

# THE CORPORATION OF THE CITY OF COURTENAY

## PUBLIC HEARING AGENDA

*We respectfully acknowledge that the land on which we gather is the  
Unceded traditional territory of the K'ómoks First Nation*

**DATE:** Wednesday, October 27, 2021  
**PLACE:** Virtual Meeting  
**TIME:** 5:00 p.m.

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### AGENDA

#### K'OMOKS FIRST NATION ACKNOWLEDGEMENT

PG #

##### 1.00 PUBLIC HEARING NOTICE

The City of Courtenay Council hereby gives notice that it will hold a Public Hearing to receive representations in connection with proposed amendments to *Official Community Plan Bylaw No. 2387, 2005* and *Zoning Bylaw 2500, 2007*.

Notices of this Public Hearing have been duly advertised in accordance with the requirements of the *Local Government Act*.

**The following Public Hearings will be conducted virtually and live-streamed on the City of Courtenay YouTube Channel. The public may participate in the meeting via Zoom Webinar and telephone, or submit written comments to Council. Those persons who believe their interest in property may be affected by a proposed bylaw shall be afforded a reasonable opportunity to be heard:**

**1. Submit written comments to Council:**

Email to [planning@courtenay.ca](mailto:planning@courtenay.ca)

Mail to: City of Courtenay, Development Services, 830 Cliffe Avenue, Courtenay, BC, V9N 2J7

**PLEASE NOTE ALL WRITTEN SUBMISSIONS MUST BE RECEIVED BY 2:00 P.M., WEDNESDAY, OCTOBER 27, 2021 AND CONTAIN WRITER'S NAME AND ADDRESS, AND STATE WHETHER IN FAVOUR OR OPPOSED TO THE PROPOSED BYLAW. THIS INFORMATION WILL BECOME A PART OF THE PUBLIC RECORD.**

**2. Participate LIVE through a Zoom Webinar**

See details and instructions on the City's website [www.courtenay.ca/publichearings](http://www.courtenay.ca/publichearings)

**3. Participate LIVE through Zoom Phone Conferencing**

Dial toll free 1-855-703-8985

Or dial alternate non toll free 1-778-907-2071

Passcode 895 1611 1494 # and follow participation instructions provided

#### **4. Watch the Public Hearing LIVE**

Via LIVE webcast City of Courtenay YouTube Channel:

[City of Courtenay's YouTube Channel](#)

Report(s), bylaw, and related information respecting the zoning bylaw amendment are available on the City's website: [www.courtenay.ca/devappttracker](http://www.courtenay.ca/devappttracker) (search by file number) and <http://www.courtenay.ca/councilmeetings>.

**NO PRESENTATIONS WILL BE RECEIVED BY COUNCIL AFTER THE CONCLUSION OF THE PUBLIC HEARING**

### **2.0 CALL TO ORDER**

### **3.0 OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENTS**

#### **3.1 BYLAW NO. 3017 - 801 RYAN ROAD**

In general terms, Bylaw No. 3017 proposes an amendment to *Zoning Bylaw No. 2005, 2007* by rezoning the property legally described as Lot 1, Section 14, Comox District, Plan 27905 Except Parts in Plans 38112 and VIP53727 (801 Ryan Road) from Commercial One A Zone (C-1A) to a new site specific Comprehensive Development Thirty Two Zone (CD-32) to accommodate a 247 unit multi residential development.

This Public Hearing is being held pursuant to Section 464 of the *Local Government Act* for the purpose of hearing representation from those persons who believe their interest in property may be affected by "Zoning Amendment Bylaw No. 3017, 2021". This bylaw has received first and second reading, but has not passed third reading nor been adopted by Council.

- 5                   ▪ **Staff Report: SR DDS 2021-10-04 Updated Proposal - Zoning Amendment**
- 11                  ▪ **Bylaw No. 3017 - 801 Ryan Road**
- **Zoning Amendment Bylaw No. 3017, 2021**

#### **3.2 BYLAW NOS. 3028 AND 3029 - 1679 MCPHEE AVENUE**

In general terms, Bylaw Nos. 3028 and 3029 propose an amendment to *Official Community Plan Bylaw No. 2387, 2005* and *Zoning Amendment Bylaw No. 2500, 2007* to change the land use designation of the property legally described as Lot 5, Section 41, Comox District, Plan 13075, Except Part in Plan VIP68431 (1679 McPhee Avenue) from Industrial to Multi Residential; and, by rezoning the property legally described as Lot 5, Section 41, Comox District, Plan 13075, Except Part in Plan VIP68431 (1679 McPhee Avenue) from Industrial Two Zone (I-2) to a new site specific Comprehensive Development Thirty Four Zone (CD-34) to accommodate a 40 unit residential development including an indoor cultural gathering space.

This Public Hearing is being held pursuant to Section 464 of the *Local Government Act* for the purpose of hearing representation from those persons who believe their interest in property may be affected by "Official Community Plan Amendment Bylaw No. 3028, 2021" and "Zoning Amendment Bylaw No. 3029, 2021". These bylaws have received first and second readings, but have not passed third reading nor been adopted by Council.

- 21                   ▪   **Staff Report: SR DDS 2021-09-27 OCP Amendment Bylaw 3028 and**  
                          **Zoning Amendment Bylaw 3029 - 1679 McPhee Avenue**  
105                  ▪   **Official Community Plan Amendment Bylaw No. 3028, 2021**  
107                  ▪   **Zoning Amendment Bylaw No. 3029, 2021**

**It should be noted that after the October 27<sup>th</sup>, 2021 Public Hearing has been concluded, Council cannot hear from interested parties and/or receive any new information in regard to these bylaws. Council will consider 3<sup>rd</sup> reading of Bylaw Nos. 3017, 3028 and 3029 at a future Council meeting.**

#### **4.00   ADJOURNMENT**





THE CORPORATION OF THE CITY OF COURTENAY

## STAFF REPORT

**To:** Council

**File No.:** 3360-20-2011

**From:** Chief Administrative Officer

**Date:** October 4, 2021

**Subject:** Updated Proposal - Zoning Amendment Bylaw No. 3017 – 801 Ryan Road

### PURPOSE:

The purpose of this report is to provide Council with an overview of an updated proposal for a Zoning Amendment to rezone the property legally described as Lot 1, Section 14, Comox District, Plan 27905 Except Parts in Plans 38112 and VIP53727 from C-1A to CD-32 to facilitate the development of a 247 unit rental apartment development.

### CAO RECOMMENDATIONS:

That based on the October 4<sup>th</sup>, 2021 staff report “Updated Proposal - Zoning Amendment Bylaw No. 3017 – 801 Ryan Road” and the September 7<sup>th</sup>, 2021 staff report “Zoning Amendment Bylaw No. 3017 – 801 Ryan Road” Council approve OPTION 1 and complete the following steps:

1. That Council give First and Second Readings of Zoning Amendment Bylaw No. 3017, 2021;
2. That Council direct staff to schedule and advertise a statutory Public Hearing with respect to the above referenced bylaw; and,
3. That Final Reading of the bylaw be withheld pending the registration of Section 219 covenant and Housing Agreement.

Respectfully submitted,

Geoff Garbutt, M.Pl., MCIP, RPP  
Chief Administrative Officer

### BACKGROUND:

A detailed staff report was prepared for the September 7<sup>th</sup>, 2021 meeting regarding this proposal. At that meeting Council chose to defer consideration of the bylaw with a request for more information about proposed amenity contributions and the amount of open space.

The applicant has since submitted a letter (Schedule No. 1) outlining their proposed affordable housing amenity contribution as well as an updated site plan showing additional open space.

### DISCUSSION:

#### *Affordable Housing Amenity Contribution*

The applicant proposes dedicating 10% of the proposed units (25 units) as affordable rental units. Rental rates will be calculated based on 30% of the gross household income levels published in BC Housing’s annual Housing Income Limits (HILs) publication. The HILs rates are intended to reflect the minimum income required to afford appropriate accommodation in the private market. Under this formula rental rates for a

1 bedroom would be capped at \$987.50 and \$1,225 for a 2 bedroom based on the 2021 HILs. In comparison the advertised market rates at 1025 Ryan Road (adjacent apartment building under construction) are \$1,350 for a 1 bedroom and \$1,650 for a 2 bedroom. The units will be secured through a housing agreement which will last for ten years after which the units will revert to private market rental rates. It will be the responsibility of the property owner under the housing agreement to ensure the units remain at the proposed rents. The agreement will be drafted by the City's solicitor and include the requirement for the owner to provide reports to the City to ensure compliance. Reports will be required on an annual basis or as tenants change in the affordable units. Failure to provide these reports will include a "rent" (penalty) charge under the agreement for non-compliance.

#### *Green Space*

The applicant has also revised the site plan, reducing the amount of surface parking and increasing the amount of green space. The central green space has been enlarged and includes a dog run area as well as an outdoor seating area. The green space in the panhandle area at the rear of the subject property has been enhanced with the addition of a playground and community garden area. Should Council proceed with the rezoning amendments these facilities will be secured, as a condition of rezoning, through covenant. The proposed zoning bylaw has been updated to reflect the reduction of parking stalls resulting from the additional open space.

#### **OPTIONS:**

##### **OPTION 1: (Recommended)**

That based on the October 4<sup>th</sup>, 2021 staff report "Updated Proposal - Zoning Amendment Bylaw No. 3017 – 801 Ryan Road" and the September 7<sup>th</sup>, 2021 staff report "Zoning Amendment Bylaw No. 3017 – 801 Ryan Road" Council approve OPTION 1 and complete the following steps:

1. That Council give First and Second Readings of Zoning Amendment Bylaw No. 3017, 2021;
2. That Council direct staff to schedule and advertise a statutory Public Hearing with respect to the above referenced bylaw; and,
3. That Final Reading of the bylaw be withheld pending the registration of Section 219 covenant and Housing Agreement.

Prepared by:

Reviewed by:

Concurrence by:



Matthew Fitzgerald, RPP, MCIP  
Manager of Development Planning



Ian Buck, RPP, MCIP  
Director of Development Services



Geoff Garbutt, M.Pl., MCIP, RPP  
Chief Administrative Officer

#### Attachments:

Schedule No. 1: Applicant's Letter Outlining Updates to the Proposal

Schedule No. 2: Updated Site Plan

Schedule No. 3: Draft Zoning Amendment Bylaw No. 3017

**Schedule No. 1: Applicant's Letter Outlining Updates to the Proposal**



September 15, 2021

City of Courtenay  
Development Services  
830 Cliff Avenue  
Courtenay, BC  
V9N 2J7

**RE: 801 RYAN ROAD; PROPOSED REZONE FROM C-1A TO CD ZONE**

This letter is in response to the request from City Council at the September 7, 2021 council meeting that we review our Affordable Housing contribution and consider designating units to a below market rental pool in lieu of the proposed cash contribution of \$123,500.

After reviewing the project and discussing with City staff, Broadstreet Properties would like to propose designating 10% of the units to be reserved for a below market rental pool. This proposal would see 25 units set aside as affordable housing for a period of 10 years and would be enforced through a Housing Agreement with the City of Courtenay. Furthermore, we propose to use BC Housing's "Housing Income Limits (HIL's)" as qualifying maximum household income, and for determining rental rates. Rental rates would be capped at 30% of household income, which is the rate at which housing is determined to be affordable.

We also heard from Council that they would like to see more meaningful green space on the project and asked if we could reduce the total number of parking stalls. Based on our own internal parking management statistics and the accessibility to transit and services, we anticipate parking demand to be in the range of 1.1 to 1.2 parking stalls per unit. Our revised proposal has a total parking stall count of 300 stalls, or 1.2 stalls per unit, down 13 stalls from the previous submission. Using this formula and strategically revising the parking lot, we are now able to provide additional green space within the paved portion of the site.

The off leash dog run was relocated to the now larger green space next to the east entrance and is much more accessible by tenants in all three buildings. Relocating the dog run has the added benefit of providing additional area at the south end of the site to be used for rain gardens and stormwater management. Several landscape islands within the parking lot were enlarged by removing parking stalls; this will facilitate more substantial landscape plantings and remove asphalt area. As a final revision based on the feedback from Council, the 'panhandle' amenity area has been improved to include a playground along with the community garden.

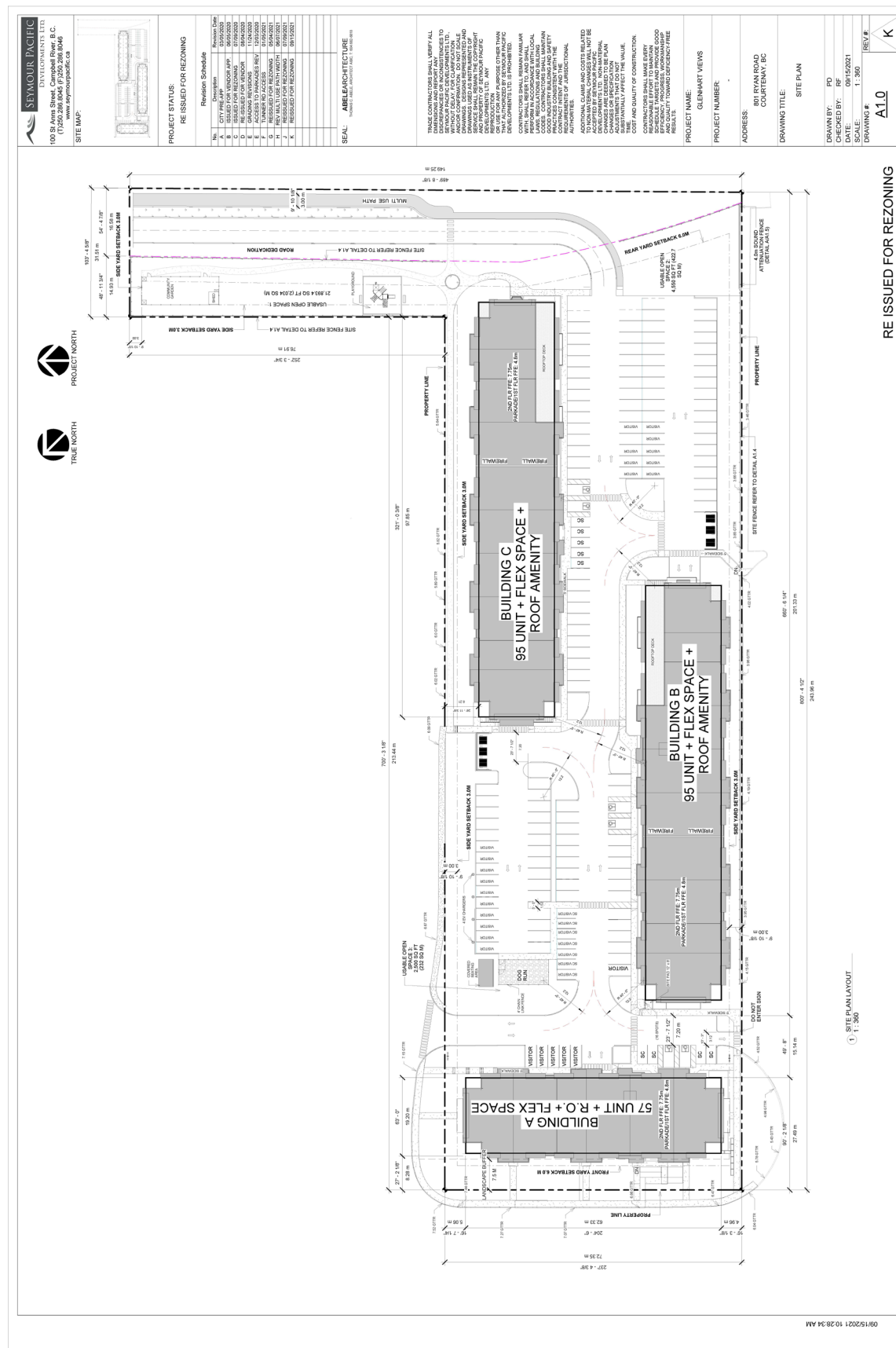
Thank you for the opportunity to submit this revised application and highlight the changes to our Affordable Housing contribution and site plan. We feel Glenhart Views will be a positive addition to the area and provide much needed rental housing to a broad cross section of the community. Should you have any further questions, please do not hesitate to contact me at your earliest convenience.

A handwritten signature in cursive script that reads 'Rachel Ricard'.

Rachel Ricard  
Development Manager

100 St. Ann's Road, Campbell River, BC V9W 4C4  
T. 250.286.8045 | F. 250.286.8046 | W. [broadstreet.ca](http://broadstreet.ca) | W. [seymourpacific.ca](http://seymourpacific.ca)

08/19/2021 10:28 AM



SEYMOUR PACIFIC  
DEVELOPMENTS LTD.  
100 St Johns Street, Campbell River B.C.  
(250) 838-8888  
www.seymourpacific.ca

PROJECT STATUS:  
RE ISSUED FOR REZONING

Revision Schedule

No.	Description	Revision Date
A	CITY PRELIMINARY ZONING MAP	05/05/2020
B	REDESIGNED FOR REZONING	07/09/2020
C	REDESIGNED FOR REZONING	07/09/2020
D	REDESIGNED FOR REZONING	07/09/2020
E	GRADING REVISIONS	11/04/2020
F	REDESIGNED FOR REZONING	05/05/2021
G	REDESIGNED FOR REZONING	05/05/2021
H	REDESIGNED FOR REZONING	05/05/2021
I	REDESIGNED FOR REZONING	05/05/2021
J	REDESIGNED FOR REZONING	07/09/2021
K	REDESIGNED FOR REZONING	08/15/2021

SEAL: ABLE ARCHITECTURE

THREE CONTRACTORS SHALL VERIFY ALL DIMENSIONS OF INCORPORATED TO ADJUST TO THE ACTUAL DIMENSIONS OF THE BUILDING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DIMENSIONS OF THE BUILDING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DIMENSIONS OF THE BUILDING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DIMENSIONS OF THE BUILDING.

PROJECT NAME: GLENHART VIEWS

PROJECT NUMBER:

ADDRESS: 801 RYAN ROAD  
COURTENAY, BC

DRAWING TITLE: SITE PLAN COLOUR

DRAWN BY: Author

CHECKED BY: Checker

DATE: 08/15/2021

SCALE: 1:300

DRAWING #

REV #

A1.01

K

1 SITE PLAN COLOUR  
1:300

RE ISSUED FOR REZONING

09/15/2021 9:40:30 AM

**THE CORPORATION OF THE CITY OF COURTENAY**

# BYLAW NO. 3017

## A bylaw to amend Zoning Bylaw No. 2500, 2007

The Council of the Corporation of the City of Courtenay in open meeting assembled enacts as follows:

1. This bylaw may be cited for all purposes as “**Zoning Amendment Bylaw No. 3017, 2021**”.
2. That “Zoning Bylaw No. 2500, 2007” be hereby amended as follows:

(b) Amending Division 8 – Classification of Zones through the addition of:

Part 58 – Comprehensive Development Thirty Two Zone (CD-32) 801 Ryan Road as attached in **Attachment A**.

(c) by rezoning Lot 1, Section 14, Comox District, Plan 27905 Except Parts in Plans 38112 and VIP 53727 (801 Ryan Road) as shown in bold outline on **Attachment B** which is attached hereto and forms part of this bylaw, from Commercial One A Zone (C1-A) to Comprehensive Development Zone Thirty Two Zone (CD-32).

(d) That Schedule No. 8, Zoning Map be amended accordingly.

3. This bylaw shall come into effect upon final adoption hereof.

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, 2021

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, 2021

Considered at a Public Hearing this                      day of                      , 2021

Read a third time this \_\_\_\_\_ day of \_\_\_\_\_, 2021

Finally passed and adopted this                      day of                      , 2021

Mayor

Corporate Officer

Approved under S.52 (3) (a) of the *Transportation Act*

Tallina McRae, Development Services Officer  
Ministry of Transportation and Infrastructure  
Vancouver Island District

# Attachment A

## Part 58 – Comprehensive Development Thirty Two Zone (CD-32) (801 Ryan Road)

### 8.54.1 Intent

The CD-32 Zone is intended to accommodate a rental apartment development on the property legally described as Lot 1, Section 14, Comox District, Plan 27905 Except Parts in Plans 38112 and VIP 53727. The property shall be developed substantially in accordance with Schedules A and B which form part of this zone.

### 8.54.2 Permitted Uses

The following uses are permitted and all other uses are prohibited except as otherwise noted in this bylaw:

1. *Rental Apartment*

### 8.54.3 Lot Coverage

A lot shall not be covered by buildings to a greater extent than 30% of the total area of the lot.

### 8.54.4 Floor Area Ratio

The maximum *floor area ratio* shall not exceed 1.25.

### 8.54.5 Minimum Lot Size

A lot shall have an area of not less than 2.0 hectares.

### 8.54.6 Setbacks

Except where otherwise specified in this bylaw the following minimum building setbacks shall apply:

- (1) Front Yard (interpreted as the yard adjacent to the northwest property line): 7.5m

Notwithstanding the required front yard setbacks specified above the front yard may be reduced to 3.0m for that part of the building adjacent to a deceleration lane on Ryan Road.

- (2) Rear Yard (interpreted as the yard adjacent to the southeast property line): 6.0m

- (3) Side Yard (interpreted as all other yards): 3.0m

Notwithstanding the required front, rear, and side yard setbacks specified above, roof overhangs and decks may extend up to 0.6m into the required setback.

### 8.54.7 Height of Buildings

Maximum building height shall be 17.5m and in accordance with Schedule B.

Notwithstanding the maximum height specified above, roof projections, elevator shafts and mechanical equipment may project beyond 17.5m.

#### **8.54.9 Usable Open Space**

A minimum of 20m<sup>2</sup> of useable open space must be provided per unit as shown in Schedule B. For clarity this includes common outdoor areas and private balconies or patios.

#### **8.54.10 Accessory Structures**

Shall not be permitted except for bike storage structures, pergolas, sheds, and playgrounds.

#### **8.54.11 Off-Street Parking and Loading**

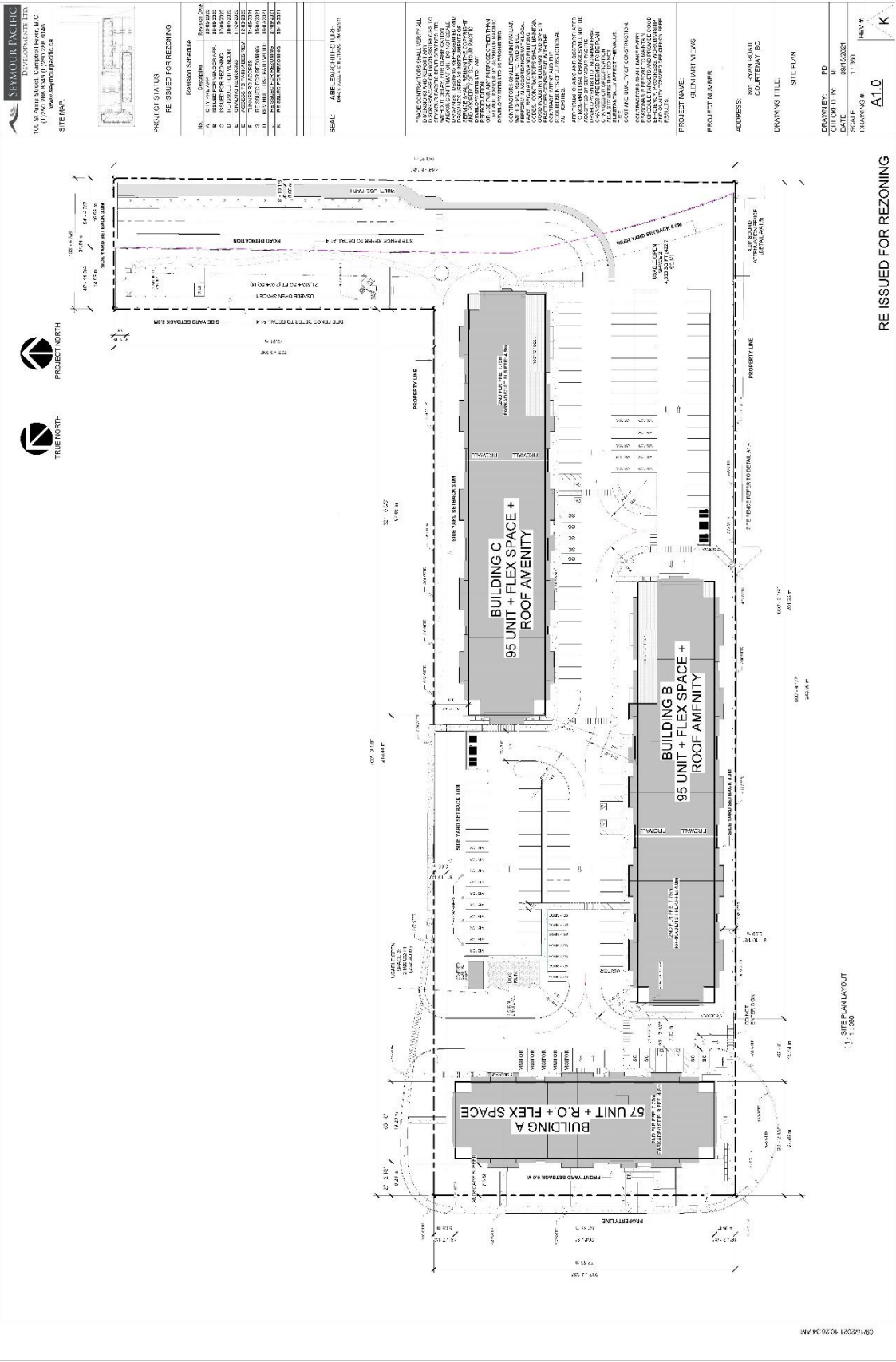
Off-street parking shall be provided and maintained in accordance with the requirements of Division 7 of this bylaw except:

- (1) For *Rental Apartment* uses parking shall be provided at a rate of 1.20 parking spaces per dwelling unit inclusive of visitor parking;
- (2) Bicycle parking facilities must be provided at a rate of one covered, secure stall per unit.

#### **8.54.12 Fencing**

The maximum height of fencing along the side property line (southwest property line) is 4.0m.

SCHEDULE A

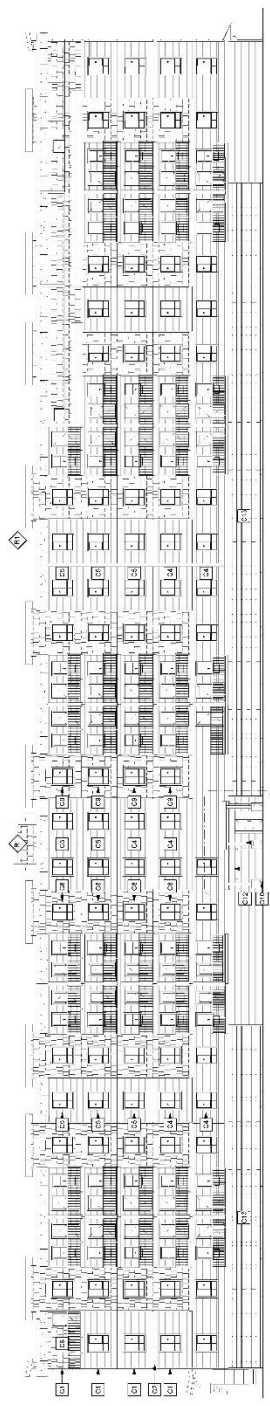




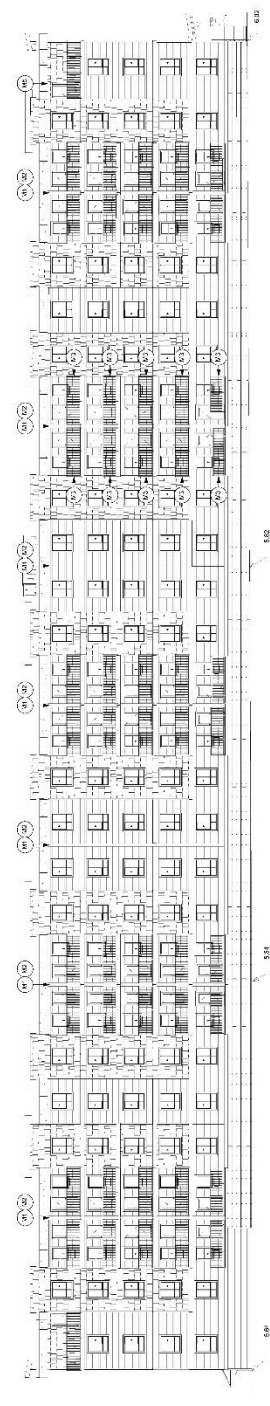




3111 WPT.



1. FRONT ELEVATION  
Scale 1:100

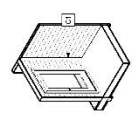


2. BACK ELEVATION  
Scale 1:100

EXTERIOR CLADDING PRODUCT			EXTERIOR METAL PRODUCT		
DESCRIPTION	COLOR	LOCATION	DESCRIPTION	COLOR	LOCATION
4" CONCRETE BOARD FINISH	ARTS WHITE	WALLS ON LEVEL 1 & 2	ALUMINUM CLADDING	BLACK	REFER TO DETAIL 04.1
12" CONCRETE BOARD FINISH	ARTS WHITE	WALLS ON LEVEL 1 & 2	ALUMINUM CLADDING	BLACK	REFER TO DETAIL 04.1
12" CONCRETE BOARD FINISH	ARTS WHITE	WALLS ON LEVEL 1 & 2	ALUMINUM CLADDING	WHITE	REFER TO DETAIL 04.1
12" CONCRETE BOARD FINISH	ARTS WHITE	WALLS ON LEVEL 1 & 2	ALUMINUM CLADDING	WHITE	REFER TO DETAIL 04.1
12" CONCRETE BOARD FINISH	ARTS WHITE	WALLS ON LEVEL 1 & 2	ALUMINUM CLADDING	WHITE	REFER TO DETAIL 04.1
12" CONCRETE BOARD FINISH	ARTS WHITE	WALLS ON LEVEL 1 & 2	ALUMINUM CLADDING	WHITE	REFER TO DETAIL 04.1
12" CONCRETE BOARD FINISH	ARTS WHITE	WALLS ON LEVEL 1 & 2	ALUMINUM CLADDING	WHITE	REFER TO DETAIL 04.1
12" CONCRETE BOARD FINISH	ARTS WHITE	WALLS ON LEVEL 1 & 2	ALUMINUM CLADDING	WHITE	REFER TO DETAIL 04.1
12" CONCRETE BOARD FINISH	ARTS WHITE	WALLS ON LEVEL 1 & 2	ALUMINUM CLADDING	WHITE	REFER TO DETAIL 04.1

EXTERIOR ROOFING PRODUCT		
DESCRIPTION	COLOR	
ROOFING SHINGLED 30 YEAR LAMINATE	BLACK	
ATTIC FLOOR VINYL		

NOTES	
1) ALL "EXCEPTION LIMITS" TO HAVE INDIVIDUAL AS U/LT	
2) ALL "EXCEPTION LIMITS" TO HAVE WORK ORDER WITH DATING OF \$10.00	



3. 30 In. Inside Corner Finishing  
Scale: 1/4" = 1'-0"



4. 30 In. Inside Corner Finishing  
Scale: 1/4" = 1'-0"

REVISIONS FOR REZONING

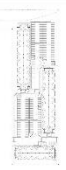
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2	ISSUED FOR PERMIT	05/05/2020
3	ISSUED FOR PERMIT	05/05/2020
4	ISSUED FOR PERMIT	05/05/2020
5	ISSUED FOR PERMIT	05/05/2020
6	ISSUED FOR PERMIT	05/05/2020
7	ISSUED FOR PERMIT	05/05/2020
8	ISSUED FOR PERMIT	05/05/2020
9	ISSUED FOR PERMIT	05/05/2020
10	ISSUED FOR PERMIT	05/05/2020

SEAL: ABLE ENO ENGINEER

THIS SET OF DRAWINGS IS THE PROPERTY OF SEYMOUR PACIFIC DEVELOPMENT LTD. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF SEYMOUR PACIFIC DEVELOPMENT LTD. THE DESIGNER ASSUMES NO LIABILITY FOR ANY DAMAGE OR LOSS OF ANY KIND, INCLUDING BUT NOT LIMITED TO, DIRECT, INDIRECT, INCIDENTAL, OR CONSEQUENTIAL DAMAGES, ARISING OUT OF OR IN CONNECTION WITH THE USE OF THESE DRAWINGS. THE DESIGNER'S LIABILITY IS LIMITED TO THE DESIGN OF THE BUILDING AND ITS STRUCTURAL ELEMENTS. THE DESIGNER DOES NOT WARRANT THE ACCURACY OF ANY INFORMATION PROVIDED HEREIN, NOR DOES THE DESIGNER WARRANT THAT THE INFORMATION IS COMPLETE, CORRECT, OR UP-TO-DATE. THE DESIGNER'S LIABILITY IS LIMITED TO THE DESIGN OF THE BUILDING AND ITS STRUCTURAL ELEMENTS. THE DESIGNER DOES NOT WARRANT THE ACCURACY OF ANY INFORMATION PROVIDED HEREIN, NOR DOES THE DESIGNER WARRANT THAT THE INFORMATION IS COMPLETE, CORRECT, OR UP-TO-DATE. THE DESIGNER'S LIABILITY IS LIMITED TO THE DESIGN OF THE BUILDING AND ITS STRUCTURAL ELEMENTS. THE DESIGNER DOES NOT WARRANT THE ACCURACY OF ANY INFORMATION PROVIDED HEREIN, NOR DOES THE DESIGNER WARRANT THAT THE INFORMATION IS COMPLETE, CORRECT, OR UP-TO-DATE.

PROJECT NAME: GLENHART VIEWS  
PROJECT NUMBER: 1  
ADDRESS: 3111 WPT. CAMPBELL RIVER, B.C.  
DRAWING TITLE: ELEVATIONS 1 OF 2 BUILDING C  
DRAWN BY: PD  
CHECKED BY: PD  
DATE: 06/04/2020  
SCALE: As Indicated  
DRAWING #: A3.5

RE ISSUED FOR REZONING



**PROJECT STATUS**  
 REISSUED FOR REZONING

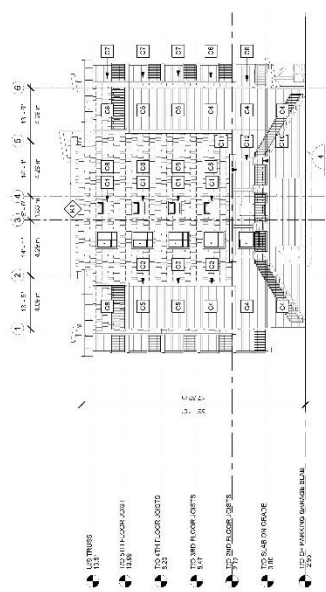
No.	Revision	Schedule	Revision Date
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B	2	10/10/2020	10/10/2020
C	3	10/10/2020	10/10/2020
D	4	10/10/2020	10/10/2020
E	5	10/10/2020	10/10/2020
F	6	10/10/2020	10/10/2020
G	7	10/10/2020	10/10/2020
H	8	10/10/2020	10/10/2020
I	9	10/10/2020	10/10/2020
J	10	10/10/2020	10/10/2020

SEAL: **ABELLA/NOV 11/2020**  
 10/10/2020 10/10/2020 10/10/2020

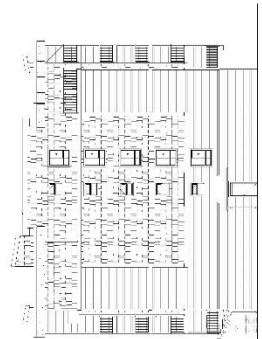
THESE CONTRACTS SHALL VERIFY ALL DIMENSIONS TO BE CONSTRUCTED TO THE DIMENSIONS SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT.

PROJECT NAME: **SEYMOUR PACIFIC**  
 PROJECT NUMBER: **100 ST ANNE STREET**  
 ADDRESS: **100 ST ANNE STREET**  
 UNOWNING TITLE: **100 ST ANNE STREET**  
 ELEVATIONS 2 OF 2 RUF DING C

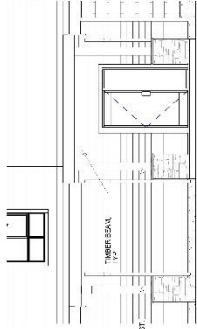
DRAWN BY: **PD**  
 CHECKED BY: **RF**  
 SCALE: **As Indicated**  
 DRAWING # **A3.6**  
 REV # **J**



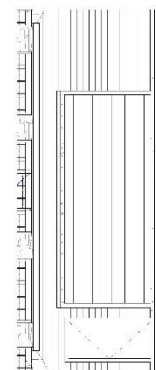
1 LEFT ELEVATION  
 Scale: 1:150



2 RIGHT ELEVATION  
 Scale: 1:150



3 FRONT ENTRY ELEVATION  
 Scale: 1:40



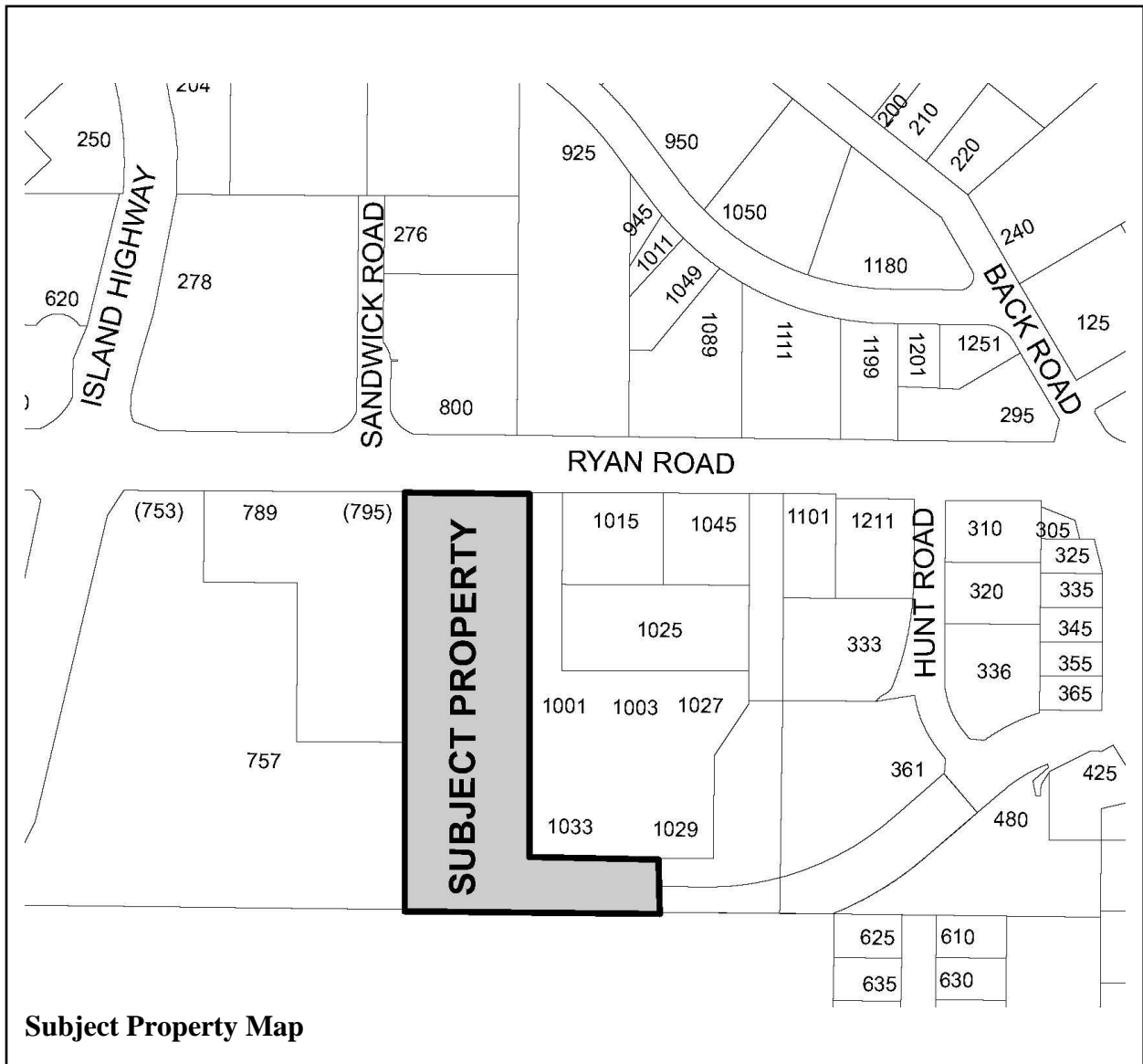
4 SIDE ENTRY ELEVATION  
 Scale: 1:40

DESCRIPTION	COLOR	LOCATION
1. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
2. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
3. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
4. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
5. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
6. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
7. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
8. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
9. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
10. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE

DESCRIPTION	COLOR	LOCATION
1. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
2. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
3. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
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9. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
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DESCRIPTION	COLOR	LOCATION
1. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
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8. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
9. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE
10. CONCRETE BOARD TRIM	ANTIC WHITE	ANTIC WHITE

## Attachment B





THE CORPORATION OF THE CITY OF COURTENAY

## STAFF REPORT

**To:** Council

**File No.:** 6480-20-2101 & 3360-20-2101

**From:** Chief Administrative Officer

**Date:** September 27, 2021

**Subject:** OCP Amendment Bylaw No. 3028 and Zoning Amendment Bylaw No. 3029 – 1679 McPhee Avenue

### PURPOSE:

The purpose of this report is for Council to consider an Official Community Plan and Zoning Bylaw amendment application to change the land use designation and rezone the property legally described as Lot 5, Section 41, Comox District, Plan 13075, Except Part in Plan VIP68431. The proposed amendments will 1) Redesignate the subject property from "Industrial" to "Multi Residential", 2) create a new CD-34 Zone, and 3) rezone the subject property from I-2 to CD-34.

### CAO RECOMMENDATIONS:

That based on the September 27, 2021 staff report, "OCP Amendment Bylaw No. 3028 and Zoning Amendment Bylaw No. 3029 – 1679 McPhee Avenue" Council approve OPTION 1 and complete the following steps:

1. That Council give First and Second Reading of "OCP Amendment Bylaw No. 3028" to designate the subject property as "Multi Residential";
2. That Council give First and Second Reading of "Zoning Amendment Bylaw No. 3029" to create a new CD-34 Zone and rezone the subject property to CD-34; and
3. That Council direct staff to schedule and advertise a statutory Public Hearing with respect to the above referenced bylaws.

Respectfully submitted,

Geoff Garbutt, M.Pl., MCIP, RPP  
Chief Administrative Officer

### BACKGROUND:

The subject property is 1200 m<sup>2</sup> (0.30 ac.) in area and currently developed as a parking lot used by the neighbouring Wachiay Friendship Centre (WFC) Society, located at the intersection of 17<sup>th</sup> Street and McPhee Avenue. Other nearby land uses include an adjacent convenience store, single-family homes including the 40 Houses historic neighbourhood across 17<sup>th</sup> Street, a church across McPhee Avenue, townhouses, bus yards, the E & N rail corridor Rotary Trail and Courtenay Elementary School.



**Figure 1: Subject Property and Context**

The Official Community Plan (OCP) designates the subject property as “Industrial” (**Figure 3** below). The current I-2 zone reflects the land use designation and intended for light industrial and business land uses.

The applicant proposes to amend the OCP and zoning bylaw to facilitate the construction of a 5-storey apartment building comprising 40 bachelor and one-bedroom residential units and a community space for residents. Units are to be affordable and intended primarily for seniors, with priority going to Indigenous applicants. Some parking will remain onsite and additional parking will be available at the neighbouring WFC property and the church across the street through access agreements.

A comprehensive development zone (CD zone) is proposed because no existing zone specified in Zoning Bylaw No. 2500, 2007 would permit the type of development proposed without numerous subsequent variances; a CD zone is proposed to streamline the development approval process while still giving Council, staff and the general public appropriate opportunity to consider the proposal. The applicant’s proposal is summarized in **Schedule No. 2**. **Schedules No. 1, 4 and 5** show architectural and landscape drawings that may be subject to refinement during subsequent development permit processing should this OCP and Zoning Bylaw amendment application be successful.



**Figure 2: Proposal as seen from 17<sup>th</sup> Street, McPhee Avenue and their intersection**

### Zoning Review

The proposed development requires zoning bylaw amendments as the current I-2 does not permit this scale of multi-unit development. **Table 1** below shows proposed building and landscape attributes alongside requirements for the existing I-2 zone and the common high-density multi-unit residential R-4A zone. Parking requirements and front and rear setbacks are significantly reduced, and the Floor Area Ratio is notably higher than R-4A permits. The 17<sup>th</sup> St. building face has all floors but the ground floor recessed to what would comply with R-4A. Landscape buffers are narrower than required by I-2 or R-4A and usable open space is limited and intermixed with landscape buffers contrary to zoning interpretation precedent, but the available unbuilt land is thoughtfully appointed (see **Schedule No. 5** landscape drawings). The proposed CD zone is attached as **Schedule No. 1**.

Table 1: Zoning Comparison

	Current I-2 Zone	Proposal	R-4A
Permitted Uses	Variety of light industrial and business uses	multi residential	Multi-units type land uses
Max. Lot Coverage	60%	52%	Not Applicable
Max. FAR	N/A	<b>2.01</b>	Apartments – 1.33
Min. Lot Size	1250 m <sup>2</sup>	<b>1200 m<sup>2</sup></b>	1250 m <sup>2</sup>
Min. Lot Frontage	20.0 m	~30 m	30.0 m
Front Setback	7.5 m	<b>3.8 m*</b>	6.0 m
Rear Setback	4.5 m	<b>2.1 m</b>	6.0 m
Side Setback / Flanking Street	0 m / 7.5 m	Interior side 5.9 m / <b>17th Street 3.4 m ground floor; 5.1 m upper floors*</b>	3.0 m / 4.5 m 4 <sup>th</sup> storey or flanking street / 6.0 m back of building on side street
Building Height	15.0 m	<b>15.8 m to roof parapet; 17.4 m to elevator top</b>	14.0 m for apartment
Useable Open Space (UOS)	20.0 m <sup>2</sup> / Dwelling Unit	<b>&lt;12.2 m<sup>2</sup> per unit**</b>	20.0 m <sup>2</sup> per unit for apartment
Min. Landscape Buffer Width / Flanking Street	3.0 m / 6.0 m	<b>Interior varies / 1.0 m width 17<sup>th</sup> St; 3.0 m McPhee Ave</b>	3.0 m height and width interior / 4.5 m width street
Min. Screening Height Loading, Refuse	2.0 m	N/A	N/A
Min. Parking Spaces Per Residential Unit (Section 7)	1.5	<b>10 for 40 units (0.25) + offsite access</b>	1.5
Min. Parking Space Width; Length (Section 7)	2.75 m; 5.5 m	<b>2.74 m; 5.5 m</b>	2.75 m; 5.5 m
Min. Extra Space Against Wall (Section 7)	0.6 m	0.6 m	0.6 m
Max. Small Car Proportion (Section 7)	10%	0%	10%

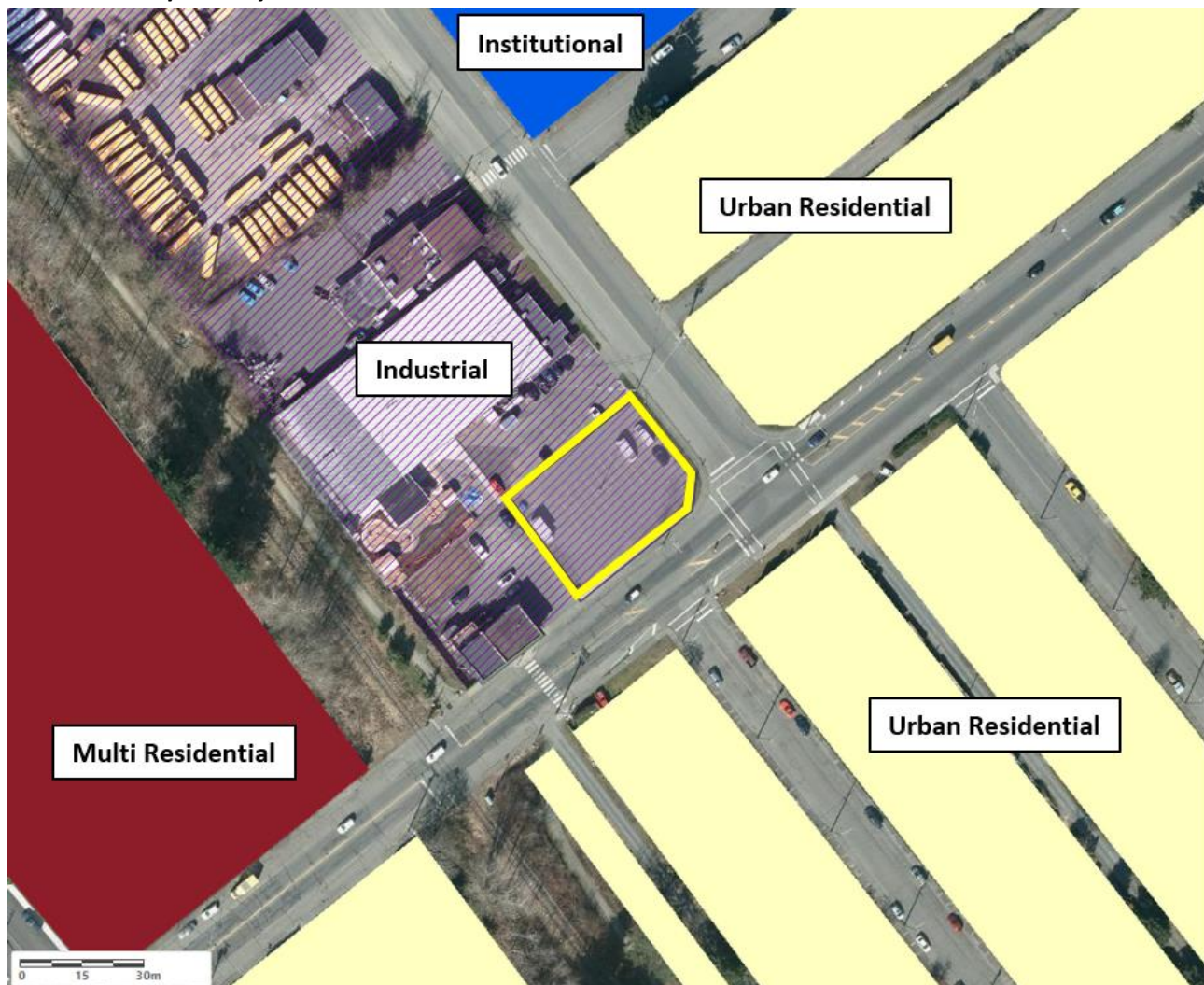
\*2.4 m to front canopy, 2.2 m to 17<sup>th</sup> St. side 1<sup>st</sup> floor canopy, 4.2 m to 17<sup>th</sup> St. roof

\*\* Indoor and outdoor amenity space detailed below, including indoor community space, private patios for ground units, and access to green areas and sitting areas, totaling ~12.2 m<sup>2</sup> but in significant part within landscape buffer not normally counted toward useable open space; plus WFC Urban Garden access

### DISCUSSION:

The Comox Valley Regional Growth Strategy (RGS) is the guiding document for changes to the City's OCP land use designations. The RGS supports directing the vast majority of the region's growth to Core Settlement areas which include the City of Courtenay. The strategy continues by supporting infill and intensification of existing areas over development in fringe areas or outside of the Core Settlement Centres. In turn, the proposed Multi Residential designation supports all forms of multi-unit housing at a variety of densities and layouts which is ultimately shaped by the context of the specific proposal.

### Land Use Compatibility



**Figure 3: OCP Land Use Designations**

The subject property is situated near a mix of land uses as shown in **Figure 3**. As mentioned above, adjacent are Industrial-designated Wachiay Friendship Centre (WFC) Society and E & B Market convenience store. Across both streets are Urban Residential-designated properties including Faith Lutheran Church across McPhee Avenue and the 40 Houses historic neighbourhood of single detached houses across 17<sup>th</sup> Street. Within 100 m along McPhee Avenue are other Industrial properties housing Shaw Communications and First Student's school bus yard, as well as the Institutional Courtenay Elementary School. Several Multi Residential properties are located on Piercy Avenue across the Rotary Trail along 17<sup>th</sup> Street including townhouses within 100 m.

The adjacent WFC is an important resource for many intended residents, some of whom may have mobility challenges such as seniors or low-income individuals. The Draft OCP shows this as a growth node and neighbourhood hub area suiting development focus, with a large section of McPhee shifting from Industrial to a mixed-use designation.

The current OCP encourages the designation of multi residential housing in a variety of locations to avoid large concentrations of the same type of housing in one area and to help provide more diversity within neighbourhoods. While recognizing that sensitivity to nearby single detached housing and school use is needed, this proposal contributes to the evolving land use pattern in the area and is a good candidate for intensification given its location, connections and use of existing infrastructure as well as the overall need to integrate a diversity of different forms of housing – especially affordable housing – into neighbourhoods throughout the City.

### ***Location and Connectivity***

In addition to the adjacent WFC and convenience store, grocery, restaurants, banking, pharmacy and other businesses are located within 800 m, as are several parks, and a #8-Downtown bus stop is within 300 m. Downtown and Driftwood Mall goods and services are within 1.5 km, a 15-20-minute walk. A buffered separated bicycle lane is planned for 17th Street between Willemar and Fitzgerald Avenues in the short term funded through federal and provincial grant money. Currently only four bicycle parking spaces are identified on the landscape plan but this will be reviewed as part of the subsequent development permit.

A transportation impact assessment by Bunt & Associates (June 25th, 2021, ***Schedule No. 8***) shows negligible impact on vehicle volumes in any direction on the McPhee Avenue / 17th Street. It also notes that trip generation modelling used is based on Institute of Transportation Engineers available data for market-priced mid-rise multi-family residential developments located largely in suburban locations with minimal walking, cycling or transit, and that actual impact would likely be less for affordable units with less expected resident vehicle ownership.

Parking provision for this project is detailed in the attached parking study by M'akola Development Services submitted August 25th 2021 (***Schedule No. 7***) and summarized below in ***Table 2***. The proposed building would be sited on an existing parking lot that is currently used by the neighbouring Wachiay Friendship Centre (WFC) to supplement its 20-stall lot. As such, the study examined the overall parking demand of both sites.

According to the applicant's study of parking usage at comparable residential developments, well-located single-occupant, affordable seniors rental housing produces parking demand far below zoning requirements. The study concludes that the proposed 0.25 spaces per unit is sufficient for the proposed project. The future tenants or visitors would also have access to the WFC lot after-hours. However, as a result of this development, the WFC would be deficient by nine stalls. To address this, the applicant has secured an agreement with the church across the street to use ten spaces during construction and is working to secure a similar agreement with this or another property for post-construction parking.

Table 2: Required and Proposed Parking (1625 + 1679 McPhee Ave.)

Use	Zoning Bylaw Requirement	1625 + 1679 McPhee Ave. Requirement per Zoning	Expected Usage	Proposed On-site
Community Service	1 stall per 37.5m <sup>2</sup>	42 stalls for 1570m <sup>2</sup>	24 stalls	20 stalls
Daycare	1 stall per employee	5 stalls for 5 employees	5 stalls	
Residential	1.5 stalls per dwelling unit	60 stalls for 40 units	10 stalls	10 stalls
<b>Total</b>		<b>107 stalls</b>	<b>39 stalls</b>	<b>30 stalls</b>

***Use of Existing Infrastructure***

The development will benefit from the use of existing City infrastructure. Full water and sanitary models have been completed and show that the development will not trigger capacity issues nor require system upgrades. The development also benefits from the established roadway and drainage network.

***Housing Diversity and Affordable Housing***

The area already benefits from a healthy mix of housing types and tenures. The OCP encourages a mix of housing and specifically encourages affordable and social housing to be integrated throughout the City. Housing diversity has numerous benefits including allowing residents to remain in their neighbourhoods or communities, moving into unit types and sizes that meet their needs through different phases of life. This affordable housing project is intended primarily for Indigenous singles, especially Elders, who may have strong cultural connections that proximity to the WFC can help maintain.

The City's Affordable Housing Policy advocates comprehensive development zoning to increase densities for affordable housing and encourage compact community, and supports increased densities near major destinations which the WFC may be for intended residents. This project has submitted a proposal for BC Housing's Community Housing Fund (CHF), and has been approved to proceed with this application. The CHF framework prescribes a range of affordability rates, including Deep Subsidy (20%), Rent-Geared-to-Income (RGI - 50%), and Affordable Market Rental units (30%). The final rental structures will be determined by the proponents final agreement with BC Housing.

This project has been identified in the Comox Valley Coalition to End Homelessness' 2021 Housing Plan with the goal to "build 24-40 studio and 1-bedroom units with some support for Elders" and per the Housing Plan has significant potential funding from BC Housing and the CVRD. The project has already been awarded Pre Development Funding from BC Housing's Community Housing Fund as well as CMHC seed funding and funding from CVRD Homelessness Support Service and the Federation of Canadian Municipalities Green Municipal Fund. The applicant might additionally pursue CMHC Co-Investment funding. The bulk of funding, however, will require BC Housing Final Project Approval, for which the Wachiay Friendship Centre must enter an operating agreement with BC Housing that secures the rental structure for 60 years. A Land Title Act Section 219 Covenant and Option to Purchase will also be registered on title in favour of BC Housing, designating the building use as affordable housing. Consequently, there is no need for the City to secure units as affordable units through a housing agreement.

***Site and Building Design***

The site is slightly smaller than the minimum size for both the existing I-2 zone and the highest-density regular multi-residential zone, R-4A. In order to accommodate all 40 small units mentioned in the 2021 Housing Plan, as well as a shared amenity room, the building is five storeys and covers just over half the lot. It is sited and configured to maintain parking where possible beside and underneath, with reduced setbacks proposed for the front, rear and 17<sup>th</sup> Street side (**Figure 4**).

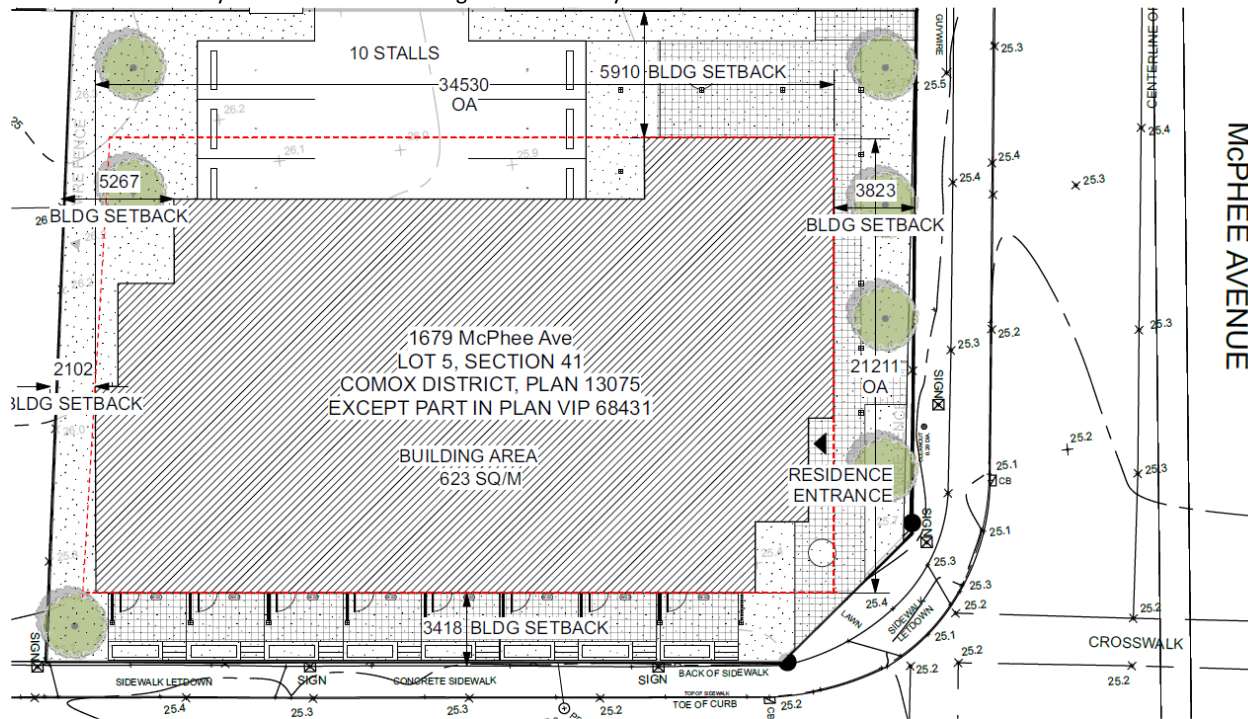
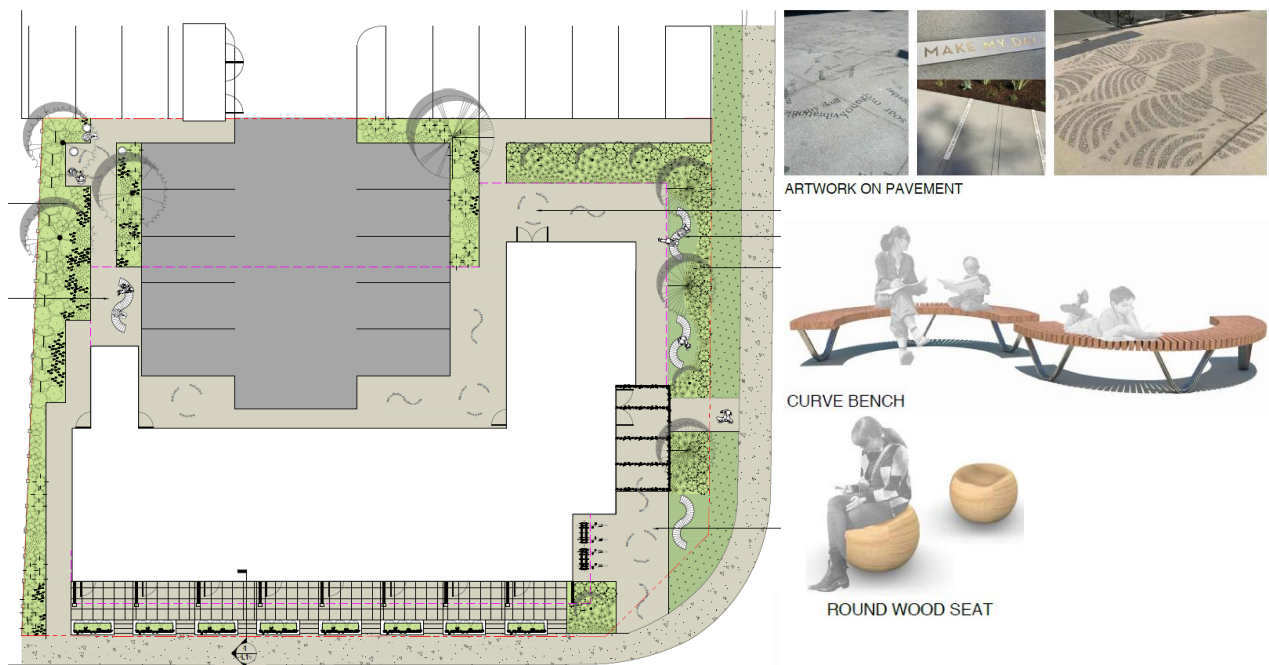
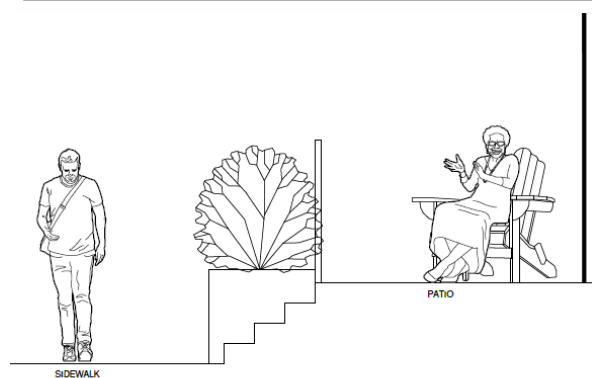


Figure 4: Site Plan

The ground-floor units face and are entered from the 17<sup>th</sup> Avenue side, with private patios one metre from the sidewalk elevated and separated by shrubbery and slated fencing, separated from each other by perforated privacy screens (**Figure 5**). This is a more intimate public/private space relationship than commonly seen in the City, but physical separation elements help delineate the space. Other units share common hallways to front (McPhee Avenue) and rear entrances.





1 17th STREET FRONTAGE SECTION

Figure 5: Landscape plan details



PERFORATED PRIVACY SCREEN

The building's height does not shadow any of the nearby homes (see Shadow Study, **Schedule No. 4**). Stepped setbacks on the 17<sup>th</sup> Street face, the recessed south corner, and variation in complementary cladding colours and textures help de-emphasize the building's scale. Proposed finish materials are attractive and include cementitious board with wood batten and timber frame elements, as well as Indigenous art. Per the Sustainability Evaluation Checklist (**Schedule No. 5**), the development is targeting Step 4 of the BC Building Code, exceeding the City's current requirement of Step 2.

### Other Related Regulations

#### Local Government Act – s.477 (3)

The proposed OCP amendment has been reviewed in relation to the City's Financial Plan and the Regional Waste Management Plan. Staff have found the bylaw to be complementary to these plans.

#### Form and Character Development Permit

Multi-residential development is subject to form and character development permitting.

### FINANCIAL IMPLICATIONS:

There are no direct financial implications related to the processing of this OCP and zoning bylaw amendment application as the fees are designed to offset the administrative costs.

The development will also be subject to City and Regional District development cost charges which will be determined at time of Building Permit dependent on final building design.

### ADMINISTRATIVE IMPLICATIONS:

Processing zoning bylaw amendments is a statutory component of the corporate work plan. Staff has spent 80 hours processing and reviewing this application. Should the proposed bylaws receive First and Second Readings, staff will spend an additional 5 hours in preparation for the public hearing, final reading of the bylaw, and updating the bylaws and maps.

### ASSET MANAGEMENT IMPLICATIONS:

Any servicing and/or offsite improvements required to comply with the standards contained in Subdivision and Development Servicing Bylaw No. 2919 will be evaluated at time of building permit application. Following a condition assessment, infrastructure may be required to be altered/modified/replaced to meet these standards, at the cost of the applicant. The developer will be required to contribute to intersection improvements up to the centerlines of McPhee Ave. and 17<sup>th</sup> St. as part of the "Parking Protected Bike Lanes with Curb Extension Improvements" City project that will extend along 17<sup>th</sup> St. to Fitzgerald Ave. The developer will also replace any existing damaged sidewalks and/or curb-gutter on remaining frontage, upgrade street lighting if it is insufficient for the road classification, and provide a deposit for street trees.

**2019 – 2022 STRATEGIC PRIORITIES REFERENCE:**

- Communicate appropriately with our community in all decisions we make
- ▲ Support actions to address Climate Change mitigation and adaptation
- ▲ Identify and support opportunities for lower cost housing and advocate for senior government support
- ▲ Encourage and support housing diversity

**OFFICIAL COMMUNITY PLAN REFERENCE:****Official Community Plan****3.1 Growth Management:****3.1.2 Goals**

1. provide for managed growth
2. ensure equitable taxation for services provided and received
3. support efficient infrastructure development
4. protect environmentally sensitive areas
5. support sustainable development practices

**4.4 Residential:****4.4.2 Goals**

1. Optimize the use of existing lands in the City with a long term consideration to expand boundaries and protect adjoining lands from further development to meet the future needs of the City.
2. To encourage multi residential development in the Downtown area of the City, and in areas identified through the Local Area Planning process.
3. Support the development of housing options for seniors.
4. Ensure the provision and integration of special needs and affordable housing.
5. Encourage housing opportunities and convenient community services for individuals having special housing requirements.
6. Ensure new housing projects introduce innovative and creative design and streetscapes.
7. Preserve the integrity and character if existing residential areas with any redevelopment proposal.
8. Ensure all new development includes the provision of amenities including buffer areas along major roads, neighbouring parks, sidewalks and trails, and public facilities.

**4.4.3 Policies**

1. balance land uses to create a vibrant and diverse neighbourhood and community;
2. create neighbourhoods that will offer a variety of transportation choices;
3. preserve and enhance open spaces, greenways and environmentally sensitive areas;
4. encourage green buildings and infrastructure; and
5. lead in creating inclusive neighbourhoods for housing.

**Densities**

5. City supports the designation of multi residential housing in a variety of locations to avoid large concentrations of the same type of housing in one area and to help provide more diversity within neighbourhoods. In this regard,
  - a) multi residential development shall be limited in scale and size outside of the downtown area
  - b) have sufficient amenity space for the recreational needs of the development, access to schools, parks, walkways, transit and complementary commercial/service uses, adequate buffers areas from major roads and adjacent land uses
  - c) priorities for multi-residential development will be:
    - high – downtown area including along riverfront

- medium – intensification of existing sites
- low – peripheral expansion subject to Local Area Plan

## **10.0 Planning for Climate Change:**

### **10.3 Objective 1 Policies:**

- 1: The City will encourage and support initiatives that reduce the number of passenger vehicle trips throughout the community.
- 4: The City will reduce the ratio of parking for new developments within its jurisdiction.

### **Objective 2 Policies:**

- 3: To encourage incremental infill development in core and suburban settlement areas, the City will: a) Encourage compact developments within 400 m of service corridors

## **REGIONAL GROWTH STRATEGY REFERENCE:**

The development proposal is consistent with the RGS Housing Goal to “ensure a diversity of affordable housing options to meet evolving regional demographics and needs” and most of the relevant objectives’ supporting policies which include:

### **Objective 1-A: Locate housing close to existing services;**

1A-1 Based on RGS growth management strategy locate housing close to existing services and direct 90 percent of new, residential development to Core Settlement Areas.

1A-2 The focus of higher density and intensive developments shall be within existing Municipal Areas. Within the Municipal Areas densification and intensification of development is required including infill and redevelopment.

1A-4 Within Settlement Nodes densification and intensification of development is required however it will be less intensive than in Municipal Areas. These nodes are to be developed with centres that are walkable and limited to local services with a range of housing types focusing on low density multi residential and medium density.

### **Objective 1-B: Increase affordable housing options;**

1B-2 Encourage residential multi-unit or multi-lot developments to contribute to affordable housing options including, but not limited to a range of unit sizes and types, lot sizes, multifamily or attached-unit buildings, rental units, and secondary suites. These contributions could take the form of land, cash buildings or other such items as supported by the local governments.

### **Objective 1-C: Develop and maintain a diverse, flexible housing stock;**

1C-1 Provide a diversity of housing types in the Municipal Areas using the following housing type targets for new developments by 2030: These targets are for all Municipal Areas in aggregate.

- 40% Low Density Single unit residential, town homes, semi-detached, secondary suites, 4-24 units per hectare
- 30% Medium Density Low-rise multi-unit up to four storeys, 24-74 units per hectare
- 30% High Density Over four storey multi-units minimum, 74 units per hectare

1C-5 Encourage multi-family housing, and small-lot housing in the Core Settlement Areas wherever it can be supported by regular transit and infrastructure services.

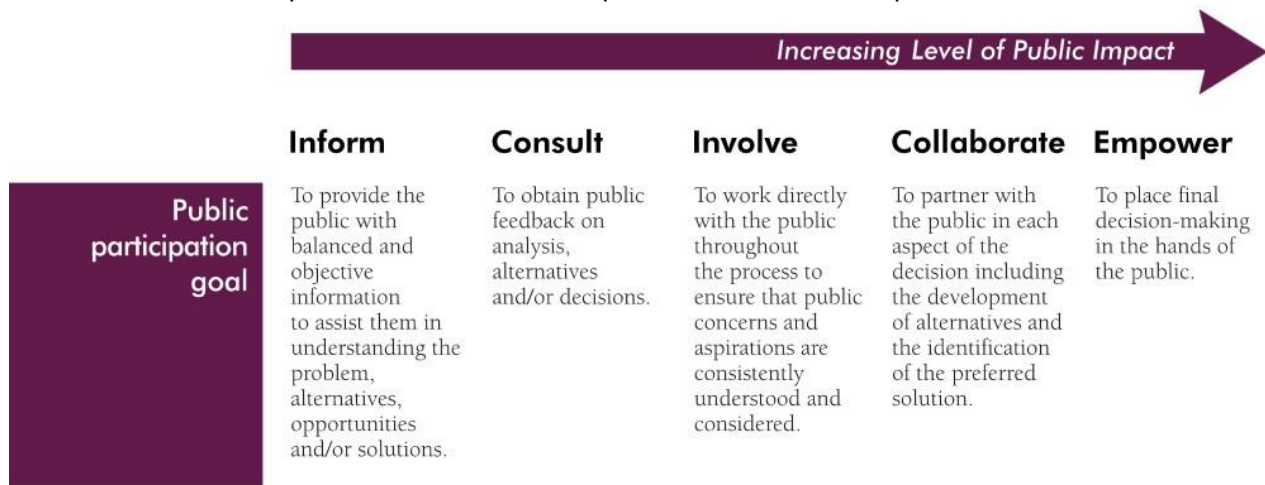
### **Objective 1-D: Minimize the public costs of housing;**

1D-1 Direct the majority of new housing to areas that are or will be serviced through publicly owned water and sewer systems.

1D-2 Direct new housing away from high risk natural hazard areas such as flood plains, areas exposed to sea-level rise, fire hazard areas, and steep unusable slopes.

**CITIZEN/PUBLIC ENGAGEMENT:**

Staff will “**Consult**” the public based on the IAP2 Spectrum of Public Participation:



Should OCP Amendment Bylaw No. 3028 and Zoning Amendment Bylaw No. 3029 receive First and Second Readings, a statutory public hearing will be held to obtain public feedback in accordance with the *Local Government Act*.

The applicant mailed out a public information package on March 17<sup>th</sup> and 18<sup>th</sup>, 2021 to property owners and occupiers within 100 m of the subject property, and held a community engagement event on July 13<sup>th</sup>, 2021 from 6pm-8pm on the subject site. Summaries of both included in **Schedule No. 3**, along with public comments and applicant responses.

**OPTIONS:****OPTION 1: (Recommended)**

That based on the September 20, 2021 staff report, “OCP Amendment Bylaw No. 3028 and Zoning Amendment Bylaw No. 3029 – 1679 McPhee Avenue” Council approve OPTION 1 and complete the following steps:

1. That Council give First and Second Reading of “OCP Amendment Bylaw No. 3028” to designate the subject property as “Multi Residential”;
2. That Council give First and Second Reading of “Zoning Amendment Bylaw No. 3029” to create a new CD-34 Zone and rezone the subject property to CD-34; and
3. That Council direct staff to schedule and advertise a statutory Public Hearing with respect to the above referenced bylaws.

**OPTION 2:** That Council postpone consideration of OCP Amendment Bylaw No. 3028 and Zoning Amendment Bylaw No. 3029 with a request for more information.

**OPTION 3:** That Council not proceed with OCP Amendment Bylaw No. 3028 and Zoning Amendment Bylaw No. 3029.

Prepared by:



Mike Grimsrud,  
Planner II

Reviewed by:



Matthew Fitzgerald, RPP, MCIP  
Manager of Development Planning

Concurrence by:



Ian Buck, RPP, MCIP  
Director of Development Services

Concurrence by:

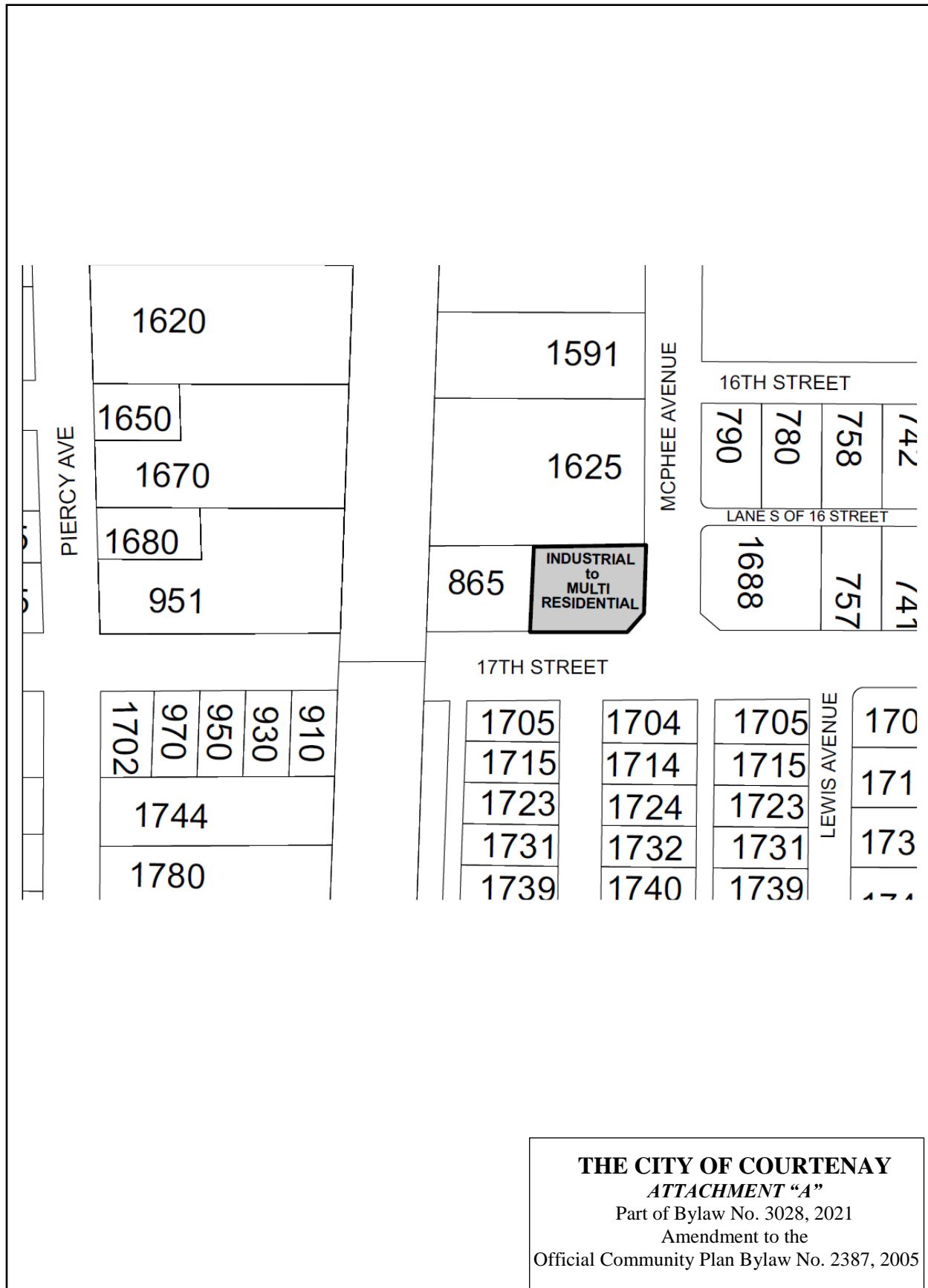


Geoff Garbutt, M.Pl., MCIP, RPP  
Chief Administrative Officer

**Attachments:**

- Schedule No. 1: Draft OCP Amendment Bylaw No. 3028 and Zoning Amendment Bylaw No. 3029
- Schedule No. 2: Applicant's Written Project Description
- Schedule No. 3: Alternative Public Information Mailout and Meeting Summary
- Schedule No. 4: Supplementary Architectural Drawings
- Schedule No. 5: Landscape Plan
- Schedule No. 6: Sustainability Evaluation Compliance Checklist
- Schedule No. 7: Parking Study
- Schedule No. 8: Transportation Impact Assessment

Corporate Officer



Tallina McRae, Development Services Officer  
Ministry of Transportation and Infrastructure  
Vancouver Island District

## Attachment A

### Part 61 - Comprehensive Development Thirty Four Zone (CD-34) (1679 McPhee Ave.)

#### 8.61.1 Intent

The CD-34 Zone is intended to accommodate an affordable housing multi residential development on the property legally described as Lot 5, Section 41, Comox District, Plan 13075, Except Part in Plan VIP68431. This property shall be developed substantially in accordance with Schedule A which forms part of this zone

#### 8.61.2 Permitted Uses

The following uses are permitted and all other uses are prohibited except as otherwise noted in this bylaw:

(1) *Multi Residential*

#### 8.61.3 Lot Coverage

A *lot* shall not be covered by buildings to a greater extent than 55% of the total *lot area*

#### 8.61.4 Floor Area Ratio

The maximum *floor area ratio* shall not exceed 2.1

#### 8.61.5 Minimum Lot Size

A *lot* shall have an area of not less than 1200 m<sup>2</sup>

#### 8.61.6 Setbacks

Except where otherwise specified in this bylaw the following minimum *building setbacks* shall apply:

- (1) *Front Yard*: 4.0 m; canopy may project 2.0 m into setback
- (2) *Rear Yard*: 2.0 m
- (3) *Side Yard (NW)*: 5.5 m
- (4) *Side Yard (SE)*: 3.0 m ground floor; canopy may project 1.3 m into setback  
5.0 m all other floors; roof may project 1.0 m into setback

#### 8.61.7 Height of Building

Maximum *building height* shall be 17.5 m.

### **8.61.8 Useable Open Space**

*Useable open space* must be provided and include at minimum:

- (1) Internal pathways with furnished rest areas
- (2) 40 m<sup>2</sup> indoor amenity area
- (3) Patios for ground floor residents

### **8.61.9 Off-Street Parking and Loading**

Off-street parking shall be provided and maintained in accordance with the requirements of Division 7 of this bylaw except:

- (1) Parking shall be provided at a rate of 0.25 *parking spaces* per *dwelling unit* inclusive of visitor parking
- (2) Minimum parking stall dimensions are 2.7 m in width for standard stalls

**Schedule A**

Note: Please refer to full size drawings in file 6480-20-2101 / 3360-20-2101





MATERIAL BOARD



- Material Legend**
- ① Contrasting wood batten
  - ② 4" board and batten, cementitious wood panel
  - ③ Charcoal Vinyl window
  - ④ cementitious board - smooth finish - Color Charcoal
  - ⑤ Wood trim/batten Elements
  - ⑥ 4" metal panel - wood print



4 NORTH ELEVATION  
Scale: 1/32"



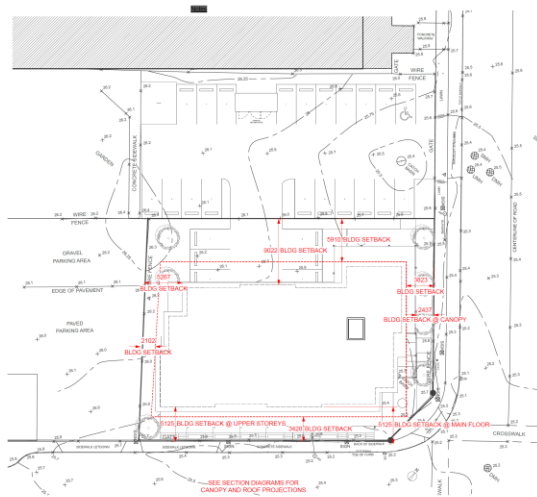
3 SOUTH ELEVATION  
Scale: 1/32"



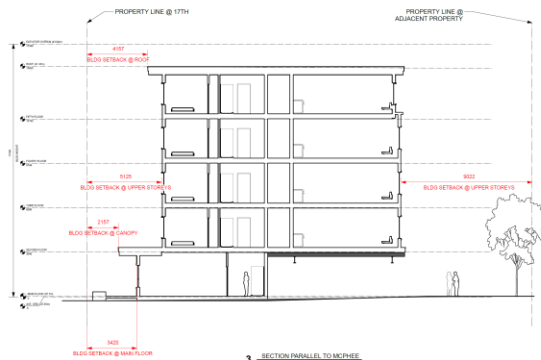
1 EAST ELEVATION  
Scale: 1/32"



2 WEST ELEVATION  
Scale: 1/32"



4 SETBACKS  
Scale: 1/32"



3 SECTION PARALLEL TO MCPHEE  
Scale: 1/32"



1 SECTION PARALLEL TO 177TH  
Scale: 1/32"



WACHIAI  
Affordable  
Housing Project

1679 McPhee Ave.  
Courtenay, BC



Issued for 2021/09/21

1679 McPhee Ave.  
Courtenay, BC

ELEVATIONS

A2.01



WACHIAI  
Affordable  
Housing Project

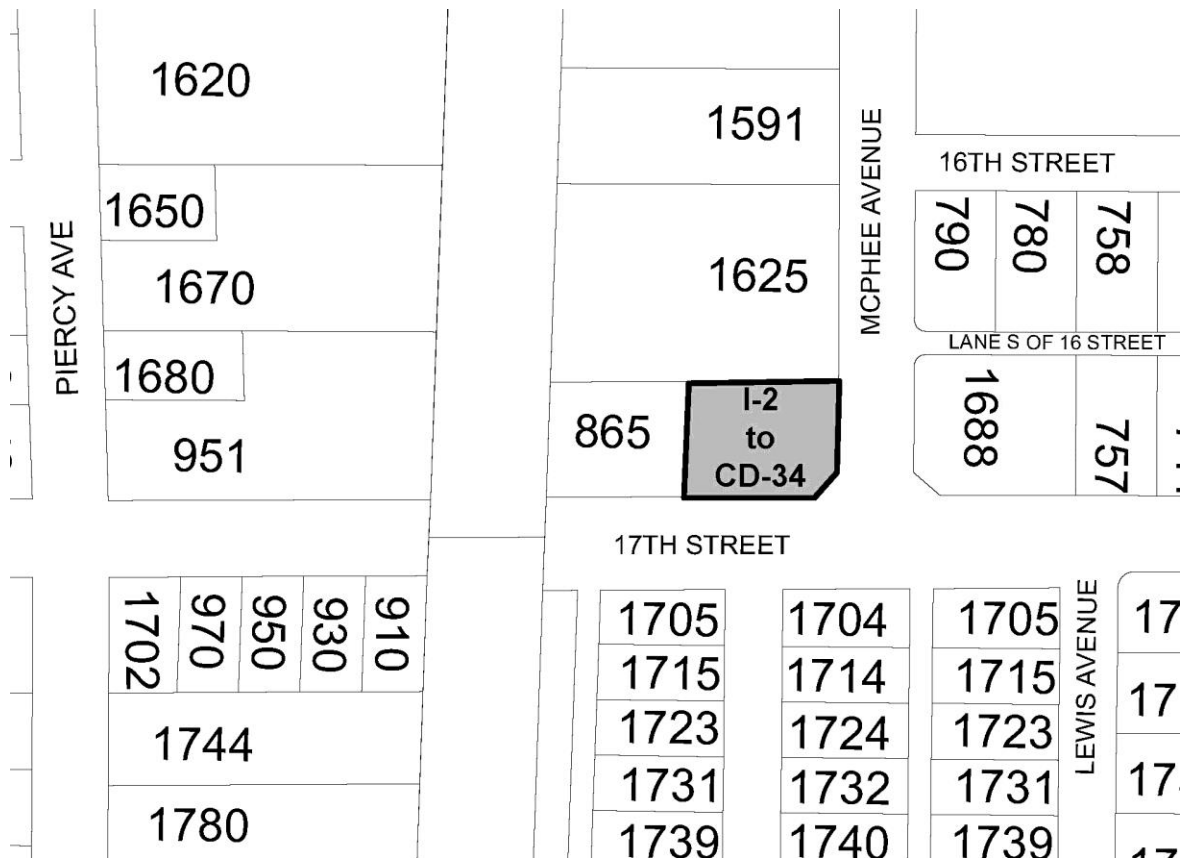
1679 McPhee Ave.  
Courtenay, BC



Issued for 2021/09/21

SETBACK DIAGRAM

SK1.2

**THE CITY OF COURTENAY****ATTACHMENT "B"**

Part of Bylaw No. 3029, 2021

Amendment to the

Zoning Bylaw No. 2500, 2007

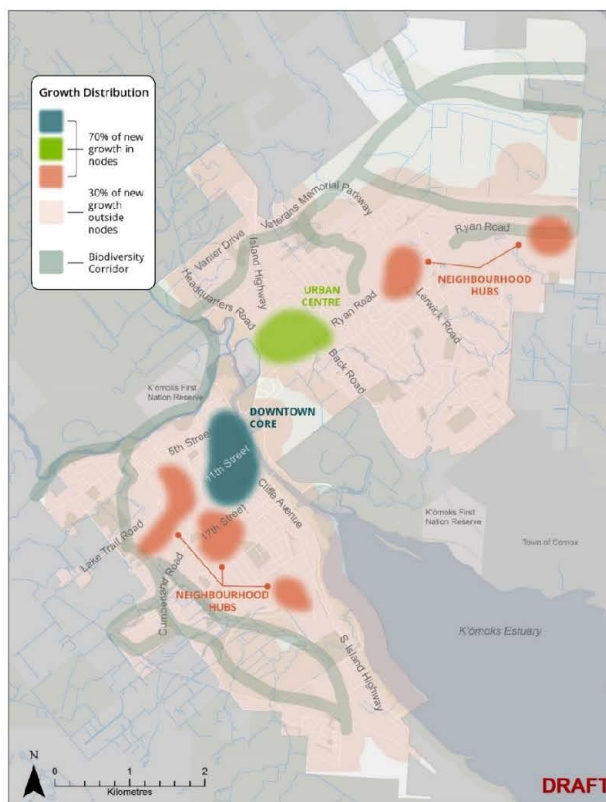
## Schedule No. 2: Project Description

## WACHIAY REZONING SUBMISSION: WRITTEN STATEMENTS

## AFFORDABLE HOUSING POLICY CONFORMANCE

The site is currently zoned Industrial Two (I-2) and designated for industrial use in the existing Official Community Plan (Bylaw No. 2387, 2005). On advice of Planning staff, the project is pursuing a Comprehensive Development zone. The City of Courtenay is in the process of revising their Official Community Plan (OCP) and the project team believe that the revised OCP supports the vision for affordable housing on the site. The City of Courtenay's Draft OCP Land Use Growth Map signals support for re-development of the site, which is designated as a growth node and neighbourhood hub where the City would prioritize re-development<sup>1</sup>. The site is also intended for future bike lanes along 17<sup>th</sup> Street, so the design takes advantage of this proposed change.

Draft City of Courtenay OCP Draft Land Use Growth Map



In addition, the draft OCP Vision and Goals (August 2020) include “Housing Choices For All” as a primary goal for the OCP and states that *“Courtenay will enable housing choices in all neighbourhoods of the city*

*in which all residents have access to homes that are affordable, healthy, green, and appropriate for diverse needs, life stages and aspirations”.*<sup>11</sup> This project will directly contribute achieving the goal of providing Housing Choices For All. The proposed development is also supported by the following policies in the City of Courtenay’s existing Affordable Housing Policy (2007):

**Policy 2.1:** *Density housing and/or comprehensive development zoning be used to increase densities which provides an opportunity to negotiate public amenities including affordable housing. It can also encourage a variety of housing types and more compact community.*

**Policy 2.4:** *Continued support for mixed use developments and increase in densities near or adjacent to major destinations in the City.*

**Policy 2.8:** *Reducing application and permit fees by 50% for an affordable housing project subject to an agreement with the City or agency approved by the City.*

In addition to these City policies, the proposed development is identified as an action in the Comox Valley Coalition to End Homelessness’ 5-Year Plan 2019-2024 (2020). The Comox Valley Coalition to End Homelessness is made up of twenty-five member agencies that deliver a range of social support services in the Comox Valley. The Coalition works as a collective to plan, coordinate, recommend and implement community responses to homelessness. The proposed development is included as an action under Strategy #1: Create Additional Housing and Necessary Supports.

Both the City of Courtenay and the Comox Valley Regional District (CVRD) serve as advisory members to the Coalition. The CVRD has demonstrated support for the Coalition through the adoption of the Comox Valley Homelessness Supports Service Establishment Bylaw No. 389, 2015 (CVRD HSS). This bylaw allows the CVRD to use property tax revenues to provide funding to non-profit organizations that work to address homelessness. This bylaw demonstrates a strong level of support for addressing homelessness in the Comox Valley and provides a sustainable source of funding for local non-profit organizations whose core functions and are to address homelessness. This project was successful in receiving funding through the CVRD HSS in 2020 and has been recommended for funding for 2021.

The CVRD’s 2018 Regional Growth Strategy (RGS) also includes a focus on affordable housing: Goal #1 in the RGS is to “*ensure a diversity of housing options to meet evolving demographics and needs*”. The proposed development helps achieve this goal as well as the following objectives in the RGS:

- **Objective 1-A: Locate housing close to existing services:** The proposed development is located within walking distance to various commercial services and is next door to the WFC where a range of social and support services are offered. The RGS designates the subject property as a “Municipal Area” where development is expected to occur through infill and more compact development compared to outlying areas.
- **Objective 1-B: Increase affordable housing options:** This development intends to include units at a range of affordability rates, including: Rent-Geared-to-Income (50%), Deep Subsidy (20%), and Affordable Market Rental units (30%).
- **Objective 1-C: Develop and maintain a diverse, flexible housing stock:** The Comox Valley has an aging population and this proposed development will serve seniors specifically. Seven of the 1-bedroom suites are fully accessible.

- **Objective 1-D: Minimize the public costs of housing:** The proposed development does not require the expansion of city infrastructure (roads, sewers, etc.) and will meet high standards for energy efficiency.

## DESCRIPTION OF PROPOSED DEVELOPMENT AND RATIONALE

### PROJECT OVERVIEW

The proposed senior housing development will be a five-storey, wood frame building with a total of 40 units, including an indoor amenity space. Given that the proposed building will serve seniors, all units are studios or one-bedroom units. The table below outlines key features of the development.

Table 1 - Proposed Project

Proposed Project	
Project name	Wachiay Friendship Centre Society Affordable Housing Project
Address	1679 McPhee Avenue Courtenay BC, V9N 3A5
Owner	Wachiay Friendship Centre Society
Property manager	M'akola Housing Society
Total site size	1,197 sq m (0.3 acres)
Type(s) of housing	Apartment
Target tenant(s)	Low to Moderate Income Seniors
Building size (# of storeys)	5
Gross Floor Area	2,417.5 sq. metres
Total # of units	40
Total # of people housed	40
Parking	10

The concept for this project including type of development, number of units and mix of suite type based on the targeted resident population represents the local context. It was developed based on direct experience working in the community and is grounded in need and demand data.

Rental housing in Courtenay is a challenge that disproportionately affects the most vulnerable residents of the community, especially seniors and Elders, the demographic that WFC intends to serve with the project. Across the entire Comox Valley, the number of renters is increasing (up nearly 25 percent since 2006) and renter households are increasingly less able to meet their needs in the private housing market. Renter households earn significantly less income than owner households (\$38,394 annually compared to \$73,367) and a recent affordability analysis indicates that 35% of renter households in Courtenay are in core housing need. A large proportion of renter households are seniors or Elders, whose numbers have grown dramatically, increasing nearly 60% between 2006 and 2016. **Demand projections** indicate that by 2025, Courtenay will need at least 175 additional studio and 1-bedroom units; the vast majority are expected to be rental tenure.

WFC's work supporting the urban Indigenous population in Courtenay through their Housing and Homelessness programs has also demonstrated the crucial need for safe, affordable, and culturally appropriate housing: almost 500 individuals accessed Wachiay's Homeless Outreach services in 2019, seeking shelter, and another 200 + accessed Homeless Prevention programs, seeking to maintain their housing. As outlined above, seniors and Elders are facing some of the most challenging housing conditions

in Courtenay. WFC is committed to meeting the housing needs of Courtenay's most vulnerable residents and is ready to address an acute and immediate need in the City through this project.

The following table provides a high-level summary of the site location details and benefits.

Table 2 - Site Details

Site Details	
<b>Site location</b>	1679 McPhee Avenue
<b>Legal description</b>	LOT 5 Plan VIP13075 Section 41 Land District 15 Except Plan VIP68431I PID 004-711-823
<b>Current registered owner</b>	Wachiay Friendship Centre Society
<b>Surrounding land use</b>	Mix of Industrial and Residential
<b>Proximity to public transportation</b>	Bus stop = 0.50 km; airport = 10 km
<b>Proximity to commercial services</b>	Grocery store = 0.7 km; bank = 0.7 km; fitness centre = 0.7 km; shopping centre = 0.7 km
<b>Topography/soil/drainage</b>	Flat, currently paved
<b>Utilities</b>	All utilities available at site
<b>Road access</b>	1 existing access that is currently fenced off from 17 <sup>th</sup> Avenue 1 existing access from McPhee Street through adjacent property owned by WFC.
<b>Green Space</b>	The City of Courtenay's Rotary Trail runs behind the neighbouring properties, running parallel to McPhee Street

#### DEVELOPMENT PERMIT GUIDELINES

1679 McPhee Ave is not included in a Development Permit Area.

#### PARKING REQUIREMENTS

In the City of Courtenay Zoning Bylaw 2500 (2007) ('Zoning Bylaw'), under Schedule 7A – Required Number of Off-Street Parking spaces, 1.5 spaces per dwelling unit with 10% of the requires spaces being provided and retained for visitor parking is required for Multi residential dwellings. This would result in 60 spaces required for 40 dwelling units. The site is currently zoned Institutionally, which, under the *Care Facility* use, would require 1 space per 3 beds. This would result in 14 spaces required for 40 dwelling units.

Because this development is pursuing a Comprehensive Development Zone, we are proposing 31 parking stalls across 1679 McPhee and 1625 McPhee, where WFC's activity centre is located. 10 of the units will be reserved exclusively for tenants of the housing facility and the remainder of the parking will be shared between tenants and staff of WFC. An access easement will be registered across the two properties in favour of 1679 McPhee. An informal parking study of the existing space yielded an estimate of 20 spaces used by Friendship Centre staff, who also have access to ample on-street parking.

The parking area where the development is proposed currently provides parking for staff and visitors at the WFC and daycare. The proposed building has been designed to minimize impact on parking and maintains a ground-level parking area. Through the rezoning process, MDS will examine the parking needs and demands to determine a parking requirement that will result in a functional site. A formal parking study may also be commissioned during the rezoning process. The team has designed a comprehensive zone with site-specific parking requirements. Because it is not anticipated that the majority of tenants

will have access to a vehicle, services are within walking distance, the site is served by transit, and because there is ample street parking available to staff on McPhee Ave, the project team strongly believe that the parking proposed will be sufficient for the development. WFC also provides transportation for Elders using their 12-passenger van and minivan, as part of WFC programming, and will offer these services to tenants at the building. One EV charging station for two stalls, one stall dedicated for car sharing, and two stalls dedicated for WFC group transportation vehicles would be provided.

#### ON-SITE PARKING ANALYSIS AND DISCUSSION

Transportation Demand Management (TDM) aims to reduce automobile travel demand. As the site is located in a proposed growth node, the easy access to public transportation, public amenities and commercial services is expected to reduce tenants' reliance on personal cars. There is a bus stop 500 metres away, and it is within 800 metres of 17<sup>th</sup> Street and Cliffe Ave, which is a commercial and transportation corridor. There are also multiple parks within 1,000 metres of the site. In addition, the project design includes bike parking, electric vehicle charging stations, the potential for designated car sharing parking, and the potential for resident share parking. These provisions will encourage other forms of transportation over vehicle use. At the same time, seniors are on average less likely to own a personal vehicle after age 75,<sup>1</sup> as the likelihood of increased mobility challenges may restrict them from operating a vehicle. As a result, seniors tend to have an overall lesser demand for parking spaces. This often results in senior housing developments that underutilize the parking spaces available on-site.

The following tables provide an overview of the distances between the site and nearby points of interest, as well as the parking provided at nearby seniors housing projects, and at other housing development sites across Vancouver Island.

Distance from the Subject Site to Surrounding Amenities

Amenity Type	Distance
<b>Public transportation</b>	Bus stop = 300 m on Piercy at 18 <sup>th</sup> St
<b>Public amenities</b>	Library = 1.6 km; Friendship Centre = 50 m; Woodcote Park = 500m
<b>Commercial services</b>	Grocery store = 0.7 km; bank = 0.7 km; fitness centre = 0.7 km; shopping centre = 0.7 km

Vancouver Island Examples of Parking Spaces Offered in Residential Projects

City	Project	Address	# units	# Parking Stalls		
				Total	Total in Use	In Use /Unit
Courtenay	Wachiy Affordable Housing	1679 McPhee Ave	40	10	N/A	0.25
Courtenay	Washington Apartments	1029 Ryan Rd.	120	130	65 (50%)	0.54
Courtenay	Braidwood Apartments	810 Braidwood Rd.	35	14	14 (100%)	0.4
Sooke	Hope Centre	6750 West Coast Rd	25	15	8 (53%)	0.32
Victoria	Medewiwin Apartments	360 Gorge Rd. E.	26	7	7 (100%)	0.27

<sup>1</sup> Office of the Seniors Advocate. (2018). Seniors Transportation.

Victoria	Waterview	264 Gorge Rd E	49	25	5	(20%)	.10
Victoria	Campbell Lodge	2326 Government St	100	24	24	(100%)	.24
Victoria	Esquimalt Lions	874 Fleming St.	77	21	21	(100%)	0.27
Victoria	Sitkum Lodge	411 Sitkum Rd.	75	29	29	(100%)	0.39
<b>Average</b>			<b>62</b>	<b>31</b>	<b>22</b>	<b>(70%)</b>	<b>0.35</b>

Based on a review of parking statistics of similar developments, it is expected that the Wachiay project will have a lower vehicle ownership rate than required under existing zoning. The proposed parking and fits with the amenity-rich location, unit mix, and tenant profile.

For these reasons, MacDonald Hagarty Architects, Wachiay Friendship Centre Society and M'akola Development Services are confident that the on-site parking spaces will meet the current and future needs of the residents.

i

<https://www.courtenay.ca/assets/Departments/Development~Services/OCP~Update/20200731%20Courtenay%20OCP%202031%20Places%20for%20Growth-WEB.jpg>

ii

<https://www.courtenay.ca/assets/Departments/Development~Services/OCP~Update/20200731%20Courtenay%20OCP%20DRAFT%20Vision%20and%20Goals.pdf>

## Schedule No. 3: Alternative Public Information Mailout and Meeting Summary



# 1679 MCPHEE AVE REZONING

## MAILOUT FEEDBACK

The attached mail-out was distributed by mail on March 17<sup>th</sup> and March 18<sup>th</sup>.

In response, Wachiay received 3 comments, 2 by email and 1 by mail. The City of Courtenay (CoC) received 8 responses, which appear to be a combination of 4 emails and 4 letters. Two of the responses were submitted to both Wachiay and CoC, making the total number of responses received 9.

**Q: Will the Individuals living in this building be Indigenous?**

**A:** Yes. Indigenous Elders and Indigenous individuals are the priority tenant group.

**Q: Will there be 24/hour supervision? How will development impact the safety of the neighbourhood?**

**A:** Tenants will not be supervised. This is an independent affordable rental building, not supportive housing, or assisted living. There will be access to support services for residents through the Wachiay Friendship Centre.

Residents in the neighbourhood will experience heightened safety due to the increased outdoor lighting and number of “eyes on the street” between the ‘40 Houses’ community and the industrial area along McPhee.

**Q: How will the development fit into the neighbourhood’s heritage neighbourhood status?**

**A:** While the 1679 McPhee site is not a part of the ‘40 Houses’ Neighbourhood, the project team understands the importance of tradition. The development will seek to honour the Indigenous heritage and history of the region, while also maintaining a form and character that complement the existing neighbourhood.

**Q: How will a 5-storey building fit into the existing neighbourhood?**

**A:** This will be a new housing type for this neighbourhood, but to effectively address the need and demand for affordable housing in Courtenay we are proposing a denser building form. The development is in a “Neighbourhood Hub” growth node as per the City of Courtenay’s Official Community Plan. As such, it is a priority for redevelopment.

Although 5-stories will be a new housing type for the neighbourhood, it is being designed to complement the neighbourhood and provide 100% affordable rental housing. This proposed development will replace a concrete parking lot with a thoughtfully landscaped, and beautifully designed housing option for seniors and single individuals.

Currently, the lot is zoned for industrial use including manufacturing, storage, automobile service and repair centres, and heavy equipment sales. The proposed development, including landscaped outdoor areas and indigenous art features, will have a more pleasant street appeal than many of the industrial uses the lot is currently zoned for.

Q: Will there be any green space or trees planted as part of this development? Will there be landscaping setbacks?

A: The landscaping plan for the proposed building is currently being designed. Although designs are not yet finalized, there will be trees, landscaped green space and gardens included as part of this development. There will also be outdoor seating areas and pathways, providing outdoor space for tenants to enjoy.

The landscaping will be within the property's boundary, and the sidewalks will be unaffected. The rendering on the mailout was very preliminary in nature.

Q: Will there be fencing surrounding the property?

A: There will be fencing between the parking lot and the west property line, separating the development from its neighbour. There will be privacy screens and landscaping separating the sidewalk and the patios along 17<sup>th</sup> Street.

Q: What are the parking requirements for a 40-unit building?

A: The parking requirements of this building have not yet been determined. We are going through a comprehensive rezoning process with the City of Courtenay, which will determine the parking requirements for this proposed development.

Q: Where will the residents park their vehicles? How will the development impact street parking in the area?

A: Residents will be able to park their vehicles on-site, in the 10 available parking spaces included in the development proposal. There may be an opportunity for a parking agreement with the Wachiay Friendship Centre which would allow tenants to use their lot at night, as their parking stalls are only used by staff during the day. There is also access to street parking along McPhee Ave, 16<sup>th</sup> Ave and 17<sup>th</sup> Ave. The building is near public transit, services and amenities and residents will have access to the Wachiay Friendship Centre shuttle buses. There will also be access to bike and scooter parking.

We anticipate relatively low vehicle ownership rate amongst future tenants based on data compiled from projects that serve similar tenant groups in Courtenay, and cities with similar car-dependence.

Q: Where will the current users of the parking lot park once the site starts to be developed?

A: Current users will be able to access Wachiay's other parking lot which will not be affected as part of this development. We will be preparing a parking plan to ensure that current staff and daycare users have access to parking and safe drop-offs. As well, there is a new "park and ride" parking lot on Grant Ave, that has the potential to alleviate some parking congestion. We will also create a parking plan for the construction period to address increases in vehicle traffic immediately around the site.

Q: How will the building affect traffic in the area? Will increasing density along this roadway make traffic worse?

A: It is unlikely that the building will increase traffic in the neighbourhood due to low anticipated vehicle ownership among the senior and low-income residents. We will be conducting an engineered traffic assessment as part of the rezoning process.

The development is in a "Neighbourhood Hub" growth node as per the City of Courtenay's Official Community Plan. As such, it is a priority for redevelopment. Increasing density along major roadways, and in proximity to services and amenities, provides an opportunity for less car

dependant populations and less sprawl. By increasing density near the downtown core, we will reduce the number of individuals needing to commute by car on our already busy roadways.

Q: Will construction overlap with the 5<sup>th</sup> street bridge project?

The timeframe for construction is still unknown, as the proposal is subject to rezoning, development permitting, and building permitting processes. Based on the project timelines for permitting, the construction period will not overlap with the scheduled maintenance of the 5<sup>th</sup> street bridge, which has increased traffic over the 17<sup>th</sup> street bridge.

Q: Who will have access to the cultural gathering place?

The cultural gathering space is intended for tenants of the proposed rental building. It will not attract visitors and increase traffic or parking demands.

Mail-Out



**WACHIAY**  
Friendship Centre

## **Wachiay Affordable Housing Project - 1679 McPhee Avenue**

The Wachiay Friendship Centre is proposing to develop its parking lot into an affordable rental building with cultural gathering space for Indigenous elders and individuals in Courtenay, BC.

The Wachiay Friendship Centre is a non-profit society whose mandate is to provide services and supports to the Urban Indigenous population in the Comox Valley Regional District, and on the unceded traditional territories of the K'ómoks First Nation.

### **Project Overview:**

- Creation of a 5-storey wood frame building,
- Quick and easy access to the Wachiay Friendship Centre, its services and community garden,
- 40 affordable rental units targeted towards Indigenous Elders and individuals,
- Cultural gathering space included in the building design,
- Project is identified as an action in the Comox Valley's 5-year Plan to End Homelessness,
- Rezoning from I-2 Zone to a Comprehensive Development Zone.





**WACHIAY**  
Friendship Centre

**Work to Date:**

- Preliminary Design Development,
  - 5-storey wood-frame building,
  - 40 studio and one-bedroom units, including:
  - 9 fully accessible units,
  - 8 ground level studio suites with patios,
  - Cultural gathering space,
  - In suite laundry for all units,
- Major funding proposal submitted to BC Housing in January 2021 (under review),
- Completion of preliminary and schematic designs,
- Submission of rezoning package to the City of Courtenay in January 2021.

**Project Team:**

- **Wachiay Friendship Centre** - Owner
- **M'akola Development Services** - Development Consultant
- **MacDonald Hagarty Architects** - Architect
- **Biophilia Design Collective** - Landscape Architect
- **Herold Engineering** - Civil Engineer

**We will be providing additional engagement opportunities to solicit community feedback throughout the Spring. For more information and to keep up to date on this project, please visit:**

[www.courtenay.ca/devapptacker](http://www.courtenay.ca/devapptacker) - Folder Number OCP00011

*and*

[www.wachiay.org/housing](http://www.wachiay.org/housing)

**If you have any comments, questions or concerns, please provide them by April 9, 2021 to:**

**Roger Kishi, Program Coordinator - Homelessness and Housing Programs**

Wachiay Friendship Centre

e: [roger@wachiay.com](mailto:roger@wachiay.com) | ph: 778-255-0308

*and/or*

**City of Courtenay Planning Department**

e: [planning@courtenay.ca](mailto:planning@courtenay.ca) | ph: 250-703-4839

## Mail-out Responses: Wachiay

April 8, 2021

Roger Kishi, Program Coordinator-Homelessness and  
Housing Programs,  
Wachiy Friendship Centre,  
Courtenay, B.C.

Dear Mr. Kishi,

Thank you for inviting community feedback re the proposed Wachiy Affordable Housing Project at 1679 McPhee Avenue, on the unceded traditional territories of the Komoks First Nation. I own the duplex at 780/772-16<sup>th</sup> Street, which has been my family's residence since the early '90's.

Wachiy has been a very good neighbour and a very positive addition to our neighborhood. My concern is regarding parking. Many businesses use McPhee and 16<sup>th</sup> Street for parking... school bus employees, Shaw Customers, Wachiy visitors, parents of school children and sports activities on weekends. Granted, it is much quieter since the pandemic. The City of Courtenay requires that I have 2 parking spots per unit on my property. What are the parking requirements for a 40 unit apartment building?

My other concern is the height of the proposed building and the number of units. I am not sure what a Comprehensive Development Zone means but feel that 5 storeys and 40 units are too drastic for our neighborhood.. There are 5 storey units being built on Cliffe Avenue and Newport Place by Walmart but these are very active commercial areas. We are very much a residential single family home neighborhood. I do find the photo of the proposed building a bit misleading as it stands alone in a very tranquil scene with trees and greenery. Are there actually plans to plant trees on McPhee and 17<sup>th</sup> Street?

My final concern is safety. I welcome Indigenous Elders and individuals and respect the mandate to provide services and supports to the Urban Indigenous population in the Comox Valley. Are the individuals also Indigenous? Is there going to be 24 hour supervision in the building?

Thank you for the opportunity to express my concerns and I look forward to learning more about this exciting project.

780-16th St., COURTENAY, BC, V9N 1X7

780-16th St  
Courtenay, BC  
cc: City of Courtenay

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[REDACTED]

1731 McPhee Ave  
Courtenay, BC V9N 3A9  
250-338-6337

April 2, 2021

Planning Department  
City of Courtenay  
RE: 1679 McPhee Ave

To Whom it May Concern,

This letter is to express our opposition to the proposed rezoning and development of the current parking lot at the Wachiay Friendship Centre.

Concerns are as follows:

- The height of the building proposed to be 5 stories, is too tall for the lot. There are no other buildings in and around the area of a similar height. 2-3 stories seems a more reasonable height for the location.
- There will not be enough parking for the number of tenants. Additionally, street parking is already busy with staff from First Student Bus Terminal and on Sundays parishioners attending the Faith Lutheran Church, also park on the street. Once construction is under way, where will all the work crew park?
- During the construction phase there will be increased traffic at the 3 way stop to contend with. 17th street is already a busy road that gets a lot of emergency vehicles and parents going to drop children off at Courtenay Elementary. If construction coincides with work on the 5th street bridge, expect there to be even more traffic. This will become a noisy, busy, unsafe intersection.

While in agreement there needs to be affordable housing in the valley, this project, the way it has been proposed, does not fit into our neighbourhood, which has been designated a heritage neighbourhood.

Sincerely,

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, March 24, 2021 6:19 PM  
**To:** [e.planning@courtenay.ca](mailto:e.planning@courtenay.ca); [roger@wachiay.com](mailto:roger@wachiay.com)  
**Subject:** proposed 5-storey apartment building

Gentlemen:

I've looked at the 2-page outline regarding the apartment building proposed for the current parking lot at 17th and McPhee and I wonder:

1. where residents will park their vehicles
2. where current users of the surrounding buildings who park in the lot will park their vehicles when it is supplanted by the apartment building
3. how the building and its footprint will affect area traffic
4. whether the trees in the design proposal will be planted and if so, where
5. whether there will be a fence surrounding the property, and
6. whether any greenspace is included in the design.

I'll be very interested in the answers to these questions.

Thank you for your attention.

Regards,

[REDACTED]

*some circumstantial evidence is very strong, such as when you find a trout in the milk. - Thoreau*

## Mail-out Responses: City of Courtenay

[REDACTED]  
1731 McPhee Ave  
Courtenay, BC V9N 3A9  
[REDACTED]

April 2, 2021

Planning Department  
City of Courtenay  
RE: 1679 McPhee Ave

To Whom it May Concern,

This letter is to express our opposition to the proposed rezoning and development of the current parking lot at the Wachiay Friendship Centre.

Concerns are as follows:

- The height of the building proposed to be 5 stories, is too tall for the lot. There are no other buildings in and around the area of a similar height. 2-3 stories seems a more reasonable height for the location.
- There will not be enough parking for the number of tenants. Additionally, street parking is already busy with staff from First Student Bus Terminal and on Sundays parishioners attending the Faith Lutheran Church, also park on the street. Once construction is under way, where will all the work crew park?
- During the construction phase there will be increased traffic at the 3 way stop to contend with. 17th street is already a busy road that gets a lot of emergency vehicles and parents going to drop children off at Courtenay Elementary. If construction coincides with work on the 5th street bridge, expect there to be even more traffic. This will become a noisy, busy, unsafe intersection.

While in agreement there needs to be affordable housing in the valley, this project, the way it has been proposed, does not fit into our neighbourhood, which has been designated a heritage neighbourhood.

Sincerely,

[REDACTED]

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[REDACTED]  
1740 McPhee Ave  
Courtenay, BC V9N 3A8  
[REDACTED]

March 27, 2021

Planning Department  
City of Courtenay  
RE: 1679 McPhee Ave

To Whom it May Concern,

This letter is to express my opposition to the proposed rezoning and development of the current parking lot for the Wachiay Friendship Centre.

My concerns are as follows:

- The height of the proposed building far exceeds any other structure in the neighbourhood. A search of the surrounding area reveals structures and specifically apartments, *none* in excess of 3-4 stories.
- There is insufficient parking for the proposed number of tenants. My feeling is the parking analysis is short sighted and based on assumption that not all tenants will have vehicles. Additionally, street parking can become quite busy with staff from First Student Bus Terminal already parking in front of the Wachiay Friendship Centre and on Sundays parishioners attending the Faith Lutheran Church, also parking on the street.
- When there are functions at the Wachiay Friendship Centre and people coming to the proposed Cultural gathering space, where are they expected to park?
- Before the structure is even occupied there will be construction noise and increased traffic in the area to contend with, including where the workers will park during the construction.
- Increased traffic during construction will be a great concern in such close proximity to Courtenay Elementary.

While I agree there is a great need for affordable housing, I feel this structure is too large for the existing space and neighbourhood and will have a negative impact on the residents in the area.

Sincerely yours,

[REDACTED]

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**Grimsrud, Michael**

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**From:** [REDACTED]  
**Sent:** Monday, March 22, 2021 3:22 PM  
**To:** PlanningAlias  
**Subject:** Wachiay Friendship Centre rezoning

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi there,

I would like to openly oppose the proposed development of the Wachiay Friendship Centre parking lot. If further action is required by me in order to have my comments recorded please let me know how to proceed.

Thank you,  
[REDACTED]

**Grimsrud, Michael**

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**From:** [REDACTED]  
**Sent:** Monday, March 22, 2021 9:05 PM  
**To:** PlanningAlias  
**Subject:** Wachiy Project - 1679 McPHEE AVENUE

I would like to express my opposition to the proposed rezoning of the current parking lot for the Wachlay Friendship Center from I-2 Zone to a Comprehensive Development Zone.

Current zoning basically allows for light industrial and small business use. No building is permitted to exceed a height of 15.0m. and there are landscaping and setback requirements laid out.

My concerns with the proposed development are:

- \* There appear to be no landscaping setbacks on either 17 St. or McPhee Ave. The sidewalk on 17th appears to have been removed and trees are planted in the existing roadway. 17th St. has become a major traffic artery and to impede the flow of traffic is shortsighted.

- \* The height of the building far exceeds any other structure in the neighbourhood. In fact, I don't know of any other 5 story building currently in the Comox Valley. There is a building going up on Ryan Rd. that may be 5 stories but the setting is far different from the lot at 1679 McPhee Ave.

- \* There appears to be no parking for the 40 units. The reality is that most of the tenants will have vehicles and it is not reasonable or possible for them to park on the road.

Such a development will significantly impact our neighbourhood. This is not a minor adjustment in our city plan by any means. While I applaud efforts to build affordable housing, I do not believe this site is appropriate. It is far too small.

Yours truly,

[REDACTED]  
1724 McPhee Ave.,  
Courtenay, BC

Apr 8, 2021

## City of Courtenay Planning Department

I am writing to express my opposition to the proposed rezoning of the area of land currently being used as parking for the Wachusett Friendship Center. The change to Comprehensive Development Zone would allow the construction of a proposed 5 story building.

My concerns with the development are:

- 1) The proposed 5 story building is too tall. There are no buildings anywhere near this height in the area. It could not blend in no matter how you try to beautify the look and landscaping. Current buildings being built at this height are in more commercial areas not among existing residential areas.
- 2) The city designated the 1700 block of McPhee/Lewis a heritage neighbourhood and this size of building right across the street will impact the uniqueness of the area.
- 3) 17<sup>th</sup> St is an artery for traffic flow. With all the development occurring out Cumberland/Arden Rd. areas, this will only increase. Adding more congestion to an already busy intersection/school crossing will not help especially in view of the city's plan to have 17<sup>th</sup> St. be part of the long term cycling network.
- 4) The artist rendering of the building shows no sidewalks and places trees in the existing roadway therefore narrowing the street and thus further complicating the issues cited in #3.

5) Parking. - The proposed building is to have 40 residential units and a cultural gathering place, yet mentions no parking. The site is barely the size of 3 of our small neighbourhood lots. Where are the residents/guests to park? With a cultural gathering place, I'm assuming there will be gatherings that will attract people that will drive there. Where are they to park? Street parking on McPhee/16<sup>th</sup> is already at a premium for the residents. With the school also on McPhee, at certain times of day there is NO parking. 17<sup>th</sup> St. also has no parking signs in this area. There is also a daycare attached to the Friendship Center. Parents need an area designated for safe drop off and pick up. The existing parking lot can be half full most days, I'm assuming with staff from the Friendship Center and Daycare. They will be displaced and where are they to park? The residential streets surrounding this site cannot handle anymore vehicles without compromising existing residents ability to park.

I feel allowing the proposed zoning change is not in keeping with the area and will have a serious negative impact on our existing neighbourhoods. While I am in favour of affordable housing initiatives, this site is not appropriate for the size of the development. I believe it would be shortsighted of council to allow this type of density in this area of town.

Yours truly,

[REDACTED]  
1705 McPhee Ave.  
Courtenay B.C.

**Grimsrud, Michael**

**From:** [REDACTED]  
**Sent:** Wednesday, March 24, 2021 9:31 PM  
**To:** PlanningAlias  
**Subject:** Rezoning Application 1679 McPhee Avenue

I am writing to the planning department to express my opposition to the application for rezoning for the property at 1679 McPhee avenue. As a resident of the neighbourhood I have concerns that the location selected for this development is not well suited to the size of its plan, and will directly impact every resident currently living in the immediate area.

As our community grows, roads become busier, 17th Street from Cumberland Road to Cliffe Avenue is at best of times a highway of vehicles, many of which do not abide by posted speed limits. The three way "Stop" (if you can even call it that) at 17th and McPhee has become a yield and roll through. Adding 40 units of additional residents directly into this intersection and immediate area will only further this congestion at this busy intersection.

The height of the building exceeds what I would find to be reasonable for the area in question. The surrounding area is primarily residentially zoned and is made up mainly of single family dwellings that come nowhere near the height and size of this planned development. I would expect that a community plan should maintain a certain order of what size and layout of building is built. This development does not fit the current area well. Right across the street there is the "40 houses". A neighbourhood which I reside in. This neighbourhood has kept its size and shape of the homes and the city has gone as far as to signify this neighbourhood with a sign and plaque. I cannot see how this development, sitting directly across the street, fits the area as it towers over the neighbouring houses.

I am not opposed to the developer reapplying with a more modest plan for a smaller building. For example, a 2-3 storey building with 15-25 units would still do a great deal to help those in need of affordable housing without being as big of a disruption to the existing area. I understand Homelessness is an ongoing crisis for many, and will need to be properly planned for by cities and developers if communities want to grow as a whole. But that planning process needs to consider all of the residents and citizen. Slapping up a 5 storey building in the midst of a mainly residential neighbourhood is not going to be the end of housing issues, and will likely carry negative impacts for the surrounding residents for years after.

Thank you

[REDACTED]  
790 18th Street



## WACHIAY FRIENDSHIP CENTRE

### AFFORDABLE HOUSING PROJECT

#### COMMUNITY ENGAGEMENT EVENT

The Wachiay Friendship Centre Society (WFCS) hosted an engagement event on Tuesday, July 13<sup>th</sup> 2021, from 6pm- 8pm on the site of the proposed Affordable Housing Project (1625 McPhee Ave). Event invitations were distributed by Wachiay staff members to 125 neighbouring residential and commercial addresses. The event was also advertised on the WFCS website, and on social media.

Presentation materials including the proposed landscape drawings, building elevations, typical floor plans, and shadow study were available to inform the public of the Society's plans for the site. Staff from the Society, the project's architect, and the project's development team were available to answer questions and listen to community concerns.

Approximately 23 community members attended the event. Community members were given an option to leave their contact information in order to receive project updates. The project team will continue to provide updates regarding project milestones. Project updates are also posted on the WFC website as they become available.

#### WHAT WE HEARD

##### *HOUSING NEED*

Community members who attended the event all acknowledged the desperate need for affordable housing options in the Comox Valley, especially for seniors. Many attendees that work in healthcare commented on the positive impact an increase of affordable and accessible housing will have on our community's health and wellness. Attendees were happy to see that accessible units were being provided, and that additional units could be adapted to allow accessibility as required.

##### *LANDSCAPE DESIGN*

Overall, community members were very happy with the proposed landscape design. Specifically, attendees were happy that the project was re-introducing green space to the currently paved lot. Many commented that they specifically liked the way benches and seating options were integrated into the landscaping design, as the target tenants are seniors.

#### *HEIGHT*

Some community members were concerned about the height of the proposed building in comparison to the neighboring residential buildings. . The shadow study confirmed that the development will not shadow the neighboring residential buildings at any time of day or year and therefore there should be no impact from the building's height on neighbours' enjoyment of their outdoor space.

#### *TRAFFIC*

Neighbors to the proposed development had concerns about the increase in traffic resulting from the project. A traffic study has been completed to determine the effect of the development and determined the project will have an insignificant impact on the McPhee Ave and 17<sup>th</sup> St intersection. Regardless of whether or not the development were constructed, the parking study found that the intersection would be rated a "B" on a scale from "A" to "F". An "A" represents minimal queuing time conditions while "F" represents an over-capacity condition with considerable congestion and/or queuing time.

#### *PARKING*

The proposed parking plan for the affordable housing development at 1625 McPhee Ave includes 10 parking spots for 40 tenants, not including any of the spots in the Friendship Centre's lot at 1679 McPhee. Community members were of mixed opinion on whether they believed this was enough parking for the development. Some community members believed due to the proximity of the site to the downtown core, and the target tenant group, the parking allotment felt appropriate. Other community members believed that the parking provided would be insufficient and would result in additional demand for street parking on adjacent streets.

A suggestion from an attendee was to implement "Residential Parking Only" signage, and enforcement on the residential streets adjacent to the proposed development. The project team is in support of the proposed solution as a means of alleviating the community's parking concerns, while obviously outside the scope of this development.

Many businesses along McPhee have staff parking requirements that far exceed the on-site parking available at their sites. Wachiy understands that the parking demand during working hours is a concern to neighbors, and is committed to reducing their impact wherever possible, while reducing homelessness in the Comox Valley. We are in the process of preparing a parking plan for the Wachiy Friendship Centre to identify staff parking demand and reduce its impact on the community.

#### **PRESS**

See attached article from the Comox Valley Record, published on August 4<sup>th</sup>, 2021 and written by Mike Chouinard.



Jamie Begin, Lindsay Monk, Maris MacDonald, Monica Goodheart and Roger Kishi show off plans for Wachiay Friendship Centre's housing project during an open house in July. Photo by Mike Chouinard

## Wachiay planning next steps for housing project in Courtenay

BC Housing funding was approved for the 40-unit proposal during the spring

MIKE CHOUINARD / Aug. 4, 2021 1:30 p.m. / [LOCAL NEWS](#) / [NEWS](#)

After a grant application was approved this spring, Wachiay Friendship Centre is waiting to clear the next hurdle for its planned housing project.

The organization had applied to BC Housing for funding from its Community Housing Fund and learned it was successful in early June.

"We thought that our application was really strong," said Roger Kishi, Wachiay program co-ordinator of homeless and housing programs.

Another local project, a project by the Comox Valley Affordable Housing Society, was also approved for Comox. Many others, including ones in this area, were not. Kishi knows of seven here and 49 on Vancouver Island.

“There were a number of applications,” he said.

In July, Wachiay held an open house at the site, which currently functions as its parking lot on McPhee Avenue. There, they made plans available for the public to see the proposed five-storey building that will have 40 units.

**RELATED STORY:** Affordable housing set for Comox to replace former D’Esterre Gardens building

**RELATED STORY:** Friendship Centre proposes affordable housing project on its Courtenay property

The next step is to get the zoning in place for the project, and the consultants from M’akola Development Services have applied to the City of Courtenay. The city confirmed the project application is currently being reviewed by staff before the bylaw can proceed. The planning department is waiting for a submission in response to a letter sent to the applicant at the end of April. Once it gets a response, staff will prepare a report for council on the application.

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The overall plan is to change the use designation from industrial to multi-residential and rezone the site from Industrial Two Zone (I-2) to a new Comprehensive Development Zone that is site-specific for the multi-residential development and indoor cultural gathering space.

As is the case in many places, the demand is high for affordable housing, says Kishi. While there is construction taking place in the Comox Valley, it is not necessarily helping many feeling the housing pinch most severely.

“Although there is a lot of construction, these are private market rentals,” he said.

For the Wachiay housing project, 20 per cent will be set at \$375, or the income assistance shelter rate for a unit, 30 per cent at the low end of market value and half geared to income through subsidized rent.

Still, more homes are needed, Kishi said, adding that even buildings with longstanding rents can go up dramatically once a tenant leaves.

“As units turn over, the rents are going up,” he said. “It’s happening globally.”

Kishi said the proponents have been in contact with local and provincial government officials lately, and as to the amount of BC Housing funding they can expect, he expects they could find out about a project manager this month so they can begin work on the next phase.

*(The article has been changed to correct a dollar amount.)*

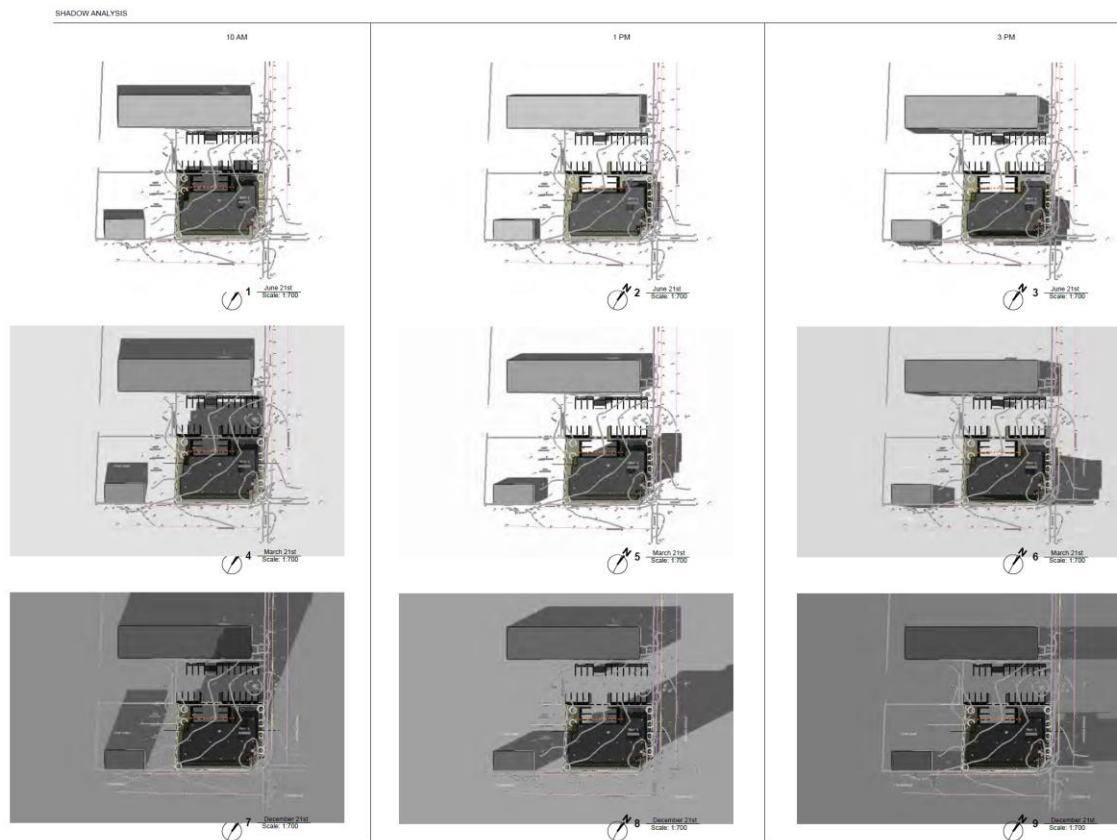
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[mike.chouinard@comoxvalleyrecord.com](mailto:mike.chouinard@comoxvalleyrecord.com)

**Like us on [Facebook](#) and follow us on [Twitter](#).**

**AFFORDABLE HOUSING**

## Schedule No. 4: Supplementary Architectural Drawings



**MHA**  
MacDonald Hagerty Architects Ltd.

**WACHIAI**  
Friendship Centre

Wachiai  
Affordable  
Housing Project

1679 McPhee Ave.  
Courtenay, BC

Issued for Permit 2021-01-1  
2021-01-13

SK.01

**MHA**  
MacDonald Hagerty Architects Ltd.

**WACHIAI**  
Friendship Centre

Wachiai  
Affordable  
Housing Project

1679 McPhee Ave.  
Courtenay, BC

Issued for Permit 2021-01-1  
2021-01-13

A1.02



WACHIAI  
Portland City

Wachia  
Affordable  
Housing Project

1679 McPhee Ave  
Portland, OR



THIRD FLOOR PLAN

A1.03



WACHIAI  
Portland City

Wachia  
Affordable  
Housing Project

1679 McPhee Ave  
Portland, OR



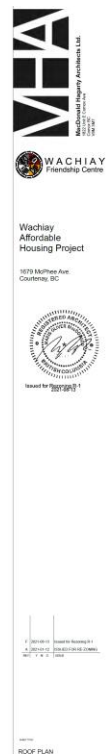
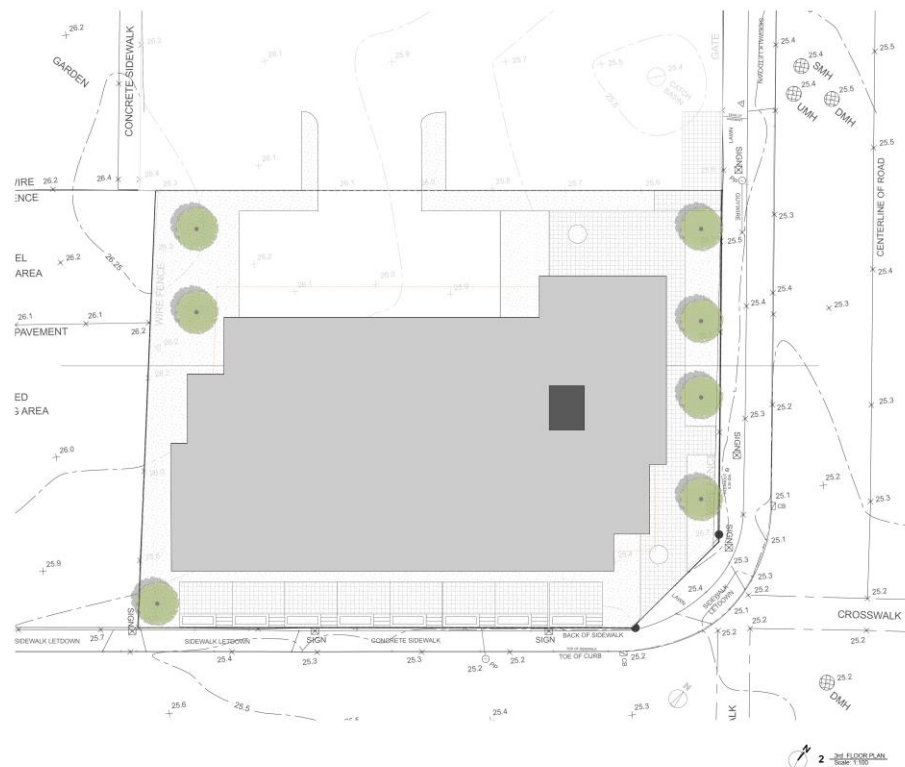
FOURTH FLOOR PLAN

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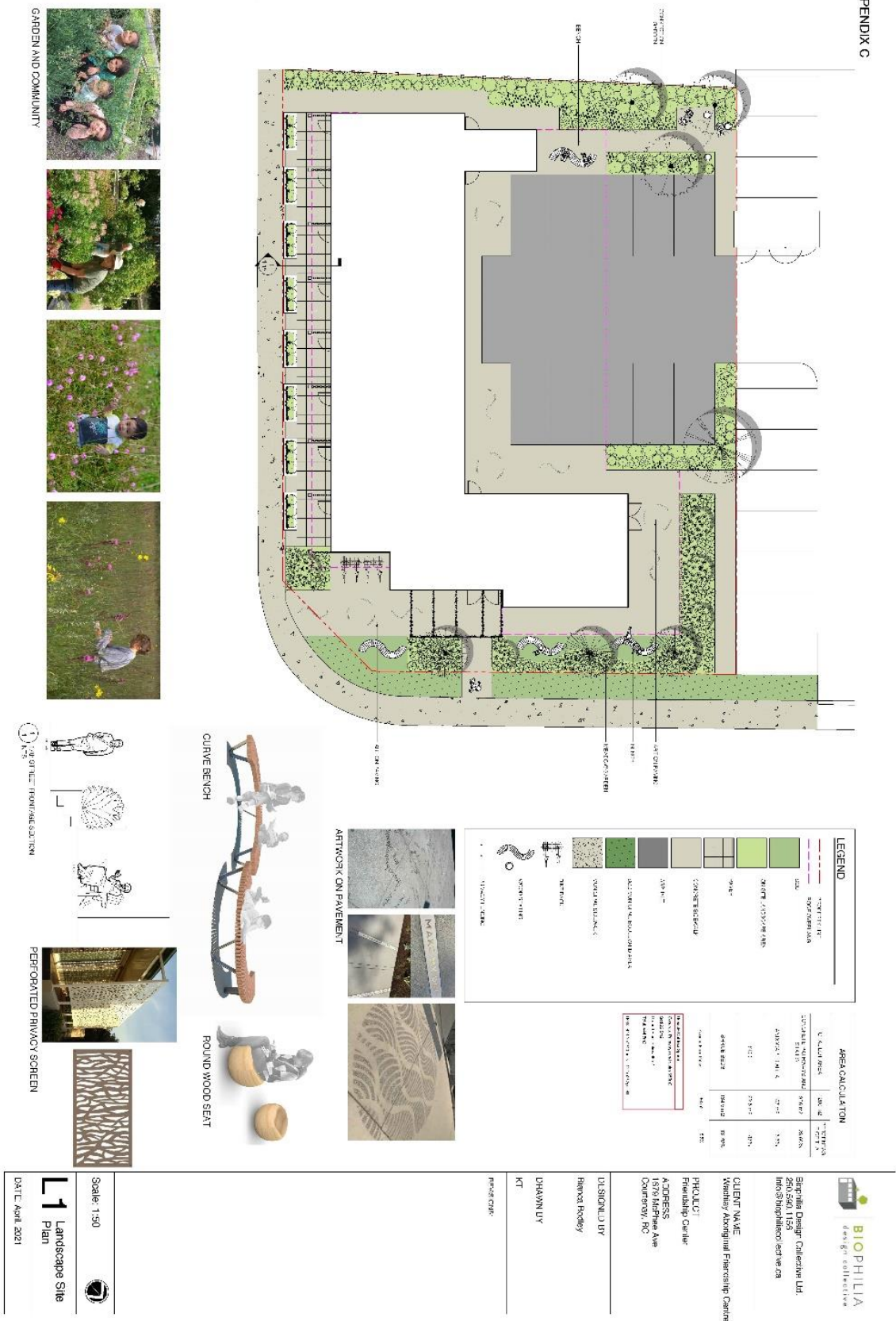
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### Schedule No. 5: Landscape Plan

## APPENDIX C



**Schedule No. 6: Sustainability Evaluation Compliance Checklist**
**CITY OF COURTENAY**  
**Development Services**

830 Cliffe Avenue  
 Courtenay, BC, V9N 2J7  
 Tel: 250-703-4839 Fax: 250-334-4241  
 Email: [planning@courtenay.ca](mailto:planning@courtenay.ca)

# SUSTAINABILITY EVALUATION

**COMPLIANCE CHECKLIST**

The following checklist provides a quick reference list of required sustainability criteria that, where applicable, shall be satisfied for all development applications including Official Community Plan (OCP) and Zoning Bylaw amendments, Development Permits, Development Variance Permits, Tree Cutting and Soil Removal Permits, Agricultural Land Reserve and Subdivision applications. These criteria are established to ensure that the goals and objectives of the OCP are satisfied. **Please briefly state in the “Description” column how the application achieves the stated criterion.** Where an element of the development proposal does not comply with a sustainability criterion, a justification stating the divergence and the reason shall be made. A separate sheet may be used to provide comment. **Incomplete forms will result in application delays.**

The Sustainability Evaluation Checklist Policy states: *Proposed developments will be considered where a development:*

- a. *provides substantial benefits to the City;*
- b. *will not negatively impact on the City's infrastructure, neighborhood or environment;*
- c. *new development that supports destination uses such as the downtown, Riverway Corridor or a Comprehensive Planned Community;*
- d. *Meets applicable criteria set out in the OCP.*

The complete Sustainability Evaluation Checklist policy is contained within the City of Courtenay Official Community Plan No. 2387, 2005.

<b>Project Address:</b>	<b>Date:</b>
<b>Applicant:</b>	<b>Signature:</b>
<b>APPLICATION REQUIREMENTS    To be filled out by applicant</b>	
<b>Land Use. The application:</b>	<b>Description of how the criteria are met</b>
a) Provides a mix of housing types and sizes;	Mix of 1 bedroom and studio
b) Balances the scale and massing of buildings in relation to adjoining properties;	The project is buffered by a church, a convenience store and existing industrial buildings.
c) Complements neighboring uses and site topography;	Site topography is flat. See drawings for neighbouring uses.
d) Provides or supports mixed used developments or neighborhoods;	The development is within walking distance of groceries and restaurants.
e) Promotes walking to daily activities and recreational opportunities;	Within walking distance of the riverwalk and all major bus routes.
f) Supports a range of incomes;	This development will be for low income earners.
g) Is a positive impact on views and scenery;	The development will improve the streetscape.
h) Preserves and provides greenspace, trails and landscaping;	n/a. currently the site is a parking lot

<b>Building Design. <i>The application:</i></b>	<b>Description of how the criteria are met</b>
a) Exhibits high standard of design, landscaping and environmental sensitivity;	The building will be buffered from 17th and McPhee Avenue by a landscaped border.
b) Maintains a high standard of quality and appearance;	Resilient materials that require little maintenance will be used for the facade.
c) Includes articulation of building faces and roof lines with features such as balconies, entrances, bay windows, dormers and vertical and horizontal setbacks with enhanced colors;	We have made considerable effort to articulate the facade to break down the building scale.
d) Avoids creating a strip development appearance;	Yes, see above.
e) Satisfies Leadership in Energy and Environmental Design (LEED) certification (or accepted green building best practices);	Development will be targeting Step 4 of the BC Energy Step Code.
f) Uses environmentally sensitive materials which are energy sensitive or have accepted low pollution standards;	as much as possible as required by BC Housing Guidelines.
g) Builds and improves pedestrian amenities;	A considerable effort has been made to improve the pedestrian experience along both streets.
h) Provides underground parking;	semi-underground parking is provided on the site.
i) Applies CPTED (Crime Prevention Through Environmental Design) principles;	as much as possible.
<b>Transportation. <i>The application:</i></b>	<b>Description of how the criteria are met</b>
a) Integrates into public transit and closeness to major destinations;	yes, within walking distance of all major transit routes.
b) Provides multi-functional street(s);	n/a
c) Prioritizes pedestrian and cycling opportunities on the public street system and through the site location that can provide an alternative to public road;	yes, Bicycle parking will be included in future site design.
d) Provides or contributes towards trail system, sidewalks, transit facilities, recreation area or environmentally sensitive area;	sidewalks along McPhee will appear more generous
<b>Infrastructure. <i>The application:</i></b>	<b>Description of how the criteria are met</b>
a) Includes stormwater techniques that are designed to reduce run-off, improve groundwater exchange and increase on-site retention;	see Civil report
b) Utilizes renewable energy sources (i.e. solar, geothermal) within servable area to City standards;	no

<b>Character &amp; Identity. <i>The application:</i></b>	<b>Description of how the criteria are met</b>
a) Provides a positive image along waterfront areas and fronting road;	yes, the use of heavy timber will create a more friendly pedestrian scale.
b) Is designed with quality and variety of features within the project (i.e. street furniture, street lights, signs, curb treatments);	Landscaping and hardscaping will be designed to improve the pedestrian experience.
c) Provides public and private amenity space;	A meeting room is provided for the society and residence.
d) Preserves heritage fixtures;	n/a
e) Orients to views, open space and street;	no
<b>Environmental Protection &amp; Enhancement. <i>The application:</i></b>	<b>Description of how the criteria are met</b>
a) Protects riparian areas and other designated environmentally sensitive areas;	n/a
b) Provides for native species, habitat restoration/improvement;	Landscape will focus on native species.
c) Includes tree lined streetscapes.	as much as possible.

## Schedule No. 7: Parking Study



# PARKING PLAN

1625 McPhee Ave & 1679 McPhee Ave

## WACHIAY FRIENDSHIP CENTRE

### PARKING PLAN – 1625 MCPHEE

The parking lot at the Wachiay Friendship Centre (1625 McPhee Ave) has 20 parking spots, which does not include any of the spots in the 1679 McPhee lot. The 1625 McPhee Ave site is currently zoned as I-2, with permitted uses on site being community services and daycare.

Daycares are required to have 1 parking space per employee. WFC's Daycare has 5 daycare employees on site and therefore requires 5 parking spaces. The remainder of the space in the centre is used for "Community Services". The parking requirements of this space would be 1 space per 37.5m<sup>2</sup>, requiring 42 parking spaces. Based on the I-2 zoning, the Centre (daycare and community service space) would require 47 parking spaces. This exceeds the actual parking requirements of the staff on site, which is 27 spaces and 2 shuttle bus spaces (see Staff Parking section below).

### DAYCARE DROP OFF AND PICK UP

Daycare drop off will occur within the WFC parking lot, in a designated area. Signage is being procured to increase clarity at the entrance, path to follow, and exit of the daycare drop off area (within the lot). Those attending drop off/pick up will be provided clear instructions of the drop off plan, and updates should they occur.

Daycare drop off occurs at 8:15 am, before staff arrive on site at approximately 9:00 am. Daycare pick up occurs at 5:00 pm after staff leave from work at 4:30 pm. The staggered staff and daycare arrival and departure times eases any potential congestion of the lot and surrounding streets.

### STAFF PARKING

There are 30 full time staff that work at the Wachiay Friendship Centre, made up of 27 staff members who drive to work and 3 staff members who use alternate means of transportation. This includes the 5 daycare employees. There are 4-6 part time staff over the course of a year, generally summer students who do not drive. The Centre owns two shuttle buses, which are parked on site. There are 20 parking spaces available on site. Of the staff who drive to work, 14 staff do not need their vehicles once they arrive to work and can therefore make use of off-site parking.

The Wachiay Friendship Centre Leadership team is currently in conversations with the neighbouring church to use their available spaces for staff parking. The church has signed an agreement to allow the Friendship Centre use of 10 parking spaces throughout the duration of construction (See attached). An extension to the agreement will be considered closer to the completion of construction. The Wachiay Friendship Centre has also entered in conversations with the neighbouring business, Shaw. Shaw has closed the location to customers, and therefore no longer uses their 9 spaces of customer parking. This off-site parking would more than alleviate any need for staff to park on the street.

#### EVENTS AND VISITORS

Programming at the Centre occurs in the evenings, after staff have vacated the premises (other than those facilitating the programs). When programming occurs at the Centre, shuttle buses are used to bring participants to site. Therefore, the parking requirements of these events are easily satisfied by the available parking on site.

The WFC hosts a cultural evening on Friday nights, which requires participants to organize their own transportation. This event generally attracts 10-30 members, most of whom are children. Participants arrive via all methods of transportation, including car, shuttle, carpool, public transport, bicycle, and by walking. This event occurs after work and daycare hours, and therefore does not overlap with drop off/pick up traffic or rush-hour traffic.

Visitors do come to site for meetings or training sessions during the WFCS workday. These participants generally car-pool from other organizations.

## WACHIAY AFFORDABLE HOUSING

### PARKING PLAN – 1679 MCPHEE

The proposed parking plan for the affordable housing development at 1625 McPhee Ave includes 10 parking spots for 40 tenants, not including any of the spots in the Friendship Centre's lot at 1679 McPhee. The tenants of the proposed development would have access to the WFC parking lot outside of the centre's hours. The lot, used by centre staff, remains empty at night (other than 2 shuttle buses).

The project is pursuing a Comprehensive Development Zone, on advice of City planning staff, and therefore the parking requirements will be defined during the rezoning process. A similar existing zone, R-4A, prescribes 1.5 off-street parking spots per dwelling unit. No distinctions are currently being made based on the size of the dwelling units (for example, both 3 bedroom and studio apartments would require 1.5 spots per unit), or in recognition of the reduced parking requirements of affordable housing. Each dwelling unit at the proposed affordable housing project will be single occupancy, tenanted by seniors and low-income earners, resulting in significantly less demand than prescribed by the R-4A requirements.

The Wachiay Affordable Housing project's target tenant groups will be Indigenous seniors (Elders) and singles and low vehicle ownership is expected among tenants. Seniors are on average less likely to own a personal vehicle after age 75, as the likelihood of increased mobility challenges may restrict them from operating a vehicle (Office of Seniors Advocate BC, 2018). As a result, seniors tend to have an overall lesser demand for parking spaces.

The proposed development's rent structure would result in a tenant group where 20% of tenants are in receipt of Income Assistance or Old Age Security, and a further 50% of tenants earn less than \$34,500 (per BCH HILs 2021). The high cost of vehicle ownership in BC, in combination with the low income earned by 28 of the 40 proposed tenants, will limit the likelihood of vehicle ownership based on income limitations.

### TRANSIT AND AMENITIES

The proposed development site is within walking distance of transit, and within 500 meters of Cliffe Ave and 17th St, which is a commercial and transportation corridor. In addition, the project design includes bicycle parking and storage, further reducing tenant's reliance on vehicles. The project will also be along the dedicated bike lane that the City of Courtenay is proposing along 17<sup>th</sup> St.

The Wachiay Friendship Centre currently operates two shuttle vans, providing transportation to Elders as a part of WFC programming. These services will be open to tenants at the building.

### VISITORS

The tenants, and their visitors, would have access to the WFC parking lot outside of the centre's hours. The lot, used by centre staff, remains empty at night (other than 2 shuttle buses).

### CULTURAL GATHERING SPACE

The cultural gathering space is exclusively for tenants of the building and will not attract any additional parking demand.

## SIMILAR DEVELOPMENTS

The following table provides parking statistics for similar developments.

City	Project	Address	# units	# Stalls	Total In Use	In Use/Unit
<i>Courtenay</i>	<i>Wachiay Affordable Housing (Proposed)</i>	1679 McPhee Ave	40	10	N/A	<b>0.25</b>
Courtenay	Braidwood Apartments	810 Braidwood Rd.	35	14	14	<b>0.4</b>
Courtenay	Washington Apartments	1029 Ryan Rd.	120	130	65	<b>0.54</b>
Courtenay	Casa Loma Seniors Village	4646 Headquarters Road	133	25	10	<b>0.07</b>
Courtenay	The Junction	988 8th St.	46	17	N/A	
Campbell River	Travel Lodge Housing Project	340 S Island Highway.	39	40	8	<b>0.2</b>
Sooke	Hope Centre	6750 West Coast Rd	25	15	8	<b>0.32</b>
<b>Average</b>			<b>65</b>	<b>43</b>	<b>22</b>	<b>0.32</b>

Parking statistics of similar developments demonstrate a lower vehicle ownership rate than required by R4A Zoning.

- The Campbell River Island Highway project has a similar tenant profile to Wachiay's proposal, with seniors and singles making up their tenant group in a city with similar vehicle reliance to Courtenay. This project has significant available capacity, less vehicles per unit than proposed at Wachiay and less amenities in the project's proximity.
- The Braidwood Apartments and Washington Apartments in Courtenay share many similarities to the proposed development. The parking demand is currently at 0.4 and 0.54 cars per unit, respectively. The Braidwood rental building offers one bedroom and studio options to Indigenous tenants but does not specifically prioritize seniors. Similarly, the Washington Apartments house families, in addition to singles and seniors, increasing their reliance on vehicles. These projects are in a less pedestrian friendly neighbourhood and located further from services and amenities.

- The Sooke Hope Centre is comparable to the Wachiay project, due to its location in a small city with high vehicle reliance.
- The Casa Loma Seniors Village is similar to the proposed development due to the target demographic (seniors), and location (Courtenay). However, the WFC housing project is much closer to amenities, reducing tenant reliance on vehicles. Casa Loma is categorized as a care facility, and the 'in-use' parking only reflects parking by residents and not by staff. There is a mixture of units including independent living, assisted living, and complex care suites.

## FULL PROJECT SUMMARY

### SUMMARY

Please see the table below for a summary of zoning requirements, expected usage, and proposed allotments of parking stalls.

Parking Requirement by Usage	I-2 Zoning	R-4A Zoning	Requirement per zoning	Expected Usage	Provided on-site
Community Service	1 stall/ 37.5m <sup>2</sup>		1570m <sup>2</sup> = 42 stalls	24 stalls	
Daycare	1 stall per employee		5 employees = 5 stalls	5 stalls	
Total Industrial			47 stalls	29 stalls	20 stalls
Total Residential		1.5 stalls/ DU	60 stalls	10 stalls	10 stalls
<i>Total</i>			<i>107 stalls</i>	39 stalls	<i>30 stalls</i>

While the parking on site for 1625 McPhee does not meet the full requirements based on the site's expected usage, the parking requirements greatly exceed the expected usage. Based on the needs of the staff and tenants, the proposed on-site parking design falls 9 spots short of meeting demand. The excess parking demand will be redirected to the Church and/or neighbouring businesses with parking agreements with Wachiy.

Due to the overlap in industrial and residential land uses in this neighbourhood, residents have existing parking concerns related to limited staff parking at all industrial sites. Wachiy was successfully able to mitigate parking concerns related to opening their daycare and is confident in their ability to do the same with the proposed affordable housing project. Wachiy understands that the parking demand during working hours is a concern to neighbors, and is committed to reducing their impact wherever possible, while proposing land use changes in accordance with Courtenay's OCP. The proposed development is in line with Courtenay's OCP goal of reducing emissions, increasing the stock of affordable housing, and increasing density in growth nodes.

The negative impact of a possible increase in demand for street- parking will be greatly outweighed by the community service this affordable housing project provides. The proposed affordable housing project will:

- Provide safe, affordable, and appropriate housing to vulnerable community members, specifically Indigenous Elders and Singles
- Take pressure off local healthcare and social services
- Repurpose an under used, and underdeveloped parking lot

- Increase density near the town core
  - o Reduce the need to sprawl outward, to meet housing demand
  - o Maintain existing green space
  - o Reduce the need for commuting from out of town (Will not increase pressure on current traffic systems)
- Increase the safety of the neighbourhood, by increasing the number of eyes on the street
- Re-introduce green space to an industrial strip, adjacent to a residential neighbourhood
- Encourage staff and residents to explore environmentally sustainable transportation options, including walking, public transit, and biking.

A traffic study report was produced in addition to this parking study, which indicates no significant impact to the 17<sup>th</sup> St. and McPhee Ave intersection as a result of this proposed development.

Faith Evangelical Lutheran Church  
1688 McPhee Ave.,  
Courtenay BC, V9N 3A5

August 11th, 2021

To Whom It May Concern,

As previously discussed with Michael Colclough, the Council of Faith Evangelical Church, Courtenay BC, have agreed to allow the Wachiy Friendship Centre's staff the use of 5 double (total 10 spaces) parking spaces during the construction period of their proposed development. We know amicable details will follow.

Sincerely,



Charlie Zerkee  
Board Chair

250-338-5139

faithchair@gmail.com  
1688

## Schedule No. 8: Transportation Impact Assessment



### Wachiay Housing Transportation Impact Assessment

Draft

---

Prepared for  
M'akola Development Services

Date  
June 25, 2021

Project No.  
04-21-0207



June 25, 2021

04-21-0207

Jamie Bégin  
M'akola Development Services  
106-501 Fourth Street  
Courtenay, BC V9N 1H3

Dear Jamie:

**Re: Wachiay Housing  
Transportation Impact Assessment**

Bunt & Associates prepared a Transportation Impact Assessment for the proposed affordable housing residential development at 1679 McPhee Avenue in Courtenay, BC. The study reviews current and future vehicle operations and assesses any off-site impacts that may arise from the construction of the proposed building. In addition, the study provides Transportation Demand Management recommendations.

We trust this study will assist the project in advancing through the City of Courtenay's planning process and provide information to respond to concerns surrounding traffic generated by the new development.

Please do not hesitate to contact us should you have any questions.

Yours truly,

**Bunt & Associates**

Simon Button, P.Eng., M.Eng., PMP  
Transportation Engineer



## CORPORATE AUTHORIZATION

Prepared By: Julia Cutt

Bunt & Associates Engineering Ltd.

Suite 530, 645 Fort Street

Victoria, BC V8W 1G2

Canada

Reviewed By: Simon Button, P.Eng., M.Eng., PMP  
Transportation Engineer

Telephone: +1 250 592 6122

Facsimile: +1 604 685 6579

Kyle Brandstaetter, MCIP RPP  
Senior Transportation Planner

Date: July 22, 2021

Project No. 04-21-0207

Status: Draft

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TRANSPORTATION PLANNERS AND ENGINEERS

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## 1. INTRODUCTION

### 1.1 Study Purpose & Objectives

M'akola Development Services (MDS) is proposing to redevelop the property at 1679 McPhee Avenue in Courtenay, BC. The purpose of this study is to evaluate the transportation impacts the proposed development will have on the nearby street network, to review the multi-modal access and safety considerations, and to provide informed Transportation Demand Management (TDM) recommendations. The study assesses the change in vehicle operations at the McPhee Avenue & 17<sup>th</sup> Street intersection.

### 1.2 Development Details

The proposed development includes a five-storey affordable rental housing building with 40 studio and/or one-bedroom units. The 40 single-occupancy units are to be provided for seniors and single people, with priority given to Indigenous applicants. The development will replace the parking lot currently occupying the site. The current zoning is residential industrial (I-2), and the owner is looking to reclassify the lot as a comprehensive development zone. Vehicle access will be from McPhee Avenue through the existing entrance; this entrance will be shared with the adjacent Friendship Centre. Based on lower anticipated vehicle ownership, only 10 parking stalls will be provided for the residential development. Figure 1.1 illustrates the conceptual site plan.

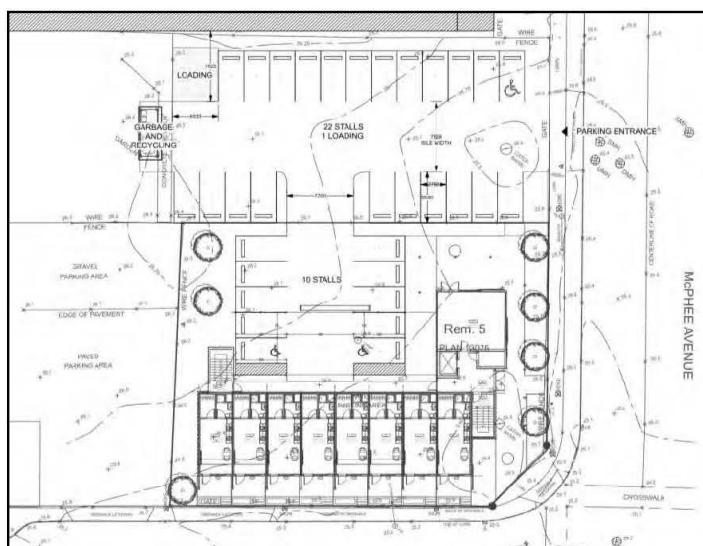


Figure 1.1: Site Plan

TRANSPORTATION PLANNERS AND ENGINEERS

## 2. LOCAL CONTEXT

### 2.1 Land Use

The development site is located south of Downtown Courtenay. Exhibit 2.1 illustrates surrounding land uses, roads, bus stops and bike lanes. The area is primarily residential, with some industrial land use; however, downtown Courtenay is located only 1 km to the northeast. Courtenay Elementary School is just northwest of the site on McPhee Avenue which impacts travel patterns on the surrounding streets during drop-off and pick-up periods.

### 2.2 Street Network

McPhee Avenue is a collector street that runs north-south and connects the two minor arterials of 17<sup>th</sup> Street to the south and 6<sup>th</sup> street to the north. 17<sup>th</sup> Street provides residents with a connection to Comox to the east via the 17<sup>th</sup> St Bridge over the Courtenay River. At the 17<sup>th</sup> Street Bridge, 17<sup>th</sup> street becomes Highway 19A, the Highway 19 bypass that runs north-south along Vancouver Island.

### 2.3 Walking

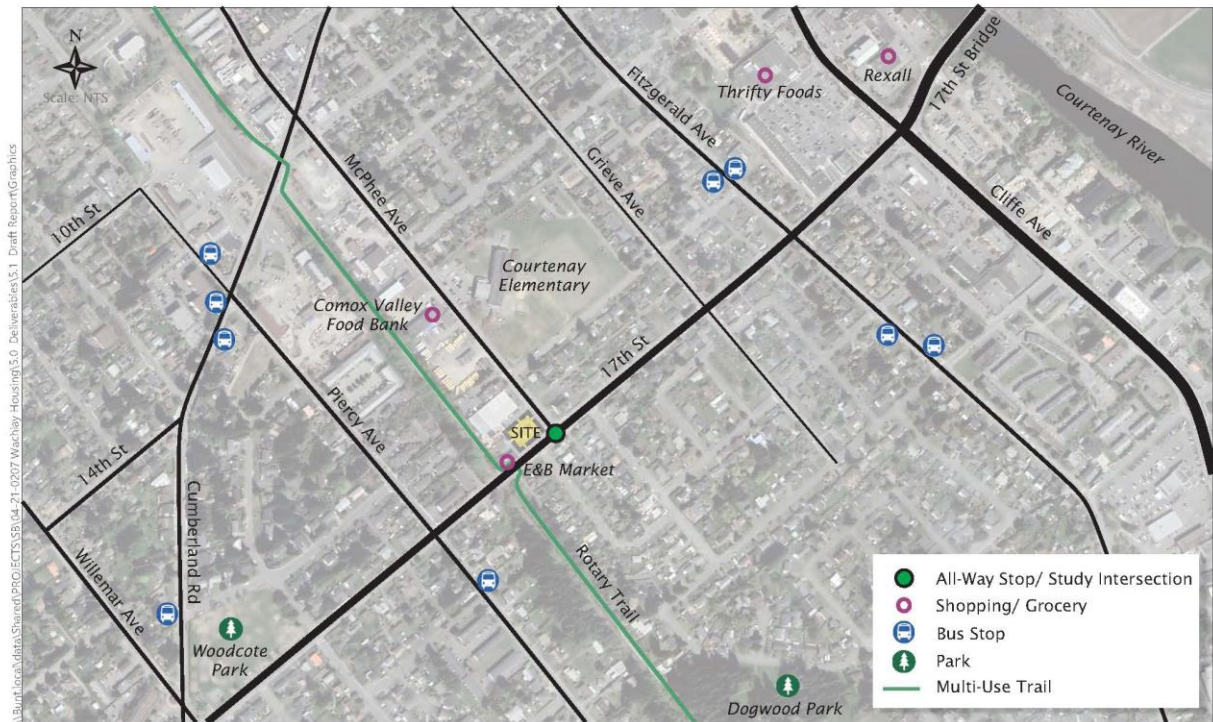
The proposed development is moderately walkable. The site is within a five-minute walk of Courtenay Elementary School, grocery stores, and the Rotary Trail. Many other amenities can be accessed via a 10-20 minute walk including Thrifty Foods and a Rexall Pharmacy to the north along 17<sup>th</sup> St, Dogwood Park and Bill Moore Memorial Park to the southeast along the Rotary Trail, and Lake Trail Middle School and Roy Stewart Morrison Nature Park to the west. Sidewalks along both sides of the road on McPhee Avenue and 17<sup>th</sup> Street increase the walkability and safety of the area for future residents. Crosswalks are present across all three legs at the McPhee Ave and 17<sup>th</sup> St 3-way stop intersection.

### 2.4 Cycling

The development is well connected to the local and regional cycling network. Although no bike lanes exist along McPhee Ave nor 17<sup>th</sup> St, the Rotary Trail is located only 50m southwest of the site. The Rotary Trail is a multi-use unpaved trail that runs from 29<sup>th</sup> St in the south to 5<sup>th</sup> St in the north. If followed north to 5<sup>th</sup> street, residents can use the protected bike lanes along 5<sup>th</sup> street to access downtown Courtenay. Alternatively, bike lanes are also provided north-south along Fitzgerald Ave northeast of the site.

### 2.5 Transit

Though the Courtenay transit system is not extensive, the proposed site is well situated for access to bus routes. Route #8 (Anfield Centre/Downtown) stops along Piercy Ave less than a five-minute walk from the site. Future residents could also access routes #1 (Anfield Centre/Comox Mall) and #14 (Union Bay) via Fitzgerald Ave. Routes #1 and #14 stop around 10 minutes walking distance from the site.



**Exhibit 2.1**  
**Site Context**

Wachiy Affordable Housing  
04-21-0207 June 2021



### 3. VEHICLE OPERATIONS REVIEW

#### 3.1 Vehicle Operations Assessment Methodology

Vehicle operations were assessed at the 17<sup>th</sup> St & McPhee Ave intersection for the weekday AM and PM peak hours; this intersection is anticipated to be the intersection most impacted by the development. The analysis was completed for the existing conditions (2021) and the 2026 horizon year. This study assumes a linear annual 1% growth in peak hour volumes at the study intersection without the proposed development.

The operations of the study intersection were assessed using Synchro 10 software which uses the 2010 Highway Capacity Manual (HCM). The traffic operations were assessed using the Level of Service (LOS) performance measure. The LOS is based on average vehicle delay and ranges from "A" to "F" based on the quality of operation at the intersection. LOS "A" represents minimal queuing time conditions while LOS "F" represents an over-capacity condition with considerable congestion and/or queuing time. A queuing time of fewer than 10 seconds receives LOS A whereas queuing times greater than 80 seconds receive LOS F. In downtown and town centre contexts, during peak demand periods, queuing times greater than 80 seconds (LOS F) are common.

#### 3.2 Existing Conditions

Multi-modal transportation data was collected at the study intersection of 17<sup>th</sup> St & McPhee Ave from 7:30-9:00 am and from 2:00-4:00 pm on Thursday, June 17<sup>th</sup>, 2021. The count periods were chosen to align with the start and end times for Courtenay Elementary School across from the development site. It is noted that counts were taken while construction was underway for the 5<sup>th</sup> Street Bridge Rehabilitation Project, however Bunt concluded that due to proximity that the project would not have a material impact on the traffic counts; this was also based on documented detour routes available on the City's website. Should there have been any impact on operations they would be expected to be related to higher higher volumes along 17<sup>th</sup> Street, i.e. more conservative.

**Table 3.1** summarizes the existing 2021 vehicle operations at 17<sup>th</sup> St & McPhee Ave. All movements in both the AM and PM peak hours operate within their capacity and at an acceptable level of service. **Exhibit 3.1** illustrates the existing 2021 vehicle volumes and operations at the study intersection. The operational analysis accounts for the pedestrian crossing volumes which are higher than usual due to the nearby elementary school.

#### 3.3 Background Vehicle Volumes

Background traffic is the future number of vehicles that would exist without the proposed development. Background vehicle volumes were estimated by increasing the existing vehicle volumes by an annual linear 1% growth rate to account for general population growth. **Exhibit 3.2** illustrates the resulting background vehicle volumes and operations for the 2026 horizon year. The background 2026 vehicle operations are only marginally changed from the existing conditions, with no areas of concern.



**Exhibit 3.1**  
**2021 Peak Hour Vehicle Volumes & Operations**

Wachiy Affordable Housing  
04-21-0207 June 2021





**Exhibit 3.2**  
**Background 2026 Vehicle Volume Forecasts & Operations**

Wachiy Affordable Housing  
04-21-0207 June 2021



### 3.4 Development Generated Vehicle Trips

The ITE *Trip Generation Manual (10<sup>th</sup> Edition)* was used to estimate the number of vehicle trips generated from the proposed development. It should be noted that minimal ITE data exists for affordable housing; thus trip rates were taken from the market-priced mid-rise multi-family residential development type.

Tables 3.1 and 3.2 describe the trip rates and associated trip generation for the development. The ITE rates are primarily based on suburban locations throughout North America where there is minimal walking, cycling, or transit use. Therefore, the utilized trip rates provide a high-end trip generation estimate. The actual number of vehicle trips realized is likely to be less than the estimate provided due to the affordable nature of the homes with residents less likely to own a vehicle.

Table 3.1: Peak Hour Vehicle Trip Rates

LAND USE	UNITS	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Multifamily Housing - Mid-Rise (ITE 221)	Dwelling Units	26%	74%	0.36	61%	39%	0.44

Table 3.2: Estimated Peak Hour Site Vehicle Trips

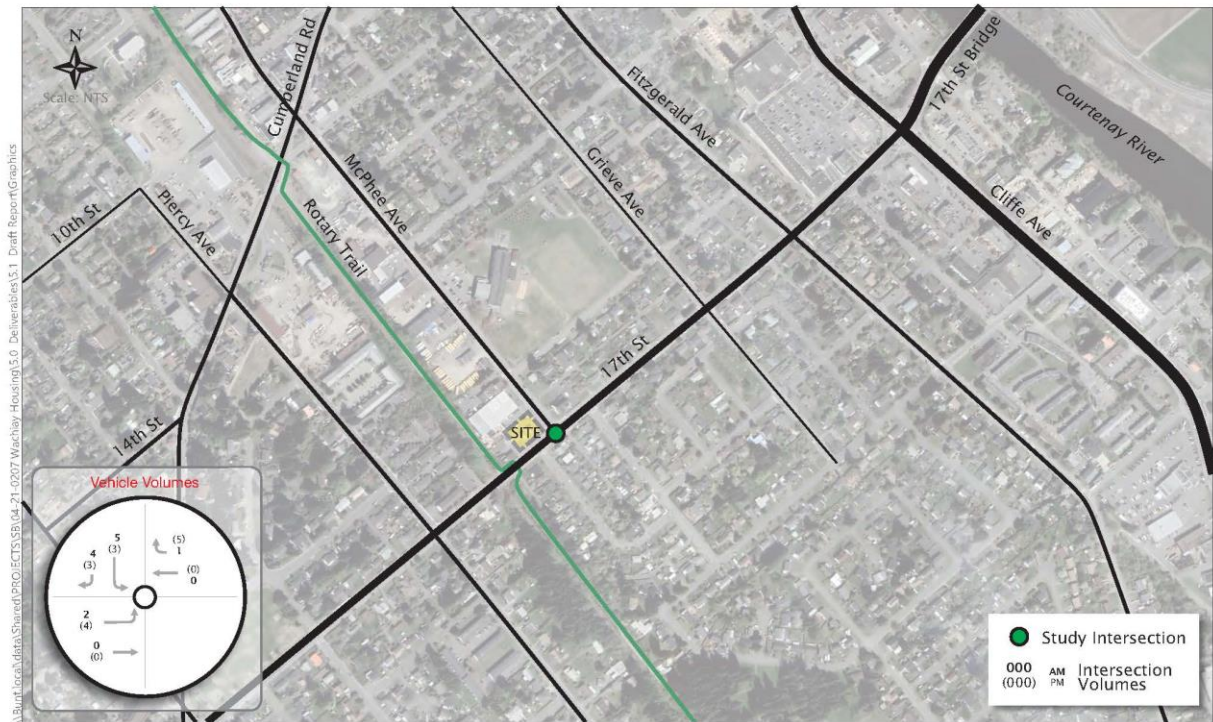
LAND USE	DENSITY	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Multifamily Housing - Mid-Rise (ITE 221)	40 units	3	11	14	11	7	18
<b>TOTALS</b>				<b>14</b>			<b>18</b>

The assumed vehicle trip rates result in approximately 10-20 additional vehicle trips per peak hour. Spread over the peak hour, this is equal to one additional vehicle every 4 minutes. The impact during off-peak hours would be less. The vehicle trips were assigned travel directions based on the existing turning movement counts at the study intersection and assumed travel based on access to amenities and surrounding communities. Table 3.3 lists the trip distribution used in the analysis.

Table 3.3: Estimated Trip Distribution

ORIGIN/DESTINATION	AM		PM	
	IN (%)	OUT (%)	IN (%)	OUT (%)
McPhee Ave (north)	10	15	10	10
17 <sup>th</sup> St (west)	55	35	40	50
17 <sup>th</sup> St (east)	35	50	50	40
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

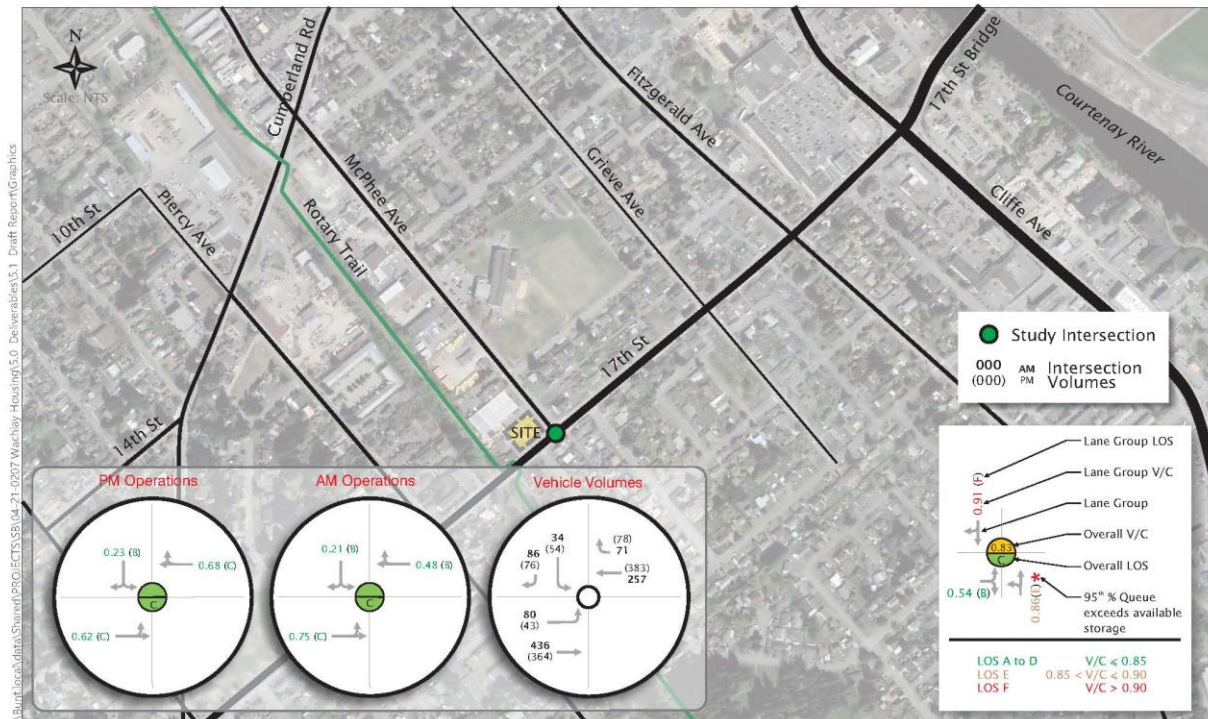
Exhibit 3.3 illustrates the site-generated trips on the study intersection, and Exhibit 3.4 shows the total forecasted volumes and operations for the 2026 horizon year with the site trips added to the background traffic. Due to the development's modest vehicle trip generation, it causes negligible operational impacts to the study intersection.



**Exhibit 3.3**  
**Site Vehicle Volume Forecasts**

Wachiy Affordable Housing  
04-21-0207 June 2021





**Exhibit 3.4**  
**Total 2026 Vehicle Volumes & Operations**

Wachiy Affordable Housing  
04-21-0207 June 2021



TRANSPORTATION PLANNERS AND ENGINEERS

#### 4. TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) seeks to decrease vehicle travel and parking by enabling other more sustainable modes of transportation such as walking, cycling, transit, and carpooling.

The inherent nature of the development providing affordable housing adjacent to the Friendship Centre will naturally minimize the site's vehicle travel and parking demands. Suitable TDM initiatives to further enable residents to travel actively or by transit include:

- **Bicycle parking.** Short-term bicycle parking should be provided at the building's entrance, ideally covered from rainfall. Long-term bicycle parking should be provided in a convenient and secure location for residents and staff.
- **Bicycle amenities.** To make it easier for residents to own bicycles, standard bicycle repair tools could be provided in the secure bicycle parking area.
- **Shared bicycles.** The development could provide a set of shared bicycles for residents to use.
- **Transit Subsidy.** The development could subsidize a portion of transit passes.

#### 5. DEVELOPMENT IMPACT

The development's modest size and its affordable tenure, will naturally minimize its impact on the local street network. The generated vehicle trips will not cause a noticeable increase on nearby streets. The development is also utilizing an existing driveway, so no new pedestrian crossings are being created.

#### 6. SUMMARY & RECOMMENDATIONS

- The proposed affordable housing development includes 40 single-occupancy residential units. Vehicle access will be via McPhee Avenue.
- The proposed development will replace an existing parking lot.
- Good walking and cycling facilities are accessible nearby, including access to grocery options and recreational opportunities.
- The development is served by bus routes to major destinations in Courtenay including the downtown core, Anfield Centre, and Comox Mall.
- Using conservative (i.e. high) assumptions, the development would generate 10-20 additional trips per peak hour. Spread over the peak hour, this is equal to one additional vehicle every 4 minutes. The impact during off-peak hours would be less.
- The 17<sup>th</sup> St and McPhee Ave intersection operates within an acceptable level of service in all study scenarios, with or without the proposed development. The development is not expected to have a noticeable impact on vehicle operations due to its small number of new vehicle trips.
- The development will have an insignificant impact on the adjacent street network.
- Potential TDM measures to be implemented include bicycle parking, bicycle amenities, shared bicycles, and transit subsidies.



# THE CORPORATION OF THE CITY OF COURTENAY

# BYLAW NO. 3028

## A bylaw to amend Official Community Plan Bylaw No. 2387, 2005

The Council of the Corporation of the City of Courtenay in open meeting assembled enacts as follows:

1. This bylaw may be cited for all purposes as “**Official Community Plan Amendment Bylaw No. 3028, 2021**”.
2. That “Official Community Plan Bylaw No. 2387, 2005” be hereby amended as follows:
  - (a) by changing the land use designation of Lot 5, Section 41, Comox District, Plan 13075, Except Part in Plan VIP68431 (1679 McPhee Avenue) as shown in bold outline on **Attachment A** which is attached hereto and forms part of this bylaw, from Industrial to Multi Residential; and
  - (b) That Map #2, Land Use Plan be amended accordingly.
3. This bylaw shall come into effect upon final adoption hereof.

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, 2021

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, 2021

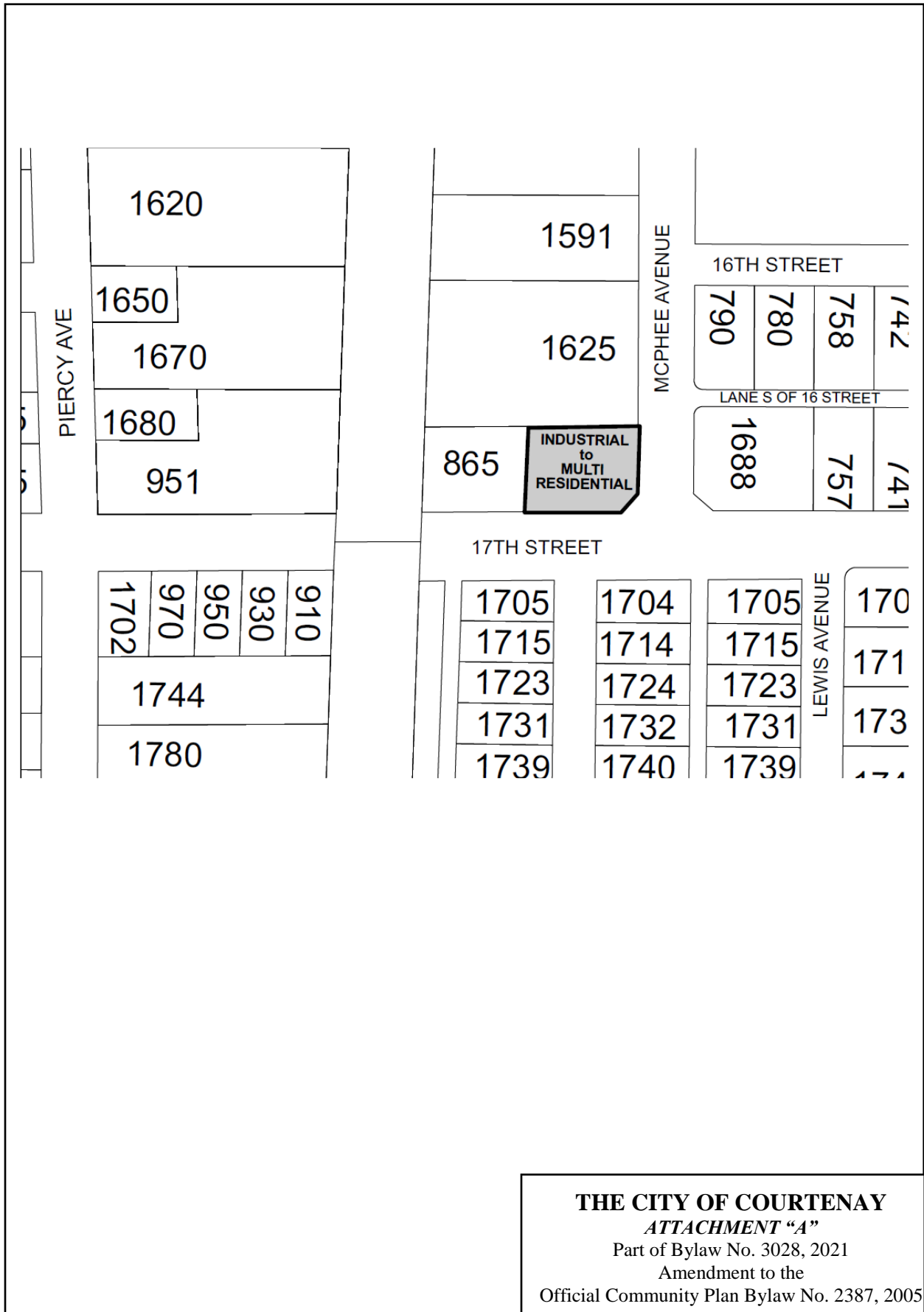
Considered at a Public Hearing this                      day of                      , 2021

Read a third time this \_\_\_\_\_ day of \_\_\_\_\_, 2021

Finally passed and adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2021

Mayor

Corporate Officer



# THE CORPORATION OF THE CITY OF COURTENAY

**BYLAW NO. 3029**

## **A bylaw to amend Zoning Bylaw No. 2500, 2007**

The Council of the Corporation of the City of Courtenay in open meeting assembled enacts as follows:

1. This bylaw may be cited for all purposes as **“Zoning Amendment Bylaw No. 3029, 2021”**.
2. That “Zoning Bylaw No. 2500, 2007” be hereby amended as follows:

(a) Amending Division 8 – Classification of Zones through the addition of:

Part 61 – Comprehensive Development Thirty Four Zone (CD-34) 1679 McPhee Avenue  
as attached in **Attachment A**.

(c) by rezoning Lot 5, Section 41, Comox District, Plan 13075, Except Part in Plan VIP68431 (1679 McPhee Avenue) as shown in bold outline on **Attachment B** which is attached hereto and forms part of this bylaw, from Industrial Two (I-2) to Comprehensive Development Zone Thirty Four (CD-34).

(d) That Schedule No. 8, Zoning Map be amended accordingly.

3. This bylaw shall come into effect upon final adoption hereof.

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, 2021

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, 2021

Considered at a Public Hearing this                      day of                      , 2021

Read a third time this \_\_\_\_\_ day of \_\_\_\_\_, 2021

Finally passed and adopted this                      day of                      , 2021

Mayor

Corporate Officer

Approved under S.52(3)(a) of the Transportation Act

Tallina McRae, Development Services Officer  
Ministry of Transportation and Infrastructure  
Vancouver Island District

# Attachment A

## Part 61 - Comprehensive Development Thirty Four Zone (CD-34) (1679 McPhee Ave.)

### 8.61.1 Intent

The CD-34 Zone is intended to accommodate an affordable housing multi residential development on the property legally described as Lot 5, Section 41, Comox District, Plan 13075, Except Part in Plan VIP68431. This property shall be developed substantially in accordance with Schedule A which forms part of this zone

### 8.61.2 Permitted Uses

The following uses are permitted and all other uses are prohibited except as otherwise noted in this bylaw:

(1) *Multi Residential*

### 8.61.3 Lot Coverage

A *lot* shall not be covered by buildings to a greater extent than 55% of the total *lot area*

### 8.61.4 Floor Area Ratio

The maximum *floor area ratio* shall not exceed 2.1

### 8.61.5 Minimum Lot Size

A *lot* shall have an area of not less than 1200 m<sup>2</sup>

### 8.61.6 Setbacks

Except where otherwise specified in this bylaw the following minimum *building setbacks* shall apply:

- (1) *Front Yard*: 4.0 m; canopy may project 2.0 m into setback
- (2) *Rear Yard*: 2.0 m
- (3) *Side Yard (NW)*: 5.5 m
- (4) *Side Yard (SE)*: 3.0 m ground floor; canopy may project 1.3 m into setback  
5.0 m all other floors; roof may project 1.0 m into setback

### **8.61.7 Height of Building**

Maximum *building height* shall be 17.5 m.

### **8.61.8 Useable Open Space**

*Useable open space* must be provided and include at minimum:

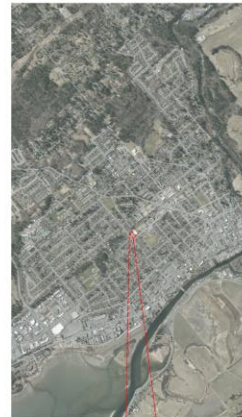
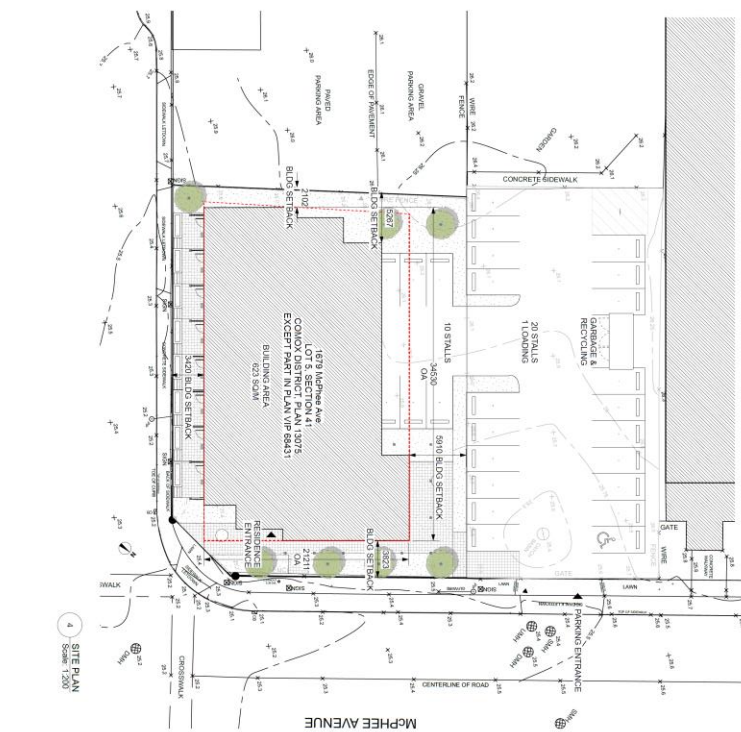
- (1) Internal pathways with furnished rest areas
- (2) 40 m<sup>2</sup> indoor amenity area
- (3) Patios for ground floor residents

### **8.61.9 Off-Street Parking and Loading**

Off-street parking shall be provided and maintained in accordance with the requirements of Division 7 of this bylaw except:

- (1) Parking shall be provided at a rate of 0.25 *parking spaces* per *dwelling unit* inclusive of visitor parking
- (2) Minimum parking stall dimensions are 2.7 m in width for standard stalls

Note: Please refer to full size drawings in file 6480-20-2101 / 3360-20-2101



## PROJECT INFORMATION

Authority	City of Courtenay
Street Address	1679 McPhee
Legal Description	Lot 5, Section 41, Carrock District, Plan 13705
Property Identification Number	VIP 68431

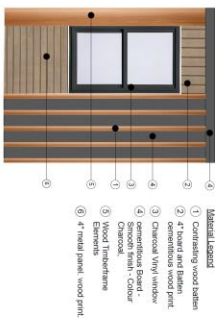
The property is surrounded by a mix of zoning including A-2, R-1, PA-1, and C (see neighborhood context map for reference).

UNIT MATRIX	UNIT TYPE	Gross Floor area	# OF UNITS
Apartments			
	1 bedroom units	51.5 sqm	23
	1 bedroom A/C	54.4 sqm	9
	Studio Units	32.5 sqm	8
<b>TOTAL RESIDENTIAL UNITS</b>			<b>40</b>

ZONES SUMMARY		EXISTING		PROPOSED	
STREETS	LOT CORNERS PER	EXISTING		PROPOSED	
		7.1 METERS FROM ROAD STRECK AND 1.8 METERS FROM ROAD STRECK AND 1.8 METERS FROM ROAD STRECK AND 1.8 METERS FROM ROAD STRECK	7.1 METERS FROM ROAD STRECK AND 1.8 METERS FROM ROAD STRECK AND 1.8 METERS FROM ROAD STRECK		
LANDSCAPE - TREES	TOTAL PLANTING	TOTAL PLANTING		TOTAL PLANTING	
		1.8 METERS FROM ROAD STRECK AND 1.8 METERS FROM ROAD STRECK AND 1.8 METERS FROM ROAD STRECK	1.8 METERS FROM ROAD STRECK AND 1.8 METERS FROM ROAD STRECK AND 1.8 METERS FROM ROAD STRECK		

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## MATERIAL BOARD

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**Wachiy  
Affordable  
Housing Project**  
1679 McPherson Ave.  
Courtenay, BC





# MATERIAL BOARD



- 1) Contrasting wood batten
- 2) 4" board and batten
- 3) Smooth finish - Cedar
- 4) Cementitious Board - Smooth Finish - Cedar
- 5) Wood forberthane Elements
- 6) 4" metal panel wood print



4 NORTH ELEVATION  
Scale: 1/32



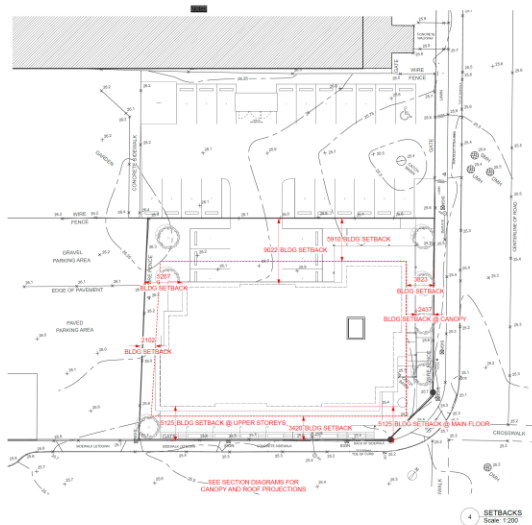
3 SOUTH ELEVATION  
Scale: 1/32



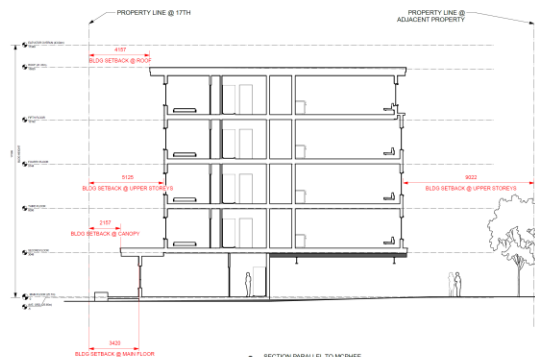
1 EAST ELEVATION  
Scale: 1/32



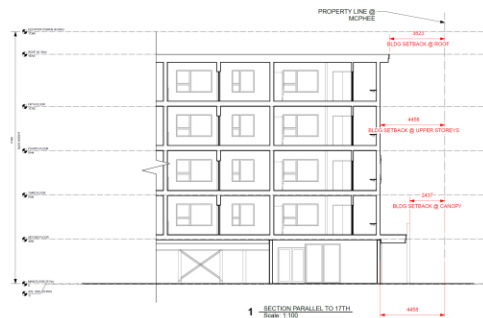
2 WEST ELEVATION  
Scale: 1/32



5 SITEBACKS  
Scale: 1/32



3 SECTION PARALLEL TO MCPIEVE  
Scale: 1/32



1 SECTION PARALLEL TO 17TH  
Scale: 1/32



WACHIAI  
Friendship Centre

Wachia  
Affordable  
Housing Project

1079 Midway Ave.  
Cortney, BC



Issued for Approval 1/2024

1079 Midway Ave.  
Cortney, BC

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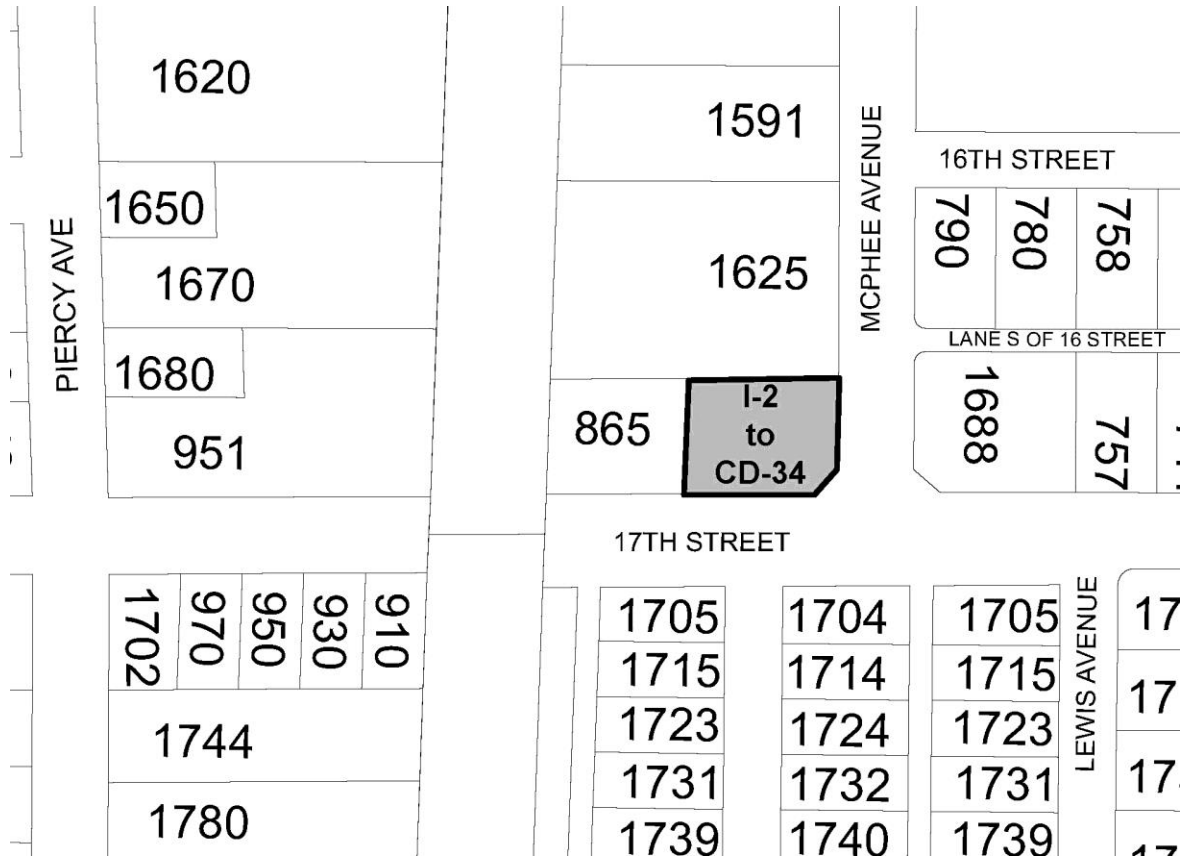
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**THE CITY OF COURTENAY**  
**ATTACHMENT "B"**

Part of Bylaw No. 3029, 2021  
 Amendment to the  
 Zoning Bylaw No. 2500, 2007

