humps, stop signs and a reduced speed limit (and if necessary, a barricade at Courtenay's southern boundary) are all critical to restoring neighbourhood safety and livability both during this two-year project and into the future.

In our previous letter, we stated that we have met with residents along the entire 3.3 km length of Back Road; however, the actual distance between Ryan Road and Comox Avenue is 4.6 km. Residents on Back Road and Glacier View Drive who live within the City of Courtenay, CVRD, First Nation or the Town of Comox, are involved in the *Make Back Road Safe* campaign.

The CVRD's *Traffic Management Strategy* planned for Back Road does not meet the standard of protecting or preserving the safety and livability of our residential neighbourhood. We request that there is a consultation process with the *Make Back Road Safe* Steering Committee who have done their homework, have the local knowledge and can speak with confidence about the needs of our neighbourhood. Through this process we can develop effective solutions to keep our neighbourhood safe during this Project.

Yours truly,



Carolyn & David Rice
On behalf of the Residents of Back Road

c: Back Road residents

Town of Comox – Administration

Subject: FW: Attention Mayor and council/ curb side pick up.

-----Original Message-----

From: Russell and Debra Caldecott [REDACTED]

Sent: Thursday, November 9, 2023 9:34 AM

To: Town of Comox – Administration <town@comox.ca>

Subject: Attention Mayor and council/ curb side pick up.

LOG: 23-386	REFER:	AGENDA: RCM 15Nov2023
FILE: 5350-20/22	ACTION: MR	

I have some concerns regarding the one bin for waste/compost. We live in a very established neighborhood with trees everywhere. Starting around September through November we are averaging 7 to 14 bags of waste per week as do most of our neighbours. What are we meant to do with what is going to be a huge excess each week? We don't have anywhere to store these bags and at our age they are very heavy to lift.

Yours sincerely,
Debra Caldecott

Sent from my iPhone

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09Nov2023

TOWN OF COMOX

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Copies - Council
-JW/SR/SA/CD

09Nov2023

TOWN OF COMOX

LOG: 23-387	REFER:	AGENDA: RCM 15Nov2023
FILE: 5400-12	ACTION: MR	

Joan Hanson



Comox, B.C.



Nov. 6th, 2023

Town of Comox,
1809 Beaufort Ave.
Comox, B.C.

To the Town of Comox Council,

I am writing you about the pedestrian crosswalk on the 1700 (1782ish) block, in Comox. (by the Credit Union) Many crosswalks in Comox have pedestrian activated crosswalk lights, but this one does not. I find these lights at the crosswalks very helpful. This crosswalk has cars parked on both sides, coming from both directions. On a dark, rainy night someone in black stepped out from behind a parked car right in front of me. I was going slowly, and it wasn't a problem to stop but I do see this as a hazard.

I am asking that you consider a pedestrian activated light at this crosswalk.

Thank you,

Joan Hanson



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10Nov2023



Office of the Mayor

2760 Cameron Road, West Kelowna, British Columbia V1Z 2T6
Tel (778) 797.2210 Fax (778) 797.1001
mayorandcouncil@westkelownacity.ca

TOWN OF COMOX

Mayor Nicole Minions
Town of Comox
1809 Beaufort Avenue
Comox, BC V9M 1R9

LOG: 23-388	REFER:	AGENDA: RCM 15Nov2023
FILE: 7340-20	ACTION: file	

November 1, 2023

Copies - Council
- JW/SR/GS/CD

Dear Mayor Minions,

Re: Thank you from West Kelowna

With the most immediate McDougall Creek Wildfire recovery efforts almost over, I'd like to express my deepest gratitude to you and the Comox Fire Rescue for all your incredible support during the wildfire.

This was by far the most unprecedented and devastating wildfire in the history of West Kelowna. We cannot thank you enough for sending such outstanding firefighters who put their lives on the line each and every day to help our community. How could we ever truly repay your Fire Chiefs and the army of amazing men and women who helped us continues to go through my mind. There simply are no words of thanks that run deep enough to show our gratitude. But please know that we are here for you should a wildfire crisis happen in your community. There is no doubt that these are unprecedented times and we are stronger together.

This traumatic time for so many who lost their homes includes firefighters who also lost their home. We are devastated for their loss and in awe of their resilience during such a stressful time. Our hearts go out to them and their family as they also recover from these unprecedented wildfires.

I am also grateful for all the calls, emails and messages of support along the way. Our entire fire-rescue staff send along their deep gratitude as well. The next generation of firefighters who learn from example surely benefit from your outstanding personnel who demonstrated leadership, partnership and firefighting excellence in our community.

On behalf of our Council and the entire West Kelowna community, we are so deeply thankful for your support during a remarkably difficult time for so many.

Kind regards,

Gord Milsom
Mayor

cc. West Kelowna Council



COMOX VALLEY SUBSTANCE USE STRATEGY PHASE 2 FINAL REPORT

*Presentation to Comox Council
November 1st, 2023*

1



“We respectfully acknowledge that the land on which we work, play and live is the Unceded (stolen) traditional territory of the K'òmoks First Nation, traditional keepers of this land. We thank them and their ancestors for the stewardship of the land, animals and waterways.”

2

Acknowledgements

- Our collective voices make up the Substance Use Strategy Collaborative.
- We thank everyone who has given of their time, expertise and passion to this project. We acknowledge the voices of Indigenous peoples helping to guide our way.
- We acknowledge the input from those with lived/living experience, we thank them for their knowledge and sharing.
- We thank Walk With Me for being a valued partner in this Phase 2 work.

3

Background – How We Started

- 2002 – Drug Strategy Committee formed under the guidance and leadership of the City of Courtenay
- 2019 - City of Courtenay asked Network to broaden scope and membership of existing drug strategy committee to develop a regional substance use strategy (Strategy) for the Comox Valley.
- November 2021 – Phase One Report released
- Today reporting on Phase Two

4

Our Approach

- Ongoing in-depth examination of power imbalances to uncover systemic biases and create culturally safe spaces.
- Continued research, consultation and attention to root causes that contribute to substance use (e.g., poverty, lack of affordable housing, history of trauma, stigma and discrimination, classism, racism, gender/sexual diversity discrimination, and colonization)

5

Our Approach

- Active involvement, (including decision-making), of peers, First Nation Elders/traditional knowledge keepers
- Ongoing active involvement of local governments and community organizations

6

Definitions: Substance

- Refers to "*all mood- altering substances such as, but not limited to, alcohol, tobacco/vaping, nicotine, cannabis, illicit drugs, prescription drugs, medicinal substances, inhalants and solvents.*" (Phase Two Substance Use Strategy Report, 2023)

7

Definitions: Comox Valley Substance Use Network

- Refers to "*the network of organizations and projects/initiatives working to support people who use substances in the Comox Valley. This definition includes organizations whose work is rooted in harm reduction, recovery, health, and mental health services, as well as the "Upstream" areas that have Impact on the substance use ecology including housing, policing, education and others*". (Walking Together Report, 2023)

8

Phase 2 Milestone Summary

- Finance -\$140,000 in funding secured for Phase 2 and 3 (\$100,000 from local governments and \$40,000 from grants).
- Personnel –Hired Strategy Coordinator for Phase 2 and contract renewed for phase 3
- Community -Substance use system gap and strength analysis completed (Walking Together Report)

9

Phase 2 Milestone Summary

- Twenty-one recommendations to be worked on in in Phase 3 to create a strong Substance Use Support Network in the Comox Valley
- Community - Substance Use Collaborative formed - First meeting June 2023
- Reporting - Phase 2 Report Completed
- Community Stakeholders -Phase 3 Launch event May 2023

10

Gaps and Strengths Analysis

- 16 conversations held - 8 with people with lived/living experience and 8 with Service Providers

Peers:

- 50 peers attended conversations, and 51 surveys were completed
- Purpose was to map peer's experience with the system and identify service strength and gaps

Service Providers:

- 21 service providers from 10 organizations provided research information
- Purpose was for service providers to suggest ways to improve collaboration with each other to identify and address gaps
- Conversations were informed by the data provided through peer conversations

11

Recommendation Highlights

Foundational Recommendations

- Actively engage and support peers to be involved in every aspect of planning and implementation of recommendations
- Actively practice cultural safety and humility, anti-racism; anti-queer phobia; anti-ableism, anti-classism and anti-agism in implementation of all Strategy Actions
- Comox Valley Substance Use Collaborative will provide oversight and leadership to implement recommendations
- Work to reduce/eliminate stigma in the system.
- Pursue a Series of networking improvements

12

Recommendation Highlights

Action Recommendations

- Create and implement medical detox service in the CV
- Create and implement recovery-based supportive housing ser
- Expand managed alcohol program services
- Advocate to Federal and Provincial governments for an easily accessible safer supply of drugs
- Pursue transportation improvements
- Update and increase substance use awareness specifically for youth, families and seniors
- Launch a project to include business owners and employers in conversations and solutions on substance use and harm reduction.
- Develop or review existing municipal bylaws and policies related to alcohol and cannabis selling establishments to reduce negative impacts to community health, safety, and livability.

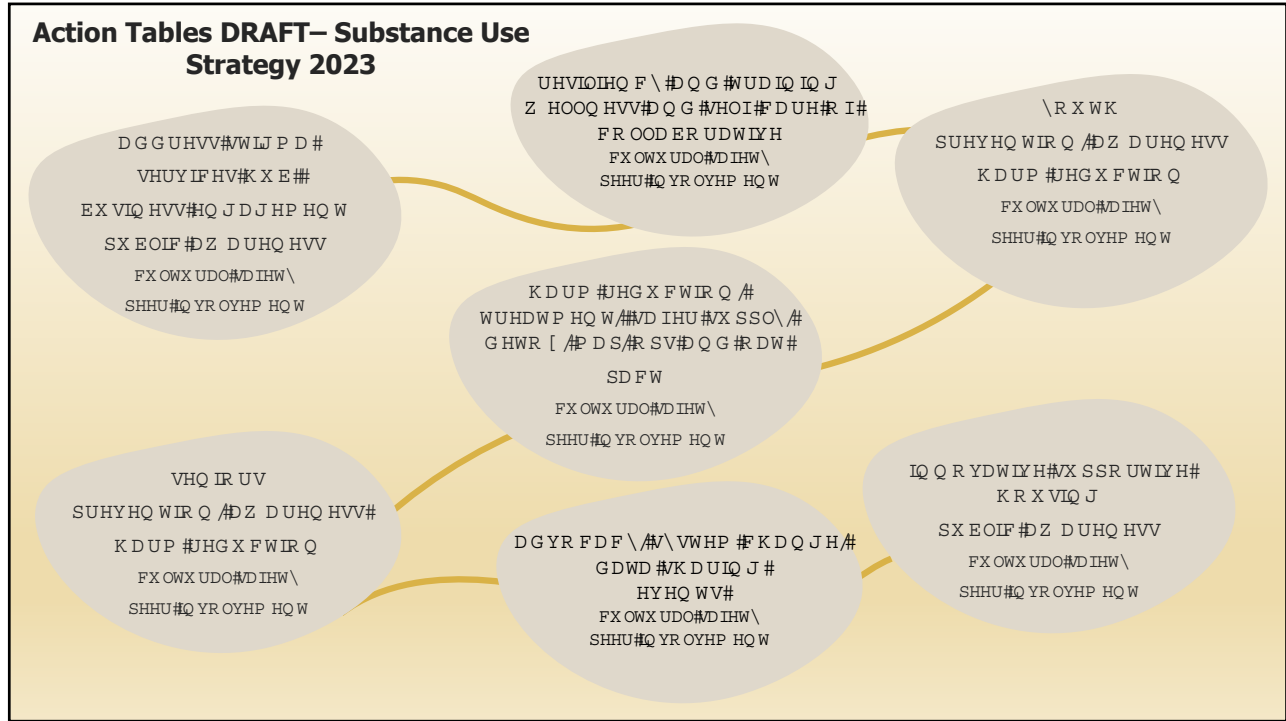
13

Recommendation Highlights

Current Activity on Recommendations

- Expand safer supply services
- Relocate and expand overdose prevention site (OPS) services
- Improve opioid agonist therapy (OAT) delivery.
- Create a services hub.
- Implement a Peer Assisted Care Team (PACT) in the Comox Valley
- Advocate for more non-market affordable housing for all ages and circumstances.

14



15

Our Ask

- Join other local governments and provide \$15,000 towards Phase 3
- Participate in /Support recommendation implementation
- Participate in Collaborative and relevant Action Tables

Thank you for your support!

16

Thank You To Our Funders!

SPARC BC

Walk With Me

Comox Valley Regional District

Village of Cumberland

City of Courtenay

Comox Valley Community Foundation

Comox Valley Community Health Network

17



Thank you, we would be happy to take your questions...

cvsus22@gmail.com

www.cvchn.ca

FIND US ON FACEBOOK:
@CVCHEALTHNETWORK

18

TOWN OF COMOX

BYLAW NO. 529.34

A BYLAW TO INCREASE THE RATES CHARGED FOR WATER SUPPLY AND USE

WHEREAS the Community Charter empowers the Town, by bylaw, to set rates for the supply and use of water, and to impose connection charges;

AND WHEREAS the Town's cost of supplying water service to its customers is projected to increase, which Council has decided shall be recovered through an increase to the Town's water rates;

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

1. TITLE

This Bylaw shall be cited as the "Comox Water Rates and Regulations Amendment Bylaw No. 529.34"

2. AMENDMENT

Bylaw No. 529 (Comox Water Rates and Regulations Bylaw, 1979) is hereby amended as follows:

- (a) By deleting Schedule "A" in its entirety and replacing with Schedule "A" attached to and forming part of this bylaw.

3. EFFECTIVE DATE

This bylaw shall become effective starting January 1, 2024.

4. ADOPTION

READ A FIRST, SECOND AND THIRD time this 1st day of November, 2023.

ADOPTED this day of , 2023

MAYOR

CORPORATE OFFICER

BYLAW No. 529.34

Effective January 1, 2024

SCHEDULE "A"

PART I - SERVICE INSTALLATION FEES

1.	<u>To Provide or Upgrade a Water Service Connection</u>	To upgrade an existing service that only has the pipe and a shut-off valve
	<u>To provide a new service connection</u>	
	<u>Connection Size</u>	
	Pipe Size 19 mm	\$ 750
	Pipe Size 25 mm	\$ 1,050
	Pipe Size 37 mm	at Town's full cost
	Pipe Size 50 mm	at Town's full cost
	Pipe Size over 50 mm	at Town's full cost

These fees are per connection and include a meter box, lid, meter setter, meter & MXU.

2. Additional Costs

- (a) Where curb and gutter have been installed on the street an additional cost, over and above the connection fee, of \$300 per lineal meter is required to cover repairs thereto;
- (b) Where a concrete sidewalk exists an additional cost, over and above the connection fee, \$550 per lineal meter is required to cover repairs thereto; and
- (c) Where there is a requirement to cut existing road pavement, an additional cost, over and above the connection fee, of \$1,500 is required to cover repairs thereto.

3. Inspection Fee

An inspection fee of \$50 shall be charged when materials, labour or equipment are not required to be supplied from the Municipality to make the connection.

PART II – GENERAL CONSUMER RATES

1. General Residential Rates

- (a) The flat rate of forty-one dollars and twenty-five cents (\$41.25) per calendar month shall be charged for each self-contained residential household, family or housekeeping units, including (for example): single-family homes, halves of residential duplexes, suites within residences, carriage houses, and dwellings above commercial businesses (except where the business is already charged for metered water consumption that includes the dwelling).
- (b) The minimum fee for residential consumers, including strata corporations, who have directed that they pay an amount based on metered readings, shall be eighteen dollars and thirty-three cents (\$18.33) per residential household, family or housekeeping unit per calendar month (including at no additional cost up to 15 cubic metres of water use per unit per calendar month) plus a rate of one dollar

and forty cents (\$1.40) per cubic metre for water use over 15 cubic metres per calendar month.

- (c) In addition to the rates set out in (a) and (b), where metered water consumption for these customers equals or exceeds 450 cubic meters per calendar year, the customer shall be charged as follows:
 - (i) for residential customers paying a flat rate fee, an additional one dollar and eighty-four cents (\$1.84) per cubic metre for all consumption over 450 cubic metres per calendar year; and
 - (ii) for customers who have directed that they pay an amount based on metered readings, an additional forty-four cents (\$0.44) per cubic metre for all consumption over 450 cubic metres per calendar year.
- (d) In addition to the rates set out in (a), (b) and (c), fifty dollars (\$50.00) for the Town to obtain a meter reading and compute a pro-rated billing, between scheduled meter readings, at the request of a customer.

2. Metered Rates for Other Customers

- (a) Each and every commercial, industrial, or institutional water consumer, who receives metered water from the Town's water mains, shall be charged eighteen dollars and thirty-three cents (\$18.33) per commercial, industrial or institutional unit (including, at no additional cost, up to 15 cubic metres of water use per unit per calendar month) plus a rate of one dollar and forty cents (\$1.40) per cubic metre for all water consumption, and
- (b) Where this metered consumption is for a strata-titled property, each strata unit is deemed to have consumed the amount calculated by dividing the total metered consumption by the total unit entitlement for the strata, multiplied by unit entitlement for the strata unit.

3. Discounted Rate for Leak Repairs

For consumers who detect and subsequently permanently repair a water leak on the buried portion of their service, a discounted rate equal to the Town's bulk purchase rate per cubic meter shall be charged for the estimated volume of water leaked during either the billing period in which the leak was repaired or the one immediately prior. The Town's Director of Finance is authorized to estimate the amount of water leaked for the purposes of this section, along with determining when the leak was repaired and deciding which one billing period is to be discounted.

If a property has a leak that carries over from one fiscal year billing period to the next and is repaired, The Town's Director of Finance is authorized to provide relief for both billing periods.

If repairs are completed by the owner of the property and valid invoices are provided to the Town, the Director of Finance is authorized to provide leak relief equivalent to

the cost of the repair which may result in a nil bill. No credit will be provided to the account for any repair costs that exceed the excess water bill.

4. General Un-metered Rates

The flat rate of forty-one dollars and twenty-five cents (\$41.25) per calendar month shall be charged for each un-metered non-residential unit, including (for example): individual offices, businesses, and store fronts.

TOWN OF COMOX

BYLAW NO. 2029

A BYLAW TO IMPOSE A SANITARY SEWER AND WATER PARCEL TAX

WHEREAS the *Community Charter* allows a Council, by bylaw, to impose a parcel tax to provide all or part of the funding for a service;

AND WHEREAS the Council of the Town of Comox wishes to recover a portion of the costs of the Town's sanitary sewer service and water service through a parcel tax;

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

1. Title

This bylaw may be cited for all purposes as the "Comox Sanitary Sewer and Water Parcel Tax Bylaw No. 2029".

2. Definitions

In this Bylaw, unless the context otherwise requires

- (a) "Council" means the Council of the Town of Comox;
- (b) "Comox Sanitary Sewer Parcel Tax" means the parcel tax for the capital costs related to the sanitary sewer service.
- (c) "Comox Water Service Parcel Tax" means the parcel tax for the capital costs related to the water service.
- (d) "Town" means the Town of Comox.

3. Parcel Tax for the Comox Sanitary Sewer Service

- (1) Council hereby imposes a parcel tax for the Comox sanitary sewer service, for calendar year 2024 and all subsequent years.
- (2) The Comox Sanitary Sewer Parcel Tax Roll shall be used for imposition of this parcel tax.
- (3) This parcel tax shall be levied as a single amount for each parcel that is on the parcel tax roll for the year.
- (4) The amount of the Comox Sanitary Sewer Parcel Tax shall be seventy-five (\$75.00) dollars per parcel per year.

4. Sanitary Sewer Service Exemption

- (1) Parcels that have no opportunity to connect to the Comox sanitary sewer service are exempt from the Comox Sanitary Sewer Parcel Tax.
- (2) Strata parcels used only for storage are exempt from the Comox Sanitary Sewer Parcel Tax.

5. Parcel Tax for the Comox Water Service

- (1) Council hereby imposes a parcel tax for the Comox water service, for calendar year 2024 and all subsequent years.
- (2) The Comox Water Parcel Tax Roll shall be used for imposition of this parcel tax.
- (3) This parcel tax shall be levied as a single amount for each parcel that is on the parcel tax roll for the year.
- (4) The amount of the Comox Water Service Parcel Tax shall be seventy-five (\$75.00) dollars per parcel per year.

6. Water Service Exemption

- (1) Parcels that have no opportunity to connect to the Comox water service are exempt from the Comox Water Service Parcel Tax.
- (2) Strata parcels used only for storage are exempt from the Comox Water Service Parcel Tax.

7. Repeal

- (1) Bylaw No. 2014 "Comox Sanitary Sewer and Water Parcel Tax Bylaw No. 2014, 2023" is hereby repealed.

8. Adoption

READ A FIRST, SECOND AND THIRD time this 1st day of November, 2023.

ADOPTED this _____ day of _____, 2023

MAYOR

CORPORATE OFFICER

TOWN OF COMOX

BYLAW NO. 2030

A BYLAW TO LEVY SEWER RATES WITHIN THE TOWN OF COMOX

WHEREAS under authority of the Municipal Act, Council may impose a charge against the owner or occupier of real property for the use of the sewer system.

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

1. Title

This Bylaw may be cited for all purposes as the "Comox Sewer User Rates Bylaw No. 2030".

2. Required Payment of Rates

- (1) Every owner or occupier of real property within the Town of Comox having an improvement thereon and where sewer facilities are available, shall have such improvement connected to the sewer main and shall pay or cause to be paid to the Collector a sewer rental as set out in SCHEDULE "A" hereto attached and forming part of this Bylaw whether such facilities are used or not.
- (2) The account for sewer rates shall be rendered in the month of June each year for the twelve months, January to December, in the year of billing.
- (3) All sewer rates which remain unpaid, on December 31st in the year in which they were levied will become a charge upon the property and shall be entered in the real property tax roll as taxes in arrears.

3. Effective Date

This bylaw shall be effective starting January 1, 2024.

4. Repeal

Bylaw No. 2013 - Comox Sewer User Rates Bylaw No. 2013, 2023 is hereby repealed.

5. Adoption

READ A FIRST, SECOND AND THIRD time this 1st day of November, 2023.

ADOPTED this day of , 2023

MAYOR

CORPORATE OFFICER

BYLAW NO. 2030

Effective January 1, 2024

SCHEDULE "A"

COMOX SANITARY SEWER RATES

1. All those who are connected to the Town of Comox sanitary sewer service shall pay at least the following flat rates for the service:

Single Family Residences	\$42.00 per month
Other self-contained residential household, family or housekeeping units including (for example): halves of residential duplexes, suites within residences, and carriage houses	\$42.00 per unit per month
Business and professional offices	\$42.00 per month each unit
Licensed residential apartments	\$20.84 per month each apartment
Hotels	\$20.84 per month each room
Motels and auto courts	\$20.84 per month each unit
Hospitals and long-term care facilities	\$26.79 per month each washroom
Schools	\$24.60 per month each classroom
Comox Valley Harbour Authority	\$82.04 per month
Cafes and restaurants	\$103.90 per month
Car washes	\$150.37 per month each wash bay
Gas stations (including convenience stores)	\$150.37 per month
Coin laundries	\$219.99 per month
Licensed clubs	\$219.99 per month
Seafood processing facilities	\$396.27 per month
Pubs, brewpubs and beverage rooms	\$355.32 per month
Any other customers, if not included above	\$42.00 per month each unit

2. All customers, except residential, who are billed for Town water service on the basis of metered water consumption, and have a return connection to the Town of Comox sanitary sewer system, shall pay an amount equal to their water use fee also for their sanitary sewer service, when this amount exceeds the minimum flat rate fees listed above.

3. All customers, except residential, who are billed for Town water service on the basis of metered water consumption and have their water disconnected will not be charged for sanitary sewer services. Failure to have the Town disconnect the water and sewer will result in the monthly sewer charge continuing along with a \$1,000 fine for disconnecting the service without Town approval.

To: Mayor and Council	File: RZ OCP 23-4 DVP 23-2 DP 23-5
From: Marvin Kamenz, Director of Development Services Robin Pallett, Planner II	Date: November 15, 2023
Subject: Introductory Report: Official Community Plan Amendment 1966 Guthrie Road	

Prepared by: _____ <i>Robin Pallett, Planner II</i>	Supervisor: _____ <i>Marvin Kamenz, Director of Development Services</i>	Report Approved: _____ <i>Jordan Wall, CAO</i>
---	--	--

RECOMMENDATIONS FROM THE CHIEF ADMINISTRATIVE OFFICER:

1. THAT, in accordance with section 475 of the *Local Government Act*:
 - a. Notice of proposed Official Community Plan Amendment, as contained in **Attachment 1** to the November 15, 2023 Planning Report on RZ OCP 23-4, be posted on the Town’s bulletin board and website, until replaced by a notice of public hearing;
 - b. The November 15, 2023 Planning Report on RZ OCP 23-4 and subsequent Planning Reports be posted on the Town website; and
2. THAT when a public hearing is scheduled for the proposed development on the subject properties, an option for online participation is added.

ALTERNATIVES TO THE RECOMMENDATIONS

Alternative 1 – include additional consultation (e.g. community groups, governments and non-government organizations).

1. THAT, in accordance with section 475 of the *Local Government Act*:
 - a. Notice of proposed Official Community Plan Amendment, as contained in **Attachment 1** to the November 15, 2023 Planning Report on RZ OCP 23-4, be posted on the Town's bulletin board and website, until replaced by a notice of public hearing;
 - b. The November 15, 2023 Planning Report on RZ OCP 23-4 and subsequent Planning Reports be posted on the Town website; and
2. THAT when a public hearing is scheduled for the proposed development on the subject properties, an option for online participation is added.
3. THAT consultation in the form [insert] occur with [insert].

PURPOSE

This introductory report is to consider Official Community Plan (OCP) amendment consultation requirements, in accordance with section 475 of the Local Government Act (LGA).

REPORT SUMMARY

Subject Property:

Eastern 1.02 ha of 1966 Guthrie (as shown shaded and circled in red)

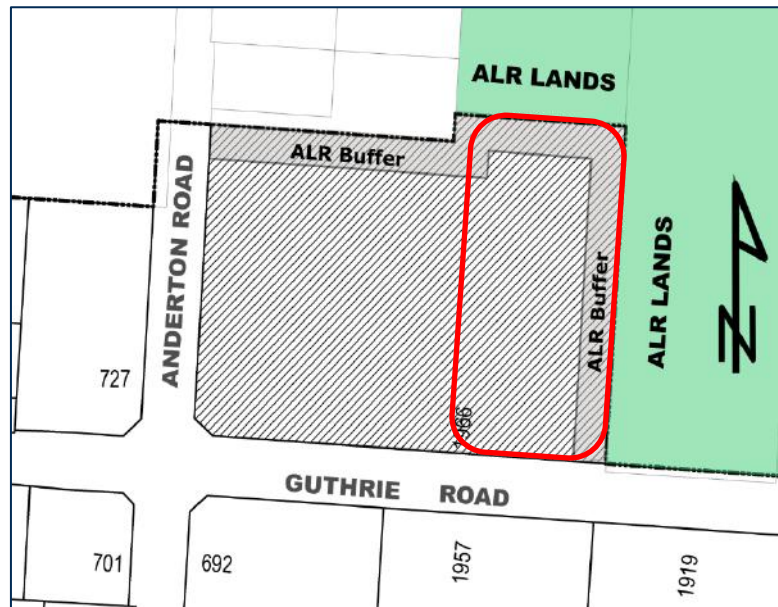
Legal Address: The eastern 1.02 ha portion of LOT A SECTION 77 COMOX DISTRICT PLAN VIP86498

The development applications are specific to the undeveloped eastern 1.02 ha Portion of 1966 Guthrie Road (shown shaded and circled in red)

A multi-unit commercial development exists on the western 1.68 ha portion of the property (shown shaded, west of the area circled in red).

Owner: Avtar Properties

Applicant: Norman Laube



Development Proposal: OCP amendment, Rezoning, Development Variance Permit, Covenant Amendment, Unspecified Bylaw amendments, Development Permit to facilitate the subdivision of the 1966 Guthrie into two parcels and development of the proposed eastern parcel for a 6-storey mixed use building (commercial and residential uses) with ground floor commercial (approx. 1,400 m²) and 205 rental apartment units.

- **OCP Amendment:** Changing the land use designation and Development Permit Area of eastern 1.02 hectare of 1966 Guthrie from Commercial: Neighbourhood and DPA #5 Commercial: Neighbourhood and Tourist to Mixed-Use Commercial-Residential and DPA #4 Mixed-Use: Commercial Residential.
- **Rezoning** the eastern 1.02 hectare of 1966 Guthrie from C3.1 Arterial Commercial to a new Comprehensive Development (CD) zone. Pursuant to the rezoning, the applicant also proposes:
 - A zoning text amendment to Comox Zoning Bylaw 1850 to exempt the proposed CD zone from a Town-wide prohibition of Drive-Thru services and restaurants.
- **Development Variance Permit** to vary:
 - Provisions in the Comox Subdivision and Development Servicing Bylaw, 1261 (the Subdivision Bylaw) that required all lots to have their own independent direct connection to Town water, sanitary sewer and storm water mains to allow indirect connection through the western portion of 1966 Guthrie;
 - The vehicle parking requirement in Comox Zoning Bylaw 1850 to reduce provision from 255 spaces to 215 spaces, and to allow for night parking of residential vehicle in existing parking lots on western portion of 1966 Guthrie; and
 - The ALR masking and separation requirements Comox Zoning Bylaw 1850 to accommodate the proposed ALR buffer. Pursuant to this variance, the applicant also proposes:
 - Amendment of an existing 15 m ALR Landscape Buffer covenant to change the planting arrangement, to permit 0.61 m balcony encroachments on the 2nd to 5th storeys, and to 6.6 m encroachment for provision of pedestrian paths and seating.
 - Registration of 'nuisance' covenant that acknowledges the impacts involved with agricultural operations, in favour of adjacent ALR parcels over the eastern 1.02 hectare of 1966 Guthrie Road.
- **Development Permit** for the mixed use development proposed on the eastern portion of 1966 Guthrie Road.
- **Unspecified Bylaw Amendments** to accommodate "a combination of reduced fees and/or property tax waiver". In addition, no affordable housing contribution and no EV-ready parking spaces are proposed.

Surrounding Land Uses: Agricultural and low-density residential lots in the CVRD are located north of the subject property (ALR lands are shown in green on the inset location map on page 2). Agricultural ALR lands in the CVRD are also located to the east. A residential townhouse complex is located across Guthrie Road to the south, as well as a vacant lot on the corner of Anderton Road (which is subject to an active development application). A commercial retail centre containing seven CRUs is located across Anderton Road to the east.

Key Issues:

Pre-Application Consultation steps already completed	Prior to submitting applications, the developer conducted a 2-step community consultation. Town staff have sent standard referrals to external agencies and utility providers. The information gathered to-date is summarized in this report.
LGA consultation requirements for OCP amendments	As per section 475 of the Local Government Act, (which sets out specific requirements for OCP amendment consultation in addition to holding a public hearing), Council must consider who additionally should be consulted, as well as when and how often.
Concurrent processing	Concurrent processing of OCP amendment, Rezoning, Development Permit, Development Variance Permit, and Subdivision applications allows Council to consider the proposal and available information in relation to a broad context of issues.

Council Decision

Council considers who, how and how often they should be consulted during OCP amendment process and may initiate additional consultation with persons and agencies and in a form Council considers appropriate.

Decision Options		Implications
Recommended Publication of notice of OCP amendment application on website and bulletin board, this and subsequent reports on website.	→	Advises public that application has been submitted and facilitates public access to staff reports
Alternative 1 - additional consultation with persons/agencies and in a form Council considers appropriate	→	Expands the scope of consultation.

STRATEGIC PLAN LINKAGE

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

Strategic Priority	Areas of Focus
Good Governance	Community Participation – We enhance two-way communication with our community.

BACKGROUND

Preapplication Consultation

In accordance with Comox Planning Procedures Bylaw 1780, for the purpose of identifying development impacts and determining how any negative impacts can be mitigated, the applicant has conducted a two-step preapplication community consultation. The consultation included public notification, which occurred in February 2021, and an public open house meeting on May 10th, 2023.

During the Stage 1 preapplication consultation the proposed development consisted of four storeys, whereas for the stage 2 open house the proposal had been scaled up to six stories. CVRD residents within 80 m of the subject property were sent invitations to the open house, and the general public from any jurisdiction were welcome.

After submission of applications to the Town, development signs have been placed on the public road frontages of the subject property, advising that applications have been submitted to the Town for an OCP amendment, rezoning, development variance permit and a development permit.

A traffic impact assessment, arborist's report, stormwater management report, environmental report, geotechnical report and hydrology reports have been submitted as part of the application package. The next report to Council will include these assessments and a staff review of the proposal.

The applicant's consultation materials, summary reports and public submission are contained in **Attachment 2**. Comments submitted by the public include the following:

- **Urban-Agricultural Interface:** Concerns that the proposed development will negatively impact agricultural production and well water systems on the abutting agricultural lands. Concerns that the farm operations on the abutting agricultural lands will negatively affect the residents of the proposed development. Concerns about the passive uses that are proposed within the ALR buffer.
- **Affordability:** Desire for affordable housing.
- **Density:** Concerns that the proposed density it is too high; desire for the proposed development to provide only commercial uses; praise for the proposed density.
- **Built Form:** Concerns that the proposed development is too high and will affect the views of current residents and reduce the enjoyment of abutting residential lands; praise for the proposed massing and the preliminary design concept; desire for wide sidewalks and weather protection for pedestrians.
- **Infrastructure:** Concern that Town infrastructure is not sufficient to support the proposed development.
- **Traffic:** Concerns about increased traffic on the local road network, especially around the access/egress points for the subject property. Concerns that increased traffic volumes will conflict with the pedestrian traffic from nearby elementary and high schools.

- **Parking/On-Site Circulation:** Concerns that there will be an insufficient supply of parking in the proposed development; concerns that the proposed drive-thru facility would create traffic, environmental and safety issues.
- **Community Amenities** Desire for a children’s play area; desire for a covered public open space.
- **Commercial Uses:** Praise for additional services and shopping options that are not big box retail; concerns that a cannabis retail store may be located in the proposed development; concerns that the commercial units will be difficult to find tenants for; praise for the proposed smaller commercial unit sizes
- **Residential Use:** Praise for the proposed residential unit mix; desire for some 4-bedroom units and live-work spaces proposed.
- **Consultation process:** Inclusion of CVRD residents in the pre-application and public hearing notices (the stage 2 open house notice was delivered to residents outside of Town boundaries).

Standard Referrals

Standard processing of applications includes staff level referrals to affected local governments, provincial ministries, agencies, utility providers and affected First Nations. **Attachment 3A** lists the agencies Town staff sent referrals to, and responses received as of the date of this report.

PROCESSING PROCEDURES

Attachment 4 lists the processing steps for Council’s concurrent consideration of the OCP Amendment, Rezoning and Development Permit applications.

Local Government Act Section 475 Implications

Local Government Act, section 475, requires that Council consider who, when, and how often to consult when amending and Official Community Plan.

Section 475 requires that

- during amendment of an official community plan, the proposing local government must provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected.
- In doing so, the local government must:
 1. consider whether the opportunities for consultation with one or more of the persons, organizations and authorities should be early and ongoing; and
 2. specifically consider whether consultation is required with the following:
 - i. the board of the regional district in which the area covered by the plan is located, in the case of a municipal official community plan;
 - ii. the board of any regional district that is adjacent to the area covered by the plan;
 - iii. the council of any municipality that is adjacent to the area covered by the plan;
 - iv. first nations;
 - v. boards of education, greater boards and improvement district boards;
 - vi. the Provincial and federal governments and their agencies.

In regards to second 475 consultation Council has required two step pre-application community consultation and issuance of standard referrals.¹

Avenues for additional consultation include

- the posting of a notice of proposed amendment to Official Community Plan on the Town's bulletin board and website and
- posting of this and subsequent Planning Reports on OCP 23-4 on the Towns Website.

Online public hearing options are anticipated to add 10 hours of staff time and \$500 of costs per application and would allow for Zoom participation for members of the public.

MK/RP

Attachments:

1. Notice of proposed Official Community Plan Amendment
2. Applicant's consultation materials and summary reports
 - 2A. Stage 1 Pre-Application Public Consultation summary and responses from public
 - 2B. Stage 2 Pre-Application Public Consultation summary and responses from public
3. Referral list and responses
 - 3A. Referral Response Table
 - 3B. BC Hydro referral response
 - 3C. BC Transit referral response
 - 3D. CVAC referral response
 - 3E. 19 Wing referral response
 - 3F. SD71 referral response
 - 3G. Telus referral schematic
4. Application processing steps

¹ Consultation under section 475 is in addition to the holding of a Public Hearing which is required under LGA Section 477.

**NOTICE OF PROPOSED AMENDMENT
TO OFFICIAL COMMUNITY PLAN**

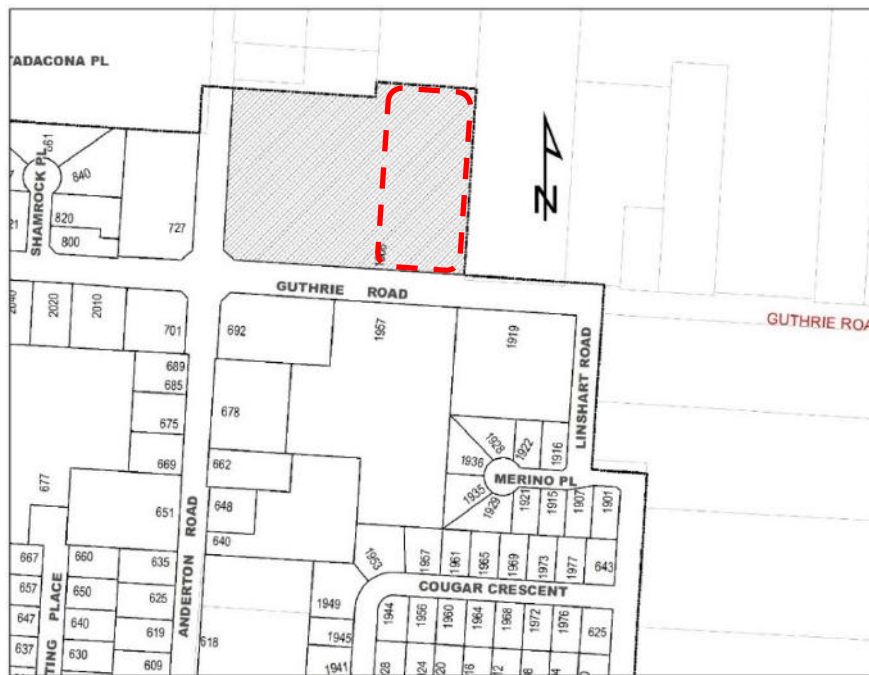
The proposed amendment to Comox Official Community Plan Bylaw 1685 would include:

LOT A SECTION 77 COMOX DISTRICT PLAN VIP86498 (1966 Guthrie Road);

shown shaded and within encircled with the red dashed line on map below, within:

1. the Mixed-Use Commercial-Residential land use designation (which accommodates development consisting of two or more different land use types on the same site); and
2. the following Development Permit Area (DPA):
#4 - Mixed-Use Commercial-Residential (which addresses the form and character of the proposed development and promotes water and energy conservation as well as reduction of greenhouse gas emission);

and the remainder of the subject property would remain under its current land use designation and DPA.



In accordance with s. 475 of the Local Government Act, this notice is published on the Town's bulletin board and website until replaced by a notice of public hearing.

For further information, or to submit comments, please contact the Town of Comox Planning Department:

via email: planning@comox.ca
or phone: 250-339-2202



WA Architects Ltd.

23 March 2021

| PRINCIPALS

Barry Weih
ARCHITECT AIBC, AAA,
SAA, LEED® AP

Neil Banich
DESIGN DIRECTOR

Joel Smith
ARCHITECT AIBC, AAA, SAA

David Echaiz-McGrath
ARCHITECT AIBC, AAA, SAA

| STUDIOS

VAN

950 – 1500 W Georgia Street
Vancouver, BC V6G 2Z6
604.685.3529

VIC

104 – 3212 Jacklin Road
Victoria, BC V9B 0J5
250.391.4933

wa-arch.ca

21005 Highland Village

A notice of the intended development was sent out to the public on January 25, 2021.

Newspaper advertising the proposed development and a hard copy of the attached notice was provided to an area around the proposed site with radius of addresses provided by the Town of Comox.

Out of the 120 copies distributed, only 13 comments were received, and three comments appear to be from the same household (1975 Toronitz Rd).

The following points were distilled from the all the public comments received:

Opposed to Development.

- Views, Noise and Privacy Concerns
 - Adrian Haynes – 1975 Toronitz Rd
 - Dorothy Oddoux – 77 Anderton Rd
 - Guy Sim – 1836 Guthrie Rd (Brikdale Farm Ltd)
 - Julie Reynolds - 1975 Toronitz Rd
 - Ross A Hayness – 1975 Toronitz Rd
 - Russell Clark – 1957 Guthrie Rd (noise from construction)
- Parking and Traffic – 6
 - Alice Fay Baster - #7-1957 Guthrie Rd (acceptable if better traffic control installed)
 - Dorothy Oddoux – 77 Anderton Rd
 - Marion Barker - #20-1957 Guthrie Rd (would want affordable housing)
 - Susanna T Scott, Larry A Scott, Wayne C Scott and Rudolf F van den Brink – 1959 Toronitz Rd.



- Increase in Density
 - Ross A Hayness – 1975 Toronitz Rd
- Loss of Property Value
 - Russell Clark – 1957 Guthrie Rd
- Protection of Environment/Farm/Water
 - Susanna T Scott, Larry A Scott, Wayne C Scott and Rudolf F van den Brink – 1959 Toronitz Rd.
 - Yvonne van den Brink and Kirk Waugh – 1920 Guthrie Rd.

Proponent for Development

- In favour of increased services and shopping options – Chris Gytenbeek
- In favour – hoping for local café and more greenspace and child play area – Karen Chrysler #18-1957 Guthrie Rd.
- In favour of development but concern with increased traffic and safety – Trish Malcomess - #45 – 1957 Gurthrie Rd

Queries

- Russell Clark – 1957 Guthrie Rd – Sustainability measures being proposed?
- Russell Clark – 1957 Guthrie Rd – How will design fit into neighbourhood?
- Russell Clark – 1957 Guthrie Rd – Rental or Market Condo?

PRE-APPLICATION CONSULTATION - STAGE 1
Invitation to Comment
1966 Guthrie Road

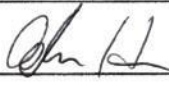
Date: FEB 16 2021 Name: ADRIAN HAYNES Address: 1975 TORONITZ RD
COMOX BC V9M 3Y6

Please submit your comments by 18 February 2021
to: Avtar Management Properties LTD.
email: Comox@avtarproperties.com
or mail to: #3409 - 13496 Central Ave, Surrey, BC, V3T 0K2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "1966 Guthrie Road" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

I AM AGAINST DEVELOPEMENT OF 1966 GUTHRIE ROAD
WITH SUCH HIGH DENSITY. VIEWS AND PRIVACY WILL
BE ADVERSLY AFFECTED. DENSITY SHOULD BE
LOWER IE: 2 STORIES. PLS REMAIN
COMMERCIAL IDEALLY.

SINCERELY, 

All written submissions that members of the public provide to us during this pre-application consultation process will be posted on Avtar Management Properties LTD.'s online Open House website and will also be submitted to the Town of Comox with our development applications.

Note from Town of Comox on the Town's use of Public Comments:
Written comments from the public on the proposed development, including any personal information, will be made public and provided to Council. For further information on the use and collection of personal information, contact Shelly Russwurm, Corporate Officer at russwurm@comox.ca or call 250-339-2202.

Date:

Name:

Address:

Please submit your comments by 18 February 2021

to: Avtar Management Properties LTD.
email: Comox@avtarproperties.com
or mail to: #3409 - 13496 Central Ave, Surrey, BC, V3T 0K2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "1966 Guthrie Road" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

I live right across from this proposed Development.
The PROBLEM I have with it is Traffic access
to Guthrie Rd. My driveway (Plateau Gardens)
to get on Guthrie Rd and the Entry & Exit
to Shoppers Mall are right across from each
other. There are traffic problems now.
With the increase in traffic from the Development
it will be a DISASTER. If they can put in Entry & Exit
away from the Shoppers Mall one, it would be
more acceptable.

Alice Fay Baxter - #1-1957 Guthrie Rd., Comox B.C

All written submissions that members of the public provide to us during this pre-application consultation process will be posted on Avtar Management Properties LTD.'s online Open House website and will also be submitted to the Town of Comox with our development applications.

Note from Town of Comox on the Town's use of Public Comments:

Written comments from the public on the proposed development, including any personal information, will be made public and provided to Council. For further information on the use and collection of personal information, contact Shelly Russwurm, Corporate Officer at russwurm@comox.ca or call 250-339-2202.

PRE-APPLICATION CONSULTATION - STAGE 1
Invitation to Comment
1966 Guthrie Road

Date: Feb 17 / 2021 Name: Dorothy Oddoux Address: 774 Arderton Rd

Please submit your comments by 18 February 2021

to: Avtar Management Properties LTD.
email: Comox@avtarproperties.com
or mail to: #3409 - 13496 Central Ave, Surrey, BC, V3T 0K2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "1966 Guthrie Road" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

I am writing this letter in opposition to the rezoning of 1966 Guthrie Rd Comox. As a homeowner in this area I am greatly concerned with another increase in traffic that the current infrastructure cannot handle. This development backs onto ALR lands that depend on an established well system for crops and livestock. Will putting in underground parking and a four story building effect this water source? I am also concerned about the added noise and parking issues. With most of the current retail space in this area empty, this development is not a great plan.

All written submissions that members of the public provide to us during this pre-application consultation process will be posted on Avtar Management Properties LTD.'s online Open House website and will also be submitted to the Town of Comox with our development applications.

Note from Town of Comox on the Town's use of Public Comments:

Written comments from the public on the proposed development, including any personal information, will be made public and provided to Council. For further information on the use and collection of personal information, contact Shelly Russwurm, Corporate Officer at russwurm@comox.ca or call 250-339-2202.

Birkdale Farm Ltd.

1836 Guthrie

Comox, B.C.

V9M 3X7

Feb. 17, 2021

In Regards to Proposed Development at 1966 Guthrie Rd.

To whom it may concern:

Please be advised that the proposed development is adjacent to land in the ALR and I wish to inform you that from time there could be farm noise and odor. Birkdale Farm was first developed in 1920 and is close to the potential development.

Also, including residential use is of particular concern to me with the potential for loud noise at any hour of the day or night. In the summer of 2020 on more than one occasion, a residence in the Highwood subdivision next to Birkdale Farm had music so loud that it caused the milking herd to stampede. This caused undue stress to the cattle and had the potential of causing serious injury.

Since it is now zoned Commercial, I would not be in favor of including residential.

Thank you,

Guy Sim

PRE-APPLICATION CONSULTATION - STAGE 1
Invitation to Comment
1966 Guthrie Road

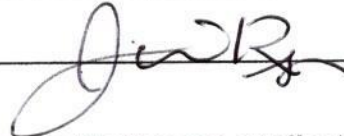
Date: FEB 17/2021 Name: JULIE REYNOLDS Address: 1975 TORONTO RD
Comox, B.C. V9M 3Y6

Please submit your comments by 18 February 2021
to: Avtar Management Properties LTD.
email: Comox@avtarproperties.com
or mail to: #3409 - 13496 Central Ave, Surrey, BC, V3T 0K2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "1966 Guthrie Road" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

MY CONCERN IS THE PROPOSED DEVELOPEMENT AT 1966
GUTHRIE RD. MY FAMILY AND I MOVED HERE IN SEPTEMBER
2011. WE WERE ATTRACTED BY THE RURAL FARM VIEWS AND
QUIET LOCATION, AND ALSO THE RELATIVE PRIVACY HERE.
A FOUR STORY BUILDING WITH PARTIAL VIEWS INTO
OUR YARD WOULD DEFINATELY AFFECT THE CURRENT
QUIET NATURE WE ENJOY. PLEASE RE-CONSIDER THE SIZE
AND HIGHT OF THE BUILDING, KEEPING IN MIND THE
IMPORTANCE OF GREEN SPACE FOR THE WELL-BEING OF THE
NEIGHBORHOOD. KEEP PROPERTY COMMERCIAL-ZONED.

THANK YOU, 

All written submissions that members of the public provide to us during this pre-application consultation process will be posted on Avtar Management Properties LTD.'s online Open House website and will also be submitted to the Town of Comox with our development applications.

Note from Town of Comox on the Town's use of Public Comments:

Written comments from the public on the proposed development, including any personal information, will be made public and provided to Council. For further information on the use and collection of personal information, contact Shelly Russwurm, Corporate Officer at russwurm@comox.ca or call 250-339-2202.



comox avtarproperties <comox@avtarproperties.com>

1966 Guthrie Road

1 message

Karen Chrysler <karenchrysler@yahoo.com>
To: Comox@avtarproperties.com

Wed, Jan 27, 2021 at 10:42 AM

Karen chrysler
18-1957 Guthrie.

Thank you for allowing me to have input into the design of your project.

I am hoping for the following

A Local cafe with outdoor seating, right now there is only fast food places, would like to see a local cafe with homemade soups sandwiches etc

Also an inviting green space where folks can sit down for free, a covered pergola type thing For protection from the sun and the rain.

It says residential, will this Be for families? Then a play area for children and their caregivers.

Provide bike racks, spacious sidewalks and planning for bike friendly usage.

Look forward to seeing the plan

Thanks karen chrysler

Sent from my iPad



comox avtarproperties <comox@avtarproperties.com>

my input

Marion Barker <sunnybreaks29@hotmail.com>

Sun, Feb 28, 2021 at 10:53 AM

To: "Comox@avtarproperties.com" <Comox@avtarproperties.com>

Sorry I am past the date for comments but I wanted to make sure I got mine in anyway.

Regarding your proposal at [1966 Guthrie Road](#) in Comox, my biggest concern is for the amount of new traffic that this development will generate.

The area is already very busy and we don't have left advance lights in all 4 directions on this corner. This should be in place already.

This area is very busy with foot traffic from all ages of school kids coming and going to Chevron for the big gulps, McDonald and Tim Hortons, Subway and A&W.

Also high traffic with cars for the same reason. Along with the bank and Shoppers Drug Mart.

There have been several pedestrians hit on this corner already!

Please ask for these lights to be upgraded!

I hope your residential development will be affordable housing!

Our valley is in very short supply of this!!!

There are currently homeless camping behind the Beltone hearing and medical building.

Thanks for listening to me!

Marion Barker

#20-1957 Guthrie Road.

Plateau Gardens Town homes.

PRE-APPLICATION CONSULTATION - STAGE 1
Invitation to Comment
1966 Guthrie Road

Date: FEB 17 2021 Name: ROSS A. HAYNES Address: 1975 TORONITZ RD.
COMOX BC
V9M 3Y6

Please submit your comments by 18 February 2021
to: Avtar Management Properties LTD.
email: Comox@avtarproperties.com
or mail to: #3409 - 13496 Central Ave, Surrey, BC, V3T 0K2

PAGE 1

All written responses, including submissions by e-mail must include name and address of the person making comment and include "1966 Guthrie Road" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

THIS PROPERTY AT 1966 GUTHRIE ROAD SHOULD REMAIN COMMERCIAL ZONED AS DENSITY IN NEIGHBORHOOD HAS INCREASED DRAMATICALLY WITH RENTAL UNITS (3 FLOOR) AND 1 FLOOR COMMERCIAL AT 618 ANDERTON AND 15 UNITS ON ANDERTON AT NOEL AND 4 BUILDINGS OF FOUR STORIES OVER AT QUALITY FOODS AND OTHER PROPERTIES ON ANDERTON EXPECTED TO APPLY FOR DEVELOPEMENT LIKE LEEWARD LIQUOR STORE PROPERTY AND LARGE PROPERTIES WITH TINY OLDER HOMES BETWEEN NOEL AND COMOX ROAD.

All written submissions that members of the public provide to us during this pre-application consultation process will be posted on Avtar Management Properties LTD.'s online Open House website and will also be submitted to the Town of Comox with our development applications.

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PRE-APPLICATION CONSULTATION - STAGE 1
Invitation to Comment
1966 Guthrie Road

Date: FEB 17 21 Name: ROSS A. HAYNES Address: 1975 TORONITZ RD.

Please submit your comments by 18 February 2021

to: Avatar Management Properties LTD.
email: Comox@avatarproperties.com
or mail to: #3409 - 13496 Central Ave, Surrey, BC, V3T 0K2

PAGE 2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "1966 Guthrie Road" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

RE: 1966 GUTHRIE ROAD CONTINUED.

I BOUGHT THIS HOUSE ON TORONITZ BECAUSE OF ITS PRIVACY AND FANTASTIC VIEWS OF FARMLAND (2 SMALL FAMILY FARMS AND GUY SIMS 160 ACRE DAIRY FARM RIGHT IN THE MIDDLE OF COMOX.) THE IMPACT OF TRAFFIC, NOISE AND RUNOFF AND LIGHT POLLUTION IS NOT WANTED.

PLEASE REMAIN COMMERCIAL ZONING.

SINCERELY R. Haynes

All written submissions that members of the public provide to us during this pre-application consultation process will be posted on Avatar Management Properties LTD.'s online Open House website and will also be submitted to the Town of Comox with our development applications.

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1959 Toronitz Rd
Comox BC V9M 3Y6

February 12, 2021

Avtar Management Properties LTD
#3409 – 13496 Central Ave
Surrey BC V3T 0K2

Re: Community Consultation for Proposed Development at 1966 Guthrie Road, Comox

To Whom It May Concern

We believe the parcel of land at 1966 Guthrie Road is currently zoned commercial and should stay commercial. We have some concerns about the proposed stage 3 development. A few are as followed;

1. There is a registered deep well (drinking water for both humans and animals) located in the top corner of our property which is just below the proposed development. This is the farm's only supply of water and we need it to be protected from any and all pollutants. We believe any underground parking or any underground construction should not happen.
2. Three stories of residential (above a ground floor of commercial) is also a major concern and we do not feel a multi residential building is a good fit for the neighbourhood. We understand this parcel of land is not zoned for this. We are a working farm which means there can be activity happening around the clock each and every day. Working farms have unpleasant smells, animal and equipment noise, and sometimes there are lots of particles (like dust, seeds, chemicals) in the air which can over spray to neighbouring properties.
3. We need to make sure the animals/livestock are protected from such things like thrown rocks and garbage, as well as making sure the livestock are not feed food and/or eating garbage. Yes we know there is a buffer zone which must stay in place and be a totally no person zone. Currently people are still able to enter the buffer zone and currently we have trouble with people feeding the animals and throwing garbage in the fields.
4. With multi residential there will be a lot more traffic than with just commercial and there never seems to be enough of parking in multi residential buildings. Parking and flow of traffic is a concern.
5. Are you proposing patios and open windows on the buffer zone side of the building? Protecting both residents in the development and protecting the farm means that there would need to be no patios or exits onto the buffer zone.

To sum up, our biggest concerns are protecting our livestock and drinking water, as well as making sure there no major conflicts between neighbours.

Yours Sincerely,

Susanna T Scott

Larry A Scott

Wayne C Scott

Rudolf F van den Brink

cc: Shelly Russwurm Corporate Officer at russwurm@comox.ca



comox avtarproperties <comox@avtarproperties.com>

Invitation to Comment re: 1966 Guthrie Road.

1 message

Trish Malcomess <passionatets@gmail.com>
To: comox@avtarproperties.com

Tue, Feb 2, 2021 at 4:59 PM

Dear Avtar Property Management

I'm writing to comment on the proposed development for [1966 Guthrie Road](#). Overall, I think this project will be a welcome addition to our community excepting for the increase in traffic and safety concerns. There are already traffic congestion concerns at peak times with cars turning into and out of Plateau Gardens and the Shopping Centre Complex. I've witnessed some very close calls with vehicles coming out of these Complexes. There are at times a lot of school children in this area that should be taken into consideration when doing the safety planning. I would like to be reassured that our traffic patterns will be safe for both pedestrians and cars alike.

Look forward to hearing from you at your earliest convenience.

Kind regards

Trish Malcomess
Interdisciplinary Artist
#45 - [1957 Guthrie Road, Comox](#).
[BC, V9M 2J2](#)
Portfolio: trishmalcomess.art

Store: [The Adventure Begins](#)

February 15, 2021

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

Re: The proposed development of Lot A, Section 77, Comox District, Plan VIP86498 (1966 Guthrie Road)

We have tried to make contact with Avtar Management Properties and they have not responded to our emails asking for more details regarding to the development of Phase 3.

It looks like they have proposed to have four story mixed use building with ground floor commercial and three stories of residential use above with parking underground. Additionally a separate, one story commercial building and surface parking. I believe the OCP states this property as commercial zone 3.1 and should stay commercial zone 3.1.

We don't have an issue with the commercial building. Having mixed residential alongside the ALR has more impact on the farm and surrounding area. Commercial buildings have solid back walls with minimal activity at the back of the buildings. Residential has open backs, patios and activity twenty-four hours seven days a week. This brings additional conflict through the eyes of the non-farm neighbours; noise (from farm equipment and animals early in the morning to late at night), odours, dust, farm traffic, irrigation, extended hours, visual impact (of unsightly farm operations). We have an active farm with the following animals' cattle, chickens and roosters, ducks, pigs, rabbits, sheep and horses. Conflict with residential buildings beside the farm we see; complaints about farming practices, liability, trespassing, vandalism, harassment of livestock by people and dogs and damage to equipment and animals from litter.

Yours Sincerely,

Yvonne van den Brink & Kirk Waugh
1920 Guthrie Rd,
Comox, BC V9M 3X7
250-339-6922
yvdbrink@shaw.ca

cc: Town of Comox



WA Architects Ltd.

March 30th, 2023

| PRINCIPALS

Barry Weih
ARCHITECT AIBC, AAA,
SAA, LEED® AP

Neil Banich
DESIGN DIRECTOR

Joel Smith
ARCHITECT AIBC, AAA, SAA

David Echaiz-McGrath
ARCHITECT AIBC, AAA, SAA

| STUDIOS

VAN

950 – 1500 W Georgia Street
Vancouver, BC V6G 2Z6
604.685.3529

VIC

104 – 3212 Jacklin Road
Victoria, BC V9B 0J5
250.391.4933

wa-arch.ca

29 May 2023

1966 Guthrie Road
PIM 2 comments Analysis

21005 Highland Village (1966 Guthrie Road, Comox, BC.)

A written notification of intended development was mailed to all property owners and tenants within a 75 - meter radius around the proposed site to attend a second Public Information Meeting (PIM #2) about the proposed development, held on May 10th, 2023.

Out of the notifications distributed and from the Public Information Meeting #2, only twelve neighbour comments were received. **Only three live within the official boundary of the City of Comox (Nicole Gavac, Emilie Davies & Ron Davies).**

The following points were distilled from the public comments received (all comments are Public Outreach Comments):

Proponent for Development

- Full support (4)
 - Emily Davies – 1671 Chester Pl.
 - Maris MacDonald – 2118 Austin Road*
 - Nicole Gavac – 283 Alpine St**
 - Ron Davis - 649 Anderton Road (Owner of Leeward Liquor Store)
- In favour of project design (3)
 - Maris MacDonald – 2118 Austin Road*
 - Nicole Gavac – 283 Alpine St**
 - Emily Davies – 1671 Chester Pl.
- In favour of project consideration to adjacent rural area protection (2)
 - Hans and Marie Jacobs – 2326 Suffolk Crescent*
 - Dave Meyer Dave Dyer - 944 Aspen Rd*
- In favour of project density (2)
 - Maris MacDonald – 2118 Austin Road*
 - Emily Davies – 1671 Chester Pl.



- In favours of project unit mix (2)
 - Maris MacDonald – 2118 Austin Road*
 - Emily Davies – 1671 Chester Pl.
- In favour of commercial programming (2)
 - Yvonne Vanden Brink – 1920 Guthrie Rd*
 - Maris MacDonald – 2118 Austin Road*
- In favour of project massing (1)
 - Maris MacDonald – 2118 Austin Road*
- In favour of project amount of outdoor green spaces
 - Nicole Gavac – 283 Alpine St**

Opposed to Development

- Protection of Environment/Farm/Water (4)
 - Dorothy Oddoux – 774 + 776 Anderton Rd*
 - Guy Sim – 1836 Guthrie Rd (Brikdale Farm Ltd)*
 - Rudy van den Brink – 765 Anderton Rd*
 - Susanna T Scott, Larry A Scott, Wayne C Scott – 1959 Toronitz Rd.*
- Parking and Traffic (3)
 - Dave Dyer - 944 Aspen Rd.*
 - Dorothy Oddoux – 774 + 776 Anderton Rd*
 - Hans and Marie Jacobs – 2326 Suffolk Crescent*
- Height Restriction (3)
 - Dave Dyer - 944 Aspen Rd*.
 - Hans and Marie Jacobs – 2326 Suffolk Crescent*
 - Rudy van den Brink – 765 Anderton Road*
- Increase in Density (3)
 - Rudy van den Brink – 765 Anderton Road*
 - Yvonne Van den Brink – 1920 Guthrie Rd*
 - Hans and Marie Jacobs – 2326 Suffolk Crescent*
- Views, Noise and Privacy Concerns (2)
 - Guy Sim – 1836 Guthrie Rd (Brikdale Farm Ltd)*
 - Susanna T Scott, Larry A Scott, Wayne C Scott – 1959 Toronitz Rd*



- Design Concern (2)
 - Dave Dyer - 944 Aspen Rd.*
 - Naomi Gibson – No address given
- Changing Zoning and Variances (2)
 - Rudy van den Brink – 765 Anderton Road*
 - Susanna T Scott, Larry A Scott, Wayne C Scott – 1959 Toronitz Rd.*
- Rental program: (1)
 - Yvonne Vanden Brink – 1920 Guthrie Rd*

Queries & Wishes:

- Unit mix: addition of larger units:
 - Emily Davies – 1671 Chester Pl. > in favour of more 3 bedrooms
 - Maris MacDonald – 2118 Austin Road* > in favour of 4 bedrooms
- Commercial: smaller units for smaller venues
 - Maris MacDonald – 2118 Austin Road*

**Outside the Town of Comox official boundary*

*** Not a close neighbour but within Town of Comox official boundary*

Date: May 24, 2023

Avtar Properties
Email: info@avtarproperties.com
RE: 1966 GUTHRIE ROAD, COMOX BC
Public Information Meeting #2

Attention: Norman Laube,

Thank you for your presentation on May 10, 2023. My first thought is that the location for this development is better than some lately. Its presence seems to affect only one existing property and they appear to have a large cedar hedge already in place. As well you have a respectful buffer around that edge.

Your proposal, as you know however, is well above the 3-storey height restriction set in place by the DND at Comox Air Base for emergency flight safety (since most of RCAF planes are at least 30 years old this regulation is still extremely important).

I'm also concerned about your concept pictures as I find the design looks more like a hospital or sterile commercial space rather than people's homes. Perhaps you could take a look along the river and Cliffe Ave corridor to see what developers are doing in Courtenay with regards to design and colours. Big white boxes do not enrich the character of Comox or the Valley in general. Maybe they blend better in the big city but that should not be our goal here.

Your representatives were very helpful and polite but none it seemed had driven or walked the existing property. If they had they would have noticed the worst access to businesses in the valley at the Anderton Rd entrance which will need substantial upgrades and the Guthrie Rd entrance will now also become a bottleneck with the addition of a drive thru (under covered living space?). Your proposal is one of many currently in the area and Comox planning department as well as Courtenay and the Regional District (since all 3 will be affected by these developments) will need to address this sudden increase in over 1200 apartments in this multi municipal neighbourhood with regards to traffic congestion, green spaces, walking & bike paths as per the OCP so we don't ruin this small town character that brought people here in the first place.

Sincerely,

Dave Dyer



**2100PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT AT HIGHLAND VILLAGE
1966 GUTHRIE ROAD, TOWN OF COMOX, BC**

PUBLIC INFORMATION MEETING #2 - MAY 10TH, 2023

Thank you for attending our Public Information Meeting #2 (PIM#2). We continue to advance our proposed development and would like to keep the neighbourhood and Town staff informed as to its progression. The purpose of PIM#2 is to share our preliminary vision/ideas, outline some of the changes since PIM#1 and collect your feedback as we further refine our plans and design. We look forward to hearing your comments. It is an opportunity for open dialogue between our development team and the public to get the best possible outcome.

Please tell us about yourself:

I rent my home in the area

I work in the area

I own my home in the area

I don't live or work in the area

Name: Dorothy Oddoux Age: 44
Address: 774 + 776 Anderton Rd
Email: dorothyoddoux@gmail.com Phone: 250 702 7012

Would you like to be contacted for future updates? YES NO

- 1. Avtar Properties is proposing a mixed-used building, containing 206 purpose-built rental apartments over 15,000 sf of ground floor commercial space. The organization of commercial and residential uses was carefully considered. Commercial retail use was located along Guthrie Road for street-front activation while the upper residential floors are set back to visibly reduce massing and keep the frontage at a pedestrian scale. We chose to support an active lifestyle by encouraging bike-use and showcasing two large secure bicycle centres prominently adjacent to the main residential lobby. To encourage a café or coffee shop, a prominent corner retail space along Guthrie is equipped with drive-through service and an outdoor patio space.

What do you think about the preliminary concept?

Not a good location Re: traffic + ALR.
Environmental Impact on water + farmland/crop
Infrastructure DOES NOT Support this!

- 2. The project will help to increase the supply of rental housing in the Town of Comox by providing badly needed new homes in the form of studio, 1, 2, and 3 bedroom units and live/work lofts.

Do you have any feedback on the range of unit types proposed? (12% 3-bedrooms, 11% 2-bedrooms, 58% 1-bedrooms, 14% studios and 5% live/work lofts)

Please submit your comments at the sign-in desk or by email to info@avtarproperties.com before May 24, 2023

3. Please share any other comments you may have for us as we continue to refine our plans.

Please submit your comments at the sign-in desk or by email to info@avtarproperties.com before May 24, 2023



2100 PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT AT HIGHLAND VILLAGE
1966 GUTHRIE ROAD, TOWN OF COMOX, BC

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Please tell us about yourself:

- I rent my home in the area
- I own my home in the area
- I work in the area
- I don't live or work in the area

Name: EMILY DAVIES Age: 35
 Address: 1671 CHESTER PL.
 Email: ~~emilys~~ emilydavies@gmail.com Phone: 604 454 7088

Would you like to be contacted for future updates? YES NO

1. Avtar Properties is proposing a mixed-used building, containing 206 purpose-built rental apartments over 15,000 sf of ground floor commercial space. The organization of commercial and residential uses was carefully considered. Commercial retail use was located along Guthrie Road for street-front activation while the upper residential floors are set back to visibly reduce massing and keep the frontage at a pedestrian scale. We chose to support an active lifestyle by encouraging bike-use and showcasing two large secure bicycle centres prominently adjacent to the main residential lobby. To encourage a café or coffee shop, a prominent corner retail space along Guthrie is equipped with drive-through service and an outdoor patio space.

What do you think about the preliminary concept?

The concept is strong and the added ^{residential} density is much needed in the Comox Valley. There is a lack of diverse housing options and a more aggressive approach to densification is needed to meet future housing needs. You have my support.

2. The project will help to increase the supply of rental housing in the Town of Comox by providing badly needed new homes in the form of studio, 1, 2, and 3 bedroom units and live/work lofts.

Do you have any feedback on the range of unit types proposed? (12% 3-bedrooms, 11% 2-bedrooms, 58% 1-bedrooms, 14% studios and 5% live/work lofts)

The large percentage of 1-beds makes sense given the large senior population. More 3-beds would be great for families.

Please submit your comments at the sign-in desk or by email to info@avtarproperties.com before May 24, 2023

3. Please share any other comments you may have for us as we continue to refine our plans.

The podium expression works well. I look forward to seeing future renders w/ more materiality.

Good luck!



2100 PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT AT HIGHLAND VILLAGE
1966 GUTHRIE ROAD, TOWN OF COMOX, BC

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Please tell us about yourself:

- I rent my home in the area
- I own my home in the area
- I work in the area
- I don't live or work in the area

Name: Guy Sim Age: 26
 Address: 1936 Guthrie Rd
 Email: binkdelr@shaw.ca Phone: 250-339-6985

Would you like to be contacted for future updates? YES NO

1. Avtar Properties is proposing a mixed-used building, containing 206 purpose-built rental apartments over 15,000 sf of ground floor commercial space. The organization of commercial and residential uses was carefully considered. Commercial retail use was located along Guthrie Road for street-front activation while the upper residential floors are set back to visibly reduce massing and keep the frontage at a pedestrian scale. We chose to support an active lifestyle by encouraging bike-use and showcasing two large secure bicycle centres prominently adjacent to the main residential lobby. To encourage a café or coffee shop, a prominent corner retail space along Guthrie is equipped with drive-through service and an outdoor patio space.

What do you think about the preliminary concept?

2. The project will help to increase the supply of rental housing in the Town of Comox by providing badly needed new homes in the form of studio, 1, 2, and 3 bedroom units and live/work lofts.

Do you have any feedback on the range of unit types proposed? (12% 3-bedrooms, 11% 2-bedrooms, 58% 1-bedrooms, 14% studios and 5% live/work lofts)

Please submit your comments at the sign-in desk or by email to info@avtarproperties.com before May 24, 2023

3. Please share any other comments you may have for us as we continue to refine our plans.

Concerned about farm smells & noise
affecting residents with complaints
resulting & directed towards the farm.
Residents need to be made aware of these
issues before living here

May 23, 2023

RE:

AVTAR PROPERTIES PROPOSED DEVELOPMENT AT 1966 GUTHRIE ROAD, COMOX, BC

We attended the Open House for your proposed development at 1966 Guthrie Road in Comox.

In many respects, your development seems more suitably located and better planned than other proposals which have come forward recently. You also seem to have a better understanding of and concern for local issues relating to development.

Height:

Even if it were not in contravention of aviation clearance regulations, the height (6 stories) of your proposed development is out of scale for the neighbourhood. Should you receive approval for a 6-storey structure, it would create a new 'standard' difficult to deny to other developers. You touted the view for your residents, but all development affects the views of those in proximity to the development location.

Impact on adjacent rural area and farms:

It was heartening to see that you have attempted to include features which consider the impact on adjacent rural area and farms; e.g., incorporating window/ventilation design which will ameliorate the potential for farm smells infiltrating the building. Too often, people move close to farmland then complain about the manure smells. Encroaching urbanization has put more than enough pressure on farmers already without their having to deal with odour complaints from nearby residents in new developments.

Commercial Floor:

- Where possible, any new commercial development should add to the variety of types of businesses available in the area
- Hopefully, the businesses in your development will not include a cannabis store. Siting a cannabis store in a residential building with families would be highly inappropriate.
- The 4th and final corner of Anderton and Guthrie is being developed (a liquor store will be located there). Your development will be an extension of the Shoppers Drug Mart Plaza at the same intersection. Because of traffic, environmental, and safety considerations, we believe that no additional "drive-through" businesses should be created as part of your new development.

If you receive but few responses to your proposal from the public, it is possibly because Comox Valley residents feel overwhelmed by the tsunami of development proposals and are no doubt growing weary of saying "too many". In less than 5 months, we have seen at least 5 new major proposals (including yours) for constructing, in total, over 1500 units (about 3000 people) in Comox alone. This is in a town which had fewer than 15,000 people in the 2021 census. It is noteworthy that most of these proposals are in a small radius around Aspen and Guthrie Roads.

Obviously, there is genuine concern about the increased traffic, the demand on services and infrastructure, and the impact on the environment of so much development, yours included.

Hans and Marie Jacobs
2326 Suffolk Crescent
Courtenay, BC V9N 3Z4



2100PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT AT HIGHLAND VILLAGE
1966 GUTHRIE ROAD, TOWN OF COMOX, BC

PUBLIC INFORMATION MEETING #2 - MAY 10TH, 2023

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Please tell us about yourself:

- I rent my home in the area
- I own my home in the area
- I work in the area
- I don't live or work in the area

Name: MARIS MacDONALD Age: 42
 Address: 2118 AUSTIN ROAD, COMOX, BC
 Email: MARIS@MHIARCHITECTS.CA Phone: 604 345 9733

Would you like to be contacted for future updates? YES NO

- Avatar Properties is proposing a mixed-used building, containing 206 purpose-built rental apartments over 15,000 sf of ground floor commercial space. The organization of commercial and residential uses was carefully considered. Commercial retail use was located along Guthrie Road for street-front activation while the upper residential floors are set back to visibly reduce massing and keep the frontage at a pedestrian scale. We chose to support an active lifestyle by encouraging bike-use and showcasing two large secure bicycle centres prominently adjacent to the main residential lobby. To encourage a café or coffee shop, a prominent corner retail space along Guthrie is equipped with drive-through service and an outdoor patio space.

What do you think about the preliminary concept?

• Much Needed in the Valley! • Good unit matrix
• good Massing

- The project will help to increase the supply of rental housing in the Town of Comox by providing badly needed new homes in the form of studio, 1, 2, and 3 bedroom units and live/work lofts.

Do you have any feedback on the range of unit types proposed? (12% 3-bedrooms, 11% 2-bedrooms, 58% 1-bedrooms, 14% studios and 5% live/work lofts)

• ALL looks good - if you can 4 beds are also needed
but that its nice to see 3 bedrooms at least.
• live work studios are nice.
• Good commercial space but might be hard to fill. be
nice to see some smaller units for smaller needs,

Please submit your comments at the sign-in desk or by email to info@avatarproperties.com before May 24, 2023

3. Please share any other comments you may have for us as we continue to refine our plans.

• Full support from my end!

• Feel free to give me a call regarding DND issues.

• Architects bonds were very clear and did a great job at explaining the project.

William Yoon

From: Naomi Gibson <naomigibson903@gmail.com>
Sent: Thursday, May 11, 2023 12:28 AM
To: norman@laubenfels.com
Subject: Proposed development 1966 Guthrie rd

The proposed building is a hideous monstrosity that does not suit the area, the town, or the current style in housing. Something half way decent looking would be better.
West coast contemporary style and colors would be a better fit plus you could use local sources.



**2100PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT AT HIGHLAND VILLAGE
1966 GUTHRIE ROAD, TOWN OF COMOX, BC**

PUBLIC INFORMATION MEETING #2 - MAY 10TH, 2023

Thank you for attending our Public Information Meeting #2 (PIM#2). We continue to advance our proposed development and would like to keep the neighbourhood and Town staff informed as to its progression. The purpose of PIM#2 is to share our preliminary vision/ideas, outline some of the changes since PIM#1 and collect your feedback as we further refine our plans and design. We look forward to hearing your comments. It is an opportunity for open dialogue between our development team and the public to get the best possible outcome.

Please tell us about yourself:

- I rent my home in the area
- I own my home in the area
- I work in the area
- I don't live or work in the area

Name: NICOLE GAVAC Age: 45
 Address: 283 ALPINE ST COMOX
 Email: nicole.gavac@gmail.com Phone: 604 323 4462

Would you like to be contacted for future updates? YES NO

1. Avtar Properties is proposing a mixed-used building, containing 206 purpose-built rental apartments over 15,000 sf of ground floor commercial space. The organization of commercial and residential uses was carefully considered. Commercial retail use was located along Guthrie Road for street-front activation while the upper residential floors are set back to visibly reduce massing and keep the frontage at a pedestrian scale. We chose to support an active lifestyle by encouraging bike-use and showcasing two large secure bicycle centres prominently adjacent to the main residential lobby. To encourage a café or coffee shop, a prominent corner retail space along Guthrie is equipped with drive-through service and an outdoor patio space.

What do you think about the preliminary concept?

Looks great

2. The project will help to increase the supply of rental housing in the Town of Comox by providing badly needed new homes in the form of studio, 1, 2, and 3 bedroom units and live/work lofts.

Do you have any feedback on the range of unit types proposed? (12% 3-bedrooms, 11% 2-bedrooms, 58% 1-bedrooms, 14% studios and 5% live/work lofts)

great mix

Please submit your comments at the sign-in desk or by email to info@avtarproperties.com before May 24, 2023

3. Please share any other comments you may have for us as we continue to refine our plans.

~~love~~ Love to hear / see

lots of green spaces

PRE-APPLICATION CONSULTATION - STAGE 2

1966 Guthrie Road,

Date:

Name:

Address:

Please submit your comments at the Open House, or if you cannot attend the Open House, to Avtar Properties by: 23 May 2023 via email norman@laubenfels.com or mail to: 3409 – 13496 Central Ave, Surrey, BC, V3T 0K2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "1966 Guthrie Road," in the subject heading. Please provide your comments by May 23, 2023 .

Further project information is available at: www.avtarproperties.com

Please provide your comments here and feel free to add additional pages if necessary:

To Avtar Properties, re: 1966 Guthrie Road

Please be advised that we are giving our full support for the proposed 6-storey mixed use building at 1966 Guthrie Road, Comox BC.

Thank you,
 Ron Davis, owner of Keeward liquor store, 700 Arderton Road, Comox, BC.
 604-999-2454.

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

765 Anderton Road
Comox BC
V9M 3Y6

May 11, 2023

Avtar Properties
3409 - 13496 Central Ave
Surrey BC
V3T 0K2

Re: 1966 Guthrie Road Comox

Attention: Norman Laube – Owner’s Representative Avtar Properties

After viewing the plans at your open house, I wish to go on record stating that I have major concerns about the proposed development. I am very concerned that the goal post (zoning) keeps moving (changing); was residential, then commercial, then request for a mixed commercial and residential (rental apartments) four stories high and now request for 6 stories. As I resident of the neighborhood and owner of properties next to this parcel of land, I feel the building is far too high and will look terribly out of place. In the best interest of the neighborhood no variances or zoning changes should take place.

The buffer zone is totally a no access zone, needs to be totally fenced, and a green space with the largest evergreen trees closest to the commercial building as per covenant.

Once again I feel the building should only be commercial and the zoning should not be changed to include many floors of residential.

Your,

Rudy van den Brink
250 339 2597



2100PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT AT HIGHLAND VILLAGE
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Please tell us about yourself:

- I rent my home in the area
- I own my home in the area
- I work in the area
- I don't live or work in the area

Name: R. Vanden Bink Age: 86
 Address: 765 Ardentoad.
 Email: _____ Phone: 339-2597

Would you like to be contacted for future updates? YES NO

1. Avtar Properties is proposing a mixed-used building, containing 206 purpose-built rental apartments over 15,000 sf of ground floor commercial space. The organization of commercial and residential uses was carefully considered. Commercial retail use was located along Guthrie Road for street-front activation while the upper residential floors are set back to visibly reduce massing and keep the frontage at a pedestrian scale. We chose to support an active lifestyle by encouraging bike-use and showcasing two large secure bicycle centres prominently adjacent to the main residential lobby. To encourage a café or coffee shop, a prominent corner retail space along Guthrie is equipped with drive-through service and an outdoor patio space.

What do you think about the preliminary concept?

poor . lockin Buffer zone
to many units not correct.
- no walking paths

2. The project will help to increase the supply of rental housing in the Town of Comox by providing badly needed new homes in the form of studio, 1, 2, and 3 bedroom units and live/work lofts.

Do you have any feedback on the range of unit types proposed? (12% 3-bedrooms, 11% 2-bedrooms, 58% 1-bedrooms, 14% studios and 5% live/work lofts)

Please submit your comments at the sign-in desk or by email to info@avtarproperties.com before May 24, 2023

1959 Toronitz Rd.
Comox BC
V9M 3Y6

May 14, 2023

Avtar Properties
3409 - 13496 Central Ave
Surrey BC
V3T 0K2

Attention: Norman Laube – Owner’s Representative Avtar Properties

Re: 1966 Guthrie Road Comox

Dear Sir;

As neighbors, living on an active farm (ALR land) and after viewing the proposed development plans, we believe that there are many features in the plans that do not fit in the current zoning. We also feel that the proposed changes are not in the best interest of the neighborhood.

We were surprised to see that the covenant in place for the buffer zone was not followed. The buffer greatly helps both sides to be able to go about their daily life and work without conflicts. This buffer is a no access area and the drawings show a public walkway, Starbucks’ patio, and incorrect layout of the vegetation. The largest growth (trees) should be the furthest away from the property line, closest to the building.

There are several deep wells in the surrounding area and ours is very close to the development. We feel that these wells need to be taken into consideration and protected from contaminant sources, such as the proposed underground parking. Furthermore there are several wells on the proposed development property that are part of the same aquifer. We cannot find any record of the wells on 1966 Guthrie Road being decommissioned. We are aware that the Provincial records of location and status of wells is very incomplete and not always correct.

At the open house many questions that may require a variance to the current zoning or cause issues in the neighborhood were responded with that is Towns of Comox reasonability or request. Some of these items were automobile and bike parking (number and size of spots,

only one accessible, and underground), entry and exit from the development, a drive thru, adding residential to the zoning and the building being over the height restriction.

We feel and believe that there should be no more changes or variance on the parcel of land (1966 Guthrie Road). The proposed development will not blend into the neighborhood and we worry greatly about the conflicts that we see happening if this proposed development takes place in this neighborhood.

Your,

Susanna Scott, Larry Scott, Wayne Scott.

cc: Town of Comox



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Please tell us about yourself:

- I rent my home in the area
- I own my home in the area
- I work in the area
- I don't live or work in the area

Name: Yvonne vanden Brink Age: _____
 Address: _____
 Email: yvdbrink@shaw.ca Phone: 250 339 6922

Would you like to be contacted for future updates? YES NO

1. Avtar Properties is proposing a mixed-used building, containing 206 purpose-built rental apartments over 15,000 sf of ground floor commercial space. The organization of commercial and residential uses was carefully considered. Commercial retail use was located along Guthrie Road for street-front activation while the upper residential floors are set back to visibly reduce massing and keep the frontage at a pedestrian scale. We chose to support an active lifestyle by encouraging bike-use and showcasing two large secure bicycle centres prominently adjacent to the main residential lobby. To encourage a café or coffee shop, a prominent corner retail space along Guthrie is equipped with drive-through service and an outdoor patio space.

What do you think about the preliminary concept?

DISLIKE - have no issue with
commercial

• Rentals- they will not have ownership.
they will not care

2. The project will help to increase the supply of rental housing in the Town of Comox by providing badly needed new homes in the form of studio, 1, 2, and 3 bedroom units and live/work lofts.

Do you have any feedback on the range of unit types proposed? (12% 3-bedrooms, 11% 2-bedrooms, 58% 1-bedrooms, 14% studios and 5% live/work lofts)

too many + not needed over
2500+ units already being built.

Please submit your comments at the sign-in desk or by email to info@avtarproperties.com before May 24, 2023

3. Please share any other comments you may have for us as we continue to refine our plans.

why was I not informed
about this. I did not receive
any mail regarding this.

Please submit your comments at the sign-in desk or by email to info@avatarproperties.com before May 24, 2023

REFERRAL RESPONSES (EXTERNAL)

Referred Agency	Response
BC Assessment Authority	(Referral occurs following rezoning approval.)
BC Hydro	<ul style="list-style-type: none"> ▪ Comments provided regarding the need to modify BC Hydro infrastructure in order to service the site. ▪ See Attachment 3B for complete response.
BC Transit	<ul style="list-style-type: none"> ▪ No concerns. ▪ Easy access to two transit stops that provide good access to the majority of Comox (via routes 1, 3 and 99). ▪ The Comox Valley Transit Future Action Plan 2022 proposes to increase service on routes 1 and 3, which are serviced by the nearby transit stops. ▪ See Attachment 3C for complete response.
Canada Post	<ul style="list-style-type: none"> ▪ "This development will require developer supplied lockboxes, parcel boxes, mailroom and we will need building access all to Canada Post Delivery Standards." ▪ "If approved, we request the developer contact us in advance to confirm all required standards and plan mail delivery within the development."
Comox Valley Accessibility Committee	<ul style="list-style-type: none"> ▪ Comments provided with suggested design changes. ▪ See Attachment 3D for complete response.
Comox Valley Regional District	<ul style="list-style-type: none"> ▪ Referral to CVRD staff who provided written confirmation that the referral was forwarded to the CVRD Board who in turn referred the matter to their Electoral Area Services Committee and Agricultural Advisory Planning and Area B Agricultural Advisory Planning Commissions.. Additional time has been requested to provide a response.
Comox Valley Land Trust	<ul style="list-style-type: none"> ▪ Awaiting response.
Emterra Environmental	<ul style="list-style-type: none"> ▪ The applicant self-referred to Emterra prior to submitting an application. ▪ The applicant has submitted a form which is signed by Emterra representative to confirm that the site can be serviced by Emterra.
Fortis BC	<ul style="list-style-type: none"> ▪ Awaiting response.
K'omoks First Nation	<ul style="list-style-type: none"> ▪ Written referral to KFN staff and Chief and Council. ▪ Additional time has been requested to provide a response
Ministry of Transportation & Highways	<ul style="list-style-type: none"> ▪ No concerns.
19 Wing Comox, DND	<ul style="list-style-type: none"> ▪ No concerns with the height of the proposed building (which exceeds the existing height restriction in the Comox Airport Zoning Regulations for buildings along the flight path). ▪ Comox Airport Zoning Regulations are in the process of being amended to relax existing height restrictions. Until the amendments are completed, the Minister's Office has agreed to register land sites that have been vetted by DND staff (as has been done for the proposed development). ▪ See Attachment 3E for complete response.
NAV Canada	<ul style="list-style-type: none"> ▪ Automatic response – referral received
Transport Canada, Civil Aviation	<ul style="list-style-type: none"> ▪ Automatic response – referral received

RCMP	<ul style="list-style-type: none"> ▪ Awaiting response.
School District SD71	<ul style="list-style-type: none"> ▪ Referred to SD 71 Board. SD 71 staff responded advising of the need for more school space and need for Town to identify and secure future school space for the School District. See attachment 3F for complete response.
School District SD93 (francophone)	<ul style="list-style-type: none"> ▪ Referred to SD 93 Board. ▪ Awaiting response.
Shaw Cable	<ul style="list-style-type: none"> ▪ Awaiting response.
Telus	<ul style="list-style-type: none"> ▪ No concerns. ▪ Telus have existing conduit and if developer would like to change the route then relocation is required. ▪ Schematic for the existing conduit is provided on Attachment 3G.

North Vancouver Island Design
locatecty@bchydro.com

October 26, 2023

Robin Pallett
rpallett@comox.ca

Dear Robin:

Proposed mixed-use development at 1966 Guthrie Road

Application for: [1966 Guthrie Road](#)

We have reviewed your proposed Conventional Subdivision Application regarding the above noted location. BC Hydro has a Statutory Right-of-Way (SRW) registered against this property which allows BC Hydro to install, replace, maintain, and access works related to our electrical delivery system. Please read the [Rights-of-Way Guidelines](#) and call our Right-of-Way Helpline at 1-800-667-1517 to find out what restrictions apply to your development.

Modifications to the BC Hydro system will be necessary to extend the electrical system to this development. BC Hydro will need to complete a thorough system study and design to provide a cost estimate for this work. The developer must submit an application for service with our BC Hydro Express Connect Department by phone at 1-877-520-1355 or [online](#). Approximate design and construction lead times will be provided at the time of application.

There is overhead electrical infrastructure adjacent to this property which may affect this development. It is the developer's responsibility to ensure that any infrastructure built on this property will meet all current CSA requirements and limitations around high voltage equipment and transformation.

Normally, BC Hydro will not relocate existing BCH plant. If the developer wishes to have BC Hydro relocate its plant to meet CSA requirements, an application must be submitted to the local BC Hydro District Office to conduct a feasibility study of a proposed redesign. The developer will be fully responsible for all associated redesign costs.

In addition, please review the following links regarding [vegetation guidelines](#) (if applicable).

Sincerely,

Silvana Bravo

NVI Design Assistant Team



Development Evaluation

September 25, 2023

Development Location: 1966 Guthrie Rd.

Local Government: Town of Comox

Transit System: Comox Valley

Local Government File Number: OCP/RZ 23-4, SD/DP 23-5, DVP 23-2

Land-use Typology

- Urban
 Suburban
 Rural

Local Context

- Urban Infill
 Urban-suburban Fringe
 Suburban Infill
 Suburban-rural Fringe
 Rural
 Suburban Sprawl
 Urban Sprawl
 Urban-rural Fringe

Density

- Increasing
 Same/similar
 Decreasing

Supporting Policy & Design

- Offsite pedestrian connections to nearest bus stop(s)
 Onsite pedestrian connections to public pedestrian facilities
 Cyclist connections to nearest bus stop(s)
 Onsite cyclist facilities
 Universally accessible
 Reduced or remove minimum parking requirements
 Grid or grid-like block design
 Small block size
 Connections to lands beyond

Transit Readiness

Service:

Current service is...

Anderton at Guthrie- Route 1, 350m from site.

Guthrie at Stadacona- Route 1, 3, 99. 400m from site.

Planned service is...

Route 1- Increased service to 15 minutes frequency on weekends.

Route 3- Increase span of service on weekdays, Saturdays and Sundays

Infrastructure:

Current infrastructure is...

Bench, shelter, garbage, at Anderton at Guthrie and Guthrie at Stadacona

Sidewalks on the site side of Anderton and Guthrie

There is no know planned infrastructure at these bus stops

Thank you for the opportunity to review this proposed development.

BC Transit is satisfied with the current and planned infrastructure that the site provides for pedestrians accessing transit. There are two stops with the basic amenities within walking distance from the site with easy access by sidewalk to commute there. The routes accessible are the 1, 3, and 99 which provide great access to the majority of Comox.

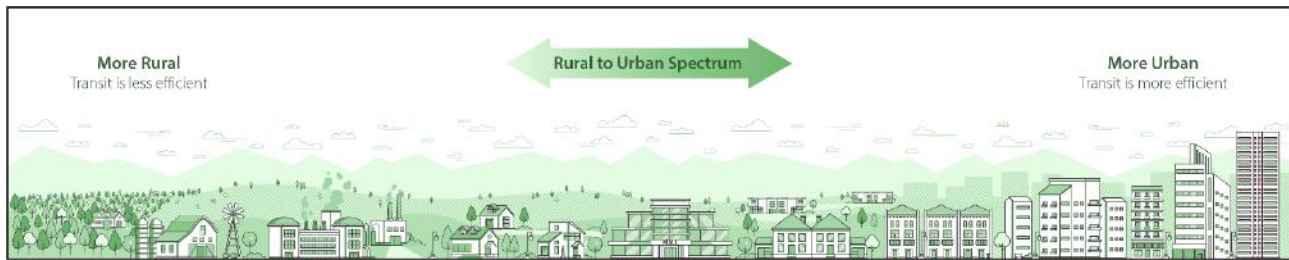
This development evaluation was completed by Nicholas Alfred (nalfred@bctransit.com). If you have any questions or would like to discuss further on this proposal, please contact:

Victor Copetti

Transit Planning

BC Transit

vcopetti@bctransit.com



Land-use Typology

The proposed development is considered a Suburban land-use typology is generally low to medium density and often lacks a sufficient range of uses to fully support people living with the community.

Local context

The proposed development location is considered a Suburban Infill: The majority of land uses around the development are suburban and the development is suburban

Transit Readiness

Existing Service

The proposed development has access to routes 1, 3, and 99.

Planned Service

The Comox Valley Transit Future Action Plan 2022 proposes increased service to 15-minute frequency on weekdays for route 1 and Increased span of service on weekdays, Saturdays and Sundays for route 3.

Existing infrastructure meets Standards.

Supporting Policy & Design

Offsite pedestrian connections to nearest bus stops(s)

All transit riders start and end as pedestrians. Without pedestrian connections to the nearest bus stop(s), customers will not be able to travel to and from transit services to the development. Public sidewalks, pathways, or other connections are need to connect the development to the nearest bus stop(s).

Onsite pedestrian connections to public pedestrian facilities.

All transit riders start and end as pedestrians. Without pedestrian connections to the nearest bus stop(s), customers will not be able to travel to and from transit services to the development. Sidewalks or pathways onsite need to connect to the greater public pedestrian network to be able to access transit services.

Cyclist connections to nearest bus stop(s)

Connecting active transportation networks to transit services allow for multi-modal transportation choices. Bike lanes or shared pedestrian/cyclist multiuse pathways should connect to the nearest transit stop(s).

Onsite cyclist facilities

The development should include facilities to support active transportation. At a minimum this would include parking or storage for bicycles. Other possible facilities could include a repair and maintenance facilities, or showers for employees who commute by bike.

Universally accessible

The development and all connections from the development to the nearest transit stop should be accessible and barrier free for all ages and abilities. Transit service is for everyone.

Reduced or remove minimum parking requirements

Requiring a minimum amount of parking incentivises the continued use of private automobiles which in turn decreases the efficiency of transit services. Reducing or removing the minimum parking requirements seeks reduces one of the subsidies that private automobile uses receive, which in turn can make transit more attractive.

Grid or grid-like block design

Grid or grid-like blocks or road network design helps support transit in a couple of ways. Grids allow for flexibility in the service; if a portion of the road needs to be closed a grid network allows for the bus route to take a small detour with minimal impact to service coverage area and trip times. Grid networks also allow for more connections throughout the area which decrease walking or cycling distances and increase the possible routing transit can take through the community.

Small block size

Smaller block sizes increase the number of connections which in turn decrease the total walking or cycling distance people need to travel to reach transit services. Blocks should be no longer than 200 metres in length along their longest side.

Connections to lands beyond

Development shouldn't prevent quality access to lands beyond the development area. Not providing connections can make providing transit service inefficient and expensive. This does not apply to lands beyond if they are outside of urban containment boundaries or within the Agricultural Land Reserve.

From: K Kratz <kratz.k@gmail.com>

Sent: Wednesday, September 20, 2023 7:22 PM

To: CVSPS - Christopher Bate <comoxvalleysocialplanning@gmail.com>

Subject: Re: Fwd: 1966 Guthrie Rd: Town of Comox applications OCP/RZ 23-4, SD/DP 23-5, DVP 23-2: external app referral

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

Thanks for the opportunity to look at this, my first impressions are:

1) there is only 1 accessible parking space for a total of 35 visitor parking (including the commercial units). This is not enough parking even for just the commercial units (8-9 including a cafe) This visitor parking is shared with the entire complex. If a working bus route/ public transit that captured the entire Town of Comox, serviced this area you might be able to get away with two for the commercial units alone. The demographics of the Town suggest this is an inadequate amount of parking for the visitor (including commercial) potential. I applaud the tremendous emphasis on biking (including bike repair and washing!) - will there be room for hand-cycles?

2) the underground/ tenant parking has a total of 8 accessible parking stalls out of 177 (for 205 residential units) Unless there is some viable public transit option, this is wholly outside the realm of reality in the Town of Comox. 8 units of accessible parking is not addressing the demographic of the Town of Comox. According to the census of 2021 a little over 42% of the population of the Town of Comox is 55 years of age or older. 20.5% of the BC population aged 15-64 is living with a disability. The statistic is higher for older populations. Unfortunately I could not find the number for the Town of Comox itself. Statistically, the demographic of Comox would encourage accessible consideration at least at 20% of parking stall requirement. Of 35 parking spaces would be 7 spaces. 20% of 177 would be over 35 spaces.

3) there is a delightful exterior pathway that navigates to the residential units "F1" . Each of these units is accessed via steps/ stairs. To create an accessible and more importantly - visitable- space, 'cart path with limestone crush' could be used in place of gravel to create an accessible pathway. The steps would be mitigated with sloping ramps.

4) There are two elevators to accommodate the daily access to 205 units. Are these double elevators, single elevators? I got a little confused as 'stair A' moves on the second story upward... all good now. Are there security features in place for the underground parking as there are at least four access points from the ground level into the area.

5) There are 10 adaptable units - nice start! Thanks for locating the units near the elevator.

6) Will the balconies of the adaptable units be zero barrier? Also, all the adaptable units are one bedroom.. will there be possibility of adaptation for larger units to house families? As well the outdoor amenity areas (how lovely!) ..will the access to the areas be zero barrier?

7) I really like the infill of vegetation and trees (or so it appears) to bring nature into the environment.

8) the drive through is generally situated to avoid the entrances to the CRU units and is broken up with vegetation. This is a departure for the Town of Comox since around 2009.. nonetheless, a painted crosswalk between the residential walkway (near the accessible parking) and the breezeway to the cafe would mitigate the possible problems of 'pedestrian traffic' across the drive through path. This is true also at the entry point to the drive through.. There may be some tricky moves for parked cars to leave especially the accessible stall and the stalls to the west across the way as they back into the drive through lane. I am assuming that the greyed out area is cement sidewalk, will there be curb cuts to accommodate mobility devices at all transition points?

9) I am assuming vehicles enter and exit via the ramp at the north west end ... Having the elevator again close to the accessible parking stalls is great. I could not see the entry to the elevator and assume it is within the vestibule.

Thank you so much for the opportunity to look at the drawings. I appreciate the work put into these designs. I look forward to feed back others have to enhance this opportunity to create a great housing option for the Town of Comox.

Karin

On 2023-09-14 20:57, CVSPS - Christopher Bate wrote:

Hello Accessibility Committee Members,

Please see attached information from the Town of Comox re: a development, including apartments, proposed for 1966 Guthrie Road. Please send any responses directly to the Town of Comox.

Kind regards,

Christopher Bate (they, them) [why I share my pronouns](#)

Coordinator, Social Planning Society and Accessibility Committee

~

From: Lise.Smith@forces.gc.ca
To: [Robin Pallett](#)
Subject: 036-R-1966 Guthrie Rd: Town of Comox applications OCP/RZ 23-4 SD/DP 23-5, DVP 23-2
Date: October 16, 2023 3:51:39 PM

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

Hi Robin,

So sorry for late reply. **DND has no issues with the project as presented.**

BACKGROUND:

We had informed the developer in January 2023, that a 4-storey building on this site would contravene the air space at 19 Wing. There has been some movement on the ever-changing situation regarding construction heights and impacts on operations at CFB Comox. The Ministers Office and the Royal Canadian Air Force are making great strides in re-writing the Comox Airport Zoning Regulations. **The time horizon could be as long as 5 years**, however, we currently have approval from the Minister's Office to register "specific" land sites. These sites will be included in an "exemption area". It's the best we can do to satisfy the immediate need for development in the area.

What this means; these sites are in a very specific area of the current zoning restriction area. The Window for the "exemption area" will close, however all developers and cell tower companies that filter the development plans via the Real Property Office will be considered. I want to emphasize that they will be considered and not necessarily approved. Therefore, it's important to continue to provide my office with all developers proposals. The covenants on **ALL land title** documents within the 4km radius of the aerodrome will remain in affect therefore NO CHANGE to the Land Title Document. It's important to filter the applications through my office for them to be looked at on an individual basis.

If you have any questions, please contact me directly.

Regards.

Lise M Smith

Real Property Officer (RPO),
Department of National Defence / Government of Canada
lise.smith@forces.gc.ca / D365: lise.smith@ecn.forces.gc.ca / T:250-339-8211(8496)
C:236-255-1520

From: Ian Heselgrave <Ian.Heselgrave@sd71.bc.ca>
Sent: Friday, November 3, 2023 4:46 PM
To: Regina Bozerocka <rbozerocka@comox.ca>
Cc: Jeremy Morrow <jeremy.morrow@sd71.bc.ca>; Russell Horswill <Secretary.Treasurer@sd71.bc.ca>; Molly Proudfoot <Molly.Proudfoot@sd71.bc.ca>
Subject: RE: Town of Comox referral - proposed Official Community Plan amendment

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

Hello Regina,

In 2020 the former SD 71 Secretary Treasurer (Nicole Bittante) submitted a letter responding to the long term build out of Comox proposed in the last round of OCP review that detailed the requirement for a school site in Comox. The information contained in the attached letter remains relevant.

The two proposed developments will result in a significant number of students entering the Aspen Park Elementary catchment and the Highland Secondary catchment. The influx of students (more than 100 anticipated and split between elementary and high school) will pressure the already overfull elementary school. The most current student yield information for families living in the Town of Comox demonstrates that one student is added to the school system for every six row homes/duplexes (multi-family dwellings) constructed. This rate drops to one student for every 29 apartments units in a building and increases to one student for every five new single-family homes constructed. These proposed developments will undoubtedly be a mix of multi-family, single family, and apartment style dwellings. More assurance on student number growth will be derived when more details are received regarding the proposed development.

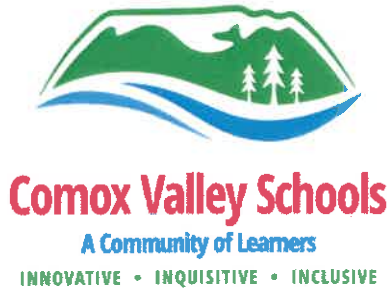
The bottom line is that these developments will result in a substantial increase in student numbers and more school space will be required. The Town should look to identify and secure future school space for the School District to meet this upcoming and future demand on the west side of Anderton road. The details of the school capacity and the land required are detailed in the attached letter.

Best regards

Ian

Ian Heselgrave
Director of Operations
Comox Valley School District
<http://www.sd71.bc.ca>

Phone: 250-334-5516
Email: ian.heselgrave@sd71.bc.ca



Comox Valley Schools

School District No. 71
Office of the Secretary-Treasurer

607 Cumberland Road
Courtenay, B.C. V9N 7G5
Fax (250) 334 5552
Telephone (250) 334 5500

VIA E-MAIL ONLY: rbozerocka@comox.ca

January 24, 2020

Town of Comox
1809 Beaufort Avenue
Comox, BC V9M 1R9

Dear Mr. Marvin Kamenz,

Re: Seeking Input to Comox Official Community Plan Bylaw (OCP)

The Town of Comox has requested input from School District No. 71 regarding the Comox Official Community Plan Bylaw, 2011 (OCP).

The Town of Comox has stated that, in order to make future development feasible and support public services, the Town is aiming to achieve a net density of 38 residential units per hectare or more. This is also typical minimum density to support public transit. The average household/family size is currently 2.25 people in Comox Valley; therefore, the preliminary population projection for Area B is approximately 9,000 people.

School District No. 71 would like to propose that an additional elementary school (kindergarten to grade 7) be considered to support the future development. The elementary school would need to support approximately 400 students and 35 staff members. It would require a playground on the premises, as well as a small sports field.

Currently, the Ministry of Education area standard recommendations for a school site to support a 400-capacity school is approximately 2.3 hectares. Please see the attached documents from the Ministry of Education.

If you would like to discuss this further, please do not hesitate to contact me.

Sincerely,

Nicole Bittante
Secretary-Treasurer
School District No. 71 (Comox Valley)

School Site Areas

Capacity	Elementary	Middle	Secondary
200	1.5	1.6	
250	1.6	1.7	
300	1.8	1.9	2.2
350	1.9	2.0	2.4
400	2.3	2.5	2.7
450	2.5	2.6	2.8
500	2.7	2.8	2.9
550	2.8	2.9	3.1
600	3.0	3.4	3.6
650	3.1	3.6	3.7
700	3.3	3.7	3.8
750	3.5	3.8	4.0
800	3.7	4.3	4.5
850		4.4	4.6
900		4.6	4.7
950		4.7	4.9
1,000		4.8	5.0
1,100			5.3
1,200			5.6
1,300			5.8
1,400			6.1
1,500			6.3
1,600			6.6
1,700			6.8
1,800			7.1
1,900			7.4
2,000			7.7
2,100			7.9
2,200			8.2
2,300			8.5
2,400			8.7
2,500			9.0

AREA STANDARDS



Ministry of Education
Province of British Columbia

MINISTRY OF EDUCATION

AREA STANDARDS

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2.1 INTRODUCTION

The Ministry of Education Area Standards prescribes areas and other standards established by the Ministry of Education for space in elementary, middle and secondary schools. These standards apply to all facilities that are to be either newly constructed or enlarged. The standards are also to be used to establish the nominal capacity of existing schools.

Sections 2.5.2, 2.5.3 (Elementary), 2.7.5, 2.7.6 (Middle) and 2.8.4, 2.8.5 (Secondary) provide examples for calculating allowable areas.

The Area Standards also prescribes areas and other standards for sites and grounds and district service facilities.

2.2 AREA STANDARD POLICIES

2.2.1 Nominal Capacity

Term *nominal capacity* can be defined by the following definitions:

- existing or being something in name or form only
- of, being, or relating to a designated or theoretical size that may vary from the actual: APPROXIMATE.

In this document *nominal capacity* represents the student capacity of a school based on the following capacities per instructional space:

- Kindergarten 20 pupils per classroom
- Elementary 25 pupils per classroom
- Middle & Secondary 25 pupils per classroom and vocational module.

The *nominal capacity* for each new and existing school shall be based on the space standards for elementary, middle and secondary schools. The *nominal capacity* will form a base line capacity which will remain fixed, subject only to changes being made in physical space that would effect the nominal capacity and adjustments in the space standards. Examples include additions and/or renovations.

To accommodate capacity adjustments for grade structure and classroom student capacity, the *nominal capacity* will be adjusted to an *operating capacity*.

2.2.2 Operating Capacity:

The *operating capacity* of a school is determined by adjusting the *nominal capacity* to reflect grade structure and classroom student capacity. The *operating capacity* and *nominal capacity* may be the same value, as will be the case for most middle and secondary schools.

As an example, based on the following grade structure and classroom student capacity:

- Classroom Student Capacity: - Kindergarten 19
 - Grades 1-3 21
 - Grades 4-7 25
- Grade Structure: - K to 7
- Average Classroom 1-7 Capacity: - 23.29

The determination of area allowances to accommodate 33 kindergarten and 235 elementary students will result in a school with a *nominal capacity* of 40 kindergarten and 275 elementary pupils and an *operating capacity* of 38 kindergarten and 256 elementary pupils.

Local trends shall be taken into account when determining the most appropriate nominal capacity. For example, elementary enrolment projections and

population growth rates may justify a nominal capacity of 400 in an area where enrolments are increasing, but only 375 where future increases seem unlikely. Based upon actual enrolment figures and future projections the nominal capacity and the corresponding operating capacity must be agreed to by the Ministry.

To determine the nominal and operating capacities of existing schools the areas of the existing school are compared to the area standards that most closely approximates the areas of the subject school. The nominal and operating capacities calculated for an existing school must be agreed to by the Ministry.

Note: The Ministry's designated nominal and operating capacity is used to make comparisons across the province, and is not a mandated or maximum capacity. School boards determine their own operating capacities, based on local decisions, and subject to the limits established by the *School Act*.

2.2.3 Area Measurement

Room or Module Areas

Room or module area will be measured net within the inside surfaces of main enclosing walls and partitions.

Undefined Boundaries

Sometimes the boundary between circulation and other spaces such as libraries is not clearly defined. For calculation of allowable areas when this is so, passageways shall be assumed to be not less than 2 m wide where circulation is likely.

Mezzanines

With the exception of Industrial Education mezzanine storage, mezzanines shall be measured and considered as normal floor space

Stages

Stage areas are generally included as part of the main space served such as drama, physical education, or multi-purpose space. For example, a stage in a drama room would be included in the area of the drama module. Small stages which exist in many elementary gymnasiums, that are too small to be used for physical education, may be included as design space. If a stage is being used for some other purpose for example, storage, the space should be included under function of its current use.

Ancillary Rooms

Ancillary spaces that are less than 40 m², such as seminar rooms, storage rooms, workrooms, and elementary cloakrooms, shall be measured as part of the main instructional space only when directly accessible from that space. Seminar rooms 40 m² and larger shall be measured as instructional space, regardless of access.

Large Elementary Classrooms

When measuring an existing elementary school to calculate the allowable space for an addition or determine the existing nominal and operating capacities, general instruction rooms shall be recorded as follows:

- General instruction rooms between (80-120 m²) shall be recorded as only 80m². The extra area is to be allocated to design space.
- General instruction rooms between (40-79 m²) or exceeding 120 m² shall be recorded in full as the actual area.

The need for new space will take into account the best use and possible adaptation of any undersized rooms and extra area.

Gross Area

The gross area of a building floor is defined as the floor area within the inside of the exterior walls, plus a standard allowance calculated by multiplying the building perimeter (measured at the interior face) times 150 mm.

The following area calculations shall be included in the definition of facility gross floor area:

- stair openings, measured at the first floor, including stairs to rooftop penthouses
- elevator and duct shafts measured at each floor
- mezzanines including access stairs
- mechanical and electrical spaces, including all penthouse, basement and mezzanine locations (service spaces to be identified separately)
- galleries and suspended walkways, including access stairs
- all other usable or accessible floor areas.

Excluded areas from the calculations are as follows:

- industrial education storage mezzanines
- crawl spaces or service tunnels
- elementary covered play areas
- industrial education covered work areas.

2.2.4 Classroom Size

The area of a new classroom including ancillary space shall not be less than 75 m².

2.2.5 Exceptions

The following situations will be treated as exceptions to the prescribed area allowances and dealt with as described.

Substandard Space

Space in an existing school which is determined by the Ministry to be substandard will be exempted from the area allowances. Examples include a basement with insufficient ceiling height or a classroom located under a gymnasium.

Non-Standard Grades

If the area standards are inappropriate due to local programming or a non-standard grade structure which falls outside of scope of the area standards, area shall be allocated during the program stage as required. For example in a small elementary/secondary school.

Special Education

Area allowances for special education programs, such as learning assistance, are included in the core requirements given in sections 2.5.1., 2.7.1. and 2.8.1.

Supplementary Special Education

Area allowances for supplementary programs, Type 1 - high incidence and Type 2 - low incidence, are included in the core requirements given in sections 2.5.1., 2.7.1 and 2.8.1.

Non-Standard Programs

A School Board may wish to offer programs such as agriculture for which no standard module area has been established in sections 2.7.4 and 2.8.3. Such spaces will be designed on an individual basis and replace equivalent secondary modules within the standard allowances, subject to the approval of the Ministry.

Expansion

Where the rate of population and enrolment growth support the need for additional expansion within five years, modifications to the area standards may be allowed in a staged plan if necessary to facilitate future expansion. For example, admin./health and media/tech. centre areas would be sized to support the final nominal/operating capacity. The areas of the final stage plan shall comply with the area standards.

Existing Schools

The allowable amount of design space may be insufficient to accommodate additions to schools with inefficient layouts. When planning an addition or modification to an existing school, an increase in the allowable design space will be supported to accommodate the approved addition.

2.2.6 Area Requirements

The core areas provided in sections 2.5.1, 2.7.1 and 2.8.1. shall be at least 90% of the area standards, with the exception of general classrooms which shall be at least 100% of the area standard. All classrooms shall be at least 75m². In an actual design, some of the spaces may function better with an increased area. The allocation of core space and design space allowances within the defined limits permit variances to be accommodated. The more efficient the use of the design space allowance for circulation, etc., the more such space is available to supplement the core areas.

Design Space

The allowance for design space provided in sections 2.5.1., 2.7.1 and 2.8.1 for elementary, middle and secondary schools, shall be the maximum that can be provided. Design space must be used for circulation, structure, washrooms, and similar service areas. When those essential facilities have been provided, design space may be used to supplement core and/or elective areas.

Mechanical Rooms

The net area of mechanical and electrical rooms will be considered as a core area based on a maximum of 3% of the remaining gross building area. Additional area, if required, shall be deducted from the design space allowance.

An increase to the 3% allowance may be considered where there is demonstrated need.

Gross Area

For new schools the total gross areas provided in sections 2.5.1, 2.7.1 and 2.8.1 for elementary, middle and secondary schools, is the maximum area that will be supported. For additions to existing schools an increase to the total gross area may be supported if, because of existing inefficiencies, the design space is insufficient to support the allowable new core and elective space.

2.3 ELEMENTARY SCHOOLS

2.3.1 Allowable Areas

The total allowable gross area of an elementary school with a nominal capacity within a range of 50-800 plus kindergarten pupils shall be the sum of the following:

- the core areas derived from section 2.5.1
- kindergarten instruction area and design space as described in section 2.3.3
- other areas, if allowable.

2.3.2 Nominal Capacity Vs Operating Capacity

Elementary school nominal capacity area standards assume a classroom capacity of 25 pupils. The operating capacity of a school is based on the current average classroom capacity and the grade structure. For example, grade K to 5 and K to 6 schools with a grade 1 to 3 classroom capacity of 21 and a grade 4 to 6 classroom capacity of 25 will have different operating capacities but could have the same nominal capacities.

2.3.3 Kindergarten

Elementary schools with a 150 nominal capacity and above may provide kindergarten facilities in addition to the accommodation for elementary students.

For schools less than 150 nominal capacity, kindergarten students may either be included in the general calculations on a full-time equivalent (FTE) basis or calculated separately at Ministry discretion, depending on local distribution of grades and enrolment forecasts.

The kindergarten classroom area allowance will be as follows:

- | |
|--|
| <ul style="list-style-type: none">• general instruction space 90 m²• design space 20 m² |
|--|

Each kindergarten module will retain a nominal capacity of 20 students while the operating capacity will be adjusted to reflect the current policy. For example, the 1998 kindergarten operating capacity of 20 was reduced to 19 in 2001.

2.3.4 Covered Play Areas

A covered play area not exceeding 100 m² (total roof area) may be added to an elementary school that meets the following criteria:

- A school will be eligible if it has a nominal capacity less than 175.
- All elementary schools in a district will be eligible if the district has one of the following conditions:

- | |
|---|
| <ul style="list-style-type: none">• annual precipitation exceeding 2000 mm• more than 5000 degree days below 18°C per annum• exceptional local conditions which create problems best solved by a covered play area. |
|---|

The climatic data shall be derived from an approved official source such as the supplement to the National Building Code.

A covered play area may be paved and roofed, but not more than two sides may have walls or screens. Covered play areas shall not be counted within the gross building area.

2.4 AVERAGE CLASSROOM CAPACITIES

2.4.1 Elementary Average Classroom Capacities

Determining the nominal and operating capacity of an elementary school depends on the capacity per instruction room and the grade structure of the school. The current classroom capacities are as follows:

- Kindergarten 19 pupils per classroom
- Elementary grades 1 to 3 21 pupils per classroom
- Elementary grades 4 to 7 25 pupils per classroom.

The following table, based the above current classroom capacity, gives the average elementary classroom capacities for a variety of grade structures. The average classroom capacities are to be used in the determination of nominal and operating capacities for new and existing schools.

<u>Grade Structure</u>	<u>Average Classroom Capacity</u>
1	21.00
1 - 2	21.00
1 - 3	21.00
1 - 4	22.00
1 - 5	22.60
1 - 6	23.00
1 - 7	23.29
2 - 3	21.00
2 - 4	22.33
2 - 5	23.00
2 - 6	23.40
2 - 7	23.67
3 - 4	23.00
3 - 5	23.67
3 - 6	24.00
3 - 7	24.20
4 and greater	25.00

The average elementary classroom capacity for grades 1 - 8 to 1 - 12 schools is 23.29.

2.4.2 Middle and Secondary Average Classroom Capacities

The current pupil capacity per construction module for middle and secondary schools is 25. Since the nominal capacity is based on the same criteria, middle and secondary schools will have the same nominal and operating capacities.

2.5 ELEMENTARY SCHOOL AREA ALLOWANCES

2.5.1 Elementary Core Areas

Space Functions	N O M I N A L C A P A C I T Y															
	50	75	100	125	150	175	200	225	250	275	300	325	350	375	400	425
ADMIN./ HEALTH	40	40	60	60	80	80	80	80	80	80	80	100	100	100	100	100
GEN. INSTRUCTION	160	240	320	400	480	560	640	720	800	880	960	1040	1120	1200	1280	1360
GEN. STORAGE	20	20	40	40	40	40	40	40	40	60	60	60	60	70	70	70
GYM ACTIVITY	100	150	150	265	265	380	380	380	380	380	380	380	380	380	380	380
GYM ANCILLARY	10	20	20	65	65	65	65	65	65	65	65	65	65	65	65	65
MEDIA/ TECH. CENTRE	40	80	160	160	160	160	160	160	160	180	180	180	180	180	180	180
MULTI-PURPOSE	0	0	0	0	0	0	80	80	100	100	100	100	100	100	100	100
SPECIAL EDUCATION	40	60	80	100	100	120	120	120	120	160	160	160	180	180	180	200
MECHANICAL	15	25	30	40	45	50	60	60	65	70	75	80	80	85	90	90
DESIGN SPACE	100	150	190	260	280	330	365	390	410	450	480	490	515	535	560	580
TOTAL	525	785	1050	1390	1515	1785	1990	2095	2220	2425	2540	2655	2780	2895	3005	3125

Space Functions	N O M I N A L C A P A C I T Y														
	450	475	500	525	550	575	600	625	650	675	700	725	750	775	800
ADMIN./ HEALTH	100	100	110	110	110	110	120	120	120	120	120	120	120	120	120
GEN. INSTRUCTION	1440	1520	1600	1680	1760	1840	1920	2000	2080	2160	2240	2320	2400	2480	2560
GEN. STORAGE	70	70	70	80	80	80	80	80	80	80	80	80	80	80	80
GYM ACTIVITY	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380
GYM ANCILLARY	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
MEDIA/ TECH. CENTRE	180	200	200	200	200	200	200	210	210	210	210	220	220	220	220
MULTI-PURPOSE	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
SPECIAL EDUCATION	200	200	200	240	240	260	260	260	260	280	280	280	300	300	300
MECHANICAL	95	100	100	105	110	115	115	120	120	125	130	130	135	140	140
DESIGN SPACE	600	620	645	690	700	715	740	760	775	800	815	840	860	880	900
TOTAL	3230	3355	3470	3650	3745	3865	3980	4095	4190	4320	4420	4535	4660	4765	4865

Note: Each kindergarten module may have 90 m² general instruction and 20 m² design space added to core area allowance derived from the above figures. See section 2.3.3.

2.5.2 Design Aid Sheet For New Elementary Schools

Example: New elementary school for 33 kindergarten and 248 elementary students.

<u>Data:</u>	Student Classroom Capacity	- Kindergarten	38
		- Grades 1-3	21
		- Grades 4-7	25
	Grade Structure	- K to 7	
	Average Classroom Capacity	- 23.29 (from 2.4.1)	

- a) determine the number of classrooms required and elementary nominal capacity:
- number of classrooms = $(248/23.29) = 10.65$ (11)
 - nominal capacity = $11 \times 25^* = 275$ (* N.C. average classroom capacity)
- b) determine the number of kindergarten classrooms required:
- enrolment/kindergarten capacity = $33/19 = 1.74$ (2)
- c) determine the operating capacity
- kindergarten portion = $(2 \times 19) = 38$
 - elementary portion = (no. of classrooms x average classroom capacity)
= $(11 \times 23.29) = 256$
- Operating capacity = 38 Kgn + 256 Elem.
- d) determine the nominal capacity:
- kindergarten portion = $(2 \times 20) = 40$
 - elementary portion from (a)
- Nominal capacity = 40 Kgn + 275 Elem.
- e) record elementary core areas from 2.5.1 for a 275 nominal capacity elementary school.
- f) record kindergarten area from 2.3.3 and add the kindergarten design area to core design area from 2.5.1.

DESIGN AID SHEET FOR ELEMENTARY SCHOOLS

Grades: K to 7

School Name: EXAMPLE ELEMENTARY

Facility Code: _____

Date: May 2012

District: XX (EXAMPLE DISTRICT)

School Capacity: • Nominal: Kindergarten - 40 Elementary - 275
• Operating: Kindergarten - 38 Elementary - 256

Agreed Nominal / Operating Capacity:

Ministry of Education Date

This sheet is for use with the procedures in the Ministry of Education - Area Standards

PART 1 - BASIC AREAS				
Space Function	A - Existing	B - Allowable	C - Deficit	D - New
Administration / Health				80
Gen. Instruction				880
Gen. Storage				60
Gym Activity				380
Gym Ancillary				65
Media / Tech. Centre				180
Multi-Purpose				100
Spec. Education				160
Mechanical				70
Kindergarten				180
Design Space				490
* Other				
Sub-Total	Ai	Bi		Di 2,645
• Surplus classroom area included in DESIGN space: <input type="text"/>				
PART 2 - TOTAL AREAS				
	E - Existing		F - New	
Total Basic Areas	Ai		Di	2,645.0
			Ji	
Total Gross Allowable Area				2,645.0

Comments:

* Other:

2

2.5.3 Design Aid Sheet For Existing Elementary Schools

Example:

Determine the area allowance to increase an existing elementary's capacity to support 47 kindergarten and 407 elementary grades 1-7 elementary students.

Procedure:

- measure the existing school areas as per section 2.2.3 and enter the areas into the design aid sheet in the required categories.
- calculate the operating and nominal capacities following the same method used to determine the capacities for a new school in section 2.5.2. (nominal capacity = 60 kindergarten and 450 elementary, operating capacity = 57 kindergarten and 419 elementary)
- record core areas from 2.5.1 for a 450 nominal capacity elementary school.
- record the kindergarten area allowance for three kindergarten classrooms from 2.3.3 and add the kindergarten design area to the core design area from 2.5.1.
- determine the space required to increase the existing school's area to, as closely as possible, approximate the area allowable for a nominal capacity school for 60 kindergarten and 450 elementary students.

DESIGN AID SHEET FOR ELEMENTARY SCHOOLS

Grades: K to 7

School Name: EXAMPLE ELEMENTARY

Facility Code: XX034

Date: May 2012

District: XX (EXAMPLE DISTRICT)

School Capacity: • Nominal: Kindergarten - 60 Elementary - 450
 • Operating: Kindergarten - 57 Elementary - 419

Agreed Nominal / Operating Capacity:	
Ministry of Education	Date

This sheet is for use with the procedures in the Ministry of Education - Area Standards

PART 1 - BASIC AREAS				
450				
Space Function	A - Existing	B - Allowable	C - Deficit	D - New
Administration / Health	113.6	100	-13.6	
Gen. Instruction 9	647.2	1440	792.8	800
Gen. Storage	15.5	70	54.5	55
Gym Activity	374.3	380	5.7	
Gym Ancillary	36.2	65	28.8	29
Media / Tech. Centre	144.5	180	35.5	36
Multi-Purpose	107.7	100	-7.7	
Spec. Education	119.1	200	80.9	81
Mechanical	105.4	95	-10.4	
Kindergarten	85.8	270	184.2	180
Design Space	592.3	660	67.7	278
* Other				
Sub-Total	Ai 2341.6	Bi 3,450	1,218.4	Di 1,459.0

Comments:

Estimated design space required to accommodate the following:

Instruction	800 m2
Gen. Storage	55
Gym. Ancillary	29
Media/Tech.	36
Sped. Ed.	81
Kindergarten	180
	1,181 m2

Design space estimate: 23.5% x 1,181 m2 = 278 m2

• Surplus classroom area included in DESIGN space =

PART 2 - TOTAL AREAS			
E - Existing		F - New	
	Ai	Di	Ji
Total Basic Areas	2,341.6	1,459.0	2,341.6
Total Gross Allowable Area			3,800.6

* Other:

2.6 MIDDLE AND SECONDARY SCHOOLS

2.6.1 Middle School Allowable Areas

The total gross allowable area of a middle school with a nominal capacity within a range of 200-1000 pupils shall be the sum of the following:

- the minimum core areas standards from sections 2.7.1 and 2.7.2
- elementary general instruction space from section 2.7.3
- elective areas derived from section 2.7.4
- other areas, if allowable.

The areas derived from sections 2.7.1 and 2.7.4 shall be applicable to grades 6-8 as well as grades 7-9. Middle schools with a nominal capacity outside the 200-1000 range will be dealt with on an individual basis. See also section 2.2.5

2.6.2 Secondary School Allowable Areas

The total gross allowable area of a middle school with a nominal capacity within a range of 200-2500 pupils shall be the sum of the following:

- the minimum core areas standards from sections 2.8.1 and 2.8.2
- elective areas derived from section 2.8.3
- other areas, if allowable.

The areas derived from sections 2.8.1 and 2.8.3 shall be applicable to grades 8 to 12. Schools with a nominal capacity outside the 200-2500 range will be dealt with on an individual basis. See also section 2.2.5

2.6.3 Elective Areas

The selection of elective modules must be in consultation with the Ministry, and will normally be from sections 2.7.4 and 2.8.3.

In making a selection of elective modules, alternative combinations should be considered. The use of multi-purpose space and any surplus design space should be taken into account.

The area of a module may be modified for a specific project or approved for a program not shown in sections 2.7.4 and 2.8.3, with the written agreement of the Ministry.

In middle schools and smaller secondary schools, single function academic/vocational modules might become under-used. In such cases, dual and/or multi-use module shall be calculated individually, based on demonstrated need, and agreed in writing by the Ministry.

2.6.4 Industrial Education Covered Work Area

In addition to the allowable areas for Industrial Education a roofed, fenced, and paved work area not exceeding 65 m² may be added to each construction, mechanics and middle school general shop. The area of the sawdust extraction equipment room may included either in the covered work area or in the construction shop allowable area, at School Board discretion.

Covered work areas shall not be counted within the gross building area.

2.6.5 Teaching Kitchen

With the approval of the Ministry, a teaching kitchen may be permitted for a school enrolling at least 600 students in grades 11 and 12.

2.7 MIDDLE SCHOOL AREA ALLOWANCES

2.7.1 Middle School Core Areas

- Junior middle school - grades 6 to 8
- Senior middle school - grades 7 to 9

Space Function	NOMINAL CAPACITY																
	200	250	300	350	400	450	500	550	600	650	700	750	800	850	900	950	1000
	Core area in (m2)																
Admin./ Health	125	135	145	155	155	155	190	190	190	190	190	210	210	210	210	210	210
Counselling	50	50	50	50	50	50	50	50	50	50	50	50	50	60	60	60	60
General Storage	60	60	70	70	80	80	90	90	90	90	100	100	100	100	105	105	105
Gym Activity	500	500	500	500	500	600	600	600	600	600	600	600	600	750	750	750	750
Gym Ancillary	100	100	100	100	100	150	150	150	150	150	150	150	150	200	200	200	200
Media/ Tech. Centre	225	235	250	255	265	270	280	290	310	320	330	340	350	355	365	375	385
Multi-Purpose	100	100	100	100	100	160	160	160	160	160	240	240	240	240	240	240	240
Special Ed.	100	160	160	160	240	240	240	320	320	320	400	400	400	480	480	480	560
Total	1260	1340	1375	1390	1490	1705	1760	1850	1870	1880	2060	2090	2100	2395	2410	2420	2510
Junior Middle Sch.																	
Instructional Space	880	1115	1295	1500	1660	1820	1980	2140	2300	2500	2660	2820	3000	3160	3340	3540	3700
Mechanical Space (3%)	80	95	105	110	120	135	145	155	160	170	180	190	195	215	220	230	240
Design Space (28%)	600	690	750	810	880	990	1050	1120	1170	1225	1320	1375	1430	1555	1610	1670	1740
Max. Gross Area	2820	3240	3525	3810	4150	4650	4935	5265	5500	5775	6220	6475	6725	7325	7580	7860	8190
Senior Middle Sch.																	
Instructional Space	1020	1180	1335	1540	1700	1920	2100	2320	2480	2685	2865	2945	3135	3370	3530	3710	3965
Mechanical Space (3%)	90	95	105	110	125	140	150	160	170	175	190	195	200	220	230	235	250
Design Space (28%)	640	705	760	820	895	1015	1080	1170	1220	1280	1380	1410	1465	1615	1665	1715	1815
Max. Gross Area	3010	3320	3575	3860	4210	4780	5090	5500	5740	6020	6495	6640	6900	7600	7835	8080	8540

2.7.2 Secondary Core and Elective Modules

The following figures are used with 2.6.4 to select the core and elective Academic/Vocational facilities for agreed nominal capacity of secondary students.

Secondary Capacity	Science	Core General Instruction	Elective Modules	Core Modules	Total Modules
25			2		2
50			3		3
75			4		4
100	1	0	0	4	5
125	1	0	1	4	6
150	1	1	1	4	7
175	1	2	1	4	8
200	1	3	1	4	9
225	1	3	2	4	10
250	1	4	2	4	11
275	1	4	3	4	12
300	2	4	3	4	13
325	2	4	4	4	14
350	2	4	5	4	15
375	2	4	6	4	16
400	2	5	6	4	17
425	2	5	7	4	18
450	2	6	7	4	19
475	2	6	8	4	20
500	2	6	8	4	20
525	2	6	9	4	21
550	2	7	9	4	22
575	2	7	10	4	23
600	2	8	10	4	24
625	2	8	11	4	25
650	3	8	11	4	26
675	3	8	12	4	27
700	3	9	12	4	28
750	3	9	14	4	30
800	3	10	15	4	32
850	3	10	16	4	33
900	3	11	17	4	35
950	4	12	17	4	37
1000	4	12	19	4	39

If a district shows that the standards are not suited to the programs being offered the allocation of space will be reviewed at the building program stage. When selecting the core and elective modules, note the possible alternatives described in 2.6.3.

2.7.3 Middle School Elementary Classrooms

A classroom must be supplied for each 25 elementary pupils. Determine the area allowance for elementary classroom space as follows:

$$\frac{\text{agreed nominal capacity of elementary students}}{25} \times 80 \text{ m}^2$$

2.7.4 Middle School Module Areas

The following areas are used with 2.7.2 to select the core and elective Academic/Vocational modules.

<u>Space Function</u>	<u>Module Area</u>
General Instruction	80 m ²
Science (incl. ancillary)	100 m ²
Fine Arts (incl. ancillary)	
Choral Music	100 m ²
Art	120 m ²
Drama & Theatre	120 m ²
Music	160 m ²
Industrial Education	
Drafting	110 m ²
Technology	125 m ²
General Shop	155 m ²
Home Economics	
Separate Clothing or Foods Room	110 m ²
Combined Clothing/Foods Room	140 m ²
Business Education	100 m ²

Excepting general instruction modules which must be at least 75 m², new modules shall be at least 90 percent of the standard area given above. New modules between 90-100 percent or existing facilities 90-120 percent of the standard area shall have a rating of 1.0.

New modules may be larger than the standard area. The amount of any additional area shall be included in the Design Aid Sheet, either as design space of elective space. In the latter case, the rating shall be calculated as follows:

$$\text{Module Rating} = \frac{\text{actual area of module}}{\text{area of equivalent module in 2.7.4}}$$

Where two or more subjects are combined into one facility (e.g., technology/wood construction), the area shall be calculated individually, based on demonstrated need, and agreed in writing by the Ministry.

2.7.5 Design Aid Sheet For New Middle School

Procedure - Sheet #1

- Determine the number of secondary core and elective modules from section 2.7.2
- Calculate the number of elementary classrooms from section 2.7.3
- Select the new core and new elective Academic/Vocational modules from section 2.7.4

Procedure - Sheet #2

- Select the core Service/Activity space from section 2.7.1
- Enter the maximum gross area

DESIGN AID SHEET FOR MIDDLE SCHOOLS -- SHEET #1

GRADES: 7 to 9

School Name: EXAMPLE SENIOR MIDDLE SCHOOL Facility Code: _____ Date: FEB./1999
 District: XX (EXAMPLE DISTRICT)
 School Capacity: • Nominal - 600 - 200E/400S Total Elective Modules: 6
 • Operating - as above

Agreed Nominal / Operating Capacity:

Ministry of Education _____ Date _____

This sheet is for use with the procedures in the Ministry of Education - Area Standards.

PART 1 - ACADEMIC/VOCATIONAL												
Space Function	1A - EXISTING			1B - MODULES			1C - NEW CORE			1D - NEW ELECTIVE		
	Description	Area	Mods.	Core	Deficit	Surplus	Description	Area	Mods.	Description	Area	Mods.
Business Education				1.0			Business Ed.	100.0	1.0			
Fine Arts				1.0			Music	160.0	1.0	Art	120.0	1.0
										Drama	120.0	1.0
Home Economics				1.0			Comb. Food/Clothing	140.0	1.0			
Industrial Education				1.0			General Shop	155.0	1.0	Technology	125.0	1.0
										General Shop	155.0	1.0
Science				2.0			Science	100.0	1.0	Science	100.0	1.0
Other *												
General Instruction	() rooms 75-95 m2			E: 8.0			Area = No. of modules x 80 m2	1040.0	13.0	Area = No. of modules x 80 m2	80.0	1.0
	() Other rooms			S: 5.0								
Sub-totals								1,795.0			700.0	6.00

* Note - May not be used except for spaces agreed in writing by the Ministry.

DESIGN AID SHEET FOR MIDDLE SCHOOLS -- SHEET #2

(See Sheet #1 for base information)

EXAMPLE SENIOR MIDDLE SCHOOL

PART 2 - SERVICE/ACTIVITY					PART 3 - TOTAL AREAS														
Space Function	E - Existing	F - Allowable	G - Deficit	H - New		N - Existing	P - New												
Administration / Health				190															
Counselling				50	Existing Acad./Voc.	Ai													
Gen. Storage				90	Core A/V Additions		Ci 1,795.0												
Gym Activity				600	Elective A/V Additions		Di 700.0												
Gym Ancillary				150	Service Activity	Ei	Hi 3,245.0												
Media / Tech. Centre				310	Sub-total		5,740.0												
Multi-purpose				160			Ni												
Special Education				320	Total Gross Allowable Area (5,740)		5,740.0												
Mechanical				170	ENROLMENT: as of: Grade Structure: <table border="1" style="display: inline-table; vertical-align: middle;"> <tr> <td>Kgn:</td> <td>Gr. 1-7:</td> <td>Gr. 8-12:</td> <td>Type-1:</td> <td>Type-2:</td> <td>Port. CR's</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			Kgn:	Gr. 1-7:	Gr. 8-12:	Type-1:	Type-2:	Port. CR's						
Kgn:	Gr. 1-7:	Gr. 8-12:	Type-1:	Type-2:	Port. CR's														
Design Space				1205	* Other:														
* Other																			
Sub-Total	Ei	Fi		Hi	3,245.0														

Comments:

2.7.6 Design Aid Sheet For Existing Middle School

Procedure

- a) Measure the existing areas as per section 2.2.3 and enter into the design aid sheet in the required categories.
- b) Calculate the Allowable areas following the same method used to determine the allowable space for a new school.

Sheet #1

- Determine the number of secondary core and elective modules from section 2.7.2
- Calculate the number of elementary classrooms from section 2.7.3
- Select the new core and new elective Academic/Vocational modules from section 2.7.4

Sheet #2

- Select the core Service/ Activity space from section 2.7.1
 - Enter the maximum gross area
- c) Determine the space required to increase the existing school's area to, as closely as possible, approximate the area allowances for a 600 nominal capacity junior middle school.

DESIGN AID SHEET FOR MIDDLE SCHOOLS -- SHEET #1

GRADES: 6 to 8

School Name: EXAMPLE - JUNIOR MIDDLE SCHOOL Facility Code: XX007 Date: FEB./1999

District: XX (EXAMPLE DISTRICT)

School Capacity: • Nominal - 600 - 400E/200S Total Elective Modules: 1
 • Operating - as above

Agreed Nominal / Operating Capacity:

Ministry of Education _____ Date _____

This sheet is for use with the procedures in the Ministry of Education - Area Standards.

PART 1 - ACADEMIC/VOCATIONAL												
Space Function	1A - EXISTING			1B - MODULES			1C - NEW CORE			1D - NEW ELECTIVE		
	Description	Area	Mods.	Core	Deficit	Surplus	Description	Area	Mods.	Description	Area	Mods.
Business Education	Commerce	80.6	0.81	1.0	0.19							
Fine Arts	Band	157.5	1.00	1.0		1.00						
	Art	122.6	1.00									
Home Economics	Clothing	63.0	0.57	1.0		0.46						
	Foods	98.0	0.89									
Industrial Education	Technology	124.1	1.00	1.0		0.83						
	General Shop	129.2	0.83									
Science	Science	100.2	1.00	1.0		1.0						
	Science	100.2	1.00									
Other *												
General Instruction	(12) rooms 75-95 m2	966.1	12.0	E: 16.0	7.00		Area = No. of modules x 80 m2 3.9 x 80 m2	312.0	3.90	Area = No. of modules x 80 m2		
	() Other rooms			S: 3.0								
Sub-totals		1,941.5						312.0				
		Ai			Bi			Ci			Di	Dii

* Note - May not be used except for spaces agreed in writing by the Ministry.

DESIGN AID SHEET FOR MIDDLE SCHOOLS -- SHEET #2

(See Sheet #1 for base information)

EXAMPLE - JUNIOR MIDDLE SCHOOL

PART 2 - SERVICE/ACTIVITY					PART 3 - TOTAL AREAS			
Space Function	E - Existing	F - Allowable	G - Deficit	H - New		N - Existing	P - New	
Administration / Health	217.3	190	-27.3					
Counselling	28.4	50	21.6		Existing Acad./Voc.	Ai 1,941.5		
Gen. Storage	65.6	90	24.4	24	Core A/V Additions		Ci	312.0
Gym Activity	594.9	600	5.1		Elective A/V Additions		Di	
Gym Ancillary	146.8	150	3.2		Service Activity	Ei 3,381.5	Hi	377.0
Media / Tech. Centre	279.2	310	30.8	31	Sub-total	5,323.0		689.0
Multi-purpose	145.3	160	14.7				Ni	5,323.0
Special Education	148.8	320	171.2	171	Total Gross Allowable Area (5,550)			6,012.0
Mechanical	207.7	160	-47.7					
Design Space	1547.5	1170	-377.5	151				
* Other								
Sub-Total	Ei 3,381.5	Fi 3,200.0	-181.5	Hi 377.0				

ENROLMENT: as of: _____ Grade Structure: _____					
Kgn:	Gr. 1-7:	Gr. 8-12:	Type-1:	Type-2:	Port. CR's

* Other: _____

Comments:

Estimated design space required to support the following new space:
 New core 312 m2
 Gen. Storage 24
 Media/Tech. 31
 Multi-Purpose 171
 538 m2
 Design space estimate: 28.0% x 538 m2 = 151 m2

2.8 SECONDARY SCHOOL AREA ALLOWANCES

2.8.1 Secondary School Core Areas

Space Function	NOMINAL CAPACITY										
	200	250	300	350	400	450	500	550	600	650	700
	Core area in (m2)										
Admin./ Health	175	175	175	175	175	175	240	240	240	240	240
Counselling	50	50	50	50	50	50	50	50	70	70	70
General Storage	60	60	70	70	80	80	90	90	100	100	110
Gym Activity	600	600	600	600	600	750	750	750	750	900	900
Gym Ancillary	150	150	150	150	150	150	150	150	150	160	160
Media / Tech Centre	270	270	300	300	300	320	320	320	360	360	360
Multi-Purpose	80	80	80	160	160	160	240	240	240	240	240
Special Ed.	80	80	80	100	100	160	160	180	200	220	240
Mechanical Space (3%)	80	90	95	105	115	130	140	150	160	170	180
Design Space (28%)	745	820	900	995	1075	1205	1315	1390	1480	1600	1675
Total	2290	2375	2500	2705	2805	3180	3455	3560	3750	4060	4175
Instructional Space	1200	1460	1700	1940	2220	2460	2700	2940	3180	3420	3660
Max. Gross Area	3490	3835	4200	4645	5025	5640	6155	6500	6930	7480	7835

Space Function	NOMINAL CAPACITY										
	750	800	850	900	950	1000	1100	1200	1300	1400	1500
	Core area in (m2)										
Admin./ Health	240	240	240	240	240	280	280	280	280	280	280
Counselling	70	70	70	70	85	85	85	85	85	85	85
General Storage	110	110	110	120	120	120	130	130	140	140	140
Gym Activity	900	900	1050	1200	1200	1200	1350	1350	1350	1350	1350
Gym Ancillary	160	160	270	270	270	270	280	280	280	280	280
Media / Tech Centre	380	380	380	400	400	400	440	440	440	460	460
Multi-Purpose	240	320	320	320	320	320	320	320	320	320	320
Special Ed.	240	280	280	300	320	340	380	420	450	490	530
Mechanical Space (3%)	185	195	210	220	225	235	255	270	285	300	315
Design Space (28%)	1745	1830	1950	2050	2115	2190	2380	2515	2650	2790	2925
Total	4270	4485	4880	5190	5295	5440	5900	6090	6280	6495	6685
Instructional Space	3900	4080	4240	4400	4600	4800	5240	5680	6120	6560	7000
Max. Gross Area	8170	8565	9120	9590	9895	10240	11140	11770	12400	13055	13685

Space Function	NOMINAL CAPACITY										
	1600	1700	1800	1900	2000	2100	2200	2300	2400	2500	
	Core area in (m2)										
Admin./ Health	320	320	320	320	320	360	360	360	360	360	
Counselling	100	100	100	100	100	120	120	120	120	120	
General Storage	150	150	150	160	160	160	170	170	170	170	
Gym Activity	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	
Gym Ancillary	280	280	280	280	280	280	280	280	280	280	
Media / Tech Centre	460	480	480	500	500	500	540	540	540	540	
Multi-Purpose	320	320	320	320	320	320	320	320	320	320	
Special Ed.	570	600	640	680	710	750	780	820	860	890	
Mechanical Space (3%)	330	345	360	375	390	410	425	440	455	4400	
Design Space (28%)	3075	3215	3350	3505	3645	3805	3965	4110	4255	470	
Total	6955	7160	7350	7590	7775	8055	8310	8510	8710	8900	
Instructional Space	7440	7880	8320	8800	9280	9760	10240	10720	11200	11680	
Max. Gross Area	14395	15040	15670	16390	17055	17815	18550	19230	19910	20580	

2.8.2 Secondary Core and Elective Modules

The following figures are used with 2.8.3 to select the core and elective Academic/Vocational facilities for an agreed nominal capacity.

Secondary Capacity	Science	Core General Instruction	Elective Modules	Core Modules	Total Modules
200	1	3	1	4	9
250	1	4	2	4	11
300	2	4	3	4	13
350	2	4	5	4	15
400	2	5	6	4	17
450	2	6	7	4	19
500	2	6	8	4	20
550	2	7	9	4	22
600	2	8	10	4	24
650	3	8	11	4	26
700	3	9	12	4	28
750	3	9	14	4	30
800	3	10	15	4	32
850	3	10	16	4	33
900	3	11	17	4	35
950	4	12	17	4	37
1000	4	12	19	4	39
1100	4	14	22	4	44
1200	4	15	25	4	48
1300	5	16	26	4	51
1400	5	17	29	4	55
1500	5	18	32	4	59
1600	6	20	34	4	64
1700	6	21	37	4	68
1800	6	22	40	4	72
1900	7	24	41	4	76
2000	7	25	44	4	80
2100	8	27	45	4	84
2200	8	28	48	4	88
2300	9	29	50	4	92
2400	9	30	53	4	96
2500	9	31	56	4	100

These core and elective figures are based on a grade 8-12 configuration. If a district shows that the standards are not suited to a different configuration, the allocation of space will be reviewed at the building program stage.

When selecting the core and elective modules, note the possible alternatives described in 2.6.3.

2.8.3 Secondary Module Areas

The following areas are used with 2.8.2 to select the core and elective Academic/Vocational modules.

<u>Space Function</u>	<u>Module Area</u>
General Instruction	80 m ²
Science (incl. ancillary)	140 m ²
Fine Arts (incl. ancillary)	
Choral Music	120 m ²
Art	140 m ²
Drama & Theatre (200-950 nominal cap.)	150 m ²
Drama & Theatre (1000+ nominal cap.)	250 m ²
Music	180 m ²
Industrial Education	
Drafting	120 m ²
Technology (existing Electricity/Electronics)	140 m ²
Metalwork (use in determining existing cap.)	200 m ²
Mechanics	230 m ²
Construction (Wood)	275 m ²
Home Economics	
Separate Clothing or Foods Room	120 m ²
Combined Clothing/Foods Room	160 m ²
Teaching Kitchen	180 m ²
Business Education	120 m ²
Computers	120 m ²

Excepting general instruction modules which must be at least 75 m², new modules shall be at least 90 percent of the standard area given above. New modules between 90-100 percent or existing facilities 90-120 percent of the standard area shall have a rating of 1.0.

New modules may be larger than the standard area. The amount of any additional area shall be included in the Design Aid Sheet, either as design space of elective space. In the latter case, the rating shall be calculated as follows:

$$\text{Module Rating} = \frac{\text{actual area of module}}{\text{area of equivalent module in 2.8.3}}$$

Where two or more subjects are combined into one facility (e.g., technology/wood construction), the area shall be calculated individually, based on demonstrated need, and agreed in writing by the Ministry.

2.8.4 Secondary Extended Day Area Allowances

The Extended Day Area Allowance will be applied to secondary space projects to provide the following:

- space for lounge, study or tutorial activities for those on-site students that are in excess of the nominal capacity but cannot be accommodated within existing non-occupied space
- a half locker for each of the additional students in excess of the nominal capacity
- a full locker plus storage cupboard to accommodate personal supplies and materials for each full time equivalent teacher
- additional design space for circulation, washrooms, etc.
- additional mechanical space

Secondary schools operating under an extended day format may add the following Extended Day Area Allowance to design space area described in 2.8.1.

Secondary Nominal Capacity	Extended Day Capacity	Extended Day Area Allowance
200	250	35
250	300	35
300	375	50
350	425	50
400	500	70
450	550	70
500	625	85
550	675	85
600	750	100
650	800	100
700	875	120
750	925	120
800	1000	135
850	1050	135
900	1125	150
950	1175	150
1000	1250	170
1100	1375	185
1200	1500	200
1300	1625	220
1400	1750	235
1500	1875	250
1600	2000	270
1700	2125	285
1800	2250	300
1900	2375	320
2000	2500	335
2100	2625	350
2200	2750	370
2300	2875	390
2400	3000	405
2500	3125	420

2.8.5 Design Aid Sheet For New Secondary Schools

Procedure - Sheet #1

- a) Determine the number of secondary core and elective modules from section 2.8.2.
- b) Select the new core and new elective Academic/Vocational modules from section 2.8.3.

Procedure - Sheet #2

- a) Select the core Service/ Activity space from section 2.8.1.
- b) Enter the maximum gross area
- c) If the Extended Day Area Allowance is applicable:
 - add the area allowance from 2.8.4 to the design space area from 2.8.1.
 - increase the Maximum gross area from 2.8.1 by the Extended Day Area Allowance

DESIGN AID SHEET FOR SECONDARY SCHOOLS -- SHEET #1

GRADES: 8 to 12

School Name: EXAMPLE SECONDARY Facility Code: _____ Date: FEB. / 1999

District: XX (EXAMPLE DISTRICT)

School Capacity: • Nominal - 600 (ext. day =750) Total Elective Modules: 10
 • Operating - as above Extended Day: YES

Agreed Nominal / Operating Capacity:

Ministry of Education _____ Date _____

This sheet is for use with the procedures in the Ministry of Education - Area Standards.

PART 1 - ACADEMIC/VOCATIONAL												
Space Function	1A - EXISTING			1B - MODULES			1C - NEW CORE			1D - NEW ELECTIVE		
	Description	Area	Mods.	Core	Deficit	Surplus	Description	Area	Mods.	Description	Area	Mods.
Business Education				1.0			Business	120.0	1.0	Business	120.0	1.0
Fine Arts				1.0			Music	180.0	1.0	Art	140.0	1.0
										Drama	150.0	1.0
										Art	140.0	1.0
Home				1.0			Combination	160.0	1.0	Foods	120.0	1.0
Industrial Education				1.0			Construction	275.0	1.0	Technology	140.0	1.0
										Mechanics	230.0	1.0
										Technology	140.0	1.0
Science				2.0			Science	140.0	1.0	Science	140.0	1.0
								Science	140.0	1.0	Science	140.0
Other *												
General Instruction	() rooms 75-95 m2			E:			Area = No. of modules x 80 m2	640.0	8.0	Area = No. of modules x 80 m2		
	() Other rooms			S:	8.0							
Sub-totals								1,655.0			1,460.0	10.00
		Ai				Bi		Ci			Di	Dii

* Note - May not be used except for spaces agreed in writing by the Ministry.

DESIGN AID SHEET FOR SECONDARY SCHOOLS -- SHEET #2

(See Sheet #1 for base information)

EXAMPLE SECONDARY

PART 2 - SERVICE/ACTIVITY					PART 3 - TOTAL AREAS		
Space Function	E - Existing	F - Allowable	G - Deficit	H - New		N - Existing	P - New
Administration / Health				240			
Counselling				70	Existing Acad./Voc.	Ai	
Gen. Storage				100	Core A/V Additions		Ci 1,655.0
Gym Activity				750	Elective A/V Additions		Di 1,460.0
Gym Ancillary				150	Service Activity	Ei	Hi 3,850.0
Media / Tech. Centre				360	Sub-total		6,965.0
Multi-purpose				240			
Special Education				200			
Mechanical				160			
Design Space				1480			
* Other				100			
					Total Gross Allowable Area (7,130)		6,965.0
Sub-Total	Ei	Fi		Hi			
				3,850.0			

ENROLMENT:		as of:		Grade Structure:		
Kgn:	Gr. 1-7:	Gr. 8-12:	Type-1:	Type-2:	Port. CR's	

* Other:

Comments:

Other: Includes the 100 m2 extended day area allowance.

2.8.6 Design Aid Sheet For Existing Secondary Schools

Procedure

- a) Measure the existing areas as per section 2.2.3 and enter into the design aid sheet in the required categories.
- b) Calculate the Allowable areas following the same method used to determine the allowable space for a new school.

Sheet #1

- Determine the number of secondary core and elective modules from section 2.8.2.
- Select the new core and new elective Academic/Vocational modules from section 2.8.3.

Sheet #2

- Select the core Service/ Activity space from section 2.8.1.
 - Enter the maximum gross area.
- c) Determine the space required to increase the existing school's area to, as closely as possible, approximate the area allowances for a 800 nominal capacity secondary school.

DESIGN AID SHEET FOR SECONDARY SCHOOLS -- SHEET #1

GRADES: 8 to 12

School Name: EXAMPLE SECONDARY Facility Code: XX034 Date: FEB. / 1999

District: XX (EXAMPLE DISTRICT)

School Capacity: • Nominal - 800 Total Elective Modules: 15
 • Operating - as above Extended Day: NO

Agreed Nominal / Operating Capacity:

Ministry of Education _____ Date _____

This sheet is for use with the procedures in the Ministry of Education - Area Standards.

PART 1 - ACADEMIC/VOCAIONAL														
Space Function	1A - EXISTING			1B - MODULES			1C - NEW CORE			1D - NEW ELECTIVE				
	Description	Area	Mods.	Core	Deficit	Surplus	Description	Area	Mods.	Description	Area	Mods.		
Business Education	Business	73.2	0.61	1.0		0.24				Business	120.0	1.0		
	Business	75.7	0.63											
Fine Arts	Art	120.5	0.86	1.0		2.57				Music	180.0	1.0		
	Art	159.0	1.00											
	Art	100.0	0.71											
	Drama	152.8	1.00											
Home	Foods	139.9	1.00	1.0		1.00				Food & Clothing	160.0	1.0		
	Clothing	132.3	1.00											
Industrial Education	Mechanics	235.2	1.00	1.0		2.12				Technology	140.0	1.0		
	Technology	227.8	1.00											
	Metalwork	129.0	0.65											
	Woodwork	129.9	0.47											
Science	Science	136.2	1.00	3.0		1.00				Science	140.0	1.0		
	Science	134.2	1.00									Science	140.0	1.0
	Science	156.4	1.00											
	Science	134.5	1.00											
Other *														
General Instruction	(6) rooms 75-95 m2	491.8	6.00	E:			Area = No. of modules x 80 m2			Area = No. of modules x 80 m2				
	(5) Other rooms	330.9	4.14	S: 10.0		0.14						160.0	2.0	
Sub-totals		3,059.3				7.07					1,040.0	8.00		
		Ai				Bi					Di	Dii		

* Note - May not be used except for spaces agreed in writing by the Ministry.

DESIGN AID SHEET FOR SECONDARY SCHOOLS -- SHEET #2

(See Sheet #1 for base information)

EXAMPLE SECONDARY

PART 2 - SERVICE/ACTIVITY					PART 3 - TOTAL AREAS			
Space Function	E - Existing	F - Allowable	G - Deficit	H - New		N - Existing	P - New	
Administration / Health	221.7	240	18.3	18	Existing Acad./Voc.	Ai 3,059.3		
Counselling	70.7	70	-0.7				Core A/V Additions	Ci
Gen. Storage	83.5	110	26.5	27	Elective A/V Additions	Di 1,040.0		
Gym Activity	1021.8	900	-121.8			Service Activity	Ei 4,949.3	Hi 837.0
Gym Ancillary	233.6	160	-73.6		Sub-total		8,008.6	
Media / Tech. Centre	437.7	380	-57.7				Ni 8,008.6	
Multi-purpose	0	240	240.0	240	Total Gross Allowable Area (8,565)			
Special Education	150.9	240	89.1	89	9,885.6			
Mechanical	118.2	185	66.8	67	ENROLMENT: as of: _____ Grade Structure: _____			
Design Space	2611.2	1745	-866.2	396	Kgn: _____ Gr. 1-7: _____ Gr. 8-12: _____ Type-1: _____ Type-2: _____ Port. CR's _____			
* Other					* Other: _____			
Sub-Total	Ei 4,949.3	Fi 4,270.0	-679.3	Hi 837.0				

Comments:

Design space required for the following new space: New core 1,040 m2 Admin./Health 18 Gen. Storage 27 Multi-purpose 240 Sp. Ed. 89 1,414 m2 Design space estimate: 28% x 1,414 m2 = 396 m2

2.9 DISTRICT SERVICE FACILITIES

This section deals with shareable space standards for the following district service facilities:

- district administrative offices
- building maintenance shops
- vehicle maintenance shops
- central supplies stores.

The allowable areas for each type of district service facility may be added together if it is appropriate to combine more than one function in a single building or complex.

2.9.1 District Administrative Offices

District administrative offices may accommodate the following space functions:

- office space for staff
- boardroom and meeting rooms
- computer room
- ancillary space such as reception areas, circulation, lunchroom, washrooms, office storage, custodian's rooms, mechanical and electrical rooms, and a fire-proof vault.

The net shareable area of district administrative offices shall not exceed 100 m² plus 7.5 m² for every 100 FTE pupils enrolled in the district.

Parking spaces for staff and visitors will be shareable at the rate of one space for each trustee plus one space for every 500 FTE pupils enrolled in the district, or as required by municipal by-law. "Plug-ins" are acceptable where this is normal practice in a district.

2.9.2 Building Maintenance Facility

A building maintenance facility may accommodate the following functions:

- circulation space
- locker room
- lunchroom
- maintenance workshop(s) and ancillary areas
- mechanical and electrical space
- painting (dust-free) area
- storage for maintenance vehicles
- storage for materials
- supervisors and other staff officers
- washrooms and showers.

The net shareable area shall not exceed 200 m² plus 25 m² for every 500 FTE pupil enrolment (or part) up to a maximum total of 800 m².

Staff parking will be shareable at the rate on one space for every 50 m² of shareable building area, or as required by municipal by-law. "Plug-ins" are acceptable where this is normal practice in a district.

2.9.3 Vehicle Maintenance Facility

A school board that owns and operates vehicles may construct a vehicle maintenance facility subject to justifying the economic feasibility of having its own workshop, as opposed to having vehicles privately serviced and repaired.

A vehicle maintenance facility may accommodate the following functions:

- circulation space
- locker room
- lunchroom
- maintenance workshop(s) and ancillary areas
- mechanical and electrical space
- supervisors' and other staff offices
- tire and parts storage
- washrooms and showers.

The maximum shareable area of a vehicle maintenance facility shall be determined by the number of vehicles as follows:

<u>Fleet Size</u>	<u>Workshop Space</u>	<u>Administrative Space</u>
Up to 12	160 m ²	48 m ²
13-25	232 m ²	64 m ²
26-49	324 m ²	80 m ²
50 & over	432 m ²	96 m ²

Not more than two maintenance hoists in the workshop area of a vehicle maintenance facility shall be shareable.

The grounds development of a vehicle maintenance facility include the following:

- parking sufficient for district vehicles
- protective fencing
- a concrete apron for wash down that may not exceed 90 m² and may be enclosed, in a district assessed as having more than 5000 degree days below 18°C per annum. (see the Supplement to the National Building Code)
- Staff parking up to one space for each bus, or as required by municipal by-law. "Plug-ins" are acceptable where this is normal practice in a district.

2.9.4 Central Supply Storage

Where a district has a central storage system for school supplies, suitable building space may be constructed not exceeding a net area of **50 m² plus 10m² for every 1000 FTE students** enrolled in the district. Such space is likely to be attached to another building such as the district administrative offices.

2.10 SITE AND GROUNDS

2.10.1 Site Development Costs

All "essential" site development is a shareable cost. Essential work for schools shall include the items described below, plus any other item agreed to in writing by the ministry.

- Site preparation to clear, grade, drain and service the site to provide for the building and all other shareable site work.
- Playfield up to the areas described in section 2.10.2.
- Grass
- Access roads as reasonably required.
- Fire lanes where required by the B.C. Building Code.
- Asphalt paved parking up to one space for every twenty grades K-10 students, ten grades 11 and 12 students, and five staff, or as required by municipal by-law.
- Bus drop-off area.
- Paved pathways and entrance ways up to an area the equivalent of 2 metres around the perimeter of the building.
- Asphalt paved play areas up to 50 m², plus 50 m² for every 50 grades K-7 students.
- Grounds sprinkler systems.
- Sub-surface drainage systems in locations with demonstrated need.
- Fencing necessary for safety and school property protection purposes.
- One chainlink backstop for every 300 students.
- Essential steps, ramps and retaining walls, including associated handrails.
- Site lighting required for safety and loss protection.
- One flagstaff.
- Bike racks.
- Shrubs, trees, playground equipment, seats and other landscaping features up to 0.5 percent of the building cost.

2.10.2 Playfield Areas

<u>School Type</u>	<u>Nominal Capacity</u>	<u>Area</u>
Elementary	50-150	0.5 ha
	175-600	1.0 ha
	625-800	1.2 ha
Middle	200-400	1.0 ha
	450-700	1.2 ha
	750-1000	1.4 ha
Secondary	200-550	1.2 ha
	600-1000	2.0 ha
	1100-1500	3.0 ha
	1600-2000	4.0 ha
	2100-2500	5.0 ha

2.10.3 School Site Areas

The required site area should be based on a reasonable estimate of the eventual maximum nominal capacity of the school.

New site areas described below for elementary, middle and secondary schools are subject to the following exceptions:

1. Additional area requirements for sewage lagoons and septic fields will be considered on an individual basis
2. Topographical and/or other environmental conditions will be considered in acquiring additional land for the school building and playfields
3. Bus drop-off areas will be considered only where busing is required.

<u>Nominal Capacity</u>	<u>Elementary</u>	<u>Middle</u>	<u>Secondary</u>
(Site Area in Hectares)			
200	1.5	1.6	
250	1.6	1.7	
300	1.8	1.9	2.2
350	1.9	2.0	2.4
400	2.3	2.5	2.7
450	2.5	2.6	2.8
500	2.7	2.8	2.9
550	2.8	2.9	3.1
600	3.0	3.4	3.6
650	3.1	3.6	3.7
700	3.3	3.7	3.8
750	3.5	3.8	4.0
800	3.7	4.3	4.5
850		4.4	4.6
900		4.6	4.7
950		4.7	4.9
1000		4.8	5.0
1100			5.3
1200			5.6
1300			5.8
1400			6.1
1500			6.3
1600			6.6
1700			6.8
1800			7.1
1900			7.4
2000			7.7
2100			7.9
2200			8.2
2300			8.5
2400			8.7
2500			9.0

2.10.4 Site Areas of District Service Facilities



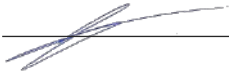
Site areas of district service facilities should be kept to a reasonable minimum to accommodate the building and associated grounds facilities. The possibility of expansion should be taken into account, where appropriate.

PROCESSING PROCEDURES

The following process would allow OCP and Zoning Amendment bylaws, Development Variance Permit and Development Permit to be considered concurrently:

1. Council consideration of proposed OCP amendment public consultation opportunities in accordance with *Local Government Act*, section 475;
2. Council consideration of the recent Housing Needs Report dated May 2020 in accordance with *Local Government Act*, section 473;
3. Council consideration of proposed OCP amendment consistency with OCP Regional Context Statement
4. First Reading of proposed OCP Amendment Bylaw;
5. Council consideration of the proposed OCP amendment impact on the current Financial Plan and the Comox Strathcona Solid Waste Management Plan in accordance with *Local Government Act*, section 477;
6. Second Reading of proposed OCP Amendment Bylaw;
7. First and Second Reading of proposed Zoning Amendment bylaw;
8. Notification of Public Hearing on proposed bylaws;
9. Public Hearing;
10. Third Reading of proposed bylaws;
11. Resolution of any outstanding items;
12. Adoption of proposed bylaws; and
13. Staff issuance of Development Variance Permits and Development Permit.

To: Mayor and Council	File: RZ 23-3 DP 23-6
From: Marvin Kamenz, Director of Development Services Elliot Turnbull, Planner II	Date: November 15, 2023
<p>Subject: Rezoning Application: RZ 23-3 Development Permit Application: DP 23-6</p> <p>Rezoning and Development Permit Application to permit a six-storey mixed-use building at the NE corner of Port Augusta Street and Comox Avenue containing condos and ground flood commercial</p>	

Prepared by:  Elliot Turnbull, Planner II	Dev Serv. Approved:  Marvin Kamenz, Dir. Devel. Serv.	Operations Approved: Shelley Ashfield, Dir. Operations	Report Approved:  Jordan Wall, CAO
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RECOMMENDATION(S) FROM THE CHIEF ADMINISTRATIVE OFFICER:

1. That, once the Town has received an updated application package which addresses BC Transit concerns and Development Permit Area #1 compliance as outlined in the October 18th, 2023 Staff Report on RZ 23-3 215 Port Augusta, rezoning and phased development agreement bylaws be submitted for Council consideration which exclude the permanent and temporary plaza spaces as outlined in the October 18th, 2023 Staff Report on RZ 23-3 215 Port Augusta, but includes, as amenities, the 4 m wide (130 m²) dedication strip along the frontage of the proposed building and a \$200,000 amenity contribution towards a downtown vitality project.

ALTERNATIVES TO THE RECOMMENDATION

Alternative 1 - That, as amenities for the proposed six storey building, in relation to Official Community Plan Section 2.1.3.3(h): "the form of development should be a maximum of four storeys in height...a higher height may be considered...if satisfactory amenities are provided", the applicant be advised that an alternative amenity set would be more appropriate to offset the potential land use impacts of the proposed development is required.

Alternative 2 – That the application be denied.

Purpose:

The purpose of this report is to provide an updated report in accordance with Council's October 18th, 2023 resolution:

"That considering Official Community Plan Section 2.1.3.3(h): the form of development should be a maximum of four storeys in height a higher height may be considered if satisfactory amenities are provided, that administration be directed to consult with the applicant to develop a more appropriate amenity package to offset for the potential land use impacts of the proposed development on RZ 23-3 and DP 23-6 215 Port Augusta Street, and that an updated staff report be provided to Council on December 6, 2023."

EXECUTIVE SUMMARY

The development being proposed will add 52 residential and three commercial units into the Downtown and assist with Council's strategic goal of Downtown Vitality. This project will see an increase in the overall downtown commercial floor space of 258 m² for the first time in approximately 10 years as well as add additional residents to support the downtown's economic activity. Previous projects that impacted downtown commercial floor space include:

- Construction of a commercial building at 1829 Beaufort Avenue in 2012: addition of approximately 720m² of commercial space.
- Demolition and renovation of the existing Comox Mall and construction of a new commercial building in 2017 at 215 Port Augusta: net loss of 1,370 m² of commercial space.

The amenity package offered by the applicant, required by the Official Community Plan (OCP) to be over and above standard amenities typically sought, consists of a \$200,000 cash contribution to a downtown vitality project and provision of a 4 m wide strip of road dedication in front of the proposed building. Conformance of these two amenities with the OCP is minimal. Council should consider the loss in community value of the current Town Square. The land value of the current Town Square, as per BC Assessment, is \$92,000 which does not include the cost of design and construction.

Administration is recommending to Council to forward this project to bylaw readings given the length of time since the last investment in the creation of new commercial space but also acknowledges that the project is questionable in meeting the intent of the OCP and will result in the loss of the current Town Square. Council will need to consider whether the proposed project meets the intent of the current OCP, and whether at this point in time the provision of retail and housing units in the downtown is an amenity in and of itself.

Council should remember that at this time Council is only being asked to make a preliminary decision on an amenity package to be included in the reading of the bylaws, and if read, a public hearing. Council is not making a final decision on this project and Council must keep an open mind during any subsequent Public Hearings on the matter.

PROPOSAL

The proposal is to rezone the subject property from C4.1 Core Commercial to a comprehensive development zone to facilitate the construction of a six-storey building containing 52 residential condo units and 258 m² of commercial space on the ground floor.

REPORT SUMMARY

Subject Property:

215 Port Augusta

Property Size: 3.2 Hectares

Owner: Comox Mall Ltd.

Applicant: Aaron Vornbrock, UDG Architects

Property Contains: Comox Centre Mall

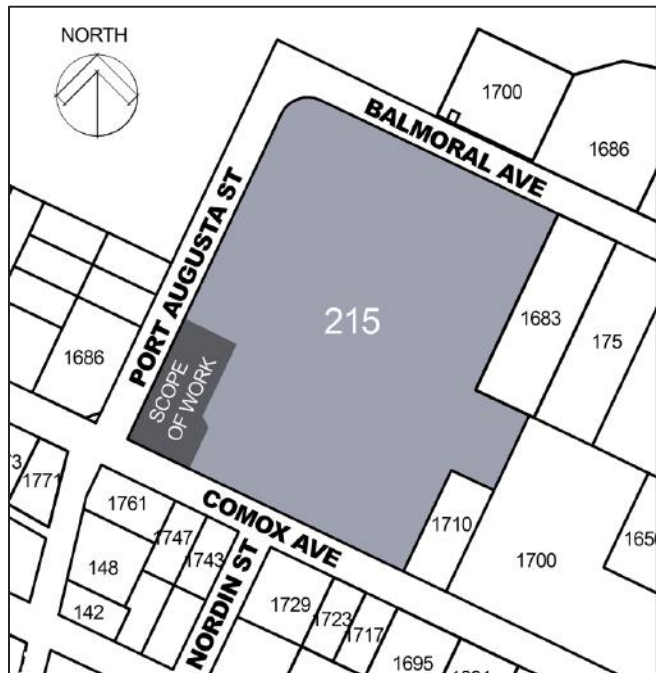
Legal Address: LOT A SECTION 56 COMOX DISTRICT
PLAN VIP75741

Surrounding Land Uses: Multi-family residential and
golf course to the north.

Anderton Park, commercial, and multifamily
development to the east.

Commercial and multifamily residential development
to the south.

Commercial and multifamily residential to the west.



Key Issues:

Amenities: Conformance with Official Community Plan

OCP states development downtown should be a maximum of four storeys in height, and that a higher height may be considered if satisfactory amenities are provided. The application proposes a six storey building and, in addition to standard amenities, proposed:

- a 4 metre wide strip of road dedication along the proposed building frontage on Comox Avenue and the provision of landscape improvements, architectural surface paving and new street furniture within to add to the unique sense of place; and
- use of 779 m² of the east, existing parking lot area along the mall's Comox Avenue frontage (e.g. in front of Woofy's) for festival and special events and its surfacing with special pavers in lieu of the existing 75 m² street corner plaza.

Following discussions with Administration, the Applicant has advised:

"In lieu of our proposed Events Area, we will provide a cash contribution of Two Hundred Thousand dollars (\$200,000.00) to the downtown vitality project, subject to:

1. the Town of Comox discharging the SRW on the lands currently being used as the Town Square.
2. The Town of Comox approving a Development Permit and Building Permit for the proposed Retail/Residential project.

We confirm the amenity package be submitted to Council as is with the cash contribution as an amenity"

Transit

The OCP seeks to secure a transit exchange in Downtown Comox and to increase frequency of service. The Town has an existing two-bus bay transit exchange with shelter on the east side of Port Augusta Street just south of the mall entrance driveway. BC Transit has identified a future need for two additional bays located on the east side of Port Augusta Street to the north of the mall entrance. The application proposes to relocate the existing transit exchange from its current location to the east side of Port Augusta north of the mall entrance. BC Transit has raised concerns regarding the proposed relocation in terms of current and future transit operations downtown.

Development Permit Area Guidelines Conformance

The subject property is located within DPA #1 Downtown Comox which purpose includes revitalization of an area in which a commercial use is permitted.

Council Decisions

Council Decision

Council must decide if satisfactory amenities have been provided to permit a building in excess of four storeys (i.e. the proposed six storey building) and if not, whether to advise the applicant which amenities would be more appropriate to offset the potential land use impacts of the proposed six storey building or if the application is denied.

Decision options	Implications
<p>Recommended</p> <p>Proposed amenities are satisfactory (i.e. standard amenities, provision of 4 m wide dedication strip and a \$200,000 contribution for the Town to put towards the provision of a downtown vitality project.</p>	<p>Staff would prepare a 1st and 2nd Reading report for Council's consideration pending resolution of transit issues and conformance with Development Permit Area #1 guidelines.</p>
<p>Advise the applicant that an alternative amenity set would be more appropriate to offset potential land use impacts of this development.</p>	<p>The applicant has the opportunity to investigate the provision of an alternate amenity set to offset the potential land use impacts of this development.</p>
<p>Proposed amenities are not satisfactory.</p>	<p>Rezoning application is denied.</p>

STRATEGIC PLAN LINKAGE

This report addresses the following strategic priorities identified in the draft 2023 Strategic Plan

Strategic Priority	Areas of Focus
Community Connection and Wellness	<p>Parks - Our parks and greenspace connectivity enhances livability and walkability in the town and ensures seaside access for all.</p> <p>Arts and Culture - Support the work of local non-profits and festivals to deepen the sense of community and belonging.</p>
Economic Health	<p>Downtown Vitality - We believe that a vibrant downtown is a key element of a proud connected community. Creates connection, a sense of community and a sense of place.</p>
Balanced Community Planning	<p>Strategic Growth - We will balance the benefits of growth with the livability of our seaside community.</p> <p>Housing - We will create the conditions for a diversity of housing options in our unique seaside Town.</p> <p>Community Addition - We will ensure that each new major development adds positively to the community through appropriate amenity contributions and/or other community benefits.</p>

Proposed Amenities

OCP Section 2.1.3.3(h) requires provision of satisfactory amenities to allow buildings greater than four storeys on the subject property. As the proposed building is six storeys, conformance with this section is

required. Staff's understanding of this section, as relayed to the applicant, is that amenities over and above the standard amenities being sought and provided by developers in other developments would be required.

The following is an updated list of amenities proposed by the applicant as outlined in the October 18th, 2023 Staff Report on RZ 23-3 215 Port Augusta. Items noted in the October 18th, 2023 Staff Report on RZ 23-3 215 Port Augusta that are no longer proposed are shown in strikethrough with new amenities and conditions shown in bold.

Standard amenities proposed by applicant (no change):

- Affordable housing fund contribution of \$422,086 in accordance with Council Policy CCL-069;
- Sound attenuation: units within 35 metres Port Augusta Street and Comox Ave to have sound attenuation and alternative means to window opening for ventilation;
- Step code: construction to Step 3 of the BC Energy Step Code;
- EV charging: 50 EV charging station rough-ins proposed, including to ensure the electrical infrastructure has the capacity;
- 10% of total units (six units) built in accordance with the Town adaptable housing standards.

Additional amenities proposed by applicant are:

- a 4 metre wide strip of road dedication along the proposed building frontage and the provision of landscape improvements, architectural surface paving and new street furniture within to add to the unique sense of place; and,
- ~~— temporary use of 779 m² of the east of existing parking lot area along the mall's Comox Avenue frontage (e.g. in front of Woofy's) for festival and special events and its surfacing with special pavers in lieu of the existing 75 m² street corner plaza.~~
- **cash contribution of Two Hundred Thousand dollars (\$200,000.00) to the downtown vitality project, subject to:**
 - o **the Town of Comox discharging the SRW on the lands currently being used as the Town Square; and,**
 - o **The Town of Comox approving a Development Permit and Building Permit for the proposed Retail/Residential project.**

- Administration is recommending to Council this amenity be secured at the time of rezoning (which will be concurrent with the Development Permit) and not at Building Permit.

The following figure shows the proposed 4 m wide strip of road dedication and the no longer proposed festival and special events area.

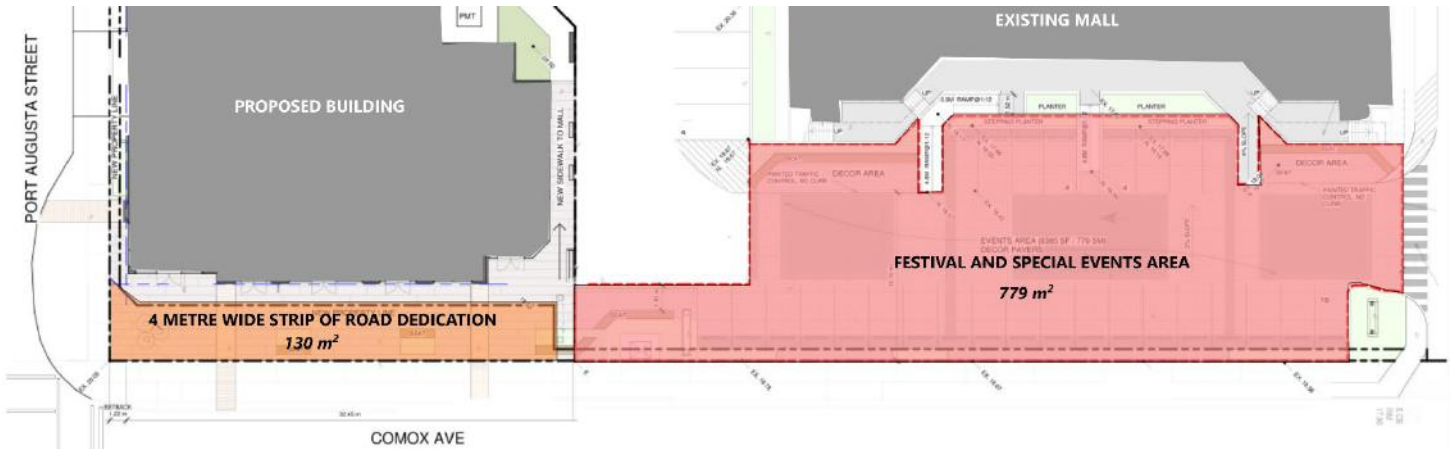


Figure 1

Figure 2 shows approximate location of the current 75 m² Town Square SRW in relation to the proposed building area including trees that will be impacted.

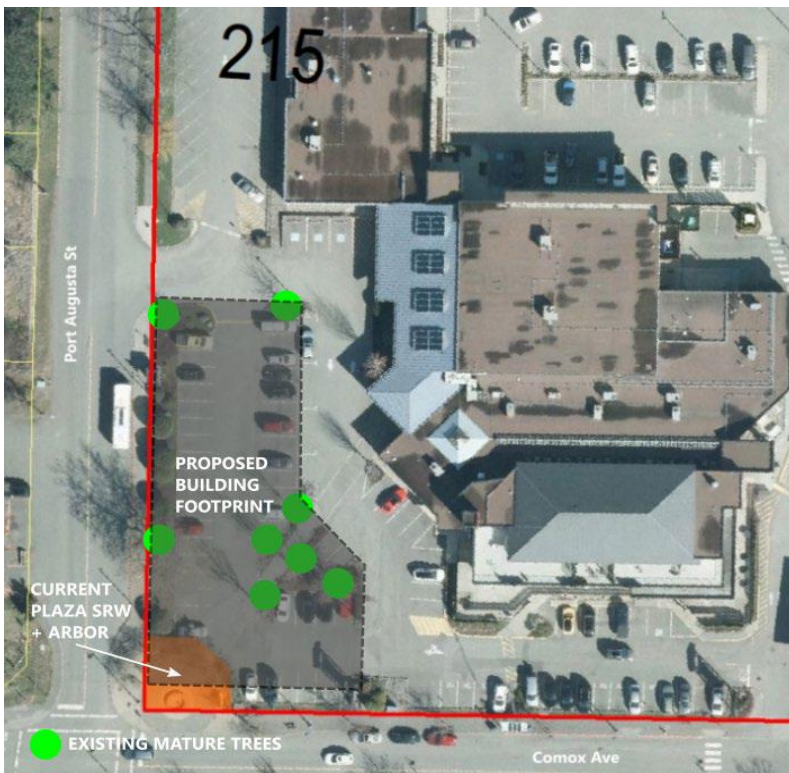


Figure 2

Regarding the proposed 4 m wide road dedication (see figure 1), the size and configuration (linear space adjacent to sidewalk/traffic) do not contribute to a usable public gathering space and would not be ideal for events such as the Christmas tree light up. However, it can provide a small seating area with tree shading (a maximum of two trees could fit within the area with seating).

Regarding the timing of a cash amenity, the Development Permit application is being processed concurrently with the rezoning such that council consideration

of DP issuance occurs at time of rezoning bylaw adoption. Issuance of a Building Permit is a property owner right in accordance with the Building Bylaw. However, application for a building permit is at the discretion of the property owner.

Upon rezoning the property owner receives the full benefit of the rezoning including any associated increase in property values. There is no limitation on the sale of the land once rezoning is adopted. The Town is typically prohibited in the phased development agreement bylaw (the bylaw which secures the amenities) from altering the zoning without owner consent for 15 years. As all items within the Town's control (e.g. rezoning, development permit issuance, and discharge of SRW) will be fulfilled at rezoning, standard practice is for cash contributions to be held in trust and provided on rezoning adoption.

NEXT STEPS

1. Resolution of transit issues as described in the October 18th, 2023 Staff Report on RZ 23-3 215 Port Augusta.

2. Submission of revised DP drawings addressing schedule 1 of October 18th, 2023 Staff Report on RZ 23-3 215 Port Augusta and resolution of transit issues.
3. First and Second Reading of Rezoning and Phased Development Agreement Bylaws.

MK/ET

Schedules:




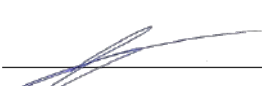
Attachments:

1. October 18th, 2023 Staff Report on RZ 23-3 215 Port Augusta

ATTACHMENT 1

OCTOBER 18TH, 2023 STAFF REPORT ON RZ 23-3 215 PORT AUGUSTA

To: Mayor and Council	File: RZ 23-3 DP 23-6
From: Marvin Kamenz, Director of Development Services Elliot Turnbull, Planner II	Date: October 18, 2023
<p>Subject: Rezoning Application: RZ 23-3 Development Permit Application: DP 23-6</p> <p>Rezoning and Development Permit Application to permit a six storey mixed-use building at the NE corner of Port Augusta Street and Comox Avenue containing condos and ground flood commercial</p>	

Prepared by:  Elliot Turnbull, Planner II	Dev Serv. Approved:  Marvin Kamenz, Dir. Devel. Serv.	Operations Approved:  Shelley Ashfield, Dir. Operations	Report Approved:  Jordan Wall, CAO
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RECOMMENDATION(S) FROM THE CHIEF ADMINISTRATIVE OFFICER:

1. That, as an amenity for the proposed six storey building, in relation to Official Community Plan Section 2.1.3.3(h): "the form of development should be a maximum of four storeys in height...a higher height may be considered...if satisfactory amenities are provided", the applicant be advised that a more appropriate amenity to offset the potential land use impacts of the proposed development would be a public plaza in accordance with the October 18, 2023 Staff Report on RZ 23-3 and DP 23-6 215 Port Augusta Street:
 - a. Town ownership of the area in blue in Figure 2 (approx. 400 m²) in conjunction with the proposed 4 m wide (130 m²) dedication strip designed as an a public plaza suitable for informal and formal small/medium sized events, designed to provide a sense of

community identity, accessible to all age groups and mobilities, and provision of canopy trees for shade and incorporation of nature, fixed public seating and a masonry wall between the north boundary of the blue area and parking lot to provide separation of use and passive radiant heating to extend shoulder season usability.

(Note: this recommendation does not include the provision of 779 m² in the existing parking lot for festival and special events (shown in red in Figure 2).

2. That further information be provided by the applicant as to the transit implications in accordance with the October 18, 2023 Staff Report on RZ 23-3 and DP 23-6 215 Port Augusta Street.

ALTERNATIVES TO THE RECOMMENDATION

Alternative 1 – That the application proceed as proposed.

That the Town prepare rezoning and phased development agreement bylaws for Council consideration of First and Second Reading

Alternative 2 – That the Town engage the community as to satisfactory amenities to allow the development to proceed.

That staff host a guided community consultation to identify satisfactory amenities in accordance with Official Community Plan policy 2.1.3.3(h) which would offset the potential land use impacts of the proposed development.

PROPOSAL

The proposal is to rezone the subject property from C4.1 Core Commercial to a comprehensive development zone to facilitate the construction of a six-storey building containing 52 residential condo units and 258 m² of commercial space on the ground floor.

The applicant's submission is contained in Attachment 1.

REPORT SUMMARY

Subject Property:

215 Port Augusta

Property Size: 3.2 Hectares

Owner: Comox Mall Ltd.

Applicant: Aaron Vornbrock, UDG Architects

Property Contains: Comox Centre Mall

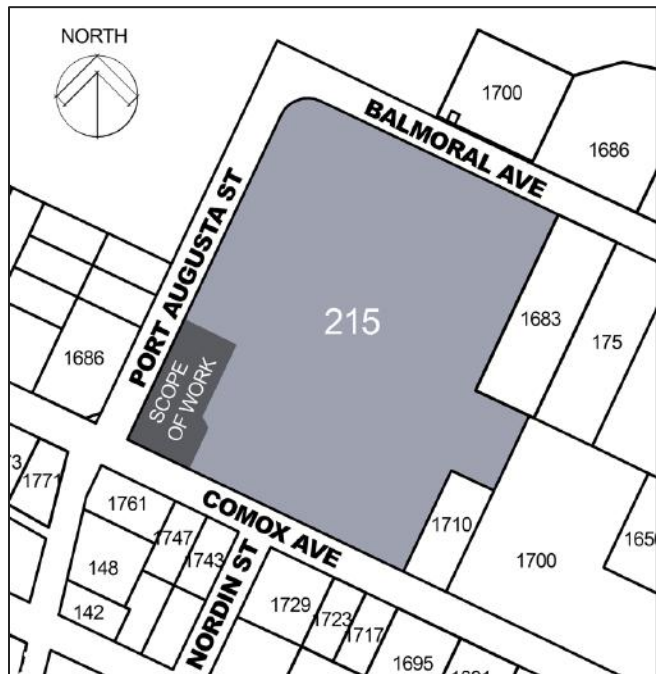
Legal Address: LOT A SECTION 56 COMOX DISTRICT
PLAN VIP75741

Surrounding Land Uses: Multi-family residential and
golf course to the north.

Anderton Park, commercial, and multifamily
development to the east.

Commercial and multifamily residential development
to the south.

Commercial and multifamily residential to the west.



Key Issues:

Amenities: Conformance with Official Community Plan

OCP states development downtown should be a maximum of four storeys in height, and that a higher height may be considered if satisfactory amenities are provided. The application proposes a six storey building and, in addition to standard amenities, proposes:

- a 4 metre wide strip of road dedication along the proposed building frontage on Comox Avenue and the provision of landscape improvements, architectural surface paving and new street furniture within to add to the unique sense of place; and
- use of 779 m² of the east, existing parking lot area along the mall's Comox Avenue frontage (e.g. in front of Woofy's) for festival and special events and its surfacing with special pavers in lieu of the existing 75 m² street corner plaza.

Transit

The OCP seeks to secure a transit exchange in Downtown Comox and to increase frequency of service. The Town has an existing two-bus bay transit exchange with shelter on the east side of Port Augusta Street just south of the mall entrance driveway. BC Transit has identified a future need for two additional bays located on the east side of Port Augusta Street to the north of the mall entrance. The application proposes to relocate the existing transit exchange from its current location to the east side of Port Augusta north of the mall entrance. BC Transit has raised concerns regarding the proposed relocation in terms of current and future transit operations downtown.

Development Permit Area Guidelines Conformance

The subject property is located within DPA #1 Downtown Comox which purpose includes revitalization of an area in which a commercial use is permitted.

Nature and Scope of Public Space for Larger Events

If the applicant provides the use of 779 m² of existing parking lot area along the mall's Comox Avenue frontage only for festival and special events usage, the Town would likely be able to hold larger events in this space with no or reduced closure of Comox Avenue.

If the applicant provides approximately 400 m² for a public plaza, the Town would gain a permanent public plaza suitable for informal and formal small/medium sized events, designed to provide a sense of community identity, accessible to all age groups and mobilities, including provision of canopy trees for shade and incorporation of nature. For larger events, closure of Comox Avenue would likely be required.

Council Decisions

Council Decision #1

Council must decide if satisfactory amenities have been provided to permit a building in excess of four storeys (i.e. the proposed six storey building) and if not, whether to advise the applicant which amenities would be more appropriate to offset the potential land use impacts of the proposed six storey building or if the application is denied.

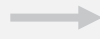
Decision options	Implications
Proposed amenities are satisfactory (e.g. provision of 4 m wide dedication strip and availability of 779 m ² in the existing parking lot for festival and special events)	<p>→ Staff would prepare a 1st and 2nd Reading report for Council's consideration.</p> <p>The applicant would be informed that a more appropriate amenity would be Town ownership a public plaza comprised of the area in blue in Figure 2 (approx. 400 m²) and the proposed 4 m wide (130 m²) dedication strip. (This recommendation does not include the provision of 779 m² in the existing parking lot for festival and special events (shown in red in Figure 2) as proposed by the developer).</p>
<p>Recommended</p> <p>Advise the applicant of alternative amenities that would be more appropriate to offset potential land use impacts of this development</p>	<p>→</p>
Proposed amenities are not satisfactory	<p>→ Rezoning application is denied.</p>

Council Decision #2

Council must consider if the transit implications have been sufficiently addressed by the applicant.

Decision options	Implications
The proposed application adequately addresses the transit implications	<p>→ Application proceeds on basis of the proposed transit exchange relocation.</p>
<p>Recommended</p> <p>The proposed application does not adequately address transit implications – seek further information</p>	<p>→ Town requires further information from the applicant as to the transit implications.</p>

The proposed application does not adequately address transit implications – deny application



Rezoning application is denied.

Council Decision #3

If the rezoning proceeds to consideration of 1st and 2nd Reading, Council must decide whether the development permit application is in conformance with the Development Permit Guidelines and if there are any outstanding items to be resolved.

Decision Options		Implications
Application is in conformance as submitted	→	Development Permit for proposed application is issued upon adoption of rezoning bylaw.
Recommended Application is in conformance subject to resolution of outstanding items	→	Development Permit is issued upon adoption of rezoning bylaw and resolution of outstanding items.
Application is not in conformance	→	Development Permit application is denied listing the specific guidelines that are in non-conformance.

STRATEGIC PLAN LINKAGE

This report addresses the following strategic priorities identified in the draft 2023 Strategic Plan

Strategic Priority	Areas of Focus
<p>Community Connection and Wellness</p>	<p>Parks - Our parks and greenspace connectivity enhances livability and walkability in the town and ensures seaside access for all.</p> <p>Arts and Culture - Support the work of local non-profits and festivals to deepen the sense of community and belonging.</p>
<p>Economic Health</p>	<p>Downtown Vitality - We believe that a vibrant downtown is a key element of a proud connected community. Creates connection, a sense of community and a sense of place.</p>
<p>Balanced Community Planning</p>	<p>Strategic Growth - We will balance the benefits of growth with the livability of our seaside community.</p> <p>Housing - We will create the conditions for a diversity of housing options in our unique seaside Town.</p> <p>Community Addition - We will ensure that each new major development adds positively to the community through appropriate amenity contributions and/or other community benefits.</p>

BACKGROUND

Referrals

Standard processing of applications includes referrals to external agencies and utility providers.

Attachment 4 list the agencies referrals were sent to, and responses received to date.

Note, the Town has received objections from BC Transit and these are discussed under the heading Engineering Implications.

Public Notification

The applicant has conducted the Town required pre-application community consultation, which included public notification and an open house meeting. A development sign has been placed on public road frontages of the subject property, advising that an application has been submitted to the Town for rezoning and development permit.

The applicant's consultation materials and summary reports are contained in Attachment 5 and the pre-application comments received by the developer are contained in Attachment 6. Pre-application comments received by the Town are contained in Attachment 7. Comments submitted by the public include the following key aspects:

- Concern about increased traffic downtown and a loss of parking that residents use to shop.
- Mix of support for higher density downtown and a desire to see less dense development.
- Increasing pressure on municipal infrastructure such as water and on public services such as doctors.
- Built form: concerns about the location of development on a prominent corner of the subject property, desire to reduce the height.
- Mix of support for the proposed public space and a desire to see more/better public space.
- Affordability.

OCP IMPLICATIONS

Official Community Plan Land Use Designation: Downtown Comox.

Relevant Legislation:

- *Local Government Act* Section 478(1) and 478(2)
 - o These sections require that bylaws enacted or works undertaken by a council must be consistent with an official community plan but does not commit the Town to proceed with any project specified in the plan.

- *Local Government Act* Section 516:
 - o States that Council may, by bylaw subject to a public hearing, enter into an agreement with the property owner as to terms and conditions relating to development including:
 - Inclusion of specific features in the development
 - Provision of amenities
 - Phasing and timing of development.

Excerpts of section 478(1), 478(2), and 516 are included in Attachment 8.

Amenities

OCP Section 2.1.3.3(h) (Attachment 8) requires provision of satisfactory amenities to allow buildings greater than four storeys on the subject property: satisfactory amenities regarding a council's reasonable decision-making process. As the proposed building is six storeys, conformance with this section is required. Staff's understanding of this section, as relayed to the applicant, is that amenities over and above the standard amenities being sought and provided by developers in other developments would be required.

Standard amenities proposed by the applicant are:

- Affordable housing fund contribution of \$422,086 in accordance with Council Policy CCL-069 (Attachment 2).
- Sound attenuation: units within 35 metres Port Augusta Street and Comox Ave to have sound attenuation that meets Canada Mortgage and Housing Corporation Standards, in accordance with Town of Comox, Acoustical Standards for Residential Developments, a report prepared by Wakefield Acoustics, dated October 30, 2014 and having alternative means to window opening for ventilation.
- Step code: construction to Step 3 of the BC Energy Step Code.
- EV charging: 50 EV charging station rough-ins proposed, including to ensure the electrical infrastructure has the capacity.
- 10% of total units (six units) built in accordance with the Town adaptable housing standards.

Additional amenities proposed by the applicant are:

- a 4 metre wide strip of road dedication along the proposed building frontage and the provision of landscape improvements, architectural surface paving and new street furniture within to add to the unique sense of place; and,
- temporary use of 779 m² of the east of existing parking lot area along the mall's Comox Avenue frontage (e.g. in front of Woofy's) for festival and special events and its surfacing with special pavers in lieu of the existing 75 m² street corner plaza.
 - o According to the applicant: "Special events area will be available for Town of Comox and BIA events such as Seafest, Nautical Days, Filbert¹ Festival and Mayor's Christmas tree lighting. Events will be required to book a minimum of 90 days in advance. Events organizers will be required to carry a minimum of 5 million dollars Liability Insurance and add Comox Centre and ownership as additional insured. The design will enable the area for events to be closed off from traffic with bollards. Except for events the area will be used for mall parking."

The following discussion concerns only the additional amenities described above. The purpose is to provide an analysis of the current situation in terms of public space Downtown, the pre-application discussions regarding the public space amenity, and what has been proposed.

Current plaza

The Town benefits from an SRW registered on the subject property's title which secures a 75 m² public plaza² located at the corner of Comox Ave and Port Augusta St. This plaza's public use is limited by its small size, configuration, and location adjacent to a parking lot.

The Downtown portion of Comox Avenue only has two major intersections: Church Street and Port Augusta Street. Only the northeast and northwest corners of Port Augusta at Comox Ave remain undeveloped (i.e. no existing buildings). The NE corner (i.e. subject property) is the most feasible for

² 75 sqm is the size of the SRW only and does not include portions of the public realm which form a part of the plaza (public corner). The true size of the plaza would include an additional 100 m² of public space.

public plaza purposes given the central location, large parcel size, low building parcel coverage and high sunlight exposure.

Pre-application discussions

At the beginning of the development application process, the applicant was advised that, given the limitations of the existing public plaza, the Town would be seeking a larger area that could function as a community focal point, meeting area, and plaza.

The applicant’s initial drawings showed no existing public plaza, subsequent preliminary drawings showed the 4 metre wide strip of road dedication and the east existing parking area as available for festival and special events.



Figure 1: 2310 Guthrie Plaza Size Information Provided

In the applicant’s drawing package on page A-1.4 it is noted, “Coordinated with city landscape architect, the project proposed to improve parking and drive aisle to the east of the development area.” To facilitate pre-application discussions, the Town engaged a landscape architect to determine the parameters for a suitable everyday public space. As part of these discussions, the following information was provided to the applicant:

- In the past, the Town has received occasional comments that the existing public plaza size and configuration is inadequate for use as a public space.
- Staff identified the need for a Town owned public space downtown which could accommodate individual, and small to medium groups, informal and formal events, and be designed to provide a sense of community identity.

- A breakdown of a recent development's land dedication at 2310 Guthrie of 3% of the parcel area to the Town for a public plaza (see Figure 1). 3% of the mall parcel area would be a 969 m² land dedication.
- The applicant proposed the provision of the 4 metre wide, 133 m² strip of road dedication along the frontage of the proposed building (shown in orange in Figure 2) and the availability of 779 m² in the existing parking lot for festival and special events (shown in red including hatched area). The 779 m² in the parking lot would remain owned by the property owner and available for temporary Town usage.
- The applicant was advised of staff's opinion that the location, size and configuration of the 4 m wide strip of road dedication and limited use of the 779 m² parking lot area for festival and special events would not provide a public space downtown which could accommodate small to medium groups, informal and formal events, and provide a sense of community identity.

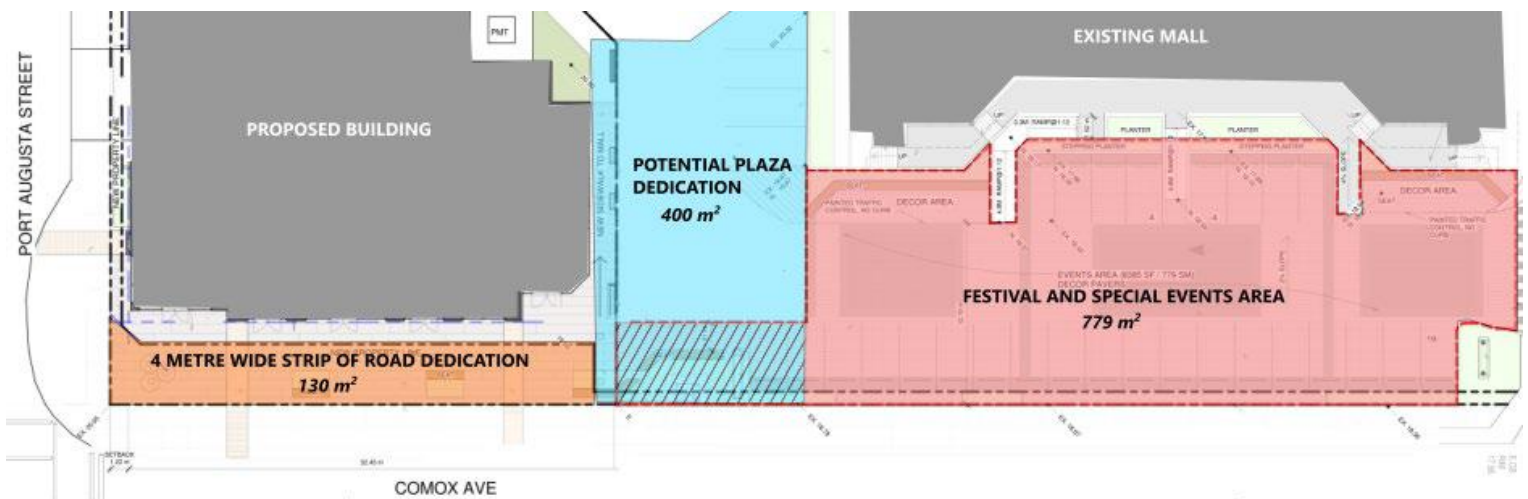


Figure 2

As meeting these parameters, staff identified Town ownership of the area in blue in Figure 2 (approx. 400 m²) in conjunction with the proposed 4 m wide dedication strip and designed as a public plaza accessible to all age groups and mobilities and with the provision of canopy trees for shade and incorporation of nature and provision of a masonry wall between the north boundary of the blue area and parking lot to provide separation of use and passive radiant heating to extend shoulder season

usage similar to the south facing building wall next to The Grind sidewalk and parklet. This public plaza in conjunction with temporary closure of Comox Ave would be able to accommodate special events and festivals and therefore the proposed provision of 779 m² in the existing parking lot for festival and special events (shown in red in Figure 2) would not be required.

Next Steps - Amenities

If Council decides the proposed amenities are satisfactory to allow a greater than four stories high building as presented by the applicant (i.e. 4 m wide strip and Festival and Special Events Area), the next step would be to confirm the parameters of Town use of the proposed areas: define the specific uses Council wishes to accommodate now and in the future as the Town develops, and then analyze the proposal's ability to fulfill those roles. To complete this analysis, it is proposed the Town would utilize professional consulting services as needed, and solicit feedback from the BIA and other interest groups.

If Council decides that the 4 m wide strip and the 400 m² potential plaza dedication (shown in orange and blue above) are more appropriate amenities to allow greater than four stories in height, staff would forward the request to the applicant and prepare a report to Council containing any updated amenity proposal from the applicant for Council consideration.

Transit

Transit Exchange

OCP Section 2.4.1.4(g) (i), and (j) (Attachment 8):

- work with BC Transit towards securing a transit exchange in Downtown Comox and increase frequency of service,
- OCP encourages pedestrian orientated mixed use redevelopment within walking distance to enhance transit ridership,
- work with BC Transit, Komoks First Nation and City of Courtenay toward better service between Downtown Comox and Courtenay

The Town benefits from an existing Statutory Right of Way (SRW) to allow bus shelter structures associated with a BC Transit exchange on the east side of Port Augusta Street, just south of the mall entrance - shown in Figure 3.



Figure 3: Transit Exchange

Preliminary plans did not accommodate the existing SRW and showed an entrance to underground parking off Port Augusta Street which would interfere with the existing 2 bay BC Transit exchange south of the existing mall entrance driveway. Subsequent discussions raised the possibility of moving the transit exchange north of the mall entrance driveway. Staff and BC Transit believed this had the potential to meet both Town/BC Transit and applicant needs. The applicant submitted their application on this basis and the application was referred to BC Transit, their comments are included in Attachment 3. BC Transit has expressed concerns regarding the relocation of the Bus Exchange in terms of transit operations downtown, pedestrian accessibility, and the future need for four bus bays in this location.

ENGINEERING IMPLICATIONS

Comments of the Engineering Department on transit are as follows:

The Town was open to the idea of relocating the bus exchange further north, but BC Transit has raised valid concerns regarding accessibility and the preferred location for the exchange. The developers' Traffic Engineer recommends, in the short term, moving the existing bus exchange north of the existing south mall access on Port Augusta, however does not address how this will impact existing, short term or long term impacts on transit service, pedestrian, vehicle or cycling.

BC Transit, as highlighted in the Comox Valley Transit Infrastructure Study and the Comox Valley Transit Future Action Plan, recommends expanding the current facility on Port Augusta, as outlined in their comments to have a total of four bays (i.e. retention of the existing 2 bays shown in blue in Figure 3 and the provision of an additional in the area shown in red in Figure 3. **The applicant's proposed relocation of the current bay may impact this expansion potential.**

BC Transit has expressed several key concerns with moving the existing bus exchange north:

1. Operational Impact: Moving the exchange further north could potentially disrupt both current and future operations of the exchange.
2. Pedestrian Access: The proposed location may result in poor pedestrian access, which is a crucial aspect of transit facilities.
3. Distance from Comox Avenue: The proposed location is farther from Comox Avenue and various downtown businesses and services, making it less than ideal.

In the short term, adhering to the traffic analysis and allowing for the proposed driveway 17 meters north of the property line on Port Augusta could lead to the loss of valuable bus services and downtown parking. This, in turn, might eliminate the possibility of installing the long-term bus exchange in this location - see Figure 3 above.

Therefore, further analysis of the developers' Traffic Engineer's recommendation to move the bus exchange north for the short term and how it will address BC Transit concerns as well as overall existing pedestrian, vehicle and cycling safety should be considered.

Council have in the past expressed concerns about the location of the bus exchange with respect to Greenhouse Gas Emissions, particularly in close proximity to the proposed residential area within the downtown core. BC Transit's commitment to transitioning to Battery Electric Buses aligns with the town's concerns in this regard. BC Transit plans to replace diesel buses with battery electric buses in the Comox Valley in the coming years. This sustainable approach reflects BC Transit's commitment to environmental responsibility and aligns with the town's objectives.

Addressing BC Transit's concerns while considering the environmental impact and long-term sustainability of transit operations is essential in making an informed decision regarding the relocation of the bus exchange. Collaboration and further evaluation will be key in determining the most suitable course of action.

Comments of the Engineering Department on traffic as it relates to transit are as follows:

In response to a Development Approval Information Letter, the applicant submitted a Traffic Impact Assessment. The DAI letter and the TIA are included in Attachment 9.

In light of the recommendations provided by the applicant's submitted traffic study, which suggests relocating the bus exchange further north of the existing exchange, and considering BC Transit's comments, the following course of action is recommended:

1. Access to the Parkade: It is advisable to explore the possibility of providing access to the parkade from the existing driveway off of Port Augusta. This approach could help address concerns raised by BC Transit and therefore a comprehensive review of this access point is warranted.
2. Dual Access Consideration: Additionally, it is worth conducting a detailed review and analysis to assess the feasibility of having both the parkade entrance and the bus exchange situated along the section of Port Augusta, as indicated in the attached documents. If this approach proves to be viable, it could provide an optimal solution. However, if such an arrangement is not feasible, it is advisable to restrict access to the existing driveway locations and retain the proposed bus exchange layout as outlined in the attached documents.

3. Curb Modification for Bus Turn: The submitted Traffic Impact Assessment (TIA) did not address the required intersection upgrades required to facilitate right hand turns of buses from Comox Ave onto Port Augusta. This alteration would enable buses to successfully make the right hand turn from Comox Ave onto Port Augusta, which they currently are not able to do.
4. Pedestrian Pathways: To enhance pedestrian accessibility and safety, clear and well-defined pedestrian pathways should be established through and around the site. These pathways should facilitate foot traffic to and from the bus exchange and the adjacent mall, ensuring ease of movement for pedestrians.

These recommendations aim to address both operational and accessibility concerns while optimizing the overall functionality of the proposed development and transit exchange. It is imperative to collaborate closely with relevant stakeholders, including BC Transit and local authorities, to ensure that these proposed solutions align with regulatory requirements and community needs. Additionally, ongoing communication and coordination will be essential during the planning and implementation phases to achieve the desired outcomes effectively.

Next Steps - Transit

If Council requires additional information to address transit implications staff will issue a Development Approval Information requirement to the applicant in accordance with Comox Planning Procedures Bylaw 1780, Section 8. The Bylaw 1780 requires that Town identify the nature, substance, and extent of the information required to assess the impact of the development on the Town in respect of BC Transit service, and the overall transportation system, including vehicle and active mode traffic flows, parking, and site access.

Conformance with DPA #1: Downtown Comox

Subject to adoption of a proposed rezoning bylaw and resolution of Schedule 1 Outstanding Items in relation to Development Permit guidelines, staff is of the opinion that the proposed development complies, or substantially complies, with the applicable DPA #1 guidelines.

The outstanding items are limited to the exterior treatment of the building, in relation to building mass and pedestrian orientation. There would be no impact to the shape of the building, building footprint, or unit count.

The following is an overview of key design issues.

Full text of all the referenced guidelines is contained in Attachment 8.

In accordance with DPA guideline 3.1.5.2(5), the building makes successful use of setbacks to reduce the building mass as the height increases. Along the Comox Avenue elevation, the building has a 1.87 m setback between the first and second storeys interrupted by projecting balconies.

The building elevation goes straight up and has a setback of 2.97 m between the fifth and sixth storeys (Figure 4).

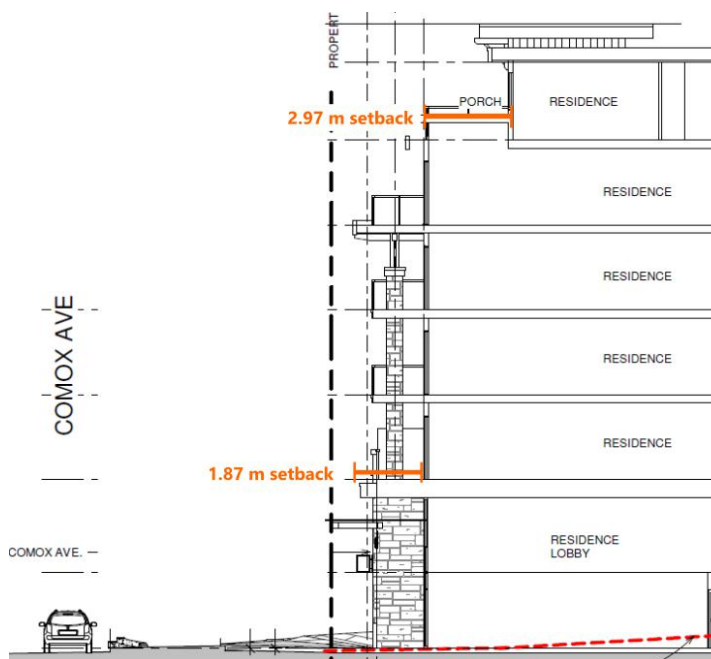


Figure 4: Setbacks

The building also makes use of robust materials such as stone and timber, in relation to guideline 3.1.5.2(18) and 3.1.5.4 which aim to emphasize a marine theme Downtown to reflect the Town's waterfront location and history. The OCP notes that marine themes are derived from the practical needs of challenging weather conditions and heavy usage and that materials should essentially be practical, durable, and hardwearing. However, there are two areas of concern:

1. **Wood print aluminum siding proposed for section of the west elevation ground floor:**

Ground floor exterior building materials in downtown areas are subject to a high degree of wear and tear. This can be addressed either by substituting a more durable material such as hardie

board/panel or a robust sculptural element or artwork which would have the added benefit of increasing pedestrian interest and orientation in conformance with guidelines 3.1.5.2(4) and (6).

2. **The strong use of robust accent materials such as stone and timber above the ground floor (see Figures 5 and 6):** This has the effect of drawing the eye upwards which increases the appearance of building height and upper storey mass in contravention of guidelines 3.1.5.2(18) and 3.1.5.4. This can be resolved by:

1. using a higher proportion of timber for the balcony support columns (similar to the fourth storey) for the second and third storey;
2. reducing height of the balcony fascias and using a lighter colour on the fascias
3. replacing the "wood print" siding on the east elevation (figure 6) with the same material that is currently adjacent to it on that elevation (i.e hardie lap siding in "heathered moss" for the second to fourth storeys and hardie shingle siding in "navajo beige" for the fifth storey).



Figure 5



Figure 6

The building provides a primary visual focal point at the corner of Port Augusta and Comox Ave in conformance with guideline 3.1.5.2(6) by augmenting the horizontal wood print aluminum sign band and increasing the height of the stonework in the second storey balcony. Reducing the proportion of the stonework surfaces along the Comox frontage would provide focus for the corner and could result in a better balance. Figure 7 shows an example of how to accomplish this.



Figure 7

The west elevation on Port Augusta is comprised of a parkade wall which is not in compliance with DPA guideline 3.1.5.3(1) for provision of active frontage along all streets, for example shops, displays, entrance doors. Use of the word “should” in a guideline does not indicate that compliance is at the option of the applicant. Rather compliance to the guideline will be required as a condition of issuance of a development permit, unless there are exceptional reasons why the guideline should not be applied to its fullest extent. In this case, the blank wall is a trade-off for having parking on the ground floor of the building. The building does propose a section of green live wall to soften this elevation, but staff have concerns regarding the high level of design and maintenance that these walls typically require. To address this, Schedule 1 contains an outstanding item for a Landscape Architect’s design and the registration of a maintenance covenant. As an alternative, a sculptural element or textural artwork would also be acceptable, subject to Council approval.

INFRASTRUCTURE IMPLICATIONS

The Public Works Operation Report for this application is Contained in Schedule 2.

Several important considerations regarding the connections to the municipal sidewalk on Comox Ave and Port Augusta, road dedication, and parking requirements have been outlined:

1. **Grade Compliance:** All points of connection to the municipal sidewalk on Comox Ave and Port Augusta must adhere to the current grade standards. This includes any features such as stairs, pedestrian ramps, or retaining walls, which must be fully contained within private property.
2. **Road Dedication on Comox Avenue:** The subject property requires road dedication along the frontage of Comox Avenue, extending from the corner of Port Augusta to the first driveway on Comox Avenue. This dedication should be wide enough to convert the existing grass/garden strip into a sidewalk, thereby enhancing the functionality of the existing sidewalk. Additionally, a 6m x 6m corner cutoff is necessary at the intersection of Port Augusta Street and Comox Avenue. This cutoff will serve as road dedication, and all visual obstructions (e.g., shrubs, trees, fences) within these areas must be removed.
3. **Right turning bus movements on Port Augusta from Comox Avenue** to be reviewed with respect to timing and need in both short term and long-term impacts to operation of Transit Service.
4. **Port Augusta Street Standards:** Port Augusta Street is classified as a minor collector road, which necessitates an ultimate right-of-way width of 20 meters, a paved width of 11 meters, and sidewalks on both sides. The existing road dedication falls short of these standards, measuring 18.3 meters. To meet the required standard, an additional road dedication of 0.85 meters is needed $((20 - 18.3)/2)$. Furthermore, a minimum of 3.0 meters of additional road dedication is required behind the back of the existing sidewalk to accommodate the expansion of the transit exchange and its associated amenities, such as benches and shelters. It is recommended that the transit exchange be situated within the road dedication area and not in a Statutory Right-of-Way (SRW).
5. **On-Site Parking:** Parking requirements must be entirely contained on the subject property. This implies that any parking spaces associated with the development should be accommodated

within the property boundaries, ensuring that there is no encroachment onto public streets or sidewalks.

Compliance with these specifications is essential to ensure that the development does not impact pedestrian safety and accessibility, and minimizes any potential disruptions to the surrounding public infrastructure.

ZONING IMPLICATIONS

The subject property is zoned C4.1 Core Commercial which requires commercial use on the ground floor and either residential or commercial uses on floors above. The C4.1 zone has a maximum building height of 10 m. This equates to a 3-storey building on a flat site and on a sloped site the possibility of a 4 storey building depending on steepness of the existing grade and building design. For example, the building at the south-east corner of Comox Ave and Church Street which contains a Scotia Bank has 3 stories above grade when viewed from Comox Ave and 4 stories when viewed from Beaufort Ave.

FINANCIAL IMPLICATIONS

Based on the 2023 BC Assessed value of the subject property, the 4 metre wide, 133 m² strip of road dedication along the frontage of the proposed building (shown in orange in Figure 2) has a value of \$80,616 and the 400m² public plaza area (shown in blue in Figure 2) has a value of \$242,456.

Total tax potential³: \$92,899⁴

Infrastructure costs:

4.0m wide dedication strip = \$17,036

Intersection upgrade for transit movement - \$115,000

Total: \$132,036

Net Taxation Impact: \$92,899-\$132,036= **-\$39,137**

³ Includes municipal taxes and capital fund and is based on the 2023 municipal tax rate

⁴ Taxes for residential based on averages from 1700 Balmoral and Businesses based on 695 Aspen Road businesses.

MK/ET

Schedules:

1. Outstanding Items in relation to Development Permit guidelines
2. Public Works Operations Report

Attachments:

1. Applicant's Submission
2. Council Policy CCL-069
3. BC Transit comments on Bus Exchange relocation.
4. Referral Responses
5. Pre-Application Consultation Summary
6. Pre-Application Comments received by Developer
7. Public comments received by Town to date
8. Legislation and OCP Excerpts
9. DAI Letter and Traffic Impact Assessment by Watt Consulting Group dated July 12 2023

SCHEDULE 1

Outstanding Items in relation to Development Permit guidelines

Submission of updated drawings which reflect the following:

1. Use a mixture of stone and timber for the balcony support columns – reduce the stone to at least the third storey and replace with timber.
 - a) Reduce height of balcony floor fascias on the fifth storey and use a lighter colour.
 - b) Replace cedar print aluminum tongue and groove siding on the east elevation which extends from the second storey to the fifth with the same materials which are immediately adjacent to it.
 - c) Reduce the length of stonework along the Comox frontage e.g. continue glass balcony on ground floor as shown below.



- d) Implement more timber elements into the ground floor and explore other areas to reduce the stone and add more timber if possible.
- e) Remove aluminum tongue and groove siding from the ground floor, Port Augusta Street elevation and replace with hardie panel or other durable material acceptable to the Town, or a sculptural element or textural artwork subject to Council approval.

2. Submission of a certified Landscape Architect's design including maintenance schedule for the proposed live wall on the west elevation and registration of a restrictive covenant to require maintenance on the subject's property's title prior to issuance of a Development Permit or submission of a mock up of an alternative sculptural element or textural artwork for Council consideration.

Schedule 2

Public Works Operations Report



TOWN OF COMOX

TO:	Elliot Turnbull, Planner II	FILE:	RZ DP & DVP
FROM:	Patti Wells, Engineering Technologist Ashfield, Director of Operations	DATE:	August 15, 2023
SUBJECT:	215 Port Augusta Street (Comox Mall) - Lot A Section 56 Comox District Plan VIP 75741		

In response to your referral dated June 23, 2023, reference file # RZ **DP** & DVP. Public Works understands the applicant is currently intending to construct a six storey, mixed use building comprised of 52 residential units and three commercial units. Public Works offers the following comments:

General

- The applicant will require the services of a Professional Engineer registered within the Province of British Columbia, to submit designs for review and approval by the Town of Comox and supervise all aspects of construction. The Engineer must provide cost estimates and submit certified as-built drawings and service cards for each applicable lot upon subdivision construction completion. As built drawings must be in accordance with the Town’s electronic drawings specifications and to include the location of non-municipal utilities. Prior to construction, the applicant’s engineer must provide cost estimates for all offsite works and submit certified as-built drawings upon project completion. The Professional Engineer shall also be responsible to review the elevations of the existing gravity mains and designate the minimum habitable floor elevation for the proposed building lots.
- Design and construction, will be in in accordance with all Town Bylaws, including in particular,
 - Subdivision & Development Servicing Bylaw 1261; and
 - Comox Drainage Infrastructure Protection Bylaw 1824.
- A performance bond for work within the Municipal right-of-way must be posted prior to commencing any work within an existing Municipal Road or statutory right-of-way. The amount of this bond will be the equivalent of 125% of the cost as determined by the engineer’s estimate. Works within the municipal right-of-way, or those to be transferred to the Town of Comox, will be covered by a one-year maintenance period that will include a maintenance bond equivalent to 10% of the total construction cost.

- All works to be completed by qualified contractor(s) under the design and supervision of the applicant's engineer and coordinated with Town of Comox Public Works.

Water System

- We note 215 port Augusta has a private onsite 200 mm diameter AC main which bisects the subject property between Balmoral to the North to Comox Avenue. There are water meters at the Comox Avenue and Balmoral Avenue connection points. The applicant's engineer shall determine the size of the water service for the development.
- Koers and Associates must be retained to provide an assessment of the proposed water system. All cost associated with this assessment shall be borne by the applicant. Any upgrades necessitated by this review will form a condition of development and shall be constructed at the applicant's expense.
- Offsite landscaping irrigation to be serviced separately of municipal water system, including a separate water meter and approved backflow assembly.

Storm Drainage System

- We note there is a private onsite storm system which drains to an oil/water separator. The development shall connect the private onsite storm system upstream of the oil/water separator. The applicant's engineer shall determine the size of the service required for the development.
- Runoff from the parking areas must not be allowed to cross the municipal sidewalk.
- The applicant's engineer shall establish minimum habitable floor elevations.
- All runoff from parking areas shall be directed to oil/grit separators which are required for all exposed parking areas.
- McElhanney must be retained to provide a storm analysis to confirm the Town of Comox system has adequate capacity for the development. All cost associated with this analysis, shall be borne by the applicant. Any required upgrades to the Town of Comox storm system shall form a condition of this development.

Erosion and Sediment Control

- Applicant's engineer will provide a separate erosion and sediment control plan in accordance with the Comox Drainage Infrastructure Protection Bylaw 1824. Ensure that no runoff, silt-laden runoff, or debris enter the storm or sanitary system and municipal roads during the period of site or building construction.

Sanitary System

- We note 215 Port Augusta is currently serviced by two separate sanitary connections on Comox Avenue. One service connects to the mall and second service connects to the southwest retail building. The applicant's engineer shall confirm the existing service is adequate, any adjustments or upgrades shall be the responsibility of the applicant's engineer.
- McElhanney must be retained to provide a sanitary analysis to confirm the Town of Comox system has adequate capacity for the development. All cost associated with this analysis, shall be borne by

the applicant. Any required upgrades to the Town of Comox sanitary system shall form a condition of this development.

Roads

- All points of connection to the municipal sidewalk on Comox Ave and Port Augusta must meet the current grades. Any stairs, pedestrian ramps or retaining walls must be wholly contained upon private property.
- Comox Avenue, road dedication along the frontage of the subject property from the corner of Port Augusta to the first driveway on Comox Avenue will be required. This road dedication should be wide enough to convert the existing grass/garden strip to sidewalk to enable more efficient function of the existing sidewalk. The proposed plaza in front of the building must be road dedication. A 6m x 6m corner cutoff is required for Port Augusta Street and Comox Avenue. The “cut off” is to form road dedication and all visual obstructions (i.e. shrubs, trees, fences) must be removed from these areas.
- Balmoral Avenue is below Town standard, a variance to match the existing standard would be supported, no additional dedication or upgrade required.
- Port Augusta Street is classified as a minor collector road requiring an ultimate right-of-way width of 20m, paved width of 11 m and sidewalk on both sides. The current road dedication is 18.3 m which is below standard required. Additional road dedication of 0.85m $((20 - 18.3)/2)$. In addition, at least 3.0m behind the back of the existing sidewalk will be required to accommodate the relocated transit exchange. Application will be referred to BC Transit to comment on the proposed size/location of the transit exchange. Transit exchange must be within road dedication and not in an SRW.
- 215 Port Augusta Street Transportation Impact Assessment prepared by Watt consulting Group dated July 7, 2023 has been submitted to the Town. The report supports the proposed access to the development off Port Augusta Street with the existing bus stop being relocated north of the existing south mall access on Port Augusta Street. Review of this report is not included in this referral response. Comments on the proposed relocation of the bus exchange shall be forthcoming from BC Transit as part of the application referral.
- Parking requirements must be contained on site.

Parkland/Greenway

- Comments to be provided from Parks Manager

BC Hydro/Telus/Cable/Gas

- Refer to the respective utilities for their comments.
- As-built drawings must include the location of non-municipal utilities.
- The development should be serviced underground onsite.

ATTACHMENT 1

APPLICANT'S SUBMISSION

Paul Chiu, Architect AIBC, MRAIC, AAA, SAA, MAA, OAA, AANB, SBA, Principal
Crosby Chiu, MRAIC, SBA, Senior Associate
Niki Sharoodi, Intern Architect AIBC, MRAIC, LEED AP (BD +C), Associate
Hector Valdez, BAID, Associate

Rick Jones, Founding Principal
Aaron Vornbrock, Principal
Eric Ching, CSBA, Principal
Bojan Ilic, Associate

June 14, 2023

Town of Comox
Planning Department
1809 Beaufort Avenue
Comox, BC V9M 1R9

ATTN: Elliot Turnbull
eturnbull@comox.ca, Planner II

RE: Mixed-Use Development
215 Port Augusta Street, Comox, BC – Design Rationale

Our Project No. 5348

The proposed development site is located at 215 Port Augusta Street, Comox, BC. The development site is part of the existing Comox Centre Mall property, and is situated in the south-west corner, and is currently being utilized as surface parking for the mall.

The vision for Downtown Comox is to provide an intensified mixed of residential, commercial, cultural and recreational uses. The existing zone is C4.1 Core commercial zone, which promotes mixed-use of commercial and residential developments. The proposed six storey mixed-use building is a positive response to revitalization of the vision of a thriving downtown core as envisioned in the OCP.

The overall design of the mixed-use six-storey development follows the Town of Comox's DPA #1 guidelines.

Proposed Mixed-Use Development:

1. Existing and proposed zoning / density
Existing Zone: C4.1 Core commercial
Proposed zone: C4.1 with building height variance
C4.1 Zone does not have density requirement, the proposed development provided 6-storey mixed use building which consists of 52 residential units and 3 commercial units.
2. Site Plan
 - 18' setback from Comox Ave,
 - 4' setback from Port Augusta St
 - Parkade entrance from Port Augusta
 - Residence lobby and entrance from Comox Ave
 - New pedestrian walkway linked from Comox Ave to Comox mall
 - Special events plaza 8385 SF in lieu of the existing street corner plaza
3. Proposed Design (floor plans, elevations, landscape treatment)
 - *Ground-oriented commercial units are placed along Comox Ave to improve Comox Ave street frontage*
 - *Residential floors recess and setback more on top level*
 - *Simple form and simple roof line*
 - *Quality exterior materials with subtle and neutral tones*
 - *Building ornaments and details to follow the neighborhood context,*
 - *Landscape improvement, ground paving and new street furniture added to the unique sense of place.*
4. Colour Material Board and Renderings
Quality materials, such as stone veneer, hardie panel and aluminum siding are used
Color scheme choices refer to the vernacular architectural tradition, Neutral colors such as off white, grey, moss green are the main exterior wall color. The choices of natural materials such as wood and stone added more natural color and texture into the exterior look.

5. Transportation Impact
 - Vehicle access is limited and only from Port Augusta St,
 - Residence parking is self-sustained in underground parking
 - Comox Mall commercial parking complies the city parking bylaw, provided 397 stalls (385 stalls required)
 - Improved pedestrian walking area along Comox Ave
6. Environmental Impact
 - Minimized the impact to the surrounding neighborhood
 - Incorporate energy, water efficiency and greenhouse gas reduction design method
7. Social Impact

Increased the town center area density, bring more residents and customers for the social, cultural and commercial activities in the core
Provided more service and commercial units
Improved the active frontage along Comox Ave by expanding walkable area, providing canopies, street seats and improving the landscape
Maintained a moderate mass and fitted the small town scale.
8. Community benefits

Improved the town center streetscape
Brought more residents and more services
Provided special events venue in town core
Provided 5 adaptable units
Contribution to the town's affordable housing fund
9. Justification

The economics of developing residential in Comox have always been difficult. Interest in the market as a result of its natural beauty and quality of life is good, however, the threshold price point achievable made new construction very difficult to justify, and as a result, very few multi-family residential projects have been built in the past 30 years. Up until recently, the Town of Comox had been offering incentives to developers to try to encourage residential development in the core, with few projects taking advantage of them. The recent run up in housing prices has helped, but it has clearly been offset by construction cost increases, supply chain issues and rising interest rates. We do want to see this project built, as the economics of scale and ability to offer a greater percentage of units facing the desirable east, south, and west views makes building six stories critical to the projects viability.

General Notes:

- Revitalize the Downtown Core
- Additional Density
- Building guidelines – DPA #1 Downtown Comox
 - Small town scale and waterfront character
 - Building fronting Comox Ave.
 - Continuous animation to Comox Ave.
 - Pedestrian street level appeal – special events area
 - Principal entrance orientated to Comox Ave.
 - Ground floor retail with strongly articulated entrances
 - Differentiation between ground level from upper stories
 - Massed to reduce the appearance of height
 - Terracing and tapering of building mass and roof lines
 - Variety of form, colour and finishes used to emphasize small town scale and pedestrian orientation of Downtown Comox.
 - Weather protection for pedestrians along Comox Ave.
 - Vehicle access from side street (Port Augusta)
 - Design considers crime prevention – pedestrian level lighting for sidewalks, pathways and parking areas.
 - Rooftop screening to hide any mechanical equipment
 - Exterior building, sidewalk, parking area lighting, minimize illumination on adjacent properties, full cut off pole lighting to be night sky friendly, energy efficient LED.
- Pedestrian guidelines – DPA #1

- Active frontages, shops, entrance doors
- Continuous weather protection along Comox Ave.
- Surfacing
- Marine theme – DPA #1
- Colour Guidelines – DPA #1
- Signage guidelines – DPA #1
- Energy, Water conservation and greenhouse gas reduction guidelines – DPA #1
- Landscape guidelines – DPA #1
- Parking Guidelines – DPA #1

Building Statistics:

Main level / Lower parking level consists of:

- Residence ground entrance and lobby, (1200 SF)
- Three street-oriented commercial units, (800 SF – 1000 SF each)
- Parkade entrance off of Port Augusta St.
- Lower parking level includes 31 parking stalls for residents, 22 lockers, (11,700 SF)
- Total main level floor area is approx.16,000 SF

Upper parking level consists of:

- 6 ground parking stalls for visitors
- Parkade entrance off of mall drive way connection to Port Augusta St.
- Upper parkade includes 28 parking stalls for residents,
- Garbage room for residence
- Residence elevator lobby on this level
- Total upper parking level floor area is approx.10,500 SF

2nd Floor level consists of 12 residential units:

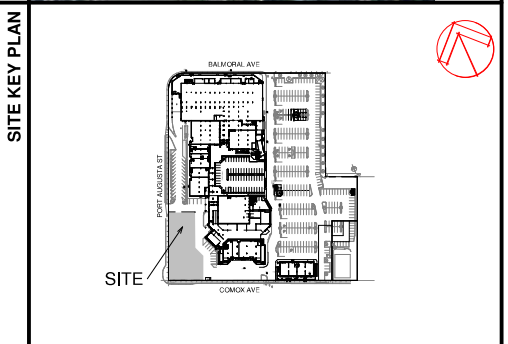
- 1 adaptable 1-bedroom unit, (670 SF)
- 3 adaptable 1-bedroom+Den units, (775 SF)
- 1 adaptable 2-bedroom unit, (935 SF)
- 1 1-bedroom+Den unit, (790 SF)
- 1 2-bedroom unit, (1050 SF)
- 3 2-bedroom+Den units, (1150-1200 SF)
- 2 3-bedroom units, (1175 SF)
- Total floor area is 13,100 SF

3rd to 5th Floor levels, each level consists of 12 residential units:

- 1 1-bedroom unit, (670 SF)
- 4 1-bedroom+Den units, (775-790 SF)
- 2 2-bedroom units, (935-1050 SF)
- 3 2-bedroom+Den units, (1150-1200 SF)
- 2 3-bedroom units, (1175 SF)
- Total floor area is 13,100 SF each level.

6th Floor levels consists of 4 residential units:

- 4 3-bedroom units, (1645-1685 SF)
- Total floor area is 8,200 SF
- Common roof terrace (800 SF)



PROJECT DATA

CIVIC ADDRESS

215 PORT AUGUSTA ST, COMOX BC

LEGAL DESCRIPTION

LOT "A" SECTION 56, COMOX DISTRICT, PLAN VJP 75741

ZONING

CL1: CORE COMMERCIAL

PROJECT DESCRIPTION

6 STOREY MIX USE APARTMENT WITH RETAIL AT GROUND LEVEL AND ALL SITEWORK

DEVELOPMENT PERMIT

DP NUMBER: NA

CONTACTS

OWNER

Karma Development
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 Email: dcoon@karmadevelopment.com

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 Aaron Vetrovsky, Principal
 Alweil Song Peng, Architect ABC
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 Fax: (250) 758-8889

SURVEYOR

Pacific Land Surveying Inc.
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 Phone: 250-468 0775
 Email: info@plsi.ca

DRAWING LIST

	ARCHITECTURAL
A-0.0	COVER SHEET
A-1.0	EXISTING SITE PHOTOS
A-1.1	SITE PLAN / ZONING SYNOPSIS
A-1.2	PLAZA & AREA FOR SPECIAL EVENT
A-1.3	SPECIAL EVENTS SITE SECTIONS SITE KEY PLAN
A-1.4	SITE ANALYSIS / OCP GUIDELINE COMPLIANCE
A-1.5	SHADOW STUDY
A-1.6	MATERIAL BOARD
A-1.7	FIRE FIGHTING ACCESS ROUTE PLAN
A-2.1	FIRST FLOOR (P2) PLAN
A-2.2	P1 FLOOR PLAN
A-2.3	SECOND FLOOR PLAN
A-2.4	TYP. FLOOR PLAN
A-2.7	SIXTH FLOOR PLAN
A-2.8	ROOF PLAN
A-3.1	EAST ELEVATION
A-3.2	WEST ELEVATION
A-3.3	NORTH SOUTH ELEVATIONS
A-3.4	RENDERINGS
A-3.5	RENDERINGS
A-3.6	RENDERINGS
A-4.1	BUILDING SECTIONS
A-4.2	BUILDING SECTION

	LANDSCAPE
L1.01	LANDSCAPE PLAN
L1.02	LANDSCAPE PLAN

NO.	REVISION	DATE	DESCRIPTION

This Plan, as a preliminary or interim in the nature of a preliminary or interim, is not for construction. It is subject to change without notice. It is not to be used for any other purpose than that for which it is intended. The user of this Plan, on the basis of this Plan, shall be responsible for any errors or omissions or for any consequences thereof. The user shall be held liable for any such errors or omissions or for any consequences thereof.

CONTRACTOR

URBAN DESIGN GROUP ARCHITECTS LTD.

MIXED-USE DEVELOPMENT

215 PORT AUGUSTA ST, COMOX BC

KARMA DEVELOPMENT



URBAN DESIGN GROUP ARCHITECTS LTD.

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COVER SHEET

A-0.0



Photo No.	Description

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KARMA DEVELOPMENT
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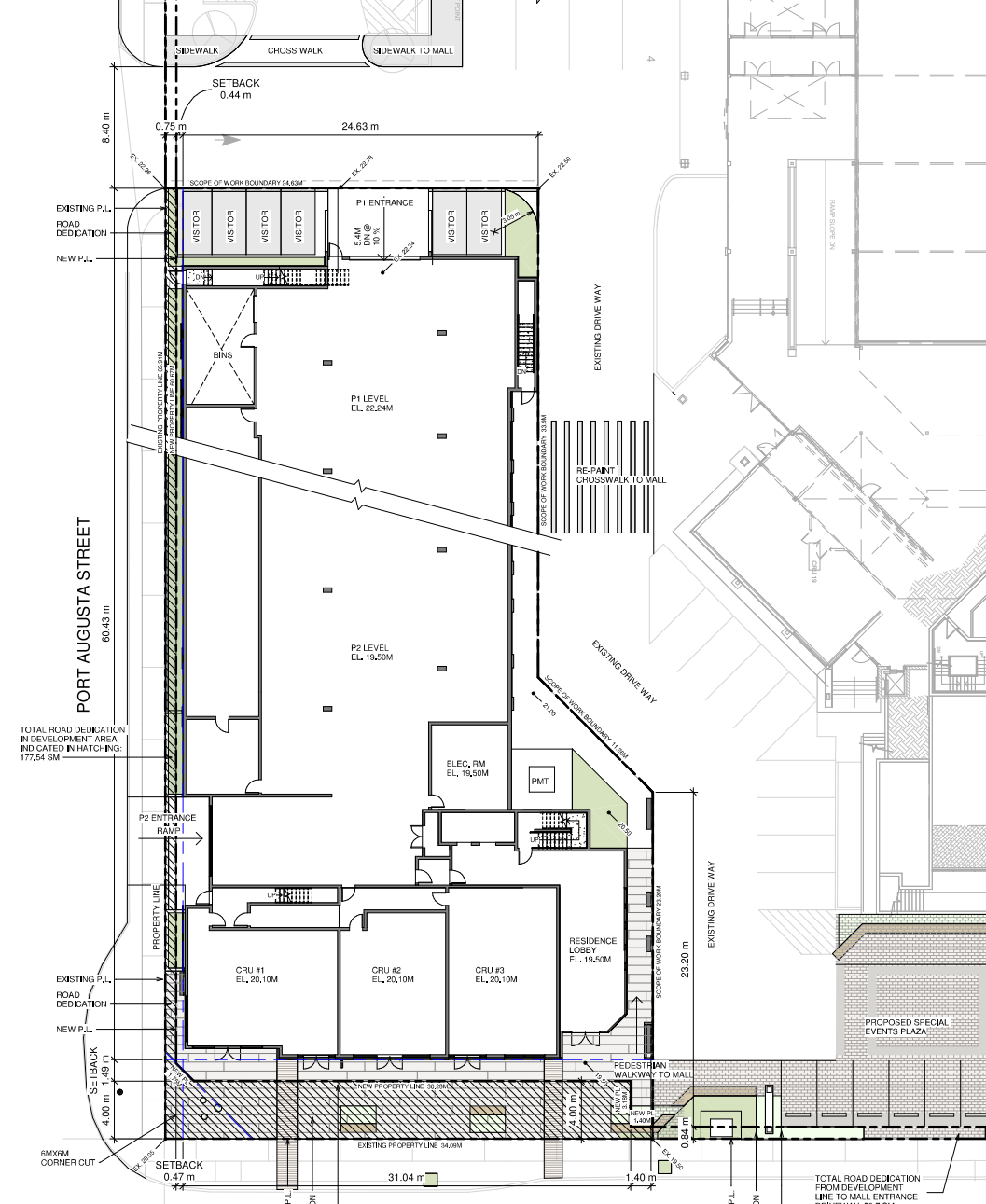
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EXISTING SITE PHOTOS

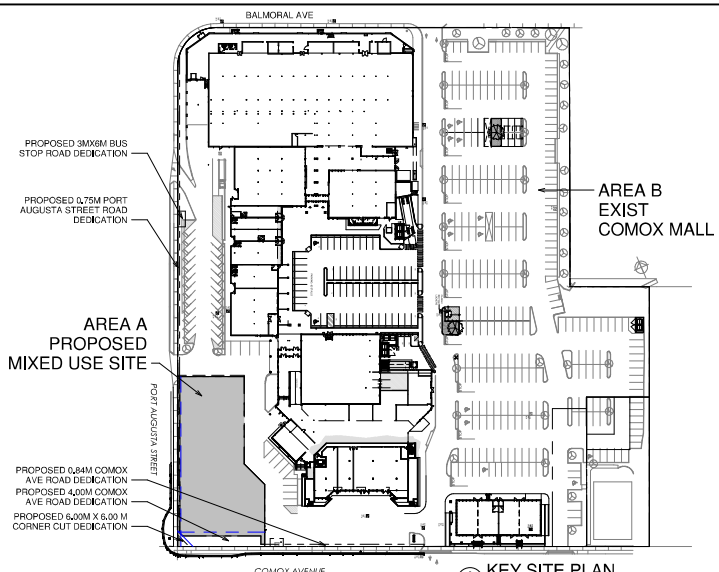
Photo No.	Description

A-1.0

0.75M ROAD DEDICATION FROM DEVELOPMENT BOUNDARY UP TO BALMORAL AVE. TOTAL: 92.48 SM



SITE PLAN
K-17 1:125



KEY SITE PLAN
K-18 1:789

ZONING SYNOPSIS

LEGAL DESCRIPTION	LOT #	SECTION	DISTRICT	PLAN REFERENCE
225 WEST AUGUSTA ST. COMOX, BC				
ADDRESS:	11-1	11-1	11-1	11-1
ADDRESS:	11-1	11-1	11-1	11-1

AREA A (PROPOSED MIXED USE)		AREA B (EXISTING COMOX MALL)	
PARCEL SCOPE AREA:	2304.985 SM (1,207.08 SF)	EXISTING SITE AREA:	2304.985 SM (1,207.08 SF)
LESS ROAD DEDICATION:	177.54 SM (1,133.13 SF)	LESS ROAD DEDICATION:	177.54 SM (1,133.13 SF)
TOTAL NEW SITE AREA:	2127.445 SM (1,073.95 SF)	TOTAL NEW SITE AREA:	2127.445 SM (1,073.95 SF)
PARCEL COVERAGE:	PROVIDED	PROVIDED:	PROVIDED
PARCEL DENSITY:	PROVIDED	PROVIDED:	PROVIDED
FLOOR AREA:	PROVIDED	FLOOR AREA:	PROVIDED

AREA A (PROPOSED MIXED USE)		AREA B (EXISTING COMOX MALL)	
PARCEL SCOPE AREA:	2304.985 SM (1,207.08 SF)	EXISTING SITE AREA:	2304.985 SM (1,207.08 SF)
LESS ROAD DEDICATION:	177.54 SM (1,133.13 SF)	LESS ROAD DEDICATION:	177.54 SM (1,133.13 SF)
TOTAL NEW SITE AREA:	2127.445 SM (1,073.95 SF)	TOTAL NEW SITE AREA:	2127.445 SM (1,073.95 SF)
PARCEL COVERAGE:	PROVIDED	PROVIDED:	PROVIDED
PARCEL DENSITY:	PROVIDED	PROVIDED:	PROVIDED
FLOOR AREA:	PROVIDED	FLOOR AREA:	PROVIDED

UNIT MATRIX

UNIT TYPE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	TOTAL
2ND FL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	12
3RD FL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	12
4TH FL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	12
5TH FL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	12
6TH FL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	12
TOTAL	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	60

MIXED-USE DEVELOPMENT
KARMA DEVELOPMENT
215 PORT AUGUSTA ST, COMOX BC

URBAN DESIGN GROUP ARCHITECTS LTD.

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SITE PLAN / ZONING SYNOPSIS
A-1.1



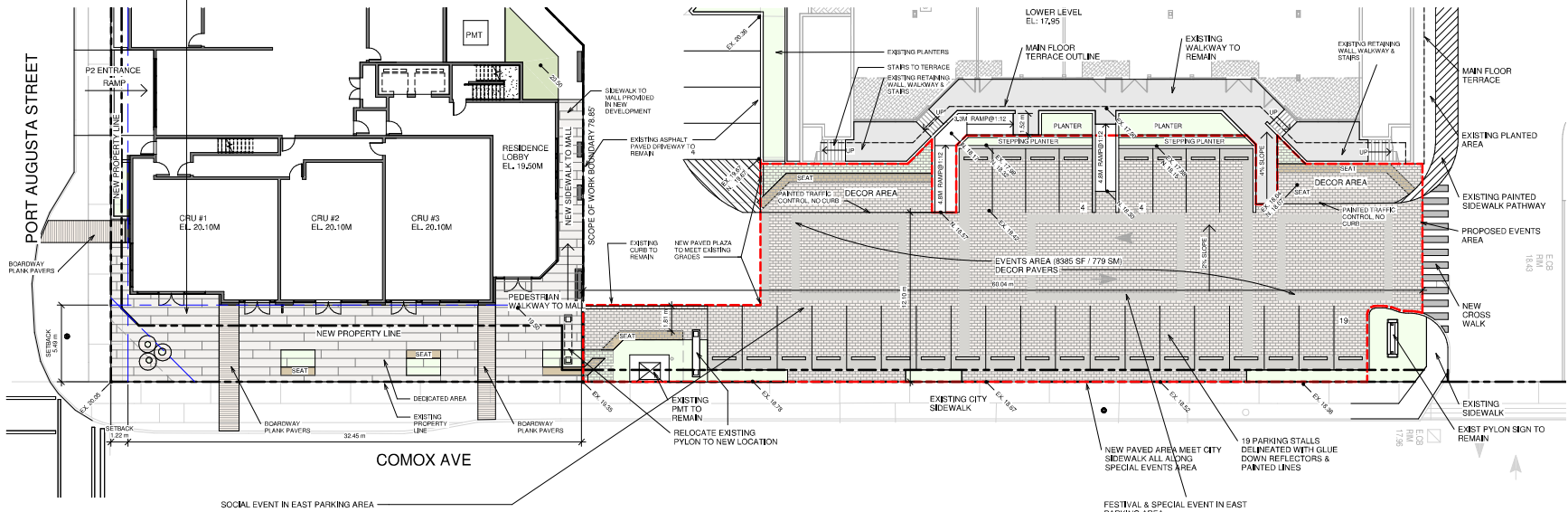
PLAZA IN FRONT OF COMMERCIAL UNITS FOR PUBLIC USE



Rev	Date	By	Description



 All signage, external lighting, etc. shown is for illustrative purposes only. Final design and placement of signage, lighting, etc. shall be the responsibility of the client.



SOCIAL EVENT IN EAST PARKING AREA

FESTIVAL & SPECIAL EVENT IN EAST PARKING AREA



MIXED-USE DEVELOPMENT

KARMA DEVELOPMENT

215 PORT AUGUSTA ST, COMOX BC

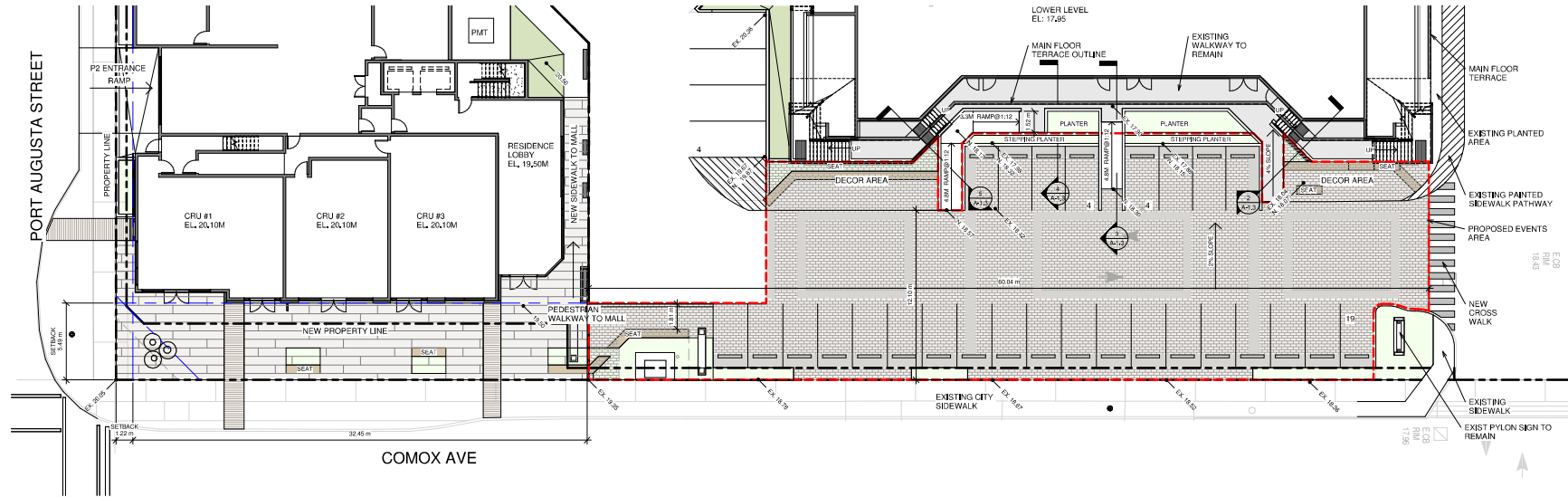


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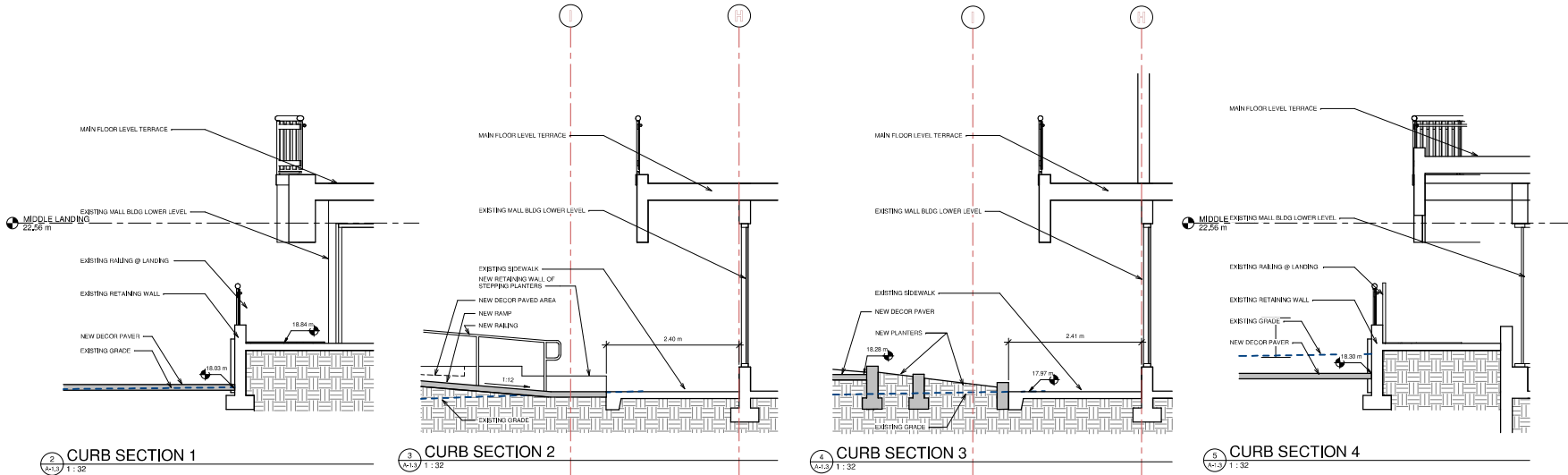
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PLAZA & AREA FOR SPECIAL EVENT

Sheet No.	Description
A-1.2	



1 PLAZA & SPECIAL EVENTS KEY PLAN
A-1.2 1:128



2 CURB SECTION 1
A-1.3 1:32

3 CURB SECTION 2
A-1.3 1:32

4 CURB SECTION 3
A-1.3 1:32

5 CURB SECTION 4
A-1.3 1:32

REV	DATE	DESCRIPTION

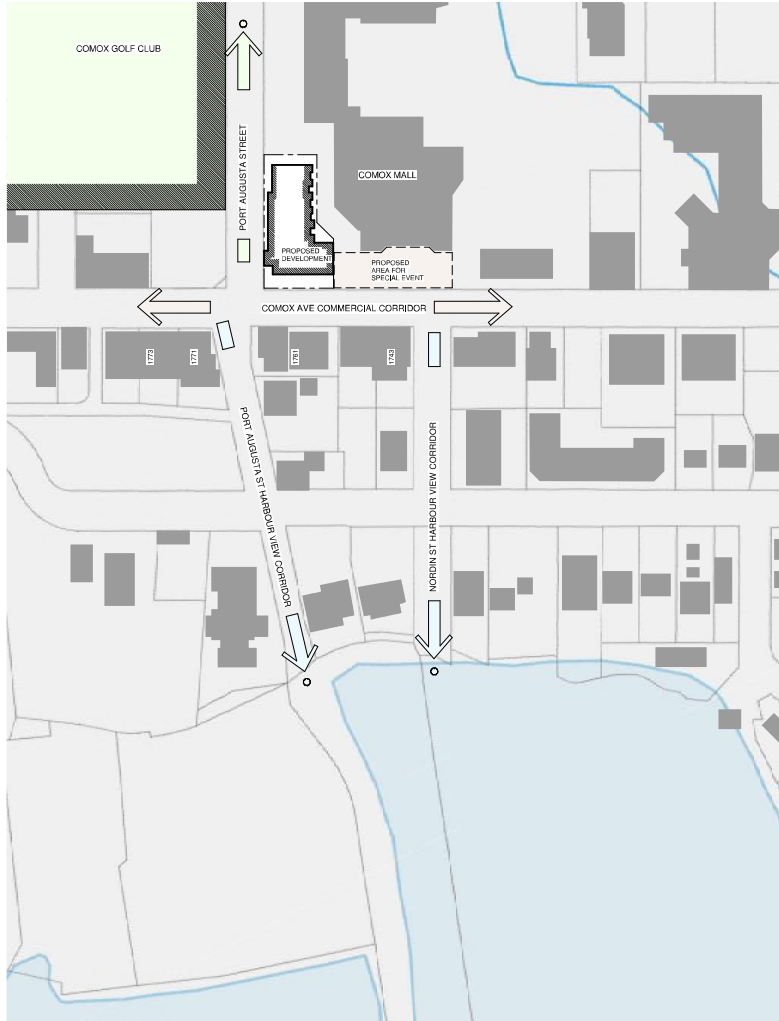


TO: PORTUGA, TO A. HARRISON
 OF: 10/11/2022
 AT: 10/11/2022
 BY: A. HARRISON
 DESCRIPTION: PLAZA & SPECIAL EVENTS KEY PLAN

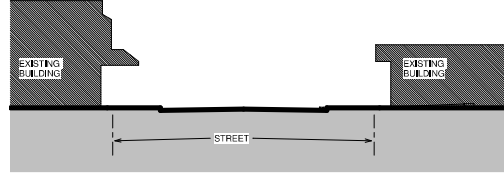


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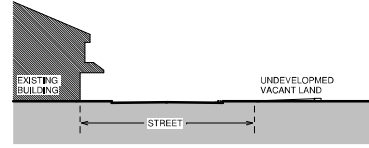
SPECIAL EVENTS SITE SECTIONS SITE KEY PLAN
 A-1.3



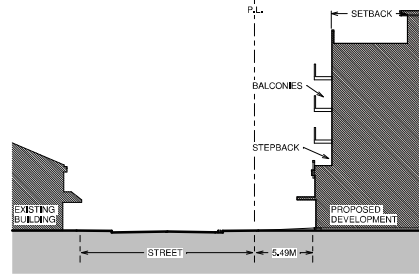
3
A3.9 1:190
CONTEXT PLAN / VIEW ANALYSIS



7
A3.9 1:128
STREET PROFILE @ COMOX AVE 1773



6
A3.9 1:192
STREET PROFILE @ COMOX AVE 1771



5
A3.9 1:192
STREET PROFILE @ COMOX AVE 1761



4
A3.9 1:192
STREET PROFILE @ COMOX AVE 1743

DESIGN RATIONALE

SITE INFORMATION

The proposed development located at 215 Port Augusta St Comox. The existing site is part of Comox Mall ground parking lot at corner of Port Augusta St and Comox Ave.

Downtown Comox will provide an intensified mix of residential, commercial, cultural and recreational uses. More and more people will choose to live in the downtown area in the view of OCP and also inevitably in reality. The existing zone is C4J Core commercial zone, which allows mixed-use of commercial and residential developments. The proposed six-storey building development is a positive response to the downtown development in the near future. The proposed zone is based on zone C4J request of height variance.

In the pre-application stage, the development went through stage I and stage II community consultations. Based on the feed backs, the design of the six-storey building follows the DPA #1 guide line in reducing the appearance of height. Such as simplify the roof line; increase the first storey weight as a strong podium; Upper storeys setback to accommodate balconies; and the top level significant setback through terracing the top level, providing rooftop gardens.

BENEFITS TO THE COMMUNITY

- Improvement of street frontage
 - The development coordinated with a approved public street road improvement, provided road dedication along Port Augusta St and Comox Ave, dedicated land for public transit exchange at north side of Port Augusta St and Comox Ave.
 - The project will dedicate 500sqm corner cut at corner of Port Augusta St and Comox Ave.
 - The Proposed building is significantly setback from Comox Ave, which provide public space for pedestrians.
 - Coordinated with city landscape architect, the project proposed to improve parking and drive aisle to the east of the development area. This area will hold special events in the future through controlled traffic during events time every year.
 - The pedestrian routes will be improved through widening sidewalk along city street and build new pedestrian connection route at the east side of the development.
- Increase of density and service in downtown area
 - The proposed development will provide 52 apartment units range from 1 bedroom unit to 3 bedroom unit. Among them, 5 adaptable units are provided. On ground floor, 3 commercial units are provided, which will increase the business opportunities in the downtown commercial area.
- Upgrade infrastructure and sustainable development
 - The development will use the sustainable design as principle design method in promote the quality of the building and upgrade the infrastructure. The residential units are designed to comply energy efficiency and water efficiency. Underground parking will provide electrical vehicle charging station for the future residents. All parking will be facilitated underground. It is a better way to use the land in the downtown core area. Mechanical equipment are screened on mechanical roof on the apartment roof level.

OCP DESIGN GUIDE LINE COMPLIANCE

- The proposed mixed-use development incorporate modern material and traditional style along Comox Ave, the building surface continuously occupies the street frontage, filled the blank area which is currently parking area.
- Ground floor at street frontage is designed to promote pedestrian-oriented streetscape. All CRU entrances and residential entrance are accessible without significant elevation change from street sidewalk. Large glazed opening and avoid blank walls facing the street. Oversized canopy and various signage are provided at each storefront
- The mass of building and roof line setback over the first storey and keep step back on the upper levels. Street corner is emphasised on ground floor while steps back on upper levels to taper the building mass. The upper apartment is clearly separated from the retail shops in the building podium. The building elements, exterior materials and colors are inspired by the neighbourhood. All facades are treated in quality standard. Quality exterior materials are used such as stone veneer, hardie siding / panel and aluminum panels. Exterior materials are robust and weather resistant. There is one eye wall is provide at the parkade entrance.
- Commercial unit frontage is designed in clusters to avoid long uniform facade. The storefronts are narrower than 10.5 meters with canopy extending 6' from the building surface.
- The development is away from the view corridor (Port Augusta Ave). One parking access is from Port Augusta St and another on Comox mall internal road. Vehicle access is limited and away from the main traffic.

OPTED DESIGN IMPLIED

- All street level entrance are sufficiently lighted, secured, electronic surveillances are provided
- Main entrances and can be watched from street directly
- High degree of visual surveillance are provided from unit balconies and windows.

DATE	DESCRIPTION



This plan is a reference only. It is subject to change without notice. All dimensions shall be as shown on drawings unless otherwise specified.

DATE: 2023-09-21



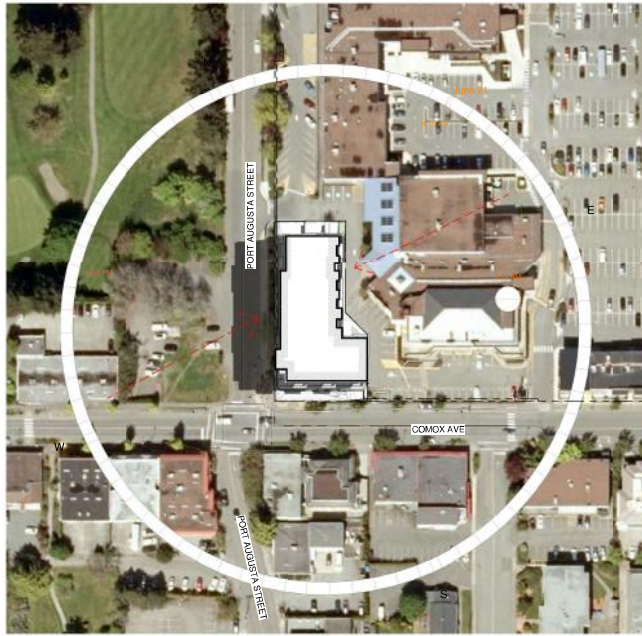
URBAN DESIGN GROUP ARCHITECTS LTD.
 1400 WEST HASTINGS STREET
 VANCOUVER, BC V6P 1M4 CANADA
 T: 604-682-8284 WWW.UDGARCH.COM

5348

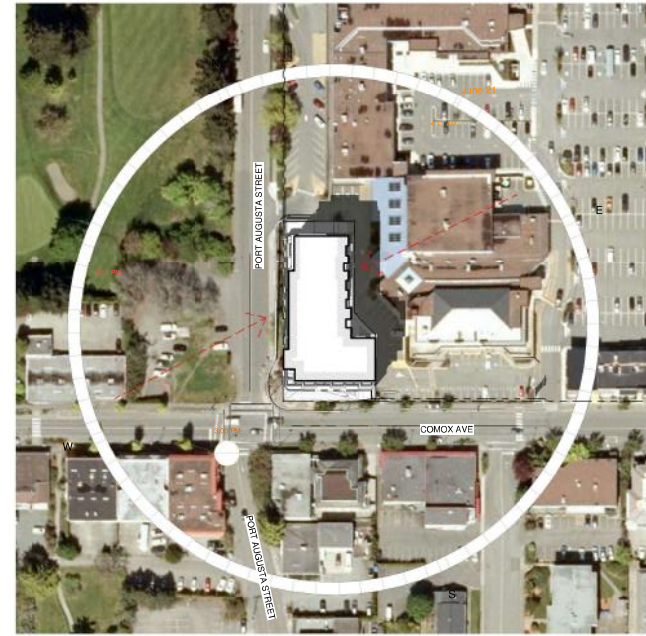
SITE ANALYSIS / OCP GUIDELINE COMPLIANCE

REVISION	DATE	DESCRIPTION
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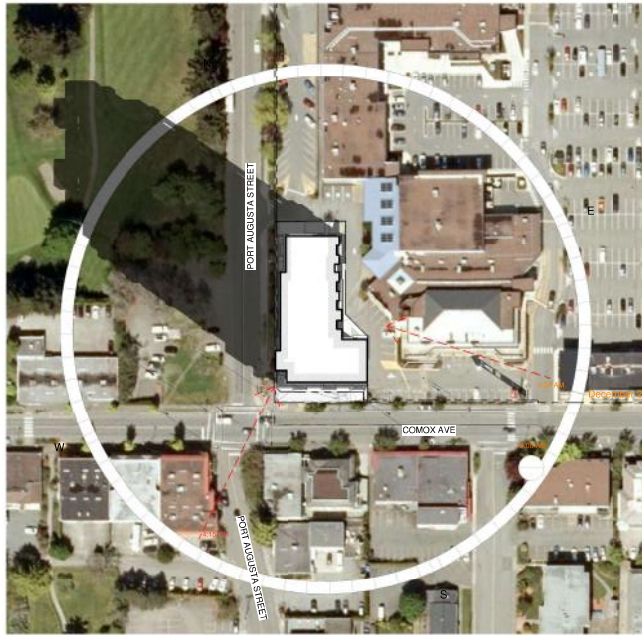
A-1.4



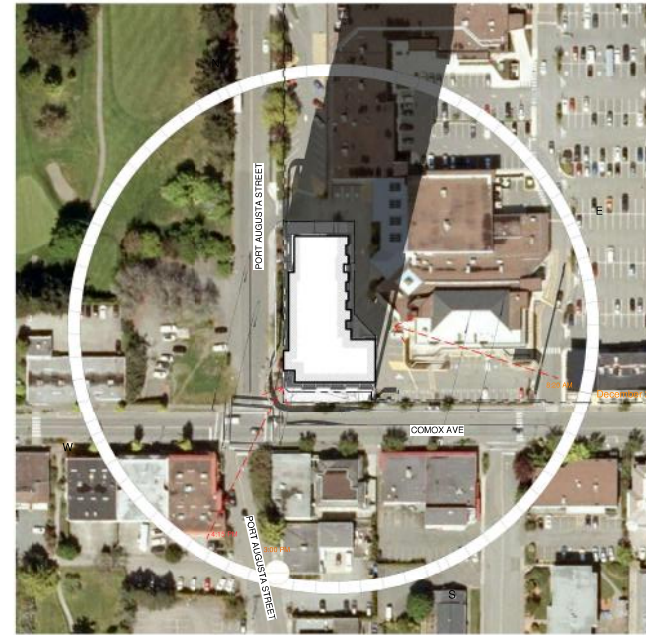
1
A1.5
SUMMER SOLSTICE 9:00 AM
1:720



2
A1.5
SUMMER SOLSTICE 3:00 PM
1:720



3
A1.5
WINTER SOLSTICE 10:00 AM
1:720



4
A1.5
WINTER SOLSTICE 03:00 PM
1:720

NO.	REVISION	DESCRIPTION



This Plan is a statement of intent in the matters of design and construction. All civil and structural work shall be in accordance with the applicable codes of British Columbia. All design, construction, and other items to be done shall be subject to the use of the design professional's professional seal and signature. CONSULTANT

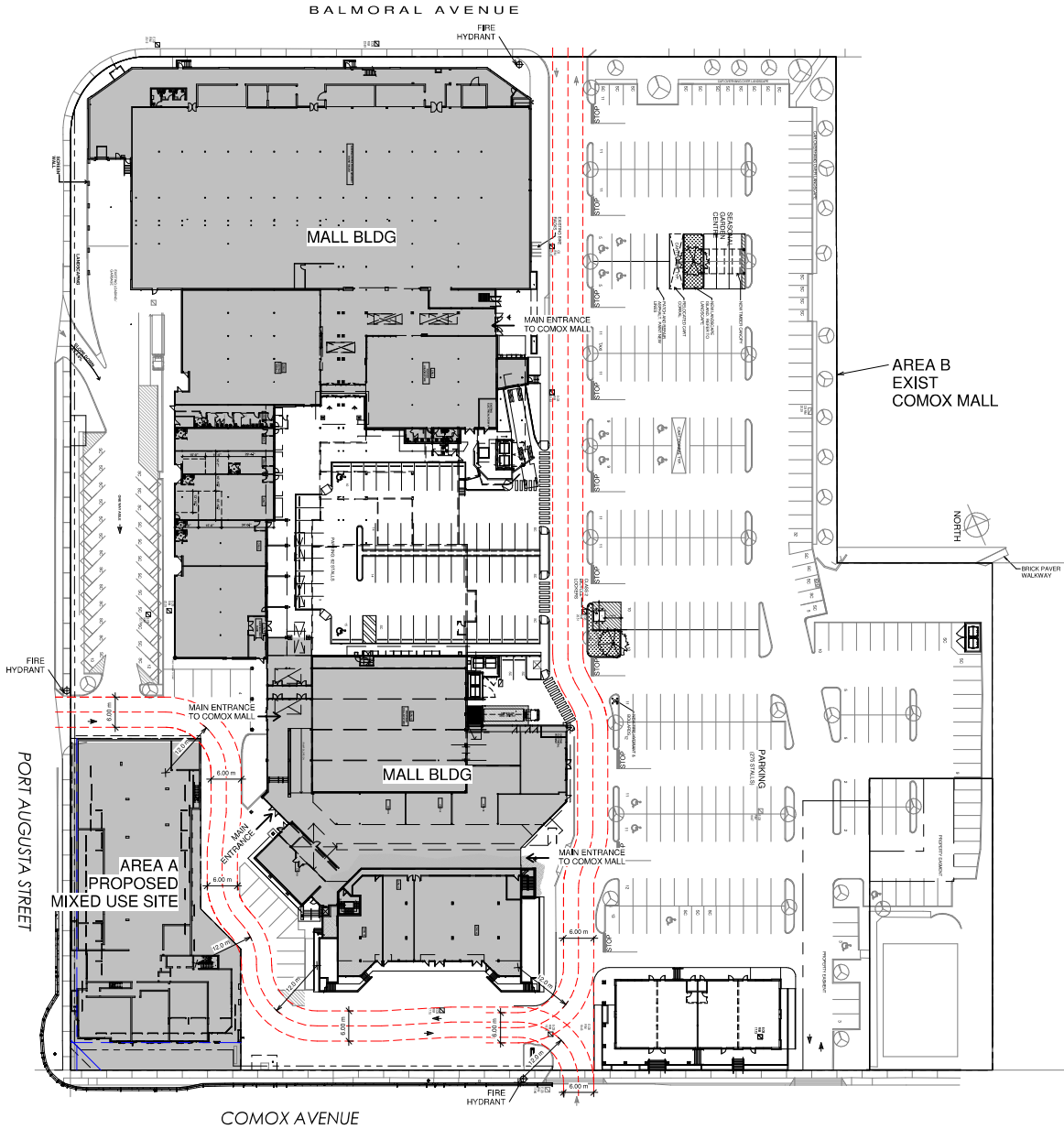
MIXED-USE DEVELOPMENT
KARMA DEVELOPMENT
215 PORT AUGUSTA ST, COMOX BC






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4100 WEST HASTINGS STREET
VANCOUVER, BC, V6R 1M9 CANADA
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Sheet No: **5348**
SHADOW STUDY

REV	DATE	DESCRIPTION
1		
2		
3		
4		



LEGEND

-  FIRE FIGHTING ACCESS ROUTE
-  MALL BLDG MAIN ENTRANCE
-  FIRE HYDRANT

1 FIRE FIGHTING ACCESS ROUTE PLAN
A-1.7 1:360

No.	Date	Revised by	Description



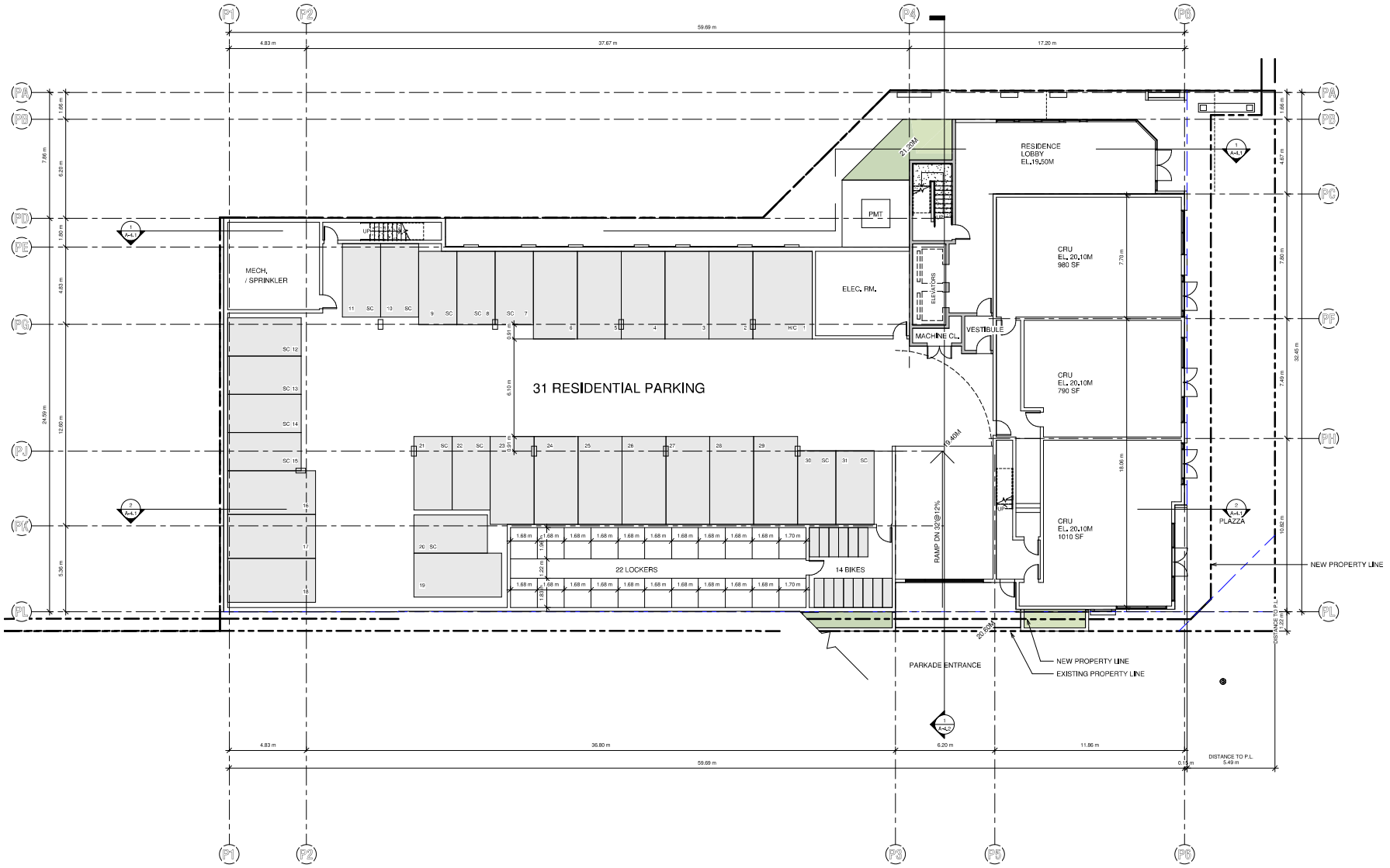
It is further to be understood that the drawings are not to be used for any other purpose without the written consent of the architect.

MIXED-USE DEVELOPMENT
KARMA DEVELOPMENT
215 PORT AUGUSTA ST, COMOX BC



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8160 WEST HASTINGS STREET
VANCOUVER, BC, V6P 1C6 CANADA
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Sheet No.	5348
Project No.	5348
Date	2023-05-01
Scale	1:360
Drawn by	A-1.7
Checked by	
Approved by	

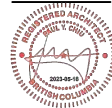


FIRST FLOOR (P2) PLAN
1:96

No.	Revised	Description

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KARMA DEVELOPMENT
215 PORT AUGUSTA ST, COMOX BC



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5348
FIRST FLOOR (P2) PLAN
A-2.1

NO.	DESCRIPTION	DATE



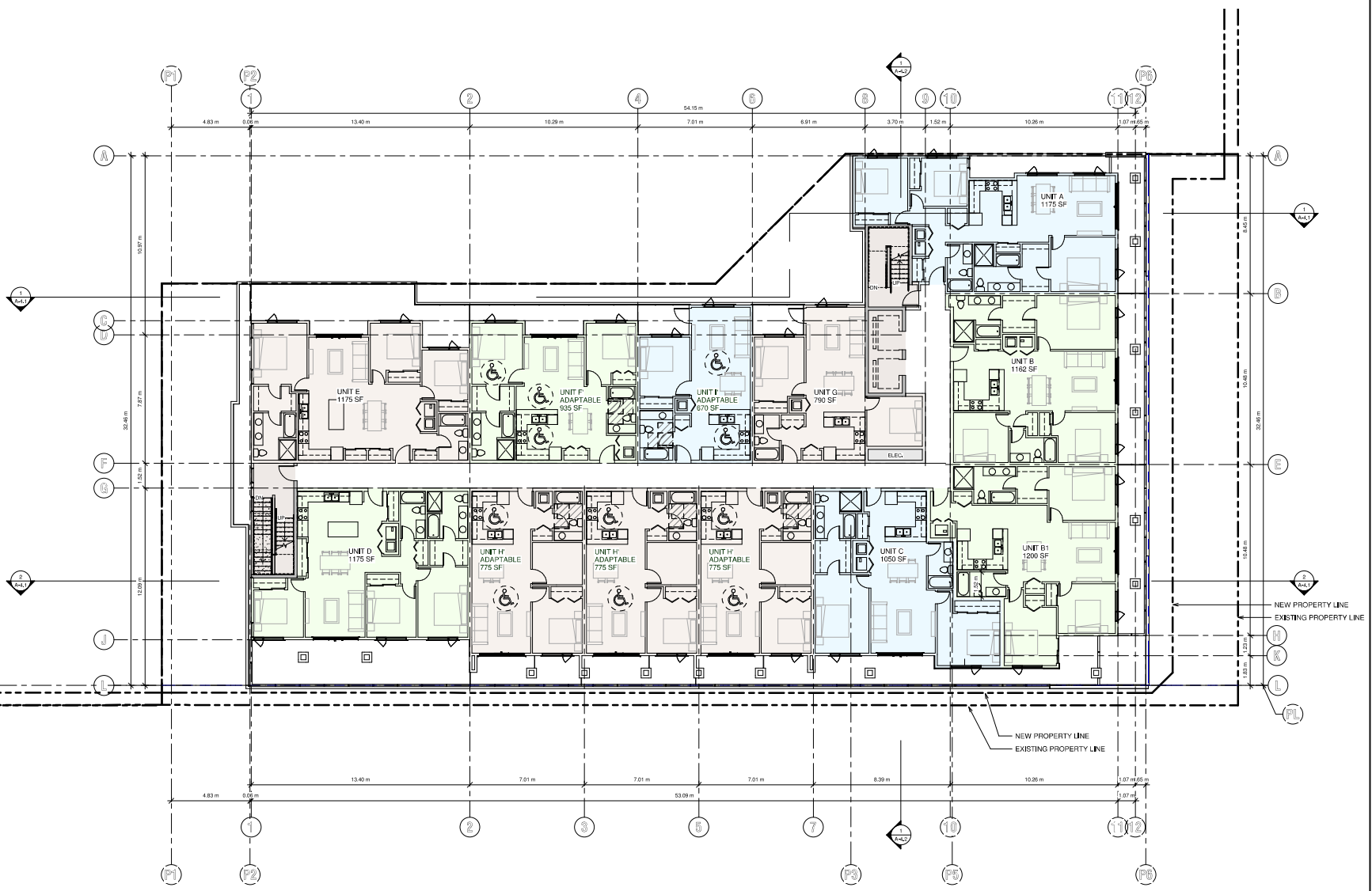
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MIXED-USE DEVELOPMENT
 KARMA DEVELOPMENT
 215 PORT AUGUSTA ST, COMOX BC

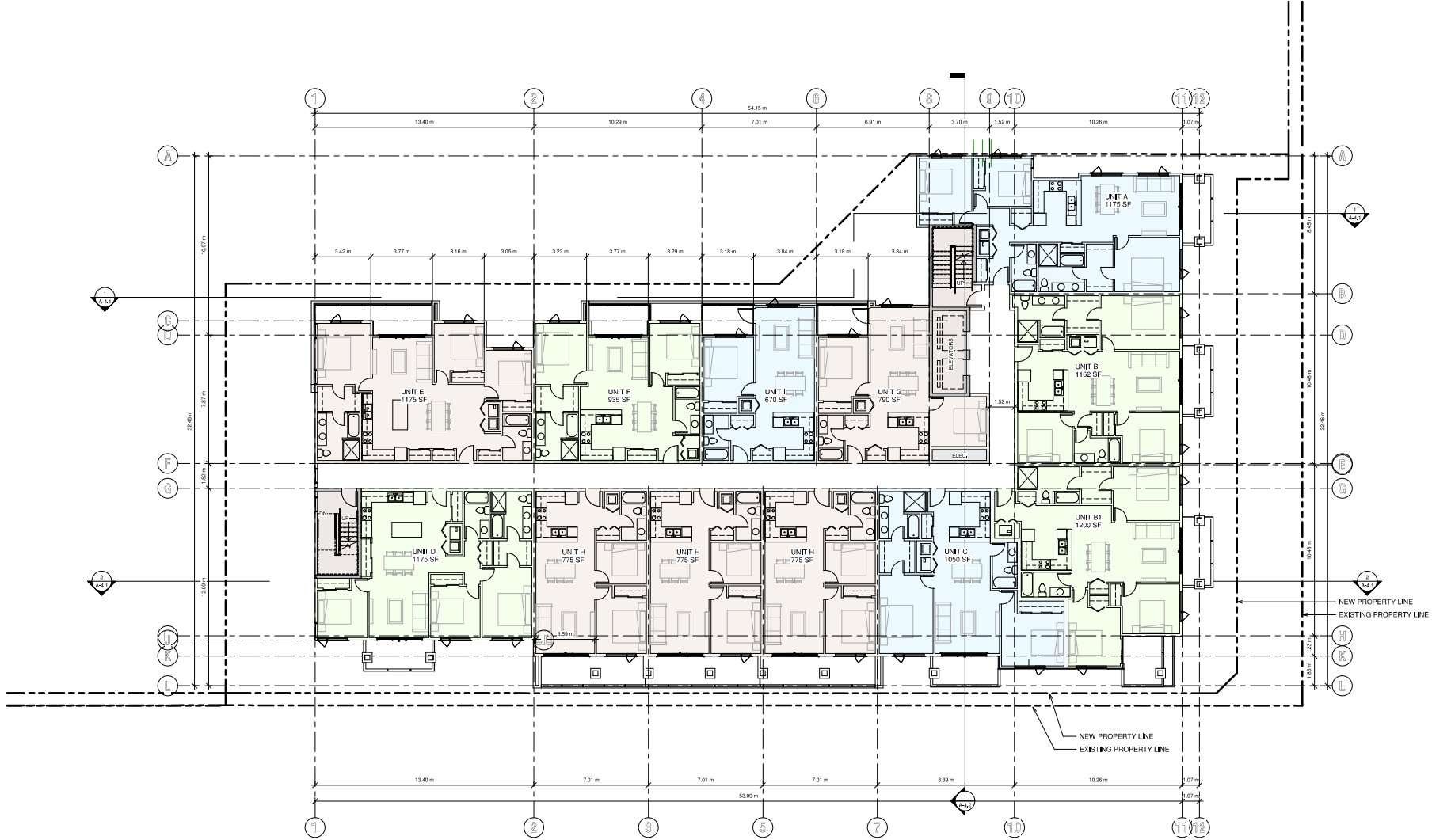


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1:500 5348
 SECOND FLOOR PLAN
 A-2.3



1 SECOND FLOOR PLAN
 1223/1-96



1 TYPICAL FLOOR PLAN
SCALE: 1:300

NO.	REVISION/DESCRIPTION	DATE



I hereby certify that the information contained in this plan is true and correct to the best of my knowledge and belief. I am a duly registered professional engineer or architect in the Province of Ontario, Canada.

CONTRACTOR:

MIXED-USE DEVELOPMENT
KARMA DEVELOPMENT
215 PORT AUGUSTA ST, COMOX BC



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TYP. FLOOR PLAN

NO.	REVISION/DESCRIPTION	DATE
1		
2		

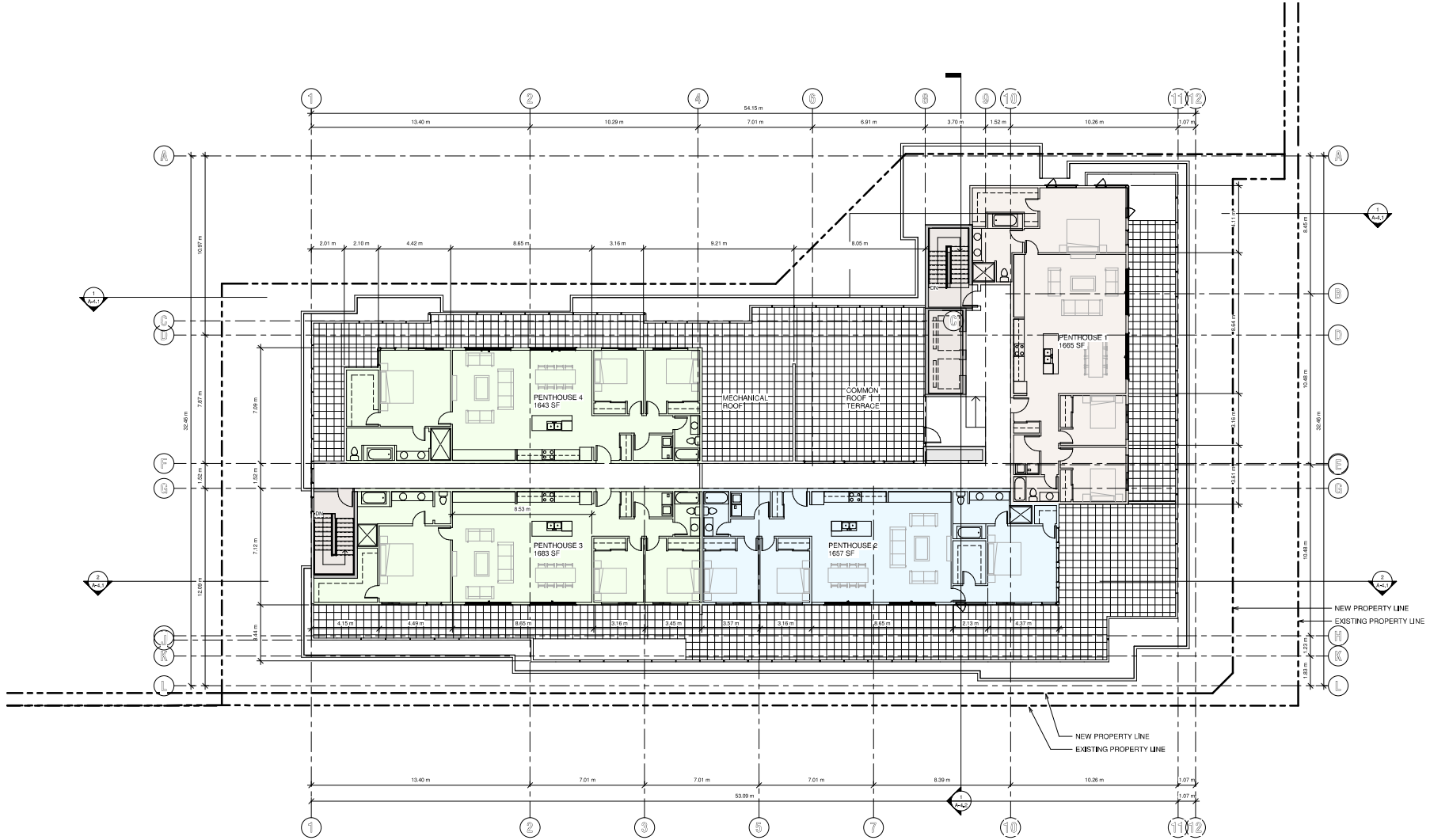
A-2.4

NO.	DATE	REVISION/DESCRIPTION



I hereby certify that I am a Professional Engineer of the Province of British Columbia and I am duly registered under the Engineering Act and the Engineering Regulation. I am duly licensed to practice engineering and I am duly licensed to practice engineering in the Province of British Columbia. I am duly licensed to practice engineering in the Province of British Columbia.

CONTRACT NO. _____



1 257 1:96
 1 SIXTH FLOOR PLAN

MIXED-USE DEVELOPMENT

215 PORT AUGUSTA ST, COMOX BC KARMA DEVELOPMENT

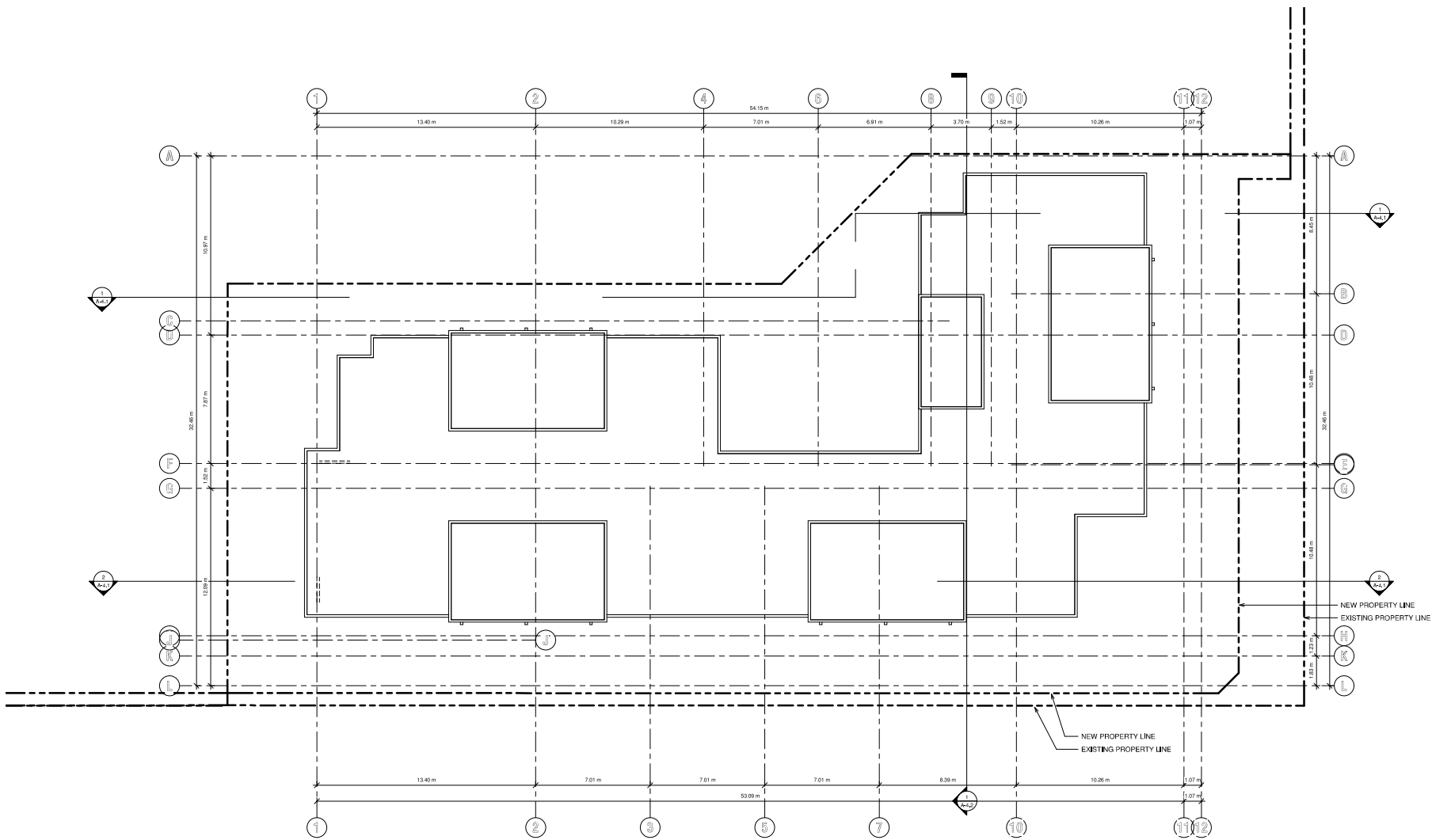


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 3140 WEST HASTINGS STREET
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SIXTH FLOOR PLAN

NO.	DATE	REVISION/DESCRIPTION
1	1/18	A-27
2	1/19	
3	2/20	
4	2/20	

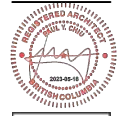


1 ROOF PLAN
A-2.8

NO.	REVISION/DESCRIPTION	DATE

1. To comply with a requirement of the BC Building Act, the drawings of this project shall be submitted to the relevant authority for review and approval. The drawings shall be submitted to the relevant authority for review and approval. The drawings shall be submitted to the relevant authority for review and approval. The drawings shall be submitted to the relevant authority for review and approval.

MIXED-USE DEVELOPMENT
 KARMA DEVELOPMENT
 215 PORT AUGUSTA ST, COMOX BC



ROOF PLAN	
NO.	REVISION/DESCRIPTION
1	A-2.8
2	
3	
4	

REV.	DATE	DESCRIPTION

FINISH SCHEDULE

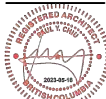
#	MATERIAL	COLOR	SUPPLIER
1	STONE VENEER	TUSCAN CORNELL STACKED	PROSTONE
2	STONE VENEER	ECHO RIDGE	CULTURED STONE
3	HARDBE LAP SIDING	HEATHERED MOSS	HARDBE
4	HARDBE PANEL OVER BATTERY	PEARL GREY	HARDBE
5	HARDBE SINGLE SIDING	NAVAJO BEIGE	HARDBE
6	ALUM. TEG SIDING	WESTERN CEDAR	LONG BOARD
7	HARDBE PANEL	NIGHT GREY	HARDBE
8	FASCIA BOARD	GREY	HARDBE
9	CONC. POWDER COATING	BEIGE	
10	TIMBER FASCIA	STAINED	
11	ALUMINUM SCFFIT	WOOD TEXTURE	
12	ALUMINUM STORE FRONT	KHAKI BROWN	
13	ASPHALT ROOF SHINGLE	GREY	
14	HARDBE WINDOW TRIM	ARCTIC WHITE	HARDBE
15	ALUM. TEG SIDING	SLATE GREY	LONG BOARD
16	UPPERLEVEL FASCIA BOARD	BEIGE	

1. This drawing is a preliminary drawing and is not to be used for construction. All dimensions are in meters and feet. All materials are to be approved by the contractor and approved by the engineer. 2. All dimensions are in meters and feet. 3. The contractor shall be responsible for obtaining all necessary permits. 4. The contractor shall be responsible for obtaining all necessary approvals. 5. The contractor shall be responsible for obtaining all necessary approvals. 6. The contractor shall be responsible for obtaining all necessary approvals. 7. The contractor shall be responsible for obtaining all necessary approvals. 8. The contractor shall be responsible for obtaining all necessary approvals. 9. The contractor shall be responsible for obtaining all necessary approvals. 10. The contractor shall be responsible for obtaining all necessary approvals.



EAST ELEVATION
A-3.1

MIXED-USE DEVELOPMENT
KARMA DEVELOPMENT
215 PORT AUGUSTA ST, COMOX BC



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EAST ELEVATION

REV.	DATE	DESCRIPTION

A-3.1

FINISH SCHEDULE

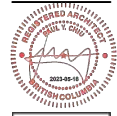
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2	STONE VENEER	ECHO RIDGE	CULTURED STONE
3	HARDIE LAP SIDING	HEATHERED MOSS	HARDIE
4	HARDIE PANEL CW BATTERY	PEARL GREY	HARDIE
5	HARDIE SINGLE SIDING	NAVAJO RIDGE	HARDIE
6	ALUM. 1x6 SIDING	WESTERN CEDAR	LONG BOARD
7	HARDIE PANEL	NIGHT GREY	HARDIE
8	FASCIA BOARD	GREY	
9	CONC. POWDER COATING	BERGE	
10	TIMBER / FASCIA	STAINED	
11	ALUMINUM SOFFIT	WOOD TEXTURE	
12	ALUMINUM STORE FRONT	KHAKI-BROWN	
13	ASPHALT ROOF SHINGLE	GREY	
14	HARDIE WINDOW TRIM	ARCTIC WHITE	HARDIE
15	ALUM. 1x6 SIDING	SLATE GREY	LONG BOARD
16	UPPER LEVEL FASCIA BOARD	BERGE	

THIS FINISH SCHEDULE IS A SUMMARY OF FINISHES TO BE USED IN THE PROJECT. IT DOES NOT INCLUDE ALL FINISHES THAT MAY BE REQUIRED FOR THE PROJECT. THE FINISHES SHOWN ARE FOR INFORMATION ONLY. THE FINISHES TO BE USED IN THE PROJECT SHALL BE DETERMINED BY THE ARCHITECT AND THE CLIENT. THE FINISHES TO BE USED IN THE PROJECT SHALL BE DETERMINED BY THE ARCHITECT AND THE CLIENT.



WEST ELEVATION
1:86

MIXED-USE DEVELOPMENT
KARMA DEVELOPMENT
215 PORT AUGUSTA ST, COMOX BC



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5348

WEST ELEVATION

REV	DATE	DESCRIPTION
1		

A-3.2



FINISH SCHEDULE

#	MATERIAL	COLOR	SUPPLIER
1	STONE VENEER	TUSCAN CORN F SMOCKED	PROSTONE
2	STONE VENEER	ECHO RIDGE	CULTURED STONE
3	HARDE LAP SIDING	HEATHERED MOSS	HARDE
4	HARDE PANEL CW BATTER	PEARL GREY	HARDE
5	HARDE SINGLE SIDING	NAVAJO BEIGE	HARDE
6	ALUM. TAG SIDING	WESTERN CEDAR	LONG BOARD
7	HARDE PANEL	WHY GREY	HARDE
8	FASCIA BOARD	GREY	
9	CONC. POWDER COATING	BEIGE	
10	TIMBER / FASCIA	STAINED	
11	ALUMINUM SOFFIT	WOOD TEXTURE	
12	ALUMINUM STONE FRONT	KHAKI/BROWN	
13	ASPHALT ROOF SHINGLE	GREY	
14	HARDE WINDOW TRIM	ARCTIC WHITE	HARDE
15	ALUM. TAG SIDING	SLATE GREY	LONG BOARD
16	UPPER LEVEL FASCIA BOARD	BEIGE	

1 NORTH ELEVATION
1:96



2 SOUTH ELEVATION
1:96



NO.	REVISION	DATE	DESCRIPTION

THIS PLAN IS A PRELIMINARY DRAWING AND IS SUBJECT TO CHANGE WITHOUT NOTICE. IT IS NOT TO BE USED FOR CONSTRUCTION. ANY CHANGES TO THIS DRAWING SHALL BE MADE BY A SEPARATE REVISION SHEET. CONSULT THE ARCHITECT FOR MORE INFORMATION.

MIXED-USE DEVELOPMENT

KARMA DEVELOPMENT
216 PORT AUGUSTA ST, COMOX BC



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DATE: 2023-08-01

NO. 5348

NORTH SOUTH ELEVATIONS
A-3.3



VIEW FROM SOUTH WEST DIRECTION



VIEW FROM COMOX AVE

NO	DATE	DESCRIPTION

It is further noted that the developer or applicant is responsible for obtaining all necessary permits and approvals from the relevant authorities. The design is subject to the requirements of the applicable zoning and other regulations. All designs, plans, drawings, specifications, etc., shall be prepared by the applicant or its design professional. The design professional shall be responsible for the design and shall be liable for any errors or omissions thereon.

MIXED-USE DEVELOPMENT
KARMA DEVELOPMENT

215 PORT AUGUSTA ST, COMOX BC



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5348

RENDERINGS

NO	DATE	DESCRIPTION

\\US131\PROJECT\5348\16 Submission\11 0812023-05-17\Rev\1\5348_CDMX.rvt



VIEW FROM SOUTH WEST ON COMOX AVE



VIEW FROM SOUTH EAST ON COMOX AVE

No.	Date	Description

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MIXED-USE DEVELOPMENT
 KARMA DEVELOPMENT
 215 PORT AUGUSTA ST, COMOX BC



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RENDERINGS

NO.	DATE	DESCRIPTION
1	11/15/23	A-3.5



STREET FRONT VIEW @ PORT AUGUSTA ST



EAST FACADE FACING COMOX MALL

NO.	REVISION	DATE	DESCRIPTION

The Plans, to a maximum of 15% in the interior of the project, shall be in accordance with the applicable code of Bylaw 8122 unless otherwise noted.

All designs, drawings, reports, etc. shall be submitted for review and approval to the City of Port Augusta. Any changes or amendments must be approved in writing by the City before construction commences.

CONTRACTOR

MIXED-USE DEVELOPMENT
 KARMA DEVELOPMENT
 215 PORT AUGUSTA ST, COMOX BC



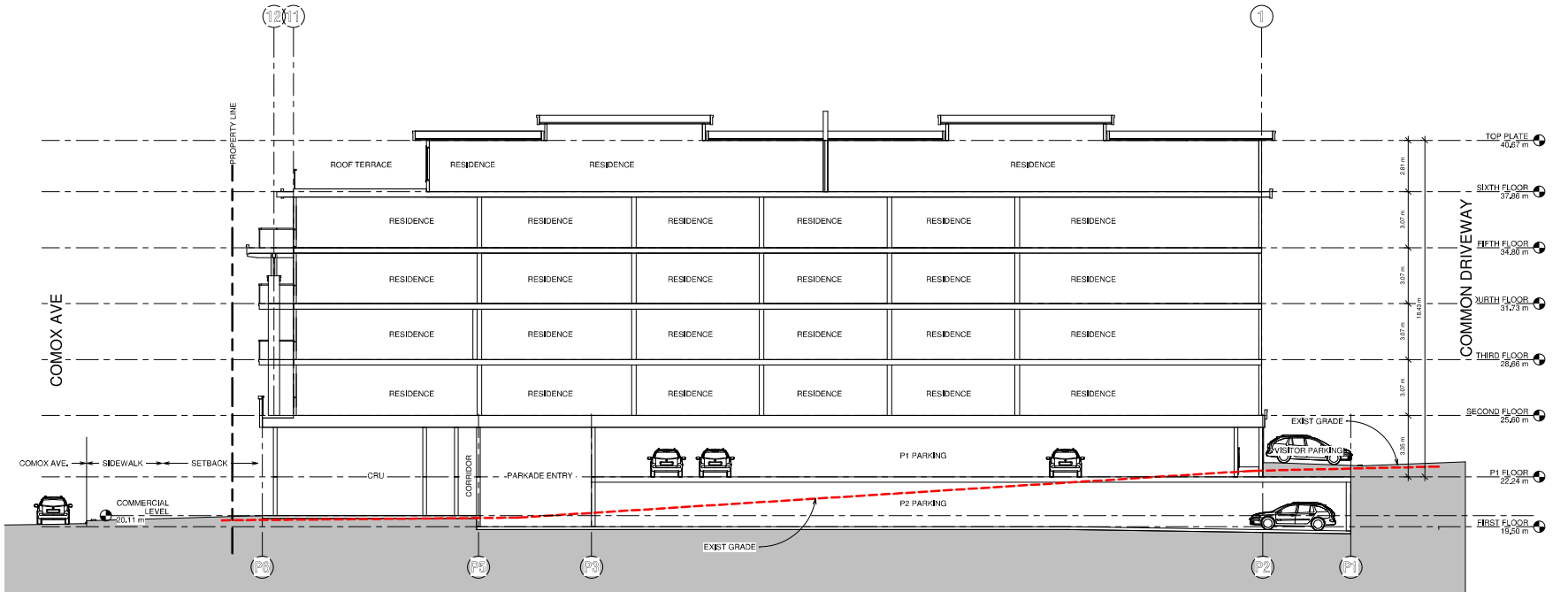
URBAN DESIGN GROUP ARCHITECTS LTD.
 8180 WEST HASTINGS STREET
 VANCOUVER, BC V6P 3V8 CANADA
 T: 604-685-2828 WWW.UDG.AA.COM
 Phone No: 5348

RENDERINGS

NO.	REVISION	DATE	DESCRIPTION



1.95 SK-SECTION N S CROSS LOBBY



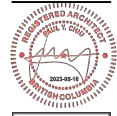
1.96 SK-SECTION THROUGH LOBBY

NO.	REVISION	DATE	DESCRIPTION

THIS PLAN IS A PRELIMINARY OR FINAL PLAN. IT IS THE PROPERTY OF THE ARCHITECT AND SHALL BE USED ONLY FOR THE PROJECT AND SITE SPECIFIC TO WHICH IT IS ISSUED. NO PART OF THIS PLAN SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

MIXED-USE DEVELOPMENT

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215 PORT AUGUSTA ST, COMOX BC



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5348

BUILDING SECTIONS

NO.	SECTION	SCALE
1		1:50
2		1:50
3		1:50
4		1:50

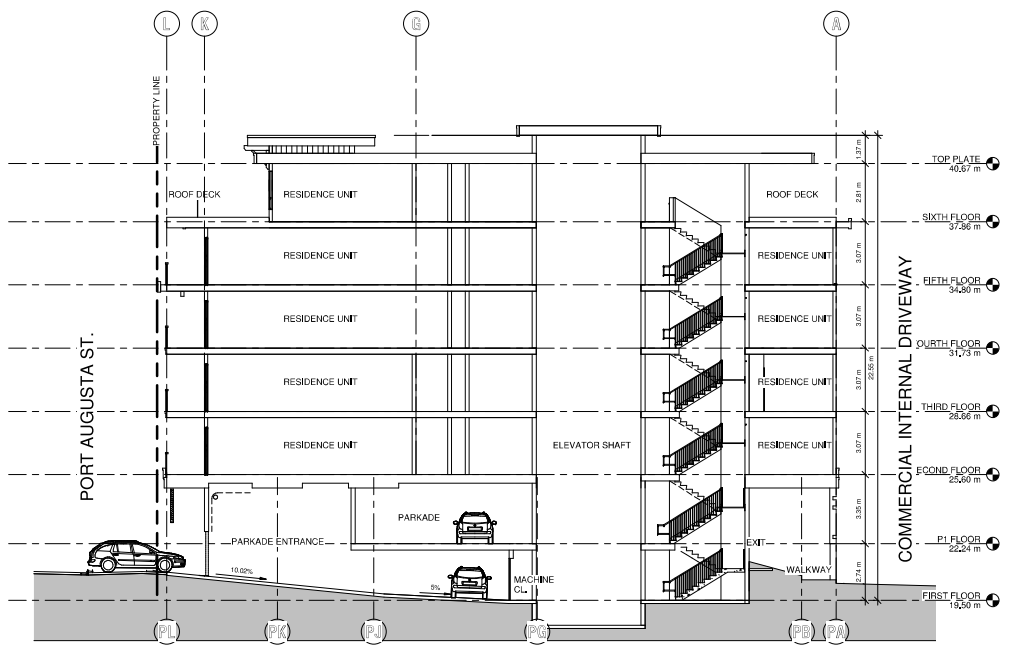
A4.1

NO.	DATE	DESCRIPTION

THIS PLAN IS A FORFEITURE OF RIGHTS IN THE MATTER OF THE BANKRUPTCY OF THE ASSET DEVELOPMENT INC. AND THE ASSET DEVELOPMENT INC. HAS AGREED TO THE REPLEASING, CANCELLATION AND RELEASE OF THIS CONTRACT.

All designs, drawings, specifications, etc. shall remain the property of the ARCHITECT. The Architect shall retain the right to use any drawings, specifications, etc. for any other purpose without the prior written consent of the ARCHITECT.

CONSULTANT:



WEST-EAST SECTION
1/24

MIXED-USE DEVELOPMENT
 KARMA DEVELOPMENT
 215 PORT AUGUSTA ST., COMOX BC



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 VANCOUVER, BC V6P 2M5 CANADA
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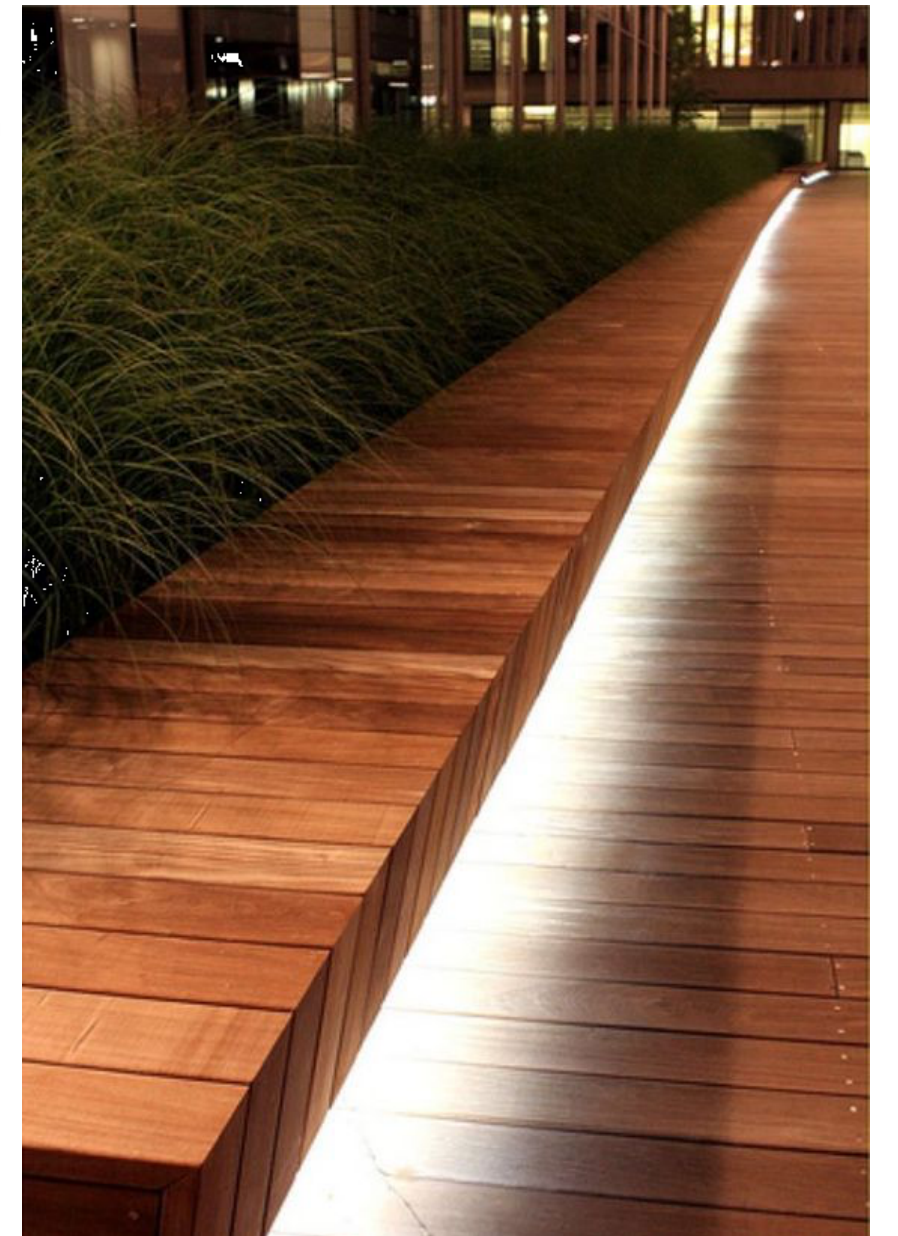
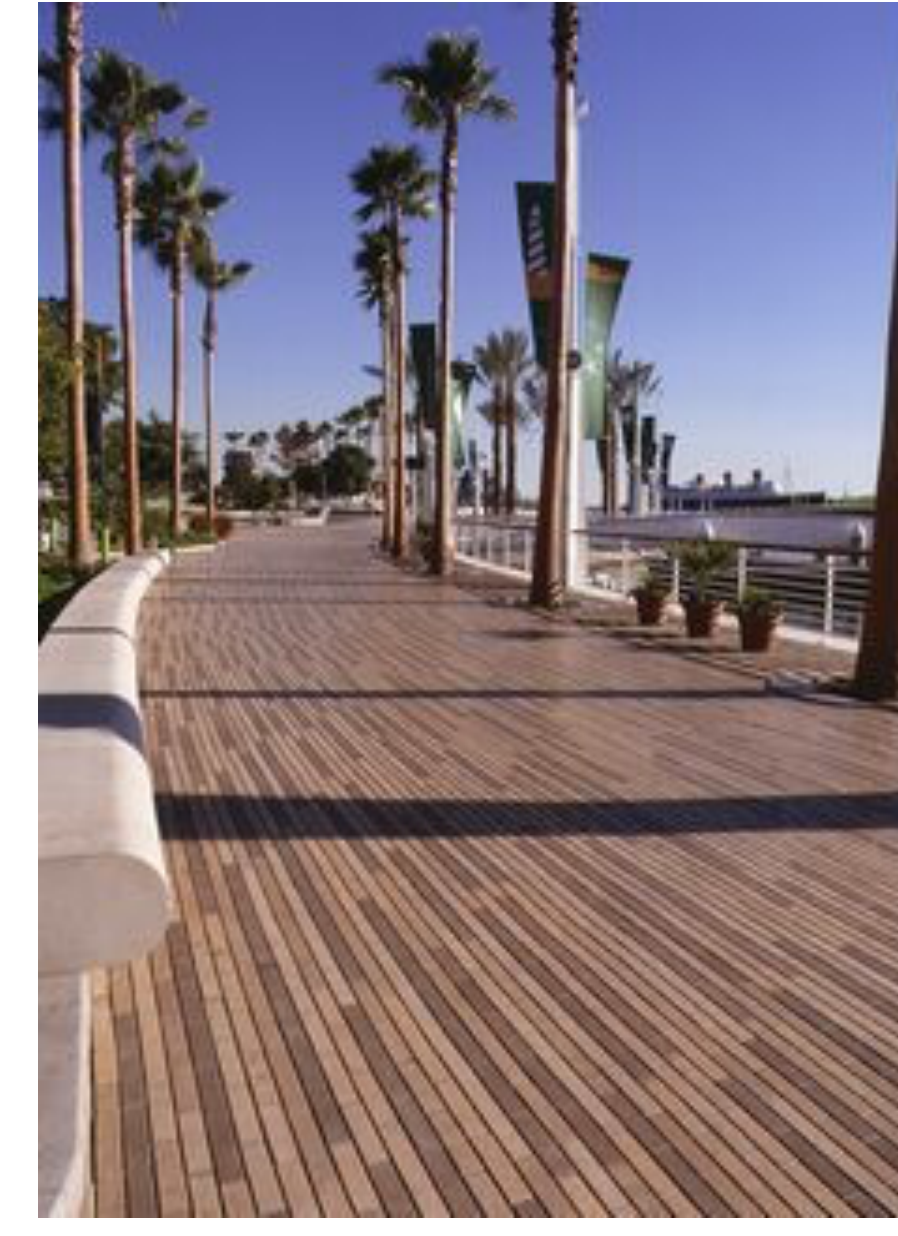
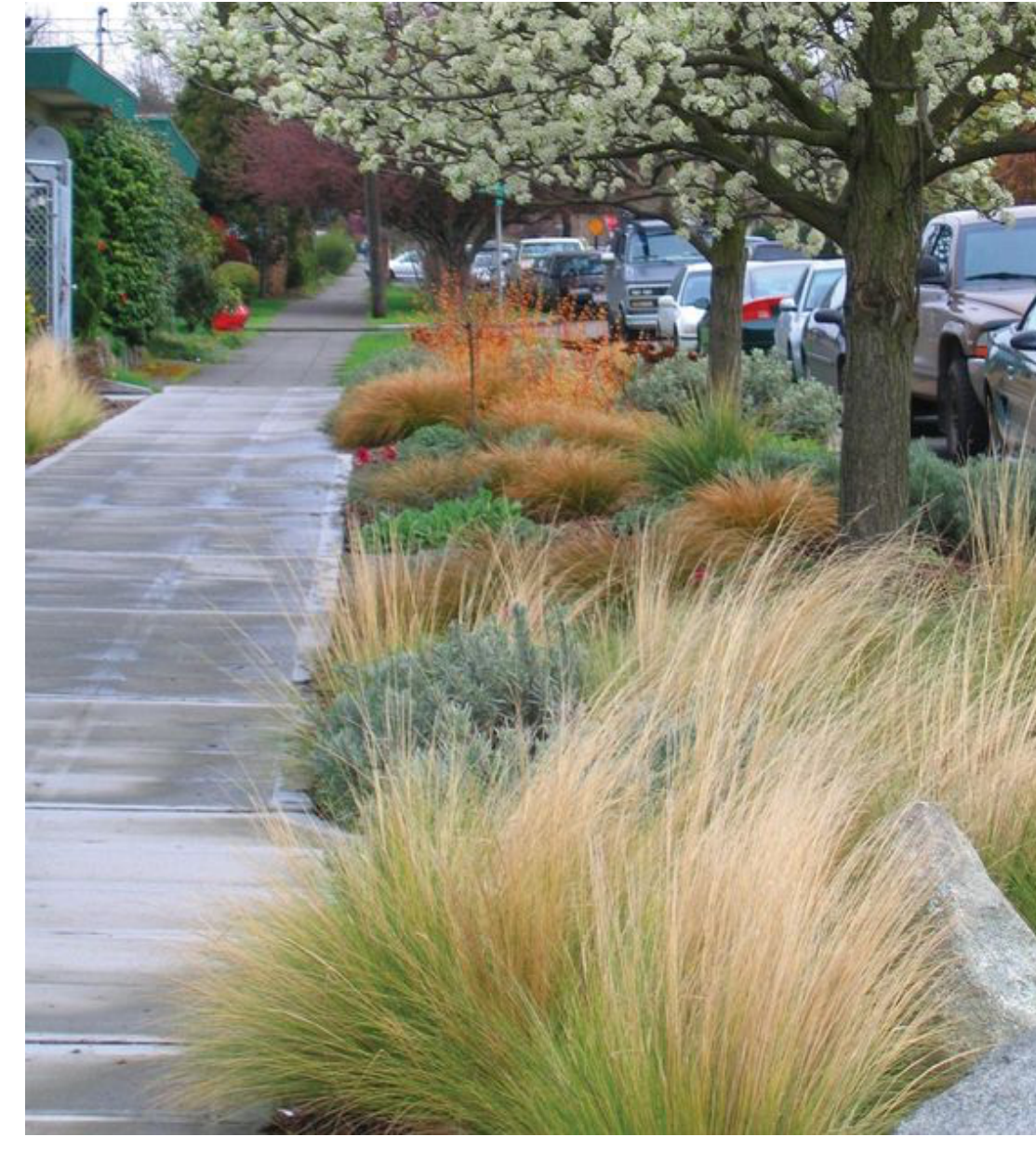
5348

BUILDING SECTION

NO.	DATE	DESCRIPTION
1	18	A-4.2
2	20	
3	21	

\\US151\PROJECT\5348\6 Submission\11 0912023-05-17\Rev11\5348_CEMDX.rvt

NAUTICAL THEMATICS



BEACH SIDE PLANTINGS

GRASSES IN THE STREETScape

BOARDWALK PAVING STONES

STREET FURNITURE SUPPORTS THE NAUTICAL THEME



Issue:	Date	By	Review
01	Aug 11 2022	Amber Paul	Review
02	Aug 25 2022	Amber Paul	Review
03	Sept 08 2022	Amber Paul	Review

By:
Amber Paul
 Landscape Architect
 BCSLA, CSLA

Project:
Mixed-Use Development
 215 Port Augusta Street
 Comox, B.C.

Scale: 1/8" = 1' Date: July 2022

Drawn By: AP


Project No.: **22012**

Drawing Title:
Landscape Plan

Drawing No.: L1.02 Drawing Size: 30" x 42"

ATTACHMENT 2

COUNCIL POLICY CCL-069

 TOWN OF COMOX		POLICY AND PROCEDURE MANUAL	
AFFORDABLE HOUSING AMENITY CONTRIBUTION POLICY			
Section: COUNCIL	Number: CCL-069	Office of Primary Responsibility: CORPORATE SERVICES	
Type: <input checked="" type="checkbox"/> Policy <input checked="" type="checkbox"/> Procedure	Authority: <input checked="" type="checkbox"/> Council <input type="checkbox"/> Administrative	Approved By: <input checked="" type="checkbox"/> Council <input type="checkbox"/> Chief Administrative Officer <input type="checkbox"/> Department Head	
Date Adopted: March 16, 2022	Date Last Amended: June 1, 2022	Date to be Reviewed: March 2023	
Manner Issued: Website, Internal Memo, Upon request			

1 PURPOSE

- 1.01 The purpose of this policy is to seek developer contributions for Affordable Housing as an amenity at time of zoning amendment.
- 1.02 The purpose of this policy is to direct developer contributions collected under this policy towards either the acquisition of units owned by the Town and managed by a non-profit housing provider or to provide funds to non-profit housing providers in a partnership for the provision of affordable housing.

2 POLICY STATEMENT

- 2.01 Affordable Housing remains a challenge for many residents within the Town of Comox.
- 2.02 The number of households in core housing need is increasing within the Town.
- 2.03 The construction of non-market units helps meet the need for Affordable Housing.
- 2.04 The Town may work through non-profit housing providers to facilitate the management of Affordable Housing.
- 2.05 The Town may seek an Affordable Housing amenity for rezoning applications for four or more principal residential dwellings.

3 DEFINITIONS

- 3.01 "Affordable Housing" means housing where the cost of accommodation does not exceed 30% of a household's gross income.
- 3.02 "Affordable Housing Operator" means a non-profit housing development corporation whose primary function is the provision and/or management of Affordable Housing units.
- 3.03 "Cellar" means that portion of a building situated between the top of any floor and the top of the floor next above it, having no more than 0.6 metres of its height above grade, and a height from floor to ceiling of less than 2.1 metres.
- 3.04 "Multifamily Development" means development consisting of more than one unit on a parcel excluding secondary suites and coach houses.
- 3.05 "Rental Development" means development where units are limited to residential rental tenure in accordance with section 481.1(1) of the *Local Government Act*
- 3.06 "Single-family Development" means development consisting of one dwelling unit on fee simple or bare land strata lots with or without a secondary suite or coach house.

4 SCOPE

- 4.01 This policy applies to all applications for rezoning where rezoning yields 4 or more additional dwelling units excluding secondary suites and coach houses.
- 4.02 As of the date this policy is adopted by Council, this policy only applies to applications which have not submitted a complete application.
- 4.03 Any amendments to this policy will apply to applications which have not submitted a complete application as of the amendment adoption date, unless otherwise directed by Council.

5 POLICY

- 5.01 As part of an amenity negotiation for rezoning, the Town will seek a developer contribution rate of:
 - (a) \$73 per square metre for Multifamily Development,
 - (b) \$50 per square metre for Rental Development, and
 - (c) \$7,300 per lot for Single-family Development.

The per square metre contribution will be based on the interior floor area of each residential unit, including stairwells and elevator shafts but excluding vehicle parking areas, Class II bicycle parking spaces and Cellars.

- 5.02 The developer contribution rate may be adjusted in consideration of the following factors:
 - (a) The impact of the proposed development on the community, and
 - (b) The size of the proposed units.
- 5.03 The Town will seek to expend contributions collected under this policy either through the purchase or acquisition of units in new developments or through project partnerships with non-profit affordable housing providers. Purchase or acquisition will be at market rate excluding real estate fees.

6 PROCEDURES

- 6.01 Purchase or acquisition of Affordable Housing units: the Town will seek units which meet the following criteria:
 - (a) One bedroom units shall have a floor area of 58 square metres or alternative as accepted by the Town;
 - (b) Two bedroom units shall have a floor area of 75 square metres or alternative as accepted by the Town;
 - (c) All units shall meet the Town’s Adaptable Housing Standards in section 5.20 of the Comox Zoning Bylaw 1850.
- 6.02 Units purchased under section 5.03 will be owned by the Town and offered for lease to an Affordable Housing Operator selected at Council’s discretion.

Amendment Date	Section Amended or Description of Amendment	Resolution Number
March 16, 2022	Policy adopted	2022.117
April 6, 2022	Amended to contain a hybrid long-term acquisition and non-profit provision method (1.02 and 5.07 added).	2022.133
June 1, 2022	Convert multifamily contribution rate to per square meter, add rental development contribution rate and increase single-family contribution rate.	2022.207- 2022.209

ATTACHMENT 3

BC TRANSIT COMMENTS

After some discussion at BC Transit, we have been able to compile some comments regarding this development. Typically, I have a standard form that I fill out for development reviews, but this scenario is a little different and I feel an email summarizing our feedback would be best here. If you'd like this information in a different format, please let me know.

As mentioned previously, BC Transit has concerns about moving the exchange stop further north in general. Given that this stop works together with the stop along Comox Ave to create the Comox Mall Exchange, moving the stop further north could hinder current and future operations at the exchange (the stops would be around 200m apart).

After some research, I was provided with a Transit Infrastructure Study from approximately 2 years ago in August 2021 which was endorsed by the Town of Comox. In the study, the preferred exchange concept was identified as having 4 bays along Port Augusta St, 2 of which would be where the existing bays on Port Augusta are (in front of the proposed development). Please see the design attached to this email.

There are not many alternatives in this area for the 4 required bus bays. Space along Comox Rd is tight and presents safety concerns, so locating more bays along that section of road would not be recommended. Stops could be placed around the corner on Balmoral Ave, but this is at the back of Comox Mall, with poor pedestrian access. It is also a less ideal location for the exchange in general (given that it is further away from Comox Ave and the various businesses and services along that strip).

BC Transit would like this development to consider the preferred exchange design and incorporate the required space for this expansion into their site plan. We would also recommend that they leave sufficient space for 2 buses to stop along the stretch of curb in front of their development on Port Augusta St., as well as include amenities for the 2 bays (such as benches and shelters). Furthermore, buses are currently unable to make the right turn from Comox Ave on to Port Augusta. As part of the changes for the development, the curb at this corner could be modified to allow buses to make the turn successfully, opening up more options for bus routing at the exchange and in the area. Finally, we would ask for clear pedestrian pathways to the mall around the site to facilitate foot traffic to and from the exchange.

It is worth noting that, based on the current development plans, locating an exchange here would likely require an increased setback for the building. Perhaps as a compromise, density bonuses/parking requirement changes could be agreed upon if the developer commits to an exchange right on the corner. In addition, the washroom for operators is currently located in the mall - having a washroom available for operators in this development would also be useful!

Please let me know if you have any questions about all this feedback, and I have CC'd some of my colleagues in case there is anything that I've missed! I am happy to provide more information if you need it.

Thank you,

Victor Copetti, MCIP, RPP (he/him)

Transit Planner

BC Transit

o: 250-213-5904 | ycopetti@bctransit.com | bctransit.com *We acknowledge with respect that BC Transit delivers our mission on the ancestral territories of Indigenous Peoples across British Columbia, and their historical relationships with the land continue to this day.*

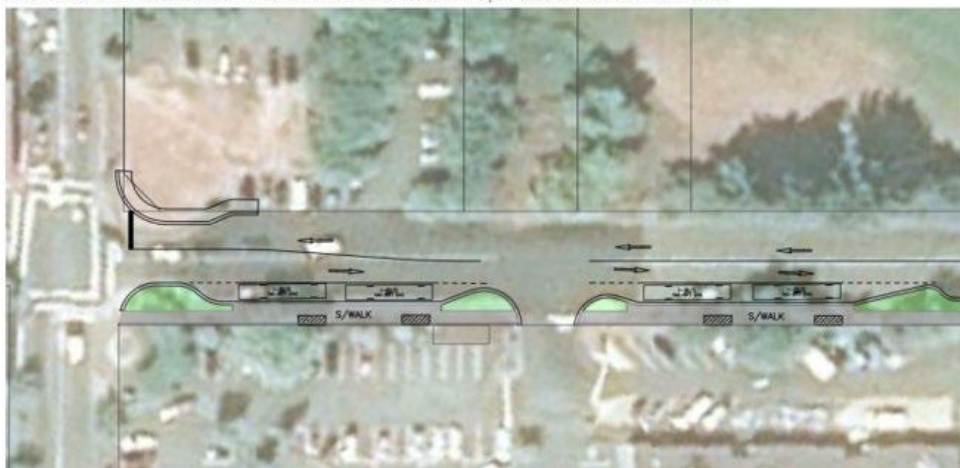
Attachment:

The preferred exchange concept for Downtown Comox includes four bus bays on the east side of Port Augusta Street, as shown in **Figure 15**. This builds on the existing two bus bays that are in-place and allows for facility expansion and improved amenities as exchange improvements are required.

The Town of Comox expressed interest in a location further north on Port Augusta Street. Options to accommodate an exchange in this location should be explored further as this project is advanced.

Improvements are being considered by the Town of Comox at the Comox Avenue / Port Augusta Street intersection to better facilitate westbound right-turn bus movements and has been reflected in the concept design. This would allow buses to access the proposed exchange facility from both directions. This also allows for the possible removal of the westbound bus stop on Comox Avenue (ID 111323) (buses would stop on Port Augusta Street instead) to increase on-street parking supply by 2 – 3 spaces, although further analysis on the impact to transit customer experience is required prior to considering change to this stop location.

FIGURE 15. PREFERRED EXCHANGE CONCEPT, DOWNTOWN COMOX



ATTACHMENT 4

REFERRAL RESPONSES

Referred to Agency:	Response
BC Assessment Authority	Automatic response – referral received
BC Hydro	No concerns
BC Transit	See attachment 3
Canada Post	No response
Comox BIA	No response
Emterra Environmental	No response received. Emterra consulted prior to application by developer and has approved the site plan.
Fortis BC	There is no conflict with gas for this proposed development.
K'omoks First Nation – staff level	No response received
19 Wing Comox, DND	Proposed site location is outside of the of the AZR Aeronautics Zoning Regulations for Comox
NAV Canada	Any construction equipment exceeding the height of this submission must be submitted at least 30 business days prior to usage.
Transport Canada Civil Aviation	The developer is required to submit an Aeronautical Assessment Form to Transport Canada 90 days prior construction start date for all obstacle during the construction period.
RCMP	No response.
School District SD71 – staff level	No response
School District 93 Francophone – staff level	No response
Shaw Cable	No response
Telus	No response.

ATTACHMENT 5

PRE-APPLICATION CONSULTATION SUMMARY

Consultation Deliverables

Karma Development Consulting
David Coon
Keith McRae

Amber Paul
Landscape Architect BCSLA, CSLA

Urban Design Group Architects Ltd.
Paul Chiu, Architect AIBC
Aaron Vornbrock, Principal
Steve Peng, Senior Project Manager,
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PROJECT TITLE:	Multi-Family Residential Development	DATE:	April 21, 2023
PROJECT ADDRESS:	215 Port Augusta Street, Comox, BC	PROJECT NO.	5348
ATTN:	Town of Comox		
TITLE:	Consultation Deliverables		

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- Contact Information
- Consultation Summary
- Copies of Stage I and Stage II Advertisements/Invitations for Neighborhood Consultation
- Stage I Consultation Deliverables and Written Summaries
- Stage II Consultation Deliverables and Written Summaries
- Copies of Any Plans and/or Drawings Shown at the Open House

CONTACT INFORMATION

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Keith McRae kmcrae@karmadevelopmentconsulting.com	LANDSCAPE	Paul Chiu paulc@udga.com
	Amber Paul amberpaul@hotmail.com	Steve Peng Stevep@udga.com

Consultation Deliverables

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CONSULTATION SUMMARY

PRE-APPLICATION CONSULTATION	STAGE I	STAGE II
Date of Invitation Mailing or Hand Delivery	Dec. 19, 2022	Feb. 15, 2023
Date of Newspaper Advertisement	Dec. 14, 2022	Feb. 22, 2023
Cut-off Date for Comment Submission	Jan. 4, 2023	Mar. 23, 2023
Open House Date and Time Span	Not Applicable	Mar. 9, 2023 4:00pm – 7:00pm
Number of Invitations Mailed or Hand Delivered	300	300
Number of Written Submissions Received	61	63
Number of Members of the Public Attending the Open House	Not Applicable	81 signed in, 100-120 were observed

Consultation Deliverables

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STAGE I COMMUNITY FEEDBACK

During Stage I, community feedback was received by 61 resident of the Town of Comox. As a result of Stage 1 Consultation, concerns and comments included the following:

10 Members of the community were in support of adding more residential units in the heart of Downtown Comox.

DEVELOPERS RESPONSE	An additional 100 residents will be critical to the growth and vitality of Downtown Comox, and the OCP desire to increase density.
ARCHITECTS RESPONSE	Thanks for the support.

28 members of the community thought that a six-storey building was too high for a new development in downtown Comox.

DEVELOPERS RESPONSE	The economics of developing residential in Comox have always been difficult. Interest in the market as a result of its natural beauty and quality of life is good, however, the threshold price point achievable made new construction very difficult to justify, and as a result, very few multi-family residential projects have been built in the past 30 years. Up until recently, the Town of Comox had been offering incentives to developers to try to encourage residential development in the core, with few projects taking advantage of them. The recent run up in housing prices has helped, but it has clearly been offset by construction cost increases, supply chain issues and rising interest rates. We do want to see this project built, as the economies of scale and ability to offer a greater percentage of units facing the desirable east, south, and west views makes building six stories critical to the projects viability.
ARCHITECTS RESPONSE	Downtown Comox will provide an intensified mix of residential, commercial, cultural and recreational uses. More and more people will choose to live in the downtown area in the view of OCP and also inevitably in reality. The proposed six-storey building development is a positive response to the downtown development in the near future. The design of the six-storey building follows the DPA #1 guidelines in reducing the appearance of height.

Consultation Deliverables

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1 member of the community thought a five storey building would be more appropriate.
 7 members of the community thought a four storey building would be more appropriate.
 6 members of the community thought a three storey building would be more appropriate.
 1 member of the community thought that a two storey building would be more appropriate.

DEVELOPERS RESPONSE	We have proposed one solution for the city to consider. As we can see from the feedback, different opinions on building height are very subjective
ARCHITECTS RESPONSE	No comment.

15 members of the community want a design that compliments the ocean side aesthetic that already exists within the Town of Comox, and they do not want any new structures to block out views of the mountains or the ocean.

DEVELOPERS RESPONSE	Previous versions of draft elevations had incorporated natural wood and rock elements, however, consultation with the planning department had softened the look. We prefer the previous look and would be happy to incorporate elements of it.
ARCHITECTS RESPONSE	The building design is modern with a variety of complimentary building materials and an Oceanside aesthetic colour palette has been incorporated. The view corridor in downtown Comox is through North-south roads. The proposed building is not located in the view corridor or the street end. The building follows the lot size, and the width along Comox Ave is fairly narrow. Four sides of the lot are not facing directly to any residential properties, and the building massing is tapered and setback from the property line.

13 members of the community expressed traffic related concerns on Comox Avenue and in the surrounding areas of downtown Comox.

DEVELOPERS RESPONSE	Residential projects have very little effect on total traffic. In fact, the expectation is that residents of the proposed development will likely walk to most services they require, all within 20 minutes of the project.
ARCHITECTS RESPONSE	There will be a full traffic analysis conducted, through a traffic engineer.

Consultation Deliverables

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11 members of the community expressed concerns in regards to the amount of public parking that would be eliminated in the mall area due to the new building.

DEVELOPERS RESPONSE There is no public parking that will be affected by the development. The parking remaining at Comox Centre meets the requirements and expectations of all of the tenants.

ARCHITECTS RESPONSE No comment.

8 members of the community expressed their desire for more retail spaces to be available on the street level, as well as having community gathering spaces available to the general public.
3 members of the community added onto this by requesting that the wisteria arbor that is currently located at the corner of this lot be left as is as they do not want to see it torn down.

DEVELOPERS RESPONSE The development has incorporated street facing retail as per the OCP.

ARCHITECTS RESPONSE Landscape design will consider the context and history of this area and will propose appropriate landscape planting.

7 members of the community expressed their desire for affordable housing and rental units to be built instead of luxury condos.

DEVELOPERS RESPONSE The project will adhere to the municipal affordable housing contribution.

ARCHITECTS RESPONSE No comment.

6 members of the community were in favor of adding a new mixed use building in Downtown Comox and were excited to see what new retail spaces will become available.

DEVELOPERS RESPONSE We expect that the new retail units will be occupied by retail tenants that will contribute to the desired vitality of the downtown core.

ARCHITECTS RESPONSE Thanks for the support.

Consultation Deliverables

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5 members of the community were concerned about the safety in the area for pedestrians and cyclists with the added amount of traffic that will come along with a new building like this.

DEVELOPERS RESPONSE	We expect that the residents of the center will not be car-centric as all services that they require on a daily basis are at their doorstep and will be within walking distance.
ARCHITECTS RESPONSE	City sidewalks remain and will be improved along Comox Ave. by increasing the setback and the paved walking area. The pedestrian walkway to Comox mall has been considered and will be placed on the East side of the property, which is away from Port Augusta Street for safety consideration. The development will also work with city's road improvement plan in promoting the pedestrian safety in this area.

4 members of the community were concerned that a new build in this area would result in the demolition of the grocery store that exists close by.

DEVELOPERS RESPONSE	The grocery store will remain and is a vital component of the development for the foreseeable future.
ARCHITECTS RESPONSE	No comment.

3 members of the community were worried about the construction and the addition of new homes in the area and how it may be disruptive to current residents and retail owners.

DEVELOPERS RESPONSE	The addition of new homes and residents will benefit the existing retail owners with 100 new residents being added to their trade area.
ARCHITECTS RESPONSE	In compliance with the Town of Comox growth strategy.

3 members of the community requested green spaces be incorporated into the new build.

DEVELOPERS RESPONSE	There have been green areas incorporated into the development.
ARCHITECTS RESPONSE	Landscape design will incorporate more green spaces in the development.

Consultation Deliverables

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3 members of the community expressed concerns about noise pollution during the construction phase and after.
1 member of the community was concerned about the air quality during the construction phase, and after.

DEVELOPERS RESPONSE	The development will adhere to the municipal rules and timelines for construction.
ARCHITECTS RESPONSE	The construction phase will follow The Town of Comox bylaws.

2 members of the community expressed shadowing concerns.

DEVELOPERS RESPONSE	Please reference the shadow analysis that demonstrates minimal impact of shadowing.
ARCHITECTS RESPONSE	A shadow analysis is provided in the proposal. The building shadow won't affect any of the nearby residential areas.

1 member of the community was concerned about fresh water availability for the town due to previous droughts and water restrictions being put in place. Will there be enough clean drinking water available for the town if more people are moving there?

DEVELOPERS RESPONSE	Not applicable.
ARCHITECTS RESPONSE	No comment.

1 member of the community loved the proposal and requested that something larger be developed with around 500 residential units.

DEVELOPERS RESPONSE	Not applicable.
ARCHITECTS RESPONSE	No comment.

1 member of the community requested EV parking spaces be installed within the underground parking for the building, in addition to having available EV spaces for the public to use as well.

DEVELOPERS RESPONSE	EV parking will be considered in the development. The Comox Centre Mall has existing EV spaces for their customers.
ARCHITECTS RESPONSE	As above.

Consultation Deliverables

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1 member of the community expressed their concerns for the senior citizens in the area, and wanted to make sure their quality of life would not be sacrificed during and after construction.

DEVELOPERS RESPONSE	The construction phase will follow The Town of Comox bylaws.
ARCHITECTS RESPONSE	The development has considered senior citizens' need in the proposal. Adaptable units are provided in the proposal to improve the mobility inside the suite. Additional retail or service space will reduce the walking distance for the nearby senior citizens and the improved street front along Comox Ave provide more public spaces for people.

STAGE II COMMUNITY FEEDBACK

During Stage II, community feedback was received by 63 resident of the Town of Comox. As a result of Stage II Consultation, concerns and comments included the following:

39 members of the community are opposed to a six-storey building and do not feel it is an appropriate height for the location.

DEVELOPERS RESPONSE	The economics of developing residential in Comox have always been difficult. Interest in the market as a result of its natural beauty and quality of life is good, however, the threshold price point achievable made new construction very difficult to justify, and as a result, very few multi-family residential projects have been built in the past 30 years. Up until recently, the Town of Comox had been offering incentives to developers to try to encourage residential development in the core, with few projects taking advantage of them. The recent run up in housing prices has helped, but it has clearly been offset by construction cost increases, supply chain issues and rising interest rates. We do want to see this project built, as the economies of scale and ability to offer a greater percentage of units facing the desirable east, south, and west views makes building six stories critical to the projects viability.
ARCHITECTS RESPONSE	Downtown Comox will provide an intensified mix of residential, commercial, cultural and recreational uses. More and more people will choose to live in the downtown area in the view of OCP and also inevitably in reality. The proposed six-storey building development is a positive response to the downtown development in the near future. The design of the six-storey building follows the DPA #1 guidelines in reducing the appearance of height.

Consultation Deliverables

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2 members of the community thought a five storey building would be more appropriate.
4 members of the community thought a four storey building would be more appropriate.
10 members of the community thought a three storey building would be more appropriate.
1 member of the community thought a two storey building would be more appropriate.
4 members of the community suggested a multi-level building with four floors on one side and five on the other.

DEVELOPERS RESPONSE	We proposed one solution for city to consider. As we can see from the feedback, different opinions on building height are very subjective. We feel the six-storey building fits the regional growth strategy, and provides an efficient land use plan in addressing the increasing population and urgent housing demand.
ARCHITECTS RESPONSE	No comment.

30 members of the community are unhappy with the design and think that it sticks out too much compared to other buildings in that area and it does not mesh well with the ocean side aesthetic the town already has. These residents also feel that the building will take away from the views of the ocean and the mountains near Comox.

DEVELOPERS RESPONSE	Previous versions of draft elevations had incorporated natural wood and rock elements, however, consultation with the planning department had softened the look. We prefer the previous look and would be happy to incorporate elements of it
ARCHITECTS RESPONSE	The building design is modern with a variety of complimentary building materials and an Oceanside aesthetic colour palette has been incorporated. The view corridor in downtown Comox is through North-south roads. The proposed building is not located in the view corridor or the street end. The building follows the lot size, and the width along Comox Ave is fairly narrow. Four sides of the lot are not facing directly to any residential properties, and the building massing is tapered and setback from the property line.

17 members of the community shared concerns about traffic in downtown Comox due to building construction, as well as future traffic due to new residents living in the finished building. Many had questions as to whether or not the location of the entrance to the parkade would contribute to traffic jams in the future.

DEVELOPERS RESPONSE	Residential projects have very little effect on total traffic. In fact, the expectation is that residents of the proposed development will likely walk to most services they require, all within 20 minutes of the project.
ARCHITECTS RESPONSE	There will be a full traffic analysis conducted, through a traffic engineer.

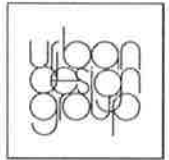
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15 members of the community were unhappy with the loss of public parking in the area.

DEVELOPERS RESPONSE	There is no public parking that will be affected by the development. The parking remaining at Comox Centre meets the requirements and expectations of all of the tenants.
ARCHITECTS RESPONSE	No comment.

14 members of the community are in favor of densification in the heart of Downtown Comox and are in support of the proposal.

DEVELOPERS RESPONSE	An additional 100 residents will be critical to the growth and vitality of Downtown Comox and the OCP's desire to increase density.
ARCHITECTS RESPONSE	Thanks for the support.

14 members of the community expressed their desire for affordable housing and rental units within the new building instead of luxury condos

DEVELOPERS RESPONSE	The project will adhere to the municipal affordable housing contribution.
ARCHITECTS RESPONSE	No comment.

12 members of the community expressed concerns regarding city densification as they do not feel the Town of Comox has enough services, such as clinics and dental offices, to provide for new residents.

DEVELOPERS RESPONSE	In compliance with the Town of Comox growth strategy.
ARCHITECTS RESPONSE	No comment.

11 members of the community feel that the location of the new building will be disruptive to downtown Comox as well as the current proprietors within Comox Mall and will detract from their business.

DEVELOPERS RESPONSE	The OCP and Regional Growth Strategy has recognized that new developments will enhance the downtown area, especially by accommodating more multi-family residential spaces.
ARCHITECTS RESPONSE	No comment.

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11 members of the community are unhappy with how close the project is being built to the road, and would prefer for it to be pushed farther back on the lot.

DEVELOPERS RESPONSE	No comment.
ARCHITECTS RESPONSE	The development follows DPA # guidelines regarding frontage requirements as well as advice from the planning department.

8 members of the community have expressed their desire for the wisteria arbor located on the property lot to stay where it is and not be torn down during construction.

DEVELOPERS RESPONSE	No comment.
ARCHITECTS RESPONSE	Landscape design will consider the context and history of this area and propose appropriate landscape planting.

8 members of the community expressed concern for pedestrian and cyclist safety in the area with the added human traffic a new residential development will add.

DEVELOPERS RESPONSE	As below.
ARCHITECTS RESPONSE	The city pedestrian sidewalks remain and will be improved along Comox Ave by increased setback and an increased paved walking area. The pedestrian walkway to Comox mall has been considered and placed on the East side of the property, which is away from Port Augusta Street for safety consideration. The development will also work with the city's road improvement plan in promoting the walking safety in this area.

7 members of the community expressed their desire for environmentally friendly options to be considered during the building process. Suggestions ranged from solar panel installation, restrictions on gas installations within the new development, and EV parking spaces for residents as well as the public.

DEVELOPERS RESPONSE	As below.
ARCHITECTS RESPONSE	The detailed design development phase will explore different options as part of environmentally friendly design strategy.

6 members of the community brought up the potential shadowing a large building on that lot could cause to the surrounding area and were worried about potential safety issues as a result.

DEVELOPERS RESPONSE	Please reference the shadow analysis that demonstrates minimal impact of shadowing.
ARCHITECTS RESPONSE	The new development will bring in more social surveillance and will work on improving the safety in this area.

Consultation Deliverables

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6 members of the community expressed their desire for green spaces and outdoor public areas to be included in the design.

DEVELOPERS RESPONSE There have been green areas incorporated into the development.

ARCHITECTS RESPONSE We will incorporate these into the landscape design.

5 members of the community are concerned with potential noise and air pollution, due to construction as well as well as after construction is completed.

DEVELOPERS RESPONSE The development will adhere to the municipal rules and timelines for construction.

ARCHITECTS RESPONSE The construction phase will follow The Town of Comox bylaws.

5 members of the community are excited about the addition of new retail spaces, but some requested more space be dedicated to new retail opportunities as they do not feel the amount included in the current design is enough.

DEVELOPERS RESPONSE As below.

ARCHITECTS RESPONSE Retails spaces are limited due to the site restrictions, however, we appreciate the input.

3 members of the community were concerned about fresh water availability for the town due to previous droughts and water restrictions being put in place. Will there be enough clean drinking water available for the town if more people are moving there?

1 resident added onto this point by requesting that ground cisterns be considered as part of the construction and design process to help combat potential future droughts in the area.

DEVELOPERS RESPONSE No comment.

ARCHITECTS RESPONSE No comment.

3 members of the community expressed concerns about the town's crime rate going up with new residents moving in, stating that the current police force is not large enough to accommodate that many new residents.

DEVELOPERS RESPONSE We expect that the residents of the center will not be car-centric as all services that they require on a daily basis are at their doorstep and will be within walking distance.

ARCHITECTS RESPONSE City sidewalks remain and will be improved along Comox Ave. by increasing the setback and the paved walking area. The pedestrian walkway to Comox mall has been considered and will be placed on the East side of the property, which is away from Port Augusta Street for safety consideration. The development will also work with city's road improvement plan in promoting the pedestrian safety in this area.

Consultation Deliverables

Karma Development Consulting

David Coon
Keith McRae

Amber Paul
Landscape Architect BCSLA, CSLA

Urban Design Group Architects Ltd.

Paul Chiu, Architect AIBC
Aaron Vornbrock, Principal
Steve Peng, Senior Project Manager,
Architect, AIBC

URBAN DESIGN GROUP ARCHITECTS LTD.
#810 – 675 WEST HASTINGS STREET
VANCOUVER, BC V6B 1N2
TEL (604) 687-2334



1 member of the community is concerned with the development location and its proximity to the Comox Airfield.

DEVELOPERS RESPONSE	No comment.
ARCHITECTS RESPONSE	No comment.

1 member of the community is excited by the entire proposal but expressed their desire for the residential units to be solely available to senior citizens within the community.

DEVELOPERS RESPONSE	No comment.
ARCHITECTS RESPONSE	No comment.

1 member of the community expressed concerns about senior citizen accessibility within downtown Comox during the construction phase.

DEVELOPERS RESPONSE	The development will adhere to the municipal rules and timelines for construction.
ARCHITECTS RESPONSE	The construction phase will follow The Town of Comox bylaws.

1 member of the community expressed concerns about the location of the underground parking entrance, siting that it would not be appealing for potential new businesses to be directly across from it.

DEVELOPERS RESPONSE	As below.
ARCHITECTS RESPONSE	The parkade is hidden behind retail spaces along Comox Ave. The facade along Port Augusta St is designed based on the same architectural feature and cladding with quality material as the rest of the façade to ensure that it is visually appealing.

1 member of the community questioned the amount of parking spaces that would be available within the underground parking structure, stating that if new residents had more than one vehicle, there would not be enough spaces for all of them and the extra vehicles would end up taking up residential parking space.

DEVELOPERS RESPONSE	As below.
ARCHITECTS RESPONSE	The amount of parking spaces available is in compliance with the parking requirement in the zoning bylaws.

Consultation Deliverables

Karma Development Consulting
David Coon
Keith McRae

Amber Paul
Landscape Architect BCSLA, CSLA

Urban Design Group Architects Ltd.
Paul Chiu, Architect AIBC
Aaron Vornbrock, Principal
Steve Peng, Senior Project Manager,
Architect, AIBC

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1 member of the community sent in a request to preserve an old tree that is currently located on the lot.

DEVELOPERS RESPONSE	As below.
ARCHITECTS RESPONSE	Trees that are in conflict with the development will unfortunately be removed. Any tree removal and compensation will be following the local bylaws.

End of Community Feedback

COMMUNITY CONSULTATION FOR PROPOSED DEVELOPMENT AT 215 PORT AUGUSTA ST (COMOX MALL)

Provide written comments by January 4th, 2023



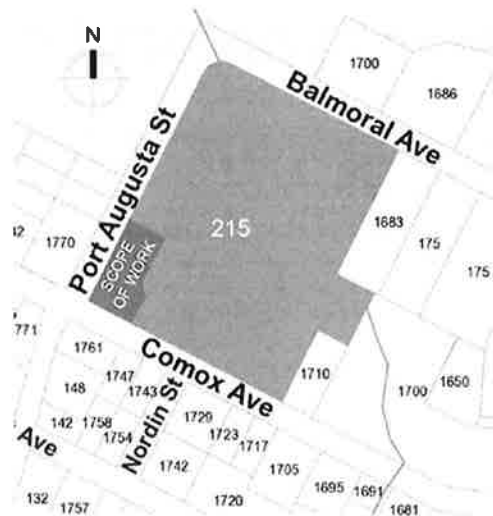
810-675 W Hastings St.
Vancouver, BC
V6B 1N2

or

@ administration@udga.com

The Town of Comox requires that, prior to the submission of an application for development, the Applicant shall conduct a Community Consultation. The purpose of the consultation is to inform the community, to identify neighbourhood impacts, and to obtain public feedback of the proposed development. An Open House will be scheduled at a later date.

Currently, the subject property is the Comox Centre Mall and the scope of work shown on the map is comprised of surface parking for the Mall. Comox Mall Ltd. is proposing a 6 storey mixed-use building, with approximately 2,800 SF of street orientated retail space, 65 underground parking stalls and 52 residential units. Please provide written comments to Urban Design Group Architects Ltd. on this proposal by mail or email by **January 4th, 2023**. Any comments received will also be submitted as part of a rezoning application.*



More information can be obtained by phone: 604-687-2334, or email: administration@udga.com

*Written comments from the public on the proposed development, including any personal information, provided to the Town by a developer or the public are collected pursuant to Section 26 of the *Freedom of Information and Protection of Privacy Act* and will be made public and provided to Council.

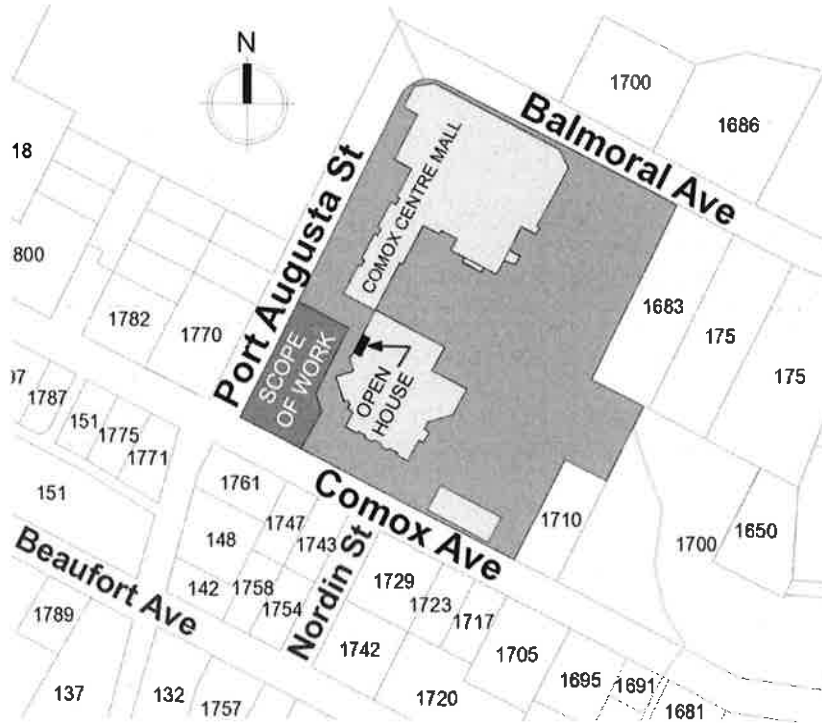
PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

To the *Resident or Commercial Space Occupant*,

Comox Centre Mall Ltd. or Assignee, the owner of 215 Port Augusta Street, Comox, BC wishes to develop this property. The Town of Comox requires the developer to consult with the neighbourhood before submitting plans for a development application to the Town.

CONSULTATION CONTACT:

**Name:**

Att: Aaron Vornbrock / Paul Chiu
Urban Design Group Architects Ltd.

Mailing Address:

810-675 W Hastings Street

Vancouver, BC

V6B 1N2

Phone Number:

604-687-2334

E-mail:

administration@udga.com

As the owner of 215 Port Augusta Street, Comox, BC shown shaded in the map above, we wish to know what impact our proposal may have in this neighbourhood. The purpose of this consultation is to receive your comments in order to consider them in the design of the project.

Currently, this parcel is the Comox Centre Mall and the scope of work shown on the map above is comprised of surface parking for the Mall. The development proposal is for a 6 storey mixed-use building, with approximately 2,800 SF of street orientated retail space, 65 underground parking stalls and 52 residential units.

This is the second stage of the pre-application consultation. At the Open House we will report back responding to any public comments we received during stage one and addressing them in the design of the proposed development. We look forward to sharing the information with you about our proposal.

OPEN HOUSE INVITATION

9 March 2023

**Comox Centre Mall (South Mall)
215 Port Augusta Street
COMOX**

**from
4 : 00 PM
to
7 : 00 PM**

as at February 8, 2023

Sign In Form

Held at Comox Centre

Date: March 9, 2023

Print Name	Address	Phone #	Email Address
1. J. WATSON	Menville	250 928 375	
2. James Battell	Comox	250 339-0585	
3. Sandra Vornbrock	Courtenay	728. 840-5487	
4. Ray JHL	Comox	250 339 0454	
5. Amy Yakimyszyn	Comox	{250-218-6846 amy.alma65@gmail.com	
6. Judy Atkinson	Comox	vipergram@gmail.com	
7. D. Keeler	Comox	250-890-4181	
8. Chella	Comox	250 890-4181	
9. Doris Canthal	Comox Ave.	Dead set against!	
10. ROSYNN SMITH	Comox Stewart St.	250-339-1070	
11. Leslie Frazer	Comox	9-5930	
12. Jack Helden	Comox	9-3934	
13. MI STEFANOWICZ	Comox	604-724-8092	
14. ALORA ARITEN	Comox	236-255-2216	
15. R.D. Clarke	Comox	1770 641 40@gmail.com	
16. Joyce Dale	Comox.	778 585 8388 - ^{late april} @outlook.ca	
17. H. Crandall	Comox	250-703-3092	
18. Rosalind Pattison	Comox	(250) 941-6570 rospattison@gmail.com	
19. I. Evans	Comox	l.evans@shaw.ca	
20. I. Evans	Comox	l.evans@shaw.ca	
21. Darnell Tomkins	Comox	djoant@telus.net	
22. A. Henderson	Comox	annehenderson1956@gmail.com	
23. S. BON	Comox	250-941-2236	
24. JEANIE CASIDY	Comox	⁶¹³ 2479721 250-339-9536	CASS, connery@gmail.com
25. Jane Fox	Comox		

Sign In Form

Held at Comox Centre

Date: March 9, 2023

Print Name	Address	Phone #	Email Address	Com
1. SHARON WALDMAN	Comox	250-339-5173	sharwald@gmail	Com
2. Brittany Heinrichs	Comox	250-588-4225	heinrichsbrittany@gmail.ca	
3. Karen + Eric Alexandre	Comox	250-331-0246	karen@kealex.ca	
4. JOHN CHISLETT	COMOX	250-897-2540	jrc@chislettart.com	
5. Wendy Prothero	Comox	250-339-1331	wprothero@telus.net	
6. Vivian Dean	Comox	250-941-4111	lambli55.17@	
7. BRENDA BAVIN	COMOX	250-897-5501	jbavin@gmail.com	
8. CAROL BAERT	COMOX	250-218-8033	CSBAERT@TELUS.NET	
9. DAVE HONE	COMOX	250-309-1232	davehone@telus.net	
10. RId. Morsan	COURTNEY	250-702-3318	Rid.Morsan@gmail.com	
11. Susan Carson	Comox	250-391-5924	carsongsusan@	
12. Jean Van Der Mark	Comox	250-339-7337	vandermarkjean@gmail.com	
13. Christina Copland	COMOX	250-339-6610	ccopland@shaw.ca	
14. DEBRA CALDEROTT	COMOX	250-703-1605	russelcalderotta@shaw.ca	
15. Colby Fisher	Comox	250-792-3774	colby_fisher@cooperators.ca	
16. JUDY ROBERTS	COMOX.	250-667-7768	jweme@me.com	
17. Sue Ptak	Comox	250-339-7178	spk	
18. D. Owen-Jones	Comox	250-339-5038	DJ	
19. Peter Crawford	Comox	250-339-4464	planit14@shaw.ca	
20. Pat Allan	COMOX	250-339-5797	heypatallan@gmail.com	
21. Vaika Lie	Comox	250-650-8708	laikalie@shaw.ca	
22. Jay Heflin	Comox	250-650-8707	jasonlaika@shaw.ca	
23. SHARON NEVILLE	COMOX	812-8253	seneville@shaw.ca	
24. Marcus Aartem	Comox	250-218-0127		
25.				

Sign In Form

Held at Comox Centre

Date: March 9, 2023

Print Name	Address	Phone #	Email Address
1. Joanne McKechnie	1611 Noel Ave	250 465 1201	joanne.jemwellness@gmail.com
2. Shelley Nicholls	1653 Comox Ave #2	250 339 9664	shelleynicholls@gmail.com
3. Brenda Olinek	1488 A Comox Ave	250 890 2042	brendaplinek84@gmail.com
4. G Fabris	302-1120 Beaufort Ave.		garyfabris@yahoo.com
5. J. Dawson	1902 Comox Ave		
6. H Kozol	1933 TAYLOR		HKOZOL@SHAW.CA
7. Mike Turnbull	2072 Heda rd	250 702 4582	
8. John North	1685 Beaufort	778 585 9044	JohnRNorthca@shaw.ca
9. T. Leon	1517 Chinook Dr.	604-787-3582	cedarscesalt@gmail.com
10. Lois North	1685 Beaufort Ave	250-702-7927	LoisNORTH@COMOX.COM
11. Donald Ross	204-1726 Beaufort	604-716 5605	donald.s.ross@gmail.com
12. Cindy O'Donnell	2288 Suffolk Cr. Clay.	250-897-8226	
13. DOUG BIGGS	2046 BEATON Comox	250-218-5212	dougbiggs1@gmail.com
14. Tom BLACKBURN	1560 COMOX AVE	250 339-2728	mistyblackburn@gmail.com
15. LOUISE VEILLEUX	6600 COMOX AVE	613 866-2501	
16. BRENDA CARDINAL	634 Pritchard	250 72 5220	brennecardinal@gmail.com
17. Katie Brennen	1890 Ross Ave	250 650 6221	brennenkatie@gmail.com
18. Evelyn Hill Beers			twobeers@telus.net
19. Don + Alma Walden	202 Ellis St	250 941-4166	adwalden@telus.net
20. Lara Greasley	BIA		comoxbia@gmail.com
21. EDD MOYES	BLACKFIN PUB		EDD@BLACKFINPUB.COM
22. Megan Thomson	1945 Holly Pl.	250 656 9642	meganthomson33@gmail.com
23. John Neville	170 Bay Court	250 881 5340	j.neville@shaw.ca
24. Dian Van Oostham	1740 Linden Ave	250-650-0437	diane.vano@yaho.ca
25. Martha Cerow	1907 Beaver Vista Ave	250 941 1940	
25. Cleon Rowley	102-1811 Comox Ave	250 890 1104 x4400	Cleon.Rowley@scotiabank.com

Sign In Form

Held at Comox Centre

Date: March 9, 2023

Print Name	Address	Phone #	Email Address
1. IAN ZEMARCO	8307 FOSKETT CX	330-6046	IANZEMARCO@gmail.com
2. BILL CROWDER	142 PRITCHARD		bjcrowder@gmail.com
3. Helen + Carl Graves	1659 Beaufort Ave.		bgraves@telus.net
4. DIANA GOULD	1646 STURMONT AVENUE		ladydiana@shaw.ca
5. CARL GRAVES	1659 Beaufort Ave.		gahoo.ca
6. Dianne Binns	1700 Balmoral		debinns@shaw.ca
7. Zelda Liew	"		zeldatom@shaw.ca
8.			
9.			
10.			
11.			
12.			
13.			
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18.			
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21.			
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25.			

ATTACHMENT 6

PRE-APPLICATION COMMENTS RECEIVED BY DEVELOPER

Caitlyn Learman

From: Brianna Hicks
Sent: Tuesday, December 13, 2022 10:33 AM
To: Azia Mears; Aaron Vornbrock
Subject: FW: 215 Port Augusta st- Comox Mall

Brianna Hicks

Manager, Administration
T +1(604) 687-2334 Ext 108
E briannah@udga.com



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Please consider the environment before printing this e-mail.

From: Colby Fisher <colby_fisher@cooperators.ca>
Sent: Tuesday, December 13, 2022 10:33 AM
To: UDGA Administration <administration@udga.com>
Subject: 215 Port Augusta st- Comox Mall

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I have received the proposed development at 215 Port Augusta St (Comox Mall) I just want to get clarification that the plan is to tear down the current locations and replace with a 6 storey mixed – use building. Please let me know if this is correct.

Thanks
Colby

Colby Fisher, | OFFICE MANAGER
FIRST INSURANCE | Co-operators
18-215 Port Augusta, Comox, BC,
Tel: 250-334-3443 | Toll Free: 1-800-655-5255



In order to maintain the safety of our community we are continuing to offer services over the phone or by email Monday through Friday 9am – 5pm and Saturdays 9am-4pm, by calling 250 334 3443. We appreciate your patience as call and email volume may be higher than normal. ***** If you do not get through to reception please press “2” to leave a message in our general mailbox and we will return your call as soon as possible.*****

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This message, including any documents attached, may contain privileged and confidential information intended for the recipient only. Any unauthorized use, copying or disclosure is prohibited. If you have received this message in error, please notify the sender by email and delete or destroy all copies of this message. We use reasonable safeguards to protect all information collected, used, retained and disclosed in the course of conducting business; however, email may be vulnerable to interception by unauthorized parties. We discourage you from emailing personal or sensitive information. If you provided your email to us, or if you contacted us by email, we accept this as your consent to communicate with you by email. If you do not wish for us to communicate with you by email, please notify us at your earliest convenience.

Caitlyn Learman

From: Aaron Vornbrock
Sent: Tuesday, December 13, 2022 2:26 PM
To: Azia Mears
Subject: FW: Building Proposal for Comox Mall

#5348

Aaron Vornbrock

Principal
T +1(604) 687-2334 Ext 104
C+1(604) 506-8024
E aaronv@udga.com



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Please consider the environment before printing this e-mail.

From: Patricia Forrester <p4ester@telus.net>
Sent: December 13, 2022 2:15 PM
To: Aaron Vornbrock <aaronv@udga.com>
Subject: Building Proposal for Comox Mall

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Hello Aaron,

I am an owner in the neighborhood of the new building proposal site. I live at 1700 Balmoral Ave, across from the Comox Mall Parking lot. As there are two parking areas on the Comox Mall site, can you please send me a site map for the proposed new bldg location.

Thank You,
Patricia Forrester

Caitlyn Learman

From: Brianna Hicks
Sent: Tuesday, December 13, 2022 10:33 AM
To: Azia Mears; Aaron Vornbrock
Subject: FW: Pre-Application Community Consultation for 215 Port Augusta Street (Comox Mall)

Brianna Hicks

Manager, Administration
T +1(604) 687-2334 Ext 108
E briannah@udga.com



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Please consider the environment before printing this e-mail.

From: Dionne <crusherd@icloud.com>
Sent: Monday, December 12, 2022 2:30 PM
To: UDGA Administration <administration@udga.com>
Subject: Pre-Application Community Consultation for 215 Port Augusta Street (Comox Mall)

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Can you please send me more information on the project below:

Appreciate your time,
Dionne
1700 Balmoral Ave

There is a pre-Application Community Consultation for 215 Port Augusta Street (Comox Mall)

This is not yet before Town of Comox Council.

Currently, the subject property is the Comox Centre Mall and the scope of work shown on the map is comprised of surface parking for the Mall. Comox Centre Mall Ltd. or Assignee is proposing a 6 storey mixed-use building, with approximately 2,800 SF of street orientated retail space, 65 underground parking stalls and 52 residential units.

Please provide written comments to Urban Design Group Architects Ltd. on this proposal by mail or email by January 4th, 2023.

Any comments received will also be submitted as part of a rezoning application.*

More information can be obtained by phone: 604-687-2334, or email: administration@udga.com

Caitlyn Learman

From: Brianna Hicks
Sent: Tuesday, December 13, 2022 10:48 AM
To: Steve Peng; Aaron Vornbrock; Azia Mears
Subject: FW: Support

Brianna Hicks

Manager, Administration
T +1(604) 687-2334 Ext 108
E briannah@udga.com



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Please consider the environment before printing this e-mail.

From: Jon De Roo <Jon.DeRoo@pattisonmedia.com>
Sent: Tuesday, December 13, 2022 10:47 AM
To: UDGA Administration <administration@udga.com>
Subject: Support

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I'm in support of the proposal! Thanks.

Jon De Roo
News Announcer
97.3 THE EAGLE - CKLR
Pattison Media Limited
Work (250) 703-0199
Cell (306) 717-0609



 Please consider the environment before printing this e-mail.

Caitlyn Learman

From: Brianna Hicks
Sent: Wednesday, December 14, 2022 8:58 AM
To: Aaron Vornbrock; Steve Peng; Azia Mears
Cc: Amy Yang
Subject: FW: 215 Port Agusta St

Brianna Hicks

Manager, Administration
T +1(604) 687-2334 Ext 108
E briannah@udga.com



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Please consider the environment before printing this e-mail.

From: Rick Fisher <rickfisher.cbs@gmail.com>
Sent: Tuesday, December 13, 2022 7:10 PM
To: UDGA Administration <administration@udga.com>
Subject: 215 Port Agusta St

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Hello,

I own a home on Comox Avenue, 1/3 of a km from your project. I would love to see the entire Comox mall with a combination of rental apartments and condominiums. Parking and retail on the main floor and living space above. Imagine living above the mall, a view of the bay, elevator downstairs to shop, go to a restaurant or buy groceries, never really leaving the building.

I hope the town treats your application with respect and handles it in a timely manner and only wish you would consider something much larger. I think there should be 500 residences above the mall on that property.

As a Comox Tax Payer you have my full support.

Rick Fisher
1890 Comox Ave
Comox BC

Caitlyn Learman

From: Theresa Martin <beaufort_babe@hotmail.com>
Sent: Tuesday, December 13, 2022 10:54 AM
To: UDGA Administration
Subject: Proposed mall project

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First off, this complex that is going to be proposed is way to tall for our small town. We do not need more sky scrapers. We are not a large city to warrant them. And also, how long would this project take to complete. So many people, especially the elder, rely on what is available in the mall already. It is within waking distance for us all. Not to mention the HUGE disruption for our quant little town. I feel this would be a detrimental move to us all in Comox. Please reconsider this plan to not let this project move forward. Keep us a small fishing village not a big city.

Caitlyn Learman

From: jrc chislettark.com <jrc@chislettark.com>
Sent: Thursday, December 15, 2022 7:06 PM
To: UDGA Administration
Cc: nminions@comox.ca
Subject: Community Consultation @ 215 Port August Street, Comox, B.C.

Follow Up Flag: Follow up
Flag Status: Flagged

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Good afternoon,

We are interested in seeing the proposed concept for this project and site plan. Can you please send a link or any promotional materials you have on it.

We support the proposed height if it is terraced and the building design retains the human scale of Comox Avenue.

We know that importance that this corner development needs to be designed with sensitivity as it will be instrumental in determining and defining the future character of downtown Comox and retaining its pedestrian vitality.

A monolithic block treatment would be entirely inappropriate at this location.

We look forward to seeing the proposal and to be a part of this community conversation to ensure the much needed units are provided, in a timely manner, with this landmark building.

Kindly,
Vivian Dean & John Chislett, Architect AIBC
250 897-2540

Caitlyn Learman

From: Brianna Hicks
Sent: Thursday, December 15, 2022 9:48 AM
To: Aaron Vornbrock; Steve Peng; Azia Mears
Cc: Amy Yang
Subject: FW: 215 Port Augusta St, Comox BC

Brianna Hicks

Manager, Administration
T +1(604) 687-2334 Ext 108
E briannah@udga.com



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Please consider the environment before printing this e-mail.

From: k medley <kmedley@shaw.ca>
Sent: Thursday, December 15, 2022 9:44 AM
To: UDGA Administration <administration@udga.com>
Subject: 215 Port Augusta St, Comox BC

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While it's a good idea to have more housing and stores (instead of professional services) at the downtown core, a 6 storey building is way outside the scope of a neighbourhood that's only a few blocks in size. This is especially true if it's located at the south west corner of the property. A 4 storey building at the north west corner of the property would be much more fitting and acceptable.

Thank you for the opportunity to provide input.

Kerri Medley

Caitlyn Learman

From: Brianna Hicks
Sent: Thursday, December 15, 2022 11:25 AM
To: Azia Mears; Aaron Vornbrock; Steve Peng
Cc: Amy Yang
Subject: FW: 215 Port Augusta Street, Comox BC
Attachments: Port Augusta Comox Ave Development.docx

Brianna Hicks

Manager, Administration
T +1(604) 687-2334 Ext 108
E briannah@udga.com



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Please consider the environment before printing this e-mail.

From: Mike and Wendy Wilson <wilsonsmw@telus.net>
Sent: Thursday, December 15, 2022 11:24 AM
To: UDGA Administration <administration@udga.com>; town@comox.ca
Subject: 215 Port Augusta Street, Comox BC

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Attached are our comments with respect to this project.

Mike and Wendy Wilson
#6 1646 Balmoral Avenue
Comox BC V9M2N1

Caitlyn Learman

From: Brianna Hicks
Sent: Thursday, December 15, 2022 9:05 AM
To: Aaron Vornbrock; Steve Peng; Azia Mears
Cc: Amy Yang
Subject: FW: Application Consultation - 215 Port Augusta Street, Comox, B.C.

Brianna Hicks

Manager, Administration
T +1(604) 687-2334 Ext 108
E briannah@udga.com



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Please consider the environment before printing this e-mail.

From: Robert Coltman <rdcolt@shaw.ca>
Sent: Thursday, December 15, 2022 8:28 AM
To: UDGA Administration <administration@udga.com>
Subject: Application Consultation - 215 Port Augusta Street, Comox, B.C.

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Comments:

1. I am in favour of your request to develop this property into a mix-use building.
2. I am not in favour of a 6 storey complex that is adjacent to Comox Avenue. 5 maximum.
3. Downtown Comox must retain it's welcoming, small town appearance, particularly along Comox Avenue. The design must complement the existing buildings. Not contemporary or overbearing.

Yours truly

Bob Coltman
#5- 1646 Balmoral Ave.,
Comox, B.C.
V9M 2N1

Caitlyn Learman

From: Amy Yang
Sent: Thursday, December 15, 2022 1:14 PM
To: Aaron Vornbrock; Azia Mears; Steve Peng
Cc: Brianna Hicks
Subject: FW: Attn: Aaron Vornbrock and Paul Chiu

Kind regards,

Amy Yang

Administrative Assistant
T +1(604) 687-2334 Ext. 100
E amy@udga.com



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Suite 810 - 675 W Hastings St Vancouver BC V6B 1N2
www.udga.com

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Please consider the environment before printing this e-mail.

From: dale mcaslan <dalemcaslan@live.ca>
Sent: Thursday, December 15, 2022 1:07 PM
To: UDGA Administration <administration@udga.com>
Subject: Attn: Aaron Vornbrock and Paul Chiu

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Pre-Application Consultation - Stage 1
215 Port Augusta Street, Comox, BC

For the benefit of the downtown neighbourhood:

Please retain the wisteria arbor and benches and the shade trees on this corner. People always sit here and enjoy a cool shady place to sit.

We need our green spaces for cool and shade and quality of life, especially now with drought conditions and heat waves looming over next summer's weather.

Please do not disregard this concern for the neighbourhood. We would miss that shady corner. Thank you.

I must say that this is the kind of infill development that this town needs, small footprint on an existing parking lot for pedestrian friendly living...and not more deforestation and large expensive homes.

Dale McAslan
#109 - 1742 Beaufort Avenue
Comox, BC V9M 1R7
250-890-1915

Caitlyn Learman

From: Brianna Hicks
Sent: Thursday, December 15, 2022 9:25 AM
To: Steve Peng; Aaron Vornbrock; Azia Mears
Cc: Amy Yang
Subject: FW: Comox Mall at 215 Port Augusta project in Comox, B.C.

Brianna Hicks

Manager, Administration
T +1(604) 687-2334 Ext 108
E briannah@udga.com



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Please consider the environment before printing this e-mail.

From: Pamela Edwards <pamie647@gmail.com>
Sent: Thursday, December 15, 2022 9:22 AM
To: UDGA Administration <administration@udga.com>
Subject: Comox Mall at 215 Port Augusta project in Comox, B.C.

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Just enquiring about this preliminary proposal for construction at this address. Wondering where one can view the plans of this proposal? Also will the existing Independent Grocery store still be in the same location at this mall? Or will the entire existing stores etc. be slated for demolition for redevelopment? Where will the 6 floor 51 residential units be built on this site?

I would appreciate any information you can provide.

Respectfully,

Pamela Edwards

pamie647@gmail.com

Caitlyn Learman

From: Brianna Hicks
Sent: Thursday, December 15, 2022 9:05 AM
To: Aaron Vornbrock; Steve Peng; Azia Mears
Cc: Amy Yang
Subject: FW: Comox Mall housing development

Brianna Hicks
Manager, Administration
T +1(604) 687-2334 Ext 108
E briannah@udga.com

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Please consider the environment before printing this e-mail.

-----Original Message-----

From: Barbara V <barbonbuena@gmail.com>
Sent: Thursday, December 15, 2022 7:33 AM
To: UDGA Administration <administration@udga.com>
Subject: Re: Comox Mall housing development

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have asked questions about this proposed development and have been satisfied by the answers I have received. I have no objections to this development, especially as it will have its own underground parking facilities and the mall parking will not be affected. More housing is needed, especially for those without a huge cash flow. Hopefully that is being considered.

Barbara Vermette
1912 Buena Vista Ave.
Comox, B.C. V9M2B7

Sent from my iPhone

Caitlyn Learman

From: Brianna Hicks
Sent: Thursday, December 15, 2022 9:06 AM
To: Aaron Vornbrock; Steve Peng; Azia Mears
Cc: Amy Yang
Subject: FW: Consultation for Development at Comox Centre Mall
Attachments: Comox Mall Development Consultation .pdf

Brianna Hicks

Manager, Administration
T +1(604) 687-2334 Ext 108
E briannah@udga.com



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Please consider the environment before printing this e-mail.

From: Karen Blank <karen.blank@shaw.ca>
Sent: Wednesday, December 14, 2022 6:01 PM
To: council@comox.ca
Cc: UDGA Administration <administration@udga.com>
Subject: Consultation for Development at Comox Centre Mall

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

I saw the attached notice in the local newspaper concerning a potential proposed development at the Comox Centre Mall. The notice was published on 13 December requested it comments by 4 January 2023.

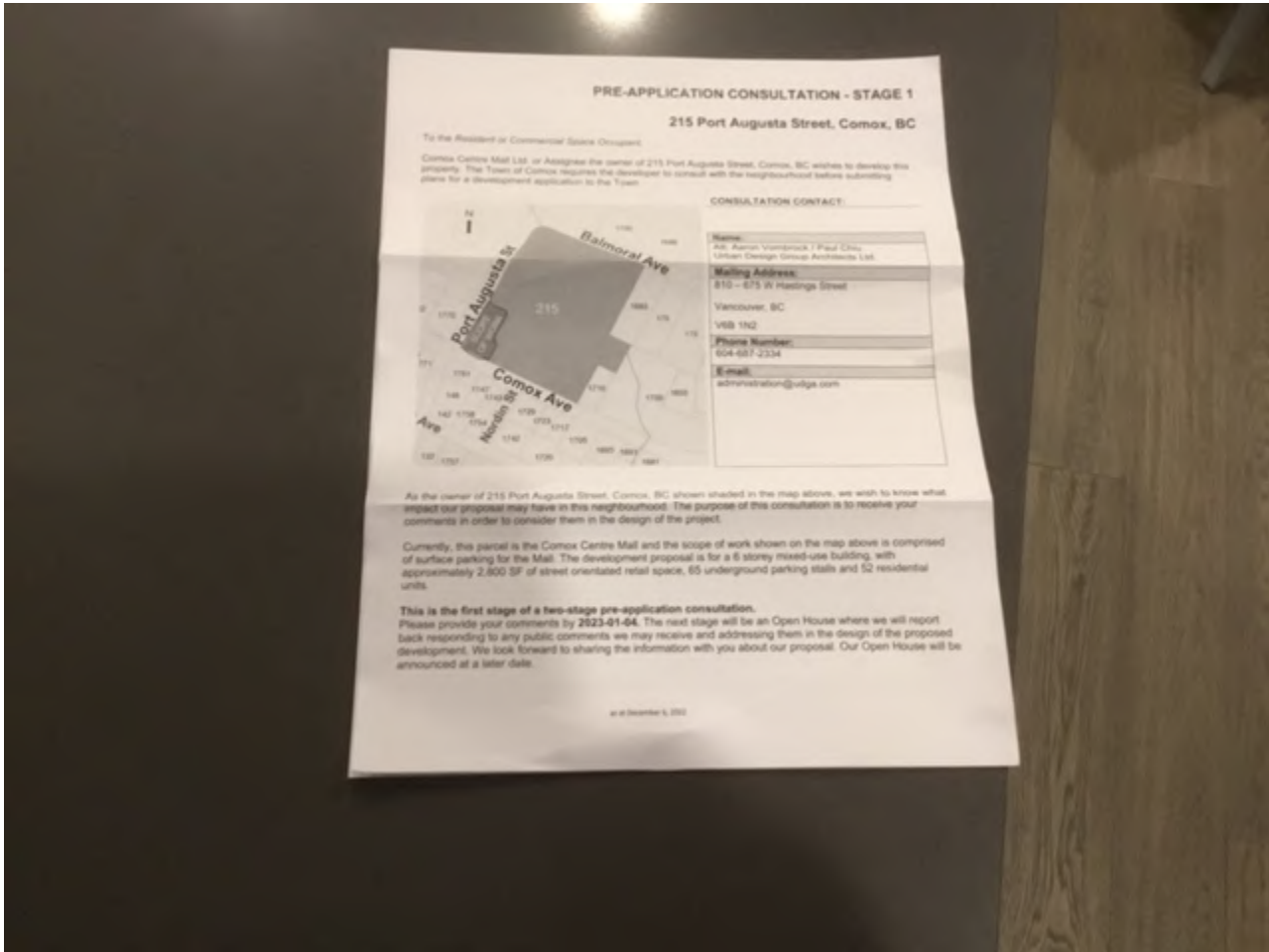
I am disappointed that the timing of the consultation takes place at a time of year when many are travelling for the holiday season, or are focused on other priorities. I suggest that the consultation is neither adequate, meaningful or effective and does not meet the requirements of a community consultation of the Town of Comox.

Shame on Urban Design Group Architects for trying to claim this is community consultation.
For your information

Karen Blank
388 Ensign St Comox
250 890 4061

Caitlyn Learman

From: Louise Schebel <schlulu@icloud.com>
Sent: Thursday, December 15, 2022 5:01 PM
To: UDGA Administration
Subject: I am against this Pre Application. It would not be good for me.



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Sent from my iPad

Caitlyn Learman

From: McKinnon Photography <info@mckinnonphotography.com>
Sent: Friday, December 16, 2022 7:15 AM
To: UDGA Administration
Subject: Letter of support for 215 Port Augusta

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Please accept this email as my letter of support for the proposed development at 215 Port Augusta Street. I am however curious if there will be units within the building that have an affordable housing covenant on them?

Sincerely, Karen McKinnon (she/her)

It is the nature of my work that I am not in the office every day. I ensure that all emails are returned within three business days. If you wish to reach me more promptly please don't hesitate to call my cell phone at 250-703-3486.



[the website](#)

[Facebook](#)

[Instagram](#)

I respectfully acknowledge that I live, work and play on the unceded traditional territory of the K'omoks First Nations. I honour the presence and power of all First Nations whose territories we reside on and I thank them for their grace and tolerance.

Caitlyn Learman

From: dale mcaslan <dalemcaslan@live.ca>
Sent: Thursday, December 15, 2022 3:46 PM
To: Amy Yang
Subject: Re: Attn: Aaron Vombrock and Paul Chiu

Follow Up Flag: Follow up
Flag Status: Flagged

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One more comment:

Please do something extraordinary with this building. Something imaginative. Something inspired. I like to look to Copenhagen for inspired urban development. We need that to break out of the old mold. We don't need another box with a roof. We need something that makes people look up in wonder and say, Wow! Look at that! We really are entering the Golden Age of humanity!

Know what I mean?

Thank you.

Dale McAslan

From: Amy Yang <AmyY@udga.com>
Sent: December 15, 2022 2:29 PM
To: dale mcaslan <dalemcaslan@live.ca>
Subject: RE: Attn: Aaron Vombrock and Paul Chiu

Good afternoon,

Thank you for your interest in our proposed development.

We invite you to attend our open house which will be announced and held in the new year. Our concepts and preliminary plans will be available for viewing at the open house along with a representative from the proposed development to answer any questions you may have.

We hope to see you there.

Kind regards,

Amy Yang
Administrative Assistant
T +1(604) 687-2334 Ext. 100
E amy@udga.com



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Please consider the environment before printing this e-mail.

From: dale mcaslan <dalemcaslan@live.ca>
Sent: Thursday, December 15, 2022 1:07 PM
To: UDGA Administration <administration@udga.com>
Subject: Attn: Aaron Vombrock and Paul Chiu

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Pre-Application Consultation - Stage 1
215 Port Augusta Street, Comox, BC

For the benefit of the downtown neighbourhood:

Please retain the wisteria arbor and benches and the shade trees on this corner. People always sit here and enjoy a cool shady place to sit.

We need our green spaces for cool and shade and quality of life, especially now with drought conditions and heat waves looming over next summer's weather.

Please do not disregard this concern for the neighbourhood. We would miss that shady corner. Thank you.

I must say that this is the kind of infill development that this town needs, small footprint on an existing parking lot for pedestrian friendly living...and not more deforestation and large expensive homes.

Dale McAslan
#109 - 1742 Beaufort Avenue
Comox, BC V9M 1R7
250-890-1915

Caitlyn Learman

From: Patricia Forrester <p4ester@telus.net>
Sent: Thursday, December 15, 2022 4:26 PM
To: Amy Yang
Subject: Re: Building Proposal for Comox Mall

Follow Up Flag: Follow up
Flag Status: Flagged

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Thank you for the information.
Patricia

On Thu, Dec 15, 2022 at 2:23 PM Amy Yang <AmyY@udga.com> wrote:

Good afternoon,

Thank you for your interest in our proposed development.

We invite you to attend our open house which will be announced and held in the new year. Our concepts and preliminary plans will be available for viewing at the open house along with a representative from the proposed development to answer any questions you may have.

We hope to see you there.

Kind regards,

Amy Yang

Administrative Assistant

T +1(604) 687-2334 Ext. 100

E amyy@udga.com



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Please consider the environment before printing this e-mail.

From: Patricia Forrester <p4ester@telus.net>
Sent: December 13, 2022 2:15 PM
To: Aaron Vornbrock <aaronv@udga.com>
Subject: Building Proposal for Comox Mall

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Aaron,

I am an owner in the neighborhood of the new building proposal site. I live at 1700 Balmoral Ave, across from the Comox Mall Parking lot. As there are two parking areas on the Comox Mall site, can you please send me a site map for the proposed new bldg location.

Thank You,

Patricia Forrester

Caitlyn Learman

From: Pamela Edwards <pamie647@gmail.com>
Sent: Thursday, December 15, 2022 3:49 PM
To: Amy Yang
Subject: Re: Comox Mall at 215 Port Augusta project in Comox, B.C.

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Amy,

I did receive this afternoon in the mail a letter from your office with the outline of where the proposed new development will be.

Thank you for responding.

Cheers,

Pamela Edwards

On Thu, Dec 15, 2022 at 2:28 PM Amy Yang <AmyY@udga.com> wrote:

Good afternoon,

Thank you for your interest in our proposed development.

We invite you to attend our open house which will be announced and held in the new year. Our concepts and preliminary plans will be available for viewing at the open house along with a representative from the proposed development to answer any questions you may have.

We hope to see you there.

Kind regards,

Amy Yang

Administrative Assistant

T +1(604) 687-2334 Ext. 100

E amyy@udga.com



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Please consider the environment before printing this e-mail.

From: Pamela Edwards <pamie647@gmail.com>
Sent: Thursday, December 15, 2022 9:22 AM
To: UDGA Administration <administration@udga.com>
Subject: Comox Mall at 215 Port Augusta project in Comox, B.C.

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Just enquiring about this preliminary proposal for construction at this address. Wondering where one can view the plans of this proposal? Also will the existing Independent Grocery store still be in the same location at this mall? Or will the entire existing stores etc. be slated for demolition for redevelopment? Where will the 6 floor 51 residential units be built on this site?

I would appreciate any information you can provide.

Respectfully,

Pamela Edwards

pamie647@gmail.com

Caitlyn Learman

From: Jim Wright <jdlwright@gmail.com>
Sent: Friday, December 16, 2022 3:30 PM
To: UDGA Administration
Subject: 215 Port Augusta St (Comox Mall) consultation

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, here is my feedback.

While I do think that a mixed use building is appropriate in the area, I feel that a six storey one is completely out of character with the surroundings, and it presumably is that high only to out compete for water views. Parking is already limited in the area, will the underground parking be free for non-residents, presumably not so that is space lost. The character and feel of Comox is important to the people who live here and have invested in this community, sadly in my view this building would be dissonant with that.

Thanks
Jim Wright
Comox

PRE-APPLICATION CONSULTATION - STAGE 1

215 Port Augusta Street, Comox, BC

Date: 16th Dec 22 Name: Claire King Address: #309, 1686 Balmain Ave, Comox

Please submit your comments by 4 January 2023

to: Urban Design Group Architects Ltd.
email: administration@udga.com
or mail to: 810 - 675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

215 Port Augusta Street, Comox BC
This project seems overly ambitious for this particular location, and could in fact be quite out of place in the small village centre of Comox. I cannot envisage a six storey building being aesthetically pleasing, nor practically viable. The area earmarked ^{for this project} fronts onto a busy street and would add hugely to traffic congestion. Perhaps this plan could work if considerably downsized

C. King



All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at December 6, 2022

Caitlyn Learman

From: McKinnon Photography <info@mckinnonphotography.com>
Sent: Friday, December 16, 2022 7:15 AM
To: UDGA Administration
Subject: Letter of support for 215 Port Augusta

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Please accept this email as my letter of support for the proposed development at 215 Port Augusta Street. I am however curious if there will be units within the building that have an affordable housing covenant on them?

Sincerely, Karen McKinnon (she/her)

It is the nature of my work that I am not in the office every day. I ensure that all emails are returned within three business days. If you wish to reach me more promptly please don't hesitate to call my cell phone at 250-703-3486.



[the website](#)

[Facebook](#)

[Instagram](#)

I respectfully acknowledge that I live, work and play on the unceded traditional territory of the K'omoks First Nations. I honour the presence and power of all First Nations whose territories we reside on and I thank them for their grace and tolerance.

Caitlyn Learman

From: dale mcaslan <dalemcaslan@live.ca>
Sent: Friday, December 16, 2022 11:33 AM
To: Amy Yang
Subject: Re: Attn: Aaron Vombrock and Paul Chiu

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have lived in downtown Comox for 3 years (only).
I notice there are no 6-storey buildings around here, so I'm not sure if it is permitted to build that high.
Also, downtown traffic is becoming too busy already for these small streets.
I am concerned about increased traffic as well as noise and air pollution.
Something to consider.
Thanks.
Dale McAslan

From: Amy Yang <AmyY@udga.com>
Sent: December 15, 2022 2:29 PM
To: dale mcaslan <dalemcaslan@live.ca>
Subject: RE: Attn: Aaron Vombrock and Paul Chiu

Good afternoon,

Thank you for your interest in our proposed development.

We invite you to attend our open house which will be announced and held in the new year. Our concepts and preliminary plans will be available for viewing at the open house along with a representative from the proposed development to answer any questions you may have.

We hope to see you there.

Kind regards,

Amy Yang
Administrative Assistant
T +1(604) 687-2334 Ext. 100
E amy@udga.com



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Please consider the environment before printing this e-mail.

From: dale mcaslan <dalemcaslan@live.ca>
Sent: Thursday, December 15, 2022 1:07 PM
To: UDGA Administration <administration@udga.com>
Subject: Attn: Aaron Vombrock and Paul Chiu

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Pre-Application Consultation - Stage 1
215 Port Augusta Street, Comox, BC

For the benefit of the downtown neighbourhood:

Please retain the wisteria arbor and benches and the shade trees on this corner. People always sit here and enjoy a cool shady place to sit.

We need our green spaces for cool and shade and quality of life, especially now with drought conditions and heat waves looming over next summer's weather.

Please do not disregard this concern for the neighbourhood. We would miss that shady corner. Thank you.

I must say that this is the kind of infill development that this town needs, small footprint on an existing parking lot for pedestrian friendly living...and not more deforestation and large expensive homes.

Dale McAslan
#109 - 1742 Beaufort Avenue
Comox, BC V9M 1R7
250-890-1915

Caitlyn Learman

From: Derrick and Lois Harvey <derrick_harvey@hotmail.com>
Sent: Friday, December 16, 2022 11:33 AM
To: UDGA Administration
Subject: re proposed development at 215 port augusta st (comox mall)

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern

Regarding the proposed development on the Comox Mall site, I would like to offer the following opinions.

- 1 the scope of the proposed building will tower over the intersection and is not what most people would consider a good contribution to the downtown appearance. The number of stories is far too high for the downtown area. A proposal with fewer floor would make more sense.
2. There is not enough parking in the downtown core of Comox presently. This proposal will exacerbate that issue and problem beyond current comprehension. While we can assume that some people will not have vehicles, the larger group of proposed residents will park wherever they want in the core area. This is not acceptable. The overall parking impact will be negative and because the amount of parking deleted for the project is not going to be covered by the proposed underground parking adequately. As a result the already scarce parking in the downtown area will become more scarce.
3. The core area of Comox is already a traffic nightmare and adding this development on that intersection, will only contribute to that. It is not sensible or even considerate to propose such a development at that location.
4. Overall, the project as described in the local paper edition of December 14 does not "fit" within the vision of a small intimate marine community that most of the residents want and ask for.

This project should be rejected outright as it is proposed. Even with some compromise, the location of the project will have a negative impact on the community

Sincerely
Derrick Harvey
Taxpayer and resident

Derrick Harvey
Cel 250 331 1204
Home 250 941 1864
Madelo Consulting Services(marine)

Caitlyn Learman

From: Rocky & Shannon Moise <shanrock@shaw.ca>
Sent: Saturday, December 17, 2022 6:20 PM
To: UDGA Administration
Subject: 215 Port Augusta Street, Comox, Bc

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dr. Roger Moise, 1723 Comox Ave.. Comox BC.

Thank you for the information on the pre-application consultation for stage one of this development.

I feel six stories is too tall. There are no buildings that tall in the area. Even the new development of condos by the golf course were only four stories. as well there is a new development for the damn Balmoral that I believe is only three or four stories. So I'm quite surprised to see a proposal for six stories.

Sent from my iPad

PRE-APPLICATION CONSULTATION - STAGE 1

215 Port Augusta Street, Comox, BC

Date:

Name:

Address:

Please submit your comments by 4 January 2023

to: Urban Design Group Architects Ltd.

email: administration@udga.com

or mail to: 810 – 675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

I live at 1686 Balmeral Avenue, so know the Comox Mall area well. The proposed size of this development concerns me. I think a 6 story structure in "downtown" Comox is not appropriate for the community and would add much more traffic and crowding to ~~the~~ ^{the} pleasant small town atmosphere which currently exists here.

If any new building is to be erected on this site, I would also be hopeful that the residential units would be of a mixed character, i.e. not all expensive condos out of reach for younger people or seniors on pensions.

More information, please!

Stewart Gooding

309-1686 Balmeral Ave

Comox BC V9M 2N1

250 941 5799

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at December 6, 2022

Caitlyn Learman

From: Amy Yang
Sent: Tuesday, December 20, 2022 10:32 AM
To: Azia Mears
Subject: Fw: 215 Port Augusta street, Comox.B.C.

From: MICHELLE DENIS <qbmichi@shaw.ca>
Sent: Tuesday, December 20, 2022 8:20 AM
To: UDGA Administration <administration@udga.com>
Subject: 215 Port Augusta street, Comox.B.C.

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Michelle Denis, I reside at 409-1700 Balmoral Ave. Comox B.C.

In regards to the 6 story mixed use building, it is a hard NO for me, if one wants to develop this parcel of land, it should be in keeping with the look of the other building in our little seaside town, no higher than 3 floors, just like the one that is going in on 5th st. in Courtney, it is a development that is down town Courtney, and yes, it's within keeping with the look of the rest of downtown.

We know we can't stop progress but lets do it in a mindful manner, lets keep Comox quaint, beautiful, and the star of the sea.
Michelle Denis.

Caitlyn Learman

From: Amy Yang
Sent: Tuesday, December 20, 2022 10:33 AM
To: Azia Mears
Subject: Fw: Attn: Aaron Vombrock and Paul Chiu

From: dale mcaslan <dalemcaslan@live.ca>
Sent: Tuesday, December 20, 2022 10:29 AM
To: Amy Yang <AmyY@udga.com>
Subject: Re: Attn: Aaron Vombrock and Paul Chiu

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Something else to consider:

With prolonged drought, we are experiencing water restrictions already. Not a good time to add more water consumers to the neighbourhood.

Logistically, I am concerned about the disruption to the downtown core with building on that scale. The streets are narrow and very busy already.

From: Amy Yang <AmyY@udga.com>
Sent: December 15, 2022 2:29 PM
To: dale mcaslan <dalemcaslan@live.ca>
Subject: RE: Attn: Aaron Vombrock and Paul Chiu

Good afternoon,

Thank you for your interest in our proposed development.

We invite you to attend our open house which will be announced and held in the new year. Our concepts and preliminary plans will be available for viewing at the open house along with a representative from the proposed development to answer any questions you may have.

We hope to see you there.

Kind regards,

Amy Yang

Administrative Assistant
T +1(604) 687-2334 Ext. 100
E amy@udga.com



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Please consider the environment before printing this e-mail.

From: dale mcaslan <dalemcaslan@live.ca>
Sent: Thursday, December 15, 2022 1:07 PM
To: UDGA Administration <administration@udga.com>
Subject: Attn: Aaron Vombrock and Paul Chiu

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Pre-Application Consultation - Stage 1
215 Port Augusta Street, Comox, BC

For the benefit of the downtown neighbourhood:

Please retain the wisteria arbor and benches and the shade trees on this corner. People always sit here and enjoy a cool shady place to sit.

We need our green spaces for cool and shade and quality of life, especially now with drought conditions and heat waves looming over next summer's weather.

Please do not disregard this concern for the neighbourhood. We would miss that shady corner. Thank you.

I must say that this is the kind of infill development that this town needs, small footprint on an existing parking lot for pedestrian friendly living...and not more deforestation and large expensive homes.

Dale McAslan
#109 - 1742 Beaufort Avenue
Comox, BC V9M 1R7
250-890-1915

PRE-APPLICATION CONSULTATION - STAGE 1

215 Port Augusta Street, Comox, BC

Date: 12/21/2022 Name: GREGG HART Address: 100 Port Augusta
Comox

Please submit your comments by 4 January 2023

to: Urban Design Group Architects Ltd.
email: administration@udga.com
or mail to: 810 – 675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

I am fully in favour of this development. Comox downtown needs more residential housing, it's good for the merchants, the restaurants and the town in general. Vibrant is what I think of in connection with this development. The senior living is an integral part of downtown but this is young and upbeat, makes the pulse move faster. It's in my opinion the highest and best use of the property. Speed the approval up.

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at December 6, 2022

Caitlyn Learman

From: Gregg Hart <gregghart@royalpage.ca>
Sent: Wednesday, December 21, 2022 3:40 PM
To: UDGA Administration
Subject: Fwd: Message from "RNP583879522432"
Attachments: 20221221132816145.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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Comox develop[ment]

----- Forwarded message -----

From: <rlpscan@shaw.ca>
Date: Wed, Dec 21, 2022 at 1:17 PM
Subject: Message from "RNP583879522432"
To: Gregg Hart <gregghart@royalpage.ca>

This E-mail was sent from "RNP583879522432" (IM C3000).

Scan Date: 12.21.2022 13:28:16 (-0500)
Queries to: rlpscan@shaw.ca

Caitlyn Learman

From: Sue Sundby <suesundby@gmail.com>
Sent: Wednesday, December 21, 2022 2:22 PM
To: UDGA Administration
Subject: Proposed Comox Mall Development

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Please send me more information about this proposal.

Thank you.
Sue

Caitlyn Learman

From: Richard Clarke <137clarke@gmail.com>
Sent: Friday, December 23, 2022 10:17 AM
To: UDGA Administration
Subject: Comox Mall Development

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Folks,

Thai looks like an interesting project - but the ad in the CV Record seeking comment does not include the design of the project - do you have a drawing of the planned development s- that one can make a more informed comment.

I am interested in knowing the planned massing of the development, the size of the housing units and whether strata or rentals.

Thank you

Richard Clarke (he/him)

[Coldest Night of the Year](#)

[I am privileged to live and volunteer on the traditional unceded territory of the K'omoks First Nation](#)

Greetings:

Thanks for consulting with the Community in Comox regarding proposed development at 215 Port Augusta St. (Comox Mall)

I have several concerns regarding your proposal. I will list them in prioritized order.

1) The height of the building: Currently there are no 6 storey buildings anywhere close to this area. To preserve views and character of the community 2-4 stories would be more in line.

2) The location: this corner of the current parking lot will be visually incongruent for a large mixed use building. Lack of green space, loss of current parking, congestion (further) of traffic in the area are all issues. The back corner of the Mall or the East Side seems more appropriate.

3) Climate Change / lack of foresight: Filling this space with a building, surrounded by blacktop →



AN DESIGN GROUP
 ARCHITECTS LTD.
 JAN 03 2000
 RECEIVED

roads and parking lot does nothing to
 mitigate the summer heat problems
 and will promote further heat
 trapping for any residents in the building
 and businesses. Areas of green would
 be helpful. Perhaps you would consider
 a green roof design, open to tenants
 for their use.

Thank-you for considering.

Soft Shoe

Barbara Martin

Reprinted from Original Artwork by Barbara Martin
 Barbara Martin enjoys painting with watercolour in Comox, BC
 Contact bmartinb@telus.net

B. Martin
2146 Fairbairn Ave
Camox BC V8M1E1

2212292103



3715 V7B

Urban Design Group Architects
810 - 675 Hastings St.
Vancouver B.C.
V6B 1N2

URBAN DESIGN GROUP
ARCHITECTS LTD.
JAN 03 2022
RECEIVED

Caitlyn Learman

From: Danielle <danielleshepherd@shaw.ca>
Sent: Thursday, December 29, 2022 9:54 AM
To: UDGA Administration
Subject: Comox Mall development

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sirs

After reading your proposal in the Record, I decided to give you my two-cents on the subject. I certainly like the proposal and think it would be a good addition to the town but my only objection at this time would be the height of 6 stories. I believe a similar proposal was made some time ago for the other side of Port Augusta and that was turned down. Not exactly sure why but thought it was because it was to be 4 stories. Again-too high.

I will await the Open House to better evaluate the impact your development would have.

Sincerely
Danielle Shepherd

Caitlyn Learman

From: Brenda Pearson <brenlorn@shaw.ca>
Sent: Thursday, December 29, 2022 1:33 PM
To: UDGA Administration
Subject: proposed development at 215 Port Augusta Street, Comox, B.C.

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am replying to your Pre-Application consultation Stage 1, as a resident of Balmoral Avenue, Comox, B.C. You have not given sufficient information for anyone to make a properly informed decision. However, as it stands, I DO NOT think this is an appropriate development for Comox Avenue. You suggest six stories, there is no other building for the whole length of Comox Avenue that is higher than four stories, with underground parking. Six stories would, I assume, require a variance in city planning, and frankly would stick out like a sore thumb. I would be against allowing a variance. We already have sufficient retail space along the Avenue as it is. An apartment/condo building on a shopping centre makes no sense and I cannot imagine it being an attractive position to live. No mention is made of the intended prices of the proposed apartments/condos but if such a building, no higher than four stories was to be built it should be priced for the more modest income families and not for luxury accommodation. Brenda L. Pearson #13-1646 Balmoral Avenue.

Caitlyn Learman

From: janice Irvine <irvinejanice@hotmail.com>
Sent: Thursday, December 29, 2022 4:48 PM
To: UDGA Administration
Subject: Proposed development in Comox, B.C.

Follow Up Flag: Follow up
Flag Status: Completed

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern.

I am sending you my comments regarding the proposed development at 215 Port Augusta Street, Comox Mall.

1. The proposed building is too high. Should be 3 storey maximum.
2. The 3 storey maximum building should be carefully designed to maximize sight lines around it down to the Bay and the mountains beyond.
3. Only 2800SF of street oriented retail space is not enough. Retail space should be maximized.
4. 52 residential units. Good, we need as many of these as possible.
5. Why 65 underground parking stalls? Why so many? This location is on a bus route, and is easily accessible by bicycle. Reduce the parking stalls to highlight the need for those buying into this structure to use other, less energy-using modes of transportation.
6. Please plan to have some community gathering spots - maybe benches around a fountain, spots for street vendors, coffee and snack vendors.

Please check with Community Plans, available at Comox Town Hall to know what would be acceptable in the area.

Thank you,
Janice Irvine.

Sent from my iPad

Caitlyn Learman

From: Lucy Hawa <alicelucypt@gmail.com>
Sent: Friday, December 30, 2022 11:03 PM
To: UDGA Administration
Cc: planning@comox.ca
Subject: Community Consultation @ 215 Port Augusta St (Comox Mall)

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I read in the local paper that there is a proposal for a 6-story mixed use building with ~2800 SF of street orientated retail, 65 underground parking stalls and 52 residential units on the corner of Comox Ave and Port Augusta St.

Whereas, I am all for downtown vitalization, I have some concerns re: this proposal:

- 6 stories is DOUBLE the stories what everything else is around there (most buildings along Comox Ave are 3 stories); it will be sort of mini high-rise, create massive shadow and will stick out; also, it will create a precedent for everything else to go super high and that will take away from the ambiance of this sweet neighbourhood area
- 65 underground parking spots....you are aiming for car-based visits and supporting "car culture" vs. public transit/cycling/ and pedestrian culture... the more cars, the more traffic and the more obnoxious this becomes for all the pedestrians/cyclists/scooter users/dog walkers/children going to school etc;
- Comox Ave is currently heavily used by pedestrians (this is wonderful)...add more cars and it will negatively impact pretty much everybody; car-wise, it is already too busy; imagine the traffic on that corner when 52 residential units are also part of the mix; please consider the multiple other developments around that area and how it's bottle-necking Comox Ave and forcing increased traffic into all the side streets and neighbourhoods - this will not be safe for our kids.

I am not against development but too much, too high, too quickly and without intelligent long-term design and consideration of the end users will result in places that feel cramped, unattractive and unhealthy for the residents of Comox. I realize that development companies are meant to create profits but I encourage you to engage in altruistic connection to the community you build in...consider the environment and the residents, now and in the future.

Sincerely,

Alice Hawa
Comox, BC

Caitlyn Learman

From: Bev Miller <islandmillers@gmail.com>
Sent: Friday, December 30, 2022 7:35 AM
To: UDGA Administration
Subject: Pre-Application Consultation 215 Port Augusta Street, Comox, BC

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir or Madam,

Thank you for the opportunity to provide feedback regarding any impact a six storey mixed-use building might have if built at 215 Port Augusta Street in Comox.

As a local resident, I would like to stress the need for additional public EV Parking in this area. With the current push for Net Zero Carbon by our government, many residents of BC are purchasing electric vehicles, and Comox is no different. Currently, however, there are few public places to charge these vehicles. I live in a condo building that offers no EV parking, and those of us with electric vehicles have been asked to use public charging stations - as I'm sure is occurring with residents in other older condo complexes in Comox. At present there are only two EV charging stations in the Mall parking lot and if there are an additional 52 residential units going into this area, I suspect the pressure on these two charging stations will only increase.

I'm sure you will be providing EV charging stations in your proposed underground parking lot, however, all those residents will have visitors, and of those, many will require charging stations. As a result, I would like to suggest that providing additional public EV charging stations in the Mall parking lot be included as part of your proposal.

Thank you for this opportunity to share my concerns.

Sincerely

Bev Miller
201, 1686 Balmoral Avenue
Comox, BC
V9M 2N1

Caitlyn Learman

From: Joanne McKechnie <joanne.jemwellness@gmail.com>
Sent: Saturday, December 31, 2022 4:27 PM
To: UDGA Administration
Subject: Community consultation-Comox Mall

Follow Up Flag: Follow up
Flag Status: Flagged

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To whom it may concern:

Re Proposed Development at 215 Port Augusta St (Comox Mall)

In response to the ad in the Comox Valley Record, December 14th, 2022:

As a Comox resident, I am very concerned over the 6 storey height of the building you propose to construct. We are a small town community that does not need or want high rises coming in that start changing the atmosphere and clientele of the community. I am not against reasonable density within the town of Comox. We are all aware that more housing is needed. However, there already was controversy over the building height at the 1700 Balmoral apartment complex.

A compromise was made, and now you are pushing that compromise to a higher level, most likely because according to Comox Fire Hall regulations the reach of their ladders is 6 storeys.

To fit in with the rest of the community architecture, a suitable height for the mixed-use building at 215 Port Augusta Street should be no higher than 3-4 storeys.

Including my concerns within your process is most appreciated.

Joanne McKechnie
1611 Noel Ave
Comox BC V9M 3K2
250 465 1201
joanne.jemwellness@gmail.com

Caitlyn Learman

From: LORI KUBLIK <cloudforestmist@gmail.com>
Sent: Sunday, January 1, 2023 8:34 AM
To: UDGA Administration
Subject: Comox Mall highrise

Follow Up Flag: Follow up
Flag Status: Flagged

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I am strongly opposed to a 6-storey building at the edge of Comox Ave in downtown Comox. Absolutely no way did I move away from the big city in order to have yet another downtown street shaded by highrises.

I would support a 2-storey building right at the edge of downtown, no higher.

Lori K
Robb Avenue
Comox

Caitlyn Learman

From: Jay Van Oostdam <jvanoostdam@yahoo.com>
Sent: Sunday, January 1, 2023 10:43 PM
To: UDGA Administration
Subject: Development in Comox Mall parking lot

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir or Ms,

In the Dec 14th issue of the Comox Valley Record I noted that a 6 storey apartment block is proposed for the Comox Mall parking lot. I believe in densification but I believe in a maximum of three stories including main floor commercial development would better fit with the type of Comox that we want to see. High rises are not needed in downtown Comox. How will the apartment address climate crisis issues. Will electric plugs ins be available for atleast 90% of the vehicle parking spaces? How will this apartment decrease the heat island effect of pavement and large buildings? Will green / living roofs be installed? Urban gardens? Will you be bringing in large trees to provide shade? We need urban Comox to be made more livable!!

Sincerely,

Jay Van Oostdam
1740 Linden Ave
Comox, BC V9M 2L4

Caitlyn Learman

From: Marcus Aartsen <marcuscomox@hotmail.com>
Sent: Monday, January 2, 2023 7:33 PM
To: UDGA Administration
Subject: 215 Port Augusta Street , Comox, BC.

Follow Up Flag: Follow up
Flag Status: Flagged

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Marcus Aartsen (Martine's Bistro owner)
1754 Beaufort Ave
Comox BC
V9M1R6

I am in favour, and fully support the development of the proposed condo building in the Comox town centre. I support higher density development in the core of Comox for many reasons. The main reason being economical . The development of the condo building will benefit the property tax base. As well, the new condo residence in the downtown core, will increase business for all Comox businesses and as a local business owner myself, I think that is a definite gain.

As well, higher density development is an environmentally more friendly option as opposed to having large single dwelling residences in the neighbourhood core of Comox. The proposal of ground level retail with five upper levels of residential further maximizing space utilization. The proposed plans will also enhance the present parking lot into a space with a beautiful residential building with very minimal impact on present parking.

In knowing the present owners of the mall have made such a positive transformation to the mall over the last few years, I have no doubt that their proposed condo development will be of the same quality and benefit to the neighbourhood.

Yours Marcus Aartsen
Sent from my iPad

Caitlyn Learman

From: Jolie Nasralla <pjnasralla@shaw.ca>
Sent: Monday, January 2, 2023 8:31 AM
To: UDGA Administration
Cc: Phil Nasralla ICE 1
Subject: Comox mixed commercial residential proposal 215 Port Augusta Street

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern,

We are residents of Comox and have lived and worked here for almost 30years. We are part of the downtown businesses, our dental office is one of the many quaint business buildings that exist in the Comox downtown core. One of the reasons we chose to relocate to this lovely seaside community is that it has a charming small town vibe with no large grandiose and tall city buildings that block the views of the gorgeous mountains and ocean. We appreciate that there isn't too much traffic etc. and it feels like a town not the big city.

We are professionals and we are reasonable people who want growth in our community however reasonable growth and 'at what cost' to our lifestyle is the question that we ask. We wish to express our concern over your proposed building. Growth in the downtown core must be thoughtfully planned and open discussions with the Comox residents is crucial. People here love the lifestyle and the smaller town ambiance of our seaside community. Any future development in the core (and in other areas as well) must be planned thoughtfully keeping in mind the over all charm and feel of the town of Comox. Yes we want to draw businesses. Yes we want some growth. Some residences also. Mixed commercial residential sure. It needs balance. The Yin to the Yang. We are very concerned and we are completely against a 6 storey building that your company is proposing on the lot where the current mall exists. This 6 storey structure would impede the gorgeous views in our Town of Comox ,it just wouldn't fit in. Not to mention it will add much more traffic. A 6 storey building just doesn't belong in our downtown core. If you aren't from here you won't understand and you likely only care about making a profit without any regard for how this affects our lifestyle in the community where we love to to live, work and play. It truly is a commUNITY.

Please do not build this tall structure . Please, reconsider and go back to the drawing board. Perhaps try living here yourself and you may discover why such a tall building wouldn't fit in to the downtown core. More residents would likely not protest , you will get way more support if this is redesigned into something with much less height and more appeal to the quaint ambience of the town. Thank you. We appreciate you taking time to read this and perhaps taking more time to rethink this project. We look forward to hearing from you regarding your project and proposal.

Sincere regards,
Dr. Phil & Mrs. Jolie Nasralla
250-339-9600 home
250-339-2252 business

Sent from my iPhone

Caitlyn Learman

From: Brenda Cardinal <brengolf@gmail.com>
Sent: Monday, January 2, 2023 12:09 PM
To: UDGA Administration
Subject: Fwd: Proposed Development 215 Port Augusta St Comox

Follow Up Flag: Follow up
Flag Status: Flagged

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Apologies, your email address was initially entered incorrectly. Please see below.

Thanks

Brenda Cardinal

----- Forwarded message -----

From: Brenda Cardinal <brengolf@gmail.com>
Date: Mon, Jan 2, 2023 at 11:33 AM
Subject: Proposed Development 215 Port Augusta St Comox
To: <administration@udga.ca>, council@comox.ca <council@comox.ca>

Good day,

I have reviewed the proposal from Urban Design Group Architects Ltd and would like to share some initial responses.

I have to say NO, to a 6 story building.

This is a small town with a small town atmosphere and myself, along with many other residents, want to keep it a small town. Not interested in a city feel. If I wanted that, I'd move to the city.

When we start looking at large towering buildings in an area such as ours, it changes the scene and dynamics.

And please don't use the excuse that this is the way of development, because I don't believe that to be true. It's private parties encroaching their own agendas into an area that has a direct impact on the local community.

On top of my personal opinion, a 6 story building surpasses the height restrictions for the town. Perhaps a 4 story with shops on the bottom would be more suitable.

This also brings up the question again, can the town's old infrastructure and resources handle another increase of demand?

If the town approves additional residential units, then I believe it should be an affordable priority focus for the local younger generation to be able to buy.

(IE: not pricing where only non-locals can afford.) If we as a community cannot support the younger generation with the same opportunities we've had, then I don't see the point of building.

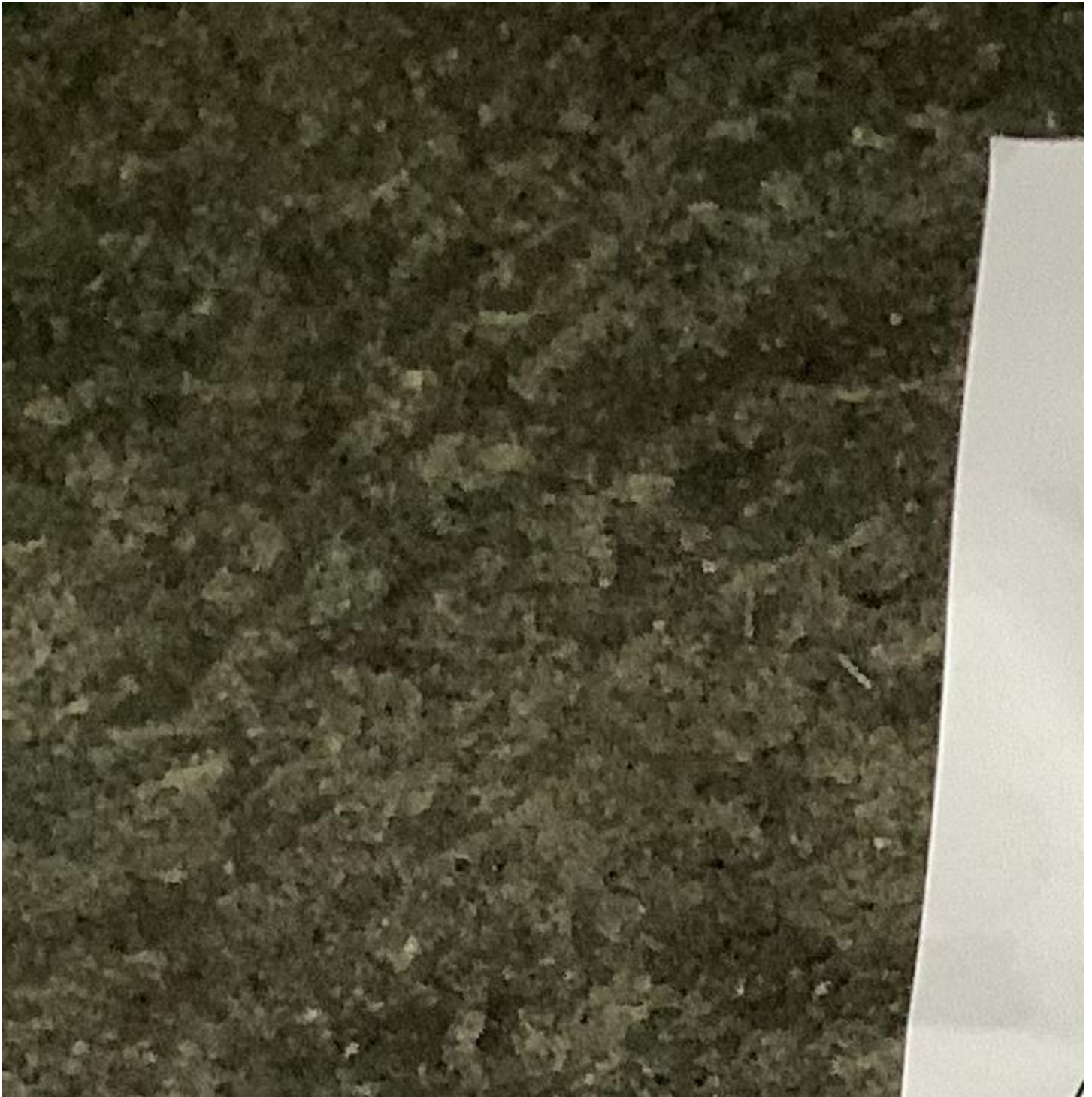
Thank you for your time and consideration.

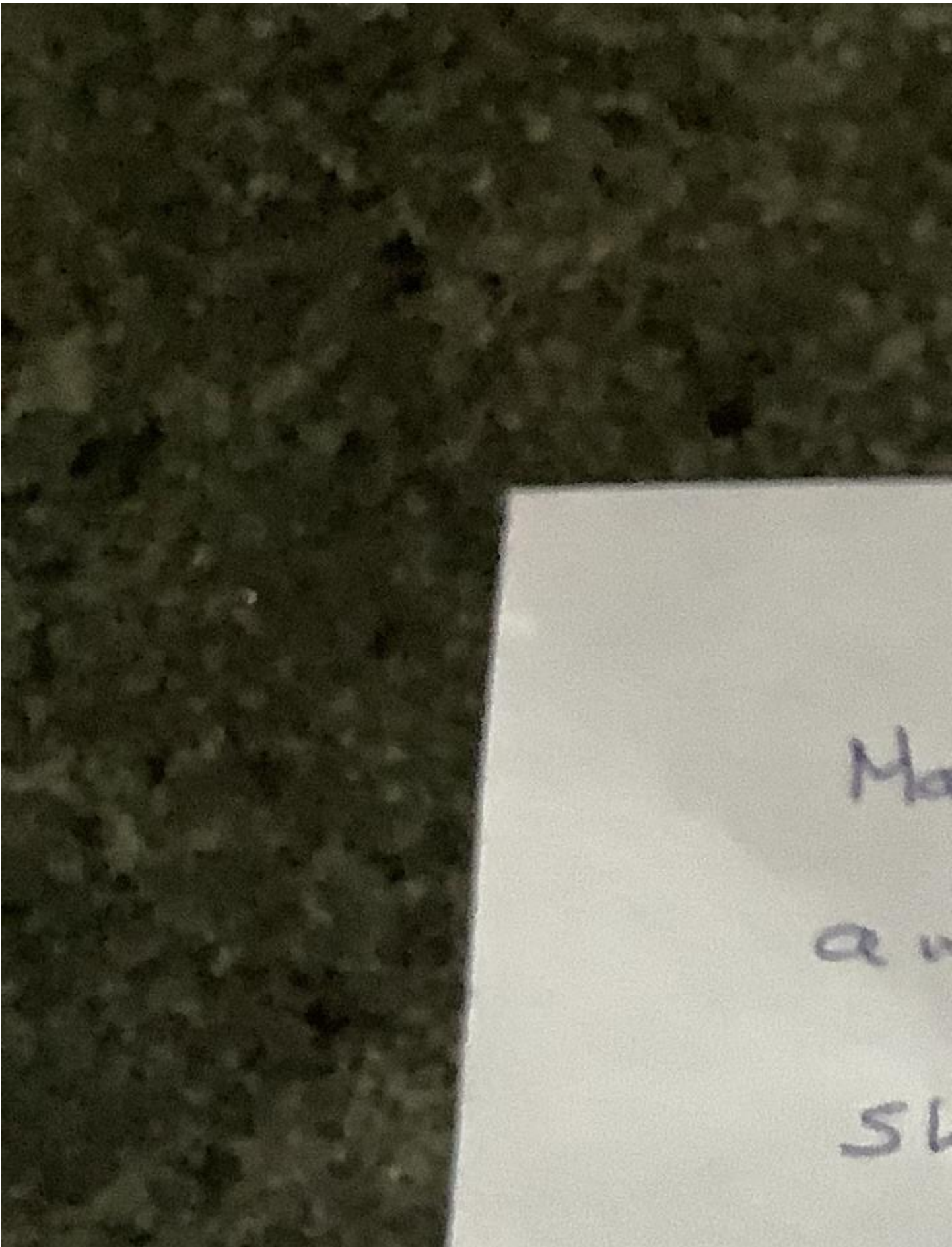
Brenda Cardinal
Comox, BC
250-792-5220

Caitlyn Learman

From: Nancy Hudgin <john_nancy@icloud.com>
Sent: Monday, January 2, 2023 2:59 PM
To: UDGA Administration
Subject: Pre-application consultation Stage

Follow Up Flag: Follow up
Flag Status: Flagged





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Sent from my iPad

Caitlyn Learman

From: di bin <dbsgardening@gmail.com>
Sent: Monday, January 2, 2023 6:04 PM
To: UDGA Administration
Subject: Proposal - 215 Port Augusta Street

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern.

This proposal is despicable - even worse than the Cameron Contracting 1700 Balmoral Avenue project, I would never buy in your building.

I moved to downtown Comox because of its geography and small town appeal.

A building of this magnitude in the heart of downtown Comox is aesthetically disgusting,

Not to mention the **extra parking demands** it will generate in an area that already has **critical parking problems**.

I urge you to reconsider your proposal.

Respectfully,

D. Binns

Caitlyn Learman

From: Sharon Parker <parker.comox@gmail.com>
Sent: Tuesday, January 3, 2023 3:39 PM
To: UDGA Administration
Subject: 215 Port August Street, Comox, BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Sharon Parker and I live in Apt #25 at 1646 Balmoral Ave, Comox, BC V9M 2N1. I view with interest the proposal for the development of property at 215 Augusta Street in Comox. As this is the first stage of the pre-application consultation I welcome the opportunity to express my concerns so that they may be considered in the design of the project. I live in this neighbourhood at the Ocean Pointe strata. I am directly affected by this development.

Height

The 6 storey building is too high for the area. It will dwarf the existing buildings of the Comox Mall. The buildings of the Mall are one story and will appear as misfit shrimps when 6 storeys tower above them and crowd them for space in the paved area.

View

I gaze at the mountains and glacier from my balcony. The 5th and 6th storeys will block my view, which is part of the reason I live in Comox and purchased my home.

Alienates the Neighbourhood

Six storeys does not fit into the neighbourhood where existing height of buildings is 3 storeys, 4 storeys and 5 storeys. Our neighbourhood is being asked to accommodate a giant colossus. The highest building in Comox at 1700 Balmoral does not obstruct anyone's view. I would be generous to tolerate 4 storeys.

Size of Project

The increased density of a 52 unit building may be a boon to Comox town area, but it may not be a boon to those who live here. We will accommodate change and additions to our community, but we object to the proposed imposition of this huge building. Those who live here embrace the concept of Comox by the Sea. We lost the marine corridor on Church Street when Comox Town Council approved an office development. Previously as we walked down Church Street we viewed our Comox Harbour and its marine development. Now we view an obstructing office building. Comox by the Sea has become Comox Fiddle Dee Dee.

A Poor Fit

I live in an apartment building across from the playground and tennis courts on Balmoral Avenue. Our building is an example of appropriate size for Comox. We have 16 apartments on 4 floors. This proposal has 52 units on 6 floors. It is a monstrous imposition on the buildings of the Comox Mall and neighbours. I object to the intrusion this building represents. It affects my quality of life and the walkability index of all who live in this area. I look to the building bylaws of our Comox Community to protect us. Surely our Comox Town Council hear our concerns and protect us from this corporate over reach.

Sharon Parker

Caitlyn Learman

From: FAS FFF <ftayless@shaw.ca>
Sent: Tuesday, January 3, 2023 6:07 PM
To: UDGA Administration
Subject: 215 Port Augusta Street, Comox BC

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Date January 3rd/23
Name: Fiona Tayless
Address: #9 1646 Balmoral Av., Comox. BC

I have written a letter, however, there is no guarantee it will arrive in time, so I decided to write an e-mail as well.

You do not provide very much information regarding this property. I am assuming that your plans are to demolish the Comox Mall to build apartments (52 in all) with street orientated retail space. With 68 underground parking stalls.

My concern is the grocery store, will it be there. It serves this end of Comox. There has been a grocery store there, in the Mall, for the last 46 years. We have lived in Comox for 46 years, and although it has changed hands over the years, it serves this end of Comox, people walk, bike and drive to the store. What is going to happen to the drug store, liquor store, doctors office and vets. If these stores go people will have to make there way to Quality Foods or Thriftys up at Crown Isle. It means people will have to drive further afield. I have a feeling that these stores will be gone because you are not allowing enough parking, for a normally run grocery store.

A few years ago the Mall was "renovated" and what a mistake they made. Hardly anybody goes down to the far end of the Mall, partly because they chopped it in half and one has to go outside to get to the other end of the Mall.

When we came to the valley in 1977 there were approx 6,000 people in Comox. Now, I believe there are approximately 15,000 people. Why would you take away a grocery store that serves a large population of Comox?

Fiona Tayless

Caitlyn Learman

From: Jane Fox <janefoxincomox@gmail.com>
Sent: Tuesday, January 3, 2023 3:38 PM
To: UDGA Administration
Cc: Jane Fox
Subject: 215 Port Augusta Street, Comox BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Gentlemen:

I am submitting my comments as invited.

Although I am pleased to see more infill buildings with living units in Comox, I do not agree with a six storey building, especially in this location. I'm pleased that you will have underground parking but a high building in that space will stick out like a sore thumb. Three stories will better suit the area and not cast so much of its shade over that part of town.

This is a traffic heavy corner with a lot of walkers, too because of the mall and all the strata and other apartments close by.

That corner of the parking lot is one of the most used; it's much handier for people with accessibility issues.

The prettiest part of that whole property is the particular corner you propose to make into a large building. Our annual Christmas tree of lights is placed there as well as flowers in spring and summer. There are benches and shade to sit under in hot weather.

I'm asking you to consider the character and ambiance of our small town in your planning of this build.

Thank you and I look forward to the next stage in the consultation.

Jane Fox
22-1646 Balmoral Avenue,
Comox BC V9M2N1

Caitlyn Learman

From: Karen MacDonald <iam.kmacdonald@icloud.com>
Sent: Tuesday, January 3, 2023 2:46 PM
To: UDGA Administration
Subject: Community consultation development proposal Port Augusta St. / Balmoral Ave Comox

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

> Good Afternoon,

>

> Thank you for the invitation to provide feedback.

>

> I would appreciate it if you would disclose the data upon which you have determined a proposal for a 2800 sq ft six story mixed use structure in the heart of Comox is appropriate.

>

> I am sure you are well aware of the current Comox building policies and framework for development. The rationale for certain limitations, restrictions, and bylaws in the frameworks is, among other strategic goals the Council defines, to ensure the integrity of the community character & prosperity of the area, while minimizing undesirable public impacts not the least of which includes impacts on the quality of life for citizens and ability to maintain Comox as a vibrant attractive community. It is also intended, I trust, to ensure sustainable community character, minimize traffic issues and costly traffic management requirements, while ensuring as a priority both public safety and proper public services.

> -----

> ****There is no need for a six story structure rising above all other buildings in the town site. Such a structure would impact the community character in a significant way blocking views, changing the horizon line, defining the downtown completely differently than it sees itself now. The impact to community character due to densification and increasing corresponding traffic also having likely negative consequences on public safety. Parking issues and congestion in residential areas are likely to be a reality.**

>

> *** Consider reducing your footprint to be within the current standards. A mixed use structure may be of benefit the the community. Such a structure does not in any way require these six stories.**

> Further, defining your proposal as mixed use to presumably obtain approval as a residential solution of some sort (a questionable pretext not yet validated with data that confirms pressing need nor an indication of a specific type of residential housing needed in Comox) in order to build higher is not supported in any information released or data provided. The providing of wholesome useful and detailed feedback is predicated on providing the specifics of a plan.

>

> ***While underground parking may be beneficial in increasing use of the footprint it will likely also increase traffic snarls and density in the downtown core. Noise levels will be seriously intensified with this proposal and this in turn will impact both quality of life and community character. I question whether the underground parking spaces identified in your plan would be adequate in relation to total daily parking at the site at ground level currently and residential parking.**

>

> *** Access and egress complications and issues have not been discussed. Data in reference to safe access / egress for vehicles and pedestrians is an absolutely critical component.**

>

> -----

> City of Comox and town Council - The rationale for development cannot and should not be solely driven by increasing tax base. It strikes that this proposal is designed with that as the primary rationale. You really must be transparent here in entirety with respect to your end goal and value proposition to Comox tax payers .

- >
- > Thank you again,
- > K MacDonald

PRE-APPLICATION CONSULTATION - STAGE 1

215 Port Augusta Street, Comox, BC

Date: Jan 3/23

Name: M. Buckham

Address: # 207-1686 Balmoral Ave
Comox BC V9M 2N1

Please submit your comments by 4 January 2023

to: Urban Design Group Architects Ltd.

email: administration@udga.com

or mail to: 810 – 675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

I am opposed to this proposal because:

- this area is already a busy traffic area; increased cars/vehicles will cause chaos for parking & street traffic
- it will destroy local ambience and overwhelmed businesses.
- it will destroy the appearance of the area by having a high rise; too high and out of place in neighbourhood.
- perhaps Comox needs a high rise but this is the wrong location.

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at December 6, 2022

JAN 03 2023

RECEIVED

PRE-APPLICATION CONSULTATION - STAGE 1

215 Port Augusta Street, Comox, BC

Date:

Name:

Address:

Please submit your comments by 4 January 2023

to: Urban Design Group Architects Ltd.

email: administration@udga.com

or mail to: 810 - 675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

While having no objection to the building of the unit I would like to make several observations. This area of Comox is very heavily used by public & private transport & pedestrians. Great attention needs to be made to the location of points of access to local shops, bus stops & pedestrian crossings. Sight lines are essential as parked vehicles tend to block long distance views of oncoming traffic to pedestrians attempting to use the crossings.

Add in the planned construction of a new sewer system along the main road linking Courtenay starting in 2023 and the ongoing construction of the new long term care facility at the old St. Joseph's Hospital + you will 3 bottle necks for any + all traffic. All this to be considered.
Pat Jackson

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at December 6, 2022


MRS P JACKSON
1710 BEAUFORT AVE
COMOX BC
V9M 1R7

2212221951

3716 U7B



Urban Design Group Architects Ltd.,
810 - 675 W. Hastings Street,
Vancouver, B.C.,
V6B 1N2

PRE-APPLICATION CONSULTATION - STAGE 1

215 Port Augusta Street, Comox, BC

Date: Jan 2/23 Name: FIONA TAYLESS Address: #9 1646 Balmoral Av Comox.

Please submit your comments by 4 January 2023
to: Urban Design Group Architects Ltd.
email: administration@udga.com
or mail to: 810 – 675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

There is not a lot of information provided, but my concern is the grocery store. Will it still be there? Along with the liquor store, drug store, vets and doctors office. My biggest concern is the grocery store. A lot of people walk to get their groceries. We have lived in this part of Comox for 46 years & there has always been a grocery store.

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at December 6, 2022

Caitlyn Learman

From: Judith Walker <jrw.greengage@shaw.ca>
Sent: Wednesday, January 4, 2023 9:02 AM
To: UDGA Administration
Subject: Community Consultation for Proposed Development - Comox Mall

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Thank you for the opportunity to comment on the proposal as outlined in the Comox Valley Record newspaper. Due to the poor timing of requesting submissions over the Christmas and New Year's holidays I don't expect you will get a significant response other than "no". However I do recognize that this is the first requirement of the developer, and there will actually be better opportunities to gather informed public input.

At this stage, there is no information on the proposal other than the height, size, parking and location, so again you will need to provide information regarding the proposed actual design, view corridors, parking reduction for the mall, solar studies, landscape plan, pedestrian entrance to the mall (this was part of a more recent complete renovation), all elevations, and drawings that are needed to explain all details of your proposal. The proposed building will require a rezoning to a Comprehensive Development Zone, and as the proposed height is a significant deviation from all of the more recent developments in the town core, it will be a controversial issue.

But the bigger issue is the complete lack of master planning for the mall property. This proposal is just one corner of the property, but what are the long term plans for the rest of the property? How does this one proposal tie into those plans? If the community understood the potential for future projects for the mall, I expect there is a better chance of support. Just adding in some commercial space and more expensive housing will not be seen as any improvement to the community.

I recognize that this is very early in the process, so I look forward to following this proposal as it proceeds in the coming months and how the public's input will be given serious consideration. Please keep me informed.

Sincerely,

Judith Walker, BCSLA
Comox, BC

Caitlyn Learman

From: Alora Griffin <alora@citywest.ca>
Sent: Wednesday, January 4, 2023 10:10 AM
To: UDGA Administration
Subject: COMOX CENTRE MALL - Proposed 6 storey mixed-use building

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I moved to Comox 3 years ago and have enjoyed the small town scale of this place.

I think your proposal for the corner of Comox Ave. and Port Augusta Street, would not be the most suitable location for a 6 storey building, as it would tower over the neighbouring 2 and 3 buildings.

Sincerely,

Alora

MAIBC Architect (Retired)

Alora S.Griffin
#201 – 1650A Comox Ave.
Comox, BC

Caitlyn Learman

From: Sharon Fisher <sharfish@gmail.com>
Sent: Wednesday, January 4, 2023 7:33 PM
To: UDGA Administration
Subject: Comox project - Port Augusta

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening,

I like the idea of midrise housing in town centre. I support densification for both the economic benefits for businesses and smaller environmental footprint. Adding to the housing supply will help ease pressure on prices. I would support this project as long as it is strata units for sale and would encourage the Town to require this via registered covenant, along with restrictions for strata owners re. short or long term rentals of their units.

Or is it a purpose built rental? Am I right that the residential units are on average 290 sq ft each? What would be the monthly rent? Is it BC Housing funded or CMHC insured? Are there income or age qualifications intended for all or some of the residential units? I support social housing, and I would need to learn more to be convinced it is the highest and best use for this high profile "town square" location.

Thank you for the opportunity to learn more.
Sharon Fisher
2016 McKenzie Ave, Comox, BC V9M 1N1
250.703.1029

Caitlyn Learman

From: Lynne Taylor <rptaylor@telusplanet.net>
Sent: Wednesday, January 4, 2023 10:12 PM
To: UDGA Administration
Subject: Proposed Development in Comox

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Whilst I understand the need for additional housing, I do not agree with your proposed development at Comox Mall. A six storey building at the corner of Port Augusta St and Comox Avenue would look totally out of place. There are no buildings that I'm aware of in that area that are that high. If it is really necessary to build on the parking lot the height should be in keeping with the rest of the area.

Lynne Taylor

Caitlyn Learman

From: Joanne McKechnie <joanne.jemwellness@gmail.com>
Sent: Wednesday, January 4, 2023 10:11 PM
To: Amy Yang; UDGA Administration
Subject: Re: Community consultation-Comox Mall

Follow Up Flag: Follow up
Flag Status: Flagged

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Amy

Thank you for your email. My hope is that all submissions of concern will be taken into consideration before more planning expenses are incurred.

This notification was published in The Comox Record at a time when many people do not take as much notice during the busy holiday season. Comox residents deserve to have ample and clear notice and opportunity for input before further expense is put into planning a 6 storey building within our community. This proposed development is of serious concern to many Comox residents due to the unprecedented height of the proposed building.

All development needs to respect the existing architecture and neighbourhood environment of our Comox community.

When the Open House occurs, is there still room for public input to influence the development plans?

Sincerely
Joanne McKechnie
1611 Noel Ave
Comox BC V9M 3K2
250 465 1201

On Wed, 4 Jan 2023 at 16:59, Amy Yang <AmyY@udga.com> wrote:

Good afternoon,

Thank you for your interest in our proposed development.

We invite you to attend our open house which will be announced and held in the new year. Our concepts and preliminary plans will be available for viewing at the open house along with a representative from the proposed development to answer any questions you may have.

We hope to see you there.

Kind regards,

Amy Yang

Administrative Assistant

T +1(604) 687-2334 Ext. 100

E amyy@udga.com



URBAN DESIGN GROUP ARCHITECTS LTD

Suite 810 - 675 W Hastings St Vancouver BC V6B 1N2

www.udga.com

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Please consider the environment before printing this e-mail.

From: Joanne McKechnie <joanne.jemwellness@gmail.com>

Sent: Saturday, December 31, 2022 4:27 PM

To: UDGA Administration <administration@udga.com>

Subject: Community consultation-Comox Mall

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

Re Proposed Development at 215 Port Augusta St (Comox Mall)

In response to the ad in the Comox Valley Record, December 14th, 2022:

As a Comox resident, I am very concerned over the 6 storey height of the building you propose to construct. We are a small town community that does not need or want high rises coming in that start changing the atmosphere and clientele of the community. I am not against reasonable density within the town of Comox. We are all aware that more housing is needed. However, there already was controversy over the building height at the 1700 Balmoral apartment complex.

A compromise was made, and now you are pushing that compromise to a higher level, most likely because according to Comox Fire Hall regulations the reach of their ladders is 6 storeys.

To fit in with the rest of the community architecture, a suitable height for the mixed-use building at 215 Port Augusta Street should be no higher than 3-4 storeys.

Including my concerns within your process is most appreciated.

Joanne McKechnie

1611 Noel Ave

Comox BC V9M 3K2

250 465 1201

joanne.jemwellness@gmail.com

January 3, 2023

To: Aaron Vornbrok/Paul Chui
Urban Design Group Architects Ltd.

Re: Proposed development at 215 Port Augusta Street
Comox, B.C.

I have read and reread this application to build on the existing parking area at 215t Port Augusta Street, Comox. As a nearby resident, living on Balmoral venue, across from the Anderton Park, I am stunned at the thought of the traffic implications if this proposal were to be built. Stunning both the type of change to be built and also the density, totally out of character of the current village type atmosphere. Our condo council has raised concerns in the past three years of the total lack of traffic enforcement in town along Balmoral and Comox Avenue.

I cannot imagine the horrible situation of demolishing the parking lot, the trucks, noise, increased traffic, then the excavation and construction to create this proposed building. Sorry, this is not more succinct---- I view this proposal as a horrid "add on" by a landowner trying to maximize what appears to be a very small piece of land.

Signed:



Doreen Allen
#20-1646 Balmoral Avenue
Comox, B.C.
V9M 2N1

Caitlyn Learman

From: Jen Groundwater <jen@jengroundwater.com>
Sent: Thursday, January 5, 2023 12:02 PM
To: UDGA Administration
Subject: Community consultation re Comox Mall

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the UDGA team,

I'm a day late in submitting this, but hope you will add my comments to the others that were submitted on time.

The newspaper ad gave very little information about the proposed changes to the Comox Mall, other than the proposal is for six storeys, street-orientated retail space, 52 residential units, and underground parking.

For many reasons, I'm in favour of increasing densification in the centre of Comox, and I think this is a great place to put new AFFORDABLE residential units.

I am very strongly against more high-end luxury condo units, however. I'm sure you're aware there is a desperate need for affordable housing in the Valley, and it's imperative that new builds offer truly affordable units (whether rental or for purchase) for people who don't earn high wages, especially families.

I'd like to see three- or even four-bedroom options that are well built and spacious, with good soundproofing and ideally a patio/balcony for each unit. The entire project should be built as sustainably as possible.

Many of your previous developments and buildings look very functional, and this should be the first priority, but it would be wonderful to have an attractive exterior, since this will building will dominate the Comox skyline for some time.

Also – each unit should have access to plenty of secure storage space for bikes, etc.

I hope the plans involve indoor and outdoor gathering spaces for residents to enjoy. This should include green space and a play area outside as well as a communal area for parties/meetings, craft circles/book clubs, or even indoor play on rainy days (a godsend to parents of young children). These third places are important to creating a sense of community. I realize that the retail space would probably include a café or something, but this third space should be part of the building itself, for the benefit of residents.

Whatever you do, please don't build more luxury properties! This project could be a great addition to our downtown and provide homes for Comox residents who really need them. I believe you have an obligation to consider the long-term needs of the community in order to create something, sustainable, functional, and lovely.

Jen

[Jen Groundwater \(she/they\)](#)
Text or call 403.688.2784



I am grateful to be living in the unceded territory of the K'ómoks, traditional home to the Pentlatch, Eiksan (eye-ick-sun), Sasitla (sa-seet-la), and Sathloot (sath-loot) peoples.

Be kind whenever possible. It is always possible - Tenzin Gyatso, 14th Dalai Lama

JAN 25 2023

RECEIVED

PRE-APPLICATION CONSULTATION - STAGE 1

215 Port Augusta Street, Comox, BC

Date: Jan 21st

Name: Delva Colbeck

Address: #205 1705 Comox Ave

Please submit your comments by 4 January 2023

to: Urban Design Group Architects Ltd.

email: administration@udga.com

or mail to: 810 - 675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading.

Please provide your comments here and feel free to add additional pages if necessary:

Sorry about the late response, I put this aside until after Christmas. My initial response was NO to the height. I carefully chose my words taking into account the height of everything around me. I understand the City has changed the height by-law but I think you will find a hard push back from the residents of Comox. The beauty of the downtown core are the views of the mountains. I would accept four stories, with a flat roof. Could the location not be on the other side by the entrance to the park and Berrick House. Is the developer planning to offer affordable condos to young people or are we looking at 1000 sq feet for \$600,000 - \$700,000, out of range for most. I am assuming profits are at the forefront of this endeavour and not the improvement of the downtown core. I will oppose anything over 4 stories. Yours Sincerely

Delva Colbeck

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at December 6, 2022

NB I won't be in town on March 9/23 for the Open House so I am mailing this.

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: Feb 19/23

Name: Terry Folks

Address: 201-1705 Comox Avenue
Comox, BC
V9M 3M1

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

There is a beautiful old tree facing West - the Golf course - on this particular property. Can it be saved please. I didn't really want to start a petition to save this particular tree, but you could do the right thing and let people know you plan to save it.

Preventing a Petition!
DF



All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: Feb 17/23 Name: Gregg Hart Address: 190 Port Augusta

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

Rejuvenation, vibrancy, just what downtown Comox needs. This is a great location for a high end residence condo. Beneficial to the downtown merchants.
Highest and best use of this property.
Fast track this through!

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: 02/17/23 Name: Chris Rybski Address: 1 - 215 Port Augusta St.

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

Increased density is good. * Please ensure ample parking to account for building residents, workers, and customers*
65 underground parking stalls seems insufficient for 52 residential units + retail space. Please plan for additional parking.

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

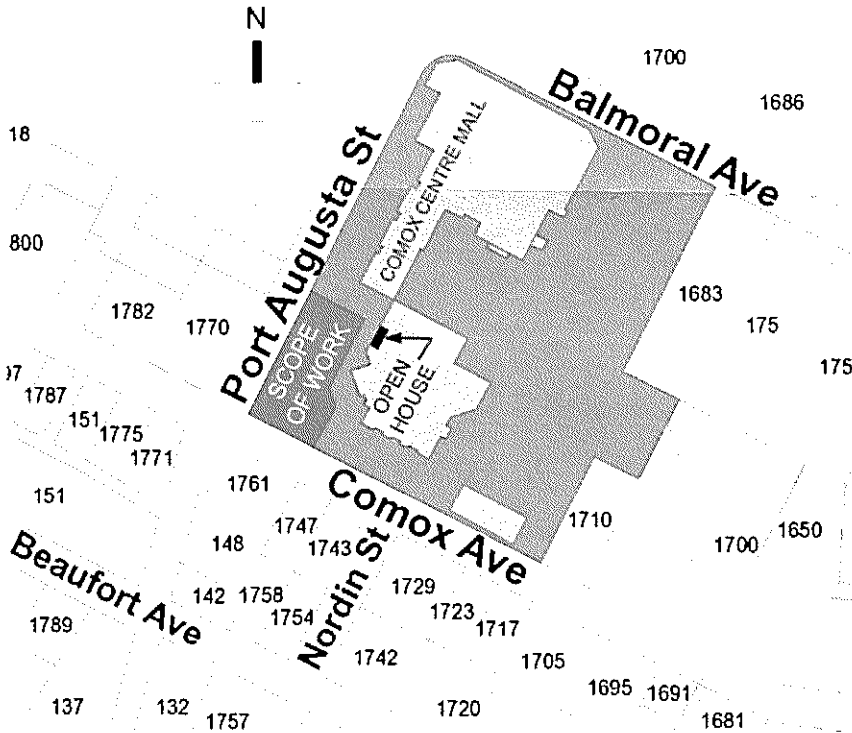
PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

To the Resident or Commercial Space Occupant,

Comox Centre Mall Ltd. or Assignee, the owner of 215 Port Augusta Street, Comox, BC wishes to develop this property. The Town of Comox requires the developer to consult with the neighbourhood before submitting plans for a development application to the Town.

CONSULTATION CONTACT:



Name:

Att: Aaron Vornbrock / Paul Chiu
Urban Design Group Architects Ltd.

Mailing Address:

810-675 W Hastings Street
Vancouver, BC
V6B 1N2

Phone Number:

604-687-2334

E-mail:

administration@udga.com

As the owner of 215 Port Augusta Street, Comox, BC shown shaded in the map above, we wish to know what impact our proposal may have in this neighbourhood. The purpose of this consultation is to receive your comments in order to consider them in the design of the project.

Currently, this parcel is the Comox Centre Mall and the scope of work shown on the map above is comprised of surface parking for the Mall. The development proposal is for a 6 storey mixed-use building, with approximately 2,800 SF of street orientated retail space, 65 underground parking stalls and 52 residential units.

This is the second stage of the pre-application consultation. At the Open House we will report back responding to any public comments we received during stage one and addressing them in the design of the proposed development. We look forward to sharing the information with you about our proposal.

OPEN HOUSE INVITATION

9 March 2023

Comox Centre Mall (South Mall)
215 Port Augusta Street
COMOX

from
4 : 00 PM
to
7 : 00 PM

as at February 8, 2023

Caitlyn Learman

From: dawn stranberg <dstranberg@shaw.ca>
Sent: Wednesday, February 22, 2023 7:52 PM
To: UDGA Administration
Subject: 215 Port Augusta Street, Comox, B.C.

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

I am adamantly opposed to a six story building on this site. Any building should be restricted to three stories or a maximum of four to include any underground parking or roof structures. This area of Comox is very special with the ocean and mountains as a backdrop with the Comox Glacier as the crowning jewel. The trees, flower planters, lights and a sprinkle of heritage buildings add to the ambience. Additional retail with boutique shops, more options for restaurants, farmer's market style stores, deli's, etc. would be desirable in keeping with a vibrant but yet quaint, walkable area drawing visitors from other areas to come to shop, eat, play and browse. Tall buildings do not fit and a restriction from Church Street to Stewart and down towards the ocean should be three stories maximum. The parking along Comox Ave is already sparse and the Comox Mall parking lot is well used. If any building was to go on the Comox mall site why is the area in front of Berwick and beside Stevenson Place not being proposed as that area is the least used area of the parking lot and would be in close proximity to other multi unit residences. I am sure that more retail could also be added to the part of the already existing mall that seems empty most of the time with the exception of a soup and sandwich café

Sincerely, Dawn Stranberg
1518 Bryant Place
Comox, B.C.

Caitlyn Learman

From: Vivian Schau <vivian.schau@gmail.com>
Sent: Wednesday, February 22, 2023 7:13 PM
To: UDGA Administration
Subject: 215 Port Augusta Street, Comox BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Urban Design Group,

Re: 215 Port Augusta Street, Comox BC

Comment 1

The proposed development has 65 parking stalls for 52 residential units, up to 13 of which are visitor parking. We live in a multifamily building on Balmoral Ave and street parking is a perpetual problem as each unit only has one stall. The Town maintains that the two hour limit is required for the street parking along the downtown core area so that is not an option for residents with more than one vehicle. What is your plan to address this issue/further compound to the existing parking issues?

Comment 2

What type of residences is this building earmarked for? I.e. all ages, 55+? With the recent changes at the provincial level, there has been a push for all ages buildings to convert to a 55+ building and discriminate against those younger than 55. While this is legally allowed under current laws, it is a disgusting loophole, especially in light of the current housing crisis. What can you do to ensure this does not happen after the building ownership and management is transfer to strata management?

Vivian and Cory Schau
306 - 1700 Balmoral Ave, Comox BC V9M 2N1

Caitlyn Learman

From: Leonard Bobroff <len.san@telus.net>
Sent: Wednesday, February 22, 2023 5:46 PM
To: UDGA Administration
Subject: re 215 Port Augusta

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

any info currently available about the proposed residential units?

Len Bobroff

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date:

Feb. 28/23

Name:

Sonja VanPickle

Address:

15-1646 Balmoral Ave.
Comox BC V9M2N1

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023
via email administration@udga.com
or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

I am totally not in favour of a 6 storey building in the heart of downtown Comox!
More Retail is OK if you can find businesses to occupy space.
Present retail in downtown Comox is struggling as it is -
The town certainly doesn't need more cafes, restaurants, dentists etc -

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

Caitlyn Learman

From: Comox Chats <comoxchats@gmail.com>
Sent: Friday, March 3, 2023 12:03 PM
To: UDGA Administration
Cc: jkerr@comox.ca
Subject: 215 Port Augusta - Community Engagement - Open House information?

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Aaron,

Appreciate your call back last week. Understand from the message you left, that no presentation items of this newest version of the proposed plan are available till the Open House next week.

So.. *Can you direct me then to where the Open House is being advertised online?*

I would like to share it to ensure there is a good representation of all age groups to attend.

As you know, much of the younger generation are only on social media and this is a common way now for community consultation to happen, particularly those projects that are wanting a fruitful conversation with locals.

And.. was at the Mall yesterday and did not notice any notification signs on the doors or even posted on the mall's bulletin board about the Open House.

With so many different members of the community who use the mall, with such easy access to the public (unlike most applications), I was expecting with that the mall would be used to ensure the community is well informed.

I am sure you recognize that this is a milestone proposal for our downtown and it has been in the works for sometime.

So perhaps they will go up in the next couple of days?

Have a great weekend!

Kindly,
Vivian Dean

p.s. am also including local councilor Jonathan Kerr here. he is a master at community engagement and knows how key it is to ensuring people are well informed and given opportunities to share their views.

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: Feb. 28/23 Name: Sonja VanPickle Address: 15-1646 Balmoral Ave
Comox BC V9M2N1

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

Am totally not in favour of a 6 storey building in the heart of downtown Comox!
More Retail is OK if you can find businesses to occupy space.
Present retail in downtown Comox is struggling as it is -
The town certainly doesn't need more cafes, restaurants, dentists etc -

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

Caitlyn Learman

From: Danielle <danielleshepherd@shaw.ca>
Sent: Monday, March 6, 2023 4:11 PM
To: UDGA Administration
Subject: Proposed development in Comox,B.C.

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sirs,

As a home owner in the core of downtown Comox, I would like to voice my views on this development I'm sorry I can't be at your open house to view the proposal in person. But, I feel that a 6 story building is really out of character with a seaside town. There are no other buildings within downtown Comox or even Courteney that high and I truly think maybe you should rethink the design.

Yes, that particular corner is in terrible need of something. If we want to support small businesses and bring in the tourist which we seem to lose every year to Insurances, Medical etc taking over retail spaces, and definitely what a tourist would like to see, then developers should consider who is going into a high-rise. We have already lost a lot of small stores and don't need to lose more.

Thank you for at least ready my comment and I look forward to hearing what the outcome will be.

Sincerely
D.A.Shepherd

Caitlyn Learman

From: DEE FONTAINE <deefontaine@shaw.ca>
Sent: Tuesday, March 7, 2023 10:06 AM
To: UDGA Administration
Subject: 6 Storey development

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Aaron

I am away Thursday so I'd like to express my thoughts on the proposed building.

My first reaction is that it would dominate the town negatively and that 3 or 4 stories would be enough. Then I took a good look at the Berwick with the early part being 4 stories with the fourth floor set back and broken up into two glassed areas which looks fine. The addition is 5 stories set at an angle which makes it less dominating. So now I feel that if the new building followed similar Elevations ie. 4 at front facing Comox and the corner of Port Augusta and maybe 5 floors facing the golf course and Balmoral that it would be acceptable.

Thank you for your time.

Dee Fontaine

Sent from my iPhone

Caitlyn Learman

From: Dylan Thiessen <dylan.thiessen@hotmail.com>
Sent: Tuesday, March 7, 2023 3:04 PM
To: UDGA Administration
Subject: 215 Port Augusta Proposal

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Aaron & Paul,

I'm hoping to attend your open house tonight but am not sure if I'll be able to so wanted to send this out just in case. I'm very much in favour of increased density within the Comox Valley, particularly when it is proposed location is centrally located. I do implore you to consider the market within which you are proposing this project and do whatever is within your power to keep costs lower, and to include at least some of the units as rentals (I'm not sure if these are all purpose-built rentals or for individual ownership), but am generally very supportive of the project.

Many thanks,
Dylan Thiessen

Caitlyn Learman

From: John Ingram <johningram11@gmail.com>
Sent: Tuesday, March 7, 2023 11:31 AM
To: UDGA Administration
Subject: Comox Development

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Aaron,
Well done on your 'concerned citizen' postcard. It is indeed an important issue for all residents.
Thank you.
John Ingram
1595 Comox Ave.
Sent from my iPad

Caitlyn Learman

From: Terrance Chenard <terrance.chenard@gmail.com>
Sent: Tuesday, March 7, 2023 10:38 AM
To: UDGA Administration
Cc: council@comox.ca
Subject: Proposal 215 Port Augusta

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Terrance & Sarah Chenard
1609 Cypress Ave
204-296-4369

Good day,
cc: Comox Town Council (For Information)

In regards to the redevelopment proposal of 215 Port Augusta I have a number of concerns. The feel of the neighborhood is currently 2/3 story buildings and having a building double this size (at six stories) would completely change the nature and feel of the neighborhood.

Traffic on Comox Ave is already congested and the 4-way stop on Comox and Port Augusta would require redevelopment to control traffic flow. The increased units in this development would adversely affect current infrastructure in the Town of Comox. Who would pay for this redevelopment? The Town of Comox already has a stretched budget and this is a burden that should not be on the local taxpayer.

What portion of the development is allocated to affordable housing? if none, then will the units be sold below market value? This proposal has the optics of a boutique build that will not offer much to young families or the current unhoused population.

This development is also in the vicinity of the approach to Runway 31 at the Comox Airfield (CYQQ) and at 6 stories has real possibility to act as a hazard to aviation under the federal aeronautic act and will require separate approval.

The footprint of this redevelopment should be reduced to 2-3 stories to fit the character and style of the neighborhood. Approval of this development in the current state would set a precedent that would force the Town of Comox to lose its look and feel, a look and feel that can never be restored. I urge the developer to reconsider their proposal.

Please feel free contact me if you require any amplification of my feedback.

Regards,

Terrance Chenard

Caitlyn Learman

From: claire.donovan <merryfish@shaw.ca>
Sent: Tuesday, March 7, 2023 9:16 PM
To: UDGA Administration
Subject: 215 Port Augusta

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I cannot attend the open house on Thursday. Please send info. about the development so I can send my comments,

thanks

Claire Donovan

Caitlyn Learman

From: John North <johnrnorthca@shaw.ca>
Sent: Thursday, March 9, 2023 5:38 PM
To: UDGA Administration
Subject: 215 Port Augusta Street, Comox, BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for creating the Open House today concerning the proposed 6 storey development at the SW corner of the Comox Mall.

I am delighted that such a development is being proposed and am strongly in favour of it.

In my view, it is extremely important to create more living spaces in the centre of Comox – Very much better than continuing to take over potential farmland, forest and other spaces outside the urban area, which we should be re-wilding rather than covering in buildings. I have no concerns about the building being 6 stories tall – while this will certainly have an impact on the appearance of our downtown area, I do not regard that as a bad thing and it will – in due course – lead to the replacement of old buildings in that part of town with taller buildings – adding further to the number of people living there.

While I do have some concern about the loss of the parking area on that side of the Mall, I hope that the proposed underground parking will more than compensate for that loss.

Yours sincerely

Dr. John R. North
1685 Beaufort Avenue.
Comox. BC V9M 1R8
778 585 9044
JohnRNorthca@shaw.ca

Caitlyn Learman

From: Lois North <loisnorthincomox@gmail.com>
Sent: Thursday, March 9, 2023 6:23 PM
To: UDGA Administration
Subject: 315 Port Augusta Street, Comox, BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I hope that the project will be approved because it will be a wonderful addition to our town of Comox. I love it!
Lois

Lois North
1685 Beaufort Ave, Comox, BC
V9M 1R8

Caitlyn Learman

From: James Godwin <jplgodwin@gmail.com>
Sent: Thursday, March 9, 2023 8:20 PM
To: UDGA Administration
Subject: Consultation Comments: Proposed Development on Comox Avenue

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Thank you for the informative open house today, it was great to see the team and the proposed concept for this exciting part of Comox. I've attached some thoughts below that I hope are helpful:

- The corner of Port Augusta and Comox Avenue is the 'heart' of our main street, and the current corner plaza plays a big role in the community
- I appreciate the tight site you are working with has forced a lot of compromises (the frontage to Port Augusta is narrow and has a big blank wall, the tight frontage to Comox Avenue reduces public space in this key area, a narrow half-above ground parkade with two entries)
- My concern is this is a prime site in town, and without a proper understanding of the larger mall's ultimate plans, or the renewal plan for Comox Avenue's main street, this development will force a lot of decisions that set a pattern before that pattern is properly understood (eg. what is the proper streetwall setback from Comox Avenue to set for the future remainder of the street)
- My request would be that the mall site needs a larger schematic master plan developed before this work commences, as well as a proper plan by the Town for Comox Avenue
- If housing and development is required to start sooner, perhaps a better first phase location is in the NE corner of the mall site (the parking across from the Independent) where a more unencumbered first phase can commence

This would allow the Town of Comox to properly study their plans for downtown, and preserve the prime corner open space until a time development can offer a public open space of equal value.

Best regards,
James Godwin

Caitlyn Learman

From: Claire O'Meara <claire.om@gmx.com>
Sent: Thursday, March 9, 2023 8:12 PM
To: UDGA Administration
Subject: Proposed Development at 215 Port Augusta

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Evening,

Thank you for hosting the open house this evening. I'm sorry I was not able to chat to you but I would like to write some of my comments below.

And just to introduce myself, I am an Urban and Environmental Planning consultant who has lived in Comox for the last 4 years. I have a vested interest in the community and feel that development will boost the downtown both economically and aesthetically.

From what I was told the development is being proposed by the owner of the Port Augusta Mall. Do they have a masterplan for the site? What is their vision and objective with this proposed building?

The positives, infill development is amazing. So happy to see it being proposed overtop of the parking lot. I'm sure it boasts incredible views of the Marina and waterfront. More retail space downtown is exactly what we need!

The negatives, not enough setbacks. Far too much dead space behind and beside the building (towards the Mall). Not enough public space/amenities along Comox Ave.

There is a huge need for commercial/residential development in Comox. I am in support of development as long as it aligns with the overall downtown vision and aesthetic. Unfortunately, this specific building does not fit the current aesthetic of the downtown in my opinion.

Again, from comments heard at the open house, it seems people are concerned about the height of this building. What concerns me is the lack of amenities/public space along Comox Ave. The pictures showed a little extra width in the sidewalk with a few benches and trees but nothing that adequately serves that specific corner. This specific area is where we meet for many public events such as the Christmas tree lighting, the Remembrance Day parade, Comox Days, Halloween and a few summer market days (to name a few). The corner (at Comox Ave and Port Augusta St) is where they often set up activities because it is the only part of the sidewalk where there is some seating and a little extra space. People often sit and relax under the wisteria vines. I feel that this is one of the most important corners in downtown area and the proposed development has an opportunity to provide some much needed public space, and landscape design if we really want to revitalize part of the downtown.

Development is such an incredible opportunity to help the Town of Comox revitalize and enhance their existing amenities.

I don't understand all of the limitations but with my background I am aware that there are some spatial constraints for this development to be setback much more than it is. But I do feel some serious consideration should be given to the space along Comox Ave and the corner of Comox Ave and Port Augusta St as it is such an important space for public events and day to day pedestrian traffic. Would a residential building of this scale make more sense in the corner by the John's Independent Grocer? Can the lower commercial level designs be enhanced with additional space for patios, courtyards and other areas for people to meet? Could there be more emphasis on landscape design and beautification of the streetscape, maybe even the space for some public art?

Thank you for taking the time to read my thoughts and comments and I look forward to hearing any updates.

with kind regards,
Claire O'Meara

Caitlyn Learman

From: Terrance Chenard <terrance.chenard@gmail.com>
Sent: Thursday, March 9, 2023 6:22 PM
To: UDGA Administration
Subject: Re: Proposal 215 Port Augusta

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I was unable to attend the meeting today. I kindly request confirmation that my feedback was received and added to the documents that will be presented to council. Subsequently, I would also request a copy of the presentation or slide deck of the presentation for review.

Regards,

Terrance Chenard

On Tue, Mar 7, 2023 at 10:38 AM Terrance Chenard <terrance.chenard@gmail.com> wrote:

Terrance & Sarah Chenard
1609 Cypress Ave
204-296-4369

Good day,
cc: Comox Town Council (For Information)

In regards to the redevelopment proposal of 215 Port Augusta I have a number of concerns. The feel of the neighborhood is currently 2/3 story buildings and having a building double this size (at six stories) would completely change the nature and feel of the neighborhood.

Traffic on Comox Ave is already congested and the 4-way stop on Comox and Port Augusta would require redevelopment to control traffic flow. The increased units in this development would adversely affect current infrastructure in the Town of Comox. Who would pay for this redevelopment? The Town of Comox already has a stretched budget and this is a burden that should not be on the local taxpayer.

What portion of the development is allocated to affordable housing? if none, then will the units be sold below market value? This proposal has the optics of a boutique build that will not offer much to young families or the current unhoused population.

This development is also in the vicinity of the approach to Runway 31 at the Comox Airfield (CYQQ) and at 6 stories has real possibility to act as a hazard to aviation under the federal aeronautic act and will require separate approval.

The footprint of this redevelopment should be reduced to 2-3 stories to fit the character and style of the neighborhood. Approval of this development in the current state would set a precedent that would force the Town of Comox to lose its look and feel, a look and feel that can never be restored. I urge the developer to reconsider their proposal.

Please feel free contact me if you require any amplification of my feedback.

Regards,

Terrance Chenard

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: March 9/23 Name: Scott Messing Address: 215 PA Street, business owner

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

* What, if any, will be the impact on businesses in the area?
* Will current/all existing services be improved - sewer/water services
* How will the impact of the project be supported by developer or Town? (Financial) / one event/attraction support?
* Will there be any interruptions of operations for current tenants?

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: MAR 9/23 Name: M. BUCKHAM Address: 1686 BALMORAL AVE
COMOX.

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023
via email administration@udga.com
or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

- traffic congestion anticipated
- Comox Ave has narrow lanes; need dedicated bike lanes
wider sidewalks, wider lanes
- like that this bldg. does not affect the mall tenants;
hopefully it will enhance the mall which is badly needed
- would like to see condos to be less upscale; seniors
often downsize from larger homes to have more money
in their pockets for travel, hobbies and the like.
- like the opportunity for input by local residents.
- do not like the height of the proposed bldg but
perhaps this is the way of the future.

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: MAR 9/23 Name: Doug BIGGS Address: 2046 Beaton
Conex
DOUGLASBIGGS1@MAC.COM

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023
via email administration@udga.com
or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

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Please provide your comments here and feel free to add additional pages if necessary:

<p>- dangerous precedent on height exemption</p> <p>- parking already taxed at this mall (plus previous council allowed under-sized parking spaces at last mall 'expansion')</p> <p>- takes away from 'town centre' feel at current intersection</p>

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: Mar 9/23 Name: Lee Bartlett

Address: 3796 Laurel Dr
Royston BC

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

This is a beautiful plan & downtown housing is really needed.

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: Mar. 9 / 23 Name: Maureen Denny Address: 1515 Balsam Ave
Comox BC V9M 2P3

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

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Please provide your comments here and feel free to add additional pages if necessary:

I think the location of these condos don't work because the height of this unit will block the views we now have going down Pt. Augusta to the Mainna - I feel the structure will seem entirely out of place on this corner - looming up!

I am also concerned about the fact that there are so many people here without a doctor, we have water shortages in the summer and our roads (17th st bridge) cannot handle increased traffic.

Development needs to slow down here. If the development goes ahead I would like to see all waste water generated in the building used to water the

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

landscaping around the building
Nov 15, 2023 RCM Agenda - Maureen Denny Page 362

SIX LEVELS OF MADNESS

To date the Town has had a restriction to 3 levels _ ??
has that changed and who approved that change. ??

- Is this a timber frame building.
- How deep a hole has to be dug for the parking garage for 65 cars etc.
- How many dump truck loads of soil will it take.
- How long will it take before they start the actual above ground structure.
- Where will these 65 cars enter and exit - to what street.

- Will the Developer fund and secure a new doctor in Comox.
- Will they provide a upper level roadway into Comox.
OR
- Do they plan to join up Buena Vista street to Balmoral ave through the golf course.

- How will they compensate the surrounding community for loss of quiet enjoyment of their town.
Dust and Noise Pollution of the air from endless trucks and machinery.

We may as well shut down the village of Comox its over and now endless 6 story developments will turn us into a sad, once happy, place.

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

MAR 9, 2023 PATRICIA FORRESTER #205-1700 BALMORAL

Date:

Name:

Address:

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023
via email administration@udga.com
or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

I REQUEST THE PROPOSED BUILDING BE NO HIGHER THAN THE ROOFTOP OF JOHN'S INDEPENDENT GROCERS.

Forrester

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date:

Name:

Address:

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023
via email administration@udga.com
or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

I BELIEVE THE TOWN OF COMOX NEEDS
AN OVERALL LONG TERM PLAN.
IN THIS CASE WE ONE BUILDING IS BEING
PROPOSED. IN THE LONG TERM WILL OTHER
CURRENT BUILDINGS BE DEMOLISHED AND
REPLACED BY SIMILAR CONDOS? THIS
COULD LEAD TO MAJOR TRAFFIC PROBLEMS.
THIS CURRENT PROPOSAL IS ALREADY
GOING TO BE AN ISSUE AS IT IS BEING
PROPOSED FOR ONE QUADRANT OF
THE LAND AT THE BUSIEST CORNER
IN THE TOWN.
<i>EW Harkin P. Eng.</i>
1942 TAYLOR AVE.

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: MARCH 9 2023 Name: STARON NEVILLE Address: GLACIER VIEW DR. COMOX.

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

I LOVE THIS PROPOSAL.

ADDING HOUSING + DIVERSIFICATION IS NECESSARY.

THE MALL IS NOT RESPONSIBLE FOR PROVIDING PARKING FOR THE TOWN OF COMOX.

I LOVE THE DESIGN.

THE COMMUNAL AREA IN THE FRONT ON COMOX AVE WILL CREATE A GREAT SPACE

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: MAR 9th 2023 Name: T. Leon

Address: 1517 Chinook Dr, Comox.

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

<p>Very much approve mixed-use development, especially in the heart of town. I think the height is a little higher than what the community is comfortable with but I think even 4-5 floors will be a happy medium. Appreciate the public amenities (seating, gathering spaces for community events, art, etc) Without them, it'll feel like a soulless condo building parked in the middle of our "cute little town" not contributing to its vibrancy. Best of luck in finding a happy solution.</p>

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: March 9th Name: Delva Calderett Address: 628 Woodland Drive Comox

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

It is too high, this will no longer be a village, I can handle 4 stories but no more. Traffic will be terrible, parking is awful now. Aural tones did a good job of Comox Quay. We need to maintain the integrity of the downtown core. Build up on Arderton, Pritchburch but not this small stretch. Can we assure this will not be affordable housing?

Delva Calderett

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: 9 MARCH
2023

Name: SUZANNE
ALESSANDRO
BON

Address: 423 GARDENER WAY
COMOX, B.C.

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

WE ARE AGAINST SUCH A BUILDING ON THAT SPOT. IT WILL BE AN EYESORE AND NOT FIT IN WITH THE REST OF THE MAIN SHOPPING AREA. 6 STORIES ARE NOT SUITABLE IN THAT LOCATION.

THANKS

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

Caitlyn Learman

From: Pamela Edwards <pamie647@gmail.com>
Sent: Friday, March 10, 2023 10:35 AM
To: town@comox.ca
Subject: 215 Port Augusta Street, Comox, B.C.

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Council,

I attended the Open House March 9th, 2023 at Comox Centre Mall (South Mall). I viewed all the plans for this new development and I have the following feedback to submit.

I can see that these plans are well thought out and are pleasing to the eye. However, I do have some concerns that need to be addressed by the Municipal Councils in both Courtenay & Comox.

When you are wanting to densify any village, town or city in a particular area of Vancouver Island there has to be the infrastructure in place to support these new developments. I personally don't see it!

In case you the reader are not aware of what is NOT in place at this time in the Comox Valley let me enlighten you.

Currently we have 2 walk-in clinics both in the Courtenay region and one of those walk-in clinics housed above the SuperStore is about to close its doors. We have 1 Lifelab clinic to service the needs of the entire Comox Valley which is situated in the old part of Courtenay. On any given day or time this clinic is over-run with patients needing blood work, ECG's etc. There is another Lab situated in the new Hospital located in Courtenay but the wait times are significant with often patients waiting more than several hours or longer. Lab technicians are leaving their jobs due to very poor pay from V.I.H.A. and a shortage of qualified Lab technicians who are overworked. This same scenario is happening at our hospital with dire shortages of Nurses, Doctors and other necessary personnel in the various departments.

If you happen to purchase a new condo or home here having moved from another location or already reside here there is a very long wait-list in acquiring a family doctor or Nurse Practitioner. I know as we have been waiting over a year for acquiring a new physician.

For several summers like the one we experienced last year brought a long drought in the Comox Valley with most of our rivers drying up and our Comox Lake dropping well below the level of supplying drinking water to all the residents in this Valley. Fortunately, although it came close we still had some water. Increasing population densification can easily increase the chances of our precious water supplies drying up sooner than before.

On any given day when needing to travel from Comox across either bridges into Courtenay whether that be for shopping, a medical appointment or other; one can experience traffic jams with the steady increases in population that has descended upon this region over the past several years as well in other parts of Vancouver Island.

I think I have outlined some of the reasons that I am not in support of more density not only in my own community of Comox but on Vancouver Island UNTIL such time we have the vision and the foresight to have in place the necessary infrastructures to support densifying these communities.

It's very easy to build and they will come BUT it's not easy to support and provide for those who do!

Kind Regards,

Pamela Edwards
#102 - 1700 Balmoral Ave., Comox, B.C. V9M 2N1

Caitlyn Learman

From: Carl Graves <bgrave@telus.net>
Sent: Friday, March 10, 2023 2:05 PM
To: UDGA Administration
Subject: Comments of 215 Port Augusta St. Comox, BC proposed development

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I attended the open house for the above proposed development in Comox at the site of the existing downtown mall. I was able to review the drawings and speak with some of the realtors involved along with the owner, David. I am a long time resident of Comox and live within walking distance of the mall, which serves as a great hub for urban living in a small town. I raised a family in this community and I am recently retired. Like many residents, I have concerns about balancing a small town with reasonable growth to keep the community thriving.

I understand that the site is probably only available portion of the mall area. However, my main criticism is the size and actual placement. I am unsure of the height limits but 6 stories seems excessive for the local geography and buildings. Five stories would seem so much less imposing. Furthermore, the building would sit almost directly on the sidewalk, and even with sidewalk widening would remain imposing for pedestrians. I note that it also results in the removal of the present sitting area with a lovely semicircular natural awning of a wisteria. Presently, it serves as a pleasant area to congregate in a sunny spot in the heart of Comox. So in summary, the building should be limited to 5 stories and have a more robust set back off the sidewalk.

I also understand that there will be no affordable housing units in the plans. This is truly unfortunate and surely there are opportunities for private public partnerships with funding from local, provincial or federal agencies that have the duty to provide for the housing crisis facing lower economic groups.

I also hope that in the era of climate crisis, that the building be much greener than planned. Examples include solar panels for alternate energy source, prohibition of gas installation for heating as there are much greener solutions, and the provision of EV charging that will be suitable for the future growth of this mode of transportation.

I hope that this feedback is of help and can be incorporated into what will be a major change for the heart of Comox.

With Thanks,

Carl Graves

Caitlyn Learman

From: Patti Willis <pattiwillis2020@gmail.com>
Sent: Friday, March 10, 2023 7:32 PM
To: UDGA Administration
Subject: Comox Development

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello - I do not live in Comox, though my family does. I do part-time work, use medical services and shop in Comox.

I was unable to attend the information open house; however, I have a few questions:

1. Is there a website that provides information about the development?
2. Does the residential component of the development accommodate some % of affordable rental opportunities (that is, below market value)?
3. I have some concern about the precedent a 6-story building may have for other potential development along Comox Avenue and the risk of losing the modest, accessible scale, and welcoming feel of Comox.
4. Does the development include some "green space" and/or public space at the corner? Having travelled widely, towns with public space (be it public squares, public gardens, etc) are the most human and inviting. The corner at which this development is planned is the key corner in the town.

Many thanks,

Patti Willis

Caitlyn Learman

From: Sharon Daly <ocean_breeze@shaw.ca>
Sent: Friday, March 10, 2023 8:19 PM
To: UDGA Administration
Subject: Proposed 6 Story Building

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Caitlyn Learman

From: Jani Martinius <janimartinius@googlemail.com>
Sent: Friday, March 10, 2023 1:48 AM
To: UDGA Administration
Subject: Proposed development at 215 Port Augusta in Comox

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir/Madam,

I am writing to express my concerns regarding the proposed development at 215 Port Augusta in Comox. As a resident of this town, I believe it is essential to voice our opinions regarding the development of our community.

Our downtown core is charming because of its lower rise buildings, which are also set back from the road. These features contribute to the unique character of our town and create an attractive atmosphere for visitors and residents alike. However, I am deeply concerned that the proposed six-story building will not suit the style and charm of our town. It will be out of place and stand out for all the wrong reasons.

Furthermore, mass residential development shouldn't occur right in Comox. Our town does not have roads or bridges big enough to accommodate the additional traffic that such a building would bring. I am concerned that this development would create congestion and traffic problems that could have a negative impact on the quality of life for the residents of our town.

This is the kind of building that destroys the town's specialness. We do not want to become just another generic town with tall buildings and busy streets. We value our small-town charm and want to maintain it for future generations.

In conclusion, I urge you to reconsider the proposed development at 215 Port Augusta. I strongly believe that this project is not in the best interest of our town, and I urge you to listen to the concerns of the community.

Thank you for your time and consideration.

Sincerely,

Jani Martinius

--

Jani Martinius (She/Her)

Certified Martha Beck Wayfinder Life Coach & Red Seal Carpenter

www.janimartinius.com

778-239-2751



** I am grateful to live, work and play on the unceded lands of the K'omoks First Nation. You can learn more about the K'omoks First Nation [here](#) **

Caitlyn Learman

From: Helen Boyd <gatewaycounsel@gmail.com>
Sent: Sunday, March 12, 2023 2:06 PM
To: UDGA Administration
Subject: 215 Port Augusta Street, Comox BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the opportunity to provide feedback regarding the proposed building at 215 Port Augusta, Comox.

I am a resident who lives in proximity to the downtown core. I embrace the idea of multiple housing units on Comox Avenue. The need for Affordable Housing is undoubtedly a top priority for the Town of Comox. It is laudable that a donation to the Affordable Housing fund of the Town is planned, however, a mix-blend of housing allowing for at least 10% of the units to be for individuals of lower incomes would help build more equitable diversity in Comox. Perhaps, the planned penthouse suite that will occupy the 6th floor and likely to house only 1 family could instead be planned to use this additional space for more affordable housing units in the building.

In many municipalities in BC, some initiatives seek to stop the installation of gas in new buildings because of the powerful GHG emissions caused by the combustion of this fossil fuel which contributes to the worsening of the climate crisis. This is the case for the City of Victoria starting in 2025. Rather than locking a building into another 50 years or more of gas, it would be preferable to aim for an all-electric building with electric heat pumps that provide both necessary heat in winter and cooling in our ever-increasingly hot summers.

Furthermore, medical evidence points to gas stoves causing indoor pollution which exacerbates asthma attacks in young children. The use of electric or induction stoves is therefore preferable for health reasons. People can also enjoy the pleasure of electric fireplaces rather than gas.

It was wonderful to hear at the open house on March 9th that the proposed building has the possibility for EV chargers, hopefully, these will be in sufficient numbers. Bike racks in front of your building on Comox Avenue would also encourage active transportation.

In summary, I am in support of this housing proposal IF the project is revised to consider implementing climate-friendly solutions as mentioned, affordable housing strategies and sufficient set back from the sidewalk.

Thank you,

Helen Boyd

1. No Gas in new buildings: <https://vancouver.sun.com/business/real-estate/by-2025-new-victoria-buildings-cant-use-natural-gas-or-other-fossil-fuels-council-decides>
2. Gas Stove Air Pollution: <https://www.cbc.ca/news/science/gas-stoves-air-pollution-1.6394514>

Caitlyn Learman

From: Terrance Chenard <terrance.chenard@gmail.com>
Sent: Sunday, March 12, 2023 8:45 PM
To: Caitlyn Learman; UDGA Administration
Subject: Re: Proposal 215 Port Augusta

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Thank you for your response. Unfortunately, as my previous email stated I was unable to attend the information session and was making a request for a copy of the information presented at the session.

I also requested confirmation that my feedback on reference development (also quoted in this email chain) was received.

I am looking forward to read the proposed development information,

Terrance Chenard

On Fri, Mar 10, 2023 at 3:04 PM Caitlyn Learman <CaitlynL@udga.com> wrote:

Hi Terrance,

Thank you for attending our open house and for your continued interest in our exciting project. Our team has been working very closely with The Town of Comox planning department to ensure the proper protocol, notice, etc.. is being followed for the pre-application phase of this development. We hope that the open house showcased our design and that the representatives were able to answer all of your questions.

Regards,

Caitlyn Learman

Administrative Assistant

T [+1\(604\) 687-2334](tel:+1(604)687-2334) Ext 100

E caitlynl@udga.com



URBAN DESIGN GROUP ARCHITECTS LTD

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Please consider the environment before printing this e-mail.

From: Terrance Chenard <terrance.chenard@gmail.com>
Sent: Thursday, March 9, 2023 6:22 PM
To: UDGA Administration <administration@udga.com>
Subject: Re: Proposal 215 Port Augusta

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I was unable to attend the meeting today. I kindly request confirmation that my feedback was received and added to the documents that will be presented to council. Subsequently, I would also request a copy of the presentation or slide deck of the presentation for review.

Regards,

Terrance Chenard

On Tue, Mar 7, 2023 at 10:38 AM Terrance Chenard <terrance.chenard@gmail.com> wrote:

Terrance & Sarah Chenard

1609 Cypress Ave

[204-296-4369](tel:204-296-4369)

Good day,

cc: Comox Town Council (For Information)

In regards to the redevelopment proposal of 215 Port Augusta I have a number of concerns. The feel of the neighborhood is currently 2/3 story buildings and having a building double this size (at six stories) would completely change the nature and feel of the neighborhood.

Traffic on Comox Ave is already congested and the 4-way stop on Comox and Port Augusta would require redevelopment to control traffic flow. The increased units in this development would adversely affect current infrastructure in the Town of Comox. Who would pay for this redevelopment? The Town of Comox already has a stretched budget and this is a burden that should not be on the local taxpayer.

What portion of the development is allocated to affordable housing? if none, then will the units be sold below market value? This proposal has the optics of a boutique build that will not offer much to young families or the current unhoused population.

This development is also in the vicinity of the approach to Runway 31 at the Comox Airfield (CYQQ) and at 6 stories has real possibility to act as a hazard to aviation under the federal aeronautic act and will require separate approval.

The footprint of this redevelopment should be reduced to 2-3 stories to fit the character and style of the neighborhood. Approval of this development in the current state would set a precedent that would force the Town of Comox to lose its look and feel, a look and feel that can never be restored. I urge the developer to reconsider their proposal.

Please feel free contact me if you require any amplification of my feedback.

Regards,

Terrance Chenard

Caitlyn Learman

From: Jay Van Oostdam <jvanoostdam@yahoo.com>
Sent: Tuesday, March 14, 2023 12:19 PM
To: UDGA Administration
Cc: Jonathan Kerr; Nicole Minions; Jenn Meilleur
Subject: Development Proposal – “215 Port Augusta St, Comox, BC”

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Urban Design Group Architects Ltd.

e-mail – administration@udga.com

Re: Development Proposal – “215 Port Augusta St, Comox, BC”

We are writing about the development proposed for the corner of Comox Ave and Port Augusta St. The six story building is too big to be squeezed into the parking lot of the Comox Mall. It is too close to the street and will leave no space between it and the street. It will seem almost like it is hanging out over the street. Other buildings of this size such as Berwick retirement home are set back significantly from the street with trees and front gardens. If the proponents feel they cannot leave green space in front of the street they should be restricted to 2-3 floors as most of the other buildings that are situated immediately adjacent to the street.

The heat island effect of more buildings and pavement coming to Comox is a concern. A Green roof with living plants can be used by the residents (possibly growing local foods!) and contribute to less of a heat island effect of this new building. How is the building heated and cooled? Heat pumps with electric back up?? Solar cells on part of the roof??

The Comox Valley has experienced significant water shortages over the last few years and the ongoing Climate crisis will only make this problem worse. All new buildings should have water cisterns (holding many 1000s of gallons) to accumulate water during rain events and this can be used for grey water uses such as toilets and the watering of plants. Since the proponent of this project is also the owner of the Comox Mall, if this project goes ahead at a reduced scale this owner should install a large cistern from all the water that runs off the mall roof. The town of Comox should not allow the construction of any new buildings without the installation of in ground cisterns.

Sincerely

Diane and Jay Van Oostdam

1740 Linden Ave.

Comox, BC

Caitlyn Learman

From: maria Owen <daleowens711@gmail.com>
Sent: Tuesday, March 14, 2023 9:59 PM
To: UDGA Administration
Subject: Proposed 6 Storey Condo/ Business Centre Downtown Comox

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attn Council administration,

With regards to the proposed 6 storey condo/business centre, downtown Comox at the corner of Port Augusta and Comox Avenue, I am adamantly opposed.

I am employed in the mall and can't even imagine how the construction alone will set back businesses on Comox Ave and the Mall. It's already congested in that corner for parking, so once construction hits, inevitably many consumers will just go somewhere else to make their purchases, instead of trying to find a place to park. Loss of revenue will be inevitable during the construction, with no guarantees to regain that business once the project is complete.

The aesthetic and flow from Comox Ave, will be compromised as well and much less inviting as this monstrosity will overshadow this access point to the mall, removing that quaint seaside town vibe. A building of this proportion is much more conducive to outskirting areas with room for a little yard scape to buffer the magnitude of it all. It really begins to redefine what Comox truly is. No longer a sweet seaside town but a big town, pack the people in concept. There is likely room for such at least a few streets over, closer to the ocean.

This encroachment and congestion will potentially contribute to an undesirable dark back lane effect at this corner mall entrance. I see this as only a hindrance to the better interest of Comox Mall and its patrons.

Take heed and consider the voices of your constituents.

Concerned,
Maria Owen

Caitlyn Learman

From: Cathy Owens <owenscathy7@gmail.com>
Sent: Tuesday, March 14, 2023 5:59 PM
To: UDGA Administration
Cc: nminions@comox.ca; sblacklock@comox.ca; kgrant@comox.ca; chaslett@comox.ca; jkerr@comox.ca; jmeilleur@comox.ca; mswift@comox.ca
Subject: Re: Development at Comox Mall

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

I am writing to you today with regard to the proposed **6 STOREY BUILDING** development on Comox Avenue within the parameters of the Comox Mall.

I, as well as many others, are **adamantly opposed** to the transformation of this small area into an eyesore 6 storey highrise. It seems like such a ludicrous concept incorporating such a monstrous structure in this particular space and it not impeding in the functionality of this very high traffic area, both vehicular and pedestrian.

While not wholeheartedly opposed to the idea of higher density development in the downtown area, this is an extremely large building in a very tight space, within a tight corner. **Six storey's right in the middle of downtown Comox????** A few storey's may be able to manage the space, but 6 storey's is **the developers dream** with the pot of gold sitting at the end of the rainbow. What will happen to available parking? What will happen with traffic flow, it's already a challenge on these congested streets. How long will small local downtown businesses have to suffer with the construction process, how much business will they lose? How will this appear esthetically....perhaps a new Fan Tan Alley in Comox.

As a longtime resident of Comox, I have seen the many changes made in our quaint beautiful seaside town. Most of these changes and progressions have been positive, unfortunately though, once a developers greenbacks are thrown about, the disease process of uncontrolled development begin and sadly don't stop. **End result - small town turns into over-developed big city!** Do we even have an OCP in the town of Comox anymore or any restrictions on building heights? What we need is affordable housing, not more high end condo's.

Please strongly re-consider this development plan and do not proceed with the construction of this building at the Comox Mall.

Kind regards,

Cathy Owens
Comox Resident

Caitlyn Learman

From: Mal Walsh <kminc@shaw.ca>
Sent: Wednesday, March 15, 2023 10:45 AM
To: UDGA Administration
Cc: council@comox.ca
Subject: 7 story building on Comox Avenue

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear
Comox Mayor and Council.
cc Aaron Vornbrock (UDGA)

Overview.

For me and those I have discussed this with, it's really about what is the Vision for Comox. Is it the small village by the sea that we love ? if yes, then the the only way to keep the feeling would be to maintain small, high sensitive, buildings that maintain the Village trend.

We have achieved that so far, but will lose it with a development of this size and height, placed as is proposed, on one of the highest points of land, right in the centre of the village. 7 stories high above Comox Avenue ——— REALLY.

I am told that local businesses want more people to shop here....really ??? we don't even have a shoe store and anyway almost everyone shops in Courtenay. Why- for selection. Also let them consider that between the sewage line and this building construction the town will be shut down for 3 years.....local business will really be affected by that !.

I would also like to say that Comox is not really a TOWN but more of a Village and a one main street village at that. That is the charm of it.

It is also at the end of a road to nowhere. The Dyke Road is the signposted way here and that road is already on overload from traffic, let alone the rising sea levels in the next 5 to 10 years.

We are a bedroom community to the greater Valley.

We have ample change over of residencies, as we are a retirement community in good part, and have sufficient land already available and in development in the broader area.

We have prior restrictions to 3 and 4 levels that have taken into consideration the grade change of their site.

The proposed building is way out of proportion to the town and will be an eyesore to say the least so one wonders if this is a "bait and switch" approach to approval.

Consider also the following.

2 years of Construction Traffic at an already log jammed area for traffic and pedestrians.

Huge increase in homes in the centre of town with all their associated needs of services and effect on our already crowded downtown core.

We have a popular and wonderful waterfront that attracts folks from all around the valley and beyond.

Traffic and parking even now is an issue let alone during the summer months.

We have lost parking spaces over the past 10 years while increasing the attractions in the area.

We have the only boat launch of any practical use with trailer parking already on overload, boats and trailers have got bigger and bigger and we even propose to add to it all with a farmers market !!(there is already two very good ones in the Valley.

We are short of Doctors and health workers for the residents we have here now.

Roundabouts will not cure the problems so can we now expect Buena Vista street to be connected to Balmoral Avenue as the next solution ???

How will folk be compensated for the traffic delays , noise, pollution of the air from construction services and the loss of business resulting.

Finally just have a scale model made of the Comox downtown area showing local buildings and add in this huge 7 story lump of a design and see how well it all looks.

If Comox allows this building or any reduced form of it to go ahead we may as well shut down the village of Comox as we now now and become a sad, once happy, place.

Mal Walsh

137 Port Augusta Street

Comox.

Caitlyn Learman

From: Brenda Cardinal <brengolf@gmail.com>
Sent: Wednesday, March 15, 2023 1:42 PM
To: UDGA Administration
Subject: 215 Port Augusta Street, Comox, BC

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PRE-APPLICATION CONSULTATION - STAGE 2

Brenda Cardinal
634 Pritchard Road, Comox, BC V9M3J9

Points for concern

1. Six story proposal, including the street level commercial stores, is too high.
2. Comox is not designed for tall buildings that remove the skyline and Comox Rd is far too narrow for increased traffic.
3. An increase in downtown traffic will also have a direct impact to local nearby residential streets that already have a substantial increase in traffic.
4. Comox is a small town with a small town feel. I would wager that the majority, if not everyone who lives in Comox lives here because it is a small quaint town. Not interested in turning it into a metropolis or city just for the sake of "development".
5. With a large center/city comes the problems associated to cities; crime, more delivery vehicles, updated infrastructure to mention a few. There are already concerns of what the town's infrastructure can handle and adding more strain on the system will only make it worse.
6. We (Comox residence) are already being directed earlier every year to conserve our water. Why would we want more people in the area when the resources are under conservation notices already?
7. Comox does not need more "density" in population in order to revitalize the town. There are many other ways to revitalize without adding more buildings.
8. If the developer cannot guarantee the purchase cost to be at a reasonable price that local Comox Valley residence can realistically afford, I don't see the point of the development. Let's stop using the words "affordable housing" because that's objective. Let's start using actual cost numbers so "we" the people know what that actually looks like.

Thank you for your time.

Brenda Cardinal
250-792-5220

Caitlyn Learman

From: SHARON BEARPARK <sharonbearpark@shaw.ca>
Sent: Wednesday, March 15, 2023 9:53 AM
To: UDGA Administration
Subject: 215 Port Augusta Street, Comox, BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Aaron Vornbrock/Paul Chiu, Urban Design Group Architects Ltd.
Re: 215 Port Augusta Street, Comox, BC - Proposal for Development

Thank you for the opportunity to comment on this proposal at this stage. I feel compelled to submit my initial comments to ensure that Comox Council are made aware of at least my concerns.

I am a Comox Resident who is worried about how development proceeds in our unique ocean side community. We do not reside in Vancouver, Burnaby or any other area of the Lower Mainland or Victoria. All those living in this area choose to live here for reasons that go beyond 'development that favours only the wealthy'. I believe the proposed design reflects a more urban development that will benefit the developer and the residents who can afford to live there, but will have an overall negative impact to the town, the environment and residents. This is the wrong site for such a complex no matter how attractive the architects endeavor to make it look.

My overall comment about the proposal is the scale is inappropriate for the site chosen. At the public meeting comparisons were made with the property at 1700 Balmoral and one has to say that that particular property backs onto the Comox Golf Course greenspace and does not occupy the primary major and historical 'heart' of Comox with the only intersection within the town to host any community events. Not everyone likes the 1700 Balmoral property, but it is more 'palatable' as it sits back on the Golf Course site and although it impacts directly on the residence adjacent to it, it does provide more of a 'backdrop' to the downtown core and does not block any sightlines for those living behind it (although the eagles, deer and other wildlife might disagree!). The proposed site, puts development front and centre in the heart of downtown Comox.

A 6 story 'highrise' within the heart of our town will serve only the wealthy and will impact all of the sight lines, congestion and access/egress that such a large proposal will entail (Let alone the disruption in building at such a site).

These are some of my additional concerns:

There is no acknowledgement of the history of Comox in the design and choice of this site. Our Indigenous history is unique and essential to this region as well as the importance of Port Augusta Street and Comox Avenue being the historical heart of Comox. In addition, the importance of the Comox Mall and the impact of the loss of this piece of parking on accessibility, parking, greenspace, access and egress to the Mall and the ripple effects of such a 'grandiose' building on all properties adjacent to the Comox Mall has not been addressed. Some effort seems to have been made to avoid aggravating the residents at 1700 Balmoral as this new property at 215 Port Augusta would definitely impact the sight lines of those living in these privileged and expensive living spaces in any location within the footprint of the Comox Mall. Mall owners seem to have chosen the only site that is furthest away from 1700 Balmoral, but this new development would limit visibility and access to the Comox Marina Waterfront Park and pier except for those living closest to it.

The design itself looks impressive for a more appropriate plot of land.

I feel this is the most important intersection in Comox and should not be utilized for the benefit of only a few who can afford it.

Where are the attempts to minimize the environmental impact of this plan, both within the property itself and the exterior?

I'm very concerned about resident safety along Port Augusta Street and Comox Avenue for pedestrians, drivers and cyclists all who will be impacted by this higher density property at the junction of Port Augusta Street and Comox Avenue immediately adjacent/on top of the sidewalks.

The location and access and egress of the underground parking is dangerous as it will impact the four way stop at this intersection.

This is a design flaw that will eliminate sight lines and flow for everyone at that intersection. I recognize that this takes advantage of the slope of the lot, but getting in and out will definitely impact all users of Port Augusta Street and Comox Avenue as well as the local bus routes. It may also negatively impact access by commercial vehicles and visitors to the Mall.

I did not see any acknowledgement of the need for affordable housing in this complex. It favours the rich and also of course the owner/developer who seeks to maximize return on their investment, but at what cost to the community? If the developer is seeking a greater financial return perhaps gift or sell the lot back to the town of Comox to ensure that this particular location is retained as a community space within the heart of the commercial area of Comox. This should not be for limited residential benefit only.

I'm against a 6 story high building along Comox Avenue no matter what it looks like. Berwick had its opponents and we have had to accept this development, but this too is further along Comox Avenue and easily accessed, but not at the very heart or crux of downtown Comox itself. I understand that real estate goes skyward because of the cost of land, however, I'm not a proponent of higher construction anywhere and sadly not in the immediate heart of Comox.

I really don't want Comox to begin to look any bit like Burnaby, downtown Victoria or any other major urban area in the Lower Mainland.

Yes, development is happening faster in all areas of BC and we in the Comox Valley are feeling the pressure. Who would not want to reside here, but developers and local Councils/Politicians and residents have to weigh development pressures with available land, water, air, greenspace, population growth, access to health care personnel and resources, safety, transportation corridors, traffic flow, environmental impact etc. None of these impacts were addressed in the presentation at the Open House. I did appreciate seeing the impact of the height of the building on the loss of sunlight and shadows throughout the calendar year! I found those images enlightening as the height of the building will create a bit of a climate zone itself and will impact all of the area adjacent to the building including that side of the Mall and all commercial areas and residences adjacent to it.

As this is the second stage of the pre-application consultation I appreciate having the opportunity to look at the proposal.

I am disappointed on first pass and worried about what our long term vision might be as a community? The Mall owners have made major investments that are benefitting residents and these are appreciated. To develop a piece of the Mall property to enhance only the lives of 52 residential units is short sighted and the inequities do need to be considered given the overall cost to the community at large - financial, social, environmental, health, safety etc.

I have to applaud the early pioneers who worked hard to protect land in our area from development that overwhelmed the scale of land available.

I am grateful to the Filberg Family, Mack Laing, MacDonald Woods supporters and all others around the valley who have helped to secure our region's environmental protection and the area's unique natural resources. Overdeveloping the Mall with residential units does little but raise the level of density and provides housing only for those who can afford it but at what cost? Among other impacts, higher density living raises blood pressure, increases safety risks and decreases the long term benefits of many.

I appeal to the Mall owners to invest in continued enhancement of the commercial 'life' of the Mall and prohibit residential development on this site OR potentially gift/sell the scope of work property to the Town for sustainable use as a site that ensures access and benefit to all visitors to the community of Comox.

Respectfully,
Sharon Bearpark
Owner and full time resident
635 Church Street
Comox, BC V9M 4G5

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date:

Name:

Address:

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023
via email administration@udga.com
or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

I strongly oppose the application. A building like this will go against the whole atmosphere that exists in Comox avenue. In addition to this it will complicate street parking as well.

Dewald Diedericks

407 - 1700 Balmoral avenue, Comox

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

W. GRAHAM ARGYLE 215, PRITCHARD ROAD, COMOX, B.C. V9M 2N3 250.339.1111
grahamargyle@icloud.com

Wednesday March 15th. 2023

PROPOSED DEVELOPMENT
PORT AUGUSTA STREET & COMOX AVENUE, COMOX, B.C.

Attention: Aaron Vornbrock
UDG Architects
Suite 810-675 West Hastings Street
Vancouver, B.C., V6B 1N2
ADMINISTRATION@UDGA.COM

Dear Aaron Vornbrock,

Thank you for the opportunity to view the drawings of the above proposal at the OPEN HOUSE on March 9th. 2023 and offer comments.

My response has a lot to do with the Town of Comox, and elsewhere in this region, being subject to development proposals emulating designs with densities and form suited to communities where the scale of development and the architecture is different from that which is already established here.

The Town of Comox Community Plan has a first objective to **“maintain and enhance the small-town atmosphere and attitude in Comox.”**

Six floors are not the scale of this small town, nor are five floors, unless handled skillfully, as will be seen later.

IN MY VIEW, YOUR PROPOSAL FAILS TO MEET THIS PRIMARY COMMUNITY PLANNING CRITERION.

While the presentation showed details on the movement of the sun, an important aspect in a city like high-rise Vancouver, the perspective showed no reference to the relevance of the present architectural scale of the already developed commercial/retail site, nor does it show the existing and neighbouring urban design conditions.

The proposed architectural design is not in scale, nor has it the relevant architectural composition within the whole of the present site to meet the urban design quality sought in the Community Plan.

Critically, the proposed height of six floors above grade sets an unfortunate architectural design precedent.

Existing buildings with a height of five floors in the Downtown Core, with one ill-fitting exception, are in the “valley” of Comox Avenue and to the south. These “valley” developments appear from the higher ground of Balmoral Avenue and nearby, for example, as a satisfactory community height. They fit in. I believe this is an excellent piece of urban planning.

The corner location of your project is located on a higher and visible point of urban land. The proposed scheme of six floors, unless the design is substantially changed, will dominate, and define the architectural massing and composition of the Comox core for a long time to come.

This is not the way to build the the Town of Comox.

FOR THIS PROJECT THE MAXIMUM HEIGHT (possibly excluding a well set-back penthouse) SHOULD BE NO MORE THAN THREE FLOORS ABOVE EXISTING GRADE WITH ENCLOSED PARKING RECESSED INTO THE SLOPING SITE. PARKING ACCESS SHOULD BE SET BACK BY 20 METRES FROM COMOX AVENUE.

With warm regards,

W. G. Argyle

W. Graham Argyle

Copy to:
Mayor Nicole Minions and Council
Town of Comox
town@comox.ca

Caitlyn Learman

From: Darrell Tomkins <djoant@telus.net>
Sent: Friday, March 17, 2023 11:27 AM
To: UDGA Administration; Town of Comox Council
Subject: 215 Port Augusta Street, Comox, BC
Attachments: Letter re Development Proposal for the Comox Mall with three photos.docx

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir or Madame:

I have attached a copy of my comments regarding the Open House for Proposed Development at 215 Port Augusta, March 9, 2023. I have also mailed the hard copy to Urban Design Group Architects Ltd.

I have copied this to the Town of Comox Council as these comments echo others who are concerned about the integrity of the Comox-by-the Sea community.

Sincerely yours
Darrell J. Tomkins

Darrell Tomkins
137 Port Augusta Street, Apt. 104
Comox, BC V9M 3N8
Cell: 1 (250) 890-0283

**215 Port Augusta Street, Comox, BC
Open House for Proposed Development, March 9, 2023**

March 17, 2023: Comments from Darrell J. Tomkins
137 Port Augusta Street, Unit 104, Comox, BC V9M 3N8

Thank you for the opportunity to submit comments on the proposal by the owners of 215 Port Augusta Street to develop a 6 storey mixed-use building. I attended the crowded Open House in the Comox Mall on March 9, 2023 and tried to get a good look at the charts that were displayed in corridor. I was able to take a few pictures so I can refresh my understanding of the scope of the development. I have attached them to this submission.

1. Size: The building will be 6 storeys on the high end and 7 storeys on the lower end (Figure 1). No other building in downtown Comox is more than 5 storeys. The proposed mixed-use building at the corner of Comox Avenue and Port Augusta Street will tower over all other commercial and residential buildings in the town.

. **Height**

2. Shadows: The chart showing the possible shadows cast by the proposed building demonstrate that large areas of adjacent properties will be in shadow in the winter (Figure 2).

. **Shadows**

3. Parking: There will be access to the residents parking garage and six visitor exterior parking spaces on the higher end (Figure 3). The footprint of the building will cover over 40 existing parking space for the mall. There needs to be more planning for parking for shoppers at the Comox Centre Mall and downtown businesses.

. **parking**

4. Affordable Housing: There is a housing crisis in the Comox Valley. Therefore, like many models for urban densification, any new development should include a proportion of the proposed apartments to be affordable, whether rented or owned.

. **affordability**

5. More residents: The proposed building will have 52 residential units. Bringing in additional residents without any planning for necessary infrastructure is not a good idea. First consideration should be given to:

. **doctors**

. **roads**

. **schools**

6. Quality of life: Access to businesses and services will be reduced with more residents. Fewer people will find what they want in Comox so increasingly will go to Courtenay for more diversity.

. **stores, including groceries, pharmacies, restaurants**

. **theatres, book stores, galleries**

. **parks, marinas**

7. Crime: More residents with no increase in places to go could lead to increased crime. The Comox Valley RCMP have already requested increasing policing in Comox (Comox Valley Record, March 8, 2023)

. **crime**

8. Urban or rural: According to the latest 2022 Property Tax Notice, properties in the Town of Comox are considered to be Rural for tax purposes. The proposed development by the Urban Design Group Architects Ltd. seems to be an ill-considered densification in a rural town.

. *Comox Business In Action: **Comox by the Sea***. We need more interesting shops, not more density. People will continue to go to Courtenay.

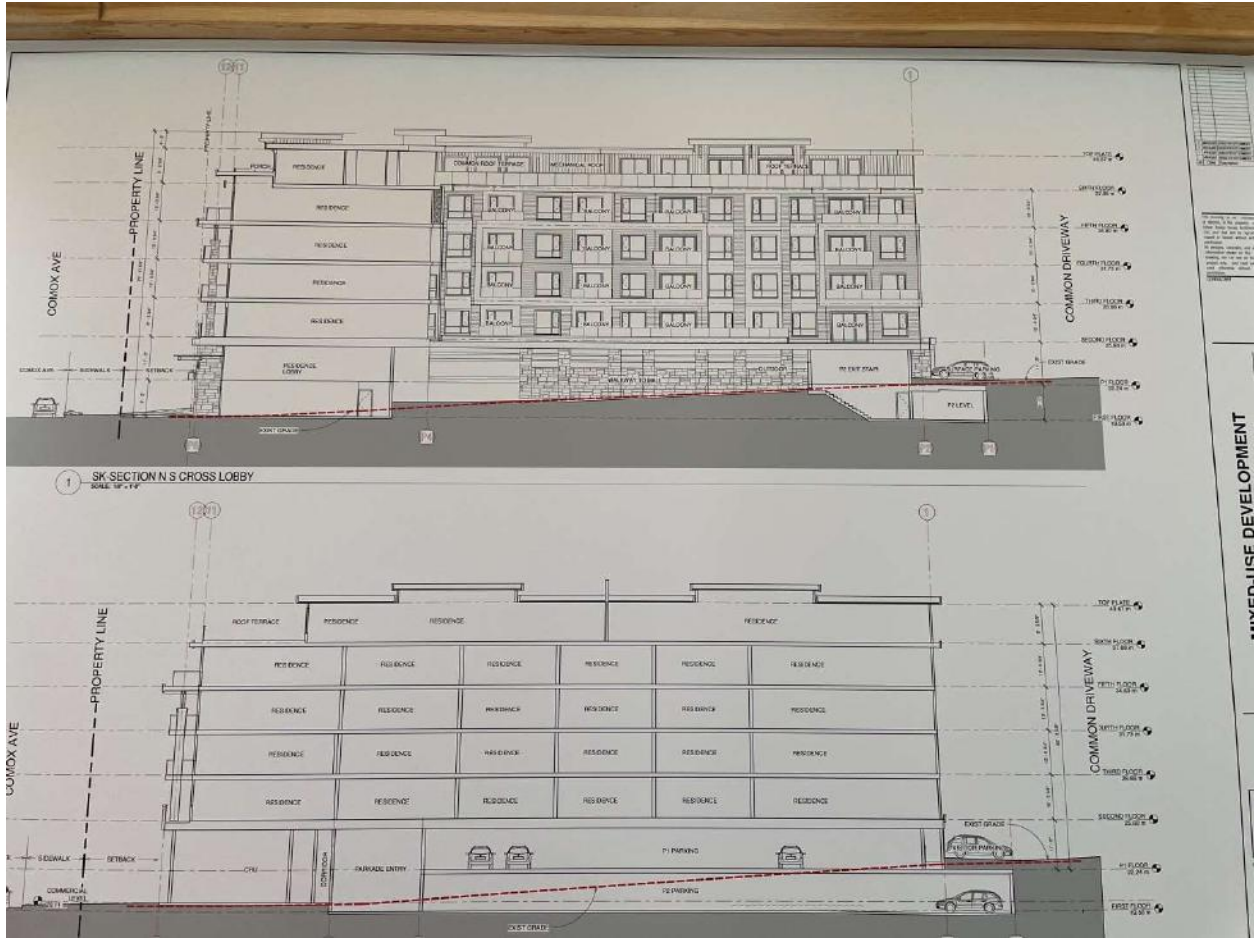


Figure 1. Chart showing seven storeys at the Comox Avenue side



Figure 2. Chart showing the results of a shadow assessment. Cut off are the labels for 3) WINTER SOLSTICE 9:00 AM and 4) WINTER SOLSTICE 3:00 PM

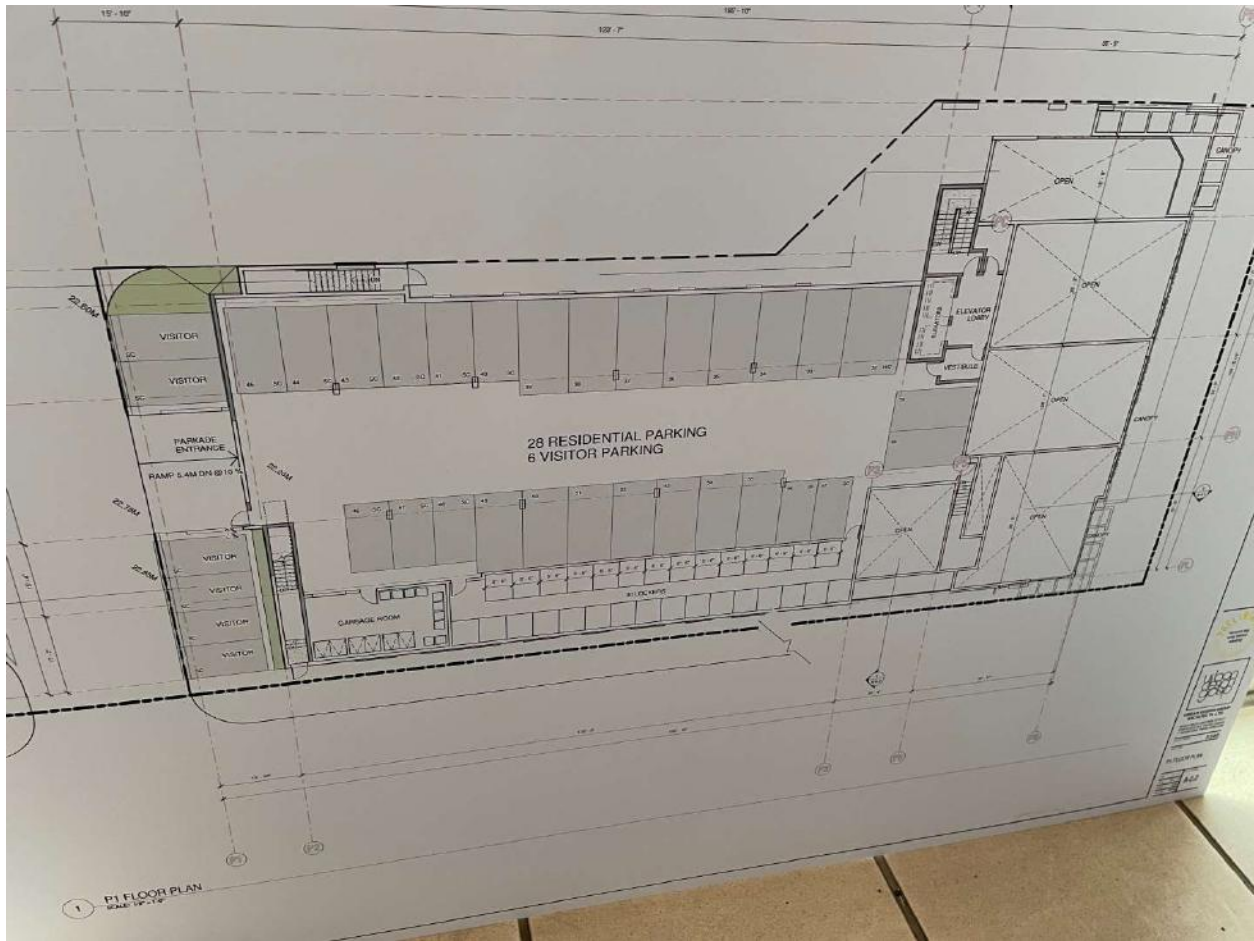


Figure 3. Chart showing the P1 Parking Plan with six outdoor VISITOR parking spaces.

Caitlyn Learman

From: Betty-Anne Juba <bettyanne.juba@gmail.com>
Sent: Monday, March 20, 2023 11:17 AM
To: UDGA Administration
Subject: 6 story Unit Comox

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My suggestions:

This is an excellent opportunity to build living units with the older generation so that they can be independent longer and maybe not be institutionalized but is suitable for everyone. Wider doorways with numbered entry locks, electric plug-ins outlets higher on the walls, levered facets on the side of the sinks, levered door knobs, wheel/walk-in showers, instant hot water and heated hard flooring, and sliding shelving and drawers. Taller toilets. Balcony coverings with solar to reduce costs. Some parking spaces to be reserved for electric scooters near electrical plug-ins. Some of the units to be designated affordable. On the top floor a green area. This design cost is minimal when considering the total cost of the building. But it does save the community the costs of being taxed to support another 50-bed aged care facility. Many people move into care because their living situation is too large to care for and impossible to navigate and use the facilities when it is so easy to plan for while building. They will no longer have to drive for shopping saving the cost of maintaining a vehicle as everything will be within walking/wheeling distance.

What a view they will have!
Thanks for your consideration
BA

--

Betty-Anne Juba
668 Hornet Way
Comox, BC V9M 0A2
250-339-2132

Caitlyn Learman

From: Jane Fox <janefoxincomox@gmail.com>
Sent: Monday, March 20, 2023 2:17 PM
To: UDGA Administration
Cc: Jane Fox
Subject: 215 Port Augusta St, Comox, BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Urban Design Group Architects, Ltd.

The following are some of the concerns some of us in the neighbourhood have about this proposed build. I was unable to speak with anyone at the Open House because of the crowded space and the number of people but I did get a look at some of the photos and plans. I have three main concerns:

1a. Traffic and Parking: There are many businesses that have staff and customers using mall parking and there will be crowding problems when the lot is smaller and the need for more space comes with more residents and businesses expecting to park. Also, there are a lot of people who drive those large pickup trucks and they take up more than a fair share of space.

1b. I know the residents of the new building will have parking underground for one vehicle but many people own two and I know of two in my own strata who use street parking for their second one. How do you plan to limit parking? Will they use the street which is already too crowded? Or will they park in the unmonitored mall lot?

2. Safety of Pedestrians and Quality of Life: The sheer added number of vehicles on the roads will make it more dangerous for cyclists, young people and especially seniors who don't always see or hear well. It will be more challenging for all of us not in a car! There will be a higher level of noise and exhaust as well and we already have an air quality problem here at times.

3. Size and Height of the Building: This is a high density project in a small downtown. It appears to be a nice enough looking building but it belongs further away from the main part of Comox. It affects the views of many. And I know for a fact from my own experience of living here that it will create wind tunnels, especially when the winds are from the south east. We have strong south easterly winds in all seasons that drive rain into all kinds of spaces. Has any research been done on this? The height will also create much shading which affects how well some people, drivers and pedestrians alike, will be able to see, especially at the intersection so this is also a safety concern.

My hope is that you will honestly give some attention to my and others' concerns because the safety, ambience and personality of this beloved town will be very much altered by this project and it will be a real shame. I don't deny that homes are needed, and I hope they are going to be affordable, but is there no other space that would be safer for the new residents as well as those of us already here?

Thank you for the opportunity to give more feedback.

Jane Fox
22-1646 Balmoral Avenue, Comox

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: *March 17, 2023* Name: *Darrell J. Tomkins* Address: *137 Port Augusta St.,
Apt. 104, Comox, BC V9M 3N8*

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

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Please provide your comments here and feel free to add additional pages if necessary:

Please see attached: 5 pages



All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

215 Port Augusta Street, Comox, BC
Open House for Proposed Development, March 9, 2023

March 17, 2023: Comments from Darrell J. Tomkins
137 Port Augusta Street, Unit 104, Comox, BC V9M 3N8

Thank you for the opportunity to submit comments on the proposal by the owners of 215 Port Augusta Street to develop a 6 storey mixed-use building. I attended the crowded Open House in the Comox Mall on March 9, 2023 and tried to get a good look at the charts that were displayed in corridor. I was able to take a few pictures so I can refresh my understanding of the scope of the development. I have attached them to this submission.

1. Size: The building will be 6 storeys on the high end and 7 storeys on the lower end (Figure 1). No other building in downtown Comox is more than 5 storeys. The proposed mixed-use building at the corner of Comox Avenue and Port Augusta Street will tower over all other commercial and residential buildings in the town.

. **Height**

2. Shadows: The chart showing the possible shadows cast by the proposed building demonstrate that large areas of adjacent properties will be in shadow in the winter (Figure 2).

. **Shadows**

3. Parking: There will be access to the residents parking garage and six visitor exterior parking spaces on the higher end (Figure 3). The footprint of the building will cover over 40 existing parking space for the mall. There needs to be more planning for parking for shoppers at the Comox Centre Mall and downtown businesses.

. **parking**

4. Affordable Housing: There is a housing crisis in the Comox Valley. Therefore, like many models for urban densification, any new development should include a proportion of the proposed apartments to be affordable, whether rented or owned.

. **affordability**

5. More residents: The proposed building will have 52 residential units. Bringing in additional residents without any planning for necessary infrastructure is not a good idea. First consideration should be given to:

. **doctors**

. **roads**

. **schools**

6. Quality of life: Access to businesses and services will be reduced with more residents. Fewer people will find what they want in Comox so increasingly will go to Courtenay for more diversity.

. **stores, including groceries, pharmacies, restaurants**

. **theatres, book stores, galleries**

. **parks, marinas**

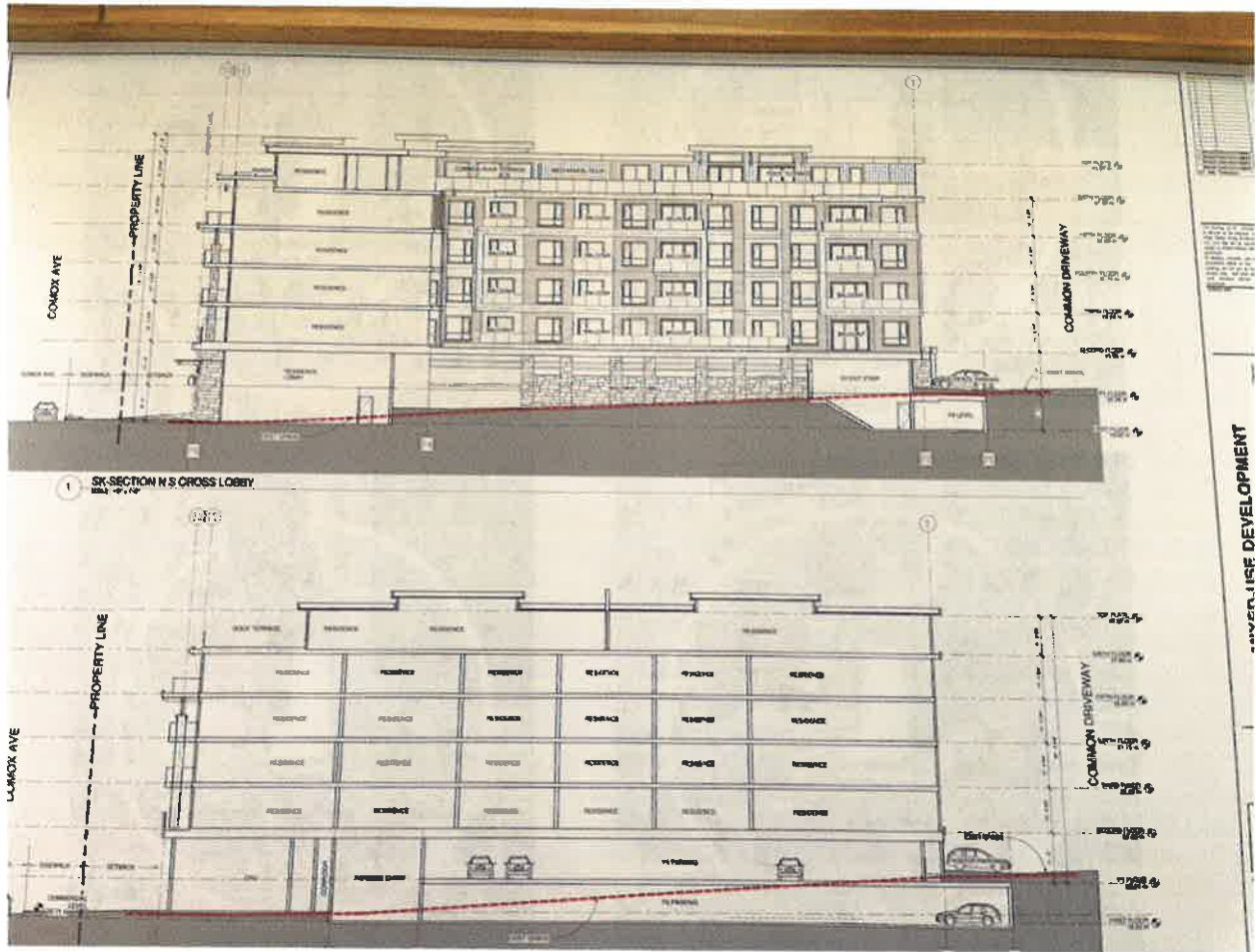


Figure 1. Chart showing seven storeys at the Comox Avenue side

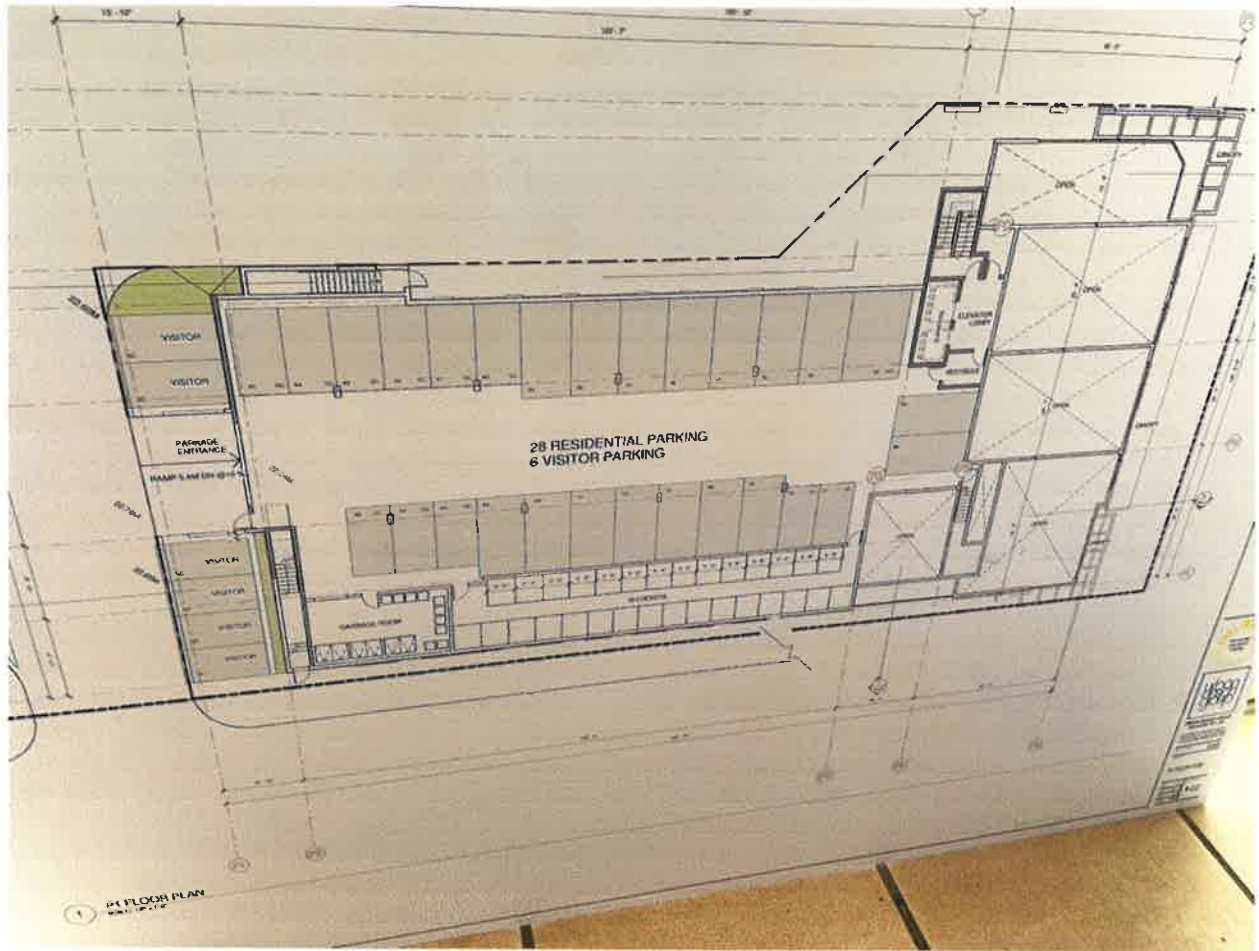


Figure 3. Chart showing the P1 Parking Plan with six outdoor VISITOR parking spaces.

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: *MARCH 11/23* Name: *JOANNA ROSS*

Address: *302-1705 COMOX AVE
COMOX B.C.*

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

I really like the concept of densification in downtown Comox, the design concept is good... support the idea of ground floor commercial space and underground parking and support the location. Height of development is my only concern - would prefer 5 stories or a stepped design for the building - look forward to seeing this project go forward.

Joanna Ross



All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

Caitlyn Learman

From: Shirley Dumas <shirley.dumas@icloud.com>
Sent: Monday, March 20, 2023 2:31 PM
To: UDGA Administration
Subject: Development proposal at Port Augusta & Comox Avenue

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello:

Thank you for the invitation to respond to the development proposal at the corner of Port August and Comox Avenue in Comox. This will be brief. However, you're welcome to simply add it to the the data collection in the "Objections" column.

Surely the architects of this preliminary proposal are aware of the lack of aesthetics of a 6-storey building that rises right at the sidewalk. And surely the developers are aware there is a 4-storey limit on the Comox Official Community Plan. Perhaps it's the typical situation where the developers plan to reduce the building height for other negotiated benefits.

Berwick, the retirement accommodation, is an example of an attractive 4-storey building on Comox Avenue—attractive because it is set back from the street. Has there been consideration to build at a different location on the mall property? Is there space close to Berwick and Stevenson's Place? On the other hand, there would still be vehicle traffic challenges with additional residents in the area.

Aware that central residential density has long been the planner's strategy for efficient land use and reduced commuter traffic, another fifty-two residential units right smack dab in the middle of the commercial centre of Comox, would be detrimental to the current traffic problem. Cars are often backed up and waiting for opportunities to proceed. It's a challenge to imagine how vehicles moving to and from the proposed underground parking would jostle to wedge into the existing lines. If there were to be a crisis such as an earthquake or major fire, presently it would be difficult to escape along the road to Courtenay and across the river. Already there are too many drivers. Another potentially fifty-two plus residents on main street would certainly compound such an emergency.

Aesthetics, environment, and housing needs are challenges to negotiate. Hopefully, a development can be considered somewhere other than central "down town" Comox.

With gratitude for the opportunity,
Shirley Dumas

Caitlyn Learman

From: Margaret <mstefanowicz@shaw.ca>
Sent: Sunday, March 19, 2023 9:57 AM
To: UDGA Administration
Cc: nminions@comox.ca; sblacklock@comox.ca; kgrant@comox.ca; chaslett@comox.ca; jkerr@comox.ca; jmeilleur@comox.ca; mswift@comox.ca
Subject: Re Pre-application Consultation Stage 2 215 Port Augusta Street Comox BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

RE : New build proposal for - 215 Port Augusta Street, Comox, BC

Downtown Comox has a long tradition of supporting architectural design projects that are heavily inspired by an obvious "Marine style". In fact, many projects have either required significant changes or were withdrawn altogether because they didn't adhere to this town value.

The Town needs to maintain a long-term vision to balance design, density and approaches with a liveable and functional place.

Concerns:

1. The area in question is already under increasing pressure from vehicle, pedestrian and cycling traffic, and a shortage of public parking. The loss of nearly 42 existing public parking spaces will be significant. As well, this project will significantly increase congestion rather than thoughtful density in a very small area. Indeed, the proposed site will create a traffic bottleneck.
2. In terms of design, **any building over 3 storeys** in this area will be an immediate eye-sore and block beautiful vistas of the waterfront for everyone. Building such a tall tower on the tight corner of Port Augusta and Comox Ave, which is also the main street of town, will change the balance of the whole area of downtown.
3. In addition, the proposed structure will block sunlight access for many nearby structures. Most taller buildings along Comox Ave are 2, 3 storeys tall and have a significant set-back, which is not the case for the proposed structure. The tower will be squeezed into the very corner of Port Augusta and Comox Ave. While there is one other condo tower at the other end of the mall on Balmoral Ave, which is over 3 storeys, it forms a backdrop and well hidden by trees and greenery from one's view. The existing condo tower also doesn't hinder supply vehicle traffic entering in and out of the mall.
4. In terms of architectural design, the proposed building looks more like an ugly transport ship with a supply of cargo containers stuck on top of each other - not something Comox has traditionally looked for in its marina-inspired design.



5. There is a significant concern about how huge trucks that daily deliver supplies to the grocery store and other mall vendors will be able to manoeuvre around this corner area if a high-rise is added in this proposed corner so tightly. There is also an issue of the entry and exit to the new proposed building underground parking – very difficult to enter and exit. The proposed 62 parking spots will barely satisfy the 52 units offered.

6. Lastly, the historical and impressive old wisteria and quiet sitting area will be destroyed if this project is approved. It is at this point a central meeting spot for the town in all seasons.

To sum up, the proposed building does not meet the town size, town design vision and criteria and is **not** suitable for the area.

In summary, at a very minimum, should the Town seek to approve this project, it should be scaled back considerably to no more than 3 storeys and include prominent marine-inspired style. Such a development would run counter to the Town's heretofore success maintaining suitable height restrictions and wonderful vistas with a marine theme.

Respectfully submitted,
Margaret Stefanowicz, resident of Comox

Urban Design Group Architects Ltd.
810-675 W. Hastings Street
Vancouver BC V6B 1N2

By email to: administration@udga.com
Attention: Aaron Vornbrock

March 21, 2023

Subject: 215 Port Augusta Street, Comox BC

I am writing to convey my strong objection to the proposed new development on this property, as presented at the Open House hosted by your company on March 9th. The style of architecture as shown in the photographs appears to be sympathetic to the local character. However, the overall height of the proposed structure and its scale relative to the site and adjacent development is most definitely not.

I offer the following observations:

- The current Town of Comox Official Community Plan (OCP)¹ followed “... a broad program of public consultation...” A primary objective stated in the OCP is to “...**maintain and enhance the small-town atmosphere and attitude in Comox**”.
- The present zoning of the property in the Town of Comox Zoning Bylaw² is C4.1, for Core Commercial Use. Article 307.8 regarding Height and Storeys states: “**Height shall not exceed 10.00 metres**”.
- The two tallest buildings in the downtown area of Comox, namely the apartment complex at 1700 Balmoral Avenue and the Berwick Comox Valley development at 1700 Comox Avenue both have 5 storeys plus underground parking. However, they are on the periphery of the downtown core and the visual impact of their height is mitigated by the close proximity of tall mature fir trees.
- There are no buildings or other features adjacent to the site of the proposed 6 storey development that would have a similar mitigating impact and give a sense of scale. If it proceeds as proposed in this critical and pivotal location, it will completely dominate and overwhelm the visual quality and character of the downtown core. **It will not maintain and enhance the small-town atmosphere of Comox.**

For these reasons, I believe the project height should be reduced to 4 floors plus underground parking.

I welcome the opportunity to respond to this proposal.

Louise Argyle, 215 Pritchard Road, Comox BC V9M 2N3

¹ Town of Comox Official Community Plan Bylaw adopted July 2011

² Town of Comox Zoning Bylaw 1850, May 3 2017.

Caitlyn Learman

From: Marcus Aartsen <marcuscomox@hotmail.com>
Sent: Tuesday, March 21, 2023 4:31 PM
To: UDGA Administration
Subject: 215 Port Augusta street. Comox , BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Marcus Aartsen (Martine's Bistro owner)
1754 Beaufort Ave
Comox BC
V9M1R6

I am in favour, and fully support the development of the proposed condo building in the Comox town centre. I support higher density development in the core of Comox for many reasons. The main reason being economical. The development of the condo building will benefit the property tax base. As well, the new condo residence in the downtown core, will increase business for all Comox businesses and as a local business owner myself, I think that is a definite gain.

As well, higher density development is an environmentally more friendly option as opposed to having large single dwelling residences in the neighbourhood core of Comox. The proposal of ground level retail with five upper levels of residential further maximizing space utilization. The proposed plans will also enhance the present parking lot into a space with a beautiful residential building with very minimal impact on present parking.

The proposed six story building has been thoughtfully developed into the natural slope of the lot, thus decreasing obstruction of the water front views. As well, the building roofline will be flat which decreases the overall height. In contrast, the recent addition to the Comox Bewick building of five stories has a steep roofline making that particular building as high as this particular proposed one.

In knowing the present owners of the mall have made such a positive transformation to the mall over the last few years, I have no doubt that their proposed condo development will be of the same quality and benefit to the neighbourhood.

Yours Marcus Aartsen

Caitlyn Learman

From: Pat Allan <heypatallan@gmail.com>
Sent: Monday, March 20, 2023 9:10 PM
To: UDGA Administration
Cc: jkerr@comox.ca
Subject: 215 Port Augusta Street, Comox, BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The proposed development of a six-story building 215 Port Augusta Street in Comox is completely out of step with the downtown core. It stands by itself, on the most prominent corner of downtown Comox, six stories straight up surrounded on all sides by one-story buildings and a vacant lot. On a personal level I find it offensive and worrying that such a proposal should even be given the benefit of the full planning process even though it is so clearly designed not with our seaside town in mind, but rather is focused on maximizing profits for the property owner who does not even live here or understand our community.

We are not Vancouver, Victoria or Nanaimo. Many of us chose to live here specifically because it is not a large urban centre. Our downtown is made up of single- and two-story buildings, a very human, personal scale. To thrust a six-story development into the very heart of our downtown would ruin the small-town culture that we residents of Comox have nurtured. It would be an in-your-face insult looming over the street of every person who goes downtown, dominating all the other buildings and completely changing the atmosphere that we value. This would not be an improvement in the lives of Comox residents. It would forever change the town from the unique and gentle place it feels like now, to one where profit for developers takes precedence over the open, natural environment that is the legacy of generations of people who have all followed the same vision: a town focused on meeting the needs of its residents.

At the open house, much was made of the positive impact on retail of having three new retail spaces and 52 units of new residents to shop in downtown. I have lived in Comox for 30 years. In that time, condos have gone up along Comox Ave, on Balmoral behind the mall, and in many other locations. The population of the town has at least doubled. We have been losing retailers over all those years, demonstrating clearly that more residents does not mean more retail. If the developer really wants to increase retail, he should put a second story on his mall rather than impose six stories of residential at the most iconic and well-visited corner of our town.

A comment was put to me at the open house on March 9, 2023, to the effect that a lot of people want to move to Comox, so we need to build places for them to live. I strongly feel that decisions about approving developments should not be based on the needs of people who don't even live here over those of the residents. If more housing is needed, it should not negatively impact all the residents who live here now.

I also wonder what Town Council will do regarding the huge increase we have to pay in policing costs once our town reaches a population of 15,000. My guess is that we residents will have to pay higher taxes so that other people can move here, for no added benefit to us. The other demands on infrastructure, water supply and health care don't seem to figure into town planning at all. It's time for big picture thinking, not just isolated decisions based on buzzwords like "densification."

Pat Allan
2082 Wallace Ave, Comox, BC

Caitlyn Learman

From: Joy Dawson <jdawson135@hotmail.com>
Sent: Tuesday, March 21, 2023 3:46 PM
To: UDGA Administration
Subject: 215 Port Augusta Street, Comox (correct version)

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

> To whom it may concern:

>>

>> Whilst the proposed building for 215 Port Augusta Avenue is very attractive and likely a wonderful place to be living in, the sad truth is that its placement on such an important corner in the town of Comox is hugely inappropriate.

>>

>> Has anyone considered the scale of this structure? A six-floor building is absolutely out of keeping with this precious site and surrounding areas.

>>

>> This corner is the heart of our town. It's meant to be welcoming to incoming boaters, out-of-town visitors, local residents. It can be and often is a meeting place for festivals, lighting ceremonies, Hallowe'ening families, and it is close to where the Remembrance Day ceremonies are held. Other buildings around it have a more walkable cultural/historical focus, and in the past it was a mustering area for troops about to embark on their troopships. To have this 'beating heart' overtaken by one monster building such as this is to dishonour all that has gone on before. The entire corner should be our beautiful 'centre of welcome', an attractive, leafy centrepiece for the enjoyment of all who visit our seaside town. Crass commercialization of its stunning views should never be what it's all about.

>>

>> On a more practical point, parking spaces have increasingly become scarce around town. Why take out much of the mall parking for the sake of this one building?

>>

>> Additionally, I, who currently live right on Comox Avenue, know how distressingly congested this noisy, busy street is. I don't think Town Council understands or takes into account how dangerous it is now to just get out of the condos that line it. All the new bikes lanes recently built and one more huge condo will paralyze traffic.

>>

>> We need less traffic, lower speed limits, a lovely heart-of-town, not a six-floor building that dominates all.

>>

>> Sincerely,

>>

>> Joy Dawson

Caitlyn Learman

From: Peter Crawford <planit14@shaw.ca>
Sent: Monday, March 20, 2023 8:42 PM
To: UDGA Administration
Subject: 215 Port Augusta Street, Comox

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Aaron Vornbrock/ Paul Chiu

I attended the open house you held at the Comox Mall to show the public your development proposal for a 6 storey mixed-use building and submit the following comments.

1. You need to prepare a master plan for the entire mall property before any consideration is given to a change. A piece meal approach to any re-development is not acceptable.
2. follow the theme of Village by the Sea for the Town of Comox, which shall emphasize a pedestrian feel on the street not some Highstreet Design Theme which is not suited for this corner.
3. Do not remove the small pedestrian square on the corner but increase it's presence.
4. Pull the building back from the streets and stagger the stories.
5. Look at the details in the condo building on the north side of the street adjacent to the Mall Building and include such detail in your building design.

A comprehensive look at your entire site and how it can be developed with regard to the existing adjacent developed properties could lead to more density not less.

Thanks,
Peter Crawford

Caitlyn Learman

From: Carol Baert <csbaert@telus.net>
Sent: Tuesday, March 21, 2023 2:29 PM
To: UDGA Administration
Subject: 215 Port Augusta Street Comox BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I attended the stage 2 consultation meeting on March 9th. I am a resident of Comox and live less than 2 blocks from the proposed project.

Overall, I do not have a problem with a residential development on a section of the existing shopping mall property but I do have a number of objections to the project as presented.

First, a six-storey building is not appropriate on the corner of Port Augusta and Comox Ave. A limit of 3 stories is more consistent with the height of condominium buildings in the town. I do not think a zoning change from retail to residential should be approved for a building of the height proposed.

In particular, I am not in favour of setting a precedent for 5-6 storey buildings on the main street. Comox Ave is not a wide street. If 5-6-storey buildings are built we run the risk, as more sites are redeveloped, of making the main street dark from the shadows of tall buildings. It would feel like a tunnel. This will have a negative impact on the appeal of the street.

If the developer wants a higher building, it would be better situated at the back of the property - fronting on Balmoral - instead of the corner of Comox Ave and Port Augusta where it would not be in scale with the neighbourhood.

Parking is another issue. With construction of the building, there will be a loss of parking spaces at the mall. While this in itself is probably not a big problem, it will be if the condominium development is allowed to proceed without the number of parking spaces required by Comox bylaws. Developers like to make a case for fewer parking spaces because they add to construction costs, but the impact of reductions in parking requirements is usually felt by residents in the area.

My final concern is that it appears the construction of the building will eliminate the current gathering space at the north east corner of Port Augusta and Comox Ave. While this gathering space is on mall property, it is a pleasant space that is an enhancement to the corner and the town. I would like to see this maintained as a public gathering space and also as a buffer between the proposed building and Comox Ave.

Thank you for the opportunity to respond to your proposal. I will continue to watch as the development process moves forward especially any rezoning application.

Regards,
Carol Baert
1719 Beaufort Ave
Comox, BC V9M1R8

Caitlyn Learman

From: Dave Hone <davehone@telus.net>
Sent: Tuesday, March 21, 2023 8:37 PM
To: UDGA Administration
Subject: 215 Port Augusta Street, Comox, BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

After careful consideration of the streetscape along Comox Avenue, I found that a 3 story building would be more appropriate for this site. The building you are proposing is way too high for the space. The second issue is: once a 6 story building has been built, that will become the new benchmark, used as an example for any future projects. Any new development will be presented as 6 stories or higher. Before long the whole ambience of the street and the town will be changed for the worse. Comox Avenue will be a dark corridor, like any big city street. There is also the issue of parking. We are told that parking doesn't have to be provided for every suite, because some people don't have cars. In fact, many people have more than one car! Those extra vehicles will be parked on the street, most likely. That, combined with the building footprint taking up most of an existing parking lot, results in an overall reduction of downtown parking. I am not in favour of this project being built as presented at the meeting of March 9th.

Dave Hone, 1719 Beaufort Avenue, Comox

April 21, 2023

Pre-Application Consultation-Stage 2
215 Port Augusta St. Comox

Dear Mayor and Council

cc administrationudga.com

For this specific proposal I have the following observations and questions:

1. does Comox not have an overall plan for development, particularly for high-rises, or despite the current OCP, will they just be allowed to grow like wild mushrooms, “popping up” wherever a developer sees an opportunity?
2. the location of this proposed project would be at one of the busiest corners in Comox and would have a very negative impact on pedestrian and vehicle flow;
3. the height would impede the view of our beautiful scenery; does the current OCP not emphasize guarding the concept of Comox as a beautiful village?
4. the number of dwelling units would attract too many residents to the centre of Comox;
5. the additional number of people would require additional essential services, such as medical, which we are lacking now;
6. construction would impose much more inconvenience for several more years when there will already be road blockages for the construction of a large sewer line on the street below.

Sincerely,

Jim Hentschel
74 Orchard Park Drive, Comox

Caitlyn Learman

From: Jan&Helen Juurlink <jjuurlink77@gmail.com>
Sent: Tuesday, March 21, 2023 8:29 PM
To: UDGA Administration
Cc: council@comox.ca
Subject: 215 Port Augusta Street, Comox, BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Re- Development 215 Port Augusta St. Comox BC

I attended the Open House for the development of a 6 storey mixed use building on the parking lot of the Comox Centre Mall on March 9, 2023.

It was a beautiful presentation, many were impressed by the attractive pictures of the design of the new building.

However, after spending time studying the pictures and trying to visualise what the actual building would look like at the location, I quickly changed my opinion. This development would completely change the traditional, open image of downtown Comox. It would destroy the character of this nice town. A 6 storey eye-sore to be built on a well used parking lot, almost on top of Comox Ave.

A monumental mistake!

At this moment there is ample parking at the Comox Centre Mall, but if this plan gets the go-ahead, soon there will probably not enough. Even if a few storeys would be removed from the top of the building, the footprint would still be too big for the available space. Next to spacial problems at the mall area, serious traffic problems can be expected at the very close Comox Ave and Port Augusta intersection.

Comox Centre Mall Ltd, contemplating a good investment, asked Urban Design Group Architects *to fit a square peg into a round hole.* A nice plan on the wrong spot.

I hope I will get a chance to further explain my objections during a public meeting organized by the Town of Comox at a later time.

Regards,

Mr. Jan Juurlink
204-1912 Comox Ave
Comox BC V9M 3M7
jjuurlink77@gmail.com
250-941-3640

Caitlyn Learman

From: Linda and Peter Hilhorst <p.hilhorst@shaw.ca>
Sent: Tuesday, March 21, 2023 2:13 PM
To: UDGA Administration
Cc: council@comox.ca
Subject: Proposed Development at 215 Port Augusta

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To those this may concern re the proposed development,

I have been a resident of the Comox Valley and Comox for 47 years. I have seen a lot of development in our valley. I am very concerned about this development.

I am not sure why this new development is not on the old Lorne Pub Property. I think it might have been a better choice. It would not stick out.

A good example of a development that sticks out is in Parksville. Right down on the main strip like this one will be. It is an eye sore and blocks the view of the water and it does not blend in with the buildings that are already there.

I am against the 6 stories. I would want to keep downtown Comox blending nicely together. The existing buildings blend nicely. To stick a six story right in the middle of the low rising buildings would be an eyesore. I would hate to see our downtown turn into an eyesore. It has a lot of character right now. Berwick did a lovely job with its roof lines and back from the road. The development behind the mall next to the golf course also blend in. Perhaps a three story with roof lines that keep the character of downtown Comox. Not 6.

Sincerely,

Linda Hilhorst

Caitlyn Learman

From: Comox Chats <comoxchats@gmail.com>
Sent: Wednesday, March 22, 2023 1:39 PM
To: UDGA Administration
Subject: 215 Port Augusta, Comox, Public Comments at a pdf attachment
Attachments: 215PortAugustaProposalCommunityCommentsMarch222023.pdf

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please find attached my written comments to the Open House for proposed development at 215 Port Augusta that was held on March 9th, 2023.

I understand that these written comments are collected pursuant to Section 26 of the Freedom of Information Act and Protection of Privacy Act and will be made public and provided to Council.

Look forward to seeing the re-working on the proposal!

Kindly,
Vivian Dean
303 Church Street, Comox, B.C.

215 Port Augusta Proposal by Comox Mall Ltd.
Public comments - 6 Storey Mutil-Use Residential/Commercial proposal - March Open House.

I am a property taxpayer; local development consultant and I reside in downtown Comox.

I fully support downtown densification. I fully support providing housing options to respond to the needs of this community. I fully support the natural evolution of change to ensure the downtown thrives. And I appreciate the services the mall provides for daily living and the facade updates that have assisted in revitalizing the downtown core.

With 20+ years working in the development industry, I understand as a professional, that one primary way to achieve higher density is by adopting more height and massing in building types.

However, as proposed in the March Open House by the developer, **I am not in support of the application.**

The following changes are needed to turn my no into a supportive yes, please:

1. OCP 3.1.5.2 states 'The objective with new buildings is to respect and emphasize the small-town scale and waterfront character of Comox.

Rework #1: The developer has clearly not met the intention or direction of the Town of Comox's OCP Downtown Building Guideline.

Whether this building is proposed under the current zoning that permits up to 32' 7" (4 stories) or it goes forward as a rezoning to the proposed new height top plate of 133ft, the proposed *massing does not respect the pedestrian scale or emphasize small town scale.*

A building height massed straight up to visual eye of 114ft to 124 ft will completely alter Comox Avenue and the downtown. While conversations are now starting to take place about what the future identity of this town will be, currently it is a quaint seaside waterfront town and proposals must reflect this.

Proposed Solutions:

#5) While the 1st retail floor steps back 5ft feet at 2nd floor, to ensure human scale, pedestrian activity, the 3rd and 4th floor should be pushed back/recessed to reduce a 'wall effect', as the OCP clearly encourages.

There is no reason that the Town needs to accept this proposed design, as a massed wall straight up. Other downtown developments have done it.

- The Berwick building clearly demonstrates the OCP can be followed from the sidewalk up. There, the height is pushed up and terracing back off the street, so the pedestrian scale is maintained.
- The Balmoral building also adequately responded to the OCP requirements, as it steps back, terraces up and maintained a mature tree to reduce overall massing impact.

Reflective comments:

Professional experience in planning and architecture has shown that very few people really get building massing as it is presented in colorful images or 3d presentation renderings. Building massing and height can truly only be experienced in 3d fly throughs or at best, as a direct experience, at a site.

The Developer shared in a conversation that this proposal was no higher on Comox Avenue than The Balmoral's fullest height. Exactly. This is the reason I am not in support of how it is proposed today. The Balmoral followed OCP requirements. It is set back off street, well terraced, offset by a mature tree, backs onto a golf course, does not remove a town square or overshadow commercial units in the Comox Mall.

So, I encourage anyone that is seriously considering this proposal to stand right in front of The Balmoral and then go stand in front of the bookstore across from the proposed site. The proposed building will be 2x higher than the blue streetlamp on the corner.

2. Open House 3D Perspectives

Rework #2: Most of the 3d renderings and perspective presented do not reflect what the actual built building will feel like, at street level. Architects and developers understand there are ways to reduce visual impact in presentation drawings.

- Of the 3d renderings presented, only one perspective reflected the actual proposed relationship to a person on the street. The other 3d renderings, as pretty as they may feel, make Comox Avenue out to be a wide boulevard rather than the actual size of street it is. Several of the 3d renderings are taken from eye level (rather than street level), which diminishes the impression of height.

Proposed Solutions:

It is up to the developer's team to demonstrate what a real built building will be like. If this goes to application, providing street level perspectives and 3d fly throughs will ensure decision makers understand the actual height and massing of this proposal. Any design software today has 3d fly throughs built in and it is an easy requirement for developers to fulfill.

Reflective comments:

What was presented at the Open House is not providing the community with an actual experience of what the proposed building will be like. *It is imperative that the Town of Comox staff and Council fully understand the reality of what is being proposed and it is up to the developer to demonstrate this properly.*

3. Existing façade elements & Overall site aesthetic integration

Rework #3 - There is no aesthetic integration or site continuity between the updated façade of the Comox Mall, the 2 new retail buildings and this proposed new building.

The developer shared that there is no integration due to Town of Comox's staff suggestions to remove design aspects at the height of the building, as they would draw the eye upwards.

Proposed Solutions:

Incorporate design elements, at street level (not high up that will draw the eye up). Add design elements that create aesthetic continuity and integrity for the entire site. Particularly between the proposed new building and the updated facade details and the two new retail buildings.

4. OCP Waterfront character & marine theme

Rework #4 - The OCP asks that the waterfront character of Comox is respected and emphasized. There is nothing in the proposed building that says this. The generic flavour of the proposed building could be in White Rock, Surrey, Langford, Saanich, Nanaimo, anywhere. Many residents of Comox are expressing they don't want to be just an anywhere town.

Proposed Solutions:

Add design elements that highlight waterfront character and a seaside town. Offer a aesthetic distinction to the building.

Reflective comments:

Today, Comox has charm, some character and attracts tourists to the downtown businesses for its quaint seaside feeling. If this direction is to change, the appropriate mechanism for that do so, is updating the OCP. This will provide a clearer vision and direction for the future for residents and developers alike. As this is now scheduled for the end of this year, into 2024 by the Town of Comox, the **developer may want to consider waiting until that is completed before putting in their application.**

5. Port Augusta Street

Rework #5 – It appears that Port Augusta Street is being treated like a side street or laneway. Why commercial units do not extend more than one unit on Port Augusta, is unclear. More commercial units are needed downtown. And it is accepted that the old Lorne site will be developed as well. Port Augusta should be considered as part of 3.1.5.2 #3), at least part of the way.

Proposed Solutions:

Include additional commercial units along Port Augusta, recognizing that this street is integral to the 'town square' corner.

6. Parking

Rework #6 – The Open House proposal addressed how parking will be addressed for the high end condos that are being proposed. It is not clear how retail parking for the existing mall businesses will be affect or where the parking gets shifted to.

Proposed Solutions:

Prepare a new parking diagram that demonstrates parking requirements for existing retail businesses and where their customers will go.

Reflective comments:

There is lots of conversation around parking. The developer shared it is not in their mandate to accommodate the community's downtown parking needs. Fair enough and while this is correct, any contributing developer, would ask for a sit-down meeting to understand how best to work with the Town to find real tangible solutions to an already existing problem that will get augmented by the proposal.

7. Public Event Area

Rework #7 – The developer recognizes they are removing an important 'Sense of Place' that many feel is 'the Town Square'. A new public event temporary area has been allocated. However, it is unclear whether what is being proposed will work. And, will it inadvertently affect the existing businesses on the bottom floor when the area is closed off? It was not clear how the logistics of this area would work.

Proposed Solutions:

Prepare a working logistical plan and annual calendar of event that is acceptable to the existing retail businesses that will temporarily lose their parking. Demonstrate clearly how the community can access and use this space.

8. Community Engagement

Rework #8 - There has been no conversation with the community, let alone real engagement by the developer.

- For a seasoned residential developer, the importance of working directly with a community process would be evident. Even Crown Isle gets this. Any proposal that could change the direction of a Town, in height and massing, traffic patterns, downtown parking, the overall character and nature, needs to engage the community. Particularly when the heart of the town is part of the conversation.
- As the owner of the mall, this developer had easy access to a variety of people and age groups that they could simply notify of the Open House. Which is what most projects would want to do. Yet, even after an email asking if they would put up posters at the mall, as no one I spoke to knew about it, they still chose not to do so.
- No information on the proposal has been available to the public prior to or after the proposal. No information has been available online nor was any project information added to the Comox Mall website. At the Open House, no handout materials were provided for people to take home to review. When public requested further information by email, as they were not able to attend the Open House, none was provided.

It is 2023! In Post-Covid environment. This is not acceptable. At best, this is public notification with presentation boards. This is not community consultation.

Proposed Solutions:

Start the conversation again. Hold a community workshop and have discussion groups on the proposal, focused on finding working solutions.

Reflective Comments:

Let's get real here. Post-covid, many people are still not comfortable in large public settings. Younger generations only exist online. Even a council member shared they do not read the local newspaper. The intent of the pre-application Stage 1 & Stage 2 is to ensure the community has had adequate time to discuss, review, converse with the applicant about their proposal, so changes can be made before it goes to application.

As this proposal opens the conversation on the future direction of the Town of Comox, it is essential that a broad range of people get to talk about future height, building massing and what our visions are for densifying the downtown. Questions around what livability is downtown, possible range of housing types, how to build for climatic events, and what does care for an aging population, in place, look like on the ground, are questions this Town is starting to look at.

That the developer chooses to not hear the importance of these conversations to this community, is disappointing. As there are many solution-oriented developers these days, it is also quite surprising.

If the proposed project goes forward to application, the developer is asking property taxpayers, other residents, the Town of Comox staff, and Council to consider a major change for our community. This will be a milestone decision with lasting effects that will be made by the decisions makers, in trust.

Yet to date, there is nothing in the developer's approach on this residential proposal, that demonstrates the OCP's intent was respected, the public was conversed with or any long-term solutions to densification are being offered. Currently zoned for 4 stories, 48 high end residential units are a given.

Trust is a three-way conversation. The Developer, The Town, The Community.

Any building built in next couple of years will last between 120 to 150 years, if not more. On this key downtown site, the Town of Comox deserves to see a long-term vision, beyond a piece meal approach. One where forward thinking, progressive, sustainable, and inclusive development provides substantial housing solutions to this community.

The Downtown's Jewel – Missing the Most Beneficial Opportunity for Long Term Densification.

Reflective Comments:

Master Site Plan

As a development consultant, I find this to be the most perplexing part of this proposal. No master site plan was shown and no supporting documents that led to choosing only this corner for one type of housing solution (high end condos), was given.

- When asked directly, the developer's team spoke about some site constraints. For the most part, what was mentioned could be considered standard limitations that any

development could foresee. If the commitment was there to provide this community with long term solutions around densification, it is likely most of the limitations would be addressed.

This site is the Jewel of Downtown Comox.

The entire mall site consists of 7.981 acres. This is the largest single owner site in downtown. This site could give the Town of Comox many more times the amount of proposed units, more retail units along the whole of Comox Avenue. If terraced back, off the street, density, with height, could be still maintain the human scale of Comox Avenue and increase vitality, vibrancy and bring a distinct flavour to this town.

So, every time I consider this proposal, the burning question remains. Why is the developer not offering many more needed units, over a larger site area? Why is the entire site not being looked at to provide long term solutions to densifications?

Can a Town require a developer to think bigger? Of course not. Typically, it is the developer that sees the potential and offers a vision back to the community.

In summary, as a professional in the development industry, I am asking the proposal to:

1. **To follow OCP intent and details as other local developers have had to do.** Whether 4 storeys or higher, SIGNIFICANTLY push back 3 & 4th floors, so there is no massed wall effect on either Comox Avenue or Port Augusta, as has been done in other developments downtown.
2. **Create a signature design that says distinctly, Comox, not just anywhere.** Integrate design elements so there is some common aesthetic.
3. **Be transparent.** Present 3d fly throughs along Comox Avenue, as per actual dimensions, with existing height and massing. Let us see what this really feels like. If the developer believes what has been put forth is of merit and adds value to this corner, then showing 3d fly throughs, will enhance that.
4. **Be understanding.** As mall owners, it is perfectly reasonable and completely understandable that becoming residential developers and then developing for the long term, is not in your proforma or vision.

However, if you are not wanting to be involved in providing substantial densification for downtown on the largest site for potential housing re-development, then please let the Town and the Community have these milestone conversations and get a new OCP in place, before application.

Densification is here. Many know and understand this. By respecting what the current OCP states, it says to this community, we are listening. We hear your challenges. Here's how we are helping them. This town deserves the best. I, like many others, look forward to the re-working of this proposal and trust that everyone at that table is working their best to enhance the viability and livability of this lovely, waterfront town.

With respect of the work done to date, kindly,

Vivian Dean - 303 Church Street, Comox

Caitlyn Learman

From: jrc chislettark.com <jrc@chislettark.com>
Sent: Wednesday, March 22, 2023 2:21 PM
To: UDGA Administration
Subject: 215 Port Augusta Public Comment - Proposed 52 unit residential development at the corner of Port Augusta Street and Comox Avenue (Comox Center Mall)

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Aaron,

I attended the recent Open House where both you and the developer were on hand to display presentation drawings of The Proposal.

I am a current resident in downtown Comox, a business owner (Chislett Architecture and Planning) and an architectural and planning practitioner with experience in Comox since 1982.

I wish to offer the following comments requesting modification and advancement of this proposal.

1) Kudos--

First of all kudos to the owner/developer for his interest and confidence in our community. His investment in and commitment to the ongoing redevelopment of an aging but landmark facility in our town is appreciated.

2) Good architecture - Bad Planning

The current proposal shows a failure on the part of the Town of Comox to guide development in the interest of the community.

The building is well crafted but inappropriate to its site and immediate context. It's massing overpowers the scale of the existing Comox Avenue streetscape; it's siting blocks pedestrian flow into the mall, obscuring two of the four main mall entrances shown on your drawings.

The relatively blank ground level treatments at east, north and west street frontages fail to promote or enhance street level interest and activity. (With only the south frontage engaging pedestrians at street level this siting will actually inhibit vitality in an area where street activity and visual interest should provide an anchor for the entire business district.)

3) Start with a Master Plan -

"Patching in" your building in this wrong location will inhibit and impede growth of the Mall over time. Your proposal should be part of an overall strategy for the evolution and intensification of the entire Mall property in harmony with its context at the heart of Comox.

The six-story "slab" massing, although deftly sculpted and articulated, is crowded into one corner of the site with very minimal terracing and with an exceedingly poor interrelationship with both the existing Mall and it's downtown context

4) Economic Impact --

The addition of residential density is needed in downtown Comox.

However by overshadowing the existing retail on Comox Avenue the form of this added density will not promote downtown renewal and revitalization.

5) Community Amenities --

The Proposal removes an existing community amenity. The circular landscape feature at the corner of Port Augusta and Comox Avenue provides a visual and functional focal point marking the principle intersection in town. The developer's pledge to block off an adjacent parking area to the east for use in special events does not replace or compensate for this loss.

The overall contribution of this proposal to pedestrian street life and to the 'sense of place' of downtown Comox is negative. In that respect it is clearly a step backwards.

I hope my comments aren't overly harsh -- it is my hope that they help persuade the developer to reconfigure and take better advantage of the opportunities offered by this site.

Respectfully,
John Chislett

Sent from my Bell Samsung device over Canada's largest network.

Caitlyn Learman

From: Dirk BLUE HERON BOOKS <bluehero@shaw.ca>
Sent: Wednesday, March 22, 2023 3:01 PM
To: UDGA Administration
Subject: 215 Port Augusta Street, Comox, BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Unfortunately this building proposal is exactly what I expected and worse. The building looks like an "anywhere" design and what surprised me is that there is no requirement to have the whole ground floor as commercial space. The three small shop spaces on Comox Ave will be hidden behind the small town square, while along Port Augusta the mall seems to shut itself off from the surrounding businesses.

This is the central intersection in Comox and I don't think this is the development we want to see in this location. There was lots of talk about legacy recently and this is not a legacy building. I also fear that the mall property will be developed in a piecemeal sort of way, instead of thinking this through and presenting an overall vision of what the mall should look like in 2033 and 2043. There could be living spaces above the mall and design could be stepping up to give it a more organic look. I am not against building but would like to see even more and if a stepping up approach was taken towards the east end of the mall along Comox Ave I could even see an 8 or 10 floor building work. Starting with 4 floors on the west end.

Regards

Dirk Meckert
Owner of Blue Heron Books, 1775 Comox Ave

Caitlyn Learman

From: Alora Griffin <alora@citywest.ca>
Sent: Wednesday, March 22, 2023 5:58 PM
To: UDGA Administration
Subject: FW: 215 Port Augusta Street, Comox BC
Attachments: Comox Town Circle. jpg.jpg; Town Circle Medical Clinic.jpg

Importance: High

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Second try!

From: Alora Griffin <alora@citywest.ca>
Date: Wednesday, March 22, 2023 at 11:10 AM
To: Urban Design Group Architects <administration@udg.com>
Subject: 215 Port Augusta Street, Comox BC

Aaron Vornbrock,

I attended the open house your firm hosted in the Comox Mall last week and discussed the following items with you.

1. Please maintain the existing Town Circle at the corner of Comox Ave & Port Augusta St. since it's the only non-commercial meeting place on Comox Ave. near the centre of the town.

In the summer months it's used by seniors as a place to stop and rest in the shade of the Wisteria vines. Please see the attached photos.

2. Consider reducing the height of the building to 4 stories so it's closer in scale with the neighbouring commercial buildings. Perhaps by designing an angled entrance behind the existing Town Circle the upper stories could be stepped back on the corner of Comox Ave. and Port Augusta Street.

Sincerely,

Alora

Alora Griffin
MAIBC Architect (Retired)
Comox, BC

Caitlyn Learman

From: Pat Carl <pat.carl0808@gmail.com>
Sent: Wednesday, March 22, 2023 1:11 PM
To: UDGA Administration; nminions@comox.ca; sblacklock@comox.ca; kgrant@comox.ca; chaslett@comox.ca; jkerr@comox.ca; jmeilleur@comox.ca; mswift@comox.ca
Cc: Pat Carl
Subject: 215 Port Augusta Street, Comox, BC

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see below for the writer's name and full address.

I am writing this email to provide comments regarding the 215 Port Augusta Street proposed apartment complex in Comox, BC.

I am concerned about the height of the building as proposed by Urban Design Group Architects. Rather than 6 stories, I believe a better fit in the neighbourhood would be 3 stories.

If the proposed apartment building is approved, I believe that underground parking should be included with the building. Also, EV charging stations for the public and residents must be included as well as each slot in the underground parking structure should be EV Charger ready.

Rentals, as well as apartments for purchase, are necessary to address housing issues in the area as well as some below market value apartments for seniors. More housing is simply not enough; more affordable housing is required in the area.

Buyers from out of the area must intend at a date certain to move to/reside in Comox in order to avoid the trend to purchase apartments as investments.

Patricia A. Carl
#404 - 695 Aspen Road
Comox, BC V9M 4H6

With gratitude, I acknowledge that for thousands of years the peoples of the Pentlatch, E'y7ikw7sen (Eiksan), and K'omoks Peoples have walked gently on their unceded traditional territories on Vancouver Island where I live. Taking their lead, I walk through my life conscious of Mother Earth. I respect her and all her gifts. I thank these First Peoples for their example, generosity and hospitality.

Caitlyn Learman

From: Jill White <thewhites205@gmail.com>
Sent: Thursday, March 23, 2023 3:51 PM
To: UDGA Administration
Subject: 215 Port Augusta St.

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPadAtt: Aaron Vombrock/Paul Chiu

As a resident in Comox, I realize that the proposed development in the Comox Mall will no doubt have a great impact on the downtown core of this small retirement community. The biggest impact will be to the existing traffic and parking systems. The removal of existing parking in the Plaza which is highly utilized at present, will place an added burden, with development of condo residency ,their parking requirements, and visitors to their units. The 52 units will generate more than the proposed 65 parking space, as at least 50 percent of residence require at least 2 spaces for personal use, with at least one visitor space for each 5 units. Since I live in a 14 unit condo, I have observed that our existing 4 visitor spaces, has at times not been enough. Comox Avenue in the core area is at most times, backed up with traffic through the two main intersections downtown. The four way stop conditions presently in use will not be able to handle the increased traffic without causing extensive traffic problems and will, likely require the installation of interconnected traffic signals to handle the cross traffic at Church St. And Port Augusta St. This will add an addition cost to the Town for there installation and maintenance. The mall itself will suffer from inadequate available parking for patrons due to the additional "mixed" use retail space and the loss of the existing parking. Increases in traffic flow will no doubt discourage people from coming downtown to shop or carry on business. In summery, I feel that this 6 store development will not compliment the down town section of Comox and would be better suited in a area outside the core of Comox. Respectfully a concerned citizen. Frank White

Caitlyn Learman

From: Heather Crandall <heather849@icloud.com>
Sent: Thursday, March 23, 2023 2:48 PM
To: UDGA Administration
Subject: 215 Port Augusta Street, Comox BC V6B 1N2

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear UDGA,

Thank you for attending the Open House for the Stage 2 of the consultation phase for the proposed building in Comox on Port Augusta Street by the Comox Centre Mall. I spoke to some of you while I was at the Open House.

I believe many people know that density is a good idea or a necessary idea for Comox. I have some comments on the plans that you propose for this site that largely focus on traffic and use of the street. I will leave other points to other people to comment on.

1. The four-way corner that the proposed building site is on is the busiest corner in Comox. Pedestrians, cars, bicycles, strollers, people with walkers-people cross the four corners and walk those blocks all day every day. Already the pedestrian traffic and car and truck traffic is very high. Proposing to bring the new building nearly to the sidewalks is going to create blind spots for pedestrians as well as cars and trucks to get around safely. Exiting the proposed garage entry is a concern as it will impede the vehicle traffic that is turning off Comox Ave as well as traffic along Port Augusta Street that is approaching Comox Ave. Also, the additional traffic is a very significant concern for that area as well as the parking issues that removing the parking and putting in a building will create. Already there is often no parking available in that area including along the store fronts where the Woofy's is.

Parking will be a real issue for everyone whether it is on the street or in the remaining mall parking lot. Safety of the pedestrians is a concern. Street traffic will lose its flow as more cars turn to exit and enter the parking garage.

Comox has a certain feel and charm to it that is recognized by those who live here as well as visitors to the town. The idea of a six story building dominating that corner will change the way our small town works and the feel it has managed to promote and maintain. The proposed building will dwarf the remaining commercial and residential buildings in the area which will take away the small town feel which contributes to making Comox a gem of a place to live. One or two blocks further back from the proposed site would not be as great an impact on this commercial, high-traffic area.

Also, sight lines for existing views and increase in shadows is always a concern as we watch the view lines disappear and the separation from nature increase as we lose the views of the ocean, trees and mountains. This is happening all over Comox. This high building in this location would add to the disconnect and shadows that are spreading around town.

The proposal should keep the small town feel we have without dwarfing the downtown area.

When it comes to the parking garage, I would like to see the street front along Port Augusta St. be fronted by commercial businesses and not the emptiness of a parking garage. The parking garage and commercial space should be working together. Commercial business space along Port Augusta St. would allow Port Augusta St. to be active and thrive as it will on the Comox Ave store front side. Having 200 feet of non-business frontage deadens the street. Eventually the vacant land across the street will be developed and the two sides of the same street should be "talking to each other" and enhance the draw to the area for small businesses by the townspeople. Cafes, bistros, small shops on

one side of the street should have support from the other side. This also improves foot traffic and draw in the area and feels much safer after dark.

This is a brief description of some of my concerns about the proposed 6 story building. I would like to see fewer stories, a cut out on the corner to allow people to congregate and see the foot and vehicle traffic on the corner, the garage entry side have commercial business along it to bring in vibrancy and eventually mirror and support the development that will eventually be built on the other side of Port Augusta.

As this proposal stands right now, I know that when I drive down Comox Ave content in being in a beautiful small seaside town that I have lost some of the beauty and charm that drew us to Comox 30 years ago to raise a family and run a business.

Thank you for your efforts so far.

Heather Crandall
73 Orchard Park Drive
Comox, B.C. V9M 2S9

Caitlyn Learman

From: Joanne McKechnie <joanne.jemwellness@gmail.com>
Sent: Thursday, March 23, 2023 8:34 AM
To: UDGA Administration
Subject: 215 Port Augusta Street Comox BC
Attachments: Letter to Urban Design Group.docx

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr David Coon

Please find attached my comments on your proposed development at 215 Port Augusta St, Comox.
Please include these comments in your application submission to Comox Council.

Thank you,
Joanne McKechnie
1611 Noel Ave.
Comox BC
V9M 3K2
Cell: 250 465 1201

Caitlyn Learman

From: Cynthia Gunaratnam <cynthiagunaratnam@gmail.com>
Sent: Thursday, March 23, 2023 1:06 PM
To: UDGA Administration
Subject: Comox Mall development

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Aaron Vornbrock

I am a physician who recently moved into Comox and I was drawn by the charm of the downtown area. I live walking distance from the Comox Mall. I am writing to thank you for your efforts in developing the downtown Comox area.

However 6 storey's for this development is not appropriate. It does not suit the community feel that has carefully been developed in this region. A commercial residential mix, with a focus on walkability, along with a lower community focused height would be much more appropriate.

The development plans should be adjusted to have something more suited to the nature of this community and to maintain the type of Comox that we enjoy living in.

Thank you

--

Lourdes Cynthia Gunaratnam

Caitlyn Learman

From: Arsalan Hassan <arsalan2@ualberta.ca>
Sent: Thursday, March 23, 2023 1:02 PM
To: UDGA Administration
Subject: Comox mall development

Email Security Warning : This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Aaron Vornbrock

As a local resident and a physician in this community I am writing to thank you for your efforts in developing the downtown Comox area.

However I do not think that 6 storey's is appropriate for the area. I think a more humanscale development mix of commercial and residential would be much more appropriate for the nature of this community and to maintain the type of Comox that we enjoy living in.

In addition it should be walkable with a focus on pedestrian traffic and awnings for rain, etc.

The development plans should be adjusted to have something more appropriate and community focused, and not 6 storeys tall.

Thank you

--

Arsalan Hassan
BSc, MD, CCFP (EM)
Emergency Physician
Clinical Lecturer, University of Alberta

ATTACHMENT 7

PUBLIC COMMENTS RECEIVED BY THE TOWN TO DATE

Mail Contacts Calendar Tasks Preferences

New Message

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Reply to All

Forward

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Spam

Actions

Read More

View

Mail Folders

- Inbox
- Sent
- Drafts
- Junk
- Trash
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December 2022

S	M	T	W	T	F	S
27	28	29	30	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
1	2	3	4	5	6	7

Sort **proposed development at 215 Port Augusta Street, Comox, B.C.** December 29, 2022 1:32 PM



From: Brenda Pearson

To: administration

I am replying to your Pre-Application consultation Stage 1, as a resident of Balmoral Avenue, Comox, B.C.

You have not given sufficient information for anyone to make a properly informed decision. However, as it stands, I DO NOT think this is an appropriate development for Comox Avenue.

You suggest six stories, there is no other building for the whole length of Comox Avenue that is higher than four stories, with underground parking.

Six stories would, I assume, require a variance in city planning, and frankly would stick out like a sore thumb. I would be against allowing a variance.

We already have sufficient retail space along the Avenue as it is.

An apartment/condo building on a shopping centre makes no sense and I cannot imagine it being an attractive position to live.

No mention is made of the intended prices of the proposed apartments/condos but if such a building, no higher than four stories was to be built it should be priced for the more modest income families and not for luxury accommodation. Brenda L. Pearson #13-1646 Balmoral Avenue.

To Comox Council,

Herewith a copy of my reply to the proposal for 215 Port Augusta.

B Pearson

RECEIVED

JAN 03 2022

TOWN OF COMOX

LOG: 23-001	REFER:	AGENDA:
FILE: 3040-20/	ACTION: MR	

2022/02/02

O-c file
Copies - Council
- JW/MK/SR/LP

03Jan23

Town of Comox – Administration

TOWN OF COMOX

From: Brenda Cardinal <brengolf@gmail.com>
Sent: January 3, 2023 10:10 AM
To: Town of Comox – Administration
Subject: Re: Black Out Periods for Development Proposals in Comox

Follow Up Flag: Follow up
Flag Status: Flagged

LOG: 23-002	REFER:	AGENDA: RCM 11Jan23
FILE: 3010-01	ACTION: MR	

Hi Tracy,

Thanks for your response.

My details are as follows:

Brenda Cardinal
634 Pritchard Rd
Comox, BC
V9M3J9

250-792-5220

Sent from my iPhone

o - cfile 3010-01
Copies - Council
-JW/MK/SR/LP

On Jan 3, 2023, at 9:55 AM, Town of Comox – Administration <town@comox.ca> wrote:

Good morning,

Thank you for your email to Mayor and Council.
Please be advised that your email may be circulated to all members of Council and will tentatively appear on the 11 JAN 2023 Regular Council agenda for consideration.
Per council policy, correspondence to be circulated or placed on an agenda *must* include the full name, civic address and municipality of the author for information purposes but will be redacted on correspondence published to the website.
Can you please provide your civic address?

Kind regards.



Tracy Cox
Casual - Administration Department
Town of Comox
250-339-2202 – Comox.ca
[Facebook](#) | [Twitter](#) | [LinkedIn](#) | [YouTube](#)

I respectfully acknowledge that the land on which we gather and work is on the unceded traditional territory of the K'ómoks First Nation, the traditional keepers of this land.

From: Brenda Cardinal <brengolf@gmail.com>

Sent: Monday, January 2, 2023 12:06 PM

To: council <council@comox.ca>

Subject: Black Out Periods for Development Proposals in Comox

Good day ladies and gentlemen,

I noticed the last Development proposal for Comox was in the 14 December 2022 "The Record" on page A6 for the UDGA proposal at the Comox Mall.

The deadline for community residents to respond is 4 January 2023, which gives only 3 weeks.

I have concerns about development proposals being submitted during a busy holiday season. Many residents are away on vacation, visiting family and are distracted with the additional demands that come with the holidays.

This means that many have not had the chance to respond, or even be aware of the proposal that could have a direct impact on them.

I have to admit I question the purpose of submitting such a proposal in the midst of the holidays.

To allow for residents to have a fair opportunity to respond, I'd like to offer a suggestion.

1. I submit that there should be black out periods for development proposals during main holiday seasons. For example: During the Christmas Season, no proposals can be submitted from 1 Dec to 31 Dec. (Black out period) This way residents that are away will not be left out of the input process.
2. I also think that 3 weeks to respond seems to be a very short time frame. Is there/could there be a minimum requirement for responses to be at least 4 weeks?

Thank you for your time and consideration.

Brenda Cardinal
Comox, BC
250-792-5220

Town of Comox – Administration

TOWN OF COMOX

From: Town of Comox – Administration
Sent: January 4, 2023 2:16 PM
To: Town of Comox – Administration
Subject: Proposed Development 215 Port Augusta St Comox

Table with 3 columns: LOG (23-003), REFER, AGENDA; FILE (3040-20/20), ACTION (MR)

From: Brenda Cardinal <brengolf@gmail.com>
Sent: Monday, January 2, 2023 11:33 AM
To: administration@udga.ca <administration@udga.ca>; council <council@comox.ca>
Subject: Proposed Development 215 Port Augusta St Comox

o - cfile 3040-20/2022/02/02
Copies - Council
-JW/MK/SR/LP

Good day,

I have reviewed the proposal from Urban Design Group Architects Ltd and would like to share some initial responses.

I have to say NO, to a 6 story building.

This is a small town with a small town atmosphere and myself, along with many other residents, want to keep it a small town. Not interested in a city feel. If I wanted that, I'd move to the city.

When we start looking at large towering buildings in an area such as ours, it changes the scene and dynamics.

And please don't use the excuse that this is the way of development, because I don't believe that to be true. It's private parties encroaching their own agendas into an area that has a direct impact on the local community.

On top of my personal opinion, a 6 story building surpasses the height restrictions for the town. Perhaps a 4 story with shops on the bottom would be more suitable.

This also brings up the question again, can the town's old infrastructure and resources handle another increase of demand?

If the town approves additional residential units, then I believe it should be an affordable priority focus for the local younger generation to be able to buy.

(IE: not pricing where only non-locals can afford.) If we as a community cannot support the younger generation with the same opportunities we've had, then I don't see the point of building.

Thank you for your time and consideration.

Brenda Cardinal
634 Pritchard Rd.
Comox, BC
250-792-5220

Town of Comox – Administration

TOWN OF COMOX

From: Karen MacDonald <iam.kmacdonald@icloud.com>
Sent: January 3, 2023 10:53 AM
To: administration@udga
Cc: Town of Comox – Administration
Subject: Community consultation development proposal Port Augusta St. / Balmoral Ave Comox

Follow Up Flag: Follow up
Flag Status: Flagged

LOG: 22-004	REFER:	AGENDA:
FILE: 3040-20/20	ACTION: MR	

o - cfile 3040-20/2022/02/02
 Copies - Council
 -JW/MK/SR/LP

Good morning,

Thank you for the invitation to provide feedback.

I would like you to disclose the data upon which you have determined a proposal for a 2800 sq ft six story mixed use structure in the heart of Comox.

I am sure you are well aware of the current Comox building policies and framework for development. The reason for certain limitations, restrictions, bylaw in the frameworks is, among other strategic goals the Council defines, to ensure the integrity of the community character and prosperity of the area, and minimize undesirable public impact not the least of which includes impact on the quality of life and ability to ensure Comox is a vibrant attractive community, to ensure sustainable community character, minimize traffic and traffic management requirements, and ensure both public safety and public services.

*There is no need for a six story structure rising above all other buildings in the town site... blocking views, impacting community character in a negative way and increasing density and traffic thereby impacting public safety.

* Consider reducing your footprint to be within the current standards. A Mixed use structure may be of benefit the the community. Such a structure does not in any way require six stories. Further defining your proposal as mixed use to slide it in as a residential solution (a questionable pretext and not validated with any data that suggests a pressing need for a specific type of residential housing is needed in Comox - given location and your present proposal) in order to build higher is not necessary nor acceptable.

*While underground parking may be beneficial in increasing use of the footprint space from a commercial perspective, it will serve to increase traffic snarls and density in the downtown core. Noise levels will be seriously & tremendously with this proposal and this in turn will impact both quality of life and community character.

* access and egress issues have not Been discussed. Data in reference to safe access / egress for traffic and pedestrians is an absolute and not transparent.

To the City of Comox and town Council - The rationale for development cannot and should not be solely driven by increasing tax base. It strikes that this proposal is designed with that as the primary rationale. You really must be transparent here in entirety of your end goal .

Thank you
K MacDonald

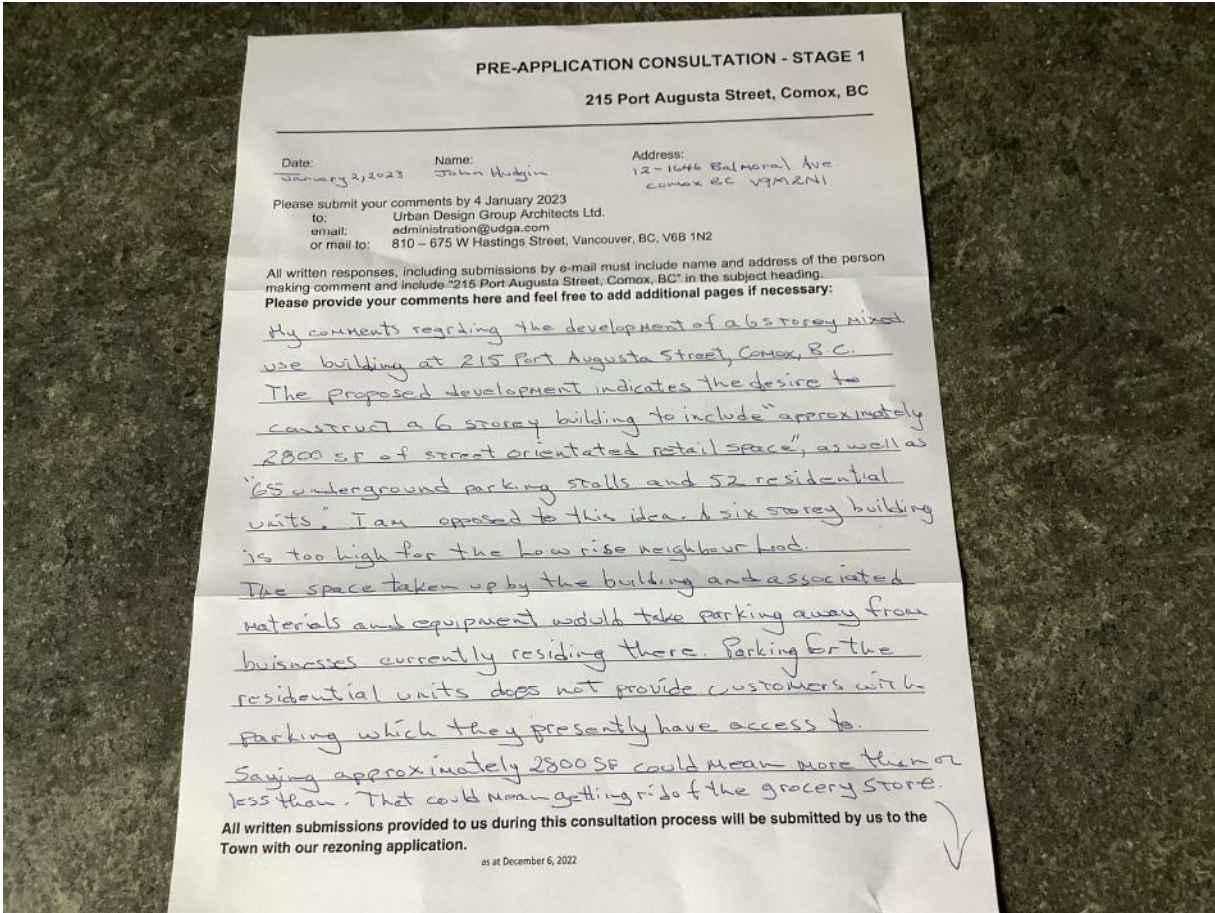
RECEIVED

04Jan23

TOWN OF COMOX

LOG: 23-005	REFER:	AGENDA:
FILE: 3040-20/2C	ACTION: MR	

o - cfile 3040-20/2022/02/02
Copies - Council
-JW/MK/SR/LP



Many people in the near by Apartments, condos
and town houses as well as home owners
shop at the grocery store and the other
stores which come under the 215 port Augusta
street location.

John Hudg

cc. Town of Cornox

RECEIVED

04Jan23

TOWN OF COMOX

LOG: 23-006	REFER:	AGENDA:
FILE: 3040-20/2C	ACTION: MR	

o - cfile 3040-20/2022/02/02
Copies - Council
-JW/MK/SR/LP

From: Lucy Hawa <alicelucypt@gmail.com>
Sent: December 30, 2022 11:03 PM
To: administration@udga.com
Cc: Planning Dept <Planning@comox.ca>
Subject: Community Consultation @ 215 Port Augusta St (Comox Mall)

Hello,

I read in the local paper that there is a proposal for a 6-story mixed use building with ~2800 SF of street orientated retail, 65 underground parking stalls and 52 residential units on the corner of Comox Ave and Port Augusta St.

Whereas, I am all for downtown vitalization, I have some concerns re: this proposal:

- 6 stories is DOUBLE the stories what everything else is around there (most buildings along Comox Ave are 3 stories); it will be sort of mini high-rise, create massive shadow and will stick out; also, it will create a precedent for everything else to go super high and that will take away from the ambiance of this sweet neighbourhood area
- 65 underground parking spots....you are aiming for car-based visits and supporting "car culture" vs. public transit/cycling/ and pedestrian culture... the more cars, the more traffic and the more obnoxious this becomes for all the pedestrians/cyclists/scooter users/dog walkers/children going to school etc;
- Comox Ave is currently heavily used by pedestrians (this is wonderful)...add more cars and it will negatively impact pretty much everybody; car-wise, it is already too busy; imagine the traffic on that corner when 52 residential units are also part of the mix; please consider the multiple other developments around that area and how it's bottle-necking Comox Ave and forcing increased traffic into all the side streets and neighbourhoods - this will not be safe for our kids.

I am not against development but too much, too high, too quickly and without intelligent long-term design and consideration of the end users will result in places that feel cramped, unattractive and unhealthy for the residents of Comox. I realize that development companies are meant to create profits but I encourage you to engage in altruistic connection to the community you build in...consider the environment and the residents, now and in the future.

Sincerely,

Alice Hawa
Comox, BC

RECEIVED

22Feb23

TOWN OF COMOX

LOG: 23047	REFER:	AGENDA:
FILE: 3040-20-20	ACTION: MR	

o - cfile 3040-20/2022/02/02
Copies - Council
-JW/MK/SR/LP

From: dawn stranberg <dstranberg@shaw.ca>
Sent: Wednesday, February 22, 2023 8:28 PM
To: council <council@comox.ca>
Subject: 215 Port Augusta Street

To the mayor and town councilors of the Town of Comox,

I have been residing in Comox for the past few years caring for my mother in her home until she passed and am now a trustee of her Comox property. I have been coming to the area for over 60 years and was pleased to see the direction the town was taking in the development of the town centre with the beautiful flower planters, lights, street trees and the pier but in the last several years things are starting to go awry.

The Comox Avenue retail district is a jewel that should be preserved as a quaint, walkable area with boutique shops, eateries, coffee shops, galleries etc. and with a friendly vibrancy. It has the perfect backdrop of the ocean set against the mountains with the glacier as the crown jewel. I was saddened to see that the "Harbour Centre" office building was allowed to be built on Beaufort Ave., blocking the beautiful view of the ocean as you drive down Comox Avenue. As that building seemed to have sat empty for sometime after completion, I am sure it was entirely unnecessary and office space was likely available elsewhere. Also not knowing the owners of the land behind the building or the engineering concerns of the land I wonder if the building could have been set back further so as not to destroy the view from Comox Ave. or it could have been reduced to one story and parking.

Another build that seemed poorly thought out was the structures at the front of Marina Park which now serve to almost completely obliterate the view of the marina from the park creating a rather sad juxtaposition.

I now understand that there is an application to build a six story residential building at the corner of Port Augusta and Comox Avenue across from the previous Lorne Hotel site. This will be the end of the chance to preserve and further develop a special, quaint area in Comox for all residents and visitors to enjoy and it will reduce already much needed parking along Comox Ave. I can not understand the lack of vision on the part of Comox city planners. If there is more residential it should be limited to three or maximum four stories and the design should be in keeping with historical buildings and with the newer buildings such as the Comox Medical Clinic building.

I do not know what is planned for the Lorne Hotel site but a replica type building with a large veranda for having a meal, a coffee, a refreshment all while people watching and enjoying the flower planters, the views down Port Augusta Avenue to the ocean and the charming area would be wonderful with some residential above, and possibly markets on the street level with a farmers market vibe.

In closing I would like to say that I am opposed to the plan to build a six story building on the proposed corner of the parking lot of Comox Mall and I have spoken to many people who feel the same so I would implore the Comox Town council to seriously consider how this decision would irreversibly change what is a special little area of Comox. I believe that any buildings of that height should be placed on the back side of Balmoral and beyond. If a three or maximum four story building was to be built on the parking lot why would it not be built at the back adjacent to Stevenson Place and in front of Berwick. That is away from Comox Ave. and in the least used area of the parking lot.

I certainly would not want to be in anyway responsible for ruining Comox Ave. I hope you do not either.
Sincerely,
Dawn Stranberg
1518 Bryant Ave, Comox, B.C. 778 268 0663

WD I won't be in town on March 9/23 for the Open House so I am mailing this.

PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

Date: Feb 19 / 23 Name: Terry Folks Address: 201-1705 Comox Avenue Comox, BC V9m 3m1

Please submit your comments at the Open House, or if you cannot attend the Open House, to Urban Design Group Architects Ltd. by: 23 March 2023 via email administration@udga.com or mail to: 810-675 W Hastings Street, Vancouver, BC, V6B 1N2

All written responses, including submissions by e-mail must include name and address of the person making comment and include "215 Port Augusta Street, Comox, BC" in the subject heading. Please provide your comments by 23 March 2023.

Please provide your comments here and feel free to add additional pages if necessary:

There is a beautiful old tree facing West - the Golf course - on this particular property. Can it be saved please. I didn't really want to start a petition to save this particular tree, but you could do the right thing and let people know you plan to save it.

LOG: 23-050	REFER:	AGENDA:
FILE: 3040-20/20	ACTION: MR	

o - cfile 3040-20/2022/02/02
Copies - Council
- JW/MK/SR/LP

RECEIVED

FEB 23 2023

TOWN OF COMOX

Prevention Petition
[Signature]

All written submissions provided to us during this consultation process will be submitted by us to the Town with our rezoning application.

as at February 8, 2023

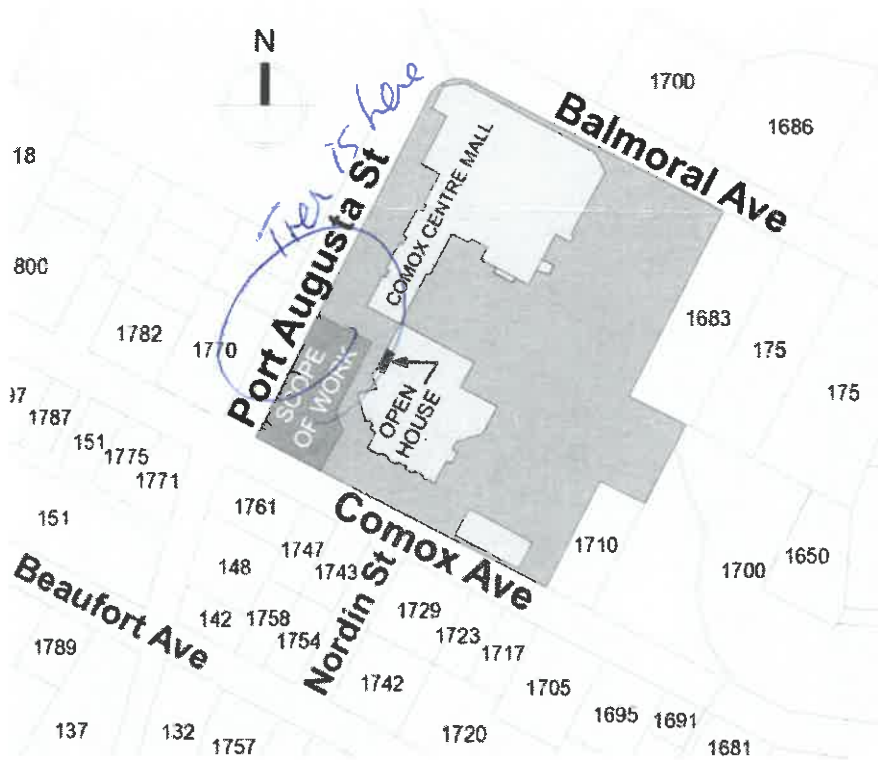
PRE-APPLICATION CONSULTATION - STAGE 2

215 Port Augusta Street, Comox, BC

To the Resident or Commercial Space Occupant,

Comox Centre Mall Ltd. or Assignee, the owner of 215 Port Augusta Street, Comox, BC wishes to develop this property. The Town of Comox requires the developer to consult with the neighbourhood before submitting plans for a development application to the Town.

CONSULTATION CONTACT:



Name: Att: Aaron Vornbrock / Paul Chiu Urban Design Group Architects Ltd.
Mailing Address: 810-675 W Hastings Street Vancouver, BC V6B 1N2
Phone Number: 604-687-2334
E-mail: administration@udga.com

As the owner of 215 Port Augusta Street, Comox, BC shown shaded in the map above, we wish to know what impact our proposal may have in this neighbourhood. The purpose of this consultation is to receive your comments in order to consider them in the design of the project.

Currently, this parcel is the Comox Centre Mall and the scope of work shown on the map above is comprised of surface parking for the Mall. The development proposal is for a 6 storey mixed-use building, with approximately 2,800 SF of street orientated retail space, 65 underground parking stalls and 52 residential units.

This is the second stage of the pre-application consultation. At the Open House we will report back responding to any public comments we received during stage one and addressing them in the design of the proposed development. We look forward to sharing the information with you about our proposal.

OPEN HOUSE INVITATION

9 March 2023
Comox Centre Mall (South Mall)
215 Port Augusta Street
COMOX

from
4 : 00 PM
to
7 : 00 PM

as at February 8, 2023

RECEIVED

07Mar2023

TOWN OF COMOX

LOG: 23-061	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: MR	

o - cfile 3040-20/22-02/03
Copies - Council
- JW/MK/SR/LP

From: Terrance Chenard <terrance.chenard@gmail.com>
Sent: Tuesday, March 7, 2023 10:38 AM
To: administration@udga.com
Cc: council <council@comox.ca>
Subject: Proposal 215 Port Augusta

Terrance & Sarah Chenard
1609 Cypress Ave
204-296-4369

Good day,
cc: Comox Town Council (For Information)

In regards to the redevelopment proposal of 215 Port Augusta I have a number of concerns. The feel of the neighborhood is currently 2/3 story buildings and having a building double this size (at six stories) would completely change the nature and feel of the neighborhood.

Traffic on Comox Ave is already congested and the 4-way stop on Comox and Port Augusta would require redevelopment to control traffic flow. The increased units in this development would adversely affect current infrastructure in the Town of Comox. Who would pay for this redevelopment? The Town of Comox already has a stretched budget and this is a burden that should not be on the local taxpayer.

What portion of the development is allocated to affordable housing? if none, then will the units be sold below market value? This proposal has the optics of a boutique build that will not offer much to young families or the current unhoused population.

This development is also in the vicinity of the approach to Runway 31 at the Comox Airfield (CYQQ) and at 6 stories has real possibility to act as a hazard to aviation under the federal aeronautic act and will require separate approval.

The footprint of this redevelopment should be reduced to 2-3 stories to fit the character and style of the neighborhood. Approval of this development in the current state would set a precedent that would force the Town of Comox to lose its look and feel, a look and feel that can never be restored. I urge the developer to reconsider their proposal.

Please feel free contact me if you require any amplification of my feedback.

Regards,

Terrance Chenard

07Mar23

TOWN OF COMOX

Dear Council,

I understand the need for housing in the Comox Valley.

However I do object to the height of the proposed building on Port Augusta and Comox Avenue. Six stories is way too high for the location in our town. May I refer to the two 10 story buildings in downtown Parksville which are a real eyesore to the town setting.

The apartment complex by the golf course is five stories but it blends in with the trees and other complex.

Please reconsider the height and what compliments our town.

Yours,

Jean Douglas

#16-2197 Murrelet Rd
Comox

LOG: 23-062	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: MR	

o - cfile 3040-20/22-02/03
Copies - Council
-JW/MK/SR/LP

10Mar23

Town of Comox – Administration

TOWN OF COMOX

From: Pamela Edwards <pamie647@gmail.com>
Sent: March 10, 2023 10:35 AM
To: Town of Comox – Administration
Subject: 215 Port Augusta Street, Comox, B.C.

LOG: 23-069	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: file	

o - cfile 3040-20/22-02/03

Copies - Council

JW/MK/SR/LP

To Council,

I attended the Open House March 9th, 2023 at Comox Centre Mall (South Mall). I viewed all the plans for this new development and I have the following feedback to submit.

I can see that these plans are well thought out and are pleasing to the eye. However, I do have some concerns that need to be addressed by the Municipal Councils in both Courtenay & Comox.

When you are wanting to densify any village, town or city in a particular area of Vancouver Island there has to be the infrastructure in place to support these new developments. I personally don't see it!

In case you the reader are not aware of what is NOT in place at this time in the Comox Valley let me enlighten you.

Currently we have 2 walk-in clinics both in the Courtenay region and one of those walk-in clinics housed above the SuperStore is about to close its doors. We have 1 Lifelab clinic to service the needs of the entire Comox Valley which is situated in the old part of Courtenay. On any given day or time this clinic is over-run with patients needing blood work, ECG's etc. There is another Lab situated in the new Hospital located in Courtenay but the wait times are significant with often patients waiting more than several hours or longer. Lab technicians are leaving their jobs due to very poor pay from V.I.H.A. and a shortage of qualified Lab technicians who are overworked. This same scenario is happening at our hospital with dire shortages of Nurses, Doctors and other necessary personnel in the various departments. If you happen to purchase a new condo or home here having moved from another location or already reside here there is a very long wait-list in acquiring a family doctor or Nurse Practitioner. I know as we have been waiting over a year for acquiring a new physician.

For several summers like the one we experienced last year brought a long drought in the Comox Valley with most of our rivers drying up and our Comox Lake dropping well below the level of supplying drinking water to all the residents in this Valley. Fortunately, although it came close we still had some water. Increasing population densification can easily increase the chances of our precious water supplies drying up sooner than before.

On any given day when needing to travel from Comox across either bridges into Courtenay whether that be for shopping, a medical appointment or other; one can experience traffic jams with the steady increases in population that has descended upon this region over the past several years as well in other parts of Vancouver Island.

I think I have outlined some of the reasons that I am not in support of more density not only in my own community of Comox but on Vancouver Island UNTIL such time we have the vision and the foresight to have in place the necessary infrastructures to support densifying these communities.

It's very easy to build and they will come BUT it's not easy to support and provide for those who do!

Kind Regards,

Pamela Edwards

Town of Comox – Administration

From: Nicole Minions
Sent: March 12, 2023 9:17 AM
To: Shelly Russwurm: Town of Comox; Town of Comox – Administration
Subject: Fwd: Proposed Development 215 Port Augusta

Follow Up Flag: Follow up
Flag Status: Flagged

RECEIVED

13Mar23

TOWN OF COMOX

Hi Shelly,

Can the below be added into our correspondence. It came to my email directly but it was asked to be forwarded to all.

Thanks,
Nicole

From: Jani Martinius <janimartinius@googlemail.com>
Sent: Friday, March 10, 2023 1:58 AM
To: Nicole Minions <NMinions@comox.ca>
Subject: Proposed Development 215 Port Augusta

LOG: 23-075	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: MR	

o - cfile 3040-20/22-02/03
Copies - Council
-JW/SR/MK/SA/LP

Dear Nicole,

I am writing to express my concerns regarding the proposed development at 215 Port Augusta in Comox. As a resident of this town, I believe it is essential to voice our opinions regarding the development of our community.

Our downtown core is charming because of its lower rise buildings, which are also set back from the road. These features contribute to the unique character of our town and create an attractive atmosphere for visitors and residents alike. However, I am deeply concerned that the proposed six-story building will not suit the style and charm of our town. It will be out of place and stand out for all the wrong reasons.

Furthermore, mass residential development shouldn't occur right in Comox. Our town does not have roads or bridges big enough to accommodate the additional traffic that such a building would bring.

I am concerned that this development would create congestion and traffic problems that could have a negative impact on the quality of life for the residents of our town.

This is the kind of building that destroys the town's specialness. We do not want to become just another generic town with tall buildings and busy streets. We value our small-town charm and want to maintain it for future generations.

I urge you to reconsider the proposed development at 215 Port Augusta. I strongly believe that this project is not in the best interest of our town, and I urge you to listen to the concerns of the community.

Thank you for your time and consideration.

Sincerely,

Jani Martinius
251 Quarry Park Road

--

Jani Martinius (She/Her)

Certified Martha Beck Wayfinder Life Coach & Red Seal Carpenter

www.janimartinius.com

778-239-2751



**** I am grateful to live, work and play on the unceded lands of the K'omoks First Nation.
You can learn more about the K'omoks First Nation [here](#) ****

RECEIVED

13Mar23

TOWN OF COMOX

LOG: 23-076	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: MR	

o - cfile 3040-20/22-02/03
Copies - Council
- JW/SR/MK/SA/LP

From: C O'Meara <claire.om@gmx.com>
Sent: Saturday, March 11, 2023 3:07 PM
To: council <council@comox.ca>
Subject: Fwd: Re: Proposed Development at 215 Port Augusta

Good afternoon,

I wanted to forward Comox Council the email below which I sent to the architect in response to the open house last night for the Proposed Development at 215 Port Augusta.

I wanted to include Council in the conversation about whether this development aligns with the vision for downtown Comox.

Thank you in advance for taking the time to read my comments.

With warmest regards,
Claire O'Meara

Good Evening,

Thank you for hosting the open house this evening. I'm sorry I was not able to chat to you but I would like to write some of my comments below.

And just to introduce myself, I am an Urban and Environmental Planning consultant who has lived in Comox for the last 4 years. I have a vested interest in the community and feel that development will boost the downtown both economically and aesthetically.

From what I was told the development is being proposed by the owner of the Port Augusta Mall. Do they have a masterplan for the site? What is their vision and objective with this proposed building?

The positives, infill development is amazing. So happy to see it being proposed overtop of the parking lot. I'm sure it boasts incredible views of the Marina and waterfront. More retail space downtown is exactly what we need.

The negatives, not enough setbacks. Far too much dead space behind and beside the building (North and East of the proposed building). Not enough public space/amenities along Comox Ave.

There is a unquestionable need for commercial/residential development in Comox. I am in support of development as long as it aligns with the overall downtown vision and aesthetic. Unfortunately, this specific building does not fit the current aesthetic of the downtown in my opinion.

From comments heard at the open house, it seems people are concerned about the height of this building. What concerns me is the lack of amenities/public space along Comox Ave. The pictures showed a little extra width in the sidewalk with a few benches and trees but nothing that adequately serves that specific corner. This specific area is where we meet for many public events such as the Christmas tree lighting, the Remembrance Day parade, Comox Days, Halloween and a few summer market days (to name a few). The corner (at Comox Ave and Port Augusta St) is where they often set up activities because it is the only part of the sidewalk where there is some seating and

a little extra space. People often sit and relax under the wisteria vines. I feel that this is one of the most important corners in downtown area and the proposed development has an opportunity to provide some much needed public space, and landscape design if we really want to revitalize part of the downtown.

Development is such an incredible opportunity to help the Town of Comox revitalize and enhance their existing amenities.

I don't understand all of the limitations but with my background I am aware that there are some spatial constraints for this development to be setback much more than it is. But I do feel some serious consideration should be given to the space along Comox Ave and the corner of Comox Ave and Port Augusta St as it is such an important space for public events and day to day pedestrian traffic. Would a residential building of this scale make more sense in the corner by the John's Independent Grocer? Can the lower commercial level designs be enhanced with additional space for patios, courtyards and other areas for people to meet? Could there be more emphasis on landscape design and beautification of the streetscape, maybe even the space for some public art?

Thank you for taking the time to read my thoughts and comments and I look forward to hearing any updates.

with kind regards,
Claire O'Meara

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13Mar23

TOWN OF COMOX

LOG: 23-079	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: MR	

o - cfile 3040-20/22-02/03
Copies - Council
-JW/SR/MK/SA/LP

From: Helen Boyd <gatewaycounsel@gmail.com>
Sent: Monday, March 13, 2023 2:51 PM
To: council <council@comox.ca>
Subject: Feedback re: 215 Port Augusta Street, Comox

Dear Mayor and Council,

Please find attached my comments regarding the project application currently before the Town of Comox. These comments were also sent to the e-mail address provided at the Open House of March 9th.

Sincerely,
Helen Boyd

Thank you for the opportunity to provide feedback regarding the proposed building at 215 Port Augusta, Comox.

I am a resident who lives in proximity to the downtown core. I embrace the idea of multiple housing units on Comox Avenue. The need for Affordable Housing is undoubtedly a top priority for the Town of Comox. It is laudable that a donation to the Affordable Housing fund of the Town is planned, however, a mix-blend of housing allowing for at least 10% of the units to be for individuals of lower incomes would help build more equitable diversity in Comox. Perhaps, the planned penthouse suite that will occupy the 6th floor and likely to house only 1 family could instead be planned to use this additional space for more affordable housing units in the building.

In many municipalities in BC, some initiatives seek to stop the installation of gas in new buildings because of the powerful GHG emissions caused by the combustion of this fossil fuel which contributes to the worsening of the climate crisis. This is the case for the City of Victoria starting in 2025. Rather than locking a building into another 50 years or more of gas, it would be preferable to aim for an all-electric building with electric heat pumps that provide both necessary heat in winter and cooling in our ever-increasingly hot summers.

Furthermore, medical evidence points to gas stoves causing indoor pollution which exacerbates asthma attacks in young children. The use of electric or induction stoves is therefore preferable for health reasons. People can also enjoy the pleasure of electric fireplaces rather than gas.

It was wonderful to hear at the open house on March 9th that the proposed building has the possibility for EV chargers, hopefully, these will be in sufficient numbers. Bike racks in front of your building on Comox Avenue would also encourage active transportation.

In summary, I am in support of this housing proposal IF the project is revised to consider implementing climate-friendly solutions as mentioned, affordable housing strategies and sufficient set back from the sidewalk.

Thank you,

Helen Boyd

1. No Gas in new buildings: <https://vancouversun.com/business/real-estate/by-2025-new-victoria-buildings-cant-use-natural-gas-or-other-fossil-fuels-council-decides>
2. Gas Stove Air Pollution: <https://www.cbc.ca/news/science/gas-stoves-air-pollution-1.6394514>

RECEIVED

15Mar23

TOWN OF COMOX

LOG: 23-083	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: MR	

o - cfile 3040-20/22-02/03
Copies - Council
- JW/SR/MK/SA/LP

From: Cathy Owens <owenscathy7@gmail.com>

Sent: Tuesday, March 14, 2023 5:58:58 PM

To: administration@udga.com <administration@udga.com>

Cc: Nicole Minions <NMinions@comox.ca>; Steve Blacklock <sblacklock@comox.ca>; K Grant <kgrant@comox.ca>; Chris Haslett <chaslett@comox.ca>; Jonathan Kerr <jkerr@comox.ca>; Jenn Meilleur <jmeilleur@comox.ca>; m swift <mswift@comox.ca>

Subject: Re: Development at Comox Mall

To whom it may concern:

I am writing to you today with regard to the proposed **6 STOREY BUILDING** development on Comox Avenue within the parameters of the Comox Mall.

I, as well as many others, are **adamantly opposed** to the transformation of this small area into an eyesore 6 storey highrise. It seems like such a ludicrous concept incorporating such a monstrous structure in this particular space and it not impeding in the functionality of this very high traffic area, both vehicular and pedestrian.

While not wholeheartedly opposed to the idea of higher density development in the downtown area, this is an extremely large building in a very tight space, within a tight corner. **Six storey's right in the middle of downtown Comox????** A few storey's may be able to manage the space, but 6 storey's is **the developers dream** with the pot of gold sitting at the end of the rainbow. What will happen to available parking? What will happen with traffic flow, it's already a challenge on these congested streets. How long will small local downtown businesses have to suffer with the construction process, how much business will they lose? How will this appear esthetically....perhaps a new Fan Tan Alley in Comox.

As a longtime resident of Comox, I have seen the many changes made in our quaint beautiful seaside town. Most of these changes and progressions have been positive, unfortunately though, once a developers greenbacks are thrown about, the disease process of uncontrolled development begin and sadly don't stop. **End result - small town turns into over-developed big city!** Do we even have an OCP in the town of Comox anymore or any restrictions on building heights? What we need is affordable housing, not more high end condo's.

Please strongly re-consider this development plan and do not proceed with the construction of this building at the Comox Mall.

Kind regards,

Cathy Owens
Comox Resident

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15Mar23

TOWN OF COMOX

LOG: 23-084	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: MR	

o - cfile 3040-20/22-02/03
Copies - Council
- JW/SR/MK/SA/LP

From: Betty-Anne Juba <bettyanne.juba@gmail.com>
Sent: March 14, 2023 11:03 PM
To: Nicole Minions <NMinions@comox.ca>
Subject: New 6 floor apartments in the mall

My suggestions:

This is a great opportunity to build living units with the older generation so that they can be independent longer and maybe not be institutionalized but is suitable for everyone. Wider doorways with numbered entry locks, electric plugins outlets higher on the walls, levered facets on the side of the sinks, levered door knobs, wheel/walk-in showers, instant hot water and heated hard flooring, and sliding shelving and drawers. Taller toilets. Balcony coverings with solar to reduce costs. Some parking spaces to be reserved for electric scooters near electrical plugins. Some of the units to be designated affordable. On the top floor a green area. This design cost is minimal when considering the total cost of the building. But it does save the community the costs of being taxed to support another 50-bed aged care facility. Many people move into care because their living situation is too large to care for and impossible to navigate and use the facilities when it is so easy to plan for while building. They will no longer have to drive for shopping saving the cost of maintaining a vehicle as everything will be within walking/wheeling distance.

What a view they will have!
Thanks for your consideration
BA

--

Betty-Anne Juba
668 Hornet Way
Comox, BC V9M 0A2
250-339-2132

RECEIVED

15Mar23

TOWN OF COMOX

LOG: 23-085	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: MR	

o - cfile 3040-20/22-02/03
Copies - Council
- JW/SR/MK/SA/LP

From: Mal Walsh <kminc@shaw.ca>
Sent: Wednesday, March 15, 2023 10:45 AM
To: administration@udga.com
Cc: council <council@comox.ca>
Subject: 7 story building on Comox Avenue

Dear
 Comox Mayor and Council.
 cc Aaron Vornbrock (UDGA)

Overview.

For me and those I have discussed this with, it's really about what is the Vision for Comox.
 Is it the small village by the sea that we love ? if yes, then the the only way to keep the feeling would be
 to maintain small, hight sensitive, buildings that maintain the Village trend.

We have achieved that so far, but will lose it with a development of this size and height, placed as is
 proposed, on one of the highest points of land, right in the centre of the village. 7 stories high above
 Comox Avenue ——— REALLY.

I am told that local businesses want more people to shop here....really ??? we don't even have a shoe
 store and anyway almost everyone shops in Courtenay. Why- for selection.
 Also let them consider that between the sewage line and this building construction the town will be shut
 down for 3 years.....local business will really be affected by that !.

I would also like to say that Comox is not really a TOWN but more of a Village and a one main street village at that. That
 is the charm of it.
 It is also at the end of a road to nowhere. The Dyke Road is the signposted way here and that road is already on overload
 from traffic, let alone the rising sea levels in the next 5 to 10 years.
 We are a bedroom community to the greater Valley.
 We have ample change over of residencies, as we are a retirement community in good part, and have sufficient land
 already available and in development in the broader area.
 We have prior restrictions to 3 and 4 levels that have taken into consideration the grade change of their site.

The proposed building is way out of proportion to the town and will be an eyesore to say the least so one wonders if
 this is a "bait and switch" approach to approval.

Consider also the following.

2 years of Construction Traffic at an already log jammed area for traffic and pedestrians.

Huge increase in homes in the centre of town with all their associated needs of services and effect on our already crowded downtown core.

We have a popular and wonderful waterfront that attracts folks from all around the valley and beyond.

Traffic and parking even now is an issue let alone during the summer months.

We have lost parking spaces over the past 10 years while increasing the attractions in the area.

We have the only boat launch of any practical use with trailer parking already on overload, boats and trailers have got bigger and bigger and we even propose to add to it all with a farmers market !!(there is already two very good ones in the Valley.

We are short of Doctors and health workers for the residents we have here now.

Roundabouts will not cure the problems so can we now expect Buena Vista street to be connected to Balmoral Avenue as the next solution ???

How will folk be compensated for the traffic delays , noise, pollution of the air from construction services and the loss of business resulting.

Finally just have a scale model made of the Comox downtown area showing local buildings and add in this huge 7 story lump of a design and see how well it all looks.

If Comox allows this building or any reduced form of it to go ahead we may as well shut down the village of Comox as we now now and become a sad, once happy, place.

Mal Walsh

137 Port Augusta Street

Comox.

RECEIVED

15Mar23

Wednesday March 15th. 2023

TOWN OF COMOX

**PROPOSED DEVELOPMENT
PORT AUGUSTA STREET & COMOX AVENUE, COMOX, B.C.**

Attention: Aaron Vornbrock
UDG Architects
Suite 810-675 West Hastings Street
Vancouver, B.C., V6B 1N2
ADMINISTRATION@UDGA.COM

LOG: 23-086	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: MR	

o - cfile 3040-20/22-02/03
Copies - Council
- JW/SR/MK/SA/LP

Dear Aaron Vornbrock,

Thank you for the opportunity to view the drawings of the above proposal at the OPEN HOUSE on March 9th. 2023 and offer comments.

My response has a lot to do with the Town of Comox, and elsewhere in this region, being subject to development proposals emulating designs with densities and form suited to communities where the scale of development and the architecture is different from that which is already established here.

The Town of Comox Community Plan has a first objective to **“maintain and enhance the small-town atmosphere and attitude in Comox.”**

Six floors are not the scale of this small town, nor are five floors, unless handled skillfully, as will be seen later.

IN MY VIEW, YOUR PROPOSAL FAILS TO MEET THIS PRIMARY COMMUNITY PLANNING CRITERION.

While the presentation showed details on the movement of the sun, an important aspect in a city like high-rise Vancouver, the perspective showed no reference to the relevance of the present architectural scale of the already developed commercial/retail site, nor does it show the existing and neighbouring urban design conditions.

The proposed architectural design is not in scale, nor has it the relevant architectural composition within the whole of the present site to meet the urban design quality sought in the Community Plan.

Critically, the proposed height of six floors above grade sets an unfortunate architectural design precedent.

Existing buildings with a height of five floors in the Downtown Core, with one ill-fitting exception, are in the “valley” of Comox Avenue and to the south. These “valley” developments appear from the higher ground of Balmoral Avenue and nearby, for example, as a satisfactory community height. They fit in. I believe this is an excellent piece of urban planning.

The corner location of your project is located on a higher and visible point of urban land. The proposed scheme of six floors, unless the design is substantially changed, will dominate, and define the architectural massing and composition of the Comox core for a long time to come.

This is not the way to build the the Town of Comox.

FOR THIS PROJECT THE MAXIMUM HEIGHT (possibly excluding a well set-back penthouse) SHOULD BE NO MORE THAN THREE FLOORS ABOVE EXISTING GRADE WITH ENCLOSED PARKING RECESSED INTO THE SLOPING SITE. PARKING ACCESS SHOULD BE SET BACK BY 20 METRES FROM COMOX AVENUE.

With warm regards,

W. G. Argyle

W. Graham Argyle

Copy to:
Mayor Nicole Minions and Council
Town of Comox
town@comox.ca

Robert Benson

Comox BC

Sent by email: argeebee@shaw.ca

RE: 215 PORT AUGUSTA

Thank you for your interest in the proposed development at 215 Port Augusta Street. The community consultation notification or advertisement currently circulating is part of a Preliminary Application process, which the Town of Comox requires to be completed before an application can be submitted for development. At this point, there is not an application before Town Council for a proposed development at 215 Port Augusta Street.

The Preliminary Application process provides the applicant an opportunity to inform the public about their proposal, identify neighbourhood impacts, and obtain public feedback at an early stage. In the event that an application is submitted for this proposal, your comments will be included with any report to Council on the matter. If Council passes a resolution to forward the application to a Public Hearing, your comments will also be included along with all other submissions as background material for the Public Hearing.

At this stage, it is important to provide comments directly to the applicant.

If you're seeking information or would like to submit feedback on this pre-application, please contact:

Urban Design Group Architects Ltd.

Aaron Vornbrock or Paul Chiu

Phone: 604-687-2334

Email: administration@udga.com

Thank you for taking the time to share your feedback and comments.



Nicole Minions, Mayor

Tel: 250-339-2202

Fax: 250-339-7110

Email: town@comox.ca

Address:

1809 Beaufort Avenue

Comox, B.C. V9M 1R9

We respectfully acknowledge that we gather and work on the traditional territory of the K'ómoks First Nation, the traditional keepers of this land.

RECEIVED

16Mar23

TOWN OF COMOX

LOG: 23-089	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: MR	

o - cfile 3040-20/22-02/03
Copies - Council
- JW/SR/MK/SA/LP

From: Brenda Cardinal <brengolf@gmail.com>
Sent: Thursday, March 16, 2023 10:01 AM
To: council <council@comox.ca>
Subject: Fwd: 215 Port Augusta Street, Comox, BC

Good morning council members,

Information only for your records on the 215 Port Augusta Street Proposal.

Thanks

Brenda Cardinal
634 Pritchard Rd, Comox
250-792-5220

----- Forwarded message -----
From: **Brenda Cardinal** <brengolf@gmail.com>
Date: Wed, Mar 15, 2023 at 1:41 PM
Subject: 215 Port Augusta Street, Comox, BC
To: <administration@udga.com>

PRE-APPLICATION CONSULTATION - STAGE 2
Brenda Cardinal
634 Pritchard Road, Comox, BC V9M3J9

Points for concern

1. Six story proposal, including the street level commercial stores, is too high.
2. Comox is not designed for tall buildings that remove the skyline and Comox Rd is far too narrow for increased traffic.
3. An increase in downtown traffic will also have a direct impact to local nearby residential streets that already have a substantial increase in traffic.
4. Comox is a small town with a small town feel. I would wager that the majority, if not everyone who lives in Comox lives here because it is a small quaint town. Not interested in turning it into a metropolis or city just for the sake of "development".

5. With a large center/city comes the problems associated to cities; crime, more delivery vehicles, updated infrastructure to mention a few. There are already concerns of what the town's infrastructure can handle and adding more strain on the system will only make it worse.

6. We (Comox residence) are already being directed earlier every year to conserve our water. Why would we want more people in the area when the resources are under conservation notices already?

7. Comox does not need more "density" in population in order to revitalize the town. There are many other ways to revitalize without adding more buildings.

8. If the developer cannot guarantee the purchase cost to be at a reasonable price that local Comox Valley residence can realistically afford, I don't see the point of the development. Let's stop using the words "affordable housing" because that's objective. Let's start using actual cost numbers so "we" the people know what that actually looks like.

Thank you for your time.

Brenda Cardinal
250-792-5220

RECEIVED

20Mar23

TOWN OF COMOX

LOG: 23-095	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: file	

o - cfile 3040-20/22-02/03
Copies - Council
- JW/MK/SA/SR/LP

**215 Port Augusta Street, Comox, BC
Open House for Proposed Development, March 9, 2023**

March 17, 2023: Comments from Darrell J. Tomkins
137 Port Augusta Street, Unit 104, Comox, BC V9M 3N8

Thank you for the opportunity to submit comments on the proposal by the owners of 215 Port Augusta Street to develop a 6 storey mixed-use building. I attended the crowded Open House in the Comox Mall on March 9, 2023 and tried to get a good look at the charts that were displayed in corridor. I was able to take a few pictures so I can refresh my understanding of the scope of the development. I have attached them to this submission.

1. Size: The building will be 6 storeys on the high end and 7 storeys on the lower end (Figure 1). No other building in downtown Comox is more than 5 storeys. The proposed mixed-use building at the corner of Comox Avenue and Port Augusta Street will tower over all other commercial and residential buildings in the town.

. **Height**

2. Shadows: The chart showing the possible shadows cast by the proposed building demonstrate that large areas of adjacent properties will be in shadow in the winter (Figure 2).

. **Shadows**

3. Parking: There will be access to the residents parking garage and six visitor exterior parking spaces on the higher end (Figure 3). The footprint of the building will cover over 40 existing parking space for the mall. There needs to be more planning for parking for shoppers at the Comox Centre Mall and downtown businesses.

. **parking**

4. Affordable Housing: There is a housing crisis in the Comox Valley. Therefore, like many models for urban densification, any new development should include a proportion of the proposed apartments to be affordable, whether rented or owned.

. **affordability**

5. More residents: The proposed building will have 52 residential units. Bringing in additional residents without any planning for necessary infrastructure is not a good idea. First consideration should be given to:

. **doctors**

. **roads**

. **schools**

6. Quality of life: Access to businesses and services will be reduced with more residents. Fewer people will find what they want in Comox so increasingly will go to Courtenay for more diversity.

. **stores, including groceries, pharmacies, restaurants**

. **theatres, book stores, galleries**

. **parks, marinas**

7. Crime: More residents with no increase in places to go could lead to increased crime. The Comox Valley RCMP have already requested increasing policing in Comox (Comox Valley Record, March 8, 2023)

. **crime**

8. Urban or rural: According to the latest 2022 Property Tax Notice, properties in the Town of Comox are considered to be Rural for tax purposes. The proposed development by the Urban Design Group Architects Ltd. seems to be an ill-considered densification in a rural town.

. *Comox Business In Action: **Comox by the Sea***. We need more interesting shops, not more density. People will continue to go to Courtenay.

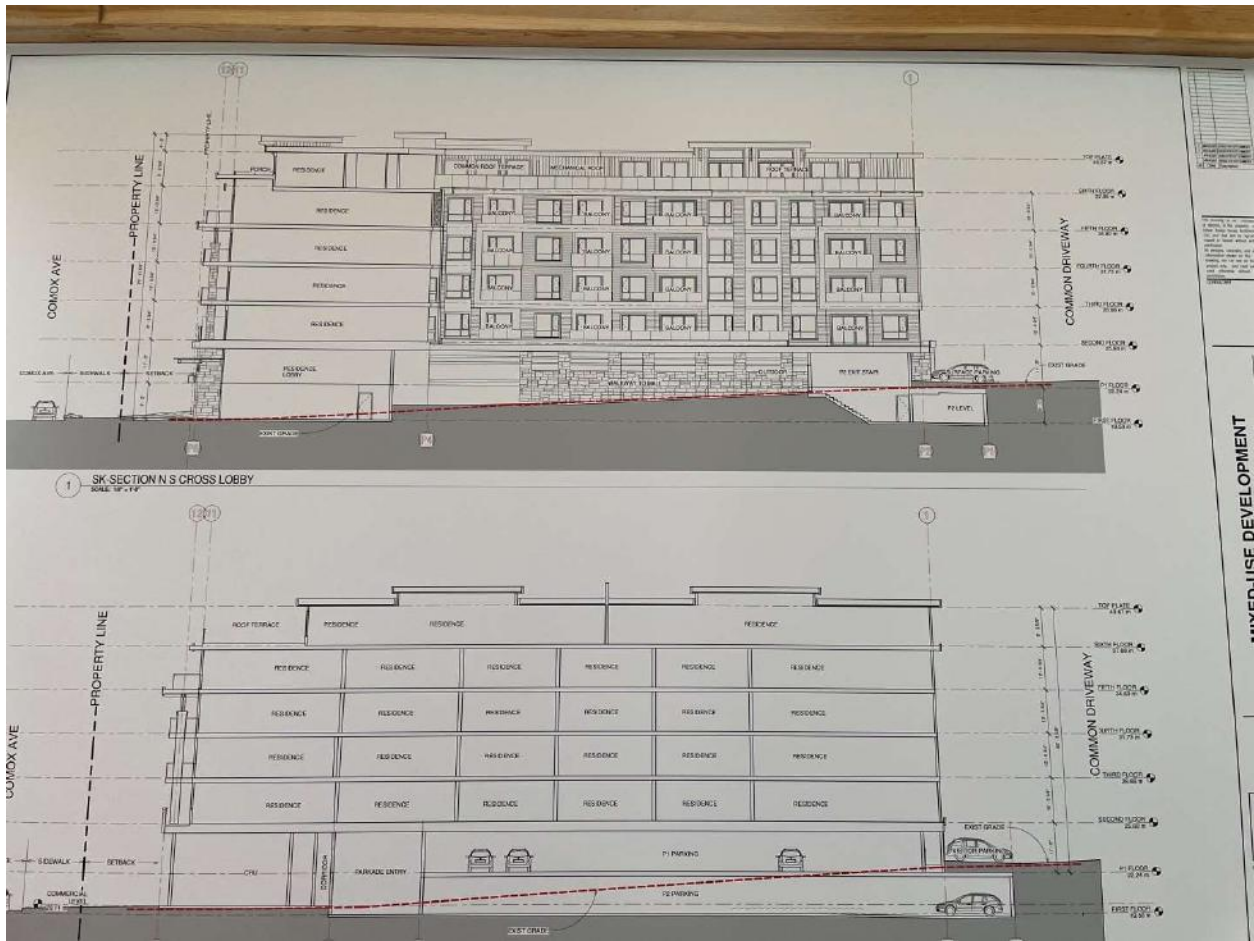


Figure 1. Chart showing seven storeys at the Comox Avenue side



Figure 2. Chart showing the results of a shadow assessment. Cut off are the labels for 3) WINTER SOLSTICE 9:00 AM and 4) WINTER SOLSTICE 3:00 PM

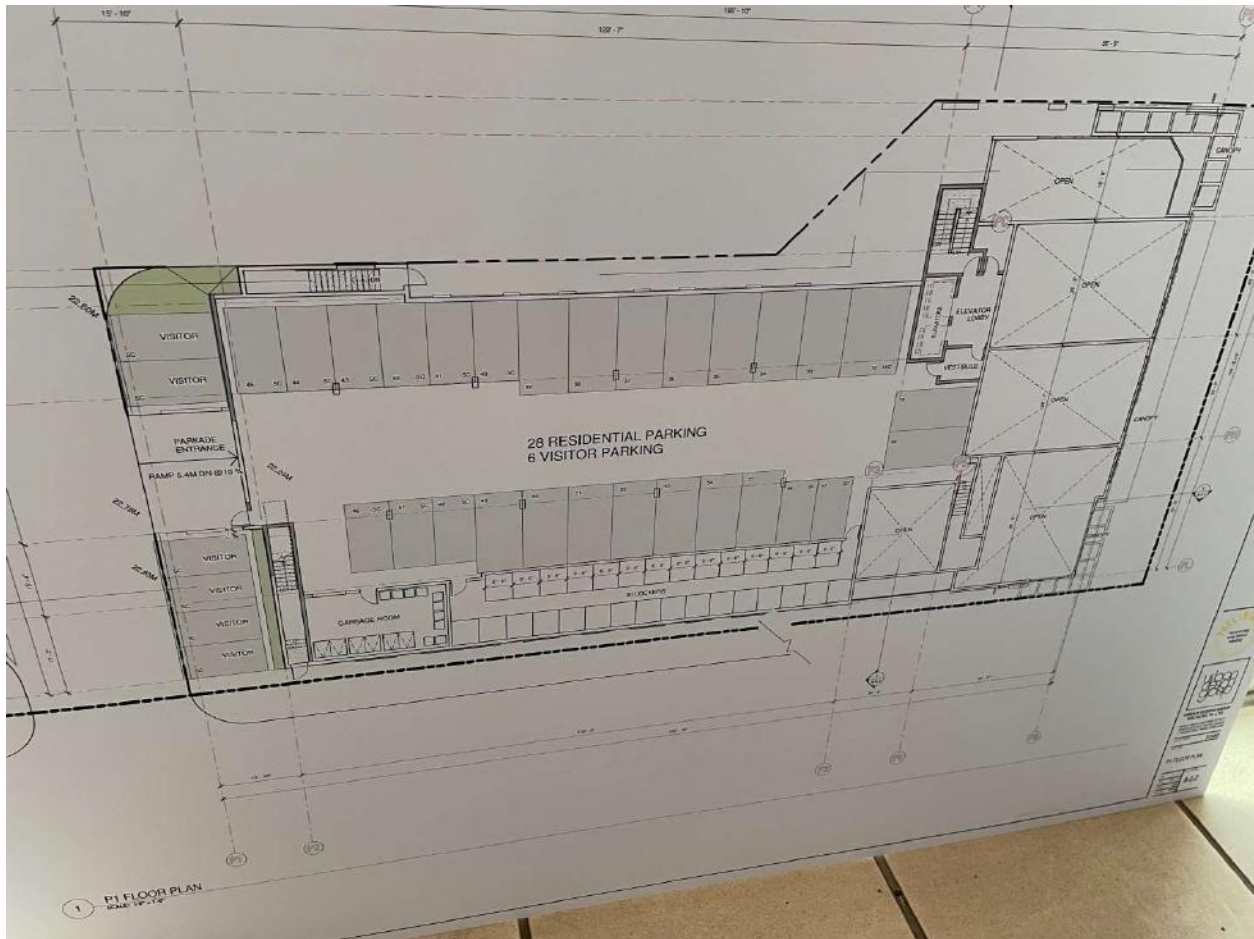


Figure 3. Chart showing the P1 Parking Plan with six outdoor VISITOR parking spaces.

LOG: 23-097	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: file	

o - cfile 3040-20/22-02/03
Copies - Council
-JW/MK/SA/SR/LP

From: Margaret <mstefanowicz@shaw.ca>

Sent: Sunday, March 19, 2023 9:57 AM

To: administration@udga.com <administration@udga.com>

Cc: Nicole Minions <NMinions@comox.ca>; Steve Blacklock <sblacklock@comox.ca>; K Grant <kgrant@comox.ca>; Chris Haslett <chaslett@comox.ca>; Jonathan Kerr <jkerr@comox.ca>; Jenn Meilleur <jmeilleur@comox.ca>; m swift <mswift@comox.ca>

Subject: Re Pre-application Consultation Stage 2 215 Port Augusta Street Comox BC

RE : New build proposal for - 215 Port Augusta Street, Comox, BC

Downtown Comox has a long tradition of supporting architectural design projects that are heavily inspired by an obvious "Marine style". In fact, many projects have either required significant changes or were withdrawn altogether because they didn't adhere to this town value.

The Town needs to maintain a long-term vision to balance design, density and approaches with a liveable and functional place.

Concerns:

1. The area in question is already under increasing pressure from vehicle, pedestrian and cycling traffic, and a shortage of public parking. The loss of nearly 42 existing public parking spaces will be significant. As well, this project will significantly increase congestion rather than thoughtful density in a very small area. Indeed, the proposed site will create a traffic bottleneck.
2. In terms of design, **any building over 3 storeys** in this area will be an immediate eye-sore and block beautiful vistas of the waterfront for everyone. Building such a tall tower on the tight corner of Port Augusta and Comox Ave, which is also the main street of town, will change the balance of the whole area of downtown.
3. In addition, the proposed structure will block sunlight access for many nearby structures. Most taller buildings along Comox Ave are 2, 3 storeys tall and have a significant set-back, which is not the case for the proposed structure. The tower will be squeezed into the very corner of Port Augusta and Comox Ave. While there is one other condo tower at the other end of the mall on Balmoral Ave, which is over 3 storeys, it forms a backdrop and well hidden by trees and greenery from one's view. The existing condo tower also doesn't hinder supply vehicle traffic entering in and out of the mall.



4. In terms of architectural design, the proposed building looks more like an ugly transport ship with a supply of cargo containers stuck on top of each other - not something Comox has traditionally looked for in its marina-inspired design.

5. There is a significant concern about how huge trucks that daily deliver supplies to the grocery store and other mall vendors will be able to manoeuvre around this corner area if a high-rise is added in this proposed corner so tightly.

There is also an issue of the entry and exit to the new proposed building underground parking – very difficult to enter and exit. The proposed 62 parking spots will barely satisfy the 52 units offered.

6. Lastly, the historical and impressive old wisteria and quiet sitting area will be destroyed if this project is approved. It is at this point a central meeting spot for the town in all seasons.

To sum up, the proposed building does not meet the town size, town design vision and criteria and is **not** suitable for the area.

In summary, at a very minimum, should the Town seek to approve this project, it should be scaled back considerably to no more than 3 storeys and include prominent marine-inspired style. Such a development would run counter to the Town's heretofore success maintaining suitable height restrictions and wonderful vistas with a marine theme.

Respectfully submitted,
Margaret Stefanowicz, resident of Comox

21Mar23

Town of Comox – Administration

TOWN OF COMOX

From: Joy Dawson <jdawson135@hotmail.com>
Sent: March 21, 2023 12:12 PM
To: administration@udga.com
Cc: Town of Comox – Administration
Subject: Re: 215 Port Augusta Street, Comox, BC

LOG: 23-098	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: file	

o - cfile 3040-20/22-02/03
Copies - Council
-JW/MK/SA/SR/LP

To whom it may concern:

- >
- > Whilst the proposed building for 215 Comox Avenue is very attractive and likely a wonderful place to be living in, the sad truth is that its placement on such an important corner in the town of Comox is hugely inappropriate.
- >
- > Has anyone considered the scale of this structure? A six-floor building is absolutely out of keeping with this precious site and surrounding areas.
- >
- > This corner is the heart of our town. It's meant to be welcoming to incoming boaters, out-of-town visitors, local residents. It can be and often is a meeting place for festivals, lighting ceremonies, Hallowe'ening families, and it is close to where the Remembrance Day ceremonies are held. Other buildings around it have a more walkable cultural/historical focus, and in the past it was a mustering area for troops about to embark on their troopships. To have this 'beating heart' overtaken by one monster building such as this is to dishonour all that has gone on before. The entire corner should be our beautiful 'centre of welcome', an attractive, leafy centrepiece for the enjoyment of all who visit our seaside town. Crass commercialization of its stunning views should never be what it's all about.
- >
- > On a more practical point, parking spaces have increasingly become scarce. Why take out much of the mall parking for the sake of this one building?
- >
- > Additionally, I, who currently live right on Comox Avenue, know how distressingly congested this noisy, busy street is. I don't think Town Council understands or takes into account how dangerous it is to just get out of the condos that line it now. All the new bikes lanes recently built and one more huge condo will paralyze traffic.
- >
- > We need less traffic, lower speed limits, a lovely heart-of-town, not a six-floor building that dominates all.
- >
- > Sincerely,
- >
- > Joy Dawson

RECEIVED

21Mar23

TOWN OF COMOX

LOG: 23-099	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: file	

o - cfile 3040-20/22-02/03
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-JW/MK/SA/SR/LP

-----Original Message-----

From: Linda and Peter Hilhorst <p.hilhorst@shaw.ca>
Sent: Tuesday, March 21, 2023 2:13 PM
To: administration@udga.com
Cc: council <council@comox.ca>
Subject: Proposed Development at 215 Port Augusta

To those this may concern re the proposed development,

I have been a resident of the Comox Valley and Comox for 47 years. I have seen a lot of development in our valley. I am very concerned about this development.

I am not sure why this new development is not on the old Lorne Pub Property. I think it might have been a better choice. It would not stick out. A good example of a development that sticks out is in Parksville. Right down on the main strip like this one will be. It is an eye sore and blocks the view of the water and it does not blend in with the buildings that are already there.

I am against the 6 stories. I would want to keep downtown Comox blending nicely together. The existing buildings blend nicely. To stick a six story right in the middle of the low rising buildings would be an eyesore. I would hate to see our downtown turn into an eyesore. It has a lot of character right now. Berwick did a lovely job with its roof lines and back from the road. The development behind the mall next to the golf course also blend in. Perhaps a three story with roof lines that keep the character of downtown Comox. Not 6.

Sincerely,

Linda Hilhorst

Town of Comox – Administration

TOWN OF COMOX

Subject: FW: 215 Port Augusta Street, Comox, BC

From: Jan&Helen Juurlink <jjuurlink77@gmail.com>
Sent: Tuesday, March 21, 2023 8:29 PM
To: administration@udga.com
Cc: council <council@comox.ca>
Subject: 215 Port Augusta Street, Comox, BC

LOG: 23-104	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: file	

o - cfile 3040-20/22-02/03
Copies - Council
- JW/MK/SA/SR/LP

Re- Development 215 Port Augusta St. Comox BC

I attended the Open House for the development of a 6 storey mixed use building on the parking lot of the Comox Centre Mall on March 9, 2023.

It was a beautiful presentation, many were impressed by the attractive pictures of the design of the new building.

However, after spending time studying the pictures and trying to visualise what the actual building would look like at the location, I quickly changed my opinion. This development would completely change the traditional, open image of downtown Comox. It would destroy the character of this nice town. A 6 storey eye-sore to be built on a well used parking lot, almost on top of Comox Ave.

A monumental mistake!

At this moment there is ample parking at the Comox Centre Mall, but if this plan gets the go-ahead, soon there will probably not enough. Even if a few storeys would be removed from the top of the building, the footprint would still be too big for the available space. Next to spacial problems at the mall area, serious traffic problems can be expected at the very close Comox Ave and Port Augusta intersection.

Comox Centre Mall Ltd, contemplating a good investment, asked Urban Design Group Architects *to fit a square peg into a round hole.* A nice plan on the wrong spot.

I hope I will get a chance to further explain my objections during a public meeting organized by the Town of Comox at a later time.

Regards,

Mr. Jan Juurlink
204-1912 Comox Ave
Comox BC V9M 3M7
jjuurlink77@gmail.com
250-941-3640

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22Mar23

TOWN OF COMOX

Urban Design Group Architects
Vancouver BC

Citizen’s Response to the Pre-application Consultation Stage 2
For 215 Port Augusta Street, Comox BC

LOG: 23-105	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: file	

o - cfile 3040-20/22-02/03
Copies - Council
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Comox Official Community Plan:

Vision: “Comox is a unique seaside town”. “Comox will grow in a way to enhance community liveability.” It will develop so as to provide “ an attractive pedestrian friendly ambiance” “

The proposed building at 215 Port Augusta street does not fit in with this vision.

Too close to the streets. The proposed six story building is too close to the corner. The height will cut off more views of the “unique seaside ambiance”.

Squeezing the building into that corner of the mall means there is **no room for set-backs.** Other apartment buildings in the neighbourhood including the Berwick and the developments on Balmoral and Comox Avenue are set back from the street, leaving room for patios, benches, flower plantings.

Wind tunnel. Having a six story building along Port Augusta will create a wind tunnel in bad weather. (Six months of winter).

Traffic: The location will cause visibility issues for drivers and pedestrians at the 4 way stop. Comox already has traffic issues in the downtown. 50 more cars emerging onto Port Augusta street at the main intersection in the village will be a nightmare.

Street level commercial properties are unpredictable. The building at the end of Church street which blocks the view on that street (a view the OCP vowed to maintain) has taken years to lease.

There is no way to predict that a brewery or pub won’t open on the street, a possible noise **issue for residents.**

Approving this building will set an unfortunate precedent. Developers are keen to see what happens with this proposal. If accepted in its present form I believe it will be the end of the seaside village.

Sincerely
Dianne Hentschel
74 Orchard Park Drive
Comox BC

RECEIVED

22Mar23

TOWN OF COMOX

LOG: 23-106	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: file	

April 21, 2023

Pre-Application Consultation-Stage 2
215 Port Augusta St. Comox

Dear Mayor and Council

cc administrationudga.com

For this specific proposal I have the following observations and questions:

1. does Comox not have an overall plan for development, particularly for high-rises, or despite the current OCP, will they just be allowed to grow like wild mushrooms, "popping up" wherever a developer sees an opportunity?
2. the location of this proposed project would be at one of the busiest corners in Comox and would have a very negative impact on pedestrian and vehicle flow;
3. the height would impede the view of our beautiful scenery; does the current OCP not emphasize guarding the concept of Comox as a beautiful village?
4. the number of dwelling units would attract too many residents to the centre of Comox;
5. the additional number of people would require additional essential services, such as medical, which we are lacking now;
6. construction would impose much more inconvenience for several more years when there will already be road blockages for the construction of a large sewer line on the street below.

Sincerely,

Jim Hentschel
74 Orchard Park Drive, Comox

o - cfile 3040-20/22-02/03
Copies - Council
-JW/MK/SA/SR/LP

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27Mar23

TOWN OF COMOX

LOG: 23-113	REFER:	AGENDA:
FILE: 3040-20/22	ACTION: file	

March 23, 2023

Urban Design Group Architects Ltd.
810 - 675 W Hastings St.
Vancouver BC V6B 1N2

o - cfile 3040-20/22-02/03
Copies - Council
-JW/MK/SA/SR/LP

Dear Mr David Coon

Re: Proposed Development at 215 Port Augusta St (Comox Mall)

As a Comox resident, I am very concerned about your proposed 6 storey height building for the following reasons:

-A 6 storey height building is out of place in Comox, especially right in the middle of downtown. The height should be kept to 3 stories, including retail 1st floor, in keeping with the existing apartment building heights in the area. 1700 Balmoral should not be considered a precedent!

-In our conversation at the Open House, you mentioned that when the older apartment buildings are torn down that they too would probably be rebuilt to 6 storeys high. Many Comox residents are against this invasion of high rise buildings which will negatively affect the community feel that we value to keep the charm of this seaside Town. We want to keep Comox as a town, not to be overdeveloped into becoming a city.

-Even though there are several other lots, including the Lorne Hotel lot, that are now zoned for 6 storeys, this is undesirable architecture in Comox that should and will be challenged by many Comox residents.

-A 6 storey building will bring in many more vehicles into the downtown core. Comox Ave cannot handle that kind of traffic as it is already slow moving at the 4 way stops along that corridor. (Residents will still have vehicles, whether they be electric or fuel).

-We are a small town community that should densify modestly and carefully. There are deep parcels of property in the nearby vicinity where development should be encouraged to build low rise affordable apartment buildings as well. Yes, housing is needed, but not to attract out of town buyers who can afford to have a second home on the Island.

-Of greatest importance is for the municipal and provincial governments to realize that the expansion of housing/residents must be regulated in this community.

If there were ever to be an emergency evacuation, we only have the Dyke Rd and Ryan Rd as exits out of this community.

Joanne McKechnie
1611 Noel Ave
Comox BC V9M 3K2
250 465 1201
joanne.jemwellness@gmail.com

27Mar23

Town of Comox – Administration

TOWN OF COMOX

From: Nicole Minions
Sent: March 25, 2023 11:35 AM
To: Town of Comox – Administration
Subject: Fw: 215 Port Augusta Street, Comox, BC

Table with 3 columns: LOG (23-114), REFER, AGENDA; FILE (3040-20/22), ACTION (file)

Follow Up Flag: Follow up
Flag Status: Flagged

o - cfile 3040-20/22-02/03
Copies - Council
-JW/MK/SA/SR/LP

From: Pat Carl <pat.carl0808@gmail.com>
Sent: Wednesday, March 22, 2023 1:11 PM
To: administration@udga.com <administration@udga.com>; Nicole Minions <NMinions@comox.ca>; Steve Blacklock <sblacklock@comox.ca>; K Grant <kgrant@comox.ca>; Chris Haslett <chaslett@comox.ca>; Jonathan Kerr <jkerr@comox.ca>; Jenn Meilleur <jmeilleur@comox.ca>; m swift <mswift@comox.ca>
Cc: Pat Carl <pat.carl0808@gmail.com>
Subject: 215 Port Augusta Street, Comox, BC

Please see below for the writer's name and full address.

I am writing this email to provide comments regarding the 215 Port Augusta Street proposed apartment complex in Comox, BC.

I am concerned about the height of the building as proposed by Urban Design Group Architects. Rather than 6 stories, I believe a better fit in the neighbourhood would be 3 stories.

If the proposed apartment building is approved, I believe that underground parking should be included with the building. Also, EV charging stations for the public and residents must be included as well as each slot in the underground parking structure should be EV Charger ready.

Rentals, as well as apartments for purchase, are necessary to address housing issues in the area as well as some below market value apartments for seniors. More housing is simply not enough; more affordable housing is required in the area.

Buyers from out of the area must intend at a date certain to move to/reside in Comox in order to avoid the trend to purchase apartments as investments.

Patricia A. Carl
#404 - 695 Aspen Road
Comox, BC V9M 4H6

With gratitude, I acknowledge that for thousands of years the peoples of the Pentlatch, E'y7ikw7sen (Eiksan), and K'omoks Peoples have walked gently on their unceded traditional territories on Vancouver Island where I live. Taking their lead, I walk through my life conscious of Mother Earth. I respect her and all her gifts. I thank these First Peoples for their example, generosity and hospitality.

13Apr2023

Town of Comox – Administration

TOWN OF COMOX

From: MARTHA J GEROW <marthagerow@gmail.com>
Sent: April 13, 2023 7:53 AM
Cc: council; Town of Comox – Administration
Subject: Proposal 6 Storey Building at Comox Avenue/Port Augusta Mall

Table with 2 rows and 3 columns: LOG (23-152), REFER, AGENDA; FILE (3040-20/22), ACTION (MR)

o - cfile 3040-20/22-02/03
Copies - Council
- JW/MK/SA/SR/LP

Nicole Minions, Mayor
Maureen Swift, Councillor
Ken Grant, Councillor
Steve Blacklock, Councillor
Dr Jonathon Kerr, Councillor
Jenn Meilleur, Councillor
Chris Haslett, Councillor
Town Hall
1809 Beaufort Avenue
Comox BC V9M 1R9

I am an owner/resident on Buena Vista Avenue and have been here for 11 years. I recently was notified by about the proposed development at the corner of Comox Avenue and Port August in the mall parking area. I had the opportunity to go and view the proposed project. I am most concerned at the apparent lack of vision for what would fit in the Town of Comox.

Walking in the downtown of Comox is at the moment a pleasant experience. On the Comox Town website the town is described as " a beautiful oceanside community situated on the east coast of Vancouver Island, British Columbia, Canada. With a population just under 15,000, the Town boasts a vibrant downtown core, stunning marina, along with extensive greenways, parks, and beaches." Part of the vibrance is that we are not overwhelmed by tall buildings casting shadows. It is still possible while walking along Comox Avenue to catch glimpses of the "beautiful oceanside" that makes this town a special place.

What is constructed in the downtown core will define the rest of the town. The proposed 6 storey building will affect the direction of the other 3 corners. The proposed building at the moment brings the start of a vertical downtown much like a large city. We are not a large city. We are a town. The present proposal brings the building too close to the street and in addition removes mall parking. In reviewing the plans, I could not see any proposed parking to make up for those people who come into town to do their shopping to support the local stores.

I understand that Comox is growing. That there is a need to look for ways to increase housing. It is important to have a thriving downtown area in order for the community to continue to evolve and flourish. It would seem though that in order to maintain our lovely community town a more coherent town planning would be essential before permitting buildings that will create a wind tunnel effect in the downtown area. An alternate suggestion would be to have the mall go up 6 stories and be setback 30 feet from Comox Avenue. It would have the same impact for density and would prevent the sensation of a vertical down town as previously mentioned. The proposal is simply too close to the street. It lacks vision.

The Town of Comox is a wonderful town to live in. Please do not allow this development to occur without major changes to its situation on the property. I would appreciate a response to my request.

Thank you for giving this matter your attention.

Martha Gerow

250-941-1940
1907 Buena Vista Ave
Comox, BC

June 28, 2023

TO: Town of Comox

RE: Proposed development at 215 Port Augusta St. (Comox Mall), Comox, BC

Unfortunately, we were unable to attend the Open House for this development proposal. On almost every criterion, we find this proposal completely unacceptable.

Height and Streetscape: The proposed 6-storey height exceeds that of any buildings on Comox Avenue. The narrow footprint combined with such a height would make the building not only incompatible with the current pleasant streetscape, but would indeed constitute an eyesore. If approved, this height will set a new standard for future development proposals and would be hard to deny any future developer (e.g., for the empty lot across the road and elsewhere). Higher buildings will create a darker and less pleasant streetscape on Comox Ave., reducing the appeal for everyday shoppers and tourists.

Parking and Pedestrian entrance: One of the pleasures of shopping in Comox and at the Comox mall is that there is sufficient parking, parking which should not be taken up by residents who are short of parking in their building. The proposed building will remove not only the parking available for customers of current businesses at the Port Augusta/Comox Ave. corner of the mall but also the inviting entrance and sitting area at that corner. While it appears that reasonable on-site underground parking for residents will be provided, there will still likely be residents parking extra vehicles in the plaza.

Impact on existing Businesses: During construction, there will be significant disruption to businesses in the affected corner of the mall and traffic on both streets, especially considering the excavation required for underground parking. At a minimum, many shoppers will avoid the area during the lengthy construction, negatively affecting downtown businesses.

Traffic: Traffic on Comox Avenue is becoming very busy. Congestion and safety on both Comox Ave and Port Augusta Ave. will be a greater concern should this development proceed.

Families: Perhaps this development is not intended to provide family housing. If it is, this is an unsuitable site for it.

We believe strongly that this building, as proposed, would be very detrimental to Comox's downtown, which should be maintained as a navigable, desirable destination for both locals and tourists.

The number of residential housing units recently built and now proposed is fast outpacing the development of necessary services and infrastructure for future residents. The ratio of residential to commercial development is over-weighted on the residential side – a few stores on the bottom floor of this and other developments won't fill the gap.

Hans and Marie Jacobs
2326 Suffolk Crescent
Courtenay, BC V9N 3Z4
250-898-2741

ATTACHMENT 8

LEGISLATION AND OCP EXCERPTS

Local Government Act

Section 478 Effect of official community plan

(1) An official community plan does not commit or authorize a municipality, regional district or improvement district to proceed with any project that is specified in the plan.

(2) All bylaws enacted or works undertaken by a council, board or greater board, or by the trustees of an improvement district, after the adoption of

(a) an official community plan, or

(b) an official community plan under section 711 of the *Municipal Act*, R.S.B.C. 1979, c. 290, or an official settlement plan under section 809 of that Act, before the repeal of those sections became effective,

must be consistent with the relevant plan.

Section 516 Phased development agreements

(1) A local government may, by bylaw, enter into a phased development agreement with an owner of land.

(2) A phased development agreement must identify the land that is being developed and specify the provisions of a zoning bylaw and a subdivision servicing bylaw to which subsection (5) applies while the agreement is in effect.

(3) A phased development agreement may include additional terms and conditions agreed to by the local government and the developer, including but not limited to terms and conditions respecting one or more of the following:

(a) the inclusion of specific features in the development;

- (b) the provision of amenities;
 - (c) the phasing and timing of the development and of other matters covered by the agreement;
 - (d) the registration of covenants under section 219 of the Land Title Act;
 - (e) subject to section 519 (3) [restrictions on minor amendment matters], minor amendments to the agreement, including a definition of "minor amendment" for the purpose of the agreement;
 - (f) dispute resolution between the parties;
 - (g) early termination of the agreement, either automatically in the event that terms and conditions are not met or by mutual agreement;
 - (h) the amount and location of park land to be provided under section 510 [provision of park land] in respect of land being subdivided that is subject to the phased development agreement.
- (4) If a phased development agreement includes additional terms and conditions under subsection (3) (h), the amount of park land to be provided
- (a) may exceed 5% of the land being proposed for subdivision in respect of an individual subdivision application within the land to which the phased development agreement applies, and
 - (b) must not exceed 5% of the land being proposed for subdivision in respect of all of the land to which the phased development agreement applies.
- (5) Subject to subsection (6), if the specified zoning bylaw provisions or the specified subdivision servicing bylaw provisions are amended or repealed while the agreement is in effect, those changes do not apply to the development unless the developer agrees in writing that the changes apply.
- (6) The following changes to the specified zoning bylaw provisions or the specified subdivision servicing bylaw provisions apply to the development without the written agreement of the developer:

- (a) changes to enable the local government to comply with an enactment of British Columbia or of Canada;
 - (b) changes to comply with the order of a court or arbitrator or another direction in respect of which the local government has a legal requirement to obey;
 - (c) changes that, in the opinion of the local government, are necessary to address a hazardous condition of which the local government was unaware at the time it entered into the phased development agreement.
- (7) Subject to subsection (8), if a specified zoning bylaw provision is a provision under section 479 (1) (c) (iii) [regulatory authority], a development permit that
- (a) varies the siting, size or dimensions of buildings and other structures, or
 - (b) varies the siting, size or dimensions of uses that are permitted on the land
- does not apply to the development unless the developer agrees in writing that the development permit will apply.
- (8) Subsection (7) does not apply to a development permit for land designated under section 488 (1) (a) to (c) and (h) to (j) [designation of development permit areas], if the development permit is approved by the inspector.
- (9) For certainty, if a matter included in a phased development agreement is specifically authorized under another section of this Part or Part 15 [Heritage Conservation], the requirements that would apply in relation to that matter under those sections continue to apply.

Official Community Plan

Section 2.1.3.3(h)

The form of development [downtown] should be a maximum of four stories in height, except in the case of sites with significant changes in grade. In addition, a higher height may be considered for the following, if satisfactory amenities are provided: redevelopment of the mall site at the north-east corner of Comox Avenue and Port Augusta Street...

Section 2.4.1.4

(g) The Town will work with B.C. Transit to enhance the transit system through increased frequency of service and age-friendly planning. The Plan encourages pedestrian oriented mixed use redevelopment and residential redevelopment and infill within walking distance of transit routes to enhance transit ridership.

(i) The Town will work with B.C. Transit, the K'ómoks First Nation, and the City of Courtenay toward better transit service between Downtown Comox and Downtown Courtenay, including a transit stop on the K'ómoks IR 1.

(j) The Town will work with B.C. Transit toward securing a transit exchange in Downtown Comox.

DPA Guidelines

3.1.5.2(4)(b) Differentiation of the ground level from higher stories and between buildings through variation in articulation, exterior material texture, and architectural details such as trim and window treatment;

3.1.5.2(5) Buildings should continuously occupy the street frontage in order to provide animation to the street. Short distances between storefronts and generous provision of windows are encouraged. Along a street frontage, blank walls without windows should not be provided;

3.1.5.2(10) Frontages should be varied in architectural treatment at least every 30 metres to provide the variety and interest required. This is to avoid long, dominating facades, canopies and other architectural features that impose an inhuman or uncomfortable scale on the pedestrian realm;

3.1.5.2(18) Exterior trim and architectural features should be robust and weather resistant;

3.1.5.3(1) Continuous "active" frontages should be provided along all streets, for example shops, displays, entrance doors;

Attachment 9

DAI Letter Dated May 4, 2023 & Traffic Impact Assessment by Watt Consulting Group dated July 12, 2023



215 PORT AUGUSTA STREET

Transportation Impact Assessment

Prepared & Submitted by: Nadine King, P.Eng., PTOE, Watt Consulting Group, Ltd.

PERMIT TO PRACTICE	
WATT CONSULTING GROUP LTD.	
SIGNATURE	<u><i>Nadine King</i></u>
DATE	<u>2023-07-12</u>
PERMIT NUMBER 1001432	
ENGINEERS & GEOSCIENTISTS	
BRITISH COLUMBIA	

I certify this to be a report prepared by:
Nadine King, P.Eng., PTOE

Prepared For: Karma Development Consulting
Date: July 12, 2023
Our File No: 3520.B01

WATT VICTORIA
302 – 740 Hillside Ave
Victoria, BC V8T 1Z4
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APPENDICES

Appendix A – Synchro Background



1.0 INTRODUCTION

WATT Consulting Group is retained by Karma Development Consultants to prepare a Traffic Impact Assessment (TIA) for a proposed mixed-use residential/commercial development at 215 Port Augusta Street in Comox, BC. The site is bound by the Comox Mall to the north, Port Augusta Street to the west, Comox Avenue to the south, and the Comox Mall and parking lot to the east. The site is located downtown Comox. The site location is illustrated in **Figure 1**.

1.1 The Site Today

The site today is occupied by the southwest parking lot of the Comox Mall.

1.2 Study Area

The development site is located in the southwest corner of the Comox Mall, just east of the intersection of Comox Avenue / Port Augusta Street. The study area includes the following intersections:

- Comox Avenue / Port Augusta Street
- Comox Avenue / Mall Accesses (2)
- Comox Avenue / Nordin St.
- Port Augusta Street / Mall Accesses (2)



Figure 1 – Site Location



1.3 Proposed Development

The proposed development will include a 6-storey building with 52 residential units and 258m² of commercial retail unit space.

1.4 This Report

This report provides the following:

- An overview of the existing and evolving transportation context in the vicinity of the site, including vehicular, pedestrian, cycling, and transit facilities, and area travel characteristics
- An overview of the proposed development programme
- An assessment of the existing traffic activity patterns and volumes in the study area during the weekday morning and afternoon peak period
- A comprehensive review of the vehicular traffic volume changes that may occur in the area in the future with the construction of other area development projects
- An assessment of the trip generation and assignment characteristics of the proposed development
- A review of vehicular traffic operations at intersections in the area under existing and future conditions (i.e., the 2026 and 2036 horizon year), including an assessment of the operational impacts of the proposed development



2.0 TRANSPORTATION CONTEXT

2.1 Road Network

2.1.1 Existing Road Network

- **Comox Avenue** is an east-west undivided arterial road under the jurisdiction of the Town of Comox and runs through the Comox downtown core and west to Courtenay. The posted speed limit is 50 km/h. Comox Avenue has a two-lane cross section with left turn lanes provided at key intersections in the downtown core. There are no bicycle lanes on Comox Avenue and parking is provided on both sides of the road within the study area. There are sidewalks on both sides of the road.
- **Port Augusta Street** is a north-south minor collector road under the jurisdiction of the Town of Comox. It extends from the harbour in the south to the northwest corner of the Comox Mall in the north, where the street turns east and becomes Balmoral Avenue. The posted speed limit is 50 km/h. Port Augusta Street has a two-lane cross section with no bicycle lanes and no on-street parking. There is a sidewalk along the east side of the road.
- **Nordin Street** is a north-south local road under the jurisdiction of the Town of Comox. It extends between Comox Avenue and Beaufort Avenue. The posted speed limit is 50 km/h. Nordin Street has a two-lane cross section with no bicycle lanes. Parking is permitted on both sides of the road. Sidewalks are provided on both sides of the road.

Four key intersections were identified within the study area:

- **Comox Avenue / Port Augusta Street** is a four-leg, all-way stop-controlled intersection. The eastbound and westbound approaches both have separate left turn lanes and all legs have crosswalks.
- **Comox Avenue / Site Access** is a three-legged intersection with stop-controlled on the mall accesses.



- **Comox Avenue / Nordin Street** is a three-leg intersection with stop-control on Nordin Street (northbound). The westbound approach has a separate left-turn lane, and there are crosswalks on the east and south legs. There is a site access immediately east of the Comox Avenue / Nordin Street intersection which is also a three-legged intersection with stop-control on the mall access.
- **Port Augusta Street / Mall Accesses** are three-legged intersection. The north access on Port Augusta Street is an entrance (one-way) only access while the south access is full movement with the westbound stop-controlled.

2.2 Transit Network

2.2.1 Existing Transit Network

The development site is extremely well-situated relative to transit service. Currently there are four routes servicing the Comox Avenue Corridor: (Route No. 1, 3, 4, and 15). The area transit network is illustrated in **Figure 2**.

Route 1 – Comox Mall / Anfield Centre via N.I.C. operates between the Comox Centre Mall and the Anfield Centre, passing by North Island College, the Downtown Exchange, and the Driftwood Mall along the route. The closest stop to the site is approximately 50 metres (i.e., less than a 1-minute walk) from the site at Comox Mall Exchange Bay A on Comox Avenue. Buses operate at 15-minute to 1-hour headways on weekdays, 15-minute to 70-minute headways on Saturday, and 40-minute to 60-minute headways on Sunday.

Route 3 – Comox Local generally operates in a loop around central Comox between Guthrie Road and Comox Avenue, including a loop to Mark R. Isfeld Secondary School. The closest stop is approximately 50 metres (i.e., less than a 1-minute walk) from the site, at Comox Mall Exchange Bay B on Port Augusta Street. Buses operate at 30-to-70-minute headways on weekdays and Saturdays, and 1–2-hour headways on Sundays.

Route 4 – Driftwood Mall / Comox Mall via Comox Rd generally operates in an east-west direction between the Comox Centre Mall Transit Exchange and the Driftwood



Mall Transit Exchange. The closest stop is approximately 50 metres (i.e., less than a 1-minute walk) from the site at Comox Mall Exchange Bay A on Comox Avenue. Buses operate at 60-to-90-minute headways on weekdays, 60-to-100-minute headways Saturdays, and makes 3 trips on Sundays, (1 in the morning, and 2 in the afternoon).

Route 15 – Comox Mall via Back Rd/Aquatic Centre via Back Rd generally operates in a north-south direction between downtown Comox and the Comox Valley Aquatic Centre and North Island College, passing by the Comox Centre Mall Transit Exchange. The closest stop is approximately 50 metres (i.e., less than a 1-minute walk) from the site, at Comox Mall Exchange Bay B on Port Augusta Street. Buses make 3 trips in the morning and 3 trips in the early afternoon at 40-minute headways on Wednesdays and Fridays only.

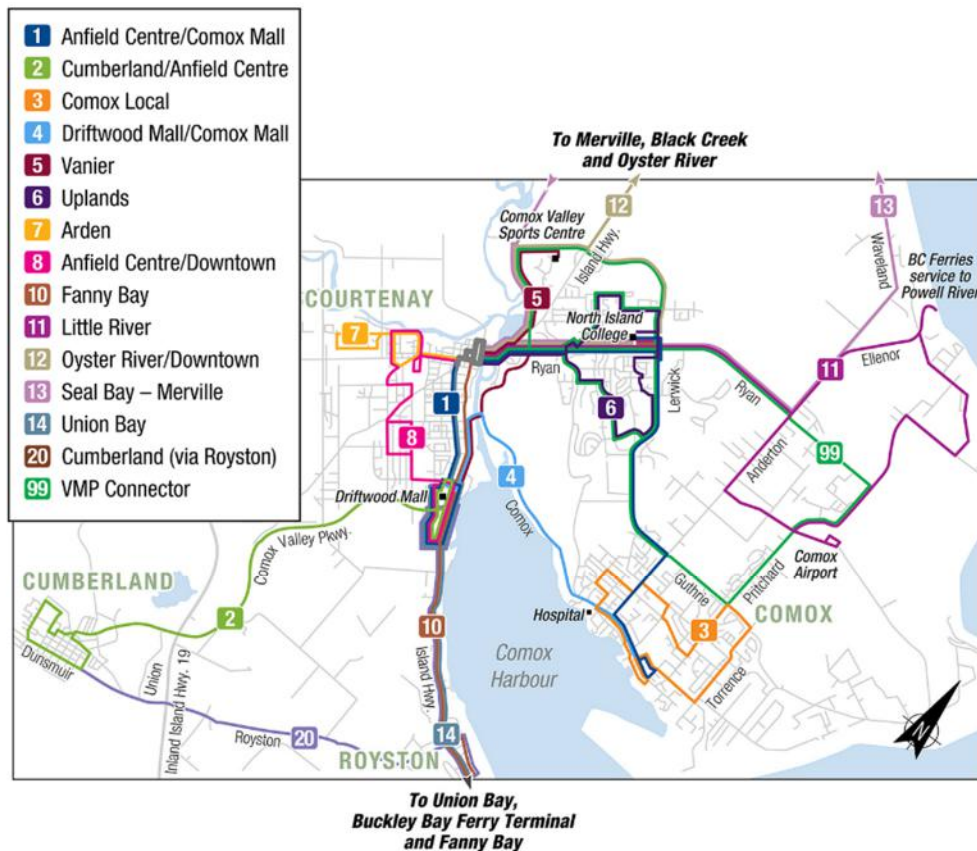


Figure 2 – Area Transit Network



2.2.2 Evolving Transit Network

The Comox Valley Transit Infrastructure Study done by Urban Systems (August 2021) updates the Comox Valley Transit Future Action Plan (TFAP) (2014) and recommends that Downtown Comox expand the existing facility on Port Augusta Road to include four bus bays on the east side adjacent to the Comox Mall as it will be a Frequent Transit Corridor. However, the timing of this expansion is unknown. This expansion aligns with Comox's Transportation Master Plan (TMP) (2020) and the Comox Valley Transit Future Action Plan (TFAP) (2022) which identifies priorities for the network such as improving frequency of service, expanding the downtown Comox Exchange, and creating higher density infrastructure close to existing transit routes. The Town is also planning to deploy low carbon buses, electronic fare options, and building inclusive public transit.

In the shorter term, as part of this development, the existing bus exchange bay will be moved north of the existing south mall access on Port Augusta Street.

2.3 Cycling Network

There are no bicycle facilities on Comox Avenue, however there are proposed upgrades to have Comox Avenue as a bicycle boulevard that would be in the immediate vicinity of the site. There is bicycle parking close to the site at the mall. The site is close to Greenway Trail which gives access to the Town of Comox as a whole.

2.4 Pedestrian Environment

The pedestrian environment in the vicinity of the site is excellent. Comox Avenue and Nordin Street have sidewalks on both sides of street in the vicinity of the site. Port Augusta Street has sidewalk only along the east side of the road that runs along the mall property. No additional sidewalk improvements are required.



3.0 DEVELOPMENT PROPOSAL

The current development proposal consists of a six-storey mixed-use residential/commercial building containing 52 units and 258 m² of commercial space. **Table 1** outlines the development proposal and transportation-related elements of the proposed site plan.

Table 1 – Development Proposal

Site Element	Details
Residential	52 units
Commercial	258 m ²
Vehicle Parking Supply	65 spaces
Bicycle Parking Supply	A bicycle storage room with 14 spaces is on the west side of the P1 parking level will provide bicycle parking for residents.
Vehicular Access	Access to the parking garage is provided from a new access onto Port Augusta Street. Commercial businesses will utilize the existing mall surface parking lot
Pedestrian Access	Pedestrian access to the residential lobby is provided from the mall parking lot

Notes:

1. Site statistics based on a site plan layout drawing prepared by Urban Design Group Architects Ltd., dated March 2, 2022.

3.1 Site Access

The site is located on the southwest corner of the Comox Mall and east of Port Augusta Street. A new residential access to this building will be built on Port Augusta Street 17m north of the property line / stop line on Port Augusta Street. Visitors to the commercial units will be able to utilize the existing parking on the mall site and therefore use the existing driveways on Port Augusta Street and Comox Avenue.

The bus bay on Port Augusta Street will need to be relocated north of the south mall access (existing) on Port Augusta Street to avoid conflicts between the existing bus stop and the proposed driveway. See **Figure 3** for proposed site access location.

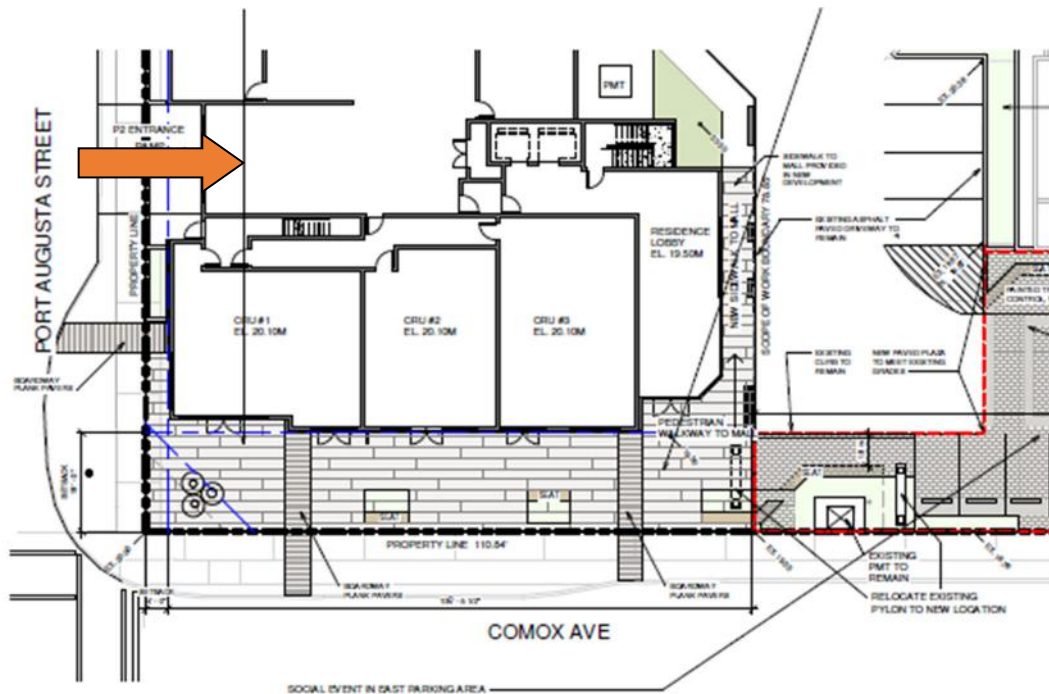


Figure 3 – Site Access Plan

3.2 Sight Distance

Based on the proximity of the site access to Comox Avenue the sight distance for a vehicle turning out of the new driveway, looking to the left is 15m and to the right 150+m. Since vehicle approaching from the south will all be turning / travelling through the Comox Avenue / Port Augusta Street intersection from a stop their speeds will be less than 20km/h and are able to reduce their speed further if needed due to a turning vehicle.



4.0 TRAFFIC VOLUMES

4.1 Traffic Analysis Scenarios and Design Periods

Traffic operations analyses have been undertaken during the weekday morning and afternoon peak hours under the following conditions:

- Existing traffic – traffic activity under current conditions
- Background traffic – traffic activity levels into the future which includes allowances for corridor growth and background developments
- Post-development traffic – traffic activity levels into the future with the site redeveloped and projected site generated traffic added to the road network

Traffic operations are discussed in the following sections for these scenarios:

- Existing conditions
- Opening day (2025) background conditions
- Opening day (2025) post-development conditions
- 2035 horizon year background conditions
- 2035 horizon year post-development conditions

4.2 Existing Traffic Intersection Analysis

Base existing turning movement volumes were established for intersections within the study area for the weekday morning and afternoon peak period. Traffic count information adopted as the basis for the traffic operations analysis is summarized in **Table 2**.

Table 2 – Existing Traffic Count Information

Intersection	Date of Count	Source
Comox Avenue / Port Augusta Street	April 16, 2023	WATT
Comox Avenue / Mall Accesses (2)	April 16, 2023	WATT
Comox Avenue / Nordin Street	April 16, 2023	WATT
Port Augusta Street / Mall Accesses (2)	April 16, 2023	WATT

The existing area traffic volumes for the weekday morning and afternoon peak hour are illustrated in **Figures 4 and 5**.

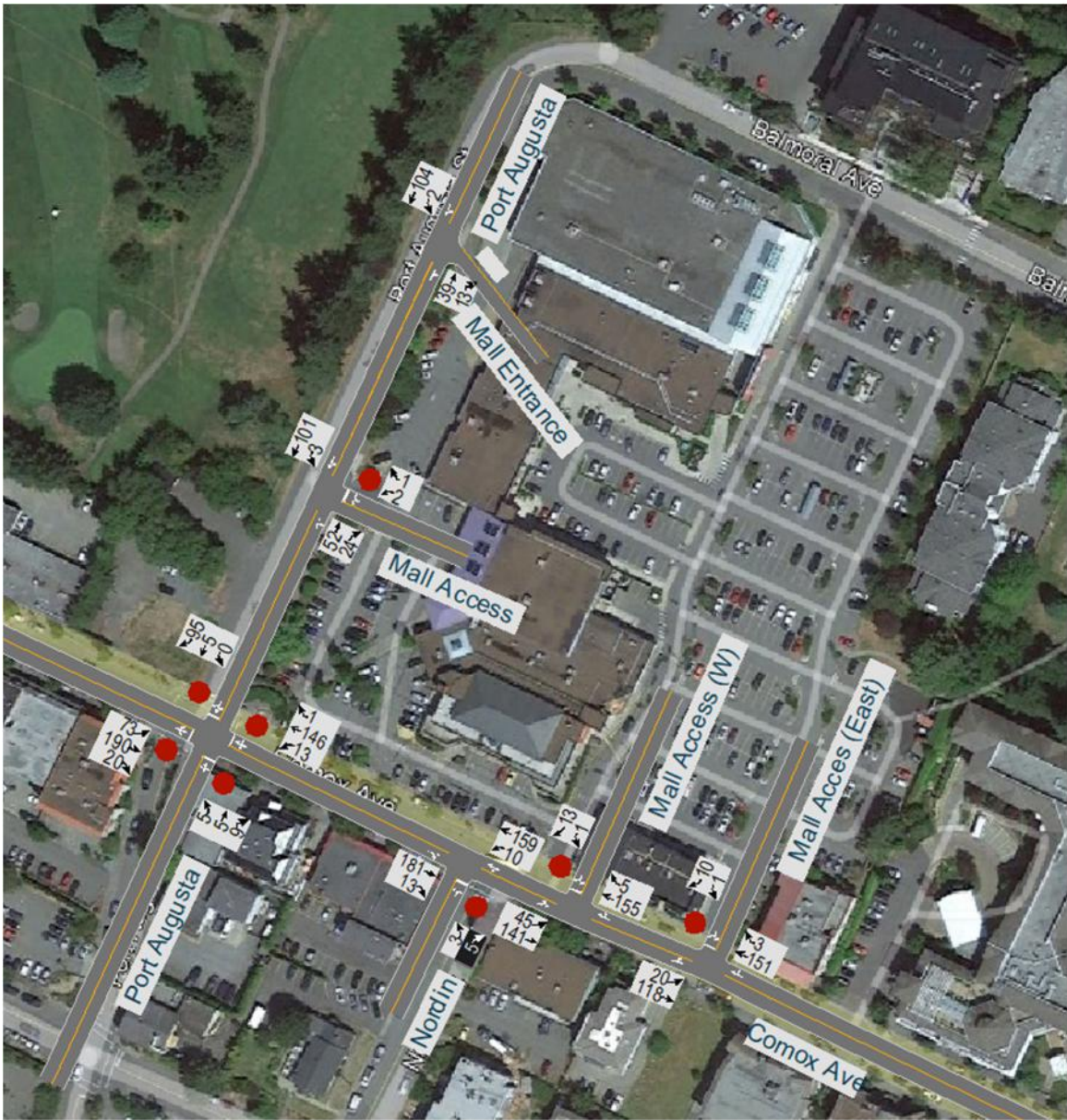


Figure 4 – Existing AM Traffic Volumes

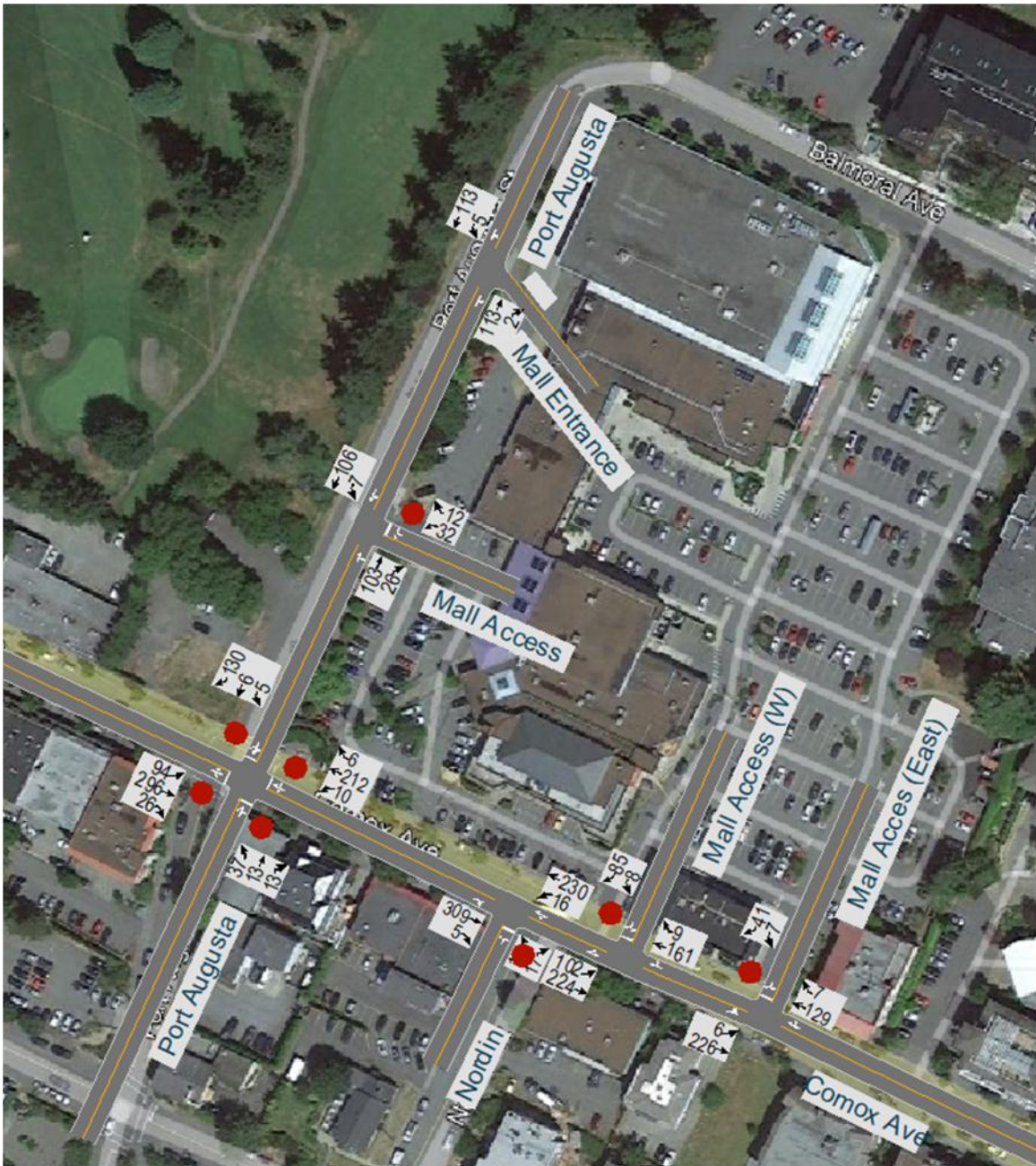


Figure 5 – Existing PM Traffic Volumes



4.3 Background Traffic Volumes

4.3.1 Opening Day Background Traffic Volumes

Corridor growth on all streets in the study area was forecast using a 1.0% annual linear growth rate applied to the observed volumes from 2023 to the 2026 and 2036 horizon years.

The opening day (i.e., 2025 horizon year) background traffic volumes are the sum of the existing traffic volumes, additional traffic generated by background developments, and the corridor growth allowances. The background traffic volumes for opening day (2026) and 10 year horizon are illustrated in **Figures 6 to 9**.



Figure 6 – Opening Day (2026) AM Background Traffic Volumes

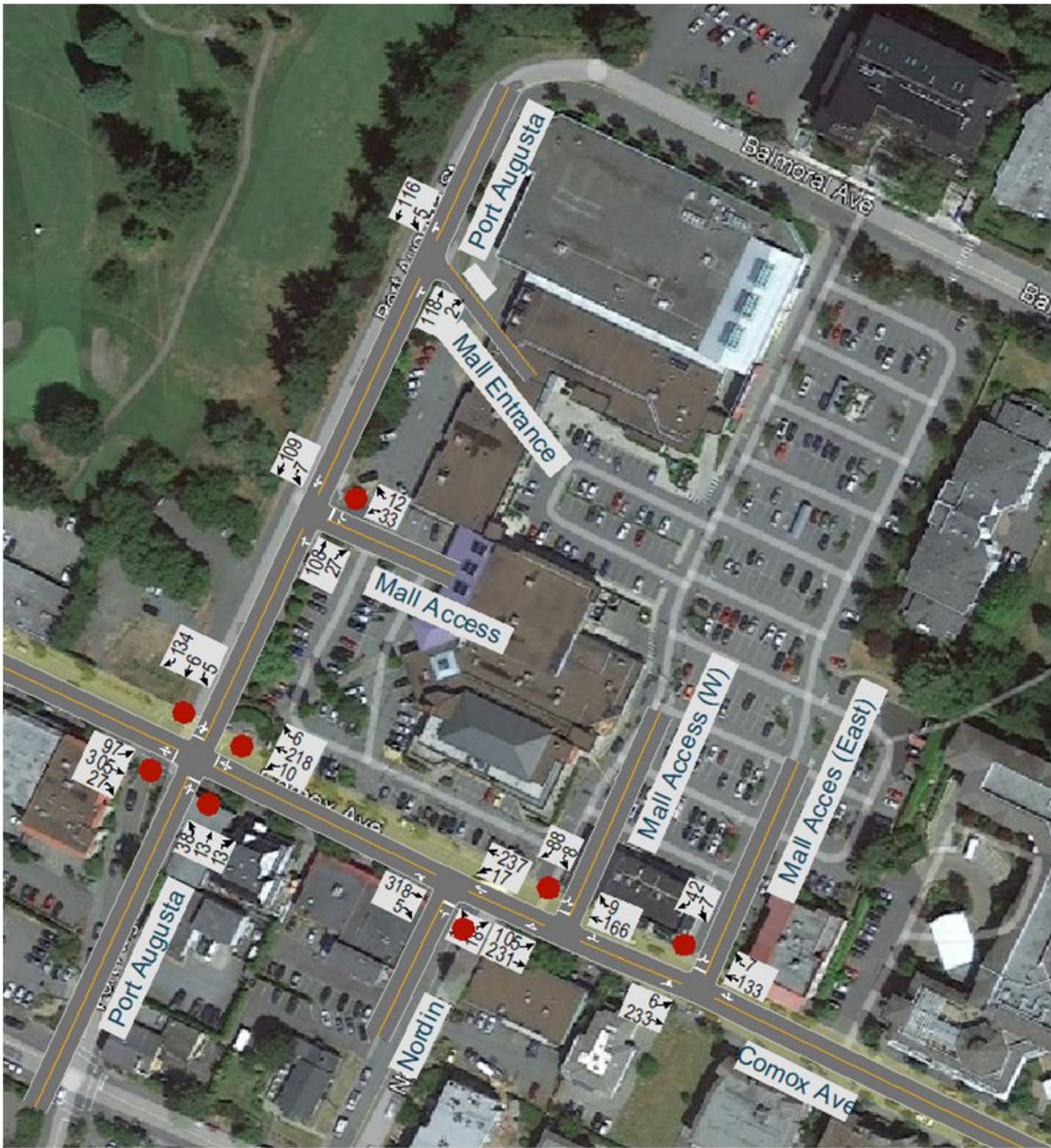


Figure 7 – Opening Day (2026) PM Background Traffic Volumes

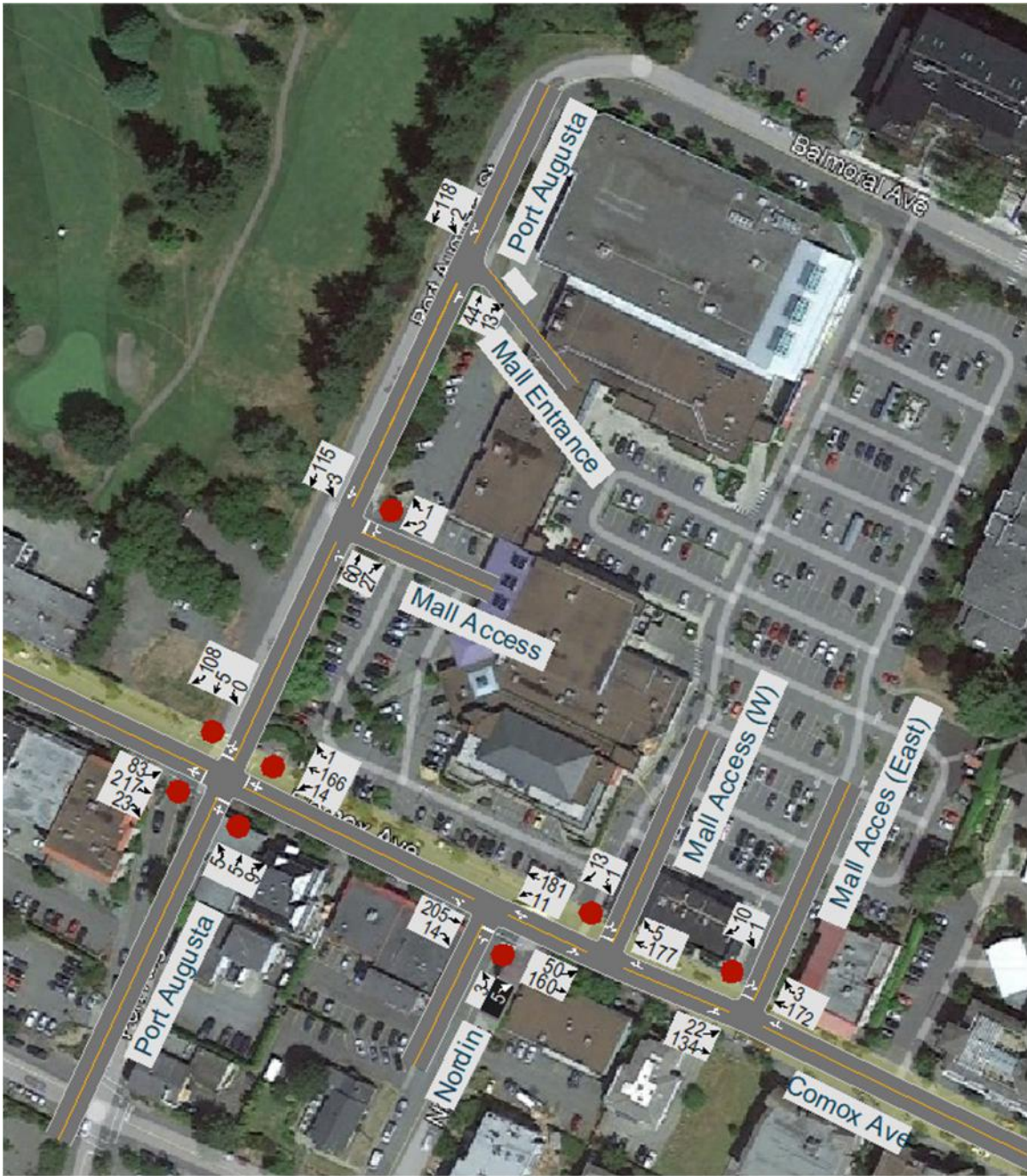


Figure 8 – Opening Day 10 year Horizon (2036) AM Background Traffic Volumes



Figure 9 – Opening Day 10 year Horizon (2036) PM Background Traffic Volumes



4.4 Site Traffic Volumes

4.4.1 Trip Generation

Vehicular trip generation rates for the proposed residential development are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). The trip generation rates and forecasted trips are summarized in **Table 3**.

Table 3 - Vehicle Trip Generation

ITE Trip Generation Manual 11th Edition Rates				
Land Use	Peak Hour	Trip Rate In	Trip Rate Out	Avg. Rate
Multifamily Housing (Mid-Rise) (Not Close to Rail Transit) (LU 221) ⁽¹⁾	AM	0.09	0.28	0.37
	PM	0.24	0.15	0.39
Strip Retail Plaza (<40k) (All Sites) (LU 822) ⁽²⁾	AM	1.42	0.94	2.36
	PM	3.30	3.29	6.59
Vehicular Trip Generation				
Land Use	Peak Hour	In	Out	2-Way
Residential (52 units)	AM	4	15	19
	PM	12	8	20
Commercial (3.086 GFA)	AM	4	3	7
	PM	10	10	20

Notes:

1. Trip rates are per dwelling unit
2. Trip rates are per 1,000 ft² GFA

The proposed development is forecast to generate 26 two-way trips in the weekday AM peak hour and 40 two-way trips during the weekday afternoon PM peak hour.



4.4.2 Trip Distribution and Assignment

The trip distribution pattern for site-generated traffic was established based on the existing traffic patterns and key origin/destinations in the region. The distribution of inbound and outbound traffic is as follows:

Residential Trips: 80% of trips to / from the west (Comox Avenue west of the site); 15% of trips to / from the north (Port Augusta Street / Balmoral); 5% to / from the east (Comox Avenue)

AM Entering Commercial Trips: 90% of trips to / from the west (Comox Avenue west of the site); 3% of trips to / from the north (Port Augusta Street / Balmoral); 7% to / from the east (Comox Avenue)

AM Exiting Commercial Trips: 90% of trips to / from the west (Comox Avenue west of the site); 5% of trips to / from the north (Port Augusta Street / Balmoral); 5% to / from the east (Comox Avenue)

PM Entering Commercial Trips: 83% of trips to / from the west (Comox Avenue west of the site); 10% of trips to / from the north (Port Augusta Street / Balmoral); 7% to / from the east (Comox Avenue)

PM Exiting Commercial Trips: 84% of trips to / from the west (Comox Avenue west of the site); 8% of trips to / from the north (Port Augusta Street / Balmoral); 8% to / from the east (Comox Avenue)

The site traffic volumes assigned to the area road network are illustrated in **Figures 10 and 11**.

4.5 Post-Development Traffic Volumes

The opening day (i.e., 2026 horizon year) post-development traffic volumes are the sum of the background traffic volumes and the site-related traffic generated by the proposed development. Post-development traffic volumes for the opening day horizon year are illustrated in **Figures 12 and 13**. The 10 year horizon traffic volumes are the sum of the 2026 background traffic and the development trips (**Figures 14 and 15**).



Figure 10 – AM Site Trip Assignment

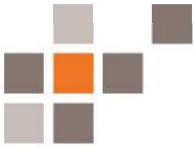


Figure 11 – PM Site Trip Assignment



Figure 12 – Opening Day AM Post-Development Traffic Volumes

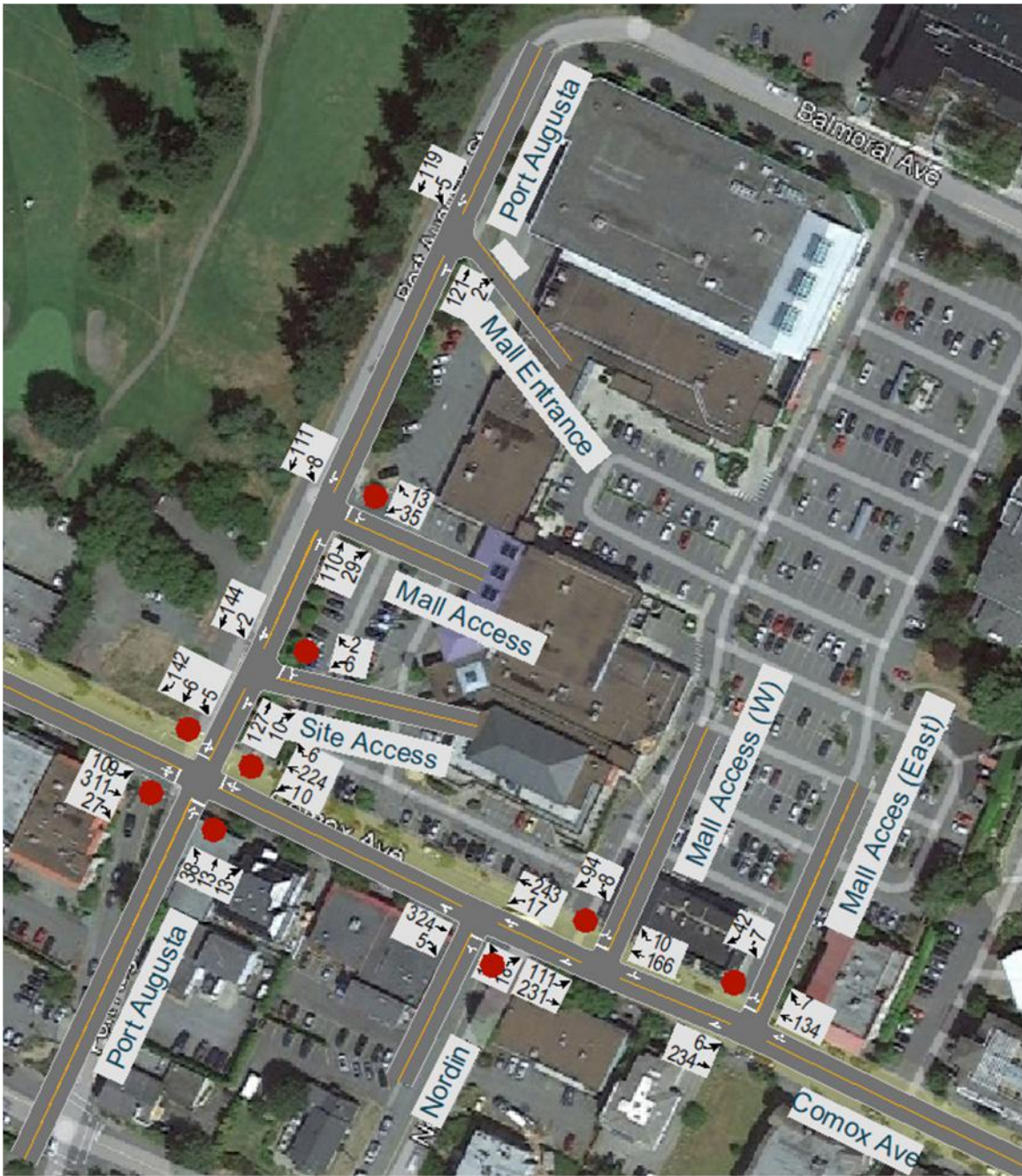


Figure 13 – Opening Day PM Post-Development Traffic Volumes



Figure 15 – 10 Year Post Opening Day PM Post-Development Traffic Volumes



5.0 TRAFFIC OPERATIONS ANALYSIS

5.1 Methodology

Analysis of the traffic conditions at the intersections within the study area were undertaken using Synchro software (for signalized and stop-controlled intersections). Synchro / SimTraffic is a two-part traffic modelling software that provides analysis of traffic conditions based on traffic control, geometry, volumes, and traffic operations. Synchro software is used because of its ability to provide analysis using the *Highway Capacity Manual* (6th edition) methodology, while SimTraffic integrates established driver behaviours and characteristics to simulate actual conditions by randomly “seeding” or positioning vehicles travelling throughout the network. These measures of effectiveness include Level of Service (LOS), delay and 95th percentile queue length.

The delays and type of traffic control are used to determine the LOS. The LOS is broken down into six letter grades with LOS A being excellent operations and LOS F being unstable / failure operations. LOS C is generally considered to be an acceptable LOS by most municipalities. LOS D is generally considered to be on the threshold between acceptable and unacceptable operations. A description of LOS and Synchro is provided in **Appendix A**.

5.2 Input and Calibration Parameters

Heavy Vehicle Assumptions

Heavy vehicle percentages were calculated from the existing traffic count information. In this area they range from 0% to 5%

Peak Hour Factor

Peak hour factors for each intersection were calculated from the existing traffic count information. For the new site access the adjacent mall access peak hour factors were used.



5.3 Existing Traffic Conditions

A summary of the existing traffic conditions for the intersections in the study area in the morning and afternoon peak hours is provided in **Table 4**.

Table 4 - Existing Traffic Operations

Key Movement	AM			PM		
	LOS	Delay (s)	95 th % Queue (m)	LOS	Delay (s)	95 th % Queue (m)
Port Augusta Street / Comox Avenue						
NB	A	8.6	12	B	10.3	15
SB	A	8.7	18	B	10.6	18
EB	B	12.3	26	C	18.2	32
WB	A	9.4	20	B	12.0	22
Comox Avenue / Nordin Street						
NB	B	10.5	9	B	12.5	13
EB	A	0.0	3	A	8.2	7
WB	A	7.8	8	A	0.0	13
Comox Avenue / West Mall Access						
SB	B	10.0	11	B	11.4	16
EB	A	7.8	10	A	7.9	16
WB	A	0.0	3	A	0.0	7
Comox Avenue / East Mall Access						
SB	A	9.8	10	B	10.2	14
EB	A	7.7	7	A	7.6	4
WB	A	0.0	0	A	0.0	0
Port Augusta Street / Mall Access						
NB	A	0.0	0	A	0.0	1
SB	A	7.5	2	A	7.6	4
WB	A	9.6	6	B	10.3	14

Note: ## - acceptable limits. Queues are rounded up to the nearest whole number.

Although not summarized the one-way entrance access on Port Augusta operates at a LOS A in the AM and PM peak hour.

All intersections within the study area currently perform at an acceptable LOS C or better with delays of 19 seconds or less with most movements at a LOS A. There are no issues in the AM or PM peak hour under existing conditions.



5.4 Opening Day Background Conditions

A summary of the traffic analysis results for the intersections in the study area on opening day (2026) under background conditions in the morning and afternoon peak hours is provided in **Table 5**.

Table 5 – Opening Day Background Traffic Operations

Key Movement	AM			PM		
	LOS	Delay (s)	95 th % Queue (m)	LOS	Delay (s)	95 th % Queue (m)
Port Augusta Street / Comox Avenue						
NB	A	8.6	13	B	10.5	15
SB	A	8.9	17	B	10.8	19
EB	B	12.7	23	C	19.5	36
WB	A	9.5	20	B	12.3	24
Comox Avenue / Nordin Street						
NB	B	10.8	9	B	12.7	14
EB	A	0.0	3	A	8.2	8
WB	A	7.9	7	A	0.0	12
Comox Avenue / West Mall Access						
SB	B	10.3	11	B	11.5	19
EB	A	7.9	11	A	7.9	16
WB	A	0.0	3	A	0.0	6
Comox Avenue / East Mall Access						
SB	B	10.1	9	B	10.2	14
EB	A	7.7	4	A	7.6	3
WB	A	0.0	2	A	0.0	0
Port Augusta Street / Mall Access						
NB	A	0.0	0	A	0.0	0
SB	A	7.5	2	A	7.6	4
WB	A	9.8	7	B	10.4	14

The growth of the existing traffic to 2026 levels does not significantly impact traffic operations in the area with less than 1 second of delay added to any individual movement.



5.5 Opening Day Post-Development Conditions

A summary of the traffic analysis results for the intersections in the study area on opening day with the addition of the development traffic in the morning and afternoon peak hours is provided in **Table 6**.

Table 6 – Opening Day Post Development Traffic Operations

Key Movement	AM			PM		
	LOS	Delay (s)	95 th % Queue (m)	LOS	Delay (s)	95 th % Queue (m)
Port Augusta Street / Comox Avenue						
NB	A	8.7	12	B	10.7	15
SB	A	9.0	18	B	11.2	20
EB	B	13.0	26	C	21.7	34
WB	A	9.7	21	B	12.7	27
Comox Avenue / Nordin Street						
NB	B	10.6	9	B	12.8	15
EB	A	0.0	3	A	8.2	7
WB	A	7.8	7	A	0.0	14
Comox Avenue / West Mall Access						
SB	B	10.1	11	B	11.6	18
EB	A	7.8	11	A	7.9	17
WB	A	0.0	2	A	0.0	6
Comox Avenue / East Mall Access						
SB	B	10.2	10	B	10.2	14
EB	A	7.7	5	A	7.6	3
WB	A	0.0	0	A	0.0	0
Port Augusta Street / Mall Access						
NB	A	0.0	0	A	0.0	2
SB	A	7.5	0	A	7.6	3
WB	A	9.8	6	B	10.5	15
Port Augusta Street / Site Access						
NB	A	0.0	0	A	0.0	2
SB	A	7.4	2	A	7.6	5
WB	A	10.0	0	B	10.3	8

The addition of the development traffic does not impact the traffic operations at any of the intersections. The development traffic adds less than 2.5 seconds of delay to any



movement during the peak periods. Queue lengths increase by less than 3m for any movement due to the development.

The southbound queue at Port Augusta Street / Comox Avenue will extend back to the new residential driveway during the peak periods. This may increase the delay for vehicles to turn left out of the new driveway. Motorists have the option to turn right and utilize Balmoral; however, if they want to head west this is a more circuitous route.

5.6 10 Year Horizon Background Conditions

A summary of the traffic analysis results for the intersections in the study area 10 years post opening year (2036), without the development, in the morning and afternoon peak hours, is provided in **Table 7**.

Table 7 – 10 Year Horizon Background Traffic Operations

Key Movement	AM			PM		
	LOS	Delay (s)	95 th % Queue (m)	LOS	Delay (s)	95 th % Queue (m)
Port Augusta Street / Comox Avenue						
NB	A	8.9	13	B	11.2	16
SB	A	9.2	17	B	11.8	23
EB	B	14.3	27	D	26.6	38
WB	A	10.0	21	B	11.2	25
Comox Avenue / Nordin Street						
NB	B	10.8	8	B	13.4	15
EB	A	0.0	3	A	8.3	8
WB	A	7.9	10	A	0.0	15
Comox Avenue / West Mall Access						
SB	B	10.3	11	B	12.0	18
EB	A	7.9	11	A	8.0	17
WB	A	0.0	3	A	0.0	5
Comox Avenue / East Mall Access						
SB	B	10.1	9	B	10.4	13
EB	A	7.7	6	A	7.7	4
WB	A	0.0	0	A	0.0	0
Port Augusta Street / Mall Access						
NB	A	0.0	0	A	0.0	0
SB	A	7.5	3	A	7.6	2
WB	A	9.8	6	B	10.7	14



In 2036, without this development, all intersection movements remain at a LOS B or better except for the eastbound movement at Comox Avenue / Port Augusta Street during the PM peak hour. This movement does not require mitigation, at this time, since the LOS only occurs during one hour of the day. The Town should continue to monitor this intersection long term for potential changes in traffic control depending on growth in the area.

5.7 10 Year Horizon Post Development Conditions

A summary of the traffic analysis results for the intersections in the study area 10 years post opening year (2036), with the development, in the morning and afternoon peak hours, is provided in **Table 8**.



Table 8 – 10 Year Horizon Post Development Traffic Operations

Key Movement	AM			PM		
	LOS	Delay (s)	95 th % Queue (m)	LOS	Delay (s)	95 th % Queue (m)
Port Augusta Street / Comox Avenue						
NB	A	9.0	12	B	11.5	16
SB	A	9.3	18	B	12.4	19
EB	B	14.9	29	D	30.8	42
WB	B	10.2	20	B	14.7	24
Comox Avenue / Nordin Street						
NB	B	10.8	10	B	13.5	15
EB	A	0.0	3	A	8.3	8
WB	A	7.9	5	A	0.0	15
Comox Avenue / West Mall Access						
SB	B	10.3	12	B	12.3	18
EB	A	7.9	10	A	8.0	20
WB	A	0.0	3	A	0.0	6
Comox Avenue / East Mall Access						
SB	B	10.4	11	B	10.4	14
EB	A	7.7	5	A	7.7	4
WB	A	0.0	0	A	0.0	0
Port Augusta Street / Mall Access						
NB	A	0.0	0	A	0.0	0
SB	A	7.5	0	A	7.6	4
WB	B	9.9	7	B	10.8	14
Port Augusta Street / Site Access						
NB	A	0.0	0	A	0.0	0
SB	A	7.5	3	A	7.6	2
WB	B	10.2	12	B	10.4	7

With the addition of the development, in 2026 there is less than 4.5 seconds of delay added to any movement and no change in LOS due to the development traffic. All movements will operate at a LOS B or better except the eastbound movement at Port Augusta Street / Comox Avenue which will operate at a LOS D in the PM peak hour only. This movement's operation is due to the background growth and not a result of this development.



6.0 CONCLUSIONS

All movements in 2023 and 2026 (opening year) without the development operate at a LOS C or better during the weekday peak hours. The addition of the development, in 2026, does not impact the traffic operations (delay / LOS).

In the long term, without the development, the eastbound movement at Port Augusta Street / Comox Avenue will drop to a LOS D in the PM peak hour only. This is due to general growth in the area. The addition of the development traffic does not worsen this movement's operations, in the long term. The intersection of Port Augusta Street / Comox Avenue should be monitored by the Town, long term; however, changes in traffic control due to general growth is not expected to be required until beyond 2036. A change in traffic control may also be part of the upgrade to the Comox Downtown Transit Exchange

The proposed residential site access is located on Port Augusta Street, approximately 17m north of the existing stop bar at the Comox Avenue intersection. The existing and future southbound queues, during the peak hours, range from 17m to 23m. This indicates that the queues at Port Augusta Street / Comox Avenue may extend to or into the intersection with the driveway for short periods in the peak hours. However, motorists have the option of turning right out of the driveway and using Balmoral to Pritchard as an alternative route to the west.

7.0 RECOMMENDATIONS

The existing bus stop on Port Augusta Street is to be relocated to the north of the existing south mall access on Port Augusta Street.



APPENDIX A - SYNCHRO BACKGROUND



SYNCHRO MODELLING SOFTWARE DESCRIPTION

The traffic analysis was completed using Synchro and SimTraffic traffic modelling software. Results were measured in delay, level of service (LOS), 95th percentile queue length and volume to capacity ratio. Synchro is based on the Highway Capacity Manual (HCM) methodology. SimTraffic integrates established driver behaviours and characteristics to simulate actual conditions by randomly “seeding” or positioning vehicles travelling throughout the network. The simulation is run ten times (ten different random seedings of vehicle types, behaviours, and arrivals) to obtain statistical significance of the results.

Levels of Service

Traffic operations are typically described in terms of levels of service, which rates the amount of delay per vehicle for each movement and the entire intersection. Levels of service range from LOS A (representing best operations) to LOS E/F (LOS E being poor operations and LOS F being unpredictable/disruptive operations). LOS E/F are generally unacceptable levels of service under normal everyday conditions. A LOS C or better is considered acceptable operations, while D is on the threshold between acceptable and unacceptable operations. Highway operations will typically need to operate at LOS C or better for through movements and LOS E or better for other traffic movements with lower order roads.

The hierarchy of criteria for grading an intersection or movement not only includes delay times, but also considers traffic control type (stop signs or traffic signal). For example, if a vehicle is delayed for 19 seconds at an unsignalized intersection, it is considered to have an average operation, and would therefore be graded as an LOS C. However, at a signalized intersection, a 19 second delay would be considered a good operation and therefore it would be given an LOS B. The table below indicates the range of delay for LOS for signalized and unsignalized intersections.

Table A1: LOS Criteria, by Intersection Traffic Control

Level of Service (LOS)	Unsignalized Intersection Average Vehicle Delay (sec / veh)	Signalized Intersection Average Vehicle Delay (sec / veh)
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80



DEVELOPMENT APPROVAL INFORMATION NOTICE

File: No. Pre-Application

May 4, 2023

Aaron Vornbrock
Urban Design Group Architects Ltd.
Suite 810-675 W Hastings Street
Vancouver BC V6B 1N2
VIA email only: aaronv@udga.com

RE: NOTICE TO PROVIDE
Traffic Study

In relation to a proposed development at:
LOT A SECTION 56 COMOX DISTRICT PLAN VIP75741 (PID 025-746-529)
215 Port Augusta, Comox, BC)

This notice is provided in response to the property owner's request for information on the anticipated report requirements in advance of applying for rezoning and development permit applications. This is a preliminary Development Approval Information letter based on pre-application concept discussions for a six-storey apartment building with ground floor commercial and underground parking. Therefore, additional DAI requirements may be issued upon submission and review of the development application(s).

In accordance with the Comox Planning Procedures Bylaw 1780, Section 8, the following is required in relation to the proposed development at 215 Port Augusta Street:

- A. Traffic Study prepared and certified by a Professional Transportation Operations Engineer (PTOE) experienced in traffic analysis and registered in the Province of British Columbia

Comox Planning Procedures Bylaw 1780 delegates to the Municipal Planner the authority to require an applicant to provide Development Approval Information. An applicant who is required to provide Development Approval Information is entitled to have Council reconsider such decision. **Attachment 2** contains an excerpt of Bylaw 1780 s. 12, including s.12(7) that sets out the procedure and timeline limitations for reconsideration of the Municipal Planner decision by Council.

A. Traffic Study

The Traffic Study is to provide a detailed analysis of the impact the proposed development will have on the Town's transportation networks, including vehicle, pedestrian, bicycle, transit and parking.

The Traffic Study shall review available background information including Comox Official Community Plan Bylaw 1685, Comox Transportation Study 2011 prepared by Boulevard Group, 2020 Transportation Master Plan Update by WATT Consulting Group;

<https://www.comox.ca/sites/default/files/2022-04/2011%20Transportation%20Study.pdf>

<https://www.comox.ca/sites/default/files/2022-04/2020%20Transportation%20Master%20Plan%20Update.pdf>

<https://www.comox.ca/development/planning/official-community-plan>

In accordance with standards generally accepted as good engineering practice, the Traffic Study must provide the following:

1. Detailed analysis, which will address safety, speed, traffic volumes, level of service, and identify measures to mitigate and reduce impacts of the proposed development within the focus area of the Traffic Study, comprised of the following
 - a. Port Augusta Street and Comox Avenue;
 - b. Nordin Street and Comox Avenue;
 - c. All existing and proposed access points to the subject property; and,
 - d. Transit functionality and the location of the transit exchange on Port Augusta Street.
2. Identify baseline information: current conditions (in year 2023) excluding the proposed development and detailed analysis of current conditions including the proposed development of the subject property.
 - a. Detailed analysis, to include level of service which will address safety, speed and traffic volumes, identifying measures to mitigate and reduce impacts where necessary.
 - b. Analysis will include street network and intersections within the area bounded by Comox Avenue, Nordin Street, and Port Augusta Street.
 - c. Identify problem areas and deficiencies and the development of traffic circulation options to address deficiencies.

3. Development details of the proposed subject property including, number of dwelling units and amount of commercial area, anticipated number of required parking stalls, estimated number of trips generated by the development and anticipated traffic flow patterns, and clear identification of the location and function of the subject property's internal road network on plan;
4. An assessment of future traffic forecasts per the Town's OCP: The cumulative effect of the concurrent and subsequent development contemplated by the Town's Official Community Plan including 1770 Comox Avenue, as developed to their full potential, i.e. OCP designation: Downtown Comox.
5. Review any potential impacts of the proposed location of the relocated Transit Exchange on Port Augusta Street including changes to existing on-street parking as a result of the Transit Exchange relocation.
6. Analysis of access to subject property:
 - a. Detailed access and egress analysis of the subject property;
 - b. Detail the pros and cons of access locations, including impacts this will have on surrounding roads and intersections;
 - c. Provide firm recommendation with supporting rationale of the proposed access location, including:
 - any required road upgrades or deficiencies; and
 - a proposed site plan of the access location including property lines and tree inventory
7. In accordance with standards generally accepted as good engineering practice, the Traffic Study shall provide an unqualified recommendation of the preferred property access location;
8. To allow for confirmation of subject property's compliance with *Comox Zoning Bylaw 1850*, a summary of existing vehicle parking on a site plan documenting:
 - a. In a table identifying all of the existing commercial unit floor area on site:
 - i. the size and use of all commercial units;
 - ii. in accordance with *Comox Zoning Bylaw 1850*, the associated parking ratio for the stated use;
 - iii. the number of vehicle parking spaces required per commercial unit;
 - iv. the total number of vehicle parking spaces required;
 - v. the total number of vehicle parking spaces currently provided; and
 - vi. the total number of vehicle parking spaces that will be available with the proposed development; and

- b. show the existing on-site parking spaces on an accompanying to-scale site plan of the subject property consistent with the DP 16-11 approved site & parking plan:
 - i. updating any changes to vehicle and bicycle parking spaces since the approval of DP 16-11;
 - ii. overlaying areas (driveways/maneuvering aisles, parking areas) that may be proposed for the purposes of this Traffic Study;
 - iii. overlaying any existing access easement on 215 Port Augusta that benefit any other parcels such as 1710 Comox Avenue; and
 - iv. indicating any parking spaces on 1710 Comox Ave assigned to the use of 215 Port Augusta Street and any parking spaces on 215 Port Augusta for the use of 1710 Comox Ave.
9. A preliminary statement, in accordance with section 6 of Comox Zoning Bylaw 1850, of vehicle and bicycle parking requirements for the entire site, based on the specifics of the proposed development.
10. In accordance with standards generally accepted as good engineering practice, the Traffic Engineer shall provide and certify the following statement in relation to traffic movement and safety:

"The land identified as <legal description> <and proposed roads/ driveway access> may be safely used for its intended use <state the intended use>, provided that it is used in accordance with the conditions and recommendations specified in the report",

OR

"The land identified as <legal description> may not be safely used for the intended use <state the intended use>".

B. The Traffic Study Report shall:

1. Stipulate the qualifications and accreditation of the professionals (Qualified Professionals) who are to prepare the preliminary Development Approval Information and state that the Qualified Professional(s) is/are members in good standing with their respective professional regulatory association(s) described in the requirements issued under this notice;
2. Disclose the source of all information and describe and explain the methodology used to compile and to test the accuracy and reliability of the Development Approval Information. Please provide the software outputs (as attachments to the study);
3. Contain certifications from each Qualified Professional that the Development Approval Information was prepared by them and is true and accurate to the best of their knowledge; and

5. Documents required to be prepared by a professional engineer registered in the province of British Columbia must include the following signature block. This signature block is the only format that will be accepted by the Town, with the exception of drawings where the signed seal of a professional engineer is sufficient.

When the report is prepared by a professional engineer:

*Submitted by,
J. Smith
ABC Engineering Ltd.
Stamp of Jill Smith PEng
Signature of Jill Smith PEng
I certify this to be a report prepared by Jill Smith PEng.*

OR

When a report is prepared by a junior engineer under direct supervision of a professional engineer:

*Submitted by J. Smith, ABC Engineering Ltd.
Stamp of Jill Smith PEng
Signature of Jill Smith PEng
I certify this to be a report prepared under the direct supervision of Jill Smith PEng*

At the option of the professional engineer, the following signature block may be added:

*Signature Mike Williams
Prepared by Mike Williams, <credentials, e.g. EIT>*

Any documents submitted by a professional engineer that raise concerns as to conformance with applicable Town specifications, applicable legislation or professional standards may result in the submission of a formal complaint to EGBC.

Please do not hesitate to contact me if you have any questions on this matter (250 339 2202).

Yours truly,



Marvin Kamenz
Municipal Planner
Director of Development Services

MK/ET

MK/ET

Attachments:

1. Declaration page from Bylaw 1780
2. Bylaw 1780, section 12

cc: Shelley Ashfield, Director of Operations

SCHEDULE "B"

DEVELOPMENT APPROVAL INFORMATION

DECLARATION

The undersigned acknowledge that the Development Approval Information herein is not provided to the Town with any expectation of confidentiality, constitutes a record of the Town of Comox under the *Freedom of Information and Protection of Privacy Act*, and may be made available for public use in connection with the development application to which it pertains, including by posting on the Town's website.

DATED: _____

The Qualified Professionals executing below are the only Qualified Professionals who participated in the preparation of the Development Approval Information.

Applicant:

Name: _____

Address: _____

Signature

Qualified Professionals:

Name: _____

Address: _____

Signature

Name: _____

Address: _____

Signature

Tel: 250-339-2202
Fax: 250-339-7110
Email: planning@comox.ca

Address:
1809 Beaufort Avenue
Comox, B.C. V9M 1R9

We respectfully acknowledge that we gather and
work on the traditional territory of the K'ómoks
First Nation, the traditional keepers of this land.

ATTACHMENT 2



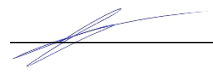
Comox Planning Procedures Bylaw 1780, excerpt

12. Delegation of Authority

- (1) Council delegates to the Municipal Planner:
 - a. the exercise of all of the powers, duties and functions of Council in respect of the issuance of development permits under sections 490 and 491 of the Local Government Act;
 - b. the exercise of all of the powers, duties and functions of Council in respect of the issuance of heritage alteration permits under section 617 of the Local Government Act;
 - c. the exercise of all of the powers, duties and functions of Council in respect of strata conversions under section 242 of the Strata Property Act in the case of conversions of commercial and industrial buildings, and residential buildings containing not more than two residential units neither of which is a secondary suite in a single family dwelling or a coach house; and
 - d. the exercise of all of the powers of Council in respect of the exemption of development from floodplain regulations enacted under section 524 of the Local Government Act.
- (2) Council delegates to the Approving Officer the exercise of all of the powers of Council in respect of the exemption of parcels from the minimum highway frontage for subdivision specified in the zoning bylaw or section 512 of the Local Government Act, as applicable.
- (3) The Municipal Planner may decide, in their sole discretion, not to exercise any delegated authority pursuant to this bylaw where the Municipal Planner considers that, for reasons of complexity, visibility or any other circumstance, the decision ought to be made by Council and where the Municipal Planner makes that determination, the Council shall consider the issue. This decision by the Municipal Planner is not subject to reconsideration by Council.
- (3) The Municipal Planner may decide, in their sole discretion, not to exercise any delegated authority pursuant to this bylaw where the Municipal Planner considers that, for reasons of complexity, visibility or any other circumstance, the decision ought to be made by Council and where the Municipal Planner makes that determination, the Council shall consider the issue. This decision by the Municipal Planner is not subject to reconsideration by Council.
- (4) For certainty, the delegation to the Municipal Planner of the power to issue permits and exemptions within the scope of this bylaw includes all the powers of Council in relation to those permits and exemptions, including the power to vary or supplement a land use regulation bylaw or a bylaw under Divisions 11 of Part 14 or a bylaw or permit under Part 15 of the Local Government Act and the power to impose conditions and requirements and set standards on the issuance of a permit or exemption.

- (5) The authority delegated in section 12(1) includes the authority to sign and issue permits and to amend those permits and to cancel permits if an owner fails to comply with a term or condition of the permit; and in section 12(2) includes the authority to authorize an exemption or cancel an exemption if an owner fails to comply with a term or condition of an authorization.
- (6) The Municipal Planner and Approving Officer must provide a notice of any exercise of delegated authority in writing to the Applicant.
- (7) Reconsideration of a Delegated Decision
 - a. An Applicant who is notified of a decision of the Municipal Planner under section 12(1) or of the Approving Officer under 12(2), or who is required to provide Development Approval Information under section 8(5) or a review under section 8(10), is entitled to have Council reconsider such decision without charge.
 - b. An Applicant may initiate a Council reconsideration by providing to the Administrator notice in writing, objecting either to the whole of the decision or requirement, or to specifically identified terms or conditions or requirements for provision of Development Approval Information. The notice must specifically state the Applicant's reasons for each objection. The notice must be received by the Administrator within:
 - i. 30 days of the date that the notice of decision is deemed by this bylaw to have been received by the Applicant; or
 - ii. within 60 days of the issuance of the requirement under subsection 8(5) or 8(10).
 - c. Upon receipt of a notice under this section 12(7), the Administrator must
 - i. provide a copy of the notice requesting reconsideration to the Municipal Planner or Approving Officer, as applicable; and
 - ii. refer the matter to Council to reconsider the decision or requirement to provide information.
 - d. Council may, on reconsideration, either confirm the decision or requirement or modify the decision or requirement in whole or in part, or set aside the decision or requirement and substitute the decision or requirement of Council.

To: Mayor and Council	File:
From: Robbie Nall, Parks Manager	Date: November 09, 2023
Subject: Village Park Tot Lot Renewal	

Prepared by:  Robbie Nall, Parks Manager	Supervisor:  Shelley Ashfield, Director of Operations	Financial Approved: <hr/> Geoffrey Kreek, Deputy Director of Finance	Report Approved:  Jordan Wall, CAO
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RECOMMENDATION(S) FROM THE CHIEF ADMINISTRATIVE OFFICER:

THAT Council approves \$150,000 funding for the renewal of the playground at Village Park Tot Lot as part of the Capital and Special Projects Budget 2024, as recommended in the November 15, 2023 report to Mayor and Council from the Parks Department titled "Village Park Tot-Lot Renewal".

ALTERNATIVES TO THE RECOMMENDATIONS

THAT the metal structures at the current playground be sandblasted and repainted.

PURPOSE

- To provide Council with information and recommendations for the renewal of the playground at Village Park Tot Lot.

STRATEGIC PLAN LINKAGE

This report addresses the following strategic priorities identified in the 2022-2026 Strategic Plan:

Strategic Priority	Area of Focus
Community Connection and Wellness	<p>Parks – Our parks and greenspace connectivity enhances livability and walkability in the town and ensures seaside access for all.</p> <p>Recreation – We believe recreation is critical to community vibrancy, belonging, connection, and health (safety) at all ages.</p>

The renewal of the playground at the Village Park Tot Lot addresses the following decision lenses:

Accessibility – We will support and embrace diversity and strive to make our community and services accessible and inclusive for everyone regardless of ability and background.

BACKGROUND

Village Park Tot Lot is a community hub, featuring the Town’s only disc golf course, and a well-used playground for ages 2-5. The park offers shade in the summer, with its tree canopy protecting users from the sun, making the park a suitable location for a playground.

The main play structures (Figure 1) were installed in 1998, with minor changes made in the period between installation and the present day, such as the addition of an infant swing. The playground has older metal structures including a fire truck with a slide, and a separate climbing structure (Figure 1). The metal structures are not compliant with Canadian Safety Association (CSA) standards for playgrounds.

The current layout and design of the tot lot do not meet modern standards for accessibility and inclusivity. The surfacing is sand-based, and not accessible for park users with mobility devices. Playground design has evolved since 1998, as well as playground aesthetics. Renewal of the playground would improve the overall condition of the park and provide better play amenities for the community; therefore, replacement of the existing playground is recommended.



Figure 1.



Figure 2.

ANALYSIS

In the areas surrounding Village Park Tot Lot, there is a Town playground at the Community Centre, and play structures at both École Au coeur de l'île and École Robb Road Elementary School. All 3 of these playgrounds are for ages 5-12. While the Town appears well serviced with playgrounds in this part of Town (Figure 3), ages 2-5 are not provided for in this inventory. Moreover, the playground surfacing is not accessible for park users with mobility devices, and the play spaces do not promote inclusive play.

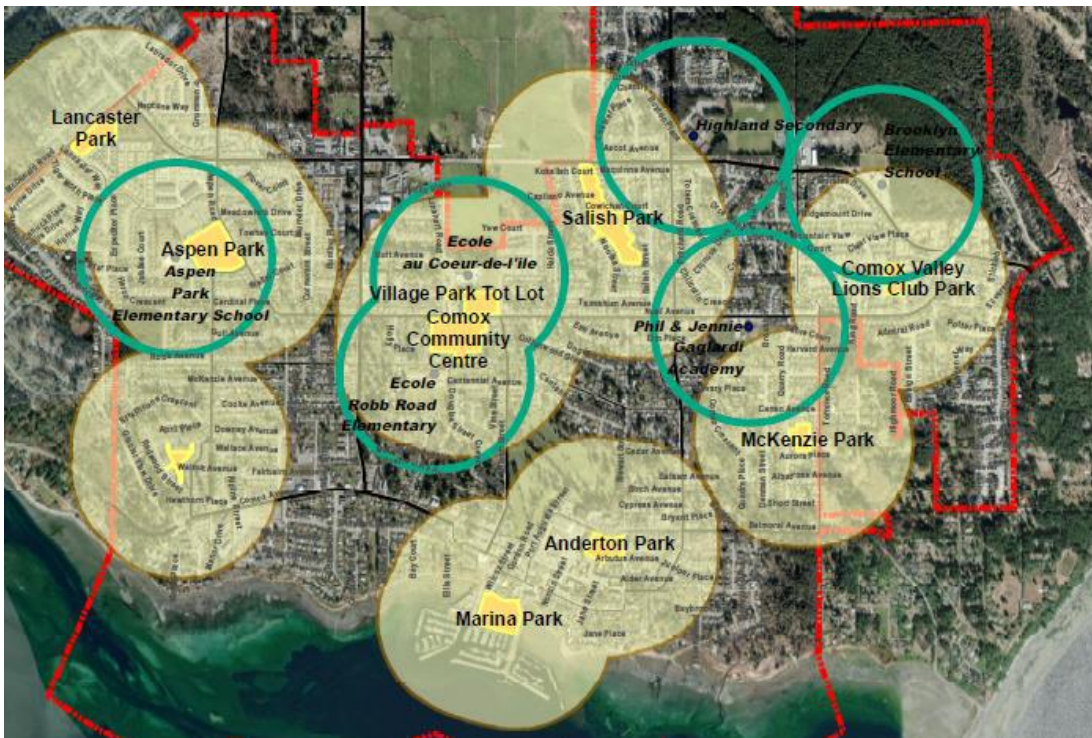


Figure 3 – Playgrounds and neighbourhoods within a 5-minute walk

Design Options

There are multiple options for the renewal of the park space. Some are presented in Figure 4, including, rubber surfacing for accessibility, a friendship swing for children and adults to use together, an in-ground trampoline, log climbers for natural play, and a teeter-totter. The fire truck aspect that park users of all ages enjoy will be maintained and enhanced.





Figure 4. Design Options

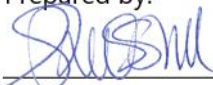

In 2023, the Town updated the playground at McKenzie Park, improving safety, accessibility, inclusivity, and playability. The park has seen an increase in users and has received positive feedback on the improvements to the playground. Staff anticipates a similar positive impact on the community with the playground renewal at the Village Park Tot Lot.

a. Financial

Staff have budgeted \$150,000 for the playground renewal at the Village Park Tot Lot. This does not include rubberized surfacing, which staff will seek to partner with the Comox Valley Lions Club to install, similar to the recent McKenzie Park playground upgrade.

REGULAR COUNCIL MEETING

TO: Mayor and Council	FILE: 5350-20 / 22.01
FROM: Shelly Russwurm, Director of Corporate Services	DATE: Nov. 10, 2023
SUBJECT: New Automated Collection Service and Solid Waste Management Bylaw	

Prepared by:  Shelly Russwurm, DCS	Supervisor: _____	Financial Approved: _____ Geoffrey Kreek, Fin. Director	Report Approved:  Jordan Wall, CAO
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RECOMMENDATIONS FROM THE CHIEF ADMINISTRATIVE OFFICER:

1. That Solid Waste Management Bylaw No. 2027 be given First Reading.
2. That Solid Waste Management Bylaw No. 2027 be given Second Reading.
3. That Solid Waste Management Bylaw No. 2027 be given Third Reading.
4. That Bylaw Notice Enforcement Amendment Bylaw No. 2004.02 be given First Reading.
5. That Bylaw Notice Enforcement Amendment Bylaw No. 2004.02 be given Second Reading.
6. That Bylaw Notice Enforcement Amendment Bylaw No. 2004.02 be given Third Reading.

PURPOSE

- To present information on a new solid waste collection program for residents and businesses.
- To provide for consideration of three readings, a replacement bylaw for the collection, disposal and regulation of solid waste.
- To provide for consideration of three readings, an amendment to the Bylaw Notice Enforcement Bylaw.

STRATEGIC PLAN LINKAGE

The increased diversion of solid waste from the landfill has been a priority of Council for many years. Through the implementation of a new, automated collection system, including an expanded organics program for residential strata customers, residents will be encouraged to

divert more solid waste away from the landfill and towards the recycling and organics streams. In addition, the decision to implement a new solid waste collection program meets Council's *Climate Lens* as presented in the 2022-2026 Strategic Plan, to consider and value natural assets and unique community features, and take responsibility for long-term impact on the environment for future generations.

EXECUTIVE SUMMARY

In 2022, the Town entered into a new solid waste collection contract with Emterra, which will transition the residential curbside collection program from a manual collection system to a fully automated system. The new automated collection program will begin in January 2024, and collection carts are now being distributed to every eligible residential property, including residential strata properties. An extensive public education and information campaign is also currently underway. Opportunities will exist for residents to exchange or add collection carts after a period of six months. Opportunities also exist for residents to apply for an assisted set-out service and/or medical exemptions for additional garbage carts. Coordinating with the implementation of the automated collection program is a new solid waste management bylaw, updates to the fees and charges bylaw and updates to the bylaw notice enforcement bylaw.

The Town is also in the process of entering into a new solid waste collection contract with Emterra for the continuation of the container collection program for industrial, commercial, institutional and some residential strata customers. This program will transition to a voluntary participation program.

Decision points for Council's consideration include:

1. The setting of fees for additional and/or alternate-sized collection carts.
2. The setting of fees for the assisted set-out program.

BACKGROUND

Currently, the Town provides a solid waste collection service for both residences and businesses, comprised of:

- a *curbside* program (mainly single-family and small multi-unit residential properties), providing manual collection of all three streams – garbage, recyclables and organics (food and yard waste); and
- a *container* program (mainly industrial, commercial and institutional properties), providing front-load collection of garbage and recyclables by way of large metal bins or compactors.

Currently, both the curbside program and the container program require mandatory participation of all properties, and the Town has contracted with Halton Recycling Ltd. dba Emterra Environmental (Emterra) for the collection of garbage and recyclables since 2005. In 2006, the Town began collecting yard waste from single-family and small multi-unit housing. And in 2012, the Town expanded its yard waste collection program to include the collection of kitchen waste from curbside single-family and small multi-unit housing as part of the Comox Valley Regional District's organics processing pilot program. Currently, the curbside program consists of weekly collection of garbage and organics, and bi-weekly collection of recyclables.

In 2021, with the upcoming expiration of the solid waste collection contract with Emterra, the Town partnered with the City of Courtenay in the joint tendering for a new, fully automated curbside solid waste collection service. Emterra was the successful bidder in the tender and the Town has entered into a ten-year contract, from January 1, 2024, to December 31, 2033.

Also in 2021, due to numerous requests from residential strata properties to be included in the organics collection program, and as part of Council’s strategic priority to further increase the diversion of waste going to the regional landfill, the Town applied to the Clean BC Organic Infrastructure and Collection Program. The Town was successful in receiving funding, which has allowed for the initiation of organics collection for eligible residential strata properties, in coordination with the new automated curbside collection program.

TRANSITION TO NEW SOLID WASTE COLLECTION SERVICE

On January 1, 2024, the Town will be transitioning to the new solid waste collection service, which will continue to have both a curbside collection and a container collection program.

Curbside Program

The curbside program will be a mandatory, fully automated program to collect garbage, recyclables and organics from residential properties, including single-family, small multi-unit and eligible strata housing. The curbside collection program includes alternating bi-weekly collection of garbage and recyclables, and weekly collection of organics.

As per Council direction, the following standardized collection carts are now being delivered to eligible residential properties:

Table 1: Initial Distribution of Collection Carts:

Type of Serviced Property	Capacity Limit for Garbage Cart	Capacity Limit for Recycling Cart	Capacity Limit for Organics Cart
Single Family Dwellings	120 L	360 L	360 L
Secondary Dwelling Units on Single-Family Property	120 L	240 L	120 L
Duplexes	120 L	360 L	240 L
Triplexes, Fourplexes, Townhouses and Mobile Homes in a Mobile Home Park	120 L	240 L	120 L

In total, approximately 5300 residential properties, including approximately 500 residential strata units, are being supplied with standardized collection carts. Each cart is stamped with the Town logo and includes a radio frequency identification tag that assigns each to a particular property.

After an initial six-month period, property owners will be able to submit applications to exchange their collection carts for larger or smaller sizes. Applications will also be accepted for additional recycling and organics collection carts.

Beginning with the implementation of the program, eligible owners or occupiers may apply for an assisted set-out service whereby Emterra will collect the carts from a designated collection point on the property, empty the carts in the collection vehicle and return the carts back to the collection point. The full cost of providing this service is \$450 per year and an annual assisted set-out service fee of \$100 is recommended, with the full cost of the service being subsidized through an annual \$3.50 subsidy fee to all automated service properties. Council may wish to suggest an alternate subsidy fee. Eligible owners or occupiers needing additional garbage capacity may also apply for a medical exemption to obtain a larger garbage collection cart at no additional cost.

The automated collection program offers advantages for both Emterra and the Town. Collection vehicles only require a single operator vs. two operators with manual collection. The automated collection system eliminates the injuries related to repetitive heavy lifting, slips and trips, and exposure to sharp objects. In turn, a safer, more efficient collection system results in a more reliable service for residents.



Container Program

The container program providing front-load collection of garbage and recyclables for industrial, commercial, institutional and some multifamily properties will continue as is, and will transition to a voluntary program. Existing owners and occupiers on the program may exit with three months' notice to the Town, providing they advise of the private collection contractor and meet all requirements of the new solid waste management bylaw. If they choose to exit the service, they will not be able to re-enter the program until 12 months have passed. New owners and occupiers meeting eligibility criteria may apply for collection under the Town container program.



Note that some properties on the container program have curbside collection, using standard garbage receptacles. These properties will continue to have curbside collection using standard receptacles at this time.

Bylaw Updates

A recommended Solid Waste Management Bylaw No. 2027, enclosed with this report, covers both the new automated collection program and the existing container collection program. Updates in the recommended bylaw include:

- details regarding the new automated collection program, including the initial distribution of carts, provision to exchange or obtain additional carts, specifics on the placement of carts on collection day, ability to apply for assisted set-out service and medical exemptions for additional garbage carts; and
- changes to the existing container collection program, including its transition to a voluntary program, opt-out provisions and requirements for private collection.

A recommended amendment to the Comox Fees and Charges Bylaw No, 2016, 2023 updates fees for both curbside and container collection and adds fees for collection cart exchanges, additional collection carts and assisted set-out service.

A recommended amendment to the Comox Bylaw Notice Enforcement Bylaw No. 2004, 2022 replaces the schedule of offences related to the Refuse Collection Bylaw, 2007 in Schedule A with a new schedule incorporating offences related to the proposed Solid Waste Management Bylaw No. 2027.

a. Applicable Policies, Legislation and Legal

The *Environmental Management Act* requires that regional districts develop plans for the management of municipal solid waste, including landfills and recycling, and Comox-Strathcona Waste Management provides this service for both the Comox Valley Regional District and the Strathcona Regional District. The Comox Valley Regional District has recently opened the Regional Organics Composting Facility.

The *Comox Refuse Collection Bylaw, 2007*, currently provides for the collection and regulation of solid waste from residents and businesses in the Town. This bylaw will be repealed if Council adopts the Solid Waste Management Bylaw No. 2027.

The new *Curbside Collection of Garbage, Recyclables and Organics Contract* between the Town and Emterra establishes the parameters of the new residential curbside program, including:

- a new, fully automated curbside program with provisions for assisted set-out service;
- a new collection schedule consisting of weekly organics collection and alternating bi-weekly garbage and organics collection;
- the purchase and provision of new collection carts to eligible properties; and
- an updated pricing schedule.

b. Financial

Funding for the implementation of the new automated solid waste collection service includes costs related to the following:

- the purchase and distribution of new, automated collection carts that are stamped with the Town logo and include radio-frequency identification tags;
- the development and set up of a new collection app for mobile devices;
- the development of updated webpages, including the development of online forms; and
- communication costs, such as the printing and mailing of a new program guide and collection schedule, the promotion of social media messaging, the purchase of newspaper advertising and the production of new cart labels.

At this time, and as recommended for 2024, the solid waste collection service is fully funded by user fees, recoverable through annual utility fees for the curbside program and monthly fees for the container program. Recycling collection funding is also supplemented through annual incentive funding of approximately \$270,000, received from Recycle BC, as part of their *Full Producer Responsibility Model*. As well, the Town was successful in receiving approximately \$400,000 in grant funding through the Clean BC Organic Infrastructure and Collection Program to help with the expansion of organics collection to include residential strata properties.

Fees for solid waste collection and disposal are authorized in the Fees and Charges Bylaw No. 2016. An amendment to this bylaw, authorizing updated fees for the 2024 calendar year can be found in the accompanying report from the Revenue Manager, titled “Fees and Charges Amendment Bylaw”, which details the analysis conducted in the determination of updated fees. A summary for single-family residential comparing 2024 to 2023 is provided in Table 2:

Table 2: Curbside Collection and Disposal Fees for Single-Family Residential

	Column 1: 2024 Fees: Initial Cart Distribution	Column 2: 2023 Fees: Comparable Service
Basic Annual Fee:		
Garbage (120L Cart)	\$122.21 per year	\$130.50 per year
Recycling (360 L Cart)	\$33.75 per year	\$33.60 per year
Organics (360L Cart)	\$167.53 per year	\$96.84 per year*
Cart Exchange Fee	\$35	N/A
Additional Cart Fee	\$35	N/A
Assisted Set-Out Fee	\$100 per year	N/A

*Significant increase due to the ending of the pilot organics program, and resulting increase in tipping fee for organics.

As properties can add and/or exchange their collection carts after an initial 6-month period of time, basic annual fees for a range of cart sizes have also been added to the Fees and Charges Amendment Bylaw and are included in Table 3. Since these fees can be based on broader criteria than simple cost recovery, such as including incentive-based pricing to encourage diversion, Council may wish to suggest different pricing for these fees.

Table 3: Basic Annual Fees

Cart Type	Column 2 120L Cart	Column 3 240L Cart	Column 4 360L Cart
Garbage Cart	\$122.21	\$375.00	N/A
Recycling Cart**	\$12.01	\$26.20	\$33.75
Additional Recycling Carts**	\$53.36	\$55.30	\$61.14
Organics Cart	\$136.79	\$147.97	\$167.53

**Residents who wish to have additional garbage, recycling or organics capacity must first exchange their carts for a larger size. If residents still wish additional capacity, they may add additional carts.*

*** Recycle BC provides the Town of Comox with a monthly financial incentive to collect recycling on their behalf. 75% of the financial incentive has been allocated back to households, thereby reducing the basic annual fees for the first recycling cart. The incentive will apply first to the cost of the cart, with any remainder applying to the cost of the service. Any additional recycling carts requested will be at full cost.*

For the container program (industrial, commercial, institutional and some residential stratas), a general 20% increase is recommended in fees, as noted in Table 4:

Table 4: Container Collection and Disposal Fees:

	2024 Fees	2023 Fees
Garbage Receptacles (120L):		
1-5 Receptacles	\$4.20 each	\$3.50 each
6+ Receptacles	\$11.94 each	\$9.95 each
Recycling Receptacles ("Toters")		
First Receptacle	\$34.25 each	\$28.54
2+ Receptacles	\$58.14 each	\$48.45
Garbage Bin	\$14.17 cubic yard	\$11.81 per cubic yard
Recycling Bin	\$6.47 cubic yard	\$5.39 per cubic yard
Garbage Compactor	\$229.69 per pickup	\$191.39 per pickup
Recycle Compactor	\$178.94 per pickup	\$149.12 per pickup

c. Intergovernmental

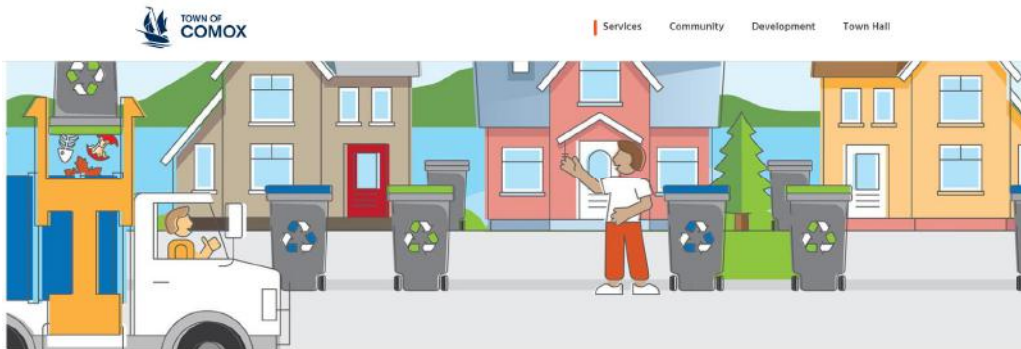
The Town partnered with the City of Courtenay in tendering for the new collection service, and startup of the new automated service will coincide with startup in Courtenay. As a result, the contract, rollout of messaging, cart delivery and bylaw development have been consistent with the City. In the end, a more coordinated service and bylaw results in less confusion with residents and businesses, and allows for additional partnership opportunities with the City.

The Town has also worked closely with the Comox Valley Regional District in the coordination of messaging related to the initiation of the new automated service.

d. Public Relations

Since early 2023, the Town has undertaken an extensive public engagement strategy, including:

- displays with brochures, infographics and sample collection carts at public places and events such as the Community Centre, Comox Mall and Nautical Days celebration;
- extensive updated information on the Town’s website <http://www.comox.ca/carts>;
- the development of an *Automated Curbside Collection Cart Guide*, which accompanied each set of collection carts distributed to properties;
- an *Automated Curbside Collection Mailout* to all eligible residential properties, including frequently asked questions;
- a *Comox Curbside App* for Apple and Android devices, including custom collection schedules, collection reminders and service notices; and
- many social media posts announcing the beginning of the program, the delivery of collection carts, the location of displays, etc.



GOVERNANCE CONSIDERATIONS

Q: How does the transition to a fully automated collection program result in a more reliable service?

A: The transition to fully automated collection has resulted in significantly increased collection times in other communities, meaning there will be less missed collection days due to increased service areas. The automated collection system also only requires a single operator per collection vehicle, resulting in less missed collection due to contractor staff shortages.

Q: What can residents do with their existing solid waste receptacles? Won't these result in a lot of waste going to the landfill?

A: Staff are working on providing an opportunity for residents to recycle their existing solid waste receptacles and details will be provided when known.

ENCLOSED:

1. *Solid Waste Management Bylaw No. 2027*
2. *Bylaw Notice Enforcement Amendment Bylaw No. 2004.02*
3. *Automated Curbside Cart Collection Guide*

TOWN OF COMOX

BYLAW NO. 2027

**A BYLAW TO PROVIDE FOR THE CONTROL, COLLECTION AND DISPOSAL OF
GARBAGE, RECYCLABLES AND ORGANIC MATERIALS**

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TOWN OF COMOX

BYLAW NO. 2027

**A BYLAW TO PROVIDE FOR THE CONTROL, COLLECTION AND DISPOSAL OF
GARBAGE, RECYCLABLES AND ORGANIC MATERIALS**

WHEREAS the *Community Charter* empowers the Town, by bylaw, to establish a system to collect, remove and dispose of garbage, recycling and other discarded matter;

AND WHEREAS the Town is transitioning to a new collection system that offers several benefits, including increased diversion of organics and recycling waste, reduced volume of garbage waste and a regional cost-saving effect, all of which will contribute to extending the lifespan of landfill cells, reducing long-term costs and reducing greenhouse gas emissions;

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

PART 1 -- TITLE AND DEFINITIONS

1. Title

This Bylaw will be cited for all purposes as "Solid Waste Management Bylaw No. 2027".

2. Definitions

In this Bylaw:

"Approved Disposal Site" means a site owned and operated by Comox Strathcona Waste Management, or licensed or otherwise approved by Comox Strathcona Waste Management and/or the Ministry of the Environment and Climate Change Strategy, for the deposit, disposal and/or processing of Waste.

"Assisted Set-Out Service" means a service provided by the Town, where the Town or the Contractor identifies a location on an eligible Serviced Property where the Town or the Contractor will collect each Collection Cart from, empty the Collection Cart into the collection vehicle, and return the Collection Cart to the agreed upon location, all in accordance with section 12 of this Bylaw.

"Automated Collection Service" means the collection of Garbabe, Recyclables and Organics using a specialized collection vehicle with a mechanical apparatus for the emptying of Collection Carts directly into the vehicle without the need for manual labour.

"Automated Service Property" means a Serviceable Property determined by the Director, in their sole discretion, to receive the Automated Collection Service.

“Banned Recyclables” means Recyclables not accepted under Recycle BC’s curbside collection of Packaging and Paper Product Recycling Program, as may be amended or replaced from time to time.

“Basic Annual Fee” means the fee payable for the Automated Collection Service provided to each Property or Dwelling Unit, as set out under Schedule B of the Fees and Charges Bylaw No. 2016.

“Bicycle Lane” means a lane intended for the exclusive use of bicycles and sometimes skateboards, in-line skates, scooters, and/or other active modes of transportation, within a roadway used by motorized vehicles.

“Bin” means a vessel of various cubic yard sizes which is loaded directly into the collection vehicle by driving straight into the vessel with front-loading forks or by a rear-load automated lifting mechanism.

“Bin Fee” means the fee payable for the collection of each Bin under the Container Collection Service, as set out under Schedule B of the Fees and Charges Bylaw No. 2016.

“Bi-Weekly” means every other week.

“Bylaw Enforcement Officer” means

- (a) the person appointed by the Town of Comox to enforce bylaws; and
- (b) the Chief Administrative Officer, Corporate Officer, Director of Operations or Engineering Manager.

“Cart Exchange Fee” means the fee payable for the exchange of a Collection Cart, as set out under Schedule B of the Fees and Charges Bylaw No. 2016.

“Cart Replacement Fee” means the fee payable for the replacement of a Collection Cart, as set out under Schedule B of the Fees and Charges Bylaw No. 2016.

“Collection Cart” means a Garbage Cart, Recycling Cart or Organics Cart, supplied by the Town through the Automated Collection Service to an Automated Service Property.

“Collection Container” means a container for the collection of Waste provided by or approved for collection by a through the Container Collection Service or a Private Collection Service.

“Collection Day” means the day or days scheduled for the Curbside Collection of Garbage, Recyclables and Organics from a Serviced Property as determined by the Town in its sole discretion.

“Collection Point” means the location on or adjacent to a Serviced Property where a Collection Cart is placed on Collection Day for optimal access by the specialized vehicle used for the Automated Collection.

“Collection Schedule” means the calendar indicating the days on which the Automated Collection Service is provided to Automated Service Properties within the Town.

“Commencement Date” means January 1, 2024.

“Community Charter” means the *Community Charter*, S.B.C. 2003, c. 26 as may be amended or replaced from time to time.

“Composting Facility” means the Comox Strathcona Waste Management Regional Organics Composting Facility.

“Container” means a Bin or a Compactor with at least a two (2) cubic yard capacity, supplied by the Contractor through the Container Collection Service to a Container Service Property.

“Container Collection Service” means the collection of Garbage and Recyclables using specialized collection vehicles for the emptying and/or swapping of Containers without the need for manual labour.

“Container Service Property” means a Serviceable Property for which the Owner or Occupier has voluntarily chosen to receive the Container Collection Service.

“Compactor” means a vessel of various cubic yard sizes with a mechanism to crush and compact waste into a smaller area.

“Compactor Fee” means the fee payable for the collection and disposal of Compactors under the Container Collection Service, as set out under Schedule B of the Fees and Charges Bylaw No. 2016.

“Contamination” means:

- (a) Garbage in the Organics Cart or Recycling Cart;
- (b) Recyclables in the Organics Cart or Garbage Cart;
- (c) Organic Waste in the Garbage Cart or Recycling Cart; and
- (d) Prohibited Waste in the Garbage Cart, Recycling Cart, or Organics Cart.

“Contractor” means a company, or any other entity, with whom the Town has entered into an agreement for the provision of any part of the Municipal Collection Service.

“Council” means the elected Municipal Council for the Town of Comox.

“Curbside Collection” means the Automated Collection Service for Garbage, Recyclables and Organics from a Collection Point, individually or collectively, as determined by the Collection Schedule.

“Depot Recyclables” means those products listed in Schedules 1-5 of the *Recycling Regulation*.

“Director” means the Town’s Engineering Manager or their designate, where such designate can include a Contractor.

“Dwelling Unit” means one or more habitable rooms on a Property, to be used as place of residence and includes:

- (a) a single family detached dwelling;
- (b) a secondary suite in a single family detached dwelling;
- (c) a second dwelling located on a single family Property
- (d) each unit of a duplex, triplex or fourplex;
- (e) a multi-residential detached or row house dwelling;
- (f) a manufactured home dwelling;

“Excluded Property” means a Property excluded from the Municipal Collection Service and includes:

- (a) for the Automated Collection Service, Unserviceable Properties; and
- (b) for the Container Collection Service, Unserviceable Properties and Serviceable Properties where the Owner, Occupier or Strata Corporation has refused the Container Collection Service.

“Garbage” means all waste and discarded materials produced but excludes Prohibited Waste, Organic Waste, and Recyclables.

“Garbage Cart” means the Collection Cart that has been supplied through the Automated Collection Service to Serviced Properties for the collection of Garbage.

“Hazardous Waste” has the same meaning as prescribed under the *Hazardous Waste Regulation*.

“Hazardous Waste Regulation” means the *Hazardous Waste Regulation*, BC Reg 63/88 enacted under the *Environmental Management Act*, as amended and replaced from time to time.

“Municipal Collection Service” means the service administered by the Town for the collection of Garbage, Recyclables and Organics as set out under this Bylaw and includes an Automated Collection Service and a Container Collection Service.

“Occupancy Permit” means the permission or authorization in writing issued by the Town to occupy a building for its intended purpose in accordance with the Comox Building Bylaw 1472.

“Occupier” means a person occupying a Dwelling Unit or Property.

“Organics Cart” means the Collection Cart that has been supplied through the Automated Collection Service to Automated Service Properties for the collection of Organics.

“Organics” means compostable organic material including raw and cooked food waste and/or Yard Waste from a Dwelling Unit that meets the acceptable criteria for the Composting Facility.

“Owner” has the same meaning as defined under the *Community Charter*.

“Parking Lane” means a zone within a roadway designed only for the parking of vehicles in a parallel fashion in accordance with the Street and Traffic Bylaw, 2001 or the Motor Vehicle Act, R.S.B.C. 1996, c. 318.

“Physically Challenged” means a person who has been medically diagnosed with physical disabilities or infirmities.

“Private Collection Service” means a private service for the collection and disposal of Garbage, Recyclables or Organics from an Excluded Property that is arranged and managed by the Owner, Occupier or Strata Corporation of the Excluded Property and which is not administered by the Town.

“Property” means real property within the jurisdiction of the Town.

“Prohibited Waste” means all prohibited waste included under Schedule “C” in of the *Comox Strathcona Waste Management Service Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 720, 2022*.

“Receptacle” means a collection cart other than an Automated Collection Cart for the curbside collection of Garbage and Recyclables under the Container Collection Service.

“Receptacle Fee” means the fee payable for the collection and disposal of Receptacles under the Container Collection Service, as set out under Schedule B of the Fees and Charges Bylaw No. 2016.

“Recyclables” means materials acceptable for recycling as determined by the Contractor, or by Recycle BC as set out in the *Recycling Regulation*, but does not include Depot Recyclables.

“Recycle BC” means the not-for-profit agency named Recycle BC with which the Town has entered into a Master Services Agreement related to Recyclables.

“Recycling Cart” means the Collection Cart that has been supplied through the Automated Collection Service to Automated Service Properties for the collection of Recyclables.

“Recycling Regulation” means *Recycling Regulation*, BC Reg. 449/2004 enacted under the *Environmental Management Act*, as amended or replaced.

“Serviceable Property” means a Property that is not otherwise an Unserviceable Property.

“Serviced Property” includes both Automated Service Properties and Container Service Properties.

“Special Waste” means Hazardous Waste, pathological waste, explosives, radioactive material, paint and paint products, all waste resulting from a commercial, industrial or manufacturing operation.

“Strata Corporation” has the same meaning as in the *Strata Property Act*.

“Town” means the Town of Comox.

“Unserviceable Property” means a Property that is not able to be serviced with the Municipal Collection Service in accordance with this Bylaw.

“Waste” means Garbage, Recyclables, Organics and/or Special Waste.

“Wildlife Resistant” means resistant to access by bears and other wildlife.

“Yard Waste” means grass clippings and vegetation removed from trees, shrubs and gardens with branches no bigger than 75 mm (3 inches) in diameter.

PART 2 -- GENERAL

3. Role of the Director

- (1) The Director is authorized to administer and enforce this Bylaw including the supervision, control and direction of the collection, removal, and disposal of Waste generated by Properties including, without limitation, Garbage, Recyclables and Organics.
- (2) The Town may discontinue or suspend service to a Serviced Property, in the sole discretion of the Director, where a Serviced Property does not comply with the requirements under this Bylaw.

4. Duties of Owners and Occupiers

- (1) Every Owner or Occupier of Property that generates Waste will comply with the

provisions of this Bylaw.

- (2) Every Owner or Occupier of Serviced Property must participate in the Municipal Collection Service and must ensure that all Garbage, Recyclables and Organics generated on the Serviced Property are collected and disposed of in accordance with this Bylaw.
- (3) By complying with this Bylaw, a person is not relieved of any other obligation that they may have under any other federal, provincial or municipal enactments in respect of the storage and disposal of Waste generated on a Property.
- (4) Each Owner or Occupier of Serviced Property will, with respect to any Collection Cart or Collection Container located on their Property:
 - (a) maintain the Collection Cart or Collection Container in a clean and sanitary condition;
 - (b) ensure the Collection Cart or Collection Container does not become noxious, offensive, or dangerous to public health;
 - (c) ensure that the Collection Cart or Collection Container does not overflow by adhering to its capacity limits as set out under this Bylaw;
 - (d) clean up any spillage from the Collection Cart or Collection Container before or after any collection;
 - (e) prevent liquid from entering or accumulating inside the Collection Cart or Collection Container; and
 - (f) store Garbage, Recyclables and Organics in the Collection Cart or Collection Container in a manner that is Wildlife Resistant and which otherwise avoids attracting wildlife.
- (5) Every Owner or Occupier of a Serviced Property will ensure that:
 - (a) Garbage, Recyclables and Organics are placed in the appropriate Collection Cart or Collection Container without Contamination;
 - (b) Banned Recyclables, Prohibited Waste and/or Special Waste is not stored in the Collection Cart or Collection Container, and all Banned Recyclables, Prohibited Waste, and/or Special Waste do not accumulate at the Property and are disposed of by the Owner or Occupier at an Approved Disposal Site; and
 - (c) the Collection Carts and Collection Containers are only used in connection with the Municipal Collection Service in accordance with this Bylaw and within their capacity limits set out under this Bylaw.

5. Management of Waste

- (1) No person will accumulate, spill, drop, dump, dispose of any Waste, or any other material on any street, sidewalk, boulevard, park or other lands owned by the Town.
- (2) No person, except the Owner or Occupier of the Property to which the Collection Carts or Collection Containers were supplied by the Town, will remove any Garbage, Recyclables or Organics from the Collection Carts or Collection Containers prior to collection by the Town.

6. Waste Audits and Rights of Entry

- (1) The Town, including the Contractor, has the right to enter at all reasonable times upon any Property subject to this Bylaw for the purposes of confirming an Owner or Occupier's compliance with this Bylaw, including but not limited to determining:
 - (a) the number and existence of Dwelling Units at a Property;
 - (b) whether Garbage, Recyclables or Organics are being stored in the appropriately designated Collection Cart or Collection Container in accordance with this Bylaw; and
 - (c) whether Banned Recyclables, Special Waste and/or Prohibited Waste are being stored in the Collection Carts or Collection Containers.
- (2) A person must not obstruct or interfere with the Contractor, Bylaw Enforcement Officer or other representative of the Town from or while carrying out their functions pursuant to this Bylaw, including on any inspection by the Town.

PART 3 -- AUTOMATED COLLECTION SERVICE

7. Mandatory Automated Collection Service

- (1) As of the Commencement Date, the Town will provide for the collection, removal, and disposal of Garbage, Recyclables and Organics by way of an Automated Collection Service or manual labour, or a combination of both, for all Automated Service Properties on the following schedule:
 - (a) weekly Curbside Collection of the Organics Cart; and
 - (b) alternating Bi-Weekly Curbside Collection of the Garbage Cart and the Recycling Cart.
- (2) The frequency and schedule of the provision of the Automated Collection Service described under this Part of the Bylaw is subject to change from time to time, as determined by the Director, in their sole discretion, or as otherwise necessary to respond to environmental, emergency, or other unforeseeable circumstances. For

greater certainty, any failure by the Town or the Contractor to provide the Automated Collection Service to any Automated Service Property in accordance with the schedule in this Bylaw does not constitute a breach of this Bylaw.

- (3) On Collection Days, the Owner or Occupier of an Automated Service Property will:
- (a) position Collection Carts with the lids in the closed position, no earlier than 5:00 a.m. and prior to 8:00 a.m. on each Collection Day, in such a way that they are placed:
 - (i) on the unpaved shoulder of the roadway or lane adjacent to the Property line for the Automated Service Property,
 - (ii) in front of the curb or curb and sidewalk on the roadway adjacent to the Property line for the Automated Service Property,
 - (iii) in the driveway directly behind the curb adjacent to the Property line for the Automated Service Property when parked cars prevent roadway placement,
 - (iv) behind the curb or curb and sidewalk adjacent to the Property line for the Automated Service Property when a Bicycle Lane prevents roadway placement, or
 - (v) in a Parking Lane when a Bicycle Lane and a Parking Lane are both present adjacent to the Property line for the Automated Service Property.
 - (b) for certainty, position Collection Carts in such a way that:
 - (i) the front of the Collection Cart faces the roadway or lane adjacent to the Property line, with the arrows on the Collection Cart pointing to towards the roadway or lane;
 - (ii) the Collection Cart is as close as possible to the travelled portion of the roadway or lane adjacent to the Property line;
 - (iii) a collection vehicle with a reach of three and a half (3.5) metres would have direct access to and reach the Collection Cart;
 - (iv) the Collection Cart does not obstruct the travelled portion of a roadway, lane, sidewalk, footpath or bike lane;
 - (v) there is at least one (1) metre of clearance on each side of the Collection Cart, at least three (3) metres of clearance above the Collection Cart and at least one (1) metre of clearance from parked vehicles; and
 - (vi) the Collection Cart can be handled from street level and is easily accessible from any roadway or lane adjacent to the Property line.

- (c) with the exception of an Organics Cart equipped with a gravity lock, which should be in the locked position at all times, ensure all latching devices, if any, are unlatched by 8:00 a.m. on each designated Collection Day;
 - (d) remove all Collection Carts from the Collection Point no later than 10:00 p.m. on each Collection Day;
 - (e) in the case of cul-de-sacs, ensure that, where possible, all vehicles are parked on the Property and not on the roadway, all obstacles are moved off of the roadway, and otherwise all bylaws and regulations are followed with respect to the parking of vehicles in cul-de-sacs.
 - (f) comply with any other direction given to the Owner or Occupier by the Director or the Contractor in respect of the timing, placement, or location of the Collection Carts.
- (4) No Owner, Occupier or Strata Corporation of an Automated Service Property may opt out of the Automated Collection Service.

8. Collection Carts

- (1) The Town will provide the Collection Carts to every Owner or Occupier of an Automated Service Property in accordance with the below table, unless otherwise agreed to in writing between the Owner or Occupier of an Automated Service Property and the Director:

Type of Serviced Property	Capacity Limit for Garbage Cart	Capacity Limit for Recycling Cart	Capacity Limit for Organics Cart
Single Family Dwellings	120 L	360 L	360 L
Secondary Dwelling Units on Single Family Property	120 L	240 L	120 L
Duplexes	120 L	360 L	240 L
Triplexes, Fourplexes, Townhouses and Mobile Homes in a Mobile Home Park	120 L	240 L	120 L

- (2) All Collection Carts supplied by the Town or the Contractor in connection with the Automated Collection Service will remain the property of the Town or the Contractor.
- (3) All Collection Carts will remain on the Automated Service Property to which they were issued unless removed in accordance with this Bylaw.

- (4) The Town will have the right to inspect, alter, remove, replace or exchange the Collection Carts at any time and for any reason and an Owner or Occupier of an Automated Service Property must provide the Town with reasonable access to the Collection Carts for this purpose upon request by the Town.
- (5) The Town will not collect any Garbage, Recyclables or Organics which exceeds the capacity of the Collection Carts as set out in the above table.
- (6) An Owner or Occupier of an Automated Service Property having Garbage, Recyclables or Organics for disposal in any single Collection Period which exceeds the capacity of the Collection Carts as set out under this Bylaw must arrange for disposal of such excess Garbage, Recyclables or Organics at an Approved Disposal Site at the Owner or Occupier's sole cost.
- (7) The Collection Carts will not be used for any purpose other than their intended use, which is the disposal of Garbage, Recyclables and Organics in accordance with this Bylaw.
- (8) The Owner or Occupier of an Automated Service Property will notify the Town if a Collection Cart is damaged, lost or stolen and the Town may repair or replace the Collection Cart at the Town's sole discretion and subject to the Owner or Occupier paying a Cart Exchange Fee.
- (9) If a Collection Cart is damaged, lost, or stolen due to the negligence of the Owner or Occupier, as determined by the Director in their sole discretion, the Town may repair or replace the Collection Cart and the Owner or Occupier, in addition to paying a Cart Exchange Fee, will reimburse the Town for all costs of such repair or replacement of the Collection Cart within 30 days of receipt of an invoice from the Town for such costs.

9. Exchanges

- (1) On or after July 1, 2024 an Owner of an Automated Service Property may request an exchange of one or more Collection Carts to a different size using the prescribed form of application.
- (2) An Owner of an Automated Service Property that has exchanged one or more Collection Carts shall not again request an exchange until after one full year.
- (3) A request for an exchange in a Collection Cart must be of the same type as the one that the requested exchange is for.
- (4) A Collection Cart that is exchanged must be in the same condition, other than reasonable wear and tear, as when it was supplied to the Automated Service Property.

10. Additional Recycling and Organics Carts

- (1) On or after July 1, 2024, the Owner of an Automated Service Property may request one or more additional Recycling and Organics Carts using the prescribed form of application.
- (2) The Owner of an Automated Service Property that has requested an additional Collection Cart shall not again request an additional Collection Cart until after one full year.

11. Medical Condition Requiring Additional Garbage Cart

- (1) The Owner of an Automated Service property may request an exchange in a Garbage Cart or an additional Garbage Cart using the prescribed form of application if an Owner or Occupier of the Automated Service Property has a medical condition that results in a volume or weight of Garbage that exceeds the volume or permitted gross tare weight of the Garbage Cart supplied to the Automated Service Property.
- (2) The Director may require that the Owner or Occupier provide confirmation from a physician that the Occupier has a medical condition that results in a volume or weight of Garbage that exceeds the volume or permitted gross tare weight of the Garbage Cart supplied to the Automated Service Property.

12. Assisted Set-Out Service

- (1) Where the Owner or Occupier is Physically Challenged and unable to reasonably comply with section 7(3) [placement of Collection Carts on Collection Day] of this Bylaw, and does not have an able-bodied person assisting them with their household activities, the Physically Challenged Owner or Occupier may apply to the Director for the provision of an Assisted Set-Out Service, using the prescribed form of application.
- (2) On receipt of an application by a Physically Challenged Owner or Occupier for the Assisted Set-Out Service, the Director will determine, in their sole discretion, whether a Physically Challenged Owner or Occupier requires such assistance.
- (3) On an application for the Assisted Set-Out Service, the Director may require the Physically Challenged Owner or Occupier to provide any information the Director deems necessary to determine if the Physically Challenged Owner or Occupier qualifies for the Assisted Set-Out Service, including without limitation:
 - (a) a letter or other written confirmation from a qualified physician that the Owner or Occupier is Physically Challenged;
 - (b) information confirming that the Owner or Occupier does not have an able-bodied person assisting them with their household activities; and/or

- (c) a site inspection of the Dwelling Unit and/or the Property where the Physically Challenged Owner or Occupier resides.
- (4) The Director, in their sole discretion, may refuse an Owner or Occupier's application for the Assisted Set-Out Service, or on written notice to the Owner or Occupier cease providing the Assisted Set-Out Service, for any reason, including without limitation:
 - (a) the applicant is a seasonal or part-time resident of the Town;
 - (b) the physical layout of the Property where the Dwelling Unit is situated, or any nearby properties or roadways, makes the provision of the Assisted Set-Out Service unsuitable;
 - (c) limits on the available resources of the Town to provide the Assisted Set-Out Service; and/or
 - (d) the Owner or Occupier has not provided the Director with sufficient information for the Director to determine that they qualify for the Assisted Set-Out Service.
- (5) For certainty, the provision of all of the information required under this Bylaw on an application for the Assisted Set-Out Service does not guarantee that the Town will provide the Assisted Set-Out Service to an Owner or Occupier.
- (6) As a condition of the Assisted Set-Out Service, on the Collection Day, the Owner or Occupier will ensure that the Collection Carts are at all times freely accessible and not enclosed within any building or gated area.
- (7) Upon approval of the Assisted Set-Out Service for an Owner or Occupier, the Owner or Occupier will enter into a signed agreement with the Town, confirming responsibilities and providing a release or waiver of claims against the Town for any negligence by the Town or the Contractor.
- (8) The Town is not responsible for any property or other damage as a result of providing the Assisted Set-Out Service, and the Assisted Set-Out Service is provided to Physically Challenged Owners and Occupiers on the condition that they waive any claims against the Town and the Contractor for any property or other damage as a result of the Town or the Contractor providing the Assisted Set-Out Service, whether or not such damage was caused by the negligence of the Town or the Contractor.

13. Properties Excluded from Automated Collection Service

- (1) The Automated Collection Service will not be provided to the following Unserviceable Properties:
 - (a) multi-residential apartments and condominiums;

- (b) Dwelling Units located on Properties that also contain commercial, industrial or institutional uses;
 - (c) industrial, commercial and/or institutional Properties; and
 - (d) Properties otherwise determined to be Unserviceable Properties in accordance with this Bylaw.
- (2) Despite subsection (1), the Director may, on receipt of the prescribed form of application from an Owner or Strata Corporation of a Property, and on any terms or conditions required by the Director, in their sole discretion, agree to provide the Automated Collection Service to any Property.

PART 4 -- CONTAINER COLLECTION SERVICE

14. Voluntary Container Collection Service

- (1) As of the Commencement Date, the Town will provide for the collection, removal, and disposal of Garbage and Recyclables by way of a Container Collection Service for all Serviceable Container Service Properties that apply to the Director using the prescribed form of application.
- (2) The frequency of and schedule for the provision of the Container Collection Service described under this Part of the Bylaw shall be determined by the Contractor and is subject to change from time to time, as determined by the Director or Contractor, in their sole discretion, or as otherwise necessary to respond to environmental, emergency, or other unforeseeable circumstances. For greater certainty, any failure by the Town or the Contractor to provide the Container Collection Service to any Container Service Property in accordance with the schedule determined by the Contractor does not constitute a breach of this Bylaw.
- (3) All Container Service Properties must obtain the Container from the Contractor. The number and size of Containers shall be determined by the Contractor.
- (4) All Containers must be accessible for collection at a location to be determined by the Contractor, and all Garbage and Recyclables must be placed in the applicable Container by 8:00 a.m. on each applicable collection day.
- (5) Every Owner or Occupier of a Container Service Property must provide a suitable level base on which the Container must be located. This base must comprise a 2.44 metre (8 feet) by 2.44 metre (8 feet) area, with a concrete or asphalt surface, or another surface sufficient to support the Container safely and effectively when full.

15. Initiation of Container Collection Service

- (1) The Owner, Occupier or Strata Corporation of Serviceable Property may apply to initiate a Container Collection Service by submitting the prescribed form of application

to the Director at least three full months prior to the requested initiation of the Container Collection Service.

- (2) Despite subsection (1), the Owner, Occupier or Strata Corporation of an Automated Service Property may not apply to initiate a Container Collection Service.
- (3) The Owner, Occupier or Strata Corporation of a Serviceable Property that has initiated or discontinued a Container Collection Service shall not again request an initiation in Container Collection Service until after one full year.

16. Discontinuance of Container Collection Service

- (1) The Owner, Occupier or Strata Corporation of a Container Service Property may request to withdraw from the Container Collection Service by submitting the prescribed form of withdrawal at least three full months prior to the requested withdrawal from the Container Collection Service.
- (2) The withdrawal notice provided under subsection (1) must include the following information:
 - (a) the date that a Private Collection Service is intended to begin collecting and disposing of Garbage, Recyclables and Organics that originate from the Property;
 - (b) the name of the Private Collection Service provider; and
 - (c) any other information required by the Director to conclude the Container Collection Service to the Property.
- (3) The Container Collection Service terminates on the date determined by the Director.
- (4) The Owner, Occupier or Strata Corporation of a Serviceable Property that has initiated or discontinued a Container Collection Service shall not again request the discontinuation in Container Collection Service until after one full year.

PART 5 -- PRIVATE COLLECTION SERVICE

17. Unserviceable and Excluded Properties

- (1) A Property will be considered an Unserviceable Property where the Director determines, in their sole discretion, that the Property, or any Dwelling Unit located at the Property, cannot be serviced for one or more of the following reasons:
 - (a) roadway configuration;
 - (b) grade of the Property or any public roadway, lane, or access route to the Property;
 - (c) physical condition of the public roadway, lane, or access route to the Property;

- (d) public safety;
 - (e) conflict with other municipal bylaws or other municipal, provincial or federal regulations;
 - (f) operational constraints on the Town, including the availability of Town resources;
 - (g) the presence of an unsafe person, animal, natural or other hazard at the Property;
 - (h) an Owner or Occupier of a Property is not in compliance with any of the provisions of this Bylaw, including non-payment of all required fees and charges for the Municipal Collection Service; or
 - (i) any other reason as determined by the Director acting reasonably.
- (2) Where a Property is an Excluded Property, the Owner, Occupier or Strata Corporation of that Property will not be required to pay any fees or charges for the Municipal Collection Service as long as the Property remains an Excluded Property.
- (3) Where a Property is an Excluded Property, the Owner, Occupier or Strata Corporation of that Property will ensure that all Waste generated at the Property, including Garbage, Recyclables and Organics, is disposed of at an Approved Disposal Site by a Private Collection Service, at the Owner, Occupier or Strata Corporation's sole expense.
- (4) The Owner, Occupier or Strata Corporation of residential Excluded Property under this Bylaw must ensure that collection of Garbage, Recyclables and Organics by a Private Collection Service is done at intervals consistent with the schedule for collection for the Automated Collection Service to avoid the accumulation of Waste on the Property.
- (5) Despite subsection (4), the Owner, Occupier or Strata Corporation of a Property using Containers for the collection of Waste does not need to ensure that the Waste is collected at intervals consistent with the Automated Collection Service schedule.
- (6) Where a Property is an Excluded Property, the Owner, Occupier or Strata Corporation of that Property will not cause or permit any Garbage, Recyclables or Organics to accumulate at the Property and will ensure the proper storage of any Garbage, Recyclables or Organics, by using a Collection Container or another container used for the storage of Waste in such a way as to ensure:
- (a) it is maintained in a clean and sanitary condition;
 - (b) it does not become noxious, offensive or dangerous to public health;
 - (c) it does not overflow;
 - (d) all spillage from it is cleaned before and after collection;

- (e) liquid does not enter or accumulate inside it; and
 - (f) it stores Waste in a manner that is Wildlife Resistant and otherwise avoids attracting wildlife.
- (7) At any time the Town may discontinue or suspend the Municipal Collection Service to any Automated or Container Service Property where the Director determines, in accordance with this Bylaw, that the Automated or Container Service Property is an Unserviceable Property, and where the Town provides notice to the Owner, Occupier or Strata Corporation that the Property is an Unserviceable Property.
- (8) Upon receiving notice from the Town that a Property has been deemed an Unserviceable Property in accordance with this Bylaw, the Owner, Occupier or Strata Corporation of the Unserviceable Property will promptly comply with all requirements of this Bylaw in respect of Unserviceable Properties, including arranging for a Private Collection Service for all Garbage, Recyclables and Organics within one (1) month of the Owner or Occupier receiving notice from the Town that the Property is an Unserviceable Property.

PART 6 -- FEES AND CHARGES

18. General Fees and Charges

- (1) The fees and charges payable under this Bylaw are set out under Schedule B of the Fees and Charges Bylaw No. 2016.
- (2) The fees and charges payable under this Bylaw will be levied by the Town or the Contractor for each Property or Dwelling Unit as identified in this Bylaw.
- (3) The fees and charges payable under this Bylaw will be invoiced annually or monthly and may be combined with other utilities provided by and invoiced by the Town.
- (4) Despite subsection (3), Cart Exchange Application Fees and Additional Cart Application Fees are payable at the time of application.
- (5) No complaint of an error in any charges for fees and charges billed under this Bylaw will be considered and no adjustment of any such error will be made after a period of one year has elapsed since the end of the period for which such user rates or charges were billed by the Town or the Contractor. After the termination of this period, all such user rates or charges will be deemed to have been properly and correctly made.
- (6) Credit balances, other than those described in subsection (5) or at the discretion of the Director, will not be paid back but held in the property tax account to apply against subsequent charges.
- (7) All charges levied on a Property do not in any way imply that the use of the Property by the Owner or Occupier is legal or otherwise in compliance with the Town's bylaws.

In levying the charges, the Town is in no way determining that a Property is in compliance with other Town bylaws and the Town reserves all of its rights to enforce its bylaws at any time.

19. Fees and Charges for Partial Years

- (1) Where the Automated Collection Service is provided to any Property or Dwelling Unit after the first day of January in any year, the charges pursuant to this Bylaw will be calculated as follows:
 - (a) For a newly constructed Dwelling Unit, the charges for that year will apply upon the earlier of occupancy, the issuance of an Occupancy Permit or where there is evidence that the Dwelling Unit is available for occupancy, and the full annual charge payable under this Bylaw will be prorated by the number of days remaining in the calendar year in which the Automated Collection Service starts.
 - (b) For an existing Property or Dwelling Unit, the charges for that year will apply from the date the Automated Collection Service begins and will be prorated by the number of days remaining in the calendar year in which the Automated Collection Service starts.
 - (c) For an existing Property or Dwelling Unit that has applied for a change in the Automated Collection Service through the exchange or addition of Collection Carts, the change in charges for the remainder of the calendar year will be either invoiced separately or, for credit balances, held in the property tax account to apply against subsequent charges.
- (2) Where the Container Collection Service is provided to any Property after the first day of any month, the charges for the first month's service will be prorated by the number of days remaining in the month in which the Container Collection Service starts.

20. Automated Collection Service Fees

- (1) A Basic Annual Fee for each Collection Cart provided to an Automated Service Property is payable by the Owner or Occupier of the Automated Service Property and will form a charge on the Property.
- (2) Despite subsection (1), the total Basic Annual Fee for Garbage Carts issued under section 11 [Medical Condition Requiring Additional Garbage Cart] is equivalent to the 120L Cart Fee.
- (3) The Basic Annual Fee is payable whether:
 - (a) the Automated Service Property is occupied;
 - (b) any Owner or Occupier of the Automated Service Property makes use of the Automated Collection Service; and

- (c) the Automated Collection Service is interrupted, temporarily ceased, changed in any manner by the Town or the Contractor, or is not provided by the Town due to an Owner or Occupier's non-compliance with this Bylaw.
- (4) A Cart Exchange Application Fee for each Collection Cart that is exchanged or replaced is payable by the Owner or Occupier of an Automated Service Property.
- (5) An Additional Cart Application Fee for each additional Collection Cart that is supplied to an Automated Service Property is payable by the Owner or Occupier of an Automated Service Property.
- (6) An annual Assisted Set-Out Service Fee for the provision of an Assisted Set-Out Service is payable by the Owner or Occupier of an Automated Service Property and will form a charge on the Property.
- (7) An annual Assisted Set-Out Service Fee Subsidy is payable by each Automated Service Property and will form a charge in the Property.
- (8) Other than Cart Exchange and Additional Cart Application Fees, Automated Collection Service fees will be invoiced annually and may be combined with other utilities provided by and invoiced by the Town.
- (9) Other than fees for partial years noted in section 19(1), the annual Automated Collection Service fees are payable annually and are included within the statement and billing of property taxes, with the same due date and penalty provisions as property taxes.
- (10) Annual Automated Collection Service fees imposed by this Bylaw which are unpaid by December 31 of the year are deemed taxes in arrears on the land or property on which the charge is imposed and may be recovered as provided for in the Community Charter.

21. Container Collection Service Fees

- (1) A Bin Fee per cubic yard for the collection and disposal of Waste from each Bin is payable by the Owner or Occupier of a Container Service Property.
- (2) A Compactor Fee per pickup for the collection and disposal of Waste from each Compactor is payable by the Owner or Occupier of a Container Service Property.
- (3) A Receptacle Fee per pickup for the collection and disposal of Waste from each Receptacle is payable by the Owner or Occupier of a Container Service Property.
- (4) Container Collection Service fees will be invoiced monthly by the Contractor.

PART 7 -- GENERAL OFFENCES AND SEVERABILITY

22. Offences

- (1) When requested by a Bylaw Enforcement Officer, or any other person authorized by the Town, any person, including an Owner, who has apparently committed an offence under this Bylaw, will correctly state their name and address.
- (2) Every person will at all times comply with any lawful order, direction, signal, or command made or given by a Bylaw Enforcement Officer, or other person authorized by the Town, in the performance of their duties enforcing the provisions of this Bylaw.
- (3) Any person who violates any provisions of this Bylaw, or who suffers or permits any act or thing to be done in contravention of this Bylaw, or who refuses, omits, or neglects to fulfill, observe, carry out, or perform any duty or obligation imposed by this Bylaw is liable, on summary of conviction, and may be issued a bylaw notice as permitted under the *Local Government Bylaw Notice Enforcement Act*, SBC 2003 c. 60.
- (4) Where there is an offence that continues for more than one day, separate fines may be issued for each day in respect of which the offence occurs or continues.

23. Liability

Any person who contravenes any provisions of this Bylaw is liable to the Town for, and must indemnify the Town from, all costs, expenses, damages, and injuries resulting from the contravention.

24. Remedies for Non-Compliance

- (1) The Town may, in its sole discretion, enforce compliance with this Bylaw or any non-payment of fines issued for non-compliance with this Bylaw by temporarily or permanently discontinuing the provision of the Municipal Collection Service to any person. The Town's temporary or permanent discontinuance of the Municipal Collection Service under this Bylaw does not in any way limit the Town's right to collect all fees associated with the Municipal Collection Service, or otherwise under this Bylaw, or relieve any person from their obligations under this Bylaw, including without limitation, an Owner or Occupier's obligation to remove and dispose of all Waste from their property.
- (2) Nothing in this Bylaw limits the Town from utilizing, enforcing or relying on any other remedy that is otherwise available to the Town under this Bylaw or at law generally.

25. Severability

Each provision of this Bylaw is severable from each other provision, and, if any provision is determined by a Court of competent jurisdiction to be void or unenforceable in whole or in

part, this determination will not be deemed to affect or impair the validity of any other provision, unless a Court otherwise determines.

PART 8 -- REPEAL

26. Repeal Refuse Collection Bylaw

Bylaw No. 1585 "Comox Refuse Collection Bylaw, 2007" is hereby repealed.

PART 9 -- ADOPTION

READ A FIRST time this	day of	, 2023
READ A SECOND time this	day of	, 2023
READ A THIRD time this	day of	, 2023
ADOPTED this	day of	, 2023

TOWN OF COMOX

BYLAW NO. 2004.02

A BYLAW TO AMEND THE BYLAW NOTICE ENFORCEMENT BYLAW NO. 2004

WHEREAS the Council of the Town of Comox wishes to initiate an automated curbside collection program for solid waste;

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

1. Title

This bylaw may be cited for all purposes as the "Bylaw Notice Enforcement Amendment Bylaw No. 2004.02".

2. Amendment

(1) The Comox Bylaw Notice Enforcement Bylaw No. 2004, 2022 is hereby amended as follows:

(a) By replacing the Title in section 1 with the following:

"This bylaw may be cited for all purposes as the Bylaw Notice Enforcement Bylaw No. 2004."

(b) By replacing the table in SCHEDULE "A" titled "COMOX REFUSE COLLECTION BYLAW, 2007" with the following:

SOLID WASTE MANAGEMENT BYLAW NO. 2027				
Column 1	Column 2	Column 3	Column 4	Column 5
Description	Section No. in Bylaw	Discounted Penalty (within 14 days)	Full penalty (after 14 days)	Compliance Agreement Discount
Failure to participate in Municipal Collection Service	4(2)	50	100	N/A
Failure to prevent nuisance	4(4)	50	100	N/A
Contamination of waste stream	4(5a)	50	100	N/A
Storage or accumulation of prohibited waste	4(5b)	50	100	N/A
Dispose of waste on Town land	5(1)	50	100	N/A

SOLID WASTE MANAGEMENT BYLAW NO. 2027				
Column 1	Column 2	Column 3	Column 4	Column 5
Description	Section No. in Bylaw	Discounted Penalty (within 14 days)	Full penalty (after 14 days)	Compliance Agreement Discount
Removal of waste from collection container	5(2)	50	100	N/A
Obstruction of Town representative	6(2)	50	100	N/A
Removal of collection cart from property	8(3)	50	100	N/A
Failure to provide access to collection cart	8(4)	50	100	N/A
Failure to use collection cart for intended use	8(7)	50	100	N/A
Failure to obtain private collection service	17(3)	50	100	N/A
Improper accumulation and storage of waste	17(6)	50	100	N/A
Failure to comply with Unserviceable Property requirements	17(8)	50	100	N/A

3. Adoption

READ A FIRST time this _____ day of _____, 2023

READ A SECOND time this _____ day of _____, 2023

READ A THIRD time this _____ day of _____, 2023

ADOPTED this _____ day of _____, 2023

 MAYOR

 CORPORATE OFFICER

AUTOMATED CURBSIDE CART COLLECTION GUIDE

NEW AUTOMATED CART COLLECTION PROGRAM
BEGINS **JANUARY 2024**

PLEASE
wait until your
first collection day
in January 2024
to use your
new carts.



TOWN OF
COMOX

New In 2024! Automated Collection Program

Each household with Town curbside collection service is receiving three wheeled carts - one for **garbage**, one for **organics**, and one for **recycling**.



Garbage collection will change to biweekly (every other week). Organics collection will remain weekly. Recycling collection will remain biweekly and will alternate with garbage collection.



	RECYCLING	ORGANICS	GARBAGE
Stand-alone home	360 L	360 L	120 L
Duplex unit	360 L	240 L	
Secondary suites and secondary residences (i.e. Carriage house) Triplex, 4-plex or serviceable curbside multiple dwelling	240 L	120 L	

All garbage, recycling and organics must be placed inside the correct cart. On collection day, the lids must be completely closed. If carts are overflowing or have materials placed on top of the lids, they will not be collected.

The sizing of the carts have been selected based on property type and waste diversion efforts when moving to a similar collection service.

All carts are equipped with a Radio Frequency Identification (RFID) tag and a unique serial number linked to the assigned property. All collection trucks are equipped with a RFID reader and an onboard computer to track collection for each household and monitor for contamination.

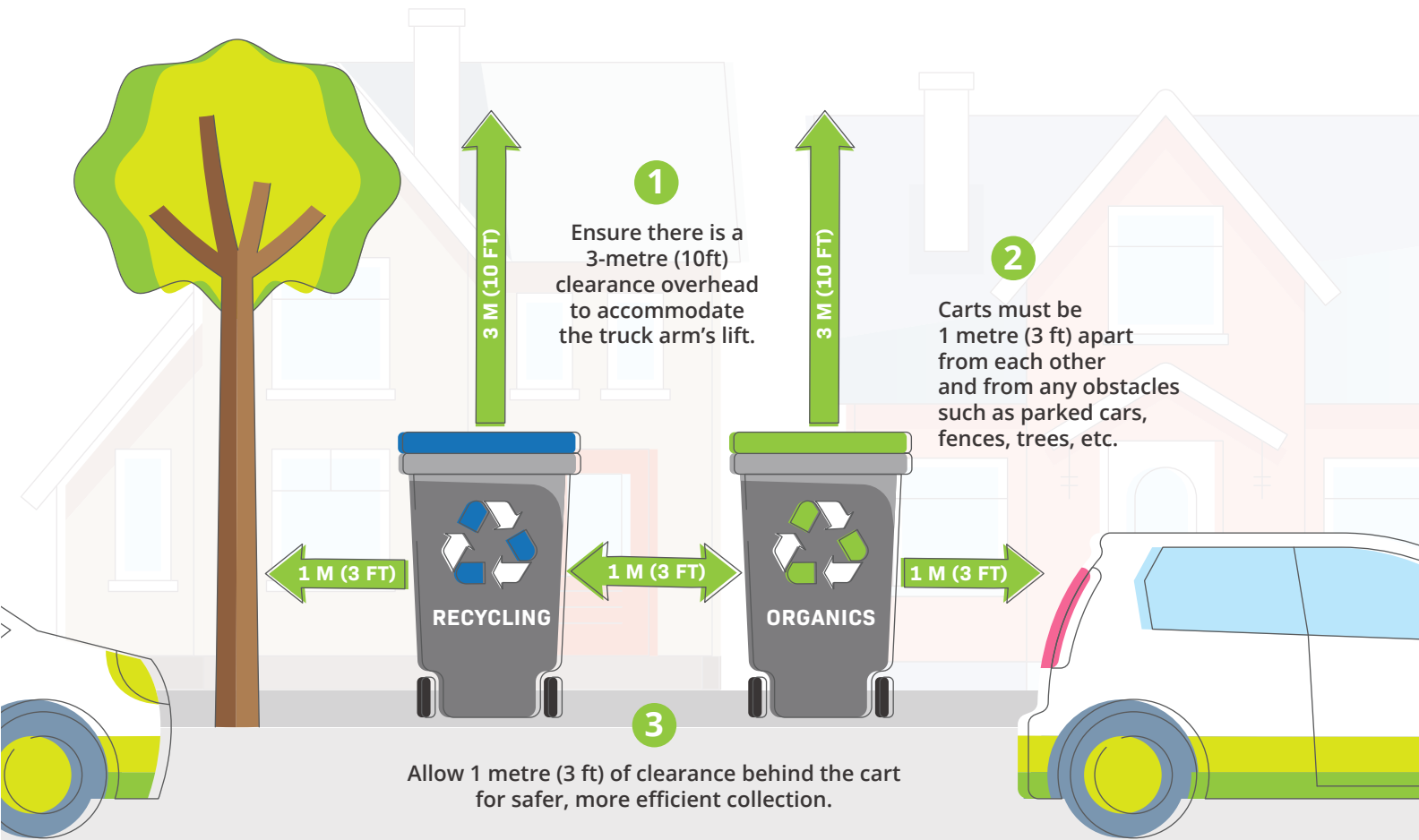
Only carts provided by the Town are compatible with the new automated curbside collection service trucks.

The carts can be stored where you currently keep your garbage, recycling and organics bins – in the garage, backyard, outdoor storage unit, side of your home or front yard – as long as it's within your property boundary. The carts cannot be stored on a road or sidewalk.

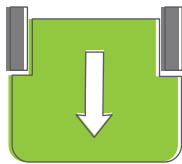
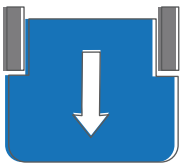


Garbage collection will change to biweekly (every other week). Carts are assigned to each household and stay with the property, even if you move.

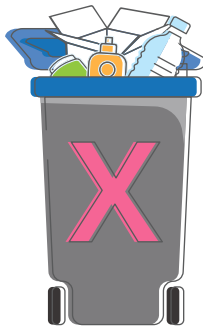
Setting Out The Carts For Collection



Place the **new wheeled carts** out for collection on your **first collection day** on or after **January 2, 2024**.



4 Point the arrows on the cart lids towards the street with handles towards your house.



5 Ensure lids can fully close and waste is not packed too tightly in the cart.



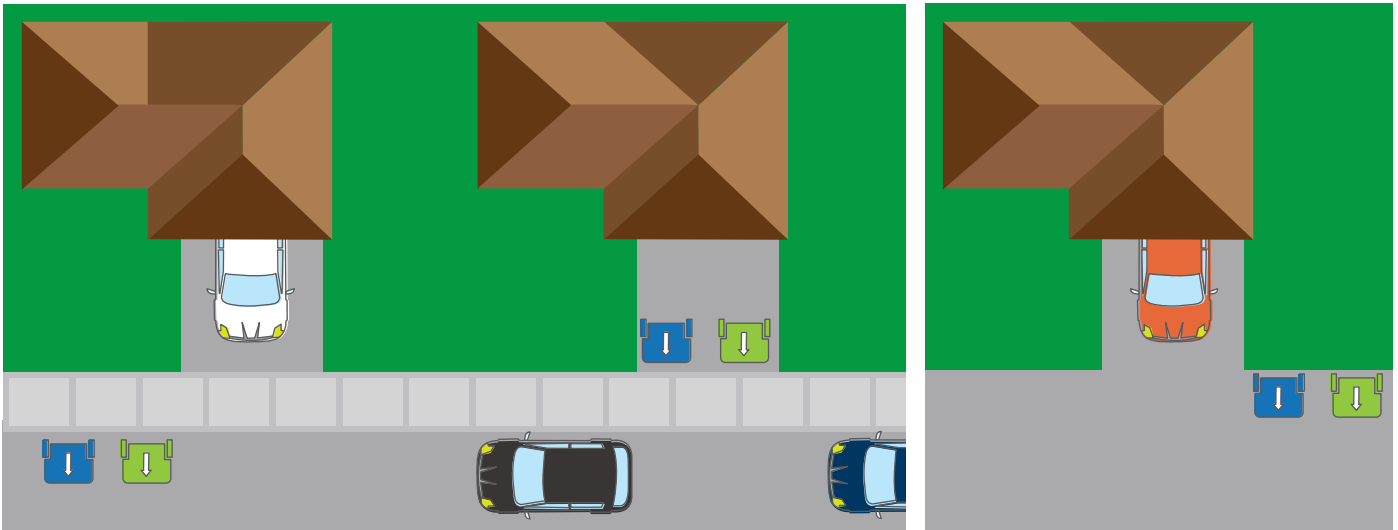
6 Carts must not obstruct sidewalks, bike lanes or the flow of traffic.



Set carts out for collection by 8 am on your collection day. Please do not place carts out the night before collection.

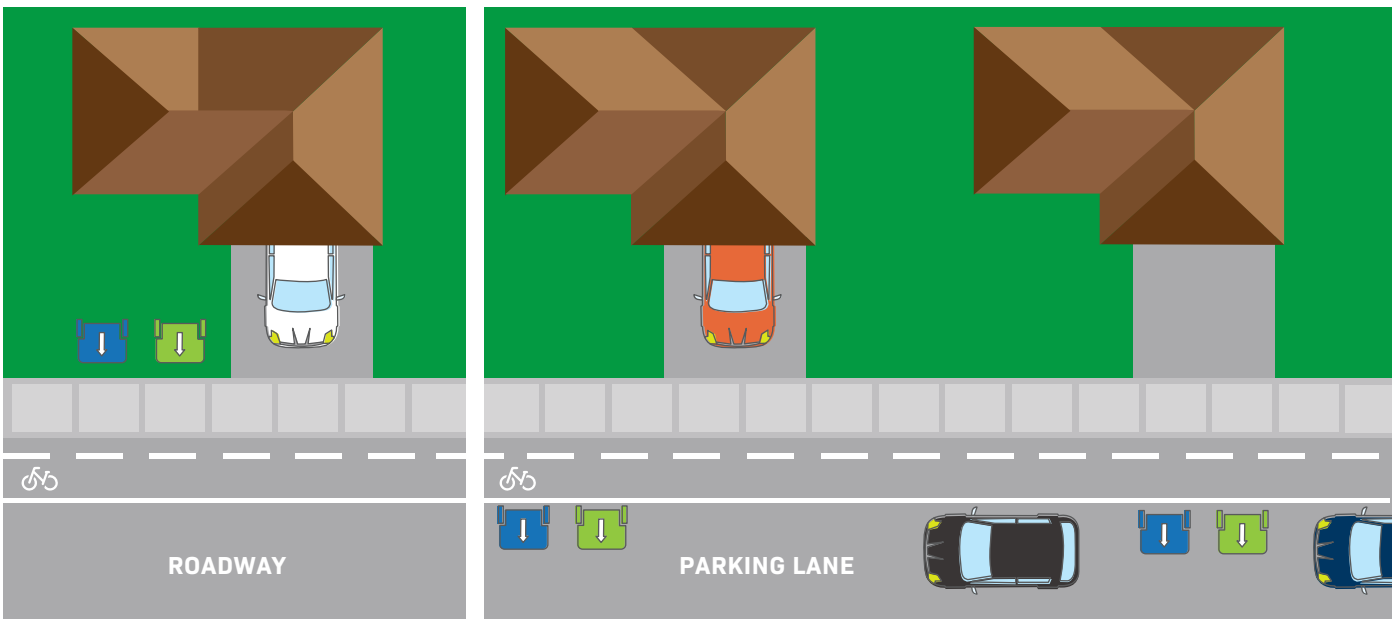
Setting Out The Carts For Collection

Street Collection **with no marked bike lanes**



- Place carts on the street with wheels against the curb.
- For steep-sloped driveways, set carts out on the street against the curb.
- Alternatively, if obstructed by parked cars, carts can be placed on the driveway if within 3.5 m (12 ft) of the roadway.

Street Collection **with bike lanes & parking lanes**



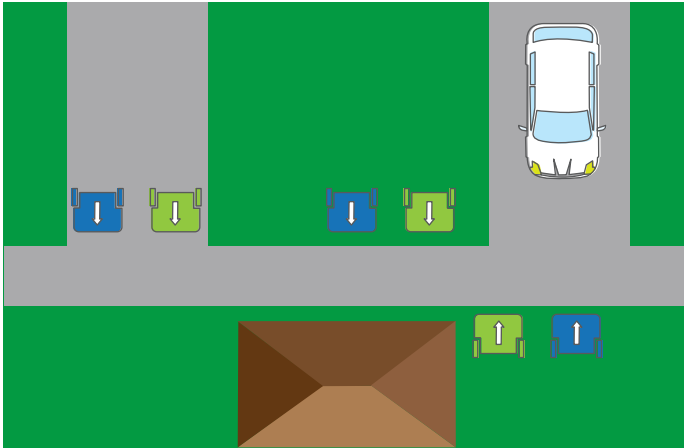
- In areas with no parking lane, carts should be placed behind the sidewalk.
- In areas with a parking lane, carts should be placed in the parking lane for collection.
- Alternatively, if obstructed by parked cars, carts can be placed on the driveway if within 3.5m (12 ft) of the roadway, otherwise carts can be placed in the parking lane as shown.
- Place carts on the property receiving collection in a less sloped area away from obstacles like fences and parked cars.
- Truck arm has a reach of 3.5 meters (12 ft).



If you are unsure of where to place your cart for collection, please contact Comox Public Works by phone at 250-339-5410 or email publicworks@comox.ca

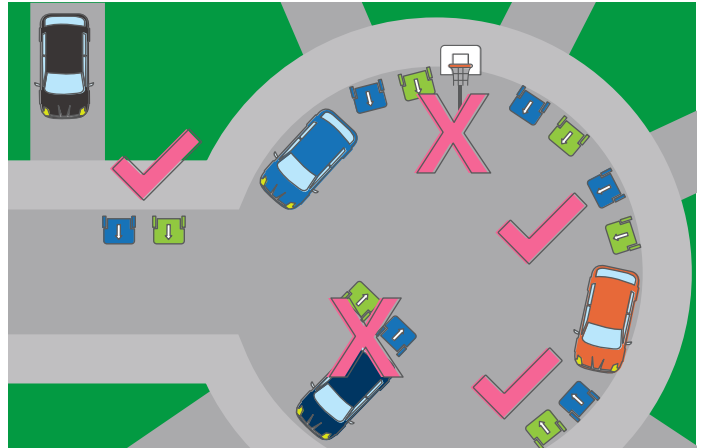
Setting Out The Carts For Collection

Laneway Collection



- Set carts on a less sloped area within reach of the truck arm.
- Narrow laneways where space is limited, ensure your cart is as close to the lane as possible.

Cul-de-sacs



- Cul-de-sacs can be challenging for collection due to limited space.
- Park vehicles inside the garage or in the driveway on collection day, and move other obstacles like basketball hoops and hockey nets off the street at least 1-metre away from where the carts are placed.
- The Town's street and traffic bylaw requires parallel parking in cul-de-sacs.

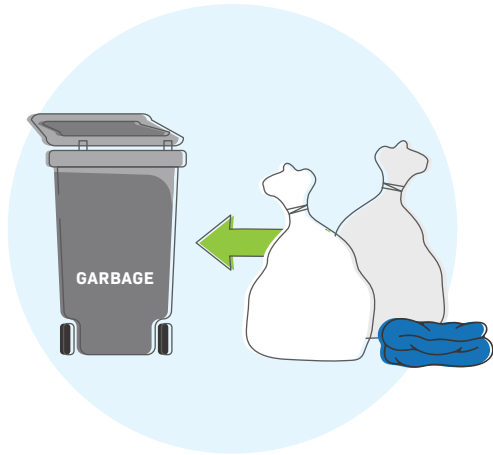
Snow Event



- When shovelling, clear a flat spot adjacent to the end of your driveway for your carts.
- Alternatively, carts can be placed on a cleared driveway if within 3.5 m (12 ft) of the roadway.
- Don't place carts behind or on top of snowbanks.
- Inclement weather or poor road conditions may result in the cancellation of collection services.
- Download the Comox Curbside mobile app to receive alerts specific to your collection zone.



If you are unsure of where to place your cart for collection, please contact **Comox Public Works** by phone at **250-339-5410** or email **publicworks@comox.ca**



Garbage Cart:

- ✔ Items can be placed bagged or loose in the cart.
- ✔ Please bag any personal hygiene waste.



Organics Cart:

- ✔ Please put out your materials every week even if it's a small amount.
- ✔ Put both food and yard waste in the organics cart.
- ✔ If you choose to line your organics cart, use paper such as a yard waste bag, newspaper, or soiled pizza box. *(Compostable and biodegradable plastics are not accepted).*
- ✔ Make food waste less wet by straining out liquids from soups or sauces before placing them in the cart.
- ✔ Wrap wet food waste in paper to stop it from sticking to the cart.
- ✔ Freeze food waste before placing it in the cart to reduce odour.
- ✔ Keep the lid closed to avoid wildlife interactions.
- ✔ During warm weather, consider storing in a garage, shed or shady area to help reduce odour.



Recycling Cart:

- ✔ **Place all items loose in the cart, no need to bag or stack.** The exception is shredded paper which must be placed in a paper bag or box. *(Ex. Cereal box or shoe box).* Materials placed in plastic bags will not be accepted.
- ✔ Break down and flatten boxes to maximize space.
- ✔ Keep caps and lids on containers when possible.
- ✔ Only place Recycle BC curbside collection materials in your blue cart.
- ✔ Take glass, foam and flexible plastics to a Recycle BC Depot.



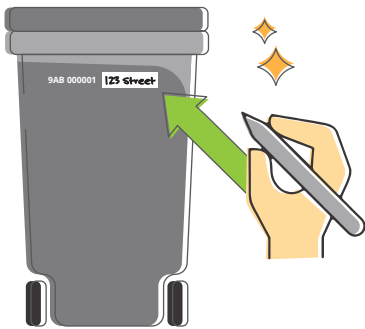
Not sure what's allowed in each cart?

Check out the Waste Wizard at comox.ca/solidwaste or download the **Comox Curbside app**.

Important Information About The Carts

Resident's Responsibility

- ✔ Use town issued carts for curbside collection.
- ✔ Properly place carts for collection.
- ✔ Keep carts clean and secure.
- ✔ Write your address in the white square on carts.
- ✔ Carts stay with the property, even if you move.
- ✔ If the cart is damaged or misplaced, call or email for replacement options: 250-339-5410 | publicworks@comox.ca



Old Collection Containers

Your existing garbage, recycling and/or organics container belong to you. There are a number of creative and environmentally friendly ways to repurpose these containers and keep them out of the landfill, such as:

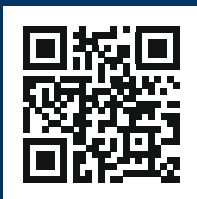
- ✔ Storage for tools, potting soil, mulch, yard waste and animal feed
- ✔ Rain barrels
- ✔ DIY vegetable planter
- ✔ Collect your depot items (*i.e. Flexible plastics, glass, foam packaging or refundables*)



The Town is currently exploring options for a community exchange program of old containers. More information will be available at www.comox.ca/carts.


It is in our best interest to ensure our waste is **managed efficiently**, creating the **least negative impact** on the **environment** and supporting our **valued landfill space** by **encouraging garbage diversion**. The new automated collection system will be **much safer** and **reduce service failures** throughout the year. By rethinking curbside collection, we can all do our part to keep recyclables and organics out of the region's landfill.

Waste placed in the new collection carts **prior to January 2024 will not be collected.**



For more information, including a list of FAQs, visit comox.ca/carts

TO: Mayor and Council	FILE: 1820-01
FROM: Marisa Thurlborn, Revenue Manager	DATE: Nov. 10/23
SUBJECT: Fees and Charges Amendment Bylaw	

Prepared by: Marisa Thurlborn <i>Revenue Manager</i>	Supervisor: Geoffrey Kreek <i>Deputy Director of Finance</i>	Financial Approved:  <i>Geoffrey Kreek, Acting Director of Finance</i>	Report Approved: <i>Jordan Wall, CAO</i>
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RECOMMENDATION(S) FROM THE CHIEF ADMINISTRATIVE OFFICER:

1. That the Fees and Charges Amendment Bylaw No. 2016.01, be given First Reading.
2. That the Fees and Charges Amendment Bylaw No. 2016.01, be given Second Reading.
3. That the Fees and Charges Amendment Bylaw No. 2016.01, be given Third Reading.

PURPOSE

To increase solid waste (waste collection & disposal) fees to offset the increases the Town will see from the related vendors.

STRATEGIC PLAN LINKAGE

If Council adopts this bylaw, they will help the Town meet the Strategic planning goal of fiscal balance by ensuring the Town charges residents for the total cost of service.

Adopting the bylaws will also ensure the Town can meet its Core Services to residents by collecting enough funding to continue providing the services expected by residents.

BACKGROUND

The operating costs for waste disposal are paid for by user fees.

The Comox Valley Regional District (CVRD) charges the Town for landfill tipping fees. Emterra provides collection services for garbage, recycling, and organics to residents and commercial businesses, which are the majority of the costs the Town incurs.

Historically Council increases the fees for services based on supplier costs each year.

ANALYSIS/ISSUES/IMPLICATIONS

a. Applicable Policies and Legislation

The Community Charter allows a Council, by bylaw, to set rates for the supply and use of services, including for refuse collection and disposal.

b. Financial

The majority of the solid waste costs for the Town come from collection, the remainder comes from tipping fees based on the amount of waste sent to the landfill. The Town of Comox has entered a new contract with Emterra that allows for automatic receptacle pick-up.

As part of the new contract with Emterra, new carts are being delivered to the residents of Comox. Previously, each household was responsible for obtaining their own receptacles.

The CVRD is increasing their tipping fees for organics by 144% (\$45/tonne to \$110/tonne) as the organics pilot project has come to an end, and the tipping fee for regular garbage is increasing by 6.90% (\$145/tonne to \$155/tonne).

The proposed bylaw passes along the increase to all customers so that solid waste costs are not subsidized by property taxes. This will result in an increase of \$66.05 per year (\$5.50/month) to our fee for garbage, organics, yard waste, and recycling for single-family homes, see Appendix A for a breakdown of all other housing units. Under the new agreement, a home with a suite and duplexes/triplexes/quad-plexes are charged for additional organics carts, whereas there was only one charge per parcel in prior years.

This will result in a \$38.29 per year (\$3.19/month) difference in the fees between single-family homes and multi-family residential units (\$326.99 vs. \$288.70). Some multi-family residential units will not be eligible to receive curbside pick-up services except for recycling, which will be a charge of \$29.70.

If a household wishes to purchase an additional cart, they can apply to the Town after 6 months. The additional cart fees are in the table below.

Cart Type	120L Cart	240L Cart	360L Cart
Garbage Cart	\$122.21	\$375	NA
Recycling Cart *	\$22.01	\$26.20	\$33.75
Additional Recycling Cart *	\$53.36	\$55.30	\$61.14
Organics Cart	\$136.79	\$147.97	\$167.53

*Recycle BC provides the Town of Comox with a monthly stipend. 75% of the total amount has been allocated back to the households. The credit will apply first to the cost of the bin, resulting in the resident not being charged for the cost of the bin and any remaining credit applying to the service costs. Any additional bins requested will be at the full-service cost and will not receive the rebate.

The tipping fees are charged by the CVRD when refuse is disposed of at their landfills. We currently charge for commercial bin pickup at \$191.39/tonne for regular refuse. The bylaw increases the fee to \$229.67.

Please see Appendix A and B for a comparison of 2023 vs proposed 2024 rates.

c. Intergovernmental

Rates for Courtenay are scheduled to be released in November 2023, which should be comparable to the Town’s rates as we have a similar agreement with Emterra as Courtenay.

d. Public Relations

The Town should advertise the new bylaws in the local newspaper. It is also recommended that the website is updated with the new bylaws if passed along with a news bulletin to inform residents of the changes.

GOVERNANCE CONSIDERATIONS

If Council decides not to pass along the fee increases from the vendors, any discrepancy in fees paid versus fees collected would be covered by property taxes and reserves.

APPENDIX A

Household	Garbage	Recycling	Organics	2024 Proposed	2023
Single Family Dwelling	120L	360L	360L	\$326.99	\$260.94
Single Family Dwelling & Suite	120L X 2	240L & 360L	120L & 360L	\$612.19	\$425.04
Duplex	120L X 2	360L X 2	240L X 2	\$614.86	\$425.04
Triplex	120L X 3	240L X 3	120L X 3	\$866.10	\$589.14
Quad	120L X 4	240L X 4	120L X 4	\$1154.80	\$753.24
Multi-Family residence	120L	240L	120L	\$288.70	\$164.10
Multi-Family residence (non-curbside)	**	240L	**	\$29.70	**
Assisted Set-Out Services**	***	***	***	\$100*	

The total cost for a single-family dwelling can be broken down into the following:

Single Family Dwelling	2024	2023
Collection Fees	\$238.20	\$229.78
Tipping Fees	\$88.79	\$31.16

*For households with Assisted Set-Out Services, a fee will be charged to the household receiving the service of \$100 to cover the service cost of \$450.96 partially, and \$3.50 will be subsidized through all households in Comox that receive waste collection services.

**Emterra has determined that some multi-family residences will not be eligible for curbside pick-up for various reasons. These residences will remain on a commercial contract with Emterra. Those multi-family residences that are allocated recycling curbside carts will be charged for the pick-up service accordingly.

*** Assisted Set-Out Services would be available to a household, encompassing all carts allocated to that household.

APPENDIX B

CONTAINER COLLECTION SERVICE FEES:

120L Receptacle Fees:

Receptacle Fee - Garbage	2024	2023
1-5 receptacle charges (each)	\$4.20	\$3.50
6+ receptacle charges (each)	\$11.94	\$9.95

Bin Container Fees:

Container Type	2024 Fee per cubic yard	2023 Fee per cubic yard
Garbage Bin (all sizes)	\$14.17	\$11.19
Recycling Bin (all sizes)	\$6.47	\$5.38

Compactor Container Fees:

Container Type	2024 Fee per pick up	2023 Fee per pick up
Garbage Compactor (all sizes)	\$229.67	\$191.39
Recycling Compactor (all sizes)	\$178.94	\$149.12

TOWN OF COMOX

BYLAW NO. 2016.01

A BYLAW TO AMEND THE COMOX FEES AND CHARGES BYLAW NO. 2016

WHEREAS the Council of the Town of Comox wishes to initiate an automated curbside collection program for solid waste;

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

1. Title

This bylaw may be cited for all purposes as the "Fees and Charges Amendment Bylaw No. 2016.01".

2. Amendment

(1) The Comox Fees and Charges Bylaw No, 2016, 2023 is hereby amended as follows:

(a) By replacing the Title in Subsection 1(1) with the following:

"This bylaw may be cited for all purposes as the Fees and Charges Bylaw No. 2016."

(b) By adding SCHEDULE B [Solid Waste Collection Fees] attached to and forming part of this Bylaw.

3. Effective Date

This Bylaw shall become effective January 1, 2024.

4. Adoption

READ A FIRST time this	day of	, 2023
READ A SECOND time this	day of	, 2023
READ A THIRD time this	day of	, 2023
ADOPTED this	day of	, 2023

MAYOR

CORPORATE OFFICER

**SCHEDULE B
 Solid Waste Collection Fees**

Effective January 1, 2024

1. AUTOMATED COLLECTION SERVICE FEES:

1.1 Basic Annual Fees

For the purpose of section 20(1) [Basic Annual Fees] of the Solid Waste Management Bylaw No. 2027, the Basic Annual Fee is set out in Columns 2, 3 and 4 of Table 1, opposite the applicable type of Collection Carts supplied to the Automated Service Property in Column 1:

Table 1 – Basic Annual Fees

Column 1 Cart Type	Column 2 120L Cart	Column 3 240L Cart	Column 4 360L Cart
Garbage Cart	\$122.21	\$375.00	N/A
Recycling Cart*	\$22.01	\$26.20	\$33.75
Additional Recycling Carts*	\$53.36	\$55.30	\$61.14
Organics Cart	\$136.79	\$147.97	\$167.53

**Recycle BC provides the Town of Comox with a monthly financial incentive to collect recycling on their behalf. 75% of the financial incentive has been allocated back to households, thereby reducing the basic annual fees for the first recycling cart. The incentive will apply first to the cost of the cart, with any remainder applying to the cost of the service. Any additional recycling carts requested will be at full cost.*

1.2 Cart Exchange Application Fees

For the purpose of section 20(4) [Cart Exchange Application Fee] of the Solid Waste Management Bylaw No. 2027, the Cart Exchange Application Fee is \$35 for each Collection Cart that is exchanged to a different size.

1.3 Additional Cart Application Fees

For the purpose of section 20(5) [Additional Cart Application Fee] of the Solid Waste Management Bylaw No. 2027, the Additional Cart Application Fee is \$35 for each additional Collection Cart that is supplied to an Automated Service Property.

1.4 Assisted Set-Out Service Fee

For the purpose of sections 20(6) and 20(7) [Assisted Set-Out Service Fees] of the Solid Waste Management Bylaw No. 2027, the annual Assisted Set-Out Service Fees are set out in Column 2 of Table 2, opposite the applicable Fee Type in Column 1:

**SCHEDULE B
 Solid Waste Collection Fees**

Table 2: Assisted Set-Out Service Fees

Column 1 Fee Type	Column 2 Annual Fee
Assisted Set-Out Service Fee	\$100
Assisted Set-Out Service Fee Subsidy* (per Automated Service Property)	\$3.50

**The annual Assisted Set-Out Service Fee partially covers the total cost of the service. The remainder is subsidized through an annual Assisted Set-Out Service Fee Subsidy of \$3.50 charged to all Automated Service Properties.)*

2. CONTAINER COLLECTION SERVICE FEES:

2.1 Container Fees

For the purpose of section 21 [Container Collection Service Fees] of the Solid Waste Management Bylaw No. 2027, the Container Fees are set out in Columns 2, 3 and 4 of Table 3, opposite the applicable type of Waste collected under the Container Service Property in Column 1:

Table 3: Container Collection Fees

Column 1 Waste Type	Column 2 Bin Fee per yd³	Column 3 Compactor Fee per pickup	Column 4 Receptacle Fee per pickup
Garbage	\$14.17	\$229.69	\$4.20 ¹ / \$11.94 ²
Recycling	\$6.47	\$178.94	\$34.25 ³ / \$58.14 ⁴

¹Garbage receptacle fee each for 1-5 receptacles

²Garbage receptacle fee each for 6+ receptacles

³Recycling receptacle fee for first receptacle

⁴Recycling receptacle fee for each additional receptacle

TO: Mayor and Council	FILE:
FROM: Jordan Wall, Chief Administrative Officer	DATE: November 15 th 2023
SUBJECT: 2024 Capital and Special Projects Budget	

Report Approved:



Jordan Wall, CAO

RECOMMENDATION(S) FROM THE CHIEF ADMINISTRATIVE OFFICER:

- 1) THAT Council approves for expenditure the capital and special projects, in 'Schedule 'A' of this report and their inclusion in the 2024-2028 draft Financial Plan.
- 2) THAT Council approves for expenditure the capital and special projects, in 'Schedule 'B' of this report and their inclusion in the 2024-2028 draft Financial Plan.
- 3) THAT Council approves for expenditure the capital and special projects, in 'Schedule 'C' of this report and their inclusion in the 2024-2028 draft Financial Plan.
- 4) THAT Council approves for expenditure the capital and special projects, in 'Schedule 'D' of this report and their inclusion in the 2024-2028 draft Financial Plan.

ALTERNATIVES TO THE RECOMMENDATIONS

First Motion: That project X be added/removed from 'Schedule X'

Final Motion: THAT Council include the capital and special projects included in 'Schedule X' in their 2024-2028 draft Financial Plan as *amended*.

PURPOSE

To seek approval for Capital and Special projects spending regarding what projects are proposed in the 2024-2028 Capital and Special projects plan and detail additional taxation demands in 2024 from those projects.

Key Terms

Capital Project (white): A capital replacement project that will be funded out of the Town's capital reserve funds and does not have an impact on the 2024 tax requisition. If completely removed from the replacement schedule it will result in a decrease in taxation equal to the cost of the project divided by its lifespan.

Capital Expansion (blue): A capital project which will add to the Town's capital portfolio and will require the Town to set aside new revenue every year for its eventual replacement. That value is equal to the replacement value of the infrastructure divided by its lifespan.

Special Projects (pink): Expenditures which must be accounted for in the 2024 budget year. Council currently has a \$500,000 per year budget for these types of expenses along with an additional \$130,000 in economic development funds.

Carry over: A project which was budgeted in a previous year but not completed. These funds do not require additional funding in 2024 regardless if they are Capital Expansion or Operating.

BACKGROUND

Administration has prepared a Capital and Special projects budget that has as its focus two main objectives: infrastructure repair and preparation for future planning and growth. The following analysis omits a large water metering project which will be submitted to Council in a stand alone report during the December 6th RCM.

The total proposed capital and special projects spend is \$16.6 million. Of this amount 78% (\$13 million) is scheduled for capital renewal, 16% (\$2.6 million) will expand the Town's capital asset portfolio, and 6% (\$1,000,000) will focus on special project items.

The attached schedules provide information on each capital and special project being proposed by Administration. The category of each spend indicates the manner in which each project will be funded.

Capital: Projects identified as capital projects will be funded through the Town's capital reserve. Council has received information showing that the Town is underfunding its capital reserves by approximately \$2.5 million per year. Early in 2024 Council will be asked to set a time frame to close this infrastructure deficit.

Infrastructure Renewal Projects

- Street repaving
- Watermain replacements
- Sewer and storm system replacements
- Vehicle replacement
- Building repairs

- Park benches, garbage can, and picnic table replacements

Infrastructure Expansion Projects

- Bike paths
- Walking trails
- Road upgrades (widening/sidewalks) along conveyance project
- Roundabouts
- Planning for new Town Hall
- New field maintenance equipment

Special Projects

- Economic Development and Down Town Action Plan
- Implementation of Development Application Review
- Complete Communities Grant
- High Speed Internet Business Plan

Additional Information on New Projects

There are relatively few new projects identified within these schedules. Some additional information will be provided below on new spending items that Council may not have been aware of before or were added recently through conversations through Council.

ANALYSIS/ISSUES/IMPLICATIONS

a. Financial

2024 Special Project Costs

Council has the following revenue available for spending without increasing taxes: \$500,000 in special project funds and \$130,000 in economic development funds. The following projects will draw from these pools of monies.

Economic Development and Downtown Action Plan:	\$65,000
Implementation of Development Application Review:	\$80,000
High Speed Internet Business Plan:	\$50,000
OCP Review and Update:	\$150,000
Asset Management:	\$25,000
Parks and Trails Master Plan:	\$100,000
Urban Forest Management Plan:	<u>\$75,000</u>
Total:	\$545,000

The total proposed spend has \$85,000 of funds unallocated. However, staff recommends leaving this amount of funds unallocated to respond to the recent announcement by the Province of significant housing regulation changes. The Province has committed to financially supporting municipalities in their transition to the new rules but details have yet to be released. The Town will be required to update our zoning regulations, update our DCC's, introduce an Amenity Cost Charges (ACC) bylaw, and conduct a servicing analysis.

2024 Capital Costs

The majority of the Capital Expansion costs are being generated from changes made during the Conveyance Project. Those costs will be included in Council’s report on closing the infrastructure gap. The following are capital expansion costs not associated with the Conveyance project and must be considered by Council at this time:

<u>Project</u>	<u>Cost per household per year</u>
Torrence Sanitary Main	\$0.64
Highland Park Misting Station and Fountain:	\$0.17
Lazo Greenway	\$4.31
Mack Laing Viewing Platform	\$2.07
Chimo bathroom expansion	\$0.99
Field Maintenance Equipment	<u>-\$0.86*</u>
Total:	\$7.32

*Purchase of this equipment will result in decreased contractor and overall costs.

GOVERNANCE CONSIDERATIONS

Q: When will Administration have approval to spend these funds and why is Council being asked to grant these approvals before the final budget and taxes are known?

A: Council has a budgeting policy which splits the budget into 3 main parts: Capital and Special Projects, Operating, and then Taxes/Revenue. This is done for a few reasons. One is budgeting in smaller segments allows for a more focused examination of each area. Further, approving Capital and Special projects in November/December provides staff an entire year to accomplish the projects rather than 8 months in approved in March. This timing is now common in many municipalities across BC. Finally, the tax rates cannot be set until the completed role is finished by BC Assessment which usually isn’t delivered to the Town in April.

Council may use the November 15th Regular Council Meeting to review the projects and ask questions but Administration is hopeful to see all projects approved prior to the end of the calendar year.

Q: Why is Council being asked to approve each individual capital and special project?

A: Capital budgeting can be done in a number of different ways. Administration could submit to Council a total capital spending amount required and seek approval without sharing project details. Council could allocate a certain amount of capital spending to be done each year and Administration prioritizes within that amount.

The method in this budget process attempts to strike a balance between keeping Council informed on what is happening within the organization while allowing staff to prioritize and replace capital at the appropriate times.

Q: As a Councillor how can I know whether a piece of equipment or asset actually needs to be replaced this year?

A: Much of this comes down to the service level Council wishes to set for community assets. If Council believes a road is in good enough shape to not require replacement, that new standard can be applied across all roads. The same can be done with playgrounds and other visible infrastructure. Inground infrastructure such as water, sewer, and storm systems are based more significantly around acceptable risk levels to the organization.

Council should, when examining the proposed projects, ask the question whether or not the infrastructure or service delivered with the infrastructure is something that Council wishes to continue to provide to the community. Making decisions on a strategic level of service delivery and service levels will allow Council clarity on where you would like to make investments across the community.



Town of Comox
 2024-2028
 Tangible Capital Assets, Special Projects
Schedule "A"
 Transportation

	Capital
	Capital Expansion
	Special Projects

Project Name	Additional Information	Funding Method	2024	2025	2026	2027	2028	Notes
Lazo Road Upgrade	Simba to Kye Bay will see the addition of a bike land and a multi use path along a small portion of the road. MOTI has completed the expansion of their area in 2022. A Provincial grant application is outstanding for up to \$500,000. Capital expansion cost paid in 2023. (carry over)	Capital expansion 30%	1,000,000					
Vehicle GVWR >10k	Replace Unit 14-Sweeper: The unit has continued issues and its breakdowns are increasingly expensive (\$60,000 to repair in 2021 and 2022 combined) and results in service disruption when out of commission. (\$475,000) (carry over) Replace Unit 17 Tandem Axel Dump Duck with single axel truck (\$250,000)	Capital	475,000	250,000				
Vehicle GVWR 5k-10k	Replace Unit #15(151,000)-[carry over]1.5 ton service truck used daily to respond to water, sewer, and other maintenance issues. Is also used for snow plowing. Replacement will have a hoist to assist in heavy lifting Replace Unit #18 (120,000)- Replace Unit #65 (95,000) -	Capital	366,000					
Vehicle GVWR <5k	Replace Unit #16 Utility operator van. Used for water sampling, quality, and maintenance (\$95,000) carry over	Capital	60,000					
Bus Shelters	Regular replacement of aging blue shelters with the new BC Transit bus shelters. \$72,000 of the cost of replacement will be applied to be funded by BC Transit with \$ 18,000 contribution from the Town.	Capital/Grant	90,000		90,000			
Balmoral (Pritchard to Stewart)	Sidewalk addition along south side of road. Access to bus route. Road to be repaved as part of CVRD conveyance project	Capital Expansion 50%	913,000					
Beaufort Parking Lot	Expansion of the parking lot in the laneway at 151 Port Augusta Street as part of the Conveyance Project	Capital Expansion	76,500					
Balmoral Ave East	Donovan to Torrence	Capital	420,000					
Glacier/Comox Roundabout	Study then construction of roundabout in conjunction with CVRD conveyance project	Capital Expansion 50%	500,000	2,050,000				
Comox Ave Roundabout (at Rodello)	Construction of a roundabout to improve traffic rating. Timing in conjunction with CVRD conveyance.	Capital Expansion 50%	515,000	1,615,000				

Project Name	Additional Information	Funding Method	2024	2025	2026	2027	2028	Notes
Fibre Optics Network	Fibre Optics cable to be installed along Conveyance Project Route. Will be a revenue generator	Capital Expansion 50%		231,500				
Robb Ave	Aitken to Anderton Road widening, shared bike lanes, and resurfacing	Capital Expansion 30%		140,000	1,411,430			
Transit Exchange	Port Augusta Intersection Improvements	Capital		66,000				
Bolt and Aspen Sidewalk	Shelf Ready project. 3 grant submissions have been unsuccessful. Feedback from Province is still positive for future submissions. Staff not planning to proceed without grant approval. Council can direct otherwise.	Capital Expansion 100%					330,000	
Road Resurfacing								
Beaufort	Church to Nordin. Addition of bike lanes, road widening, sidewalks in conjunction with the Conveyance Project	Capital	300,000	2,000,000				
Thistle Court	Resurfacing	Capital			95,000			
Baybrook	Resurfacing	Capital			185,000			
Cedar Ave	Repaving done after replacement of water main	Capital		42,000	423,000			
Aitken Street	Repaving done after replacement of water main	Capital			67,000	670,000		
Donovan Drive and Place Resurfacing	Resurfacing	Capital			372,000			
Ellis Street Resurfacing	Resurfacing	Capital			45,000			
Filberg Road Resurfacing	Resurfacing	Capital			200,500			
Heather Court Resurfacing	Resurfacing	Capital			52,000			
Mack Laing Court Resurfacing	Resurfacing	Capital			130,000			
Orchard Park Drive Resurfacing	Resurfacing	Capital			250,000			
Alpine Street	Resurfacing	Capital				220,000		
Douglas St Resurfacing	Resurfacing south of centennial	Capital				145,000		
Noel Avenue Resurfacing	From Spitfire-Aitken resurfacing and addition of a new sidewalk	Capital			65,000	609,850		
Guthrie Resurfacing	Overlay Torrence to Brooklyn School (2026)	Capital			330,000			
Maquinna Ave	West of Prichard, sidewalk repair and resurfacing	Capital			25,000	338,750		
Vine	South of Centennial Resurfacing	Capital				34,100		
Centennial	West of Church Street - missing	Capital				200,000		
Church Street Upgrade	Resurfacing, sidewalk repair, parking additions, and bike lanes	Capital Expansion 30%				150,000	2,863,000	
Wallace Avenue	Alpine to Rodello Resurfacing	Capital				218,000		
Downey Ave Resurfacing	from Aitken to Rodello	Capital					337,480	
Rodello St Resurfacing	From Downey to Robb	Capital					390,400	
McCulloch Avenue	Resurfacing	Capital					57,000	
McLeod	north of Buena vista resurfacing	Capital					156,000	

Project Name	Additional Information	Funding Method	2024	2025	2026	2027	2028	Notes
Noel Ave West	Resurfacing						609,850	
Richardson	Resurfacing	Capital					157,000	
Orca	Resurfacing	Capital					78,000	
Skeena Drive	Resurfacing	Capital					405,000	
Totem Court	Resurfacing	Capital					106,000	
Totem Crescent	Resurfacing	Capital					243,000	
Bolt Ave	Resurfacing	Capital					330,000	
Woodland	Pritchard to Skeena Resurfacing	Capital					142,000	

	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Total</u>
Total Capital Replace or Repair	4,715,500	6,394,500	3,740,930	2,585,700	6,204,730	23,641,360
Total Capital Expansion	1,340,500	2,018,250	705,715	45,000	1,023,900	5,133,365
Total Special Projects Costs	0	0	0	0	0	



Town of Comox
 2024-2028
 Tangible Capital Assets, Special Projects
Schedule "B"
 Drainage, Water, and Sewer

	Capital
	Capital Expansion
	Special Projects

Project Name	Additional Information	Funding Method	2024	2025	2026	2027	2028	Notes
Water								
Reviews and Feasibility Studies	Water Model Study Update and Condition Spot Assessment	Capital			100,000		50,000	
Local Area Service Establishment	The creation of a local area service regime, supporting bylaws, and legal review for use in Northeast Comox (carry over)	Operating	50,000					
New Water Meters	As roads are upgraded all water services are brought up to current standards with water meters. As our team attends residences for water issues water meters are also installed. This is anticipated to result in long term savings as water purchases from the CVRD will decrease.	Capital	30,000	30,000	30,000	30,000	30,000	
Regular Hydrant Replacement	2 fire hydrants are regularly replaced per year	Capital	20,000	20,000	20,000	20,000	20,000	
Dryden	This project would see the water system in north of Comox completed with a loop. This will increase water quality of by increasing the water flow- through by eliminating dead-ends. Looping the system also allows for increased pressure within the system increasing the quantity of water that can be delivered in the high pressure system water system. This project is 50% funded through DCC's	Capital expansion		50,000	800,000			
Cedar Ave	Cedar Ave watermain Pritchard to Stewart	Capital		25,000	273,000			
Beaufort Water	Beaufort ave water from Nordin to Church	Capital		50,000				
Robb Ave Water	Watermain replacement Aitken to Anderton	Capital		80,000	823,000			
Douglass Street	Watermain replacement Centennial to Pathway	Capital		9,000	90,000			
Ellis Street Water	Watermain replacement	Capital		9,000	90,000			
Filberg Road Water	Watermain replacement Comox to Chamber	Capital		20,000	222,000			
Cambridge at Pritchard	In conjunction of the work being done at Dryden a pressure reducing valve requires decommission.	Capital			25,000			
Church Street Water	Church street watermain Noel to Robb, Robb to Comox	Capital			109,000	1,093,500		
Water Model Study Update	Update of the Town's water model and usage system	Capital			100,000	16,700		
McCulloch Ave Water	Watermain replacement	Capital				12,000	1,128,000	
McCleod Water	Watermain replacement Richardson to Beuna Vista	Capital				25,000	252,000	
Richardson Ave	Watermain replacement McLeod to end	Capital				22,000	222,000	
Rodello Street Water	Watermain replacement Downey to Robb	Capital				35,000	384,000	
Noel West Water	Watermain replacement Sptifire to Aitken	Capital				45,000	492,000	
Storm								
Comox Ave Storm Replacement	From Aitken to Alpine due to condition and capacity	Capital	91,000					
Conveyance Storm	Also includes relocation of the Brooklyn Creek outfall	Capital	1,715,050					

Project Name	Additional Information	Funding Method	2024	2025	2026	2027	2028	Notes
Reviews and Feasibility Studies	Storm system condition assessment and report	Capital		100,000				
Simon Crescent Lift Station	Kiosk and Electrical Upgrades	Capital		30,000				
Beaufort Ave Storm	Storm replacement between Church to Nordin	Capital		171,000				
Robb Storm Replacement		Capital		10,000	95,000			
Cedar Ave Storm	replacement	Capital		2,000	11,000			
Church Street Storm	Upgrade and repair of the storm system due to age and increased development prior to resurfacing.	Capital			45,000	700,000		
Douglas Street	Storm replacement near Robb Road	Capital				25,000		
McCulloch Storm		Capital					18,000	
Noel Ave West	Storm replacement	Capital				21,000	215,500	
Foreshore Center	replace and upgrade of sanitary main along the foreshore Port Augusta to Jane Place	Capital					2,000,000	
Sewer								
Reviews and Feasibility Studies	Sanitary Model and Condition Assessment 2024 (100,000)	Capital	100,000					
Torrence Sanitary main	A brand new main needed to be installed prior to resurfacing. This will assist in development near the Lazo hill which is identified as potential boundary expansion areas.	Capital Expansion 100%	186,000					\$0.64
Robb Ave Sewer	Robb Ave Anderton to Aitken sewer replacement	Capital	36,000	360,000				
Foreshore Main	(carry over) Carthew-Ellis. The main is currently at the end of its life and undersized for future development needs. \$390,000 will be funded out of our development cost charges.	Capital		25,000	50,000	2,200,000	2,000	
Alpine Street Sewer	Alpine Street sewer replacement	Capital			13,500	13,500		
Douglass Sewer	Douglas street sewer replacement	Capital			6,500	65,700		
Cedar Ave Sewer	Cedar Ave sewer replacement	Capital			14,000	140,000		
Centennial Ave Sewer	Centennial Ave sewer replacement	Capital			14,000	140,000	140,000	
McCulloch Ave	McCulloch ave sewer replacement	Capital				5,200	52,000	
McLeod St. Sewer	McLeod Street sewer replacement	Capital				9,000	90,000	
Noel Ave west	Noel Ave West sewer replacement	Capital				21,000	21,500	
Wallace Ave	Wallace ave Rodello to Alpine sewer replacement	Capital			13,000	129,000		
Richardson Ave Sewer	Richardson Ave sewer replacement	Capital				11,000	110,000	
Port Augusta-Jane Street Sanitary	Port Augusta-Jane Street Sanitary	Capital					75,000	

	2024	2025	2026	2027	2028	Total
Total Capital Replacement or Repair	2,228,050	991,000	2,930,000	4,653,600	5,302,000	16,104,650
Total Capital Expansion	186,000	50,000	800,000	0	0	1,036,000
Total Speical Projects Costs	50,000	0	0	0	0	50,000



Town of Comox
2024-2027
Tangible Capital Assets, Special Projects

Schedule "C"

Administration, Development, and Fire

	Capital
	Capital Expansion
	Special Projects

Project Name	Additional Information	Funding Category	2024	2025	2026	2027	2028	Notes
Economic Development and Downtown Plan	Grant received from the Province and ICET. and economic development focused Marina upgrades. \$95,000 funded from grants.	Operational	160,000					
Communications Support	Additional funds to assist the large communication needs expected in 2024. Carry over from funds allocated in 2023 and no new funding required	Operational	25,000					
Payroll	Final analysis and support in developing the Town's cloud based payroll services. Carry over from funds allocated in 2023, no new funding required.	Operational	9,000					
Computer Network Upgrades and Modernization	Completion of Phase 2 of the Town's disaster recovery upgrades. 2024 will see preparation for the decision on how much and how quickly to move to the cloud. The implementation of the final phase of disaster mitigation is expected to be a significant cost to the Town.	Capital	75,000	847,000	432,000	258,000		
Implementation of Development Application Review Report	Pre-application changes implementation, updating sub-division and servicing bylaw, procedures bylaw review and update, application software implementation. \$70,000 is carry over from 2023 but \$80,000 is required to be funded from 2024 funds.	Operational	150,000	70,000				
Complete Communities Business Plan	Completely funded by the Province	Operational	150,000					
High Speed Internet Strategy	Funds to complete a study and business plan to lease out high speed internet conduit that will be constructed during the conveyance project. This will lead to future revenue streams	Operational	50,000					
Climate Vulnerability Assessment	Completions of vulnerability assessment and action plan. Carry over	Operational	85,000					
OCP Review and Update	2023: Scoping exercise with Council for creation of OCP Review RFP 2024: OCP Review and consultation 2025: Funds remaining for implementation of different initiatives	Operational	150,000	50,000				

Records Management	(carry over) The records management system within the Town is in a state of confusion as legacy filing needs to be updated and 'cleaned' with modern filing practices. The municipality is required by the Province to properly maintain records for future use as well as Freedom of Information Requests.	Operational	20,000					
Asset Management Work	Continuing on building the Town's Asset Management program. In 2024 will Council develop and set funding targets to close the Town's infrastructure gap as well as the Town move towards the implementation of asset management software.	Operational	25,000		79,800			
Fire Equipment	Regular replacement and acquisition of fire fighting material including repairs needed to the Fire boat	Capital	60,000	40,000	20,000	50,000	50,000	
Fire Prevention Vehicle	EV - Fire Protection	Capital			100,000			
Vehicle GVWR 5k	2025 Duty Truck Replacement (1998) 2027 Unit 32 Pickup Truck Replacement	Capital		100,000		120,000		
Fire Hall Update	Expansion and renovations to the Fire Hall	Capital Expansion 25%			150,000		4,000,000	

	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>Total</u>
Total Capital Replacement or Repair	135,000	987,000	552,000	428,000	50,000	2,152,000
Total Capital Expansion	0	0	150,000	0	4,000,000	4,150,000
Total Special Projects Costsl	824,000	120,000	79,800	0	0	1,023,800
Total Special Project Costs from 2024 Funds		370,000				



Town of Comox
2024-2028
Tangible Capital Assets, Special Projects

Schedule "D"

Recreation, Buildings, and Parks

	Capital
	Capital Expansion
	Special Projects

Project Name	Additional Information	Funding Method	2024	2025	2026	2027	2028	Notes
Building Repairs and Update>10k	Construction of a bathroom for the Chimo Gymnastics Center. The project will be funded 50% by Chimo Gymnastics and will allow the organizational to increase their hours of operation and reduce the number of people accessing the Community Center after hours (100,000). Addition of speed bumps, water fountain, furniture, and inflatable to the Community Center (15,000)	Capital Expansion	115,000					\$ 0.99
Fitness Equipment	Regular replacement of equipment within the fitness center. Cardio equipment and other items to be replaced on an as needed basis (partial carry over).	Capital	34,000	34,000	36,000	36,000	36,000	
Buildings								
Near Net Zero Upgrades	Upgrades to the lighting, water heaters, heat pumps, and control panels to reduce energy consumption and greenhouse gas emissions. (carry over)	Grant/Capital	2,595,000					
Community Center Repairs	Exterior Painting of Community Center	Capital	100,000					
Design for New Town Hall	The current Town Hall has exceeded its life expectancy, has issues with mold, high energy costs, and cannot fit the required number of employees for Finance and other departments as the Town continues to grow. This project will see a detailed design take place in preparation of construction of a new building.	Capital Expansion 50%	220,000		220,000	15,000,000		
Geothermal System	Regular upgrades and maintenance required for the geothermal heating system in the Community Center including new HVAC interface software	Capital		40,000				
Mack Laing Heritage Viewing Platform	Construction of a viewing platform in dedication of Mack Laing if trust variation is approved by the court	Capital Expansion 100%	240,000					\$ 2.07
Old Fire Hall	Demolition of the old fire hall	Capital	125,000					
Contract Painting	Painting/staining of: Marina Park Pavilions	Capital	50,000					

Highland Park Field House Repairs and Update	Repairs and updates on the Highland Park Field house	Capital					125,000		
Parks									
Marina Repairs	General repairs to the aged areas of the marina	Capital	50,000	50,000	50,000	50,000	50,000		
Pump Track	Funds for construction of a pump track	Capital Expansion	500,000						
Review and Feasibility Study	Parks and Trails Master Plan (\$100,000) Urban Forest Management Plan (2023 \$25,000; 2024, \$75,000)	Operational	125,000	75,000					
Parks Replacement Items	Replacement of garbage cans, picnic tables, benches, signs (38,000) Repairs/improvements to asphalt pathways (30,000) Fencing repairs at highland, Brooklyn creek, et al. (25,000) Playground repairs (15,000) Irrigation Improvements (15,000) Environmental restoration at MackLaing and Baybrook Park (20,000) Tree replacements (20,000) Water fountain replacement (15,000) Highland gravel infield expansion (5,000)	Capital	183,000						
Tot Lot Playground	Replacement of playground at Tot Lot Park	Capital	135,000						
Field Maintenance Equipment	Aerator and top field dresser to improve condition of sports fields. (decrease per year cost of 5,000 due to not needing contractor support)	Capital Expansion	65,000					-\$	0.86
Vehicle	Replace Unit 81 2013 Water truck replacement (80,000) Replace 2009 Toro mower, carry over (150,000) Replace 24 2009 Ford Ranger (55,000) Replace Unit 60 2013 Chevrolet Silverado 2025 (64,000)	Capital	329,000	64,000					
Christmas Decorations	carry over	Capital	5,000						
Lazo Greenway	Development of a multi-modal path in the Lazo greenway. This project is being done in partnership with the CVRD. The Town is likely to receive \$600,000 from a Federal grant and has an outstanding Provincial grant application for an additional	Grant/ Capital Expansion 50%	1,040,000					\$	4.31
Highland Park Misting Station	Misting station and waterfountain for heat at Highland Park (\$1,000 per year inc. in capital costs)	Capital Expansion	25,000					\$	0.17
Anderton Park Upgrades	Lighting and pathway expansions and Anderton Park	Capital Expansion		105,000					
Aspen Park Replacement	Replacement of playground at Aspen Park	Capital		60,000					

	2023	2024	2025	2026	2027	Total
Total Capital Repair or Replacement	5,936,000	428,000	306,000	15,211,000	86,000	21,967,000
Total Capital Expansion	1,075,000	105,000	110,000	7,500,000	0	8,790,000

Total Special Projects

125,000	75,000	0	0	0
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200,000