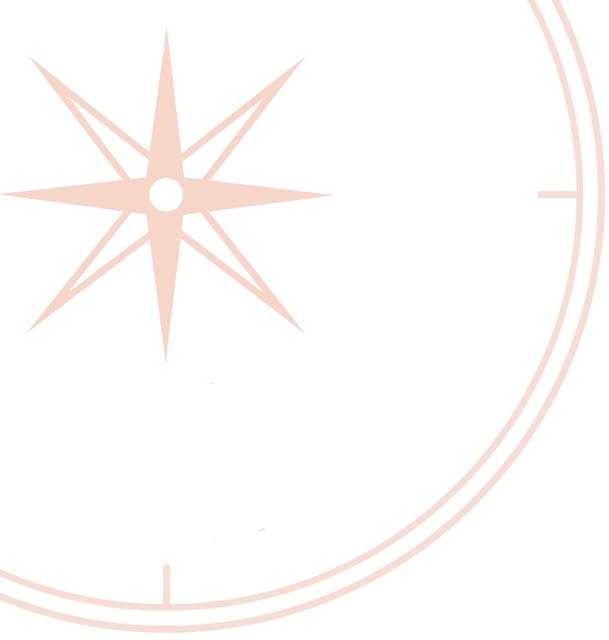




City of Courtenay

**OFFICIAL COMMUNITY PLAN
ONLINE SURVEY ENGAGEMENT SUMMARY
DRAFT**

SEPTEMBER 2020



DRAFT



CITY OF
COURTENAY

TABLE OF CONTENTS

INTRODUCTION AND TAKEAWAYS	04
1.0 WHO PARTICIPATED	06
1.1 RELATIONSHIP TO COURTENAY	07
1.2 EQUITY SEEKING GROUP PARTICIPATION	07
1.3 ATTENDANCE AT IDEAS FAIR	08
1.4 HOME ADDRESS OF PARTICIPANTS	09
2.0 VISION & GOALS	10
2.1 VISION STATEMENTS	11
2.2 GOAL STATEMENTS	12
3.0 WHERE WE GROW	16
3.1 COURTENAY OF TODAY	17
3.2 GROWTH FOCUSED AREAS OF 2031	17
4.0 HOW WE GROW	20
4.1 DOWNTOWN CORE	21
4.2 URBAN CENTRE	22
4.3 NEIGHBOURHOOD HUBS	23
4.4 NEIGHBOURHOOD INFILL	24
4.5 STREETS	25
5.0 APPENDIX	28

INTRODUCTION

◀ A City-Wide Plan for Courtenay

WELCOME

Share your vision for Courtenay's future!

To help manage growth and change in a way that helps our community meet its goals, the City of Courtenay is updating its Official Community Plan (OCP). The input you share will help shape the Plan!

➔ Begin

2 VISION & GOALS

3 WHERE WE GROW

4 HOW WE GROW

5 ABOUT YOU

?

The planning process will culminate in a new OCP by Spring 2021. **Today we are asking you to share your input on the draft vision, goals, and growth directions.** Use this survey to have your say, and stay tuned for more input opportunities!

CHARTING CHANGE
OCP 2030
COURTENAY
COMMUNITY CLIMATE CHOICE

The online survey opened with an introductory screen to orient participants to the process and input opportunities contained within.

INTRODUCTION AND TAKE-AWAYS

PURPOSE OF THE SURVEY

An online survey ran from August 6 through September 10, 2020 as a way to: present and seek input on a draft vision, set of goals, and emerging future growth concept for Courtenay. The online survey also presented the opportunity to elicit input on a diversity of images intended to convey different approaches to development throughout the city. This input will be used to begin drafting policies, as well as inform next steps of the engagement.

782 PARTICIPANTS

A total of 782 participants offered input. Among those participants, there was a diversity of relationships to Courtenay, ranging from homeowners and renters, to business owners and students. Participants reside in different neighbourhoods across the city, with the greatest levels of participation taking place in the Downtown.

The large majority of participants did not attend the Public Ideas Fair in February, which suggests that the online survey provided an effective complementary engagement opportunity that was successful in reaching new communities and voices.

Participants also included a diversity of voices including equity-seeking groups. However, as noted in the following section, participation rates were relatively low among some groups, including single parents, people of colour, and Indigenous peoples. Youth were also under-represented. This information will be used to determine how gaps can be addressed in reaching other voices as the engagement process moves forward.

While the focus of this survey is on the rating of ideas and images, participants had the opportunity to offer comments throughout. Over 1830 comments were provided, which were reviewed and summarized in the development of this summary.

TAKE-AWAYS FROM INPUT

There is very strong support for the draft vision, with the strongest average rating of 4.5/5.0 for the “protection of nature” component of the vision statement.

There is also very strong support for the goal statements, with the strongest average rating of 4.5/5.0 for the “space for nature” goal statement.

There is support for the proposed “growth focus areas” in the future growth concept, with an average rating of 3.6/5.0. Participant comments expressed overall support for intensification/infill, with a desire to manage potential transportation impacts, maintain existing character, and expand networks and spaces for biodiversity.

The images conveying different forms of development/growth – including diverse approaches to urban design – received variable responses, ranging from unfavourable (average rating of 1.8/5.0) to very favourable (average rating of 4.3/5.0). Generally, participants rated and spoke favourably of images that included ample greenery, cycling facilities, pedestrian-oriented public spaces, and infill with a ‘human-scaled’ character.

PART 1

WHO PARTICIPATED

WELCOME

2 VISION & GOALS

3 WHERE WE GROW

4 HOW WE GROW

5 ABOUT YOU

What to do

Final Questions (Optional)

*Optional - Provide your email for prize draw

Type...

How do you identify? (Click all that apply)

Female LGBTQ2+ Black Person of Colour

Indigenous Person with Disabilities Youth

Single Parent Low Income Resident Senior

Recent Immigrant Other Equity-Seeking Group

What is your postal code?

Type...

Did you attend the Ideas Fair on February 19?

Select... ▾

What is your relationship to Courtenay? (Click all that apply)

Resident Student Retiree Business owner

Home owner Renter Employee

Do you have any other comments to share?

Type...

Submit Final Questions Skip

Thank you!

Thank you for sharing your valuable input about Courtenay's OCPI

[Click here to learn how you can stay informed and involved between now and Spring 2021.](#)



Participants were invited to share information about themselves and their past involvement in the project.

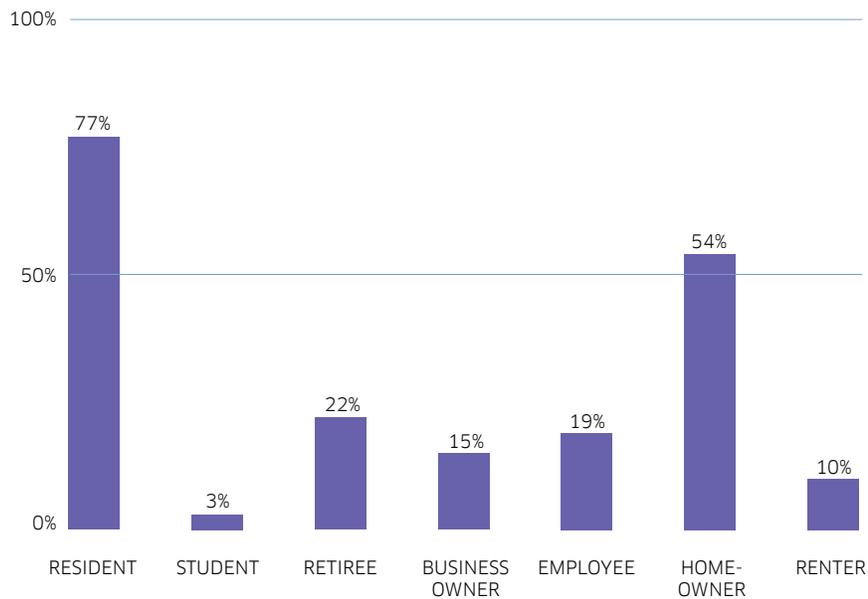
1.0 WHO PARTICIPATED

1.1 RELATIONSHIP TO COURTENAY

Q: What is your relationship to Courtenay? Choose all that apply.

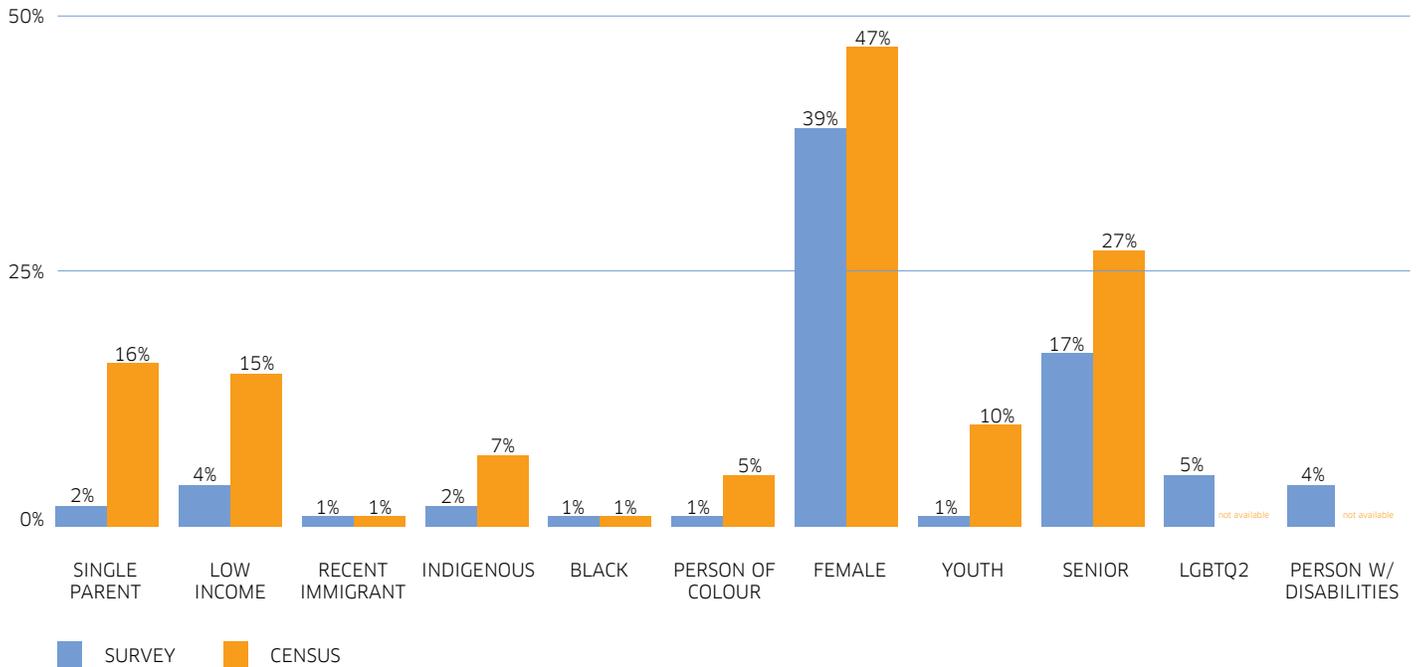
Of the 782 survey participants, 510 identified their relationship to Courtenay. This information revealed that the survey obtained input from residents, retirees, employees, business owners, students, homeowners, and renters. Note that the percentages shown in the graph below do not equal 100% as participants had the option of selecting multiple relationships.

There were more homeowners (84%) than renters (16%) who participated in the survey, compared to the proportion of homeowners (74%) and renters (26%) in the community.



1.2 EQUITY SEEKING GROUP PARTICIPATION

Q: How do you identify? Choose all that apply.



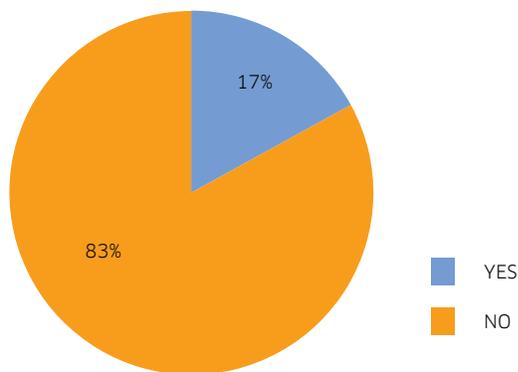
This question primarily served to identify participation by equity-seeking groups. 417 participants indicated that they were a part of at least one of the following groups: women, LGBTQ2, low-income residents, persons with disabilities, indigenous people, single parents, recent immigrants, and black and people of colour. There were survey participants in each of these categories. Participants were also asked to indicate whether they were a youth or senior. Again, note that the percentages shown in the graph below do not equal 100% as participants had the option of selecting multiple groups.

The graph above presents participation rates of these groups, alongside the demographic profile of Courtenay, based on the last (2016) Census. Since not all survey participants provided demographic information, the proportion of equity seeking groups in the survey is likely artificially lower than what is seen in the community/Census. While this graph does not provide a perfect picture of participant diversity, it nonetheless helps us understand whether we were successful in reaching different equity-seeking groups within Courtenay.

The groups most clearly under-represented were youth, single parents, people of colour, and Indigenous peoples. It will be important to pay special attention to the input received by these groups in the survey, and to reach out to these voices in future engagement activities.

1.3 ATTENDANCE AT IDEAS FAIR

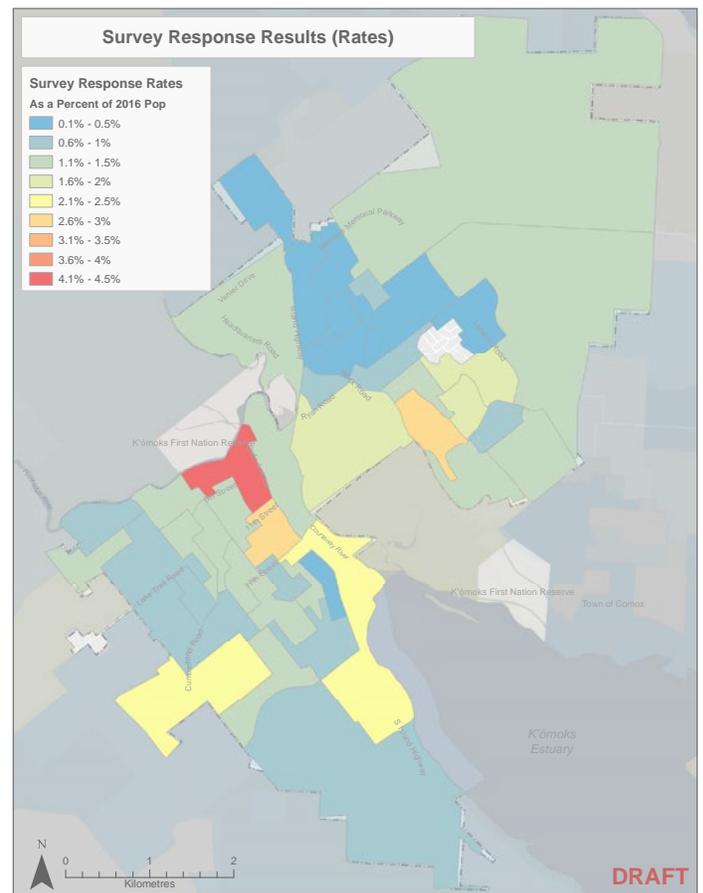
Q: Did you attend the Ideas Fair on February 19?



The large majority of participants did not attend the Public Ideas Fair in February, which suggests that the online survey provided an effective complementary engagement opportunity that was successful in reaching new communities and voices.

1.4 HOME ADDRESS OF PARTICIPANTS

Q: What is your postal code?



Residents across Courtenay participated in the survey, however levels of engagement were somewhat spatially varied. The highest participation rates came from the Downtown.

PART 2

VISION & GOALS

The screenshot shows a web application interface for 'Vision and Goals'. The interface is set against a blue background with a faint aerial view of a city. At the top, a navigation bar includes a back arrow, a '2 Vision and Goals' header, a 'What to do' button with a question mark, and a 'Next Task' button with a right arrow. Below the navigation bar, there are five vertical tabs: 'WELCOME', 'VISION & GOALS', 'WHERE WE GROW', 'HOW WE GROW', and 'ABOUT YOU'. The 'VISION & GOALS' tab is active, showing a sidebar with three items: 'Vision' (highlighted in yellow), 'Goals 1-5', and 'Goals 6-9'. The main content area displays the draft vision for 2031: 'COURTENAY'S DRAFT VISION FOR 2031: Climate Action, Community, and Choice in a Time of Change – A City Responsible for the Future'. Below this, there is a 'More about this' button and five goal categories, each with a description, a five-star rating bar, and a 'Comment' button: 1. 'Net Zero GHG Emissions': 'We reach net zero emissions by 2050, addressing the climate crisis head on while preparing for impacts.' 2. 'Responsible for Future': 'We use resources efficiently, whether it be land, energy, or public infrastructure.' 3. 'Protection of Nature': 'We protect the natural spaces and life sources we love and upon which our lives depend.' 4. 'City for All People': 'Our city is created for and by residents with diverse identities, experiences, and aspirations.' 5. 'City of Choice': 'Residents have options for homes, destinations, jobs, gathering spaces, and getting around.' At the bottom of the main content area, there is a 'Suggest another' button and a green 'Next Category' button. The interface also features a search icon in the bottom left and a home icon in the bottom right.

Participants were invited to offer input on the draft OCP Visions and Goals.

2.0 VISION & GOALS

2.1 VISION STATEMENT

Q: The draft vision and goals have been developed through community input. Please share your input by rating them, sharing comments, and suggesting others that may be missing.

Participants rated five key elements of the draft vision (see screen on previous page), and showed very strong support for it overall. The strongest support was for “Protection of Nature: We protect the natural spaces and life sources we love and upon which our lives depend.”

Net Zero Emissions – 94 comments

The most frequently cited comment related to timeline, with a desire to reach net zero sooner, suggesting that the relatively lower rating may be linked to the reference to 2050.

“That’s way too late. 2030. Let’s make it happen.”

“We need to beat the goal of 2050. If we wait until then, we have lost more species on earth we can afford to, maybe us.”

Responsible for the Future – 45 comments

Common comments expressed a need for more specificity around the term “efficiency”, and offered suggestions ranging from more composting to more compact urban growth / infill.

“What does ‘efficiency’ mean? How do you measure ‘efficiency’?”

“The less infrastructure we can [get] by with, the better. We need to shrink our footprint and rely on natural infrastructure to help us.”

Protection of Nature – 57 comments

Comments were generally very supportive of protection of nature – as well as restoration – with references to trails, parks, urban trees, water sources and habitat areas, and other natural/wild habitat areas.

“Protection AND ENHANCEMENT we must adopt restorative development if we are to continue the rate of landscape alteration that has taken place over the past several decades”

“This is more easily achievable. Build it in to every development permit.”

NET ZERO GHG EMISSIONS AVG. RATING: 3.8/5

RESPONSIBLE FOR THE FUTURE AVG. RATING: 4.4/5

PROTECTION OF NATURE AVG. RATING: 4.5/5

CITY FOR ALL PEOPLE AVG. RATING: 4.2/5

CITY OF CHOICE AVG. RATING: 4.3/5

City for All People – 46 comments

Comments ranged from making Courtenay more age-friendly to concerns about homelessness.

“We need more bike paths and walking paths. We need integrated services for elderly, homeless and children.”

“I think reconciliation should be a top priority.”

City of Choice – 65 comments

A top theme in the comments centred on housing, including the need for affordable housing, rental housing, small homes, seniors’ housing, non-market housing, and housing for homeless people and others.

“Please more low income housing and support for our homeless population. These people have a right to safe and stable housing. We need to support our vulnerable community members.”

“We need more rental places AND they need to be affordable! Kids who grew up here deserve to stay living here, but can’t find anything affordable. Housing prices are unattainable for young people just starting out in their careers, which unfortunately, leaves housing only for the rich, older people who move here in droves from Whistler, Vancouver, Ontario, etc.”

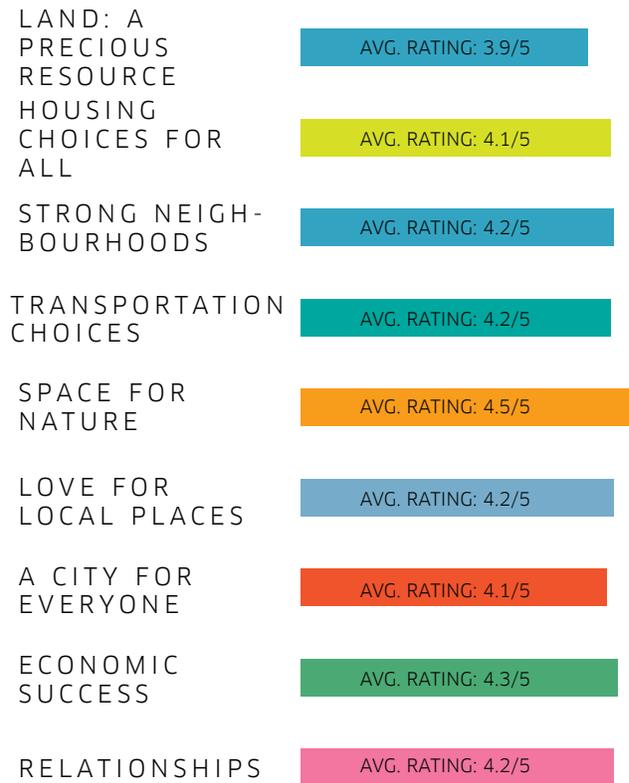
Other Suggestions for the Vision – 5 comments

Other ideas for the vision statement included: healthy population through active transportation; value of public art and free cultural events for vibrant community spirit; managing traffic; safety for children; and affordable housing.

2.2 GOAL STATEMENTS

Q: The draft vision and goals have been developed through community input. Please share your input by rating them, sharing comments, and suggesting others that may be missing.

Similarly, participants showed very strong support for the goals overall. The strongest support was for “Space for Nature: Ample trees, raingardens, and other natural spaces will enable residents to connect with nature in the city.”



The goals as presented to participants:

Land: A Precious Resource
Land is finite. All future growth will be focused within the city's existing footprint.

★ ★ ★ ★ ★
Comment

Housing Choices for All
All residents will have access to affordable, healthy, green, and appropriate homes.

★ ★ ★ ★ ★
Comment

Strong Neighbourhoods
Community life in neighbourhoods will be protected and strengthened for function, meaning, and delight.

★ ★ ★ ★ ★
Comment

Transportation Choices
Walking, cycling, and other active ways of travel – as well as transit – will be prioritized as real options.

★ ★ ★ ★ ★
Comment

Space for Nature
Ample trees, raingardens, and other natural spaces will enable residents to connect with nature in the city.

★ ★ ★ ★ ★
Comment

Love for Local Places
Spaces that spark public life in the downtown and in neighbourhood hearts will be strengthened.

★ ★ ★ ★ ★
Comment

A City for Everyone
We will place equity at the heart of planning & design, so that everyone is an equal participant in the city.

★ ★ ★ ★ ★
Comment

Economic Success
We will invest in tourism, green construction, the local food economy, arts and culture, downtown, and more.

★ ★ ★ ★ ★
Comment

Relationships
We will value citizen contributions and create new avenues for involvement in municipal decisions.

★ ★ ★ ★ ★
Comment

Land: A Precious Resource – 96 comments

Many comments indicated support for more compact development/growth, including through intensification. Some comments expressed a desire to limit density, including because of concerns about loss of small town character.

“YES. protect outlying areas and green areas for generations to come!”

“There is not a shortage of land on the island. Not interested in high population density. Not why I moved here.”

Housing Choices for All – 76 comments

While supportive, many comments spoke to the great challenge associated with this goal statement. Some comments included ideas for how to achieve the goal, such as inclusionary zoning and flexibility for diverse housing forms.

“Green building is very expensive and only practicable for a small number of people...”

“This means expanding what we consider “homes” as many today will never afford their own home here. Zoning for tiny home communities, allowing for garden suites and basement suites, carriage homes, etc... All of this will be a must if we are to truly embrace housing choices for all.”

Strong Neighbourhoods – 61 comments

Comments were generally supportive of this goal and included suggestions for how to make it a reality. Ideas included creating a mix of uses, affordable housing, gathering or “anchor” spaces, and green spaces, and supporting community groups.

“You create a strong neighborhood by having small businesses within it. Walk to the barber. Bike to the corner store. Create one way streets and wider sidewalks.”

“Agree if neighbourhoods are not policed (especially lower income or non-white majority) and instead focus of community support.”

Transportation Choices – 107 comments

The majority of comments related specifically to cycling lanes, with most indicating support for more. Several participants also expressed concern for meeting the needs of people with different abilities and needs, while other comments ranged from support for better transit to more bridges.

“Today’s cities are defined by the transportation networks that run through them. A busy street can destroy a neighbourhood. A gentle bike lane can enhance a neighbourhood. I believe that safe, secure, affordable transportation (along with housing) is the best way to have strong, diverse communities.”

“As seniors with a special needs person, we still need vehicle..”

Space for Nature – 72 comments

More so than in any other goal area, comments specified support for this goal and/or provided specific ideas on how to achieve it. Examples include focusing on growing ‘up’ rather than ‘out’, integrating gardens and play areas in these spaces, increasing amount of trails, and planting and protecting urban trees.

“[N]ature [shouldn’t just] become available for the middle and upper class only, but also for lower income areas.”

“Preserving and restoring broad riparian areas is by far the best way to achieve this and many other goals. These are the lifeblood of the remaining natural systems within our community.”

Love for Local Places – 49 comments

Common comments indicated support for public gathering places such as weather-protected outdoor spaces and pedestrian-only streets (e.g. 5th Avenue). Some comments spoke specifically to the arts, including a more inclusive art gallery, performance spaces, and public art. Several comments relating to concerns about safety and homelessness were also shared.

“Downtown Courtenay needs a public square!”

“If you build it they will come! They said a small corner lot with a tree will create a lot of buzz in densely built up area. Diversity is key in nature, so why not follow that same powerful rule?”

A City for Everyone – 46 comments

Most comments expressed either a lack of understanding of the meaning of this goal statement, or indicated that it is too lofty.

“Not sure how everyone being an equal participant can ever be realized! Should the goal be to ensure everyone is a respected participant?”

“This is too broad and too vague to make any sense when it comes to city/urban planning. How will you make housing prices equitable?”

Economic Success – 69 comments

Comments were quite diverse. Some pointed to specific industries as being valuable and/or worth expanding upon, such as food/agriculture, tourism, tech, the arts, and local/downtown businesses. Others questioned how economic success would: impact other priorities such as protected nature; and be impacted by the global forces such as pandemic and climate change.

“I particularly like the focus on local food economy, green building, and arts and culture. I think while tourism is great, the current state of the world has shown the dangers of being dependent on it.”

“...Encouraging other business in sectors such as agriculture or manufacturing should be considered as well. Manufacturing doesn't need to be massive car factories, it could be a kayak manufacturer, furniture, etc, which can all be sustainable.”

Relationships – 35 comments

Many comments expressed support for this goal, and indicated that this survey is a good example. Others expressed concern that their input has not been respected in the past.

“Great, but it's usually the people who disagree that show up at meetings give the illusion that's the majority, while the people who are happy don't speak for a project. Squeaky wheels.”

“{S}oliciting citizen feedback through things like this poll is admirable, you're already doing great if you consider any of the feedback you get in this poll from residents!”

Other Suggestions for Goals – 3 comments

Other ideas for the goal statements included: trees and parks; safe community for all; and efficient planning to enable movement of people.



Page intentionally left blank



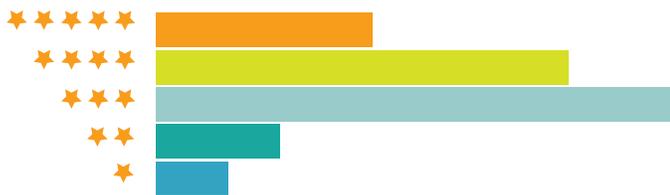
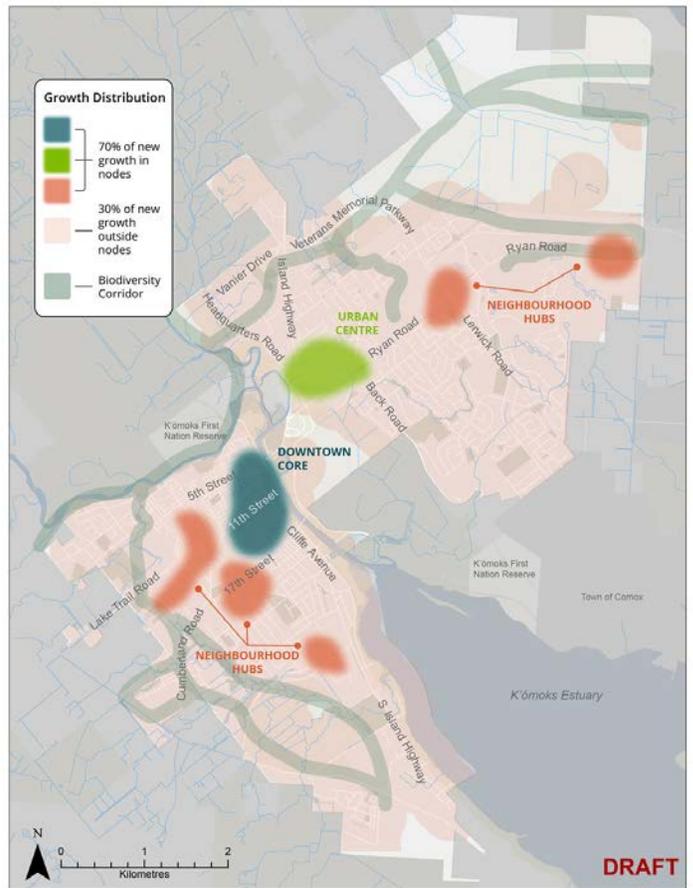
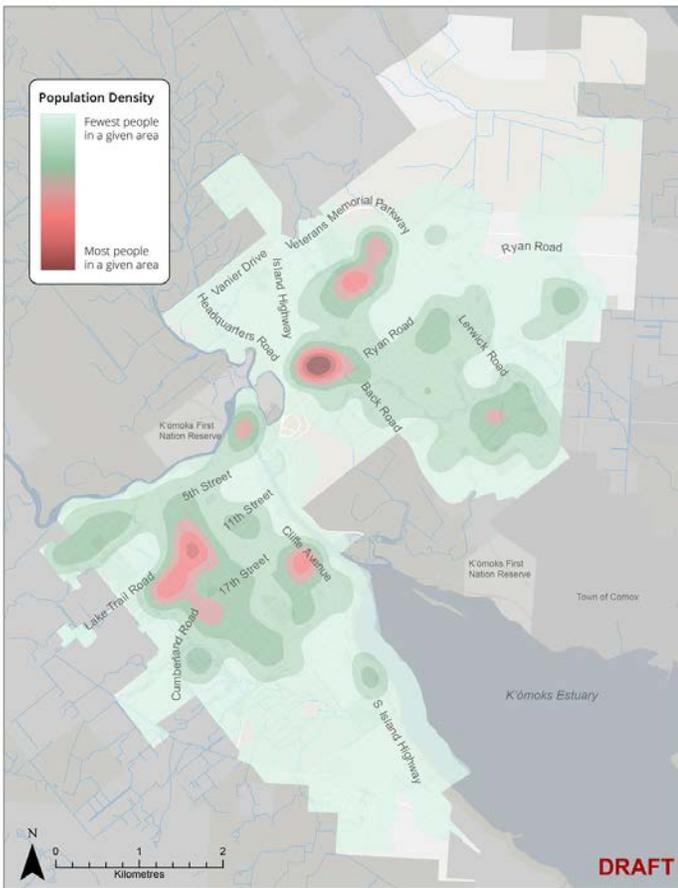
3.0 WHERE WE GROW

3.1 COURTENAY OF TODAY

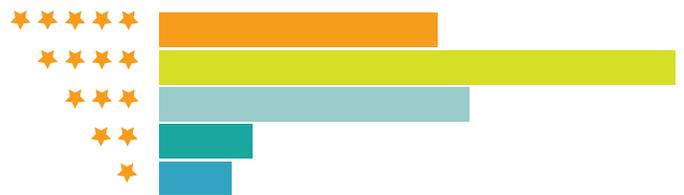
A map showing where residents live today was included in the survey to provide a point of reference for the future “Growth Focus Areas” map. Some participants elected to rate it.

3.2 GROWTH FOCUS AREAS IN 2031

A second map showing the location of proposed future growth - which represents 4500 more residents - was then presented. It showed approximately 70% of new growth in a few nodes, and 30% outside these areas. Overall, participants rated the proposed growth focus areas favourably.



AVERAGE: 3.4 STARS



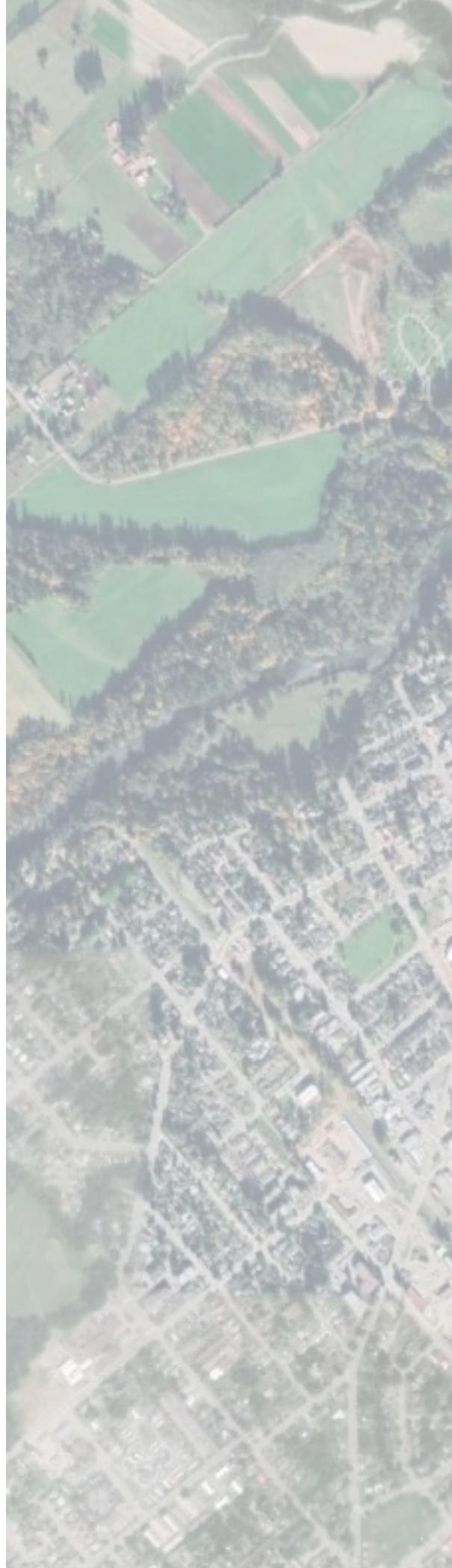
AVERAGE: 3.7 STARS

Future Growth Focus Areas - 84 Comments

Participants left diverse comments relating to the future growth map, including the following themes:

- general support for intensification of growth;
- concerns about impacts on transportation including 'bottleneck' issues between West and East Courtenay;
- interest in seeing character maintained; and
- support for biodiversity corridors and interest in seeing continued or increased protection of habitat areas.

Some participants also indicated that they struggled to understand this part of the survey.





Page intentionally left blank

PART 4

HOW WE GROW

WELCOME

2 VISION & GOALS

3 WHERE WE GROW

4 How We Grow

5 ABOUT YOU

What to do Next Task

Downtown Core Urban Centre Neighbourhood Hubs Neighbourhood Infill Streets

More about this

Image 1



Image 2

Image 3

Image 4

Image 5

Matthew Thomson, DIALOG

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★

Previous Optional Comment Next

Participants were invited to rate the images to indicate which forms of development they thought would work well in the different parts of the city shown on the Growth Focus map (previous screen).

4.0 HOW WE GROW

4.1 DOWNTOWN CORE

Elements that participants liked included: greenery and shade; pedestrian spaces; minimal space allocated to vehicles; low-rise buildings; and access for people with mobility impairments. Elements that participants did not like included: excess spaces allocated to vehicles (e.g. Image 3); and unattractive “monolithic” buildings (e.g. Image 3 and to lesser extent Image 2).



IMAGE 1



AVERAGE: 4.0 STARS



IMAGE 2



AVERAGE: 2.5 STARS



IMAGE 3



AVERAGE: 2.2 STARS



IMAGE 4



AVERAGE: 4.3 STARS



IMAGE 5



AVERAGE: 3.0 STARS

4.2 URBAN CENTRE

Elements that participants liked included: higher density mixed use with outdoor gathering spaces or living spaces; human scale focus; landscaping; and stepping back of higher storeys. Elements that participants did not like included: excess road/car space; too much density (e.g. Image 8); lack of cycling lanes; insufficient parking; and “box-like” shaped buildings.



IMAGE 6



AVERAGE: 3.2 STARS



IMAGE 7



AVERAGE: 2.2 STARS



IMAGE 8



AVERAGE: 2.7 STARS



IMAGE 9



AVERAGE: 3.1 STARS



IMAGE 10



AVERAGE: 3.8 STARS

4.3 NEIGHBOURHOOD HUBS

Elements that participants liked included: density and mix of uses; and greenery. Elements that participants did not like included: lack of cycling lanes; excess spaces allocated to vehicles (e.g. Images 11 and 13); “strip mall” appearance (e.g. Image 14); too much density (e.g. Image 13); and perceived lack of West Coast style / local architectural styles.



IMAGE 11



AVERAGE: 3.3 STARS



IMAGE 12



AVERAGE: 3.1 STARS



IMAGE 13



AVERAGE: 2.9 STARS



IMAGE 14



AVERAGE: 2.4 STARS



IMAGE 15



AVERAGE: 2.3 STARS

4.4 NEIGHBOURHOOD INFILL

Elements that participants liked included: green spaces including shared spaces (e.g. Image 16); smaller housing choices; and small shops/commercial amenities (though some participants were confused as to why it was shown in the Neighbourhood Infill category). Elements that participants did not like included: 'cookie cutter' homes; suburban design (e.g. Image 17); and perceived lack of affordability (e.g. Image 17).



IMAGE 16



AVERAGE: 4.0 STARS



IMAGE 17



AVERAGE: 2.7 STARS



IMAGE 18



AVERAGE: 2.8 STARS



IMAGE 19



AVERAGE: 2.9 STARS



IMAGE 20



AVERAGE: 3.3 STARS

4.5 STREETS

Elements that participants liked included: trees and greenery; physically separated cycling lanes; ample pedestrian spaces; and places for seating/gathering (e.g. Image 23). Elements that participants did not like included: excess spaces allocated to vehicles / car orientated design (e.g. Image 22). Some questioned the efficiency of the green infrastructure as designed/depicted in Image 24.



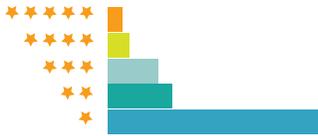
IMAGE 21



AVERAGE: 4.2 STARS



IMAGE 22



AVERAGE: 1.8 STARS



IMAGE 23



AVERAGE: 3.9 STARS



IMAGE 24



AVERAGE: 3.2 STARS



IMAGE 25



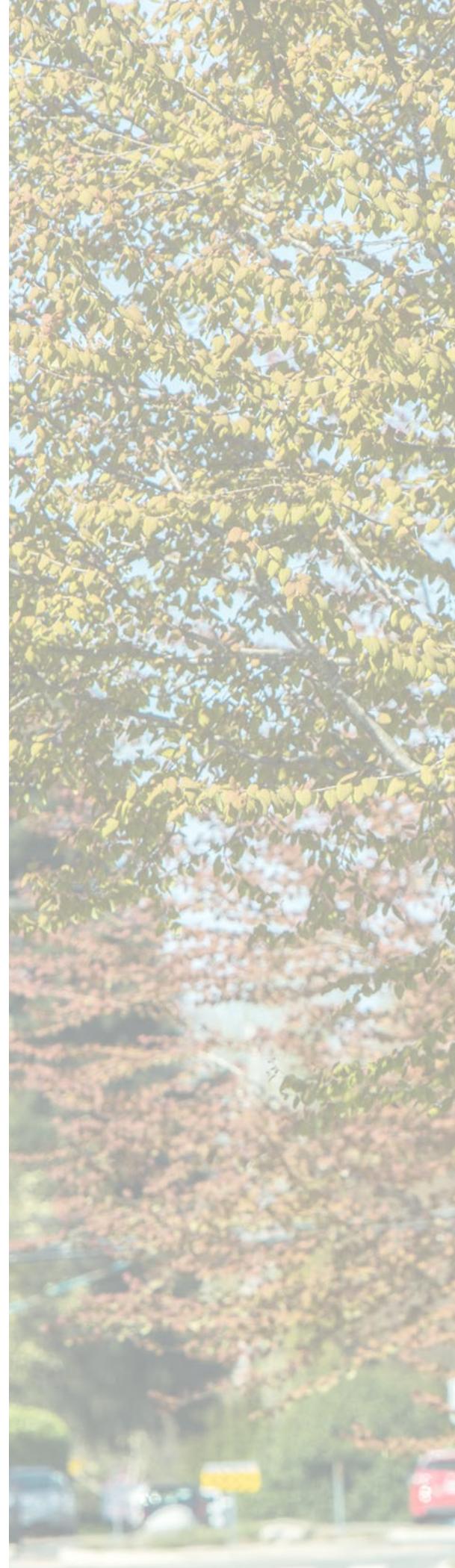
AVERAGE: 3.8 STARS

USING THE OUTCOMES OF THIS SURVEY

The outcomes of this survey will be used to:

- address participation gaps in terms of missing or under-represented voices; and
- inform upcoming policy development alongside other engagement inputs including past and upcoming sessions with stakeholders and other residents at the neighbourhood scale.

Detailed verbatim comments from this survey are available in the appendix.



Page intentionally left blank



PART 5 (APPENDIX)

VERBATIM COMMENTS

2.0 VISION & GOALS

2.1 VISION STATEMENT

Housing Choices for All

- protection against gentrification
 - More Affordable housing for homeless. Make spaces for tiny homes to exist together in small communities.
 - Solar, tax exemptions for people that start 2 and 3 tier gray water systems...cystern collection...and oppertunities for all to live well... oppertunities for the homeless
 - More collection of rain water, use of gray water to flush toilets more solar collectors and gardens in our green spaces and parks
 - Provide incentives for infill housing, laneways, co-operatives , do-housing.
 - Appropriate 'housing', not necessarily 'homes' as most people use the term.
 - We need to check the reality of what is considered affordable
 - Stop this insane 'density uber alles' agenda
 - How?
 - It is really important supported housing be mixed in, not congregated in one place like the Junction. There should be 1 or 2 supported housing units in every complex, so these struggling people are surrounded by positive role models. Each complex should help care for the 1-2 struggling people in their complex.
 - "Wouldn't that be wonderful!
You need affordable sq footage to create affordable housing. Incentives to builders, property owners & developers is needed as well as a new philosophy towards planning and ownership. "
 - Muni. Gov. has "limited" control over housing market.
 - Allowing carriage homes and 2nd dwellings on properties that can support the extra parking. Making developments provide ample parking so that we don't get streets like Urquhart from 26th-17th where there's duplexes both sides of the road and parking turns thr street one way.
 - not interested in housing homeless who are not willing to earn or take care of home
 - not interested in housing those who are not willing to earn or take care of home
 - You have to create housing that will allow people to spend less until they can afford more.
- Otherwise, people won't be able to afford houses here.
- Allow us to help each other in the meantime. If people have special needs bend the rules to allow a neighbour to help until a preferred way is found for them. Then a person wouldn't have to decide between breaking the law and surviving, and they wouldn't have to put their neighbours in jeorpdy too.
 - Residents who are prepared to endeavor to have access to appropriate accommodation should be encouraged. Those who won't make a decent effort should live with their choices.
 - It is scary to go to the Courtenay Library. We need to support homeless and other needy people in our community.
 - We would love to offer affordable housing options on our existing property footprint but the City has created a system so arduous, it is counterproductive. As stated before, easing up on secondary suite requirements and carriage house requirements to allow residents to provide affordable safe housing.
 - How do you plan to keep it affordable? Already many people realize their kids aren't going to be able to live here.
 - affordable and appropriate homes? clarify on wording as these mean different things to different cultures and back grounds
 - No. We need more intense incentives for developing affordable homes. A huge sector is usually left out lower income working singles and families.
 - City needs to process permits and give permission promptly to those who want to build rentals.
 - Stop constructing housing divisions for the Vancouverites selling their homes to foreign buyers, and build homes priced for the jobs that exist in this city and district.
 - Wouldn't that be something. The entire world would be beating down our door to find out how we pulled it off.
 - see comment for goal 1.
 - "This is lip-service myth. There will always be residents who cannot afford healthy, green and accessible homes. The better the homes are, the pricier they become.

- That are not boxes and no balconies
- Be very sensitive to the placement and density population to avoid ghetto and slum evolution.
- every person who desires a home should be able to work toward having a home, the citizens of the valley should not be responsible for providing houses to those who choose to be a burden on society. Coddling bad choices never improved a desire to achieve in life.
- To me this means that any housing or business district must have access to mass transit, not simply be a few blocks away. If we want to include everyone, then we must think of the needs of people who are unable to walk great distances to the bus without calling for the HandiDart. Example: I live one KM from the nearest Courtenay bus stop. I'm not in the greatest shape I was 40 years ago and so I have no choice but to drive my vehicle into DTC.
- This means expanding what we consider "homes" as many today will never afford their own home here. Zoning for tiny home communities, allowing for garden suites and basement suites, carriage homes, etc... All of this will be a must if we are to truly embrace housing choices for all.
- Financially support building plans that include a strong 'green' factor.
- Again, a lofty goal. More a fantasy than an actual goal though.
- This goal will be one of the hardest to achieve. Help from other levels of government will be needed.
- Elimination or reduction of fees to build detached ADUs.
- Great goal to strive for. Will the zoning bylaw be updated to conform with OCP goals?
- Along with density there needs to be public amenities. Single family housing is great in that it allows for gardens, home workshops, recreational equipment, backyard parties etc. These tend to be lost in higher density housing. Policies need to be put in place to secure these opportunities for multi family developments. The private sector can play a strong role here.
- This sounds like a justification to increase taxes on those that have worked and saved to buy a home. Sounds like an excuse to tax those that have been responsible.
- Yes as long as everybody is responsible to their housing-
- In green housing, it's important to include passive solar design. That is design to utilize the warmth of the sun through strategically placed windows, mass to absorb sun rays, roof lines to block sun when it's high in summer and available for warmth indoors in the winter.
- This is a great statement but housing affordability is already questionable. What specific measurable steps are being discussed to ensure this is more than wishful thinking?
- Green building is very expensive and only practicable for a small number of people. Go for second or third best to green. I work full time along with my spouse and I couldn't afford to build green.
- get rid of drug houses. Affordable homes is needed
- What does affordable mean. My current taxes are to my first mortgage.
- What does affordable mean
- There is a lack of housing for seniors or anyone on a fixed income and would like to have a dog. What about co-op? It works in Sweden.
- I don't know that we can control the price of real estate anymore than we can control the weather, but I would like to see some more development downtown and have those developers also build some affordable housing or at least contribute to it in a meaningful way
- I don't know that we can control the price of real estate anymore than we can control the weather. I do think that anyone building new subdivisions should have to contribute to some affordable housing in a meaningful way.
- Have you looked at the housing market or rental market?
- That is an unlikely mandate to impose on builders without excessive incentive from the city/province.
- "Housing choices sure...all green? That is an unlikely mandate to impose on builders without excessive incentive from the city/province."
- A mix of all housing should be approved. High density around commercial core - like the duplex and fourplexes we see in the re-developments and higher density, and maybe less density in less busy roads and areas. Suite should be allowed across all residential zoning
- Disabled citizens are most often not accounted for. I strongly urge greater accommodation accountability for developers.
- Affordability needs to be KEY. Affordable and appropriate - because there are so many people working for minimum wage and we are a region that enjoys services that relies on paying employees low wages.
- Keep neighbourhoods walkable with amenities

such as grocery stores, banks and other services within a 20 min. walk for urban residents.

- the background documents which I read state that many residents are “overhoused”. does this mean a single family home is not appropriate for a single mom with one child??? limiting land further restricts choice. I have had to work hard for my housing (own single family home). does access mean we give away housing to all? Lets develop new areas where the city can plan a mix of housing and think outside the box and include coop housing (Whistler and Jasper have done this) that is non profit even when sold. develop new areas with a mix of housing. Do NOT put these density hubs in current established neighborhoods without extensive consultation with neighbours. Does council members want a homeless shelter next to them?
- Definition of appropriate needs a change. As a single mom with one child I should not be in single family home???? I love my neighbourhood, garden, kids play outside. Housing choice should be a choice not just apartments and density.
- What is a “green house”? What is appropriate and who gets to decide that? This seems like slippery wording.
- Yes, and can we not be so mired in red tape and regulations for conformity that we don't make room for appropriate (to the user) to be different from the “norm” , eg. Tiny homes.
- While I agree with having housing choices for all income levels including those on social assistance, clearly we cannot provide an infinite amount of social housing for people who choose to move here from other communities. Meet locals' needs and then focus spending elsewhere.
- Affordable house is great but the real issue is lack of homes allowing secondary suites. Rentals are the only truely affordable places
- How are drvelopers and contractors going to be encouraged to provide the full range of housing? There are needs for well thought out tiny home, mobile home and other low income communities that are integrated into the larger community.
- Ok. But the Province needs to play its role in releasing Crown land - serviced or otherwise - to accommodate growth. 97% of the Province is still Crown land, as it was in the 1880's. This pretty much explains why affordable housing and low-cost commercial and industrial land is non-existent in BC.
- The exploration of what makes for livable homes and spaces is a worthy exercise, as long as we don't regulate our way into greater and greater

levels of expense along the way.

- SO IMPORTANT!
- green is not a priority
- This has to also mean affordable home ownership. Not just rental.
- Unrealistic
- All residents need to work for what they get. no one 'deserves' anything just because they live here.
- The cost of housing is very high here. I think this is very important.
- So long as this doesn't mean a ghetto. I thinking you have ruined the estuary. You have allowed anything to be built. The result is an u sightless mess. This could have been a spectacular location in the heart of Courtenay. Choices for all seems to be at the expense of all of us who have worked hard for what we have.
- The word “affordable” needs to be clearly defined as what is affordable to one is not to another.
- especially the poor and homeless, to have access to a home
- Unfortunately the housing choice made by many (single family on lots >1acre) is detrimental to city planning. Greater density will allow much greater opportunities for everyone.

Net Zero GHG Emissions

- That is a pretty far away target, I feel we need to make meaningful manegable targets for the next 5 years....we have some of the poorest air quality in the winter...
- Why so long? That's 30 years! Why not 20 years?
- Would like to know more about what the practical steps are for achieving this - goals are nice, but knowing how they will be put into action is nice too
- Too long a time frame. In trying to be “realistic,” you forget that we have less than 10 years left before we can't turn around climate change.
- Implement carbon tax, give discounts to fund electric cars and bikes
- I would like to see 2030 instead
- I think that the target date should be sooner.
- Every decision has to be within a framework that will help reduce our GHG emissions.
- stop people burning wood in their homes, the air is awful
- climate crisis is an opinion. NOT a fact.
- Environmental stewardship is important, and we should make every effort to reduce our footprint, but goals like this are unrealistic without a valid plan to transition.

- Should be sooner
- We should incorporate policy around helping the community realize this goal (e.g. home retrofits, car charging infrastructure, etc.)
- The market will do this naturally. We do not need to regulate it within our community
- Way faster, please. 2040 at least.
- The climate crisis is largely fraudulent.
- I think slash burning is an issue that needs to be addressed.
- Why are you promoting fear?
- More funds should be made available to help community members and businesses reach this goal so it is not a financial burden to them
- This needs to have meaningful, positive environmental impact. I am not in favour of this being used as an expensive and ineffective virtue signal by the municipality.
- We need to reach this goal long before 2050!
- Wld like to see a lot more bike lanes offering way more SAFE options for cyclists. Signage reminding motorists they share the road etc.
- Resources were put on this earth to use.
- This is vital for the future of our families.
- Not sure if this is realistic. There are many seniors in the community that drive to get places. Putting people in denser communities creates more problems - higher crime, more stress, and decreases the quality of life in our community. I lived in Victoria previously and seen these impacts. No quality of life living in the apartment cage.
- I think this is overly optimistic - many seniors rely on cars for transportation. Density is not the answer!
- A transition plan with financial incentives must be put in place to eliminate the use of wood and oil as primary source of heating in the CVR.
- As a scholar in Environmental Management, I applaud the councils ambitious goals and strongly support all initiatives which support nature based solutions. The future is grim for our children unless aggressive action is taking at all levels of govt to mitigate the destructive path our society is on.
- It would be preferred to have the date sooner than 2050.
- 2050 is too far away we could do better
- Not near fast enough. Must complete by 2030
- remove all wood burning in 2020. This is a huge problem.
- 2050 will be too late
- This is way too long a timeline for this goal
- Keep building bike paths and EV stations
- All on board for netzero. 30 year time frame doesnt seem aggressive enough. What's the detailed plan? All new buildings to be net zero? What about existing buildings? Will their be owner grants?
- Great but not fast enough
- Look into Smart Growth planning. More affordable housing in and near town center. Better mass transit, better infrastructure for biking and disability access.
- If it's going to increase taxes I am Not for this
- Should reach 0 emissions sooner!!
- 30 years is WAY to long.
- There will be many people who can't afford fuel efficient cars. The old car polluters will still be around. Need a plan to retire these old cars and make the price more affordable for the minimum wage earner. A hard goal to meet considering the economic divide in people's incomes and the rising cost of living in this community.
- That's way too late. 2030. Let's make it happen
- I think we could, and should, do it by 2030.
- Target needs to be more aggressive
- 2050-may be to late-look at weather all over-California, east coast hurricanes, Canadian ice shelf splitting-glaciers with red snow-I'm afraid for my " grand kids"
- That's not soon enough
- That's not soon enough
- That's not soon enough
- I think we need to do better than 2050. How about 2030
- This is too long a period. I believe their goal should be 2040
- timeline is too far out.... we are in a global climate crisis we can realistically do better here in the Valley
- We are in a climate emergency - 2050 is too far away
- This needs to be achieved faster. It should be by 2030.
- Please shoot higher than net zero - we need everything to be regenerative to begin to restore the social and environmental fabric that we have degraded.
- The OCP talks about growth. And this almost always is in terms of the number of people. What really affects the Coty more than more people is more cars. The OCP should show graphs of the car population and what it is projected to become under different planning scenarios. This data can be retrieved easily from ICBC. CARS TAKE UP MORE SPACE THAN PEOPLE DO!!
- IPCC Special Report says that significant

reductions in CO2 emissions will need to happen “well before 2030” in order to avoid overshooting 1.5 C temp rise. Are there opportunities for carbon capture through reforestation within the City?

- Yes!!
- This is the most important. Aiming for sooner than 2050 would be even better.
- 2050 is too late, can't that be moved up? Scientists say we only have a few years left to lower greenhouse gases enough to avoid the worst of climate change.
- We need to do more to limit wood smoke from wood stoves!
- Reward businesses that change their production or how they work to help reach this goal, i.e. support retraining for future jobs.
- We don't have until 2050 to reach this goal. I know 2025 or 2030 is ambitious, but we're out of time for slow and steady incremental changes. That's simply the reality of it.
- Should be sooner
- 30 years is too long and too far out to make much sense other than wishful thinking or pie-in-the-sky. My opinion, if we are to take this seriously, is to give it no more than 21 years (a generational goal from the time a child is born in 2020 until they should be on their own and working or studying in the CV). To make it longer puts this ideal scenario into the second generation from the current day.
- Not a target worth reaching for in a country with such a small population.
- Negate all wood burning household stoves and other unnecessary wood burning.
- This is a city plan. Achieving this goal is more federal and provincial responsibility. Do not populate this survey with issues that the city has little control over
- NEED to put in more car-less transportation infrastructure
- 2050 is a acceptable target however an earlier target, say 2040, is better.
- Does it really have to take so long?
- “This is a federal and provincial issue. There is little provisions within the Community Charter and Municipalities Act which can have any material impact on this goal.”
- “This is a federal and provincial issue. There are few provisions within the Community Charter and Municipalities Act which can have any material impact on this goal.”
- Ban All outdoor burning! Also ban wood burning fireplaces in all new construction were gas is

available

- Net 0 is less imporant to me than healthy waterways, waste management and ensuring that solid and liquid waste is controlledand managed
- Not sure how one determines whether we are reaching this goal. Do not believe Physics cares either. So I hope that those in positions of leadership are honest in their attempts and strong in their resolve. Having said that it starts with my own GHG Emissions activities.
- Earlier would be better
- Why not by 2030? Dump log heating and wood stoves..that really impacts local air pollution and we have lots of seniors who cannot breathe well and with Covid19 lung issues are huge.
- We need to beat the goal of 2050. If we wait until then, we will have lost more species on earth than we can afford to, and maybe us.
- We should try to reach net zero much sooner than 2050, say 2035 at the latest.
- Preparing for impacts will be possible, reducing ghg's while admirable, is unrealistic and has no effect
- This shouldn't be the top priority but a bonus goal.
- “Better bike routes from Regional District areas. Cash back Incentives for those using bikes. Educate on health benefits of biking.”
- While I think that net zero emissions should be everyones focus, 2050 seems to be a long way in the distance and I would like to see more action done sooner. the 2050 date also almost seems to allow for companies to be pushing back their emission goals because “its in the future”.
- Safer bike lanes separate from roadways would promote bike over car for many. It would be nice to have a bike trail through ducks unlimited between Courtenay and Comox.
- Or sooner:)
- Very hard to achieve within the confines of a city. Not enough forest to counteract GHG emissions. Would have to rebuild every building before 2050.
- “There is no climate crisis. Educate your selves about seasonal conditions in the 1930's for example.”
- Not everyone can afford Electric cars
- net zero emmission by 2030
- We are very low CHG emitters and muni. gov. can do very little to control said emissions.
- would be good to get there before 2050 since Canada is warming 2x faster than everybody else.
- start with banning inefficient wood burning

- appliances immediately
- 30 years is 20 years too long

Responsible for Future

- Continuing to provide for the motorcar while not providing for the bicycle is reprehensible.
- These terms are relative & ambiguous. Best use may be to build vertically then plan to create more & smaller public green or corridors for pedestrian cyclists etc. spaces. Public Green spaces could hold local events & farmers markets.
- Excellent goal. All depends on the detail.
- It would be better to not rip down trees etc to build more houses. People move here for the nature and there will be nowhere for anyone to go or too many crowded places
- With Indigenous consultation and consent.
- As long as efficiency also takes into consideration environmental impact
- We all are responsible for creating a legacy for future generations.
- The less infrastructure we can do with, the better. We need to shrink our footprint and rely on natural infrastructure to help us.
- "No, not really. Old buildings should be refurbished rather than building another new one next to an old one. Please zone more building for density, versus more single family dwellings which are of a bygone privilege."
- How is efficiency measured?
- Each person may have quite a different view on what efficient use of resources would mean, or look like. Personally, I would like to see decisions weighted towards sustainability.
- Future steady growth is the priority for strong healthy communities.
- Courtenay NEEDS an organics (kitchen waste) pickup!
- efficiently requires 'effectively and economically' included in the process
- "Poor transportation infrastructure planning and development needs to be future projected."
- Resources are a key element in the economy and all must be utilized but measurably.
- transportation bottle necks need addressing before any more growth is allowed.
- These principles should be started in increments of 7 year plans which overlap. But it is a good direction.
- Must get the train up and running again- for tourists and locals.
- Please aim higher than "efficiently." We need to "manage resources" to build health and resilience for future generations. Please also consider a statement and processes that considers cumulative effects.
- Groundwater, rivers, streams are important assets and should be included.
- totally missed the most important resource of all - WATER in all its forms
- Do not know what you mean by that. You could use this to justify almost anything, increase in taxes, changing zoning without input, etc
- Yes of course!!
- Kind of a given. We need to scale down all these high end projects we create, like housing, and call them affordable. They are not affordable. Affordable means you can afford them on minimum wage without having to have many roommates. Build up and not out so much, reclaim areas that are empty and re purpose for another use, like the old Canadian Tire store, make the area in housing of some kind.
- "Resources managed. New development not overburden with regulations that it sends the housing market to even more unattainable heights. Public infrastructures that are useful"
- Vague
- We need to plan for the future so there is one. Let all our big decisions not be about our lives but about our great grandchildren's lives.
- Over development is happening right now not enough green space
- sounds great - but what it really means is more density and decreased quality of life. Lets have some comprehensive plans in place - not this kind of vision that sounds good but actually means that we should all live in apartments and high density
- These vision statements sound good but what they actually mean is increasing density in some areas so they become unlivable. No community input into the places deemed on the map as high density areas. My child enjoys playing in the backyard and with neighbourhood kids in a single family area. Now the city wants to impose high density rental apartments in our area and does not consider resident feedback. Let's expand the courtenay boundaries to truly give people a choice of housing including single family and duplexes.
- Allow more people to rezone for higher density and also future developments and light industrial

areas

- It is a motherhood issue to say “we use resources efficiently”. Most communities everywhere try to do this.
- Composting, please.
- CITY PLANNING FOR CONDO GROWTH IN SINGLE FAMILY NEIGHBOURHOODS - LISTEN TO THE PEOPLE WHO PAY TAXES - STOP THE CITY COUNCIL FROM IGNORING OUR INSIGHTFUL IDEAS.
- All of our economic and developmental decisions should be based on the preservation and restoration of the estuary and watershed.
- Yes. The community centres should be open on holidays so families can take advantage of them. They should be open now.
- Very important to look forwards, this Valley will continue to grow and allocating space for that will be imperative
- what a “loose” question. this is just ‘stupid” to even ask.
- Unfortunately, good community and society sometimes comes at a cost to individual choices, but as population increases this is necessary.
- “What does “”efficiently”” mean? How do you measure “”efficiency””?”
- I’m not sure what is meant by efficiently. Is turning forest into building lots “efficient”? Some would argue yes.
- Non-specific goal, though worthy.
- i feel like this is much more important than actually hitting zero emissions - and that the net impact of using our resources and protecting nature will inherently bring down our emissions. Of course zero emissions would be great, but lets not sacrifice the other 4 areas which would be ultimately make the city more amazing.
- vague... needs to define efficiently
- vague... needs to clearly define “efficiently “ and “resources “ for context
- We need to build up not out, we need to keep farm land farm, one of the reasons we moved here is the feilds and farming pastures

Protection of Nature

- Water and salmon estuaries, we have been here 5 years and the pathways have doubled or tripled in size and streams are scummier and have more algeal bloom.
- add protection to wildlife and beings
- Courtenay has been, and should remain, leader in natural asset management. Protection of nature should also be framed within the context/

- understanding of its vital services i
- too many trees to get sunshine on the garden
- This needs more specifics about how this will be achieved.
- Yes, but not at the cost of the economic well being
- You have let the landscape go totally wild down our end of the estuary. It’s an eye sore. So I think this needs to be balanced with actually looking after the landscape.
- I feel this is very important to preserve quality of life in Courtenay.
- Comox Valley is known for its natural beauty. Its important that we protect this!
- Most people want responsible land use; the question becomes: do you prioritize non-development rather than responsible development?
- 12% of the Province is already dedicated as parkland ... therefore some balance must be accepted, esp if more density is coming the the CV.
- Reconsider wording of “life sources.” What does this actually mean? Farms? Water? Oxygen?
- Love the green spaces and system of trails in courtenay. Continue to do this with every development not just some green spaces. Unfortunate that opportunity for park at stolton falls was not considered (with limited housing development)
- Protect the sources our life depends on but who decides if our life depends on it. Sometimes sacrifice of desires have to be made for the good of the whole and so everything we love in nature can’t always be protected.
- park ways and cycling paths are great. like the current city green spaces such as idiens greenway.
- Will this address the logging of old growth forests?!
- I appreciate the green spaces, walkways and habitat protection that has already occurred. Keep it up!
- critters must take priority not people
- If we want to stay a vibrant community with nature at our back door this is imperative.
- Of course we do
- We should utilize the spaces we have for more family oriented activities
- We Manage our Natural resources. We use it, not abuse it.
- Leaving spaces in their natural state as much as possible.
- Will the city be purchasing the nature area that

need to be protected

- Protect yes but also develop. There is a lot of green space
- Without protecting our environment we have no hope for success for the future. We all know we need trees for our environment and fish for food. Protect indicator species more like squirrels, frogs, and bats; as a start. A healthy environment includes these types of species. Come up with a plan to deal with the methane gas emitted by cows, especially in this bowl type valley. Get the boats out of the Courtenay River by Simms Park and help the fish. Those boats don't need to be there, put them in the marina at Comox. Start protecting trees a certain diameter in size like they do in Victoria.
- More green spaces needed-trees-trees
- Please revise use of the Comox Lake. At least motor boats should be forbidden in the drinking water reservoir, same as logging around due to corrosion. It is unthinkable in other countries, taking the water for granted so much like here.
- I regularly make use of Seal Bay marsh trails and appreciate the initiatives for cleanup. My suggestion is more refuse containers in our green spaces as I found most will pick up trash if there's a container available. That brings up emptying of said refuse containers, most are not emptied regularly, example Holmes Point ones are stuffed to the point of non usability. More sanitation workers would be appreciated to empty the garbage would be helpful in getting garbage off the beaches and trails
- We need neighbourhood parks integrated into new subdivisions - I don't see much of that now, only linear parks, not open play spaces.
- Again this is a very open ended question, that can mean anything.
- Protection AND ENHANCEMENT we must adopt restorative development if we are to continue the rate of landscape alteration that has taken place over the past several decades
- As well as protecting what we still have, enhancement/restoration of natural areas should be included
- Stop selling and leasing land to private companies, who then restrict public access. For example Stotan Falls. How can we have private companies having full access to our water supply and land surrounding our lakes.
- This definition of Nature should include gardens. Perhaps not sports fields. We want outdoor spaces that are great for people as well as for nature. Our pre contact natural ecosystems are

comprised mostly of very tall trees. Large parks are required for these. The city should consider expanding its boundaries to include large parks but not for sprawl. The regional district should cooperate.

- The City could explore a Natural Areas Protection Tax Exemption Program. Council could lobby for this as a Province-wide program.
- We're not leaving enough wildlife corridors. Animals need to move around to find food and mates.
- This is vital - we need nature as much as nature needs us.
- One way to protect nature and our valley as a whole is to require ALL new construction to have alternative energy source (solar for example) to help offset our energy needs.
- Buy back the land near Stotan falls and turn it into a municipal park, or apply for provincial funding to turn it into a provincial park. (or the same federally)
- Develop more green spaces and park development.
- correct
- I would like this to include protecting Comox Lake as our water source.
- Most important or our city will be just like any ordinary place. No views left to see from common roads like Cliffe ave
- Federal and provincial bodies have the most meaningful legislative powers over this topic.
- This needs explanation as to how this will be accomplished.
- Please, make this a priority.
- Keep doing this! Protect local lands and force density for new builds over single family homes. We cannot afford that any longer for many reasons. Put people closer to downtowns and we will all walk more.
- We need to help expand the natural world, by planting trees, everywhere.
- Absolutely 100% in favour of protection of green space, there are so many folks creating clear cut city like lots out of what was once a forested site, also cutting and clearing during bird nesting season....even our local Kitty Coleman Park has filled in wetlands for parking areas.
- Yes! The greenways and landscaping requirements of developments seem to be dwindling in favour of development
- This should be top priority followed (or going hand in hand with) using resources efficiently.
- This is more easily achievable. Build it in to every development permit.

- Let's keep most of the trees we have and add more. Let's encourage people to add trees to their properties.
- All spaces were natural before we occupied them. Natural is also relative at this point in time. Best use based on conditions may be a more fair and relative term.
- Most significant nature is outside the boundaries of COURTENAY. E.g Strathcona park, seal bay park. The city should work with the province and regional district to ensure places like wolf lake, constitution hill the Cruikshank river etc become part of the outdoor reserve needed and relied upon by the people of COURTENAY.
- nature is important for our health and welfare and we have already lost more than we can afford. We don't have the tax payer base to pay to replace the natural services that Mother Nature provides for free.

City for All People

- Absolutely. Crown isle folks can have their style of living but their choices and political clout should not dictate for the rest of the city. This means the city should recognize that some parts of the city will be conservative and rule bound, And some will be creative, young vibrant and more like Cumberland. Recognize this and let people live the way that they want to by having different policies aimed at different parts of the city.
- We need more bike paths and walking paths. We need integrated services for elderly, homeless and children.
- Grow Courtenay in a natural way maintaining nature. Make better use of the River way instead of hiding it behind car dealerships & industrial.
- The homeless problem is affecting security in neighborhoods. Definitely not enough affordable housing for low income residences. Ask yourselves if you could rent a place on what people get on social assistance or disability. People on social assistance can't get a check unless they have an address. I'm a homeowner but walk a lot in my community and appalled at the homeless situation. It is sad to see people sleeping on the street, some die there, some young, some old.
- Important-hospital is already having trouble filling positions. Maybe because cost of living is getting so high.
- What do you mean by "diverse identities"? Our city is already accessible for everyone, BUT, let's

see homeless and drug addicts NOT gathering in front of public places like Simms Park and the library. Residents need to feel safe and secure in our own city. Mentally ill, homeless, drug addicts, need shelter provided by the government so they will be cared for and OFF the street, parks, library, etc. I don't go to Lewis Park for swims due to druggies. I don't use the washroom at Simms Park for the same reason. It's a shame that city residents feel unsafe in public areas. I'm also wary of biking the Rotary Trail at times, due to the characters who hang out along there.

- Again, this is true, minority plus majority until we are all together, supporting one another
- Diversity taste great! Could you imagine eating Scottish food every day? I'm Scottish. Yuck!
- A work in progress. Way too many retirees...
- Seems like a reasonable goal. But, what does it mean? I guess, if we again make decisions with this thought in mind and act on it, it should be a good thing.
- Need of the majority should have priority. Disproportionately vocal, smaller groups should not dictate policy for the vast majority.
- If they value the natural surroundings and don't try to pave up the land
- Multi-aged multi- ability rather than housing and events that are for just seniors, just people with special needs, just pre-school.
- absolutely
- "Be more attentive to senior access and support ."
- Explore ways to change zoning where it may exclude or marginalize people of colour and minorities in order to make Courtenay more inclusive.
- I noticed that "men" are not included in the list of ALL people.
- Will "all People" be paying for what they want from the city? What voice will property and business owners have in these discussions?
- For people with respects to environment and other creatures.
- Under our colours or gender we are all the same- just look south of border to see what we don't want!!
- We have a real homeless problem in this community, and we have a real working poor problem here too. In my job I meet many people who work full time and can't afford rent and have an even harder time to find a place to live. The middle and upper class are fine, but property taxes keep going up and wages are

just not keeping pace. The rents are jacked up so that people end up in a rooming situation. The cost of houses keep increasing, the rents keep increasing, and wages stay the same. People are stretched too much. I don't see city for all people in this town right now. More needs to be done to help those with mental health issues and for those that want to find housing, whether working or homeless. I am seeing an increase of people living in vans, camper vans, and cars in our parking lots. I saw three vans with people living in them last time I was the Airpark alone, and I have seen a few more since.

- Drug houses
- Let's remember why we moved to the area. Some things do not need to be changed
- Especially important; encourage more opportunity for interaction between cultures. It would be great to see how we could as a community better partner with our indigenous peoples.
- I think reconciliation should be a top priority
- I agree but I don't see why a City for All People would require anyone one group special treatment or recognition. If it is for one - it has to be for all.
- sounds great... but the actual plan takes away choice based on the map and areas where you want density. makes the city less liveable
- Hopefully for all those who love our country and each other under God
- Consider the impact on current residents when developing plans. The current council just seems to want to push density and development even when the developments are poorly thought out. Look at co-op housing models (whistler and Jasper alta) where people can own affordable townhomes and they stay affordable for next owner. Innovative solutions are needed. Maybe sober living housing for those who have finished treatment. I dont want courtenay to be a city for homeless and drug addicts like Victoria has become.
- This sounds like political virtue signalling. Please define "diverse identities." How will you know when you've achieved you goal of being diverse enough?
- It should be great to have a disc golf course (full 18 holes) somewhere.
- Attempting to make everyone happy only leads to conflict.
- Don't forget the resident taxpayers reasonable expectations about how the neighbourhoods they live within, and for an acceptable pace of change

- ...
- Diversity and identity politics can simply become the means to political manipulation– or convenient tropes. Most citizens want livable spaces for everyone.
- The city needs to continue to grow for all populations, not just the 65+ age group. We have been doing well and this should continue!
- pretty vague
- Everyone should be welcome to thrive in our community.
- So far this means letting vagrants and drunks hang out along the estuary. It's no longer safe for most of us to walk past 17th. And down 31st end we continue to have breaks in and petty theft.
- I feel we'd be better served by a localist approach, you can't please everybody, and we should look long and hard at what works and doesn't work for cities our size and bigger
- live and let live. the "let live" needs to be taken seriously as well. It is my opinion that we can't take away rights of people to please other people.
- too many homeless and drug addicts here, our homes are not safe,
- YES.
- I agree in principle, but how will this be achieved?
- We create many more small homes to house the homeless on public land such as old school yards
- end state goal? this can be achieved long before 2031.
- Our city does not attract or retain people of color... why not?

City of Choice

- More opportunities for low income, tiny homes and living simpler and within our means
- Homelessness and mental health and addictions MUST be addressed!!
- Please keep the airpark
- While leaving plenty of choices available, we have to also recognize that we can't be everything to everyone, so focus has to be retained.
- keep in mind this is not a free gift. It is not the City's responsibility to look after people.
- This one seems closely related to being a "city for all people"
- We need to create a plan for maximizing land use. Tiny homes need to be included. They are an alternative.
- It would be great to see support (e.g. pre-zoning)

for small lot subdivisions to encourage affordable home ownership, commercial and light industrial development for job growth, etc.

- A pedestrian way up 5th Street please!
- pretty vague
- Options for housing is huge! Opening up zoning to allow for secondary suites will greatly help with housing affordability for everyone!
- Options and responsible development are solid priorities.
- within the CV there is a serious lack of office space necessary for the well-paying knowledge jobs of the future
- We are expanding too fast without updating our infrastructure. Roads, signs, sidewalks all need replacing, sewer, garbage disposal, etc.
- Everyone has plenty of ways to get around. The last thing we need is more bike lanes like the one on 5th st. That is the worst idea anyone has ever came up with
- We need more sustainable and affordable housing and jobs that will help the work force we want to come (& stay) here
- Planning for just more density and rental apartments is not choice. Missing coop housing options, non profit housing options for residents. Integrating some duplex construction into new areas would offer more choice. Current map of creating density hubs does not offer choice. Impacts some areas way more than others. Look at regional district as a whole. I love our single family neighbourhood but am very concerned that density hub will change our neighborhood including more crime and social problems.
- Planning for just more density and rental apartments is not choice. Missing coop housing options, non profit housing options for residents. Integrating some duplex construction into new areas would offer more choice. Current map of creating density hubs does not offer choice. Impacts some areas way more than others. Look at regional district as a whole. I love our single family neighbourhood but am very concerned that density hub will change our neighborhood including more crime and social problems. We currently have choice in courtenay.
- So hard for the young people with low paying jobs. Would like to see places of employment with good pay and benefits close by so people growing up in the valley could stay and not have to leave where they can afford to live.
- I do not see options on the map... just restricted growth and higher density in some areas which impacts my neighbourhood and gathering spaces

- We need more modest sized homes and bike lanes on busy roads e.g. Lazo, Headquarters and others.
- More low income housing is needed
- "People do have these choices, I believe we all have these options. Without these options we would not be living in a democratic society. "
- jobs are dependent on what people bring. We don't need more liquor stores or cannabis retail.
- Water must be considered and new developments must prove where they are going to get their water
- this one is realistic
- Getting around isn't easy when are street lights aren't sink or you're waiting too long at a red light that is not being environmentally conscious
- Make a zoning requirement that all new residential development must be 25 percent multi dwelling. Base 10 % of all housing to offer rental properties for monthly rent 30% of minimum income.
- The options of housing are very quickly being removed out of 5he reach of the wage earners
- There is not alot od choice if you are looking for a home rent is High and house prices are out of control
- The bus transit schedule is horrible. I chose to get rid of my car to help the environment but alf the time i have to walk as the bus is not an option.
- jobs
- More needs to be done to attract higher paying jobs. As the property market continues to rise we need to create sectors that will allow our children to live and work in the valley and still be able to afford housing.
- If you are a middle wage earner you can fall into this category. There are only choices and options for all who have the income to support it. I currently don't see it in this community now. I work with people every day for all walks of life and I don't see equality in this community at this time.
- Diversify is always good if done logically and not just done without major consideration of existing populace,property and land use.
- We can't afford everything for everybody. Taxes cannot and should not keep going up by leaps and bounds every single year.
- Could use some improvement, especially infrastructure
- This goal may be used by the rich and privileged members of a community to justify status quo or regressive programs.

- Aiming for a diverse population means that there also needs to be diversity in choices of homes, jobs, transportation, etc.
 - More bike lanes please
 - This is a lofty but likely unattainable goal, given the housing crisis. I've lived here for 20 years and expect to have to move away in the next 5 years due to lack of affordable rental housing.
 - Be more sensitive to population density pressures and locations re: housing development.
 - more industry needs to be attracted to off set tax burden on home owners
 - Cycling infrastructure between Courtenay & Comox needs improvement. Public Transit is in that limbo where ridership is low because service is poor, but service won't increase because ridership is low. This was true before the pandemic.
 - more a fairy tale wish than reality. Socioeconomics dictate such choices.
 - cycling corridors very important but so is planning a 3rd crossing
 - All of these are so general as to be useless. They are largely feel gooders.
 - Options for non exploitation of resources
 - No, we need a more diverse economy, rather than mostly service based.
 - Ease up on the requirements for carriage houses and legal suites. Especially where parking options are ample.
 - We need more rental places AND they need to be affordable! Kids who grew up here deserve to stay living here, but can't find anything affordable. Housing prices are unattainable for young people just starting out in their careers, which unfortunately, leaves housing only for the rich, older people who move here in droves from Whistler, Vancouver, Ontario, etc.
 - City Planning department scares off many developers looking to build housing and commercial spaces. Simplify and speed up the process to attract development and growth.
 - "The traffic is a growing concern for me, we need to find a way to help with congestion at busy times."
 - Courtenay/comox/Cumberland have most facilities , parks, gathering places, shopping, a variety of homes, lack of employment and low salaries and the inflation of home prices and rentals has driven more people into poverty and on the street. This will affect long range tourism, and growth of community. I love all the parks and activities available in our community but there are areas in Courtenay I don't even want to park my car, and I would never purchase a home in those areas.
 - This is an individual responsibility not government
 - courtenay is no longer a "town" - rules have to be actually enforced (parking, dogs, noise, smoke/ smell, how one's actions affects others) otherwise its just going to get worse
 - Keep courtenay and the city the downtown core and leave the outskirts alone
 - Please more low income housing and support for our homeless population. These people have a right to safe and stable housing. We need to support our vulnerable community members.
 - First, affordable housing for all. Then choice. If people have suites they need to provide parking on their property. Where is our "town square"?
 - Seniors need more affordable housing options. Those downsizing upon retirement may enjoy a neighborhood with smaller homes on smaller lots much like what's done in Parksville. Not everyone wants to live in an apartment.
 - Yes in some areas you can live in strictly single family building scheme controlled neighborhoods and in some areas you can live work ride a bike safely and rent out your basement as a mortgage helper.
 - Perhaps this could be All residents - I think it needs to be stronger that we will leave no one behind - this is linked to a City for all People above but we need to be clear that we are looking to be inclusive of all residents needs - not sure this says it yet.
 - We need much more not for profit houses
 - This is an important area that we need more options in. I feel that growing the downtown core, not only in density of population, but in opportunity for small business owners will bring more life to the core.
 - Sometimes people are ready and willing to care for each other in vital ways, ahead of municipal solutions being found. Make a rule that allows people to support each other in the meantime, until the preferred ways are found.
- ### Other Suggestions for Vision
- No high density homes in small places as on 5th St. Do not remove more parking places as on 5th St.
 - "Affordable housing
 - "A city that is comparably quieter than other cities it's same size.
A city that has better air quality ...

A city that has more natural parks on its periphery than others...

A city that has protected its waterways to be clean and swimmable. “

- The city will support the health of the population by providing access to shady places to walk and cycle as well as safe street crossings for people and □
- Safety for children (i.e. Getting to safe bussing locations and getting to and from schools with no needles and abusive behaviors.)
- I would like to add the value of public art and outdoor concerts or other free events to amp up the vibrant community spirit
- Do something about all the traffic on Ryan Road and 17th street so people can actually live without trying to wall somewhere
- Where outdoor recreation is prioritized equally with nature protection and in so doing both needs can be satisfied.
- Curbside composting needs to be established in order to reduce garbage.

2.2 GOAL STATEMENTS

Land A Precious Resource

- Its already expanding too much! The new area behind walmart and in Cumberland is like suburbia Calgary, not appealing...
- We need to protect our watersheds primarily
- stop approving big box stores!! or at least put some caveats in place to make them more attractive and pedestrain friendly. low wage box store jobs should not be our future plan.
- The Valley should be managed as a unit. We have too many governments.
- Annexation must remain a possibility where needed.
- i'm not sure this is possible, given the anticipated increase in population, and is likely to make housing costs even more prohibitive. i do support staying within or as close to the existing footprint as possible, particularly with respect to the existing infrastructure, and limiting sprawl.
- denser housing but with play areas, less traffic, more garden area
- Protecting nature and our beautiful wild spaces is important. However if we don't expand the city's footprint there will be fewer and fewer opportunities to own land larger than .15 of an acre and our core will become too city like and dense.
- Population density won't work now that pandemics are a reality. Resilience should be more important
- Development needs to occur for a healthy local economy. You need to allow for expanding the city to provide affordability. Creating spaces for mobile home parks or modular homes, as well as 1/2 acre and 1 acre lots farther away from the city, working with CVRD to expand the city limits. With all the development occuring, the city should be expanding water and sewer services and road ways.
- Do not allow condos at Stotan Falls, but instead, make it a designated park.
- Then it isn't really "growth" is it?
- Make sure not to sacrifice nature for density
- Avoid further sprawl.
- Don't give in to that stupid stotan falls development!
- With the consultation and consent of the K'omok First Nations as they have unceded land and the growth of the city should not continue to shrink or go against their traditional land uses and sovereignty.

- Amalgamation of Comox and Courtenay is key for the good of the Valley. We need to plan together and share resources in order to get more with the savings. How can Courtenay make MacDonald an access road when it ends at Back Road which is not part of Courtenay. People don't even know what areas belong to which city/town.
 - There currently is ALR land where soil testing reveals nothing can be grown on it. Farmers who can't afford to hire people should be allowed a second dwelling to allow family support.
 - Viable farmland should be protected and that might mean farmers who can't afford to hire people be allowed a second dwelling to allow family support. There currently is ALR land where soil testing reveals nothing can be grown on it.
 - Agree in principle. Not sure what that means on a practical level in future. I.e ever increasing density?
 - You can't have your cake and eat it too. It would be far wiser to support projects that offer better returns on the whole rather than drawing a line in the sand. Every project should be based on what it returns. Everything costs something but what does it give back. Drawing a circle on a map is far to simplistic.
 - Density does not promote the lifestyle people moved here for. If you want density then move to a larger urban centre
 - Great idea to protect our wild spaces so that we can work with wildlife and nature, instead of driving them away. Build up, renovate, add additions or second floors. Allow people to put in affordable suites. Build more apartments for rent.
 - Not if it means skyscrapers in downtown Courtenay!!
 - Let that developer from 3L have his suburbs. He's offering a pretty good deal.
 - "I believe that the communities should merge"
 - so many councillors spoke of densification leading up to the election. Removal or at least raising height restrictions seems a good place to start. Also, look at alleyway homes, larger carriage house sizes etc.
 - This is hard to reconcile with providing housing moving forward as the population of the valley grows over the next few decades
 - There is not a shortage of land on the island. Not interested in high population density. Not why I moved here.
 - Yes within reason
 - if all development is confined to the existing city boundaries, then density, traffic, parking, height of buildings will become issues and will dramatically change the character of Courtenay. Allow consideration of well planned nodes of development beyond city limits in the future.
 - Are we getting ready for high-rises? Is it what we want here?
 - Support smart growth and densification of lands inside the Current city Boundary and follow regional growth strategy on future growth
 - "Support smart growth and densification of lands inside the Current city Boundary and follow regional growth strategy on future growth
- Rated growth in existing boundary as 3 because there is no reference to RGS and Regional Sustainability Strategy as a guide"
- Growth should be in the current city boundary as long as it can also meet the goal of developing in a green and environmentally friendly way.
 - Efficient growth is the key to lower taxes, stronger transit, vibrant communities and bustling downtown
 - Maybe include water here? Land and water are finite resources and they go together. I'm curious about how we will work with what has been developed already - how will we work with all of the development and buildings that don't encourage health and wellness for people and planet? We can't only focus on future development.
 - I am very pleased with the current settlement nodes and do not want to see further expansion of the city and development into rural areas.
 - Excellent. Except allow the Coty to purchase large areas currently within the CVRD for purposes of natural park.
 - Focus on attractive and functional density over vast tracts of single family homes
 - Infill yes, but in a sustainable, restorative and responsible manner
 - Yes, but in intensifying density we have to leave areas for wildlife, a strip of bush and trees between developments, etc. Too much development on Ryan Road from Home Depot on down to base, no natural areas left, City should try to buy some lots up there for wildlife corridors.
 - Will this goal be refined/clarified i.e what is the footprint? The City's existing footprint or the City's existing boundary?? The area within the boundary is massive - maybe double the existing footprint?
 - How can we do this with 2 poe bridges to get

across the River

- there is plenty of vacant land around to create both single family homes & townhouses & apartments. Too much density breeds crime
- As the population grows the city footprint may need to expand into the surrounding area. But this should come only after present land resources are exhausted.
- Though land is indeed finite and space limited, we also need to look at growth from the most important standpoint of sustainability of infrastructure and services. We don't need sprawling housing areas or concentrated affordable/low income housing if we don't have the medical and other services available to match the growth we know we will expect. If this means a moratorium on new housing until we have enough family doctors for example then this decision to temporarily curtail housing growth needs to be implemented.
- Build taller. Allow for new engineered wood buildings of taller heights.
- Focus needs to be on developing on South facing hills to maximize passive solar potential
- Strongly review the care and access by public transportation to the downtown core. Downtown needs a control regarding the visual face of the buildings. Far too rough and rugged look at this time. Spice up the frontage and make the downtown pedestrian friendly.
- YES. protect outlying areas and green areas for generations to come!
- which is why it is time to permit 10 story apartment buildings
- Too much high density housing areas takes away from the rural small town feeling.
- Ensure people who are not active due to health or age are not discriminated against with vehicle restrictions
- I'm not sure this is possible.
- And respect existing nature already there
- Needs more explanation.
- Density has many benefits over suburban sprawl, and overall I support the goal of reducing sprawl. It is better for people who cycle or walk to commute and run errands, and helps centralize services. However, it also strains existing infrastructure and will increase crowding in public spaces and parks. If the city does not grow in size it will also exacerbate the shortage of housing and the high cost of homes in the valley. That's great for people who already own homes, but is absolutely unsustainable for those who rent or want to buy. I support this goal in

spirit, but I do not think that the city should be firm on "all" future growth being focused within the city's existing footprint. The city is growing rapidly, and that means the amount of land we occupy will have to increase as well. Increasing our footprint increases our affect on the environment, and I agree this should be minimized, but we have to accept that people are coming here and that means we will need to take up at least a little more space.

- We have loads of land. Hectares of the stuff. Especially north and east. We don't have a scarcity of land. use it.
- Sounds challenging, but I like it.
- land is only as finite as the size of our earth. We couldn't develop Vancouver Island within our lifetime if we tried. Please change your questions to be relevant.
- What does this mean? What is the existing footprint?
- This is of prime importance, even though provincial policy allows too much development outside of municipal boundaries.
- This is of prime importance, even though provincial policy allows too much development outside of municipal boundaries. We are unfortunately well past the point of no return as far as development outside of municipal boundaries are concerned.
- This is really important to not have SPRAWLING GROWTH !!
- Absolutely. How is it that there are empty lots in neighbourhoods built in the 60's still in this City? it's insanity! build up slightly so we don't have to grow out.
- growth is growth - don't lose opportunities trying to cram everything into the same space
- We need to preserve all current farmland.
- Within the existing footprint and using the taxes do a better job of maintaining the roads to improve the look and function of Courtenay.
- In order to achieve this zoning needs to be adjusted to allow for an increase in density. This is a slow and onerous process that needs to change! Also some strategic expansion is not a bad thing. Housing is expensive enough as it is. Limiting it further will only act to increase cost of living
- Land is a precious resource, but (in Canada) only as limited as the Crown wants to make it. We have more room in British Columbia than we are often admitting, for reasons of political correctness.
- Is that realistic ?

- Land annexation into the city is not a bad thing, just needs to be done thoughtfully
- ridiculous ... the Prov landmass (365,00 sq miles) and accommodating another 1 million people would only require 100 to 200 sq miles of its 365,000 sq mile landmass ... if you limit growth to the existing Courtenay city environs, then every neighbourhood will have to be subject to continual redevelopment. SF neighbourhoods will have to become multi-family (Q - is that what the existing taxpaying residents want and expect? Q - is this even reasonable?) and low-rise multi-family neighbourhoods will have to become high-rise. This is a ruinous, extremely costly, and ultimately unsustainable vision for development, and one that will only exacerbate the problems that come with too much density.
- We need to start building higher
- New development should not be undertaken by mowing down precious trees ... no more concrete jungles (eg car lots on Ryan Road)
- This will help to create a vibrant community while decreasing vehicle dependence.
- Some level of consolidation with Comox, Cumberland and CVR areas would benefit all these municipalities, this may require development outside the city limits
- no no no !!! by restricting growth to existing footprint, you drive up the land values and make housing unaffordable! developers win... citizens loose. how about new well planned communities that do have some multi family homes, apartments, duplex and single family in a planned community.
- No no no... this just drives up land prices and makes communities unaffordable for families!!!! Lets have comprehensive plans for development in new areas that include housing mix including single family.
- Hopefully this means we will stop considering these satellite towns like the 3L project when there's plenty of usable space withing the city's current growth node.
- This is important! As sprawling in to farm/ agricultural land could be detrimental. Ensuring that growth WITHIN the existing footprint also only occurs if not creating harm to an area ie. existing waterways including creeks/streams and finding a balance between forest/trees and development.
- Yes. We need to stop urban sprawl and development of wetlands, forests, farm land and other sensitive and important ecosystems.
- Don't forget - we need water for all this
- Condo's & high rises - removing our views of our waterways & creating congestion.
- The recently sold property between NIC and Stafford Ave when developed will pose serious drainage problems. Years ago, the original owner, Mclvor harvested valuable timber. This caused flooding in people's homes, increase in rats that invaded our homes. This forested area has Dogwoods and Gary Oaks, trilliums and other precious plants. The underground springs are strong. Many people on Stafford have sub pumps and still have to deal with flooding in their basements. When it is permit time I trust the City will, with utmost care, as promised by this OCP plan stand by it's credo. Land is a precious resource and when developers come to eliminate this incredible forested space the City will ensure proper drainage, the preservation of trees and plants, provide useable green space, walking paths and reduce the influx of increased car emissions and traffic. When I drive over 17th bridge towards my way home I love the forested view and to see that removed and replaced with even a 4 storey structure of any size will be a sad reflection of our neglect to preserve this green space in the least impactful way.
- Does this mean not expanding our current city limits or is this a density question
- Smart Growth is achievable. Future developments around existing footprint should require more green space trails connecting the developments together and not just be treeless roads and sidewalks and cul-de-sacs
- Please don't allow high rises to achieve this goal. I left the mainland in order to appreciate the beauty of the natural environment
- We should follow Comox abs Cumberland example how they have more outdoor activities like biking and disc golf
- Building upwards isn't always a better choice, especially in the downtown core. Cities don't HAVE to be continually growing to be successful.
- People have to live somewhere. I would like to see some density in the downtown core to make it a place to live and work
- Yes land is finite but look around we can grow. We need some industry so people can work more then mim wage to support family
- I would like to see development of additional housing nodes near the new hospital - there seems to be so much bare land along the parkway that should be developed.
- I would like to think his is possible, will need to approve higher density housing. But to stay open

- to small expansions of the footprint
- People have to live somewhere, and I would like to see a lot more density in and around the downtown core. Build up, then out.

Strong Neighbourhoods

- Yes! And it starts with increasing density downtown. I also believe that developers and the city can do so much better along the River to create a transportation corridor and green space while still having some gentrification of the buildings and land along it.
- Absolutely. Increase the density in the core and make it safe and you will achieve that.
- This is a weird statement. Don't get the meaning other than, please let's not change anything or Bixby.
- Strong neighbourhoods are only strong when nuisance properties are dealt with swiftly and effectively.
- Strong Neighbourhoods should include allowing the conversion of any home (that is appropriate) into Daycares. Imagine several small daycares (3 ECEs allow 21 kids) in the Puntledge Neighbourhood, Queneesh, Aberdeen Heights, Valley View, where families actually live. Rather than all crammed into Downtown Core
- Don't understand this statement. Are we talking about increased policing? Or social services? Or adding community venues?
- Housing diversity within any new development. Affordable housing mixed with mid-high range. Green space.
- "I like my neighborhood as it is. This means density (lots of apartments planned and built) which will destroy our family neighbourhood. "
- What does this even mean???? Our neighbourhood is comox valley and it is a great community. Our neighbourhood is strong now ... but new development such as building tons of rental units will decrease the strength of our immediate neighborhood
- This is a laudable goal but hard to achieve for those of us living on busy major urban streets. Likely more successful on cul-de-sacs etc.
- Bylaw needs to start giving more warnings for hedges growing over side walks. It's almost impossible to get past with a stroller
- Would like to see a more defined description of this goal. What does community life mean to you?
- Not sure what the thought is behind this

statement, but it sounds good! I live in a great neighborhood but the traffic, especially commercial, has increased substantially in the past few years.

- What does this mean?
- explain function and delight ... these obj can mean very different things to different people
- Strong neighbourhoods are likely more a function of the values and spirit of a community than the purview of governance.
- I live on 5th street I am afraid at night now
- Bringing like minded people together will accomplish this organically
- I am not sure I understand what and how this would play out. I feel communities should be welcoming but this is a bit too unclear for me to get behind
- Good question. fix the downtown problem already. I have lived downtown for over 30 years, and am now afraid to go out by myself at night. I'm a 6ft 2' big man.
- Especially neighbourhood where there is a 'flop' house which impacts negatively the other residents
- Strong neighbourhoods are important, but are going to require some serious investment in developing neighbourhood identities, hubs, and shared spaces. Given the size of Courtenay and the existing hubs, it may make more sense of focus on a Courtenay wide identity and build more activity and vibrancy into the downtown area, and find ways to soften the large parking lots and box stores of the southern end through more walkways, smaller scale hubs etc
- "We certainly need a lot more green in our neighbourhoods. Please encourage people to plant trees and reduce grass."
- What do you mean by delight? Not a good choice of words
- yes
- encourage more community interaction through e.g. gardens and gathering areas in parks
- How will this be accomplished?
- Encourage neighbourhood watch organizations
- When planning new neighbourhoods it should be noted that light pollution is also a problem. Make sure that all street lighting ONLY lights up the ground, not the sky as so much of Courtenay's street lights do currently. When I moved here in 2002 I could sit in my back yard and see the Milky Way. With the advancing neighbourhoods during this time we no longer can see the stars the way we once did.

- Less density, people need space not 75 close neighbours
 - Encourage neighbourhood groups. Help them form and function.
 - Strengthening should include greater use of Local Area Advisory groups providing meaningful direction
 - Safety in neighbourhoods is extremely important. Crime is major concern right now.
 - Council should consider periodic meetings that would be exclusive to hearing concerns of residents in specific neighborhoods about the city and to encourage participation in smaller formats where local concerns may be more likely to be raised.
 - Support complete neighbours with a mix of uses including housing types and local services
 - What does this mean? I bought in an R1 development, so if it means that you will protect my right to the initial zoning, okay.
 - "How?
The OCP should say what the City is going to do irrespective of developers. OCP language always assumes developers will fulfill community needs. This is a recipe for disfunctional substandard development. Instead the city should say in the OCP what they are going to build and get going on it. Pressuring developers to achieve community goals is ineffective for many reasons."
 - You create a strong neighborhood by having small businesses within it. Walk to the barber. Bike to the corner store. Create one way streets and wider sidewalks
 - If you have all the other things, a strong neighbourhood comes. Schools are a great anchor for a strong neighbourhood.
 - And for protection of natural environment, which may include restoration and opportunities for small-scale agricultural - food sustainability.
 - 1st and 2nd street got blocked off and both of them eventually led to 3rd street which got "traffic calming" roundabouts which serve as little more than speed bumps for people anxious to get through town. To protect the old orchard neighbourhood we need a different way for people to get through town.
 - Do the neighborhoods have the ability to say not in my back yard?
 - Will neighbourhoods have the ability to say not in my back yard?
 - drug houses in areas where children live.
 - many people come to my neighbourhood to walk because there are almost connected greenways
- which are comfortable for doing so. This should be a goal for all neighbourhoods. In Europe they have squares for community meeting places so something like that would help our neighbourhoods instead of making us drive to somewhere else to meet.
- Hard to define what this means. Could include lowering speed limit on residential streets.
 - Agree if neighbourhoods are not policed (especially lower income or non-white majority) and instead focus of community support
 - "First focus on the Valley as a whole. Then Courtenay and Comox together with bits of the Regional District. Then smaller neighbourhoods."
 - Creating village type communities that contain & incorporate amenities instead of strictly residential suburban mazes within reduces the need to travel by car.
 - Community hubs, gathering spots, build better connection in neighbourhoods.
 - Ridiculous statement
 - are you creating co-op housing? This is not reality thinking for neighbourhoods.
 - "Living in the South end of Courtenay, we seem to be forgotten and have people living in the bushes and parking vehicles on dead ends - bylaws are not given enough power to help people"
 - I think there is a lack of community connection in the city of Courtenay
 - I think there is a lack of community connection in the city of Courtenay - allowing roadside stands could encourage neighbors to get to know each other more
 - Through connection, good programming and art.... we need a community art gallery for all the local artists....we have to go to Tosh right now.....
 - This is very important. Access roads and on-street parking and school enrollments/size must be built into the plan.
 - Knowing and interacting with neighbours should be strongly encouraged but Courtenay is not so large as to need distinct neighbourhoods..
 - Provide incentives for infill housing, laneways, co-operatives , co-housing etc.
 - I am not sure what meaning and delight mean - ?pleasure. I feel this statement might be strengthened for function, sense of belonging and connectedness -are we going for social inclusion here ?
 - delight? how about safety and resilience

Transportation Choices

- Too much focus on bicycles
- “No more Cycling lanes! Add more bus routes and buses”
- With the growing popularity of ebikes, there are far more cyclists on the roads than even a year ago. Safe, connected cycling infrastructure must be prioritized.
- Bike paths that don't have meaningful destinations are of little use. Do some more O/D studies,
- stop pushing the bike lanes agenda. We have lots of seniors and rainy weather...not conducive to grocery shopping and biking in this community. This survey is biased already. Start planning for increased traffic because its getting worse. Bike lanes are not a solution. barely anyone bikes. People have to work, are busy with life, driving kids to sports and jobs.. they dont have the luxury to bike everywhere.
- Council's agenda to promote cycling at no matter what cost does not reflect the majority needs - an increasing seniors population with health/ mobility restrictions. Transit is poorly planned - why use 40 foot buses that are usually virtually empty.
- The downtown core (5th Street from Cliff to Fitzgerald) must be pedestrian friendly with no cars or on-street parking. This will require parking structures in vacant lots that surround the area and transportation to the city core.
- I would like to see Courtenay join forces with the Rails to Trails Association whose goal is to transform the E&N RR line into a waking/ cycling path that all people could use: from able bodied to the elderly and those in wheelchairs.
- bike lanes and closed to vehicle roadways and more public transport
- There seems to be a focus on cycling, however I think bus transit is a more important area to focus on as many people in our community cannot cycle. Possibly smaller buses and more/ more frequent routes.
- Finish the Royston trail connector please. Also one up beside the railway tracks. Don't wait for the subdivision builders to pay for it. Riding, walking, running trails are for a healthy community. Also, maintenance on the trails. Keeping on top of the overgrowth so we can social distance on trails.
- We don't live in California. Most people drive. Making roads smaller for cars and providing bike lanes is not the answer. You're betting on BC Transit. Create equal resources, driving, walking, cycling, ebikes.
- As seniors with a special needs person, we still need vehicle.
- will bylaws actually be enforced such as leashing??? courtenay is NO LONGER a town, if courtenay wants to be a city, then bylaws and rules so everyone can live together HAVE TO BE enforced.
- This has been addressed far enough for now. 5th St. was not ideal.
- Separate bike lanes so more timid commuters don't have to fear traffic
- It would be more feasible to build pedestrian/ bike bridges over the river. Look at the Netherlands, Denmark, Denver & Fort Collins, Colorado.
- “Yes, safe bike routes, safe bike parking in town. Park your bike downtown and walk to stores, come back to your bike and it's still there! Maybe one of the empty store fronts downtown courtenay could be a bike parking lot staffed!”
- Design plans for road infrastructure meaning a third bridge to handle the high traffic flow issues having only two bridges
- I think we need a designated bike route from Cumberland to Courtenay-Comox that is not along the highway as that is dangerous and dissuades people from biking. Public transport should become more green focused and frequent, with lower fare rates in order to move away from cars.
- cycling lanes that are integrated better than the bs at the top of 5th street are great.
- as a cyclist Fitzgerald is a wonderful street. Cliff Ave. is a disaster unless you drive a car.
- Mobility scooter use is only going to increase. This should be planned for.
- Today's cities are defined by the transportation networks that run through them. A busy street can destroy a neighbourhood. A gentle bike lane can enhance a neighbourhood. I believe that safe, secure, affordable transportation (along with housing) is the best way to have strong, diverse communities.
- “The present model of individual car ownership must be abandoned to effectively create change. This is especially true in suburban areas. Well made shared vehicles perhaps with metered microchips and automated billing would greatly change things towards the better. Also smaller buses with open routes that communicate to a driver via cell app for pick up could greatly enhance the public experience. “

- we need protected, shaded greenways to get from homes to businesses without suffocating in the heat.
- cycling options that are safe and separated from cars are so important. If we build them, more people will use them - just look at the great traffic on the Galloping Goose in Victoria. People want to cycle but need to feel safe doing it.
- Bike lanes
- Yes!!
- A minimum of 10% of the cities annual transportation budget should be spent on creating a safe separated and pleasant cycle network. This should start in the flat lands between superstore and Walmart. This should continue for at least ten years. Snow clearing should be prioritized for cycle lanes.
- stress development of bicycling lanes - more affordable to add bike / walk bridge across the Puntledge
- This is very important, but there still needs to be provision for people who have to drive from out of town, or because of limited mobility etc. to find places to park.
- "Better transit for sure. Walking trails for exercise and fun. Cycling is ok for some, but not at the expense of traffic flow. There will always be more people in cars than on bikes"
- Make it safe to cycle and walk on Back Road. Make it safe to walk, scoot or cycle to schools. Make intersections safer. People can't give up cars without having better transit and cycling systems.
- This community was not designed for bikes on our roads, they are not wide enough. We don't want a repeat of the top of 5th street with all the bump outs and narrow roads, what a joke that is and waste of money, and it is a more dangerous driving that road now. Not sure how you would put bikes on our roads except for building them separate bike paths away from traffic, along the lines of the rotary trail idea. The system here can't currently handle the traffic and to add bikes lanes to what currently exists is a really bad idea, someone is going to get hurt.
- Honourable vision. Very few people I have met do not have at least one vehicle.
- Bike lanes have really improved. We need more.
- Non-fossil fuel options should be prioritized. Green transportation options should be subsidized.
- "Please look at the examples in other countries. We are here so behind. And please don't invent a wheel here. Most of the things were done somewhere else. Please look at Denmark, Austria, Amsterdam, Malmo... There is a big group of citizens here, who are supporting 5th street closure - only for pedestrians. Not 4th and not 6th... We need more pedestrian zones in our city, if we create them, the gathering places will take care of themselves. We can be so unique town in Canada, country build for cars. It will help the businesses and older population too, we will create a lively core. You are stating in your plan for park and infrastructure, that 5th street is not identified as a future bottleneck. It is wrong, it will be bottleneck and it won't be pleasant to sit on the patio anywhere there. And public transit. Yes please, look at some other countries where it works. We can start with posting bus routes and time tables properly.."
- Please look at the examples in other countries. We are here so behind. And please don't invent a wheel here. Most of the things were done somewhere else. Please look at Denmark, Austria, Amsterdam, Malmo... There is a big group of citizens here, who are supporting 5th street closure - only for pedestrians. Not 4th and not 6th... We need more pedestrian zones in our city, if we create them, the gathering places will take care of themselves. We can be so unique town in Canada, country build for cars. It will help the businesses and older population too, we will create a lively core. You are stating in your plan for park and infrastructure, that 5th street is not identified as a future bottleneck. It is wrong, it will be bottleneck and it won't be pleasant to sit on the patio anywhere there.
- Include GraphS to show projected car population in status quo development and you will see that At least 100 million dollars will be required for bridges to cross the river. Show this analysis.
- Yes provided it does not require an increase in taxes to support.
- I cycle, so while I agree that infrastructure for both recreational and commuting cycling is important, vehicle transportation cannot be ignored. Road congestion is already a problem and should not be allowed to get worse.
- "Pedestrian and trail development priorities need to focus on west of the river where it was not done historically East courtenay is good and has been comprehensively planned and included. "
- If we want to solve our traffic problems, protect our air quality and improve the health of our residents we have to invest in active

transportation!

- I am very happy with the cycling infrastructure investments of late I use them every day
- additionally, I would like to see education aimed at motorists and cyclists alike regarding road safety, sharing spaces and ensuring communication (hand signaling etc) in order to create a safe environment for both parties on the road.
- Yes!
- Top priority
- Bike paths need to have physical barriers from cars - bike lane alone is unsafe. People won't cycle if they feel unsafe, and we need to get more people on bikes and out of cars.
- More bike lanes please
- New bridge across the River PRIORITY
- The current council's emphasis on biking really irks me. It's simply not an option for many folks because of age, physical capacity and location. Lower income folks, often seniors, don't have the luxury of choosing walk/cycle friendly neighbourhoods; they are lucky if they can find something they can afford. And the emphasis on walking/biking further isolates them from services and community. Improving our public transit system should be the highest transportation priority.
- As bicycle paths get created on roadways, they should be disallowed on walk ways. I.e. Riverwalk. Or safety standards increased where people walk.
- More bike lanes and sidewalks please. A safe green commuter lane is desperately needed between Comox and Courtenay on dyke road and Ryan road for bikers.
- do not make roads narrow to appease a small group of cyclists
- Totally agree. However, don't just install extra choices. Go the extra "mile" and create a public information program to spell out the rules of the road. Examples would be to remind bikes they fall under wheeled vehicle rules and laws, while mobility scooters fall under the rules of pedestrians. Keep pounding this message for everyone's safety.
- Focus on easy access and regular public transportation.
- bike lanes etc. are useless for many older people who mostly rely on vehicles to get around
- How about smaller buses for mid day and the larger buses run the busy times. Tired of seeing empty buses all the time. Smaller bus routes
- Ryan Rd and Island Hwy need MAJOR upgrades

to be more pedestrian and cyclist friendly!!!

- yes
- Ensure those who are less active due to age or health issues are not discriminated against with vehicle restrictions.
- Ensure that people who are not active for health or age reasons are not disadvantaged by vehicle restrictions.
- Traffic patterns must also be addressed.
- We need more accommodations for all types of vehicles
- What actions will be taken to ensure this?
- Courtenay has some excellent options for pedestrians and cyclists with the rotary trail and the airpark trail. I think options like this which are entirely separated from the road network are excellent and should be more widespread. Pedestrian/cyclist only roads could be used to create shortcuts between parts of the city, encouraging people to take these commuting options over cars. Road layouts could be designed to be slower and more circuitous to navigate the city unless on a designated artery. This would slow down and reduce vehicle traffic off the main artery's making the areas more pedestrian friendly, and the bicycle/pedestrian only paths would provide quicker access to areas of the city. If they are sheltered in forested areas like the rotary trail it would also improve citizens desire to use the paths.
- Cycling options are important, but it is not possible for average commuter to cycle year round. There are also a lot of trips that need to be made by vehicle (deliveries, pick ups, multiple children etc) where a single person vehicle makes the most sense with current infrastructure. If we want to promote bus and bicycle, it may not be realistic for year round use. However, focusing on 'hubs' to reduce in town trips or multiple trips for a family, or more coordinated delivery services which maximize efficiency may be another option. Also, ensuring that public transit focuses on hubs (for example park and rides from outskirts of town) may improve public transit ridership
- We need to build compact, complete communities so even transit is not necessary for most needs.
- improve transportation by CAR no one rides a bike yearound and we have more people with mobility issues
- Support cycling and transit but also need to support the ever increasing car traffic. Work on another bridge as well as more efficient road network. Already can be a 5 or 6 light wait at

- 17th street.
- An option, yes, a priority over other ways, NO
- Especially cycling and pedestrian infrastructure. (micro mobility)
- This can only be realized in conjunction with significant densification, which at this time is a lost cause. Cars are essential for our community to work and we can't escape that in the foreseeable future.
- This can only be realized in conjunction with significant densification.
- This is a great goal, but it requires far more work than the City has given it to date - to my mind.
- Love the cycling paths. Would like to see more. Great job.
- Traffic lights Are urgently needed at Cliffe and Mansfield that can be triggered by pedestrians.
- Everything within reason we have an aging population and driving is still the main concern.
- Need more biking connecting trails from East Courtenay/Comox boundary to south end of Courtenay (bike paths from Hawk to Lewis/ Simms Park
- I appreciate the start on cycling options and the continued emphasis on bus travel.
- Active transportation is important, however not at the expense of improving the road network to accommodate the already over capacity road systems
- The real challenge in Courtenay does NOT have to do with the creation of cycling and walking. The real challenge is HOW to manage vehicular traffic across a city's downtown that has only three bridges, one of which is mostly wooden.
- "We need more biking lanes. Point Holmes - Knight Road to Lazo Rd. This is very busy with cyclists because it's beautiful but it's very dangerous"
- Bike lanes are great but fix the roads for the vehicles first.
- this obj seems to ignore the auto at everyone's peril. Balance is required, and auto transport is not going away anytime soon. Another 4500 residents, plus whatever population increase happens in Cumberland and Comox will inevitably mean more autos. And, Courtenay seems to have all the big-box retailers, and is quite affected by traffic from the ferry and the Island Hwy transit infrastructure, so get ready for being a regional shopping hub that has to accommodate ever increasing auto traffic. In fact, today, the 5th and 17th Street Bridge infrastructure (incl traffic light functioning, curb lane bypass options, etc) are beyond capacity several times everyday as it is. These choke points will only get worse, and fast, if there is no planning for the increase in auto traffic that is inevitable.
- The automobile will always be the majority transportation choice of Canadians. We are not The Netherlands. The Neatherlands us approximately 41,500sq km, about 10,000 square km bigger than Vancouver Island. The Neatherlands is also, basically flat and have winters much milder than we have. The headlong and misssguided rush into other transportation methods, especially cycling.
- This goal needs to be high priority - bike lanes, transit, and walkability should be happening right now.
- Separated bikes lanes or trails that don't follow the road would be great.
- Extremely important to have safe cycling paths.
- Adding segregated bike lanes or building bike paths is a must
- The fundamental law of traffic modality demonstrates alternative modes only increase once a population size reaches approx 5000/ km². I'm not sure we are anywhere close to that therefore we should focus on vehicle corridors more specifically rather than restrict their lane space for cyclists (who rarely use them 8/12 months anyways).
- Thou I agree with having transport options the recent design of 5th street was poorly thought out and is far more dangerous for cars and people than in the past.
- People love their vehicles and the opportunity to travel and share with a friend or partner. Active transportation is a viable option, but not for everyone.
- Please continue creating bike lanes, walkways etc. When re-surfacing roads add bike lanes.
- Yes, it is important to facilitate active transportation but at the same time we need to be mindful that a large segment of the population here may be approaching or already in a stage where they have limited mobility and their needs will need to be addressed as well. Any thought re: the feasibility of allowing golf carts in the bike lanes?
- Options for disabled citizens and visitors
- Better bike lanes and routes to make cycling a common choice. As more bike routes are developed, it's noticeable that the planning didn't take some things into consideration - for example, buttons for cyclists to press to change lights. Cyclings have to dismount their bikes, get

on the sidewalk, press button, get back on their bike, back on the road, etc.

- Prioritize choice itself, not a particular choice or style of transportation.
- Bike lanes have been very poorly implemented. They have created a hazard for cyclists instead of protecting them especially on Veterans Parkway where the lane is much too narrow, has large drainage grates below surface level, large curb and physical barriers that create a crash hazard.
- I think the whole transit has to be Assessed on how many people use the buses and how many people use the cycling lanes
- No need to prioritize options. People will make their choice on their own preferences
- "The BC transit schedule in the valley is abysmal. Buses driving past a high school minutes before it's dismissed for the day is ridiculous and not helpful."
- Better cycling lanes and signage would go a long way, minimal upkeep and ongoing costs
- Need more bridges
- Improving shoulders on some roads is key, and improving regular transit. I think Courtenay is doing well for encouraging walking and cycling

Space for Nature

- Any new development should include provisions for the public like parks etc. The River really could be so much more than it is today in terms of useable natural parkland that would also allow for safe walking and biking.
- I'd like to see similar zoning allowances as Cumberland. Backyard chickens, bee keeping, food gardens in front lawns etc.
- A public disc golf course would provide free outdoor recreation opportunities for all ages.
- Discgolf is a great way for people to connect with nature and bring more people to the community
- Build things that draw people out into nature but just trails but things like disc golf courses like Comox and Cumberland have done with massive success
- For the development of roads to include cycling (example - what was done on 1st street) the green / tree meridian should be down the middle and not two green meridians / drainage on both sides. This made the road uncomfortably narrow. The bike path is nice
- We need more green spaces in every community
- Critters must be considered
- We need to start planting trees that will feed us

and be multi-purpose. We need to stop planting trees because "they look nice." They should provide food for humans and other species, provide shade, soak up ground water, work against erosion, etc.

- This should include greenways/natural spaces that already exist vs. human planted/designed spaces only
- Current greenway system good and current parks.
- Insist on this from developers.
- Parks and public spaces are treasures.
- You can go out into the parks for that; no need to take up valuable real estate within the city limits. I think this limits growth, as does the classic "green city" approach.
- Preserving and restoring broad riparian areas is by far the best way to achieve this and many other goals
- Preserving and restoring broad riparian areas is by far the best way to achieve this and many other goals. These are the lifeblood of the remaining natural systems within our community.
- Again, balance is required. Most evergreen trees will naturally seek to grow well over 100' tall (and more). Neighbourhood landscaping "policies" - i.e. Courtenay's urban forest obj - need to consider the impacts of one property owner's landscaping decision on the over-shading and over-shadowing of their neighbours. Indeed, there are many neighbourhoods with view properties that would benefit from formal policies that limit tree heights to a maximum of 15' or eaves-height. Frankly, the tree choices meeting such a limit are innumerable and far more interesting than a messy, needle shedding western red cedar that wants to naturally grow to 30' wide and 120' (and more) tall is a very poor choice as a decorative tree for a boulevard or SF lot.
- Continuing to make space for the natural is trendy, but from an infrastructural point-of-view is not Courtenay's biggest concern. Managing growing traffic is.
- encouraging permeable surfaces in parking lots, driveways and new 'concrete' projects
- Corridors of trees throughout the neighbourhoods in any future developments.
- Why were there no trees planted in the reno on 5th VERY disappointing. Also shrubs blocking traffic sightlines is an issue
- More shade needed everywhere including walking paths and places to have to wait.. banks, stores etc

- I love nature. but it's not a priority over lots of other things.
- would just get taken over by the homeless and druggies, cannot even use existing trails without running into them, needles all over the place
- More community gardens
- walking/biking trails thruout City.
- Yes to trees!
- Definitely support this initiative. Just be careful that this goal, combined with goal 1, will make goal 2 much more difficult without increased home prices.
- How about planting fruit trees.
- The comox valley has miles and miles of coastline, 1000s of hectares of wildnerness. Accordingly nature space is less of a priority then managing future steady growth
- This is so important. Courtenay does a great job with this!
- we are seeing more cougars, bears and deer because we are taking away their habitat. No more expansion need to move up not out
- yes
- No low income housing near senior housing. More traffic control. Fix potholes and uneven roads
- Upgrade and develop a waterfront clean up and park green space for easy access and walk /cycle pathways
- Yes, green spaces are very important in aesthetics and mental health of a community. However less "ornamental" grass and plants in the rain gardens and more native plants that do not need the constant care of City resources (such as how much maintenance the City has to spend tending to the "5th Street Sphincter" installed recently. Go natural. Go native.
- Lots of our parks need upgrades in washrooms ans garbage /recycling. Many need parking or cycling/pedestrian upgrades.
- Grow wild flowers in all grassy areas.
- Keeping healthy trees in the city stops that urban heat center from sweltering in the summer. Keeping trees in subdivisions cuts down on air conditioning use drastically during summer months.
- Engage residents in caring for local green spaces. Use these spaces to protect nature as well as for enjoyment by people.
- Great, but need physical wildlife corridors - strips of bush and trees.
- Much greater attention needs to be directed to this important aspect of urban life - greater resource allocation is required here
- Goal of nature space/trail connection within walking distance for all people would be nice.
- Is courtenay deficient in access to open space? Pocket parks exist, large municipal natural area parks exist and linear path and natural connections exist
- There are numerous large trees on my property which require both money and effort to maintain. I start to get both worried and frustrated when people start to consider way to restrict what I can do with my trees. This will become more important as we get older.
- Include gardens and play areas in this. Not so sure about rain gardens.
- It would be nice to have in the expansive project with rain gardens on 5th street - done last year - have some trees. We are very surprised that the rain gardens look a little bit poor. Our vision was different.
- Never enough nature
- Greater consideration given to preservation of wetlands, esp. given climate crisis.
- The estuary trail should be continued by pedestrian bridge (@6th street?) and continue down the dyke road side to the rotory outlook at the least, if not the whole way to the reserve
- Once the residents connect with the nature area. It will be severely impacted
- "What does ample trees mean."
- Bring the community together. Get more volunteers to get rid of broom and other invasive species. Add more info about species, history etc. on pathways and in parks. Encourage the planting of trees.
- It would be so nice to find a way to include spreading shade-trees as canopy, with less of the columnar type trees (which I know are easier to manage).
- Rain gardens take up too much room in the road network. The 5th ave complete street project is an example of this. Extra width for cyclists and pedestrians would have been better. As well this effectiveness of these rain gardens is fairly doubtful.
- Perhaps shared incentives where by property owners would also benefit from keeping green natural resources as part of the fabric & landscape.
- Very important. Once it's paved over you'll never get it back.
- If nature doesn't become available for the middle and upper class only, but also for lower income areas. These spaces also shouldn't be policed, especially in lower income areas, and should all

- be maintained with the same level and respect.
- As long as it is approached sustainably, so we don't need water these "rain gardens". And having them be wheelchair accessible.
- Shade, O2, wildlife housing,
- Less pavement, more green infrastructure.
- I would like to see grey water collected in rural areas, dish and bath water!
- Very important. Natural beauty is what drew most of us here!
- Just not like the very pretty 5th Street extension. Awful dangerous and narrow hard to park.
- But not like what was done on the high side of 5th street. That road is too narrow now and it was an inefficient use of space with those wide bush gardens...
- This is a top priority as we have seen during the pandemic.
- If we have more townhouses, apartments etc, (higher density) but more greenspace in the community, are we really reducing our footprint?
- Enforce the tree by-law vigorously, especially with developers
- it is getting hotter all the time so connected greenways that we can walk or cycle from neighbourhoods to businesses would be a bonus. Right now it is broiling to get to downtown so you need an alternative to using a car with a/c. Trees and naturally shady areas would provide that but they have to connect to make a route.
- Again, this goal should be framed/undersood also within a natural asset context so it is about vital service as well as 'green' amenities
- "As long as they aren't put on streets as opposed to parking and street width. 5th street is a joke."
- "we are paving over everything...please stop allowing green spaces to be used up for subdivisions"

Love for Local Places

- what kind of gobbley gook wording is this
- Are these spaces commercial, or city owned parks?
- again our downtown as with many other towns in BC are being made undesirable by the homeless and drug users, need to deal with this issue first
- very important. perhaps more apt. living in downtown core.
- Just make sure you keep them from becoming tent cities
- This is important however some thought needs to put into making these spaces safe. Lewis and

- Simms park are beautiful however they are also popular locations for the homeless population so they are not used to their full potential.
- this will help community connection and support businesses. there does need to be some monitoring to ensure that everyone feels safe and that those making it unsafe are helped to find solutions to their issues.
- Close 5 th street to make a Walking downtown. This requires adequate parking on the periphery. And lots of events that make it exciting to be downtown. This MUST be with the Elderly in mind, with Elder Housing (Apartments) and places for sitting, eating, and wandering.
- bike police to keep those places SAFE - I will not allow my 16 year old to go to the library
- In the downtown, this could be improved, but one would have to be mindful of the nature of it, and that it could simply be a gathering point for people who don't otherwise have a lot of other places to go.
- "Close 5th St. have outdoor restaurants and town square. 4th St. one way, Cliffe to Fitzgerald & 6th St. One way the other direction."
- Start by turning 5th street into a permanent walking-only zone. Allow food retailers to create outdoor seating areas and create a market place with stands for other retailers. The current location of the weekly farmer's market is too far removed from downtown. At the same time, ensure that sufficient parking in adjacent streets is available (build parking structure)
- The vacant lot on the corner of 5th and England would make a wonderful square or centre
- They also tend to have homeless people congregating, defecating, and shooting up in them
- Don't really understand this statement. Not a tangible thing to measure.
- Corner stores and neighbourhood pubs both bring value to a community.
- Closing off 5th is a bad idea
- Make it easier for places to get approved patios or keep the ones they have for covid
- I thought we were working on a plan to revitalize the core. COVIC aside you have seen the number of empty stores on the main drag haven't you?
- Great idea. People take pride in their community when they feel connected to it. All the free summer concerts, the Halloween trick or treating, are great for bringing people together.
- Do not even know what this means. Sounds like a question to support anything the city dreams up.
- Just make more no car zones, the public will

- make these places themselves.
- We need a new centre for performing arts that can also double as a convention centre.
- Logically–
- I would like to see public spaces be more inclusive for all residents. Courtenay has a lack of dog friendly areas. A well exercised and socialized dog is generally better behaved (when with responsible owner). Creating inclusive spaces where families and owners can bring their dogs is essential for building relationships in our community. An example of a space that would be well designed for a dog park would be Harmston Park, which with a bit of extra infrastructure would be well designed for this endeavor. Sectioning off an area with fencing could keep this space multifunctional for other activities as well. Adding in a water tap would be an added bonus, however this spaced could easily (without any additional infrastructure) become a shared safe space where families could exercise and socialize their furry family members.
- Good goal, but what does the second part of the goal mean?
- There needs to be more investment for the Sid Williams. It's been more than 20 years since anything substantial was done to the place and the growth of our community requires an improved performing arts venue.
- Downtown Courtenay needs a public square! e.g. at 5th and England. Create Pedestrian only section of 5th Street from Fitzgerald down to Cliffe. Parkade downtown at 4th and Duncan.
- This is not important to me at all, and wasn't before the pandemic either. There are many tax-paying introverts out there!
- "We need more public art (sculptures, engraved rock, kinetic fountains as extreme examples but to scale for our city). 5th street should be converted into a pedestrian street between Cliffe and Duncan and Duncan and England which would provide more of a relaxing downtown core. Reroute traffic around to 4th (one way west) and 6th (one way east) and 8th (keep the same. Most of the traffic in Downtown are people who are trying to get from point A (say, Superstore/Hospital) to West Courtenay and CVRD C). Convert 4th and 6th street parking from parallel to angle to make up for the 18 parking spots lost in the conversion. Also more community support of the two museums and several art galleries in Courtenay. Assist these amenities to become part of the City's Lewis Centre programming. "
- Clean up building development and frontage image
- define ' spaces' and purpose
- Keep it natural not all decorated and signs everywhere
- take care of the homeless so they don't take over those parks. Do something about the drug users
- "Creating a sense of place positively gentrifies areas and brings in inward investment. This is a measure of success and vibrancy"
- We need a few sycamore trees spreading their branches on open lots downtown. Shade and play space for children!
- Strengthened or built?
- With the need for an outdoor meeting place (due to Covid19), that is protected from rain, why not build a large, covered pavillion at 5th. Street and England? It could cover the Wednesday Farmers Market and maybe clubs could rent the space. Powell River has one down at Willingdon Beach.
- I find this survey format confusing.
- Things that strengthen neighborhood is having a vested interest, and feeling safe. Both are a problem in this city.
- Most neighbourhoods don't have a "heart". Mostly we are one community. Add a central park with services in each "neighbourhood".
- nice idea but would end up being a gathering place for homeless street people
- Make it easy to access a local place by foot or bicycle.
- If you build it they will come! That said a small corner lot with a tree will create a lot of buzz in densely built up area. Diversity is key in nature, so why not follow that same powerful rule?
- Not sure gathering a crowd in the post-COVID world is appropriate.
- what even is this question. Ughh get real.
- Places for outdoor free concerts.
- comox valley art gallery is not serving our community...lets see it as a community art gallery for local music, arts poetry, rather than the elitist space it is now that no one goes into.
- More historical writeups and education on salmon flora and fauna

A City for Everyone

- disaster risk reduction and climate change adaptation
- This needs to be fleshed out. What does it mean?
- Not sure how everyone being an equal participant can ever be realized! Should the goal be to ensure everyone is a respected participant?

- Is this a real survey? IT seems very fluffy.
- Diversity = strength
- I have not found the planning departments of the comox valley very open or flexible. This is why I suggested earlier that each project should have the opportunity to be assessed on its own merits. I was once reminded by the CAO of the RD " this is not planning it's politics."
- I question how this can work effectively.
- I question how this can work in relation to other strong values.
- Those who make an effort should be acknowledged. Those who don't - sideline them.
- A clear guideline for development. Not a 'it can change when staff or council changes'.
- Not everyone can contribute but voices should be sought.
- Equity is all fine and good with opportunity, but in reality people who pay the bills should have more say.
- Hoping this includes business owners. Because the current council seems to have forgotten about us, the economy drivers, employers of people and donators to charity on large scales.
- With the pandemic, we need clean, public washrooms in town, like at 5th and England. A clean porta-potty would be just fine! The ones at Goose Spit are really clean and roomy, well maintained!
- "Another encouraging grant for store fronts, can make Courtenay more up to date. Also, encouraging apartments above business - for eye on the streets. City core needs a grocery store to support this."
- This is good thinking
- generic cookie cutter text in every OCP. Meaningless in practical terms.
- Keep process simple yet intelligent. Too many focus groups or special interest groups makes the convolute the process. It's Courtenay and not New York.
- Sounds nice. What will the homeless be doing?
- nice fairy tale vision. face reality and what is possible. ditch the pie in the sky rhetoric
- "Some people will always more equal than others.
Will the planning dept have the ability to force their ideas on the public."
- Haha
- I do not feel safe here, too many vagrants allowed to be nuisances, begging, aggressive rude threatening encounters demanding money. Theft is ridiculously unaddressed, police are over tasked for the amount of growth here. The valley needs to be cleaned up, mental health excuses are not acceptable, we should feel safe, before any growth happens here.
- Another lofty goal! And I'm hoping somewhere in your documents you are defining "equity". Although I appreciate that supportive housing for vulnerable groups is a cheaper way for our society to address the homelessness/mental health/addiction crisis, it breaks my heart, after working steady for 46 years, that these folks are more likely to get affordable accommodation than me.
- A train provides transport for everyone. Need a public train service. Also walking paths and sidewalks need to be shaded, as climate change increases temperature, hard to walk in heat.
- A train provides transport for everyone. Need a public train service.
- We are so diverse, not sure how everyone would be included
- I moved to Courtenay from Victoria 2.5 years ago. One big change I noticed moving to the CV was how much litter there is lying around. Garbage cans at bus stops would help reduce the amount of garbage lying around.
- We want more things to come in and in British Columbia New things
- "That will never happen. Call it an aspirational goal in stead. Better to restate this in achievable goals such as
Those who cannot afford a car, or are too old or too young to drive, or have disabilities will be given good alternatives to owning and maintaining an automobile. "
- A noble concept-not sure if huamanyity is up to task
- Then you need to stop increasing property taxes so much and scale down some of the projects. Affordability is a problem now, I not sure how it would get better. We may need to consider some of the old methods of housing people, like the rooming houses where people share common areas and have meals included in rent. Hard if COVID type of situations continue though. Create more RV parks and have year round occupancy so that people don't have to move half way through the year.
- Some people will always be more equal than others
- Let's add a pro level disc golf course to bring more people to our town
- Equity and equality are two very different things.
- Too global, to comment
- please also prioritize current residents in

neighborhoods affected by density plans!
 Current council does not care about current residents - just developers from outside our community who want to build high density rental apartment buildings in our family neighbourhood. Does this mean the homeless should be able to move into crown isle??

- This is too broad and too vague to make any sense when it comes to city/urban planning. How will you make housing prices equitable? Will you artificially lower rent through subsidies? Artificially lower housing prices at the expense of some to the benefit of others? Are you referring to housing, restaurant prices, walkways? Too vague, not enough specificity.
- Nice sentiment, but really it is a lack of equality really the problem that's holding Courtenay back?
- as a first principal, property rights need to be respected ... then one can plan for inclusiveness and human-scale urban spaces
- as a first principal, property rights need to be respected ... then one can plan for inclusiveness and human-scale urban spaces ... and, CV urban planning has to also consider the facilities and space needed for such integrated community needs such as: recreation, health, and work - i.e. encompassing office, commercial, and industrial space
- I would city residence will take the front seat. quite often i see outlying areas being consulted about tax spending
- So far what I see is this means for it's the city for the poor. Ignoring the needs of the middle class
- "What does that mean?"
- not sure what this means. City od courtenay taxpayers should have the most input.
- "A city for everyone, yes!
 A city with everyone's choice, no."

Economic Success

- Take the 'green' out of the construction line. this is a different topic. (I'm not saying I don't agree with green).
- It is to be recognized that tourism has become a major part of the economy but is not accepted as one of the major sources of GHG. This unfortunate truth is at odds with the goal of reducing GHG
- All local businesses have struggled this oast year. They all need to be a priority
- Just don't make that your focus and develop all industry, tourism avenues. Don't be single

minded.

- I'm not sure tourism is the best investment
- "Support the downtown business by not allowing more Big Box commercial stores to kill their economy"
- tourism is good, but we cannot depend on it. downtown is great but they are NOT the only businesses in town and receive "breaks" than most. Not sure how appropriate the gift cert to downtown is, local business would be better.
- where do the knowledge economy jobs figure into this policy?
- Would be nice to see some sort of industry come back to the valley.
- Transportation, infrastructure and the economy go hand-in-hand. If you want to see economic success, make this a community that has improved transportation access at every point.
- The only issue I have with this is the "green construction" term. Concrete and steel manufacturing are some of the largest producers of greenhouse gases globally. Wood manufacturing has a cost too as we see along the foothills of our local mountains - despite the carbon sequestration buzzword being touted everywhere. If referencing the upcoming building code changes; this will produce a bottle neck in manufacturing products (of which some we will require more of, potentially offsetting the "green" idea); a bottleneck in builders who can construct according to the new code; and in time to design as there will be a lag period for people to adapt. We should be making things simple, not more complicated.
- To survive, not even flourish, the Comox Valley must attract well paying jobs. There is nothing in the draft OCP to bring those types of employment into Courtenay. Without a diversified industry base the OCP is doomed to failure.
- private sector does a great job. make sure the city's role is well defined.
- Too global, to comment
- Tourism is not the way to grow if we are to consider Climate Change.
- Once again water is needed for all these
- What is more
- We do realistically need industry to provide well-paying and long term jobs..for example energy resource, fishing, manufacturing.
- Let's add a pro level disc golf course to bring more people to our town And increase tourism
- Disc golf course and space! A high calibre course like bowen in Nanaimo attracts locals and

visitors which spend additional time and money here on trips.

- A championship disc golf course would contribute to economic success by attracting players (and the dollars they spend in community) from all over the island and beyond.
- Courtenay could be a strong place to attract technology companies as well. Some infrastructure needs to be upgraded, but in a work from home or a digital office Courtenay could be a huge draw.
- Tourism and potentially some tech industry is absolutely this city's future, make beautiful spaces easy for travellers to access and walk to, make downtown more of a destination and less of a road way
- I would like to see the valley become another technology hub and encourage those companies to build operations here. As more people work on line and can commute less we can increase our infrastructure to support that.
- "How will more tourism mesh with protecting the natural landscape."
- Within the existing budget. Taxes are getting out of hand. Salaries need to be looked at.
- Good idea but not if my property taxes go up to pay for it. I will pass then.
- Those sectors pay minimum wage and do not support our residents in affording housing in the future
- Yes
- Try to attract Tech industries to the area.
- If you invest in quality planning, the rest will take care of itself.
- Just look at Cumberland. COURTENAY could be just as good but in a different way.
- "These are the keys to a sustainable and resilient local economy!"
- Again with the train. Tourists love trains, can get on and off and spend their money, linking to agri-tourism in valley, B&Bs,shuttle services, bike rentals, wine tours, etc.
- "Again with the train. Tourists love trains, can get on and off and spend their money, linking to agri-tourism in valley, B&Bs,shuttle services, bike rentals, wine tours, etc.
Also, construction should require bird friendly windows - now being legislated around the world to avoid the huge numbers of bird window collisions and deaths."
- I would place tourism last on that list. While tourists are generally a good thing, in light of the pandemic we need an economy add culture that

does not rely heavily on tourism.

- Courtenay has no family camping area's, there are no historical sites preserved beyond museums, and locked up buildings. the train station is the last remaining historical building and it is a disgrace. This valley was built on much more than a Native Indian culture. Pioneering sites are none exinsistant. Culturally loaded woefully under developed.
- Need to have more RV dump stations easily accessible. Tourist info booth area would be perfect
- This is what you should be doing ANYWAY! Investigate what economic sectors have the potential foe exponential growth and sustainability.
- Haven't we been doing this all along? We should
- This is suffering right now, but if we invest locally, hopefully it'll come back.
- HmMMMM.....heard this all before, go back to the basics of securing our food supply and protecting nature. Let tourism fall under EDC and private dollars. Art ventures should also be considered private.
- Supporting businesses is a priority. The commercial 05 and 06 property tax rate is 3/4 times higher than residential. You need a strong commercial tax base to pay for the council's services.
- Local food economy should be one of the top priorities!
- What is included in "more"?
- I notice that there is no mention of "industry" in this goal. Industry gets a bad wrap because people think of mines, deforestation, and dirty factories, but relying heavily on tourism is going make our local economy fragile, and should be diversified. Encouraging other business in sectors such as agriculture or manufacturing should be considered as well. Manufacturing doesn't need to be massive car factories, it could be a kayak manufacturer, furniture, etc, which can all be sustainable.
- I particularly like the focus on local food economy, green building, and arts and culture. I think while tourism is great, the current state of the world has shown the dangers of being dependent on it
- Again, sounds great. However, if my livelihood is dependent on continually developing and expanding I may not like to be told that I can no longer do things the same old way. So, how do we/you convince these people that Sustainability of the environment is as or even more important

than expansive development and the jobs that it brings.

- What about manufacturing and resource extraction?
- I would add a lot more. There is a shortage of industrial land and buildings, and residents here are turning away work because they have nowhere to do it.
- Let's get solar panels on rooftops everywhere, please! Would they even help on roofs of buses??
- And more....would be nice to see please.
- Invest in tourism also offer the problem of having locals pushed out of the community/ housing/schools/etc. as people seek to move away from big cities and "connect with nature", I would tread carefully.
- Don't agree with the term "green" construction
- More focus on exactly this, rather than large industry that doesn't fit climate goals.
- Since the city must grow it should build a high tech park to attract educated younger professionals, it might boost the economy more than continually attracting retirees who don't mind the traffic congestion because it's better than the big city they moved from in their opinion.
- Tourism doesn't belong in this question. Not at all related to food security or arts.
- Currently, the sidewalks are essentially rolled up at night. Unless you know people where you can get together at someone's house or like going to the small number of places open at night, you are stuck at home most of the time.
- Currently, the sidewalks are essentially rolled up at night. Unless you know people where you can get together at someone's house or like going to the small number of places open at night, you are stuck at home most of the time right now.
- Affordable living means people have money to live & spend in their local communities. Fast food and big box need competition, this challenge will require big out of the box thinking like subsidizing main st. Ext.
- Post COVID world will involve much more work-from-home. Investing in telecommunications infrastructure that is customer owned would be wise.
- how about some green industry. need higher paying jobs; e.g. hydrogen creation and distribution for heating, vehicles.
- A laundry list of current priorities - doesn't feel to be of much help! For example, will tourism be a high priority in the post-Covid era? Do we want

to strive for creating and sustaining economic opportunities that respect our environment?

- "arts and culture is a huge economic driver. i wish the comox valley art gallery was more inclusive rather than showing snotty art that no one understands. if a more community based arts organisation ran that gallery it would be a thriving hub for the community and local artists. its quite disgusting that a town the size of courtneay has no art galleries that show local art."
- What "more?"
- With covid there are so many artists struggling ...we breathe beauty into spaces....so we need to be supported...
- Maybe we are seeing the limits of tourism. Could we focus on innovation, biotech or some other sectors besides tourism?
- food security for the island is very important
- Invest in the arts. Hire youth from the CVAG Youth Media Project and listen to their ideas about changes that need to happen like a graffiti wall, more public participatory art spaces, funding for family group homes (vs removing children from homes), more public gardens. Fund lush valley too

Relationships

- Some consultation is good - too much becomes unmanageable. Once I elect people I trust - I want them to do what we elected them to do.
- add trust building and ongoing engagement
- If that involvement will be like how this OCP process has been initiated, then you're on the right track.
- Absolutely!
- Need to work on developing better public understanding of public engagement. For example, because one is invited to comment on local new developments, does not mean that the ultimate decision MUST be in accord with your wishes.
- I am finding most of these important & hard to disagree with; the real meat will be in measurable objectives
- Elections are a poor form of democracy. Use Sortition instead, and teach citizen responsibility in the schools.
- Except that council doesn't listen to citizen input anyhow
- so far the open houses I have been to have resulted in promises that were then not carried out which is very discouraging and make citizens

- not bother to participate.
- Encourage input. Encourage volunteers.
- Great, but it's usually the people who disagree that show up at meetings give the illusion that's the majority, while the people who are happy don't speak for a project. Squeaky wheels.
- How can I not put 5 for all of these?
- Like these surveys. Good idea, thanks for putting this out to the community.
- I have heard often that getting through the planning and development process is difficult - time consuming, risky and there is no clear understanding of the costs at the outset.
- Participatory Budgeting! Look it up.
- soliciting citizen feedback through things like this poll is admirable, you're already doing great if you consider any of the feedback you get in this poll from residents!
- boiler plate meaningless text for generic OCPs.
- "We" will value.....? Isn't this a no-brainer and being adhered to consistently? The government IS the people right!?
- good idea
- that would be great, not much confidence it will happen though.
- Not sure this is a worthwhile goal. Engagement with ill-informed, self-centred residents doesn't add much value to social discourse. We already have Facebook and other social media for that.
- As long as noisy, hyperactive citizens don't get more say than other citizens? As long as council also listens to voices that are saying things that they may not politically accept. As long as council goes out of their way to look for alternative voices, I would feel more strongly about this value.
- More input would be useful. This survey is a good opportunity
- Give heavy fines to drug house landlords
- The CVDG would love to work with you on designing a new pro level disc golf course
- why because you go against any thing citizens have suggested that would make their life more safe to get around this city.
- open meetings at reasonable times when working people are available???
- talk to the neighbors before developing high density apartments.
- Q - why "new avenues for (citizen) involvement" ... there are many existing forums for citizen input. "New" suggests more bureaucracy, which is exactly what is not needed.
- Allowing more volunteering without stepping on union toes would be perfect

- I agree with the sentiment, the goal is not concrete enough. I would like to see this link to partners in the first nations communities, BIPOC communities, the homeless, rural constituents, our food providers (farmers) .
- Well, listen to us then.
- the city is to be congratulated for the surveys and open house events being offered.thank you
- I have been "blown off" plenty before (mainly with the recent 5th street project). it would be nice if you actually meant this.
- yes because the current city council is in over there pay scale

Other Suggestions for Goal Statements

- Maintaining pristine water quality in the COURTENAY Pentledge Tsolum River will be a priority. City storm water pitfalls will be regularly monitored and tested and results published especially after first flush Events. Outfalls not meeting quality goals will be cleaned up through suitable storm water upgrades and education of storm water contributors and may include change of city road maintenance practices.
- Trees and parks are good.
- Prioritized air quality
- connect each goal to one or more SDG
- These kinds of surveys are not available to everyone. Only people that can afford computers etc. , which gives a biased view of what the cities needs are leaving out a fast growing low income population. Perhaps the city doesn't think they need the opinion of that population sector
- This city has never been planned well and is becoming city that cannot get traffic through it properly. Perhaps someone should ask Campbell River how to plan and provide a plan for seniors walking and crosswalks and not just cars lined up on Back road, Ryan Road and 17th street. In other words we have stupid buildings placed whiily,nilly here and there withe no thoughts of the consequences of other tax paying citizens.
- We create a safe community for all.

3.0 WHERE WE GROW

3.1 COURTENAY OF TODAY

- Today there is a variety of housing styles; apartments, single family dwellings, larger properties, duplexes, houses with secondary carriage homes. All this creates options for a diverse population and also maintains character. Let's keep the housing options diverse.
- It's hard to build green homes for everybody (first home buyers, those on social assistance, anyone of lower income). So building in a low-emission fashion prices out large population which is actually the growth in the Arden area.
- "While the concept is nice..keeping the city boundaries the same is great, but dense building will eliminate the 'small' town feel which is probably why most people choose to live here. It's hard to build green homes for everybody (first home buyers, those on social assistance, anyone of lower income). So building in a low-emission fashion prices out large population which is actually the growth in the Arden area. While green and dense seems good, variety really is the key when meeting diverse needs."
- I would love to see more residential densification closer to downtown Fifth street, particularly utilizing mixed residential/commercial uses both to better support businesses through population density and decrease car dependence.
- Our Water fresh reserves will definitely limit our future growth.
- You are highly dense areas are all in the same place isn't there other areas that could have denser areas
- change residential zoning to allow suites in all homes. Similar to Comox.
- "the city is becoming very spread out, I am disappointed to see older homes close to the downtown area disappearing. That should be a vibrant core area with walking to stores, theatres etc"
- I don't understand what to rate.
- High density areas are disconnected from each other. Reduction of vehicular traffic can only be achieved if these focal points are connected via bike paths and public transit. Growth should be directed to fill in the gaps
- To small to read
- This graph and map is confusing to me, and it is hard to see what it means, and to read the smaller text.
- It's frustrating that growth is occurring on two sides of a river, yet, there has been limited action towards addressing this challenge. Focus development on one side of the river or the other, NOT both!
- I'm confused about what I'm starring? Are you just asking if I think your stats are correct or is it between this and another map. I think I'm smart but I find this confusing as to what I'm selecting?
- Don't understand your map.
- Develop the areas we have before adding new subdivisions.
- highest growth area appears to be within floodplain
- "I live in Courtenay and I'm not even on this map. These generalizations are too vague to agree to or to suggest changes to. There's more specific detailed required in the questions and in the responses."
- Presumably historic, natural processes have lead to this development density map. But, it will have been limited by what has been permitted. IMO, only viewing Courtenay in isolation, and ignoring past and future development in Comox, Cumberland and the Regional District, and also the military and SAR regional needs and prospects, is somewhat shortsighted.
- Look close it's all low income homes. The housing and rental marked is too hight for thr average person
- "Right now Courtenay is a spread out, car dependent city, its hard to get around and services are frequently far enough away that you have to drive."
- Densifying the core assists in revitalizing it.
- "The majority of housing is single family. There are a multitude of single family homes that have an illegal suite to off set the cost of a home. Maybe this needs to be encouraged. Multi generation , encourage multi story homes . We are not the first city in the world to deal with this."
- Make it so that people can walk or ride a bike to run their errands, and reduce the use of cars. Good idea. It would create community as well.
- Not sure what I am supposed to be rating
- "Multi family for some reason is always on busy noisy areas. Create a policy for multi family to also be in quiet peaceful. Ask the RCMP to go after unnecessary noisy cars motorcycles. If no legal basis for this create the legal basis and at same time build community value to this. "
- The map is poorly presented and does not have enough detail to be useful
- I can't find the so called green spaces after living

here for 2 months. The one that I found has no shade.

- Two of these more densely populated areas are becoming virtual slums. How is that a good thing?
- I read the instructions over and over again and still wasn't clear on what we were supposed to do for this question.
- We can live closer together if we reduce wood smoke. Many of the warmer colours correspond with higher wood smoke areas.
- this valley is over crowded now, work on fixing things first then maybe ask again 2031 about expansion
- Not walkable enough. More mini communities with less need for vehicle travel.
- Dont really know
- unclear what you're asking for here
- Population growth on the flood plain should not be promoted
- 3l's proposed development would be the right choice. Bring that parcel into the City.
- Unclear as to what you want me to comment on
- There are no services for the people of in the Misson area.
- Sorry, I don't get it.
- There is still too much room for sprawl within the City's boundaries
- Too much sprawl without supporting infrastructure.
- "Hardly more walkable, old broken sidewalks, and not a nice streetscape at all. "
- More density of residential options near downtown could help improve the vibrancy. Also, these areas need to focus on transit connections
- More density of residential options near downtown could help improve the vibrancy. Also, these areas need to focus on transit connections. Corridor Urbanism may work really well here in Courtenay
- "Again, encouraging apartments above shops helps eye on the street and helps with crime"
- What is this? Am I supposed to rate the population today? Maybe put some thought into these surveys if you consider them important at all. Also, the software for this survey is terrible, it's a tiny little window to look into on a huge monitor. Switch to a better survey system, this is a joke by modern standards.
- unknown what this is supposed to be - not explained well.
- More parks in East Courtenay
- Don't really understand what you're asking.
- The concentration of people struggling with

poverty, substance use etc in the Back Road area and around the Junction needs to change. We need to make sure there are affordable housing units spread out - in Comox, in Crowne Isle area, all over. It leads to schools with concentrations of problems and more mixed communities are healthier for everyone.

- Need more "seniors" type accommodation in the area near Courtenay East. Reasonably priced for seniors on low/medium income (pensioners) Seniors type accommodations: one floor townhouses, prefab homes, tiny homes in a community like setting, near hospital, grocery stores, medical services, activity centres
- dense areas can indicate lower income and poverty. be transparent about this
- Sometimes these areas are too think with people. An infrastructure must be in place to accommodate all the people. More parks, more green space set aside. More cross walks.
- I don't know what I'm ranking here ... you're accuracy?
- do not understand what you are trying to get from this?
- I don't understand this. It's too vague to give any meaningful feedback.
- to complicated to understand
- I am not really sure what the question is

3.2 GROWTH FOCUS AREAS IN 2031

- downtown/west courtenay are perfect for growth. large lots. close to courtenay elementary. walking distance to downtown and thriftys, etc
- It is time to put a boundary around Courtenay and not allow expansion into areas outside the existing municipal boundaries.
- interested to know how the neighbourhood hubs will be connected to the greater community and each other... transit needs a significant overhaul/ improvement for that to be realistic
- Tough to rate vague blobs on a map. Does this mean multi-storey condos/apartments in the growth areas?
- Need more emphasis on transit close to home.
- You have the downtown core on the wrong side of the river. Also - there is not legend to inform us as to what the colours on the map mean. I can't figure out the indicators, either.
- You have the downtown core on the wrong side of the river.

- You're making dense areas in West Courtenay more dense than they already are. The proposed growth in the east Ryan Rd. area is okay if public transportation is also increased to those areas.
- You're making dense areas in West Courtenay more dense than they already are. The proposed growth in the east Ryan Rd. area is okay if public transportation is also increased to those areas. I think the footprint should be expanding while also building denser core areas - people live in the Comox Valley so that they don't have to live in a dense city, allowing people to have options to live in the downtown if they want, or in a more rural setting is important, rather than just increasing the growth of areas that are already tight.
- Again...all growth must be supported by adequate infrastructure. I've already said what that means to me.
- increasing density is a good idea, however, increases in East Courtenay is only going to make a bad traffic situation worse. We need more roads and access points.
- a lot of the growth that has been happening around the Lake Trail and Arden blobs have resulted in damage to ecosystems and other problems. How will the wetlands and other natural assets that protect us from flooding and overheating be protected with all this proposed new growth?
- At some point you will have to consider amalgamation in order to accommodate growth.
- I believe there should and can be greater growth in Courtenay East, particularly the Ryan/Lerwick hub and along Ryan Road east
- Need to address the hourglass/bottleneck shape of the city and transportation.
- I agree that we need to focus on current hubs and development in those areas. The Ryan Road and Island Hwy area is a massive lost opportunity. It should be the "extension" of downtown with affordable housing, businesses to offer job opportunities, and transit, (which essentially already exists but could be better). I'm so happy to see that area as a focus as it is so wasted right now. If we managed to get mixed residential and commercial development in there it would truly revitalize that area.
- a
- this survey sucks badly, I have no idea what is being asked here
- if there is going to be such explosive growth in west courtenay - where are people going to live?
- What about the Puntledge and Courtenay Rivers as important biologically diverse corridors? I can't tell from this map if that is included.
- map needs more street names.
- We need more options. The growth areas on here don't include Arden, Marsden, or South Courtenay behind Walmart. Why are those left out?
- I don't think we need another neighborhood hub at the end of Ryan Rd.
- This implies the focus will be on apartment buildings and other high density buildings. This can be great and help build community and I think I generally support this, especially if it combines commercial/industrial zoning and mixed use buildings to increase walkability, but I fear home prices for detached homes will continue to go up rapidly with the limit on building outside of those nodes. Also the easternmost node seems far from everything.
- With this growth, traffic will need to be largely taken into consideration.
- Green space close to home should be better than today to accommodate increased population.
- Green space close to home should be better than today to accommodate increased population without cramming us into those spaces.
- Too much to compute in a short survey!
- Having a connector from the downtown core to the biodiversity corridor would be nice.
- I like the idea of neighbourhood hubs, but still think that Corridor Urbanism could improve Courtenay design, particularly along Cliffe Ave which has a very vehicle oriented development pattern but could be easily transitioned into more mixed use and transit friendly options
- Need more biodiversity corridor along east edge of comox/courtenay
- A plan is good. It's a surprise to see that urban centre plan. An Urban Centre needs services.
- Problem will be increased people wanting to escape 5G especially with children by leaving the city.
- Problem will be increased people wanting to escape 5G especially with children by leaving the city. Do they have a right to that safety?
- Problem will be increased people wanting to escape 5G especially with children by leaving the city. Do they have a right to that safety? The multi-family dwelling, gosh I see the need but it promotes people who are bored, focused on distraction/devices because, out of touch with nature, not motivated to move their bodies or to get their hands in the dirt and grow vegies. Promotes unwellness
- again the map is useless so comments and

decisions cannot be made properly. This is a major weakness if real community involvement is truly valued by the City.

- I don't understand what you're asking in this section
- Not qualified to access this
- How would the indicators change if 80% of new growth went to these areas? 90%? If we are serious about GHG emissions - what is the best case scenario? That is what we need to shoot for.
- How would the indicators change if 80% of new growth went to these areas? 90%? If we are serious about GHG emissions - please show what is the best case scenario. That is what we need to shoot for.
- Biodiversity corridors very important! Good to see them in there, a city good for wildlife is good for people too. People need nature around them in their daily lives.
- "I love the idea of biodiversity corridors and I think we should aim higher. Every Neighbourhood should also be a biodiversity hub. Even just focusing on wilding boulevards and lawns could make a difference. When I look at this I also see the importance of considering this map in relationship to the other local municipalities."
- I like the Neighbourhood Hub near Ryan/Anderton - this would be a great location for future growth with the proximity to CFB Comox. Would be a huge opportunity and I can envision many people biking to work from this location, would likely be almost as fast as by car.
- I'm finding this plan a little challenging to understand... and I have a few concerns/questions specific to development and affordable housing. One area that appears to be in red (Piercy Ave/10th ave) appear to be in red. Currently there are several houses that are currently for sale at that corner and (I believe) the realtor is looking to sell it to a developer. This area specifically would be a prime location for further affordable housing to be built, which would be greatly beneficial to our community.
- I would like to see more explanation on the growth scenario for Ryan Rd/Anderton as a proposed neighborhood hub? At present the graphic doesn't show a high density of population
- "I would like to see more explanation on the growth scenario for Ryan Rd/Anderton as a proposed neighborhood hub? At present the graphic doesn't show a high density of population

Also this neighborhood hub coincides with proposed biodiversity corridor - kinda defeats the purpose of the corridor"

- "I would like to see more explanation on the growth scenario for Ryan Rd/Anderton as a proposed neighborhood hub? How is a neighborhood hub defined? At present the graphic doesn't show a high density of population
- Also this neighborhood hub coincides with proposed biodiversity corridor - I feel that would undermine the purpose of the corridor"
- There is not any other options in this section for where we would like to see growth other than what is presented
- "Would like more green space to home"
- Central building is great if we can create non-car dependant communities.
- I live in Back Road and parking in the street is already scarce because most apartments have no more than one space. All new development must have off street parking. Electric cars need to plug in so will have to have parking facilities. There will always be pickup trucks because EVs are not able to tow a camper or drive off road in the back country. They take up a lot of space.
- I believe Courtenay's boundaries will have to be somewhat extended. High density areas bring with them a multitude of problems and nobody wants that in their backyard.
- Disappointing to note that green spaces show no improvement, even under our new Urban Forest Strategy and Tree Bylaw ...
- Already too congested at the Ryan Road, hwy 19 intersection. Would need new traffic flow options.
- If we can grow like this - we will see more walking, more biking, less traffic AND we'll have lower taxes (its just more efficient to increase density rather than laying out more streets and services that we have to pay to maintain).
- Let 3L develop please
- Please be careful with planning and creating and agreeing on different development around 11st street. Please allow only beautiful, sustainable new properties, where people will love to live. Don't create other Back road or Lake Trail.
- This is a smart approach to put much more density downtown. I would build up and out from that. I do think much more could be done on the other side of the river (that isn't ALR)
- I do think we could also develop and better use the non ALR land on the other side of the river.
- 70% new growth in the proposed areas is entirely

dependent upon what is proposed. The new 5th Street above Fitzgerald is so narrow that anyone opening their car door is in danger of having it ripped off! Is the plan to promote only small electric cars on this street and the downtown core? Traffic is completely gridlocked at least 2-3 times M-Sat.

- As it stands now, if this scenario is implemented, then the transportation bottlenecks in getting from east side to the west side are going to be awful. Before this scenario is even considered there must be decisions made and infrastructure built so that the river can be crossed. And infrastructure for vehicle traffic must be an important part of this.
- "I think focusing the growth is a great idea. Encouraging commercial growth in those same areas will encourage leaving the car at home."
- I would like to see increased growth planned off Veterans Memorial Parkway.
- We need to improve the walking distance between school/work/shopping, and the availability and frequency of transit.
- There is a huge failing in this representation of the future. It completely ignores considering development 'to the West, across the river' - so, the plan is completely hemmed in from optimizing the planning and access to Courtenay's natural, historic service nodes (5th Street and Cliffe) - Q - why is development across the River off-the-table? ... yes, this would mean another bridge (many two) are required
- Too vague. What kind of growth? 20 story apartment buildings?
- I question the hub at the E end of Ryan Rd. Growth areas should be coordinated with Comox and CVRD to achieve vision and goals for the whole region.
- No high rises above four stories that impair the skyline and the intimate feel of the city core.
- No high rises above four stories that impair the skyline and the intimate feel of the city core. Usable public transit is key (for us right now public transit is not at all convenient).
- Higher density should be considered in all neighborhoods, even in the orchard district and older areas of town because the lots are bigger and larger houses should be allowed to have legal suites with low cost and short waits to gain permits
- I would hate to see vertical growth in the downtown core 5th street area and hope that is not part of the plan
- Encouraging population growth within the Ryan Road corridor prior to addressing the already present transportation issues is not an optimal plan. Transportation needs to be improved prior to increasing the density and population.
- Am I to choose between this and another option? I'm finding this confusing as to what I'm voting for?
- I don't really understand what the 2031 map is telling us....I'm lost can I ask for help from a friend LOL
- It's great to see a concentration of development, however, it's on TWO sides of a RIVER! This must be addressed more cleverly!
- Why is there only one option to rate? no questions of where I would like to see growth???
- Unfortunately, this plan is a pipe dream, even though not an ambitious one. A large amount of growth will take place outside of current municipal limits, and there are too many 'neighbourhood hubs' to allow the core to flourish.
- Add biodiversity corridors along Morrison, Arden and Piercy Creek and tributaries
- Don't see much green space in this new sprawl ...
- growth is forecast for corner of Lerwick and Ryan road?? high density. There is currently Home depot, shopping centre, trailer park (that has affordable accommodation) hospital and NIC there. Where is there room for growth? 70% of population growth there???
- This map is misleading as the actual growth seems to be in the corner of Mission St and Lerwick rd and next to Costco. Am I missing something???? are you putting a high rise next to home depot? or tearing down trailer court to build a highrise??
- Better than the current situation
- This isn't super clear as it's such limited information but as the economic life of the war time houses in the downtown core come to an end this should be developed into higher density (four plex, multi-family, etc). I support a biodiversity corridor if this is a bike / walking path that connects everything.
- "While the concept is nice..keeping the city boundaries the same is great, but dense building will eliminate the 'small' town feel which is probably why most people choose to live here. It's hard to build green homes for everybody (first home buyers, those on social assistance, anyone of lower income). So building in a low-emission fashion prices out large population which is actually the growth in the Arden area. While green and dense seems good, variety

4.0 HOW WE GROW

- really is the key when meeting diverse needs.”
“The downtown core 4th to 11th St. should keep its character of small shops and old homes. I don’t agree with a push to build up in this area. The urban centre is where the push for housing density should go.
While the concept is nice..keeping the city boundaries the same is great, but dense building will eliminate the ‘small’ town feel which is probably why most people choose to live here. It’s hard to build green homes for everybody (first home buyers, those on social assistance, anyone of lower income). So building in a low-emission fashion prices out large population which is actually the growth in the Arden area. While green and dense seems good, variety really is the key when meeting diverse needs.”

Image 1

- Image also appropriate for urban centres; hopefully it will be in the next scenarios.
- Tall trees obscure the streetlighting currently
- looks good. lots of room for walking and room for benches/seating
- This looks much the same as we already have. Get the cars off the street and allow housing to be developed on the second floor of business structures.
- The 5th street complete street demo area left the road too narrow to feel safe for cars. Also in this image there is no bike path. We need to have bike lanes to encourage more people to use active modes of transportation.
- 5th St. near Cliffe is too busy for angle parking. A parking garage for downtown would be ideal. It would ease congestion as people look for a place to park.
- I strongly prefer maintaining a downtown with a small town, heritage feel on a human, walking scale. A cute Main Street was a huge factor for our family when we were choosing where we would settle on Vancouver Island. The storefronts are already distinctive. My hope is that they downtown core will grow in a way that will emphasize what is already there.
- Pretty but inefficient
- Make 5th between Cliffe and England a pedestrian only mall and add more public parking off 4th.
- This seems very doable, and in-keeping with the community’s personality
- Make 5th between Cliffe and England a pedestrian only mall and add more public parking off 4th.
- We want to keep the charm that makes Courtenay beautiful!
- Trees need to be up and down every street, and interspersed with parking.
- More development with 4 and 6 streets please. I understand the present constraints with traffic flows on 5 street but with better planning it would be nice to be able to sit on a patio or bench on 5 street without inhaling gas fumes. Seems like a lose-lose situation currently.
- But without the cars!
- A fair compromise between old and new.
- I would like to see the focus of downtown move away from space allocated to car traffic and vehicle parking. This image shows both. I do like the widen pedestrian space, but we can’t achieve that downtown without shifting away from

private vehicle parking.

- Unclear if I am supposed to rate all images 1-5 or just rate the individual pics 1-5 which I did.
- As long as it doesn't end up like the new development on fifth. The street is too narrow. One bike lane down a centre Boulevard would have been much better imo
- Close 5th street to cars
- Remove cars from downtown core
- Have apartments above local businesses.
- Please don't build another road disaster like that mess on upper 5th luckily I have a skinny car... but what a waste of road and parking ... for what ... that eye sore weed mess???
- Wheelchairs/ people with physical impairments shouldn't have to zig zag through tables that business put out in front.
- need trees for shade
- Too much density downtown will spill over into the charming old orchard area creating traffic and parking issues. Garbage and the homeless roaming thru it. Where are they going to live? In my back alley?
- Bike lanes?
- This would be awesome but is missing the protected bike lane!
- Where is cycle path?
- Less traffic downtown. Close 5th street and make a pedestrian mall.
- Good-but realize tragic scenarios-top of 5th street not good-too tight-close to traffic??
- Looks ok but too car-centric. Also concerned that this looks very generic and gentrified. Can we please have some vision with character for our artistic and nature inspired community and make it not just the same as any semi-rural community anywhere?
- Love the welcoming vibe here and the mix greenery with infrastructure. Very people friendly and i would like to be in this space.
- Pedestrian only areas need to be increased and enhanced in the urban centre...
- with dedicated, seperated bike lanes
- Do not like angle parking ... dangerous for cyclists and possibly pedestrians
- I support more greenery, spaces for mixed outdoor use, seating, busking etc but I also support increasing building height and density. Create a parking area just out of the core and have buses or shuttles to move people around. Do not allow bridge traffic the option of going straight up 5th
- vehicles should not be parked downtown because there is usually no parking spots. If

one can't find one they just go buy something elsewhere . if there was foot traffic only in most of the downtown I think more people would enjoy the downtown area.

- Looks like way more traffic and more backups on the road
- The worst thing the city did was choke upper 5th st. The idea was good but I've seen 4 accidents that stem from the road being too tight. People can't get out of their cars if they choose to park there until all traffic has passed. It's a total hazard and was horribly planned
- This is nice for people who live close to town or have access to transit, but not ideal for those who need to travel into town by car. Parking is vital for business!
- Remove the cars - not all downtown area streets need to be accessible by private vehicles all the time.
- presume this to be street-level retail with residential condo apts townhomes above)
- presume this to be street-level retail with residential condo apts townhomes above) ... +'ves = facade variations, street setbacks ... lacking outdoor spaces for residential (but maybe could be accommodated at 'abck' of bldgs?)
- Wish it would be considered to develop the river more! Places like White Whale, with the most fantastic riverside views but too isolated to survive. Why not residential high-density with commercial (riverside cafes/restaurants/ balconies) below, instead of current industrial? Develop a safe and enjoyable walk and more people going from Airpark all the way to 5th/ Downtown (right now feels too isolated to feel safe and many homeless)? The river is a gem! It surprises me how little waterfront dining there is in the Comox Valley. Also more housing/support for homeless so people feel more comfortable going downtown in the first place.
- Wish it would be considered to develop the river more! Places like White Whale, with the most fantastic riverside views but too isolated to survive. Why not residential high-density with commercial (riverside cafes/restaurants/ balconies) below, instead of current industrial? Develop a safe and enjoyable walk and more people going from Airpark all the way to 5th/ Downtown (right now feels too isolated to feel safe and many homeless)? The river is a gem! It surprises me how little waterfront dining there is in the Comox Valley.
- "I lived in Germany for eight years, most cities have a core area in the downtown that was

pedestrian only from about 7 AM to 8 PM. My suggestion is for 5th street between Cliffe and Fitzgerald to be a pedestrian zone, and 4th and 6th being one way. This would of course negatively impact downtown parking. Two possible fixes, parades at empty lot at the corner of 7th and Cliffe and/or City parking lot by City hall, or even the City parking lot beside the Telus building across Cliffe ave from city hall.”

- Where is the convenient parking?
- It looks just like Vancouver, which is fine, but pretty standard.
- The roads need to be wide enough for trucks to drive around easily. If the roads are being narrowed you are going to have more bicycle/ vehicle conflicts. Snow plows, fire trucks, BC Hydro trucks are all going to have a difficult time navigation the narrow streets. the new section of 5th street is too narrow.
- accommodation of parking and traffic cannot be ignored. The work done at the top of 5th street is already too narrow.
- Too car centered, why not have cities that are walkable and put the cars somewhere else, like a back lane on central parking lot elsewhere.
- Build some underground parking already....
- “Too much maintenance waste of space and resources
Need MORE parking for those with mobility issues “
- “ requires a lot of manpower too costly to maintain “
- Need protected bike lanes. Remove some or all of the parking.
- Need more sidewalk area, consider using one way traffic with reduced street width
- Downtown is overrated. Too expensive for most people.
- is this one of those fake drawings like when you did 5th street? I don't see power poles, but they'll probably end up there right?
- It's pretty, but does it take into account various methods of transportation, people who live in dense neighbourhoods and walk their dogs along the sidewalks (places for dogs to 'unload') ?
- “It looks great for a downtown area, but it is becoming difficult for people to get there. Everyone doesn't walk or bike“
- Is this the same as image 4?

Image 2

- ewwww
- To high, blocks sunlight and any views people might have. Also keeps pollution close to the ground
- Higher-density residential to increase population (who can walk everywhere) down-town. But also greenery and outdoor seating to encourage gatherings and community feel.
- It would be great if cars/vehicles were not a part of the downtown core at all for 1-2 blocks
- Need protected bike lanes
- I support downtown density to make urban transport more viable and avoid sprawl onto more ecologically sensitive areas.
- UGLY THIS IS NOT VANCOUVER
- This looks like there is commercial on the bottom, and apartments above. This is ideal ! And very good for fragile Seniors... a cafe is often what they need for socializing, and easy, cheap food.
- “nice thought with office/housing above and retail below, needs more greenery and places to congregate. Could use more nooks to sit, eat, exercise.“
- If you want to increase density in the downtown core you will have to allow for upward growth (multiple stories)
- Can look hip for now, but few years down, it will look industrial
- Too high. Ugly architecture.
- ugly ... too tall - only acceptable if there would be significant street setbacks ...
- ugly ... monolithic ... too tall - such height only acceptable if there would be significant street and sideyard setbacks ... marginally preferable to Image 3 streetscape
- ugly ... monolithic ... too tall - such height only acceptable if there would be significant street and sideyard setbacks ...
- Yes start building Up!
- We live in a beautiful valley and should keep building heights down to 2-3 stories max. So views of the valley still can be seen from the city.
- I like this . Would it be a multi use building. Hope so. Need more multi use building
- Limited. Transit oriented development nodes such as Walmart. But keep the city folksy and soft and sophisticated. City hall is a good example of this type of architecture. Try to keep the big city aesthetic out.
- Avoid buildings over 3 story.
- Looks hot to walk in summer.

- Street trees creating shade on the sidewalks is nice.
- Yes, go up a bit. Add density. Add options.
- I'd like to see no higher than 3 story buildings in town, so we can still enjoy the sun, sky, trees, open air.
- Looks like the hospital, ugly
- Too modern for our natural environment.
- Not sure what we're looking at here but there's definitely for improvement on the building design
- This would be good in the non-downtown core (streets other than 5th) as it would offer diversity
- I could support density like what you present IF the buildings were attractive (case in point are the new builds on 5 street that look adequate and incongruous to their surroundings. Yuk!
- Cold, no eyes on the Street (CPTED), too high - not human scale.
- This would be good in the non-downtown core as it would offer diversity
- Architectural ugliness
- Too tall, and not in keeping with the feel of the existing downtown. Looks like Vancouver suburbs – or any suburbs, actually.
- Doesn't have much charm.
- I like that it looks like office space, retails space and homes all in one building, but we need a bike lane.
- Too tall. Too big city. Too boring.
- looks good. height is fine -bit of an ugly building but yes.
- Concentrated commercial space is good; small footprint needs to be encouraged!
- Too modern and too big
- Too much street!
- Too much street! The buildings are also too high for this latitude.
- Not clear on what this represents. If it's about building more buildings for businesses and residential space, please ensure architectural integrity and not cheap looking buildings that will look cheaper as they age. Raise the bar!
- Looks too much like many downtown areas that have already died.
- "this is a very car oriented development and does not represent my vision for how are downtown should look in 10 years"
- No more wide roads downtown.
- Too much roadway. More defined and separated bike paths
- Very ugly and modern. Downtown Courtenay's charm is its old-fashioned small town feel. This is a bit too modern for 5th Street.
- Avoid buildings over 3 stories.
- Bike lane needs to be away from parked cars and more green
- I rated the 5 photos 5 to 1 as most to least preferred but I do not dislike the idea of downtown apartments. I just like the other things shown more. I realize that a mix of all is necessary.
- Too much asphalt.
- Again within reason-looks like east Comox ave
- Multi use? Hope so
- there appears to be a bike lane (?) which I like, but otherwise the previous images better depict what I would like to see in Courtenay
- need bigger street setbacks
- rating reflects human scale building heights (good) but lack of public spaces and better (more interesting) street setbacks and property landscaping
- rating reflects lack of public spaces and better (more interesting) street setbacks
- rating reflects human scale building heights (good) but lack of public spaces and better (more interesting) street setbacks
- Doesn't match with surrounding buildings
- We can maintain a small town feel while still accommodating parking and traffic. We don't need to feel like a big city with multi lane roads downtown
- Yuck reminds me of Winnipeg...wall to wall concrete
- Looks like there cycling boulevards, walking paths, and lots of mixed residential with commercial.

Image 3

- dont love the look of the building but anything is better than run down buildings or empty lots
- Awful.
- Nice to see the bike lane, the pedestrian friendly spaces and trees.
- This is awful.
- Old fashioned streetlights AND standard city ones at once seems muddy. The building on the right is ok as a new build, in my opinion, and the green/flowers are nice, but the road is way too wide and urban and characterless. This pic seems like a muddle of styles and any charm that is intended, is lost.
- Cluttered and car-centric
- Too much traffic for the absolute core area (5th)

- I would not like to see any commercial / residential buildings over 3 story high in the downtown core: Fitzgerald & 8th st, to 3rd & 3rd st. to Cliff and Cliff to 8th st. This area defines the downtown core to me.
- one way streets needed now.
- I don't like sprawl but I don't want to see a sterile looking downtown with tall buildings that block light, few trees and natural areas. Too high density for Courtenay at this time.
- Need protected bike lanes.
- Communist Russia ewww

Image 4

- Cannot see how high this development goes but the mixed use of patio and shopfronts is essentially what we have.
- This is a very attractive downtown area. I hope Courtenay considers banning cars on at least a portion of 5th street. This would hopefully encourage more public transit use.
- can't tell how high these buildings are. Think we shouldn't go beyond 3 stories.
- a perfect summer setting - very european
- Nice inviting space to relax...could you more grass and different seating options like comfortable chaise lounge that I think Vancouver or some city would bring in for summer people to relax and enjoy in various locations of city
- As long as there is convenient parking close by & mobility challenged people (difficulty walking) can access it.
- Close part of 5th street. Get on with it.
- The charm of downtown is its walk-ability and the charm of boutique stores, eateries and gathering places. Think Paris open cafe...
- Bring people together! I love this - places for people to meet or spend time with others.
- rating reflects public spaces and better street setbacks
- rating reflects public spaces and better street setbacks ... presume that bldgs are at most 3-4 stories tall, and that residences have outdoor spaces as well
- I would like to see more car and traffic-free pedestrian zones.
- Nice picture from Vancouver. This works there well too, because it is located next to health food store with deli. Something like in our city next to Gladstone and Mudsharks. The only difference that here we have it as a private property and not available for everybody. In Vancouver anybody can sit on these chairs.

- Great look
- "Create places Like these all over. "
- This is in the top because of the green shade space but what would it be like in winter. Probably too much concrete
- Yes, more pedestrian areas without traffic.
- Yes, more pedestrian areas without car traffic.
- Shady, cool, friendly, safe.
- Downtown Courtenay would be awesome with a pedestrian only street section. Parkade(s) can hold those cars that would otherwise be parked or crawling from stop sign to stop sign. Through traffic could be routed around the core via 4th and 8th uni-directional streets.
- This is in the top because of the green shade space
- In order for downtown to survive you need to draw in tourism. This means quaint, village like, natural, peaceful and plenty of places to sit and visit.
- We need more courtyard spaces designed to enjoy nature and allow for outdoor socializing. This space in particular needs a good "cost of lipstick" with better weather protection, landscaping, roofing, consistent seating etc etc. The corner of 5 and Duncan has all the makings of a wonderful courtyard and yet it is cold and unwelcoming. Please focus on these areas as we have lovely corners and view corridors but no place to sit except for rock hard walls around a tree...we can do better if the notion is to connect people in outdoor spaces. Can't they be attractive as well as functional?
- Urban rooms! Yes.
- I really prefer mixed commercial and residential as it provides business and residential opportunities, boosts employment and builds communities. Also the green space is highly valued and offers a natural canopy, shade, oxygen and ambience.
- Good for 5th downtown.
- Park-like, but may be less appropriate in the post-COVID world
- looks like a neighbourhood I might want to live in if there were a forested walking trail nearby.
- Love the green, the people friendly outdoor space, the community feel, and the charming and welcoming storefront.
- Outdoor patios are great for community building and dialogue.
- Cars are gone. Street service is ideal. Shade provided. Trees galore. Good,
- An ideal situation. Make downtown people-

centric and close off portions to vehicular traffic.

Image 5

- There are too many duplexes, town houses, and multi-family dwellings being built with houses on decent sized lots (.25 acre +) are becoming too expensive for the average family to afford. People have lived in the Comox Valley to live in a town not a city.
 - Densification and more housing options in the core are CRITICAL to future livability.
 - I'm not too bothered by this type of housing as long as it's not a Strata and as long as it isn't too tall. Remember - the elderly aren't going to be able to climb stairs.
 - I like how these homes have lots of windows. Put in a bike lane and a park space for the homes children to play in!
 - Appreciate the flowers, the way the units are broken up and scale lessened by creating townhouses rather than apartments. A little generic, maybe, but the right direction!
 - Need housing without stairs
 - Too uniform. One size does not fit all.
 - Dense housing for the areas about 2 to 3 blocs off 5th (between Cliffe and Fitzpatrick
 - the age of the pop may not support 3 level townhomes!
 - I'm not trying to be negative, but the 5 picture options don't leverage our aesthetic, or our charm. We can build off our existing footprint and bring in the style and life that thriving indie business can bring to a small downtown core. Look at Austin, Portland, Seattle and places that have embraced the weird and bold style of entrepreneurship with the contrast of the heritage buildings. Even new buildings downtown can take on a bit of the funky vibe that would make Courtenay a more bold and beautiful city. We should strive for something unique and authentic. I feel these images are way too vanilla...sorry
 - Some areas will require this I suppose, but I'm not a fan of rows of townhouses. I get it, but... maybe not on main streets if possible as it takes away from potential business-fronts and employment is a constant complaint in the Valley.
 - Rowhouses, now legal as fee-simple homes, are the classic urban housing all over the world and both popular and have among the lowest carbon footprint.
 - Not attractivevery right and colours are drabby. It does rain slot here and the colours
- I'm currently seeing in new high density builds are depressing. Add colour please. Some architectural differences would help to individualize these spaces as not everyone wants to live in cookie cutter style homes.
- Too residential looking
 - Commercial on the first floor could be good depending on where it is.
 - No where near enough room for trees and green. In winter this would look drab and imposing.
 - People could also live right in the downtown core above shops and commercial uses to bring life to the downtown.
 - Quirky and old fashioned in a modern way, but so much glass! Hard on birds and reflect lots of light. In twenty years the world is going to be a lot warmer, need to design to shade and cool streets.
 - Higher density needed
 - Higher density needed in downtown core. Good for the outlying areas
 - Bit too much like Coquitlam or some such place.
 - Need space between and in front
 - This row houses should be promoted to the developer of 5 four plexes on 5th street. Why they had to battle with different set backs and in the end it would be much more functional to create more and nicer unit with row houses. Let hope we can do more row houses in Courtney, especially in development around 11st street. This way we can extend a walkable core. And please create more smaller parks for kids.
 - "Maybe even four stories high."
 - Great way to increase density while keeping some character.
 - Does not show how traffic flow and parking would be affected
 - Good family home options, hopefully affordable with space for playing area
 - More shade everywhere whether it is trees or buildings.
 - Let's build homes so they focus on a courtyard or shared space - to encourage community!
 - ugly, monolithic ... makes little sense functionally for land use in downtown core ... Q - why row housing in commercial downtown core ... IMO, if want downtown core residential, then the much better solution is mixed-use development with condo / townhomes above street level retail
 - ugly, monolithic ... staggered facades would be arguably better ... street setbacks make sense though ... single-use design is wrong functionally for land use planning in the downtown core ...

Q - why row housing in commercial downtown core ... IMO, if want downtown core residential, then the much better solution is mixed-use development with condo / townhomes above street level retail

- Not sure where the images came from :) downtown Courtenay, in my view, would benefit from being more pedestrian and cycling friendly. Many drive downtown so parking needs to be provided as well. Downtown living is great. The 'new' housing at 5th and England was a good idea however I feel the horrible entrance way to the apartments, the minimal size of the apartments will both contribute to the downfall of the effort. Lower level rents do not need to be accompanied by squishiness and lack of architectural grace. Hopefully the new development that will be on the old Palace ground will have a more honorable feeling.
- why row housing in commercial downtown core ... IMO, if want downtown core residential, then the much better solution is mixed-use development with the condo-townhomes above street level retail
- Too low density for Downtown core
- Suits need for housing. Needs variety in architecture.
- This would be a good option close to downtown, 3 level apartment each floor. Not right downtown unless over store frontage
- It looks like Kitsilano or Yale town
- very monotonous buildings all the same and to architecturally appealing at all...do like the landscaping
- three storey townhomes! Why do we only allow two-story townhomes in most developments on the island? three storeys is common in the mainland and is WAY more livable. The first floor is effectively taken up by vehicles.
- more Mixed housing structures and more frontage for green space creation
- This is the type of row housing that lines all the Canals in Amsterdam and all European cities. This is high density and efficient
- Definitely not a desired look for downtown
- May be my least fave, but may also be necessary as we want to accommodate smaller budgets for homes and a more dense population.
- I think this is good use of space away close to the main commercial district. No more malls please, we have enough already and they encourage driving. More people living downtown means more use of downtown businesses.
- Apartments likely more accessible.

- looks good for retirees, but not for young families
- These would be great in the urban centre not downtown core

Image 6

- This structure is at least interesting. But it's too dense, I think.
- I used to live near this unit in Steveston BC. The Starbucks was a great community gathering space and the waterfront walk way was well used and worked well as a cycle path. Retail below and homes above works well. Parking was an issue though.
- Not sure where these go....and where do people walk to? Across unsafe Cliffe Avenue Avenue to Walmart?
- I really like this. Just it will need to provide underground parking to be realistic.
- Commercial density around Ryan from Island Highway to Back Road. Higher rise off Ryan between Comox Road and Back Road or even further east
- Commercial density around Ryan from Island Highway to Back Road. Higher rise off Ryan between Comox Road and Back Road or even further west,
- Looks good. Combine commercial and residential.
- "which island highway? Use a map please"
- Love the mix of indoor/outdoor living space for these residents. Looks like a very livable place.
- no greenery, a lot of glass and railing, not an attractive building at all.
- Generally I'm in favor of low rise and mixed use. I think I'd prefer more of a European flare over generic gentrified.
- Keep to 3 stories.
- Nice but not Comox valley.
- Open spaces like this a too hot ☐ in the appts unless they have ac but still too hot to sit out on balcony
- Ok-again if units look good and "blend" with area and don't impose on existing residential areas
- Looks a little too cookie cutter
- The noise will be bad as it is now and the density isn't as much as this
- Not sure where west of Ryan Rd and North of the Island hwy is
- preferred because great use of space: (1) human-scale development, (2) interesting (attractive) staggered building facade with outdoor living spaces (decks, and their landscaping)

- Very similar to Langley or Surrey
- OK for people from Alberta with money.
- “Not feasible unless you address roadway infrastructure
We have enough bike paths waste of revenue and resources
Start planning for the future and not the past our current city council is incompetent and have been influenced by cycling group”
- like that the stories are set back as you go higher as this results in less shadowing of surrounding area.
- One story less and I think this would acceptable, Depending where it is built.

Image 7

- Too much concrete!
- dense is good, but looks industrial
- UGLY AS SIN
- No protected bike lanes
- Closed feeling
- ugly ... lacks character ... poor use of space as no outdoor living spaces (decks) or their landscaping
- Appreciate the available housing and retail space. Boring architecture.
- “Does this building meet or exceed the building code. Are they rentals or condos
What is being done so a person making minimum wage can afford to live in these new buildings . Not just for 10 years but for as long as they chose. “
- Too big and close to traffic
- Not bad looking but not in character with Comox valley and auto dependent.
- harsh, ugly, no greenery, box-like shape. No traditional elements at all.
- harsh, ugly, no greenery, box-like shape. No traditional elements at all. A lot of light reflecting back from all that stark white and glass.
- All you see is a big box. Yuck
- Add gardens and balconies. Where is the parking?
- I think the residents who currently live in that area should have more of a say as to what is needed in that area. Also, the RCMP should be considered as they are in that area. We really need affordable rental units for young people who grew up here.
- Ok for only residential, I don't see any businesses. If it's just one of the condo complexes proposed and doesn't take away from business opportunities then yeah, it's ok.

- Looks a wee bit betterparking is underground I assume!?
- Too boxy, no outdoor space for many of the units. No bike path
- Really pretty awful.

Image 8

- Too much road.
- Too much concrete roadway
- More greenery!
- Looks like Broadway in Vancouver. No thanks.
- If this is live/work then it looks great.
- Ok without seeing rest of area and traffic-but must blend”
- too dense
- too dense ... bldgs should have space between them, which would have the added benefit of providing the end-units natural light (that they will not have with this urban design)
- Looks like a hospital
- Hideous . What is that, Burnaby?
- Do not like the diagonal parking - dangerous for cyclist, walking, and kids.
- Do not like the diagonal parking - dangerous for cyclist, walking, and kids. The open boulevard is good.
- Needs protected bike lanes
- So much concrete. Yuck!
- Not very attractive outside,,,ie courtyards, sitting areas, trees.
- It would definitely be a huge improvement. Not my favourite but I would be happy to see this!
- Looks like a retirement home
- The structure is pretty interesting, but all the concrete out front is awful. And where are the trees?
- Mixed retail/residential options are important.

Image 9

- This type of cube housing doesn't appeal aesthetically to me. Not enough green and too many cars.
- I can't tell what this would look like in real life
- Image is confusing....where would this actually go?
- Hard to tell what this is showing. Having three story townhouses sounds good.
- at least there's some green space here:(
- It just looks like townhouses, no businesses
- Close choice between images 8,9 & 10. You need some high rise to accommodate residents but not huge amounts of greenery. It's important

to differentiate between this and downtown to ensure the downtown remains distinct and doesn't die.

- Nice to see the bike lane, the green spaces and the courtyard in the back between the units.
- YIKES
- More appealing as there seems to be more trees and the use of solar panels
- Needs protected bike lanes
- Maybe eventually but I can't see this amount of development needed in Courtenay in the near future.
- Must accommodate parking....underground parking?
- Concepts never turn out as on paper.
- Very common design in Surrey and Langley.
- would get better rating if bldg facade was staggered to break up the monolithic street-scape walls this design presents
- Where is the parking for these areas? It is poor planning to think that each of these residences will have less than 2 cars.
- Very industrial looking-"ok" in downtown core scenario
- I rated these mainly on variety of services - mix of shopping and homes - and amount of green space included. This one looks like boxes.
- Might be ok but all I see is cars no bikes or pedestrians.
- Parking for everyone in that complex so the people already established in the area don't have to fight for a spot after its built.
- a little more interesting, no bike paths, how about breaking up that roof with some greenery on top?
- Not very appealing. This just my opinion.
- These cubes are a rip off.

Image 10

- Hard to tell what this would look like in real life
- Destinations/amenities MUST be in walking/cycling range in these clusters.
- I like the pedestrian access on this one the best, though all the examples of the buildings appeal to me about the same amount. I think increasing foot traffic in that area could really keep it from becoming a giant superstore style parking lot neighborhood. Would be great to park once and be able to wander around shops in that area.
- Lots of good things here - patio spaces, bike lanes, parking, places for people to connect and talk.
- I do like the idea of housing coupled with

businesses. BUT, the businesses maybe shouldn't be bars or late night restaurants.

- I like the idea of shops below housing. People can walk to get what they need.
- The interface between vehicles and folks trying to enjoy a cup of coffee outside is unhealthy. Again, why must we breathe gas fumes all the time? Yuk?
- Finally, a wider sidewalk and more people scale height, bringing light onto that sidewalk.
- Will still need to provide plenty of parking. Maybe in basements of buildings.
- I swear you guys are just pranking us with this "survey". What the hell is supposed to be different about some of these pictures. Did no real though go into this at all?
- This just encapsulates the Valley to me.
- Looks pleasant and friendly
- With Covid, people are moving from condos to houses.
- With the advent of Covid, folks are moving from Condos and apartments to houses. We need more houses and fewer apartments
- These are hard to tell apart. I like the ones with people walking around in them.
- Needs protected bike lanes
- Provide some pedestrian and cycle friendly space as well as public leisure and restaurant space
- new housing needs to honour the need for green space and safety while walking and cycling and playing. More green leads to a healthier population. The continuing utilitarian look of architecture in the valley is sad. A little more money spent upfront in the design can contribute to lasting legacies.
- Higher-density residence with commercial that encourages residents to gather and build community (i.e. outdoor spaces, places to gather) rather than commercial with massive parking lots where everyone just drives in and out to get their tasks done. More "soulful" like Kits rather than soul-less generic chains/branding and strip malls. Proper bike lane/walking along Ryan Road.
- Higher-density residence with commercial that encourages residents to gather and build community (i.e. outdoor spaces, places to gather) rather than commercial with massive parking lots where everyone just drives in and out to get their tasks done. More "soulful" like Kits rather than soul-less generic chains/branding and strip malls. Proper bike lane/walking along Ryan Road. More housing for students.
- Higher-density residence with commercial

that encourages residents to gather and build community (i.e. outdoor spaces, places to gather) rather than commercial with massive parking lots where everyone just drives in and out to get their tasks done.

- Higher-density residence with commercial that encourages residents to gather and build community (i.e. outdoor spaces, places to gather) rather than commercial with massive parking lots where everyone just drives in and out to get their tasks done. More “soulful” like Kits rather than soul-less generic chains/branding and strip malls.
- +ve’s are public spaces, landscaping, interesting building facade, human scale emphasis (
- +ve’s are public spaces, landscaping, interesting building facade, human scale emphasis (2 or 3 stories)
- All were good as it leads to density in the downtown core. Go up first before you go out.
- Hard to tell what the building is , commercial or residential
- Please these are all images from North America. Can we be inspired from countries, which are doing urban planning for centuries, not just for 200 years? Thank you.
- More stylized for our area-blend
- Animated public spaces like this are great unless they feel unsafe because of addictions and mental health. Planners should be realistic that there is a big problem that needs new upper level government to confront. And no building social housing won’t solve this.
- It is very obvious that some images are artistically done so that they will receive high rating. This means that your survey is biased and your results will be meaningless
- Ramps
- Combination of commercial, city and residential makes a town centre.
- Again, this is just visual, I’m seeing densification, which is very good, with green space, preferred. Too much to select in a short survey.

Image 11

- Presumably have a smaller ‘captive market’ than urban centres so should be less car-centric
- wide sidewalks with letdowns and crosswalks. maybe some bike lanes?
- Again, the parking bothers me.
- Add a bike lane!
- ☐ walking, neighborhood feel.
- Parking out front looks bad and congests the

roads

- Still need to provide parking. A large common parking lot still makes sense.
- 2 1/2 storeys is people scale on a wide street. This is open and fresh, and the maximum road space that ought to be permitted. Bike lane?
- Again, an unrealistic image. Has anyone considered a parking garage to house the vehicles away from living spaces?
- I think people who currently live and work in “TinTown” should have a say as to what is needed for this kind of area.
- Seeing lots of space taken up for cars?
- Too car centred.
- pretty bland architecture.
- Still looks car centric and also very gentrified. How will equity be considered in all of these options?
- Cars again where are bikes?
- Who wants to live above a main street with cars parked out front-just like Vancouver
- Good neighbourhood concept. Within walking distance
- bike lane would help
- More single use buildings
- Bike lanes?
- All of these seem to focus on cars - cars parked on the street or garages as the main feature of the front of the homes.
- More “West Coast” design unlike current Crown Isle mall, like The Village at Park Royal - beautiful design, lots of trees and not the usual strip-mall “branding” (can’t even tell the Home Depot is a Home Depot!) Also the current Crown Isle mall does not encourage community gathering, just drive in, run your errands and get out. Why not design with more of a ‘relaxing’ and ‘community’ feel instead of ‘hectic’?
- Too much parking.
- way too much density in all Neighbourhood Hub scenarios ... this one at least seems to have streetside and sideyard setbacks, and the properties seemingly provide for auto parking rather than street-parking only
- way too much density in all Neighbourhood Hub scenarios ... this one at least seems to have streetside and sideyard setbacks, and the properties seemingly provide for off-street auto parking rather than street-parking only
- not sure about this one
- no mall like structures
- Too much reliance on cars in all of these... How about pedestrian zones?
- I like the green spaces and walkability of this

one.

- Terrible, bad parking, road is narrow, and minimal boulevard. but housing looks nice
- Needs protected bike lanes. Get rid of some parking.
- I would prefer to see parkades rather than on the street parking all along the street. This would allow the city to build up rather than sprawl.
- So many cars!
- I laugh a little when I think about cars parked diagonally....there's often mayhem with cars trying to back up and get themselves out of downtown courtenay on the section of 5th street where they can pull in to park. It seems like a great idea, but once a few big trucks get parked in there, visibility sucks.
- focus on downtown Courtenay
- This selection of images does not allow for proper decision making.
- I see these pictures and try to imagine where they would fit in
- Doesn't have a neighbourhood feel. This is like a city on the mainland..too dense.
- None of the Neighbour Hood Hub visuals present options for dedicated bicycle transit.

Image 12

- Build up rather than out so there is less environmental impact.
- Hard to visualize from this conceptualized drawing. Downtown Courtenay is unique and while most buildings need a facelift (case in point is the awful looking orange building on the corner of 5 and Cliffe) we should retain the uniqueness of 5 street. When one looks closely at most of these buildings, they have an architectural style that should be restoredall other new builds should complement that style not obliterate it.
- Buildings should be about the same height across from each other.
- Have to be realistic. Forest area will be a homeless camp. Address homelessness in the OCP.
- Commercial-ok-but not next to existing residential-without "major green space separating them-not like proposal for#2700 memorial way-sore thumb
- Boring.
- way too much density in all Neighbourhood Hub scenarios ... this one fails on streetside and sideyard setbacks, monolithic facades, and apparent lack of off-street auto parking

- trees in center boulevards looks nice, but practically they are complicated and cause issues with traffic and visibility
- hard to see image - unable to rate
- This building design is not very west coast. Personally the most beautiful and eye pleasing building in Courtenay is the Library !!! I wish the regional district building had adopted a similar design.
- Ok
- Too much road space, too crowded sidewalks, and glass is the least green building material, after concrete.
- Many of these images remind me of leaky condos in Vancouver. We can do better than that.
- Like all the green spaces, but roads wide. Seems like somewhere to drive past rather than stop.
- great to see the separated bike lane, the trees, adequate parking.
- Parking is so ignored...as usual.
- Needs protected bike lanes
- Please look at the city of Langley and how rapid growth wrecked it.

Image 13

- Of the 5 not really neighbourhood options..this one is palatable.
- good that the homes are set back from the road
- These remind me of British row houses which are not attractive. It could be improved by at least a small central courtyard with places to sit, kids to play and greenery, a focal point such as a fountain, some suitably scaled sculptures.
- Needs protected bike lanes
- way too much density in all Neighbourhood Hub scenarios ... this one fails on streetside and sideyard setbacks, monolithic facades, and apparent lack of off-street auto parking
- good density and rental apartments. Efficient density
- doesn't even look like it has commercial space in design
- way too much density in all Neighbourhood Hub scenarios ... this one at least has streetside setbacks and outdoor spaces, however there is an apparent lack of off-street auto parking
- Getting better.
- Restrict street parking, new buildings need lots of underground parking.
- Will there be enough onsite parking. After all there will be at least two cars be household
- Again same comment as above-looks like army pmq's

- Try to support existing neighbourhoods like Old Orchard.
- Small individual yards are nice but it's nicer when they ajoin a shared green space.
- The roof lines add a nice touch but they look very tight. Parking on the streets?
- This is a suburban design shoehorned into an urban lot. The density is too high.
- I am not seeing the mix of commercial/residential. I am only recognizing the images as residential.
- looks more community than the others
- I understand pure residential is required , and this is ok for that.
- Can't tell if that is a courtyard, green space in between the two units or if it is parking. Having a shared larger yard means people in the units come out to enjoy it and it builds a sense of community that is so important.
- I like the attempt to keep old village house look, but there are so many units – could they be broken up with more green space?
- I like the attempt to keep old village house look, but there are so many units – could they be broken up or have different facades?
- The building roofs are interesting but off-street parking is a must and more greenery.
- Ok
- All artist impressions get 1 star because they are ideals and do not reflect reality. Surely you can find more photos of good urban development.

Image 14

- too dense
- Needs protected bike lanes
- Is this Coquitlam? Don't like it. Strip malls & high speed traffic.
- Would be great to keep as many trees and EXISTING vegetation as possible when creating hubs vs. clear cutting entire areas that create water and stability issues that cost more and use more resources because of needed infrastructure.
- diagnol parking SUCKS !! it is dangerous !
- I can't tell much from this photo.
- I like that it is low, has heritage feel, good lighting. Seems clean and somewhere you'd feel safe dropping your teens to shop – but a bit generic US mall.
- No bike lanes or trees, better to mix retail with housing above as we need more homes.
- Are there actually any residential complexes included here? We really should start with integrating them and not only doing one

- versus the other whenever possible. For just commercial, this would be quite nice.
- Yuck! Why be like everywhere else! Small individual shops, less chains
- I would be living in Nanaimo or Victoria if I wanted this much concrete!
- Cookie cutter
- Add some...a lot of...trees, and this might be ok.
- Far too transportation dominant! Worst choice.
- way too much density in all Neighbourhood Hub scenarios ... this one at least seems to have streetside and sideyard setbacks, and the properties seemingly provide for off-street auto parking rather than street-parking only
- way too much density in all Neighbourhood Hub scenarios ... this one fails on streetside and sideyard setbacks, lack of streetside landscaping, and the properties seemingly do not provide for off-street auto parking
- I do not like big neon signs on commercial buildings ! Any hub should in my opinion include a minimum % of green tree & plant life
- Oh great, another mall.
- I think making it easy to walk to a village with access to groceries and other amenities makes people want to live there.
- Bike lanes?
- Much better looking than the current Crown Isle mall but too much concrete/not enough greenery
- Just more single use buildings again
- Again -same comment
- No bike paths and minimal sidewalks
- no trees.
- complexes like these are too focused on big box stores and their large parking lots.
- Too car centred.
- This looks a bit like strip malls with some decent pedestrian access. I'd like to see development centered around pedestrians - especially in neighborhoods
- There should be minimal shops in neighbourhood hubs. Just a small supermarket perhaps. You need to encourage people to go to Smartcentres, shopping hubs or downtown.
- Homogeneous....looks like every other townno identity

Image 15

- Ugly. The row houses present a blank face to the sidewalk that is sterile.
- "I like the mix here.Reminds me of Tin Town."
- I like that it's low, with both modern and

traditional lines, plus a range in style. Keeps your eye busy because not matchy matchy. Makes a large building seems smaller.

- Core hub of retail around Ryan and Lerwick and also some around Ryan and Anderton. Townhouse or condo/rental near that area. Lower density in Crown Isle including single family and low rise development. Some increased density near Ryan and Anderton
- Core hub of retail around Ryan and Lerwick and also some around Ryan and Anderton. Townhouse or condo/rental near that area. Lower density in Crown Isle including single family and low rise development. Some increased density near Ryan and Anderton
- No commercial aspect to it.
- Improving! Colour and parking garages. Yes!
- I like that it's low, with modern and traditional lines, plus a range in style. Keeps your eye busy because not matchy matchy. Makes a large building seems smaller.
- no image visible.
- Not appealing.
- none of these images have detached homes.
- I rated these on the basis of "would I want to live there" as a senior citizen. Others will have different priorities.
- For all buildings mixed use keep it west coast style and leave us space to park
- Good start
- Don't like--
- There is nothing wrong with this, but would want more mixed use in those "villages"
- Snout homes; all about the all might car.
- way too ugly ... too much density in all Neighbourhood Hub scenarios ... this one at least seems to have streetside and sideyard setbacks, and the properties seemingly provide for off-street auto parking rather than street-parking only
- way too ugly ... too much density in all Neighbourhood Hub scenarios ... this one at least seems to have streetside setbacks, and the properties seemingly do not provide for off-street auto parking
- once again no idea where these images come from or how they relate to the valley.
- nice density - garages are included in the property
- where are the power poles
- Does look accessible
- Doesn't look accessible
- Is this Strathcona?that's a fabulous neighbourhood. Mixed housing, density, parks.

Image 16

- I like central back yard. Gives a park like feel.
- Developments that foster community. We own in Crown Isle (and Riverstone) and am disappointed with how Crown Isle is developing. We imagined an attractive mall like The Village at Park Royal, outdoor space/patios where people can gather, and instead like a stressful strip mall "feel". Nowhere in the neighbourhood to walk other than in the golf course or on the street to the mall...Crown Isle should have committed to natural/enjoyable green spaces within the sub-division -- e.g. tennis/pickle ball courts (so residents can actually just walk instead of having to drive to courts farther away)...a "Scented Garden" or somewhere beautiful to hang out like the many in Victoria. Community cafe (with "soul", not another Starbucks in a mall) like in Image 20. Crown Isle is a beautiful development but definitely lacks 'soul' and design/purpose. So confusing to have beautiful houses amongst Costco and car dealerships (these should go out somewhere industrial/off highway), not to mention growing issues with traffic/accident risk. Leave more of the beautiful trees to keep a natural feel (rather than completely clear and then re-plant in an unnatural way)
- I love how the homes face each other over a shared community space.
- "Nice landscaping.guess no water restrictions apply. Not sure what type of housing this is."
- Great-/
- Nice feel. But will there be enough density?
- I see this a houses surrounding a shared green space. If that is correct, this is a god idea.
- More garden & basement suites. Tiny home community zoning. Tiny homes allowed on existing properties, etc... We need to increase density and provide housing options for low income valley residents which are spread out and not concentrated in small areas.
- West coast gardens are necessary
- This doesn't look like infill, just more big private homes. We need accomodation for single people! young and old, UNDER 300\$k.
- Too much wasted space
- I love that there are no fences. Would love to see biodiversity here. Also again concerned about how we work with existing housing stock. Are there natural gathering places for neighbours or are we again building for people to opt to stay in their own private spaces?

- Most natural.
 - Preserve at all costs.
 - I value the green space
 - Not bad for peri-urban areas.
 - Near Ryan and Anderton or throughout Crown Isle
 - neighbour meet neighbour!
 - Park-like :)
 - Not dense enough to create walking oriented community
 - I like it! It encourages people to interact with their neighbours and is visually attractive and welcoming.
 - These don't look like infills and also they look very expensive.
 - Similar to Creekside Commons. Lots of walking space, and community building.
 - Beautiful can I move in here next month...lovely buildings, lovely landscaping very well done
 - Density should depend on area surrounding infill, generally move to higher density closer to urban centre and hubs
 - Has a better community feel if these were townhomes. Increases density without feeling cramped.
 - presumed suitable for neighbourhood - if it is truly an infill situation, then it must suit the existing neighbourhood - too many of the scenarios fail on this account
 - Bicycles only.
 - Developments that foster community. We own in Crown Isle (and Riverstone) and am disappointed with how Crown Isle is developing. We imagined an attractive mall like The Village at Park Royal, outdoor space/patios where people can gather, and instead like a stressful strip mall "feel". Nowhere in the neighbourhood to walk other than in the golf course or on the street to the mall...Crown Isle should have committed to natural/enjoyable green spaces within the sub-division -- e.g. tennis/pickle ball courts (so residents can actually just walk instead of having to drive to courts farther away)...a "Scented Garden" or somewhere beautiful to hang out like the many in Victoria. Community cafe (with "soul", not another Starbucks in a mall) like in Image 20. Crown Isle is a beautiful development but definitely lacks 'soul' and design/purpose towards "community" (other than the golf community). Most need to drive everywhere. So confusing to have beautiful houses amongst Costco and car dealerships (these should go out somewhere industrial/off highway), not to mention growing issues with traffic/accident risk. Leave more of the beautiful trees to keep a natural feel (rather than completely clear and then re-plant in an unnatural way)
 - Developments that foster community. We own in Crown Isle (and Riverstone) and am disappointed with how Crown Isle is developing. We imagined an attractive mall like The Village at Park Royal, outdoor space/patios where people can gather, and instead like a stressful strip mall "feel". Nowhere in the neighbourhood to walk other than in the golf course or on the street to the mall...Crown Isle should have committed to natural/enjoyable green spaces within the sub-division -- e.g. tennis/pickle ball courts (so residents can actually just walk instead of having to drive to courts farther away)...a "Scented Garden" or somewhere beautiful to hang out like the many in Victoria. Community cafe (with "soul", not another Starbucks in a mall) like in Image 20. Crown Isle is a beautiful development but definitely lacks 'soul' and design/purpose towards "community" (other than the golf community). Most need to drive everywhere. So confusing to have beautiful houses amongst Costco and car dealerships (these should go out somewhere industrial/off highway). Personal opinion is that the Ryan Road corner (college, Hospital, mall, Costco/Home Depot, luxury Crown Isle homes) is a complete disaster in design and urban planning, and traffic/accidents will only get worse. Leave more of the beautiful trees to keep a natural feel (rather than completely clear and then re-plant in an unnatural way)
 - Great for a niche aged market
 - Currently very popular.
 - Joint use central area and a bit of a private area in the back of each structure. Nice. Cars are hidden. Hopefully there are trails. This is my favourite.
 - I would like to buy a home like this. The shared garden area would help community form between the neighbours.
 - There are too many duplexes, town houses, and multi-family dwellings being built with houses on decent sized lots (.25 acre +) are becoming too expensive for the average family to afford. People have lived in the Comox Valley to live in a town not a city.
- Image 17**
- No stars!! ugh ugh ugh.
 - eww
 - eww. This has no charm.

- Nice and how the area is currently developed (we own in Crown Isle) but a bit soul-less
- Boring, same old.
- presumed suitable for neighbourhood - if it is truly an infill situation, then it must suit the existing neighbourhood - too many of the scenarios fail on this account
- Big Houses too far apart, "not functional" for walking - looks like Crown Isle.
- Horrible. Not sustainable at all
- It's time to move on from this type of development.
- It's time to move on from this type of development. It takes up too much land and likely needs a car to get about. Little opportunity to interact with neighbours except those directly adjacent.
- Huge space given over to cars, where is the basketball hoop space?
- drive to meet people from another neighbourhood.
- south of Ryan
- Suburban, car-centric, tree-less wasteland. NEVER AGAIN. NO MORE CROWN ISLES!
- It looks great, and I'd enjoy it. Wouldn't work for places where density is required.
- Can we have a rule about garage forward houses!?! So unattractive.
- Don't like double garages and no trees
- Too expensive for most.
- We need more affordable housing instead of more cookie cutter mini mansions
- Houses are too big, but variety of choice is good.
- Too much like the Stepford wives.
- ugly, no trees or character, any suburb anywhere in the world.
- ugly, no trees or character, any suburb anywhere in the world. Road way too wide, a lot of water going into the sewers instead of the ground. no bike paths.
- Houses and roads too big. Too much land wasted
- We have enough big houses with no yards.
- Gross!
- Great--
- NO MORE SUBDIVISIONS! It's time to build up and increase density.
- More housing that lots of our residents have not hope of owning
- Too impersonal - no chance to interact with your neighbours. All you do is drive into your garage and go in your house. How can you interact with your neighbours?
- This type of growth just won't work if the city intends that it isn't growing more than 30%

- beyond what's developed thus far in Courtenay.
- No. Suburban development is how we got into this problem in the first place. Don't need any more of this.
- Boring, but well spaced
- Who will be able to afford such huge homes? Put in bike lanes!

Image 18

- Tiny home that fill up with crap from Home Depot.
- presumed unsuitable for neighbourhood, due to high density - if it is truly an infill situation, then it must suit the existing neighbourhood - too many of the scenarios fail on this account
- Strata or Town housing is very efficient for certain populations.
- This would be good for lower income, starter homes, downsizers etc.but I don't think people would aspire to make a long-term home here. I like that the house shown has a permeable driveway. We need more of these
- Too ramshackle
- A good option for denser yet separate houses that are a bit more affordable than detached houses
- More urban, but traditional rowhouses with a street line are less confusing and more inviting.
- Looks great...nice rooflines, parking on site not the streets. Nice architecture elements.
- Looks tight. Not enough parking. Not enough green space.
- If good quality transit is available fewer homes with garages should be needed, allowing for more green space or larger affordable housing.
- Good. Now what about granny suites and lane houses? And amenity spaces for the neighborhoods? Can't do density without robust public amenities such as riverside walkways, swimming in the river, etc etc.
- Great if mixed properly
- "Are these laneway houses?
If so yes.
"
- Too much cement and too little green. I've seen this type of stuff going up all around the city. AND I bet it's a Strata. Stratas are having great difficulty these days. Insurance. Smokers. Etc, etc.

Image 19

- I'm kind of OK with this, but people who can't climb stairs won't be able to live in it. At least it's

- probably not a Strata...I hope.
- Looks like a good start
- Not great-looks like the area across from Costco- those poor people that have a house backing onto those tall units being built there-somebody dropped the ball-I would move and be very upset
- Drabby cookie cutter style....depressing
- These should be in the hubs/core.
- These should be in the hubs/core, or adjacent.
- This is urban living, of the highest quality. While not as accessible as apartment building forms, non-strata townhouses are popular worldwide.
- Not a huge fan of this concept but I understand it might be a necessary evil
- Near hubs
- too repetitive
- Where would residents and visitors park?
- GO BACK TO VANCOUVER
- High density, but a bit industrial. Good if the price tag isn't too high.
- Too much sameness in architecture.
- presumed unsuitable for neighbourhood - if it is truly an infill situation, then it must suit the existing neighbourhood - too many of the scenarios fail on this account
- Parking around the back?
- No
- too dense. Good for urban centre.
- Infill with carriage houses, and the odd duplex. Rezone entire city to R2
- Now these are infills. And maybe we could even afford them.

Image 20

- This is a cafe. Are you sure this is supposed to be an infill? although if there are apartments above, YES PLEASE!
- Neighbourhood restaurants and coffee shops, and other services e.g. banks, drycleaners, grocery stores etc. are a good idea.
- Maintain OLDER buildings... very stylish for a downtown
- Yes! We need to encourage smaller commercial spaces - but it's SO EXPENSIVE, maybe there are ways to reduce costs for small commercial tenants?
- I think Vancouver's city planning should not be followed. It was definitely designed to separate the rich and the poor. This cafe does not have much outdoor space in reality, and the surrounding area is dying due to Unaffordable multi million dollar houses
- Cannot see how this image relates to accessibility

- by public transport or convenient parking.
- presumed unsuitable for neighbourhood - if it is truly an infill situation, then it must suit the existing neighbourhood - too many of the scenarios fail on this account
- Deserts? Seriously?
- For largely residential single family and semi detached, not that there can't be businesses, but would much rather see them in a village type hub.
- Is this an example is a corner store in a neighbourhood?
- I don't get the connection to neighborhoods in this image it looks like a commercial area. I do believe some cafes would be good in residential areas and corner stores too. These kind of small businesses will help foster community and give neighbourhoods a common space to meet and lessen our reliance on driving into commercial areas to get a coffee
- Again, please lets reach out further then Vancouver please. There is so many people living here from all over the world and Courtney is creating a big strategy how this beautiful town, which was built for cars, can work in the future for generation of happy citizens. Please don't save money here and hire the best consultants and planners as you can. Please don't play small here. We are speaking about the life and future of our children, lets make it beautiful and useful for that, places which will support their creativity and connection with the community. Thank you.
- Need space
- Yes, having a mix of neighbourhood shops/cafes makes such a difference in the livability and community feel of a neighbourhood.
- Yes, more neighbourhood coffee shops and convenience stores needed.
- "Good example of public sector amenity. Note this will not work if the growth management plan falls apart. The OCP should support the regional growth management plan. "
- Gathering options are good
- Besides a coffee shop/restaurant in a residential area of town, I'd also like to see a grocery store to serve the needs of residents, so we're not always driving to get food.
- Add smart weather protection to all courtyards.... they can be used year round.
- Small, local businesses are the lifeblood of a neighbourhood!
- I realize throughout this survey I really push the small businesses however they really do improve our economy and they have really shown to be a

- corner stone during this whole Covid business.
- Along Ryan Road near Ryan and Lerwick and Ryan and Anderton
- need small meeting places in neighbourhoods so people don't have to drive somewhere else.
- Keep zoning consistent
- Businesses at street level and housing at the top. But the type of business must be carefully selected.
- i dont know what this is
- Does the presence of local shops not elevate this to be a 'neighbourhood hub'?

Image 21

- Most of the images in this group have double wide pedestrian areas. But there is very little opportunity for this with most of our public infrastructure for the next 15-20 years already in place.
- yes wide sidewalks - no cobblestone. it becomes a tripping hazard and uneven after awhile. yes protected bike lanes
- Ideal. Tree-lined streets bring people together. Pedestrians and cyclists are completely separate, so they won't bump into each other.
- Green and trees. I'd like to see paths of gravel and less cement. Need to stop using a cement.
- Love the separated bike lane. People on e-bikes, scooters etc will all enjoy that.
- Space wasting
- I could happily walk to Market Days or Canada Day festivities on that street!
- Careful that too much room for bikes and little for vehicles. I agree with reduced vehicle traffic in downtown but must provide adequate parking if the commercial and office facilities are to survive.
- I adore this idea, I also love as many trees as can be logistically fit into our community as possible.
- Allées. Trees. Shade. Good.
- Livable walkwayso pretty and protection from the elements. We can make our town elegant and attractive.
- Hard to choose between this and image 25 but this could be auto free too. You need some areas (not many) to be free of cars. This also has a more natural look.
- I like the trees to help with clean air and also as a divider for safety.
- Lovey but you can't just plant 80 year old trees!
- trees will grow & their roots will damage walk ways. When they shed their leaves, there will be a slippery mess on the sidewalk

- I love this idea. I would hope to see lots of biodiversity and lots of hubs where people can rest and/or gather. Can we incorporate more art?
- Excellent.
- perfect for walking in a world getting hotter.
- Yes-looks like going into qualicum-spaced and open
- Lots of good features in this category (excepting 22) difficult choices, need a composite of all the green, sustainable options ...
- "Very nice I guess they are not cherry trees as the sidewalks look to be in safe conditions."
- Love this, but please choose trees wisely. Winnipeg had a ton of giant trees lining their streets, but many suffer from Dutch elm and the root system is shallow so they fall over in storms now that they're so big. They make the city very beautiful, but some forethought into the species may have been better.
- Separated bike lanes!
- Love the separated walking and biking lanes! Nice and shady and green.
- fails due to trees being far too tall ... it is a nice landscape for a park, not a streetscape
- eventually roots will degrade the sidewalk and leave create a maintenance headache
- Good separating of bikes, and walking.
- space???
- a lot of maintenance
- I like that cars, bikes and pedestrians are safely separated but I expect this is an expensive form of development as it takes more land.
- I am pro coexisting with trees and other plants for their health, health of humans and other non human life in cities. An extra bonus would be to have tree/shrubs in cities that provide food vs. always thinking of food being produced OUTSIDE of where we live. Food security will become increasingly more important.
- We get a lot of rain here. Need space for umbrellas
- Love this! Separate cycling /pedestrians. good trees:)

Image 22

- ewww
- So ugly. Am thinking this was added in to see if we are paying attention! lol
- NO, NO, NO! I hope we can get away from these car-oriented streets. Reminds me of the worst of U.S. city sprawl.
- UGLY
- No bike infrastructure. No walking, Highways are

- needed, but can easily have safety in mind.
- we need some dedicated roadways to move traffic through the city. the section from Superstore through the 17th St bridge and beyond is jamming up traffic.
- fails: no context - clearly this is major thoroughfare, and one built for larger traffic flows than anything presently in the CV... as a new thoroughfare intended to deal with the ferry traffic, perhaps this is suitable in the CV, but a better resolution of the ferry traffic problem would be a bypass road from the ferry terminal to the 'new' Hwy 97 somewhere west of Courtenay proper
- fails: no context - clearly this is major thoroughfare, and one built for larger traffic flows than anything presently in the CV... as a new thoroughfare intended to deal with the ferry traffic, perhaps this is suitable in the CV, but a better resolution of the ferry traffic problem would be a bypass road from the ferry terminal to the 'new' Hwy 97 somewhere west of Courtenay proper. In such instance this scenario would rate a 4.
- fails due to trees being far too tall ... it is a nice landscape for a park, not a streetscape
- fails: no context - Q - is this a downtown street, neighbourhood street, urban node street, sidestreet or thoroughfare ... due to trees being far too tall ... it is a nice landscape for a park, not a streetscape
- fails: no context - Q - is this intended as a depiction of a downtown street, neighbourhood street, urban node street, side street or thoroughfare?... if it is a new thoroughfare intended to deal with the ferry traffic, perhaps this is suitable, but a better resolution of that problem would be a bypass road from the ferry terminal to the 'new' Hwy 97 somewhere west of Courtenay proper
- These images are not all that helpful. We all want beautiful streets, but we also need streets that are multi-use, and do not, themselves, create traffic headaches.
- Are you kidding? More of the same?
- Remove the four lane highways from our neighbourhoods.
- Looks like #2600 units going in-not in favour
- ugly buildings, roads too wide, no bike paths, no trees.
- Built for cars not pedestrians or bikes
- Cliffe Avenue needs a median, trees, benches, little sitting spots and cycling paths. Yes, it is a part of the Old Island Highway but it should not look like it. It should look like "Main Street.
- Cliffe Avenue needs a median, trees, benches, little sitting spots and cycling paths. Yes, it is a part of the Old Island Highway but it should not look like it. It should look like "Main Street. No one walks on Cliffe Avenue.
- That's probably necessary but hopefully not often.
- Looks like it wasn't thought out. High density and height beside vacant lots and single level buildings
- These are obviously necessary, but sidewalks and protected bike lanes should be included, and streets like these should be reserved for arteries.
- Too much concreted space
- NEVER!
- In certain areas this is appropriate and unavoidable
- Let's make it harder for cars.
- Only for major thru streets
- No where to walk or cycle!
- Status quo, car oriented
- Absolutely to be avoided.
- 4 lane (plus turning lanes) address whole city connectivity but do nothing to encourage local community. Needed but should not be overly encouraged.
- i dont know what this is

Image 23

- With most of our street system already in place, this could be achieved by banning street parking in these locations or even closing the street to vehicles.
- where is the bike lane?
- No where to bike, no parking?
- I like this. It implies that street parking is somewhere else than in the down town core.
- nice treed areas with seats for people to rest and relax and talk to their friends.
- Yes for 5th street west of Cliffe
- Pedestrian oriented
- This is by far my favourites as it promotes community, promotes ambience, their green space, and it's pro-residential and business.
- In the right spot, where the street line may be cut away and separated, this could work. Next to and overlooking the Puntledge?
- Ensure weather protection...add nature and eliminate the gas fumes.
- Like this concept for downtown.
- COVID friendly. Where are the bikes?
- Yes! Have it so that patrons sit to the side so

pedestrians don't have to accommodate them on the side walk or walk around them.

- Could be downtown but can be tight with vehicles
- This is great! Gathering spaces removed from where cars are.
- Not sure what this is
- Hard to choose - I have different preferences for residential vs down town
- 5th street already. Moving along.
- while there is no context, the assumed depiction is of either a downtown core street, or an urban center street ... nice landscaping, and public spaces if it is a new thoroughfare intended to deal with the ferry traffic, perhaps this is suitable, but a better resolution of that problem would be a bypass road from the ferry terminal to the 'new' Hwy 97 somewhere west of Courtenay proper
- while there is no context, the assumed depiction is of either a downtown core street, or an urban center street ... nice landscaping, and public spaces, interesting building facades
- The streets or the sidewalks downtown are never maintained Can we have regular sweeping of both
- Rather than putting patios as an after thought, for a new development, it should be planned to have one
- it looks beautiful but please consider maintenance, upkeep, and functionality. We get ALOT of rain and outdoor spaces are not used when raining
- Not clear where bus stops or parking would be - concern for mobility challenged.
- Needs protected bike lanes
- Yes! Reminds me of downtown Fort Langley, which is very attractive and a destination for tourists as well as a very popular place to live.
- Yes! Reminds me of downtown Fort Langley, which is very attractive and a destination for tourists as well as a very popular place to live. Trees, planters, places to sit make a place welcoming.
- Love it.

Image 24

- is that a sidewalk?
- At this time, the Comox Valley does not have the weather, demographics, or topography to move to a bicycle-centric model which 3 out of 5 of these photos appear to represent. Can allowances be made for alternative modes of transportation

without being wildly detrimental to automobile traffic and/or parking? Can the roadway sections be tailored for the area as opposed to blanket concepts for all streets?

- where is the bike lane? Important to have that included.
- I like the idea of these center patches. If there's housing along here, allow the owners to fill these areas with flowers. If an owner doesn't do it, then the city can and can charge the owner.
- Ok, still build around accommodating cars.
- Expensive to maintain
- Rain gardens aren't worth the space they take up. Make into protected cycle path.
- This looks like the crap Design on 5th where you can't safely drive by without hoping no one opens their car door. Terrible flow, way too much land used.
- We need to do away with curbs and use the green space to absorb water.
- Still using too much space with little greenery and no alternative transport.
- Would like to see more mixed use. I don't want to live in an apartment where I have to take a bus to have a coffee somewhere.
- A lot of pavement
- Nice for pedestrians but no bike path
- Bike way is too narrow. Remove rain garden. Replace with trees in grates to make space.
- Looks good-if blended right
- Too car centred.
- See even this rain garden has trees..
- Landscape because it is required as per development permit is not a good idea. Why not have landscaping that do not require massive amounts of water . We are about to go into stage three. Let's conserve water
- Well that's nice and sterile.
- Q - context? ... nice streetside setback with interesting public spaces
- Parallel parking is not a good idea. Creates minor accidents
- car doors kill cyclists and it requires maintenance.
- it looks nice, but not at the expense of the functionality of the roadway
- Too much maintenance waste of space
- "too costly to maintain looks like the how you decimated fifth street WHAT A WASTE OF MONEY"
- Needs protected bike lanes. Get rid of parking
- Maybe curved lines would help. Sterile and uninteresting.

Image 25

- Love the bike lanes, pedestrian walkways and transit only streets!
- Nice. How is it different from #23?
- Great! Looks perfect! Protected bike lanes at last!!!!
- "Not everyone bikes year round What don't you get"
- why are the pedestrians walking next to the passing vehicles and bicycles have a separated path?
- close off 5th st...mainly pedestrian, buses, delivery vehicles
- Looks like Yale town
- Bikes are separated from cars and walkers...this is a safe option...but I like the bike path to run somewhere quieter if possible, why must it run alongside roadways?
- Q - context? ... clearly this is not a neighbourhood streetscape ... four stars: because this is the first depiction of a separated bike lane
- Q - context? ... clearly this is not a neighbourhood streetscape ... four stars: because this is the first depiction of a separated bike lane ... problematic urban design features are: building height, monolithic streetside facades, apparent lack of outdoor space for residences, and lack of off-street parking
- Too vague. Can't tell what is going on.
- Is that strictly a bike path or also a sidewalk?
- the 'quieting' on Hobson Road is great. The same could be done on 1st Street and likely many others. The quieting on 5th is also great.
- "No cars not sure if that is good."
- More of a "downtown" look-not next to residential
- Bike way should be unidirectional. Repeat on opposite side of street.
- Whatever street scenario is chosen has to consider accessibility for people unable to bike or to drive and who live too far from neighbourhood hubs, urban centres or downtown to walk.
- I like the distinction between walking, biking and road paths. This is the best and safest way for everyone, and would encourage more people who felt it was unsafe to bike beside cars.
- Definitely love allocating more space for alternative transportation (bicycle, buses)
- Street parking is essential to support local businesses. It always has been and it always will be. If you remove too much street parking you cause congestion; cars circulating looking for spaces. Ultimately businesses suffer.
- Really like this idea of car free with separate lanes for pedestrians, cyclists and buses.
- Bikeways and woonerfs. Great.
- Bikeways and woonerfs. Great. But the building is too high and has too much glass.
- Lots of dedicated bike lanes throughout the city would be great, along roads, trails and railways.
- Looks good. Just need to give some tutelage to the population. Fast cyclists need to learn to take it easy. It's not a race. Race on the rural roads. Eg condensory road.
- As long as the garden beds between traffic and cyclers doesn't make the actual road feel to narrow for vehicles .. we are a mainly driving city
- transit, cycling, pedestrian paths, higher density homes, this is the way we need to go.
- For streets near 5th street in core.
- More appropriate image for neighbourhood hub with transit - doubt you would see this on the 'ordinary' street.
- Yes...lots of bikes and set aside areas away from traffic. But not with cement barriers but with the grassy areas.
- Separate bike lanes, what a concept!
- love dedicated bike or sidewalk away from traffic and near amenities

Page intentionally left blank

