



# City of Courtenay

**OFFICIAL COMMUNITY PLAN  
NEIGHBOURHOOD ENGAGEMENT SUMMARY  
*DRAFT***

JANUARY 2021



DRAFT



CITY OF  
**COURTENAY**

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Walkshop participants being led through a neighbourhood with City of Courtenay staff.



# INTRODUCTION

In October and November 2020, City of Courtenay staff, Council, OCP Advisory Committee members, and the OCP consulting team, hosted a series of eleven in-person neighbourhood workshops with community members across the city. Through the conversations that emerged, residents offered geographically-specific input on and directions for the areas of the city in which they live, work, study, or play.

These in-person workshops were supplemented by a series of nine virtual workshops that offered complementary opportunities to provide input. Residents offered their perspectives on how to bring the OCP's draft vision, goals, and growth concepts to life within neighbourhoods, including how to guide the local "look and feel" of growth.

Through these two avenues, a total of **134 unique residents** were reached (170 participants including those that joined multiple sessions). A summary of participation by area of Courtenay is included in the graph to the right. This summary does not include Courtenay Council, staff, OCP Advisory Committee Members, or consultants.

Please note that all workshops were held in accordance with Phase 3 of British Columbia's COVID response plan, when distanced outdoor gatherings were permitted.

AREAS OF COURTENAY	NUMBER OF PARTICIPANTS	
	WALKSHOP	VIRTUAL WORKSHOP
Downtown BIA	5	N/A
Courtenay Airpark	8	12
Terminal Addition	7	N/A
McPhee/17th Street	10	6
Lower Ryan Road	7	2
Upper Ryan Road	10	9
Harmston Area	9	3
Lake Trail Area	10	10
Greater Downtown	10	5
East Courtenay	10	8
Sandwich Area	10	N/A
Headquarters Area	8	11
<b>Total</b>	<b>104</b>	<b>66</b>

# EMERGING THEMES

**Preserve, strengthen, and expand existing natural areas.** Future growth should respect and support the interrelationships between land, water, and habitat by preserving natural spaces and leveraging opportunities to improve local ecological health. New interventions, including infrastructure, buildings, parks, and open space should be both beautiful and functional.

**Prioritize investment in active transportation and public transit infrastructure.** Participants called for reduced speed limits, the addition of physically separated bicycle lanes to create a more continuous cycling network, and advocacy for improved levels of transit service.

**Future growth should help foster a sense of community** through opportunities for greater connection between residents, with non-humans, and with the city. Many well-loved public spaces already exist within Courtenay, but there is a need for more opportunities to sit, relax, play, and connect outside of retail settings. Residents expressed a desire for improved, diverse children's play spaces that integrate natural systems, accessible washrooms, and meaningful, interactive public art.

**New development should respond to the scale of development that already exists.** Future growth should consider transitional building heights and densities. New buildings should align with existing character and be sensitive to the surrounding community by utilizing cohesive forms and materials. An emerging West Coast style – including the use of cedar and natural materials, and integration of green spaces – was highlighted across conversations as a desired look and feel.

**Creative and diverse housing solutions are needed, and should respond to existing neighbourhood conditions.** Residents across neighbourhoods spoke to the need for more affordable, diverse, attractive, and suitable housing options city-wide. Between neighbourhoods, differences emerged as to the forms of housing development that residents felt would be suitable. Many local examples that were shared can serve as precedents for successful ways of organizing places to live.

**Courtenay's schools are vital neighbourhood anchors.** Greater partnership between the City and School District could strengthen this important neighbourhood infrastructure, in support of the community's broader goals.

**Mix uses to support walkable communities.**

Participants shared a desire for increased mixed-use areas including buildings with ground floor commercial and residential above, and mixed-use neighbourhoods that amplify the unique existing character. Residents saw this as a way to improve their ability to meet their daily needs within walking or rolling distance, and increase the vibrancy of their communities.

**Development should be leveraged to support, maintain, and improve services, community amenities, and key infrastructure.**

Residents shared concerns about aging infrastructure including roads and sidewalks, degraded natural spaces and watersheds, and a lack of sufficient community-serving spaces such as community centres and urban agriculture lands. There was agreement that new development should take place in accordance with design guidelines to responsibly manage impacts and invest in these assets as a condition of growth.

**Building frontages should activate their adjacent public space.**

Participants conveyed that porches, balconies, and shared courtyards all contribute to a sense of community. Suggested ways to add vibrancy and visual interest included increasing the use of colour, solar panels, and rainwater harvesting.

**Design guidelines should provide general parameters and focus on the intent of the policy** – while supporting creativity within each project to design something unique.

**More opportunities for engagement and conversation are welcomed.**

Below are a selection of responses from participants following neighbourhood engagement sessions:

*"I learned so much on the walks, I would like to see these be included when other pending changes happen when rezoning occurs as opposed to simply attending a council meeting."*

*"I think the best solutions are generated through thoughtful, informed discussions. Community engagement opportunities promote a higher level of dialogue."*

*"I think it would be good to build these kinds of things into planning or just for communication and information more often than at OCP process - like pick a neighbourhood and do one a year - I have been telling my friends about how much I liked it and I think more regular things like this would create more informed residents which is a good thing!"*

*"If possible having more walking tours would be nice. It filled up so quickly and we are a large area."*



# PART 1

## IN-PERSON WALKSHOPS



Walkshop participants engaged in a physically distanced discussion.

## PURPOSE

The purpose of the in-person “walkshop” was to provide a unique opportunity for residents to offer input on location specific topics and directions at the neighbourhood scale. Specific objectives were to:

- Seek input on how to bring the draft vision, goals, and growth concepts to life in neighbourhoods, including how to guide the local “look and feel” of that growth;
- Enable mutual learning about the neighbourhoods, in which residents learn about planning opportunities and issues from City staff, and City staff learn about neighbourhood assets, issues, and aspirations from residents; and
- Build understanding of the lived experiences and unique needs and aspirations of equity-seeking groups in the neighbourhoods.

## PARTICIPANTS

Each walkshop consisted of a maximum of 10 members of the public, two City staff, a Councillor and a member of the Advisory Committee in each group. All participants were required to preregister for the event through Eventbrite. Each session was facilitated by City staff. All participants walked along pre-determined route as a group. Participants were asked to review materials prior the event to be better prepared for the event. While themes tended to focus on neighbourhood form and character, natural environment or transportation, all groups were prompted to look at the current built environment through a social-equity lens, as equity-seeking demographics have been underrepresented in the process.

Everyone was welcome to attend; however, it was expected that residents would attend the neighbourhood walkshops for the areas they spend the most time in (whether they live, work, study, or play in the area). The exception were the Downtown and Airpark sessions, recognizing that these parts of the city in particular hold special interest for residents from around Courtenay.

## APPROACH

Each walk-shop had a slightly different focus as each neighbourhood has unique characteristics. Staff provided brief presentations at pre-selected locations and participants were able to ask questions of City staff, Council, and Advisory Committee members as needed.

Themes included, but not limited to:

- Neighbourhood physical form and character
- Infill development (basement suites or secondary residence)
- Park and recreation
- Natural environment
- Walkability, cycling and public transit
- Community safety
- Age-friendliness
- Opportunities for art

Key questions that were explored on the walkshop:

- What are the assets of this area?
- What do you like about this neighbourhood and wish to see protected?
- What are the issues in this area? What do you dislike and want to see addressed?
- What are your aspirations? What are your wishes for this area?
- What form and character are appropriate for this area?
- How can we bring the OCP Vision and Goals to life in this area?

## HOW INPUT WILL BE USED

Input will be used to finalize the draft vision, goals, and growth concept, and to inform the development of OCP policies and Form and Character Development Permit Area Guidelines.

The following pages offer a summary of key takeaways from each walkshop.









## City of Courtenay Official Community Plan Walkshops

3A. Courtenay McPhee Ave. & 17<sup>th</sup> St. Neighbourhood  
Tuesday October 27, 4:00-5:30pm



### How can we bring the OCP Vision and Goals to life in this area?

- Net-zero greenhouse gas emissions by 2050;
- People at the core of community decisions with a focus on equity and reconciliation opportunities;
- Developing within existing urban centres and neighbourhoods for walkability and maximizing existing servicing;
- More housing choices such as rentals, suites, townhomes and apartments;
- Transportation investments that support walking, cycling and transit;
- Strong neighbourhoods with unique character and identity;
- More space for and time in nature as part of all neighbourhoods;
- Productive community relationships with the City;
- Economic recovery and success that is ecologically and socially responsible and emerges from our community's values and sense of place.

### Consider these “form and character” features as you share ideas about the ideal “look and feel” for this area:

#### Neighbourhood Characteristics

- |  |                                  |
|--|----------------------------------|
| ➤ Natural features (water, creek, trees, forest, etc.) | ➤ Sidewalks and cycling lanes    |
| ➤ Housing types  | ➤ Street lighting                |
| ➤ Lot shape and street pattern                         | ➤ Landmarks                      |
| ➤ Road widths and uses within the road right of way    | ➤ Local art and culture featured |
| ➤ Street trees, raingardens and boulevards             | ➤ History                        |
| ➤ Parks, open spaces and places to meet neighbours     | ➤ Demographics                   |

#### Lot and Housing Features

- |   |                                       |
|---|---------------------------------------|
| ➤ Building Height   | ➤ Architectural style                 |
| ➤ Building massing, dimensions and size                     | ➤ Location of porches and decks       |
| ➤ Distance between buildings                                | ➤ Style, size and location of garages |
| ➤ Building orientation (front, side and rear yard setbacks) | ➤ Roofline pattern                    |
| ➤ Lot size, coverage  | ➤ Façade details                      |
| ➤ Location of driveways and walkways                        | ➤ Trees and landscaping               |
| ➤ Building materials, colours and textures                  | ➤ Fencing                             |

### A City for Everyone! (re-evaluate our community from a different lens)

Let's think about how to ensure this area feels welcoming and safe for everyone in our community with special attention to the particular needs of:

- |                         |  |
|-------------------------|--|
| ➤ Children and families | ➤ Equity seeking groups including low income, recent immigrants,                       |
| ➤ Seniors               | indigenous, black, person of colour, youth, females, LGBTQ2, person with disabilities. |



## 1. COURTENAY AIRPARK

- Current challenges: congestion - cyclists, people with dogs, children, strollers, electric carts etc.; Homelessness has increased recently; Invasive plant species – need to consider the sensitive location of the biodiversity when building in this general hub area; Need a crossing at 5th St. so the entire Riverway is universally accessible.
- General feeling that Trumpeter Landing is an example of density (4 storeys) done well. Abundant landscaping and good urban design.
- Appreciation for Riverside Lane and the narrow width, no street parking and urban frontages (massing, design, setbacks).
- Riverstone development (condos) massing is too large/unvaried.
- Mansfield Drive is an opportunity for placemaking on street, formalizing existing parking, making more people oriented.
- Expectation from the participants that density will come; 5 storey precedent of the Whistlestop application will inform the rest, but preference for 4 stories.
- Community small craft airstrip is a unique asset in BC: tourism, transportation, provides repair services (income), emergency services support (only landing site on west side of river).
- Car oriented nature of Cliffe Ave. with businesses and car parking in front – potential solution for massing and height closer to street with parking at back.
- Association's vision is to keep nonprofit, not turn into a commercial enterprise. Wishes for land use designation rendering their use permanent.
- Airstrip feels exclusive – how to make it more welcoming to general public. E.g. paddling storage and events held on site to invite the public use.
- Development of Kus-kus-sum will increase recreational usage and tourism. Both sides of the River and Bay need planned development that result in sustainable usage of this unique attractive and health restorative green area. Appropriate and contributory businesses only. Both sides of the River and Estuary need a plan to enhance public use while protecting ecology.





## 2. TERMINAL ADDITION

- New Development on 2nd Street
  - A past-proposed 8-unit (two fourplex) rezoning application was beyond neighbourhood acceptance.
  - Accepting on-street parking as overflow in lieu of dedicated parking shouldn't be considered acceptable from the beginning.
  - Lack of design guidelines creates uncertainty and anxiety.
  - New development is welcome, but needs to be sensitive/cohesive to the overall neighbourhood character.
  - The building on the site is working well.
  - Neighbourhood form and character
  - Neighbourhood character based on 1912 subdivision is unique. It should be respected and kept.
  - Mature trees (i.e. on 2nd street) to be considered as community heritage asset.
  - Replanting tree should be encouraged, but recognized that maintenance is a challenge for the City and property owners.
  - Current zoning (R-2) mismatches with what exists and does not work (lot size, setback, a house straddling two lots, additional parking requirement in small lots, loss of front yard as a result of parking etc.), so renders redevelopment difficult (variances, lot consolidation become required).
  - Consider rezone to R-2B (same as Old Orchard).
  - Same design guideline with Old Orchard is strongly desired.
  - Fence height impacts walkability and overall feeling of the neighbourhood.
  - Keep alleyway safe.
  - Maintain original lot size and limit/prohibit lot consolidation.
  - Interested in secondary housing opportunity for smaller lots (i.e. R-1E) as many cannot accommodate secondary units currently due to lot size (greater than 1250m<sup>2</sup>).
  - Certainty with respect to future development will ease the tension.
- Social Considerations
  - Close to several social housing units (south of 5th Street).
  - All must co-exist. On-going communication among all actors, community acceptance, and monitoring/management action by organizations is key.
- A local area plan: The Idea of conducting a local area plan for this neighborhood was thought to be a great idea. More local area plans should be conducted, in most parts of town that have some sense of coherence.
- Street trees and boulevards. Large historic street trees line many of these streets, while new development that has occurred on the opposite side of the street is completely devoid of new street trees that will someday grow into majestic old ones. Street trees and boulevards are recognized as important parts of small pedestrian communities.
- Sidewalks on one or both sides of the street. It is acknowledged that new street construction with sidewalks on one side only is a budgetary decision that disregards the pedestrian experience while ironically maintaining costly vehicle infrastructure.
- The width of local residential streets. Why are we making residential streets so large when many of them have almost no traffic, and zero requirements for parking? There are incredibly wide streets in this neighborhood which is very old, and we continue to do it in some of our newest subdivisions. This is not consistent with the climate goals of the OCP.
- The pros and cons of back lanes, alleyways. Back lanes are not regarded as the incredibly important features that they are. Not everybody understands how vital they are to the creation of vibrant multi-functional communities.
- Laneway houses, coach houses, carriage houses. These were acknowledged as highly successful, small scale strategies for densification with an existing residential neighborhoods. They can be targets for NIMBYism (Not In My Back Yard) nonetheless.
- The rail corridor lands. What should be done with the old railway Corridor? Many would like to see the rail line re-established between the north island and Victoria, while many others would like to see it simply converted to a linear park with bicycle paths and walking trails.







### 3. MCPHEE/17TH STREET

- Rules and policies to focus on the intent (one-storey, peaked roof, etc.), rather than detailed design.
- New buildings should be sensitive to the existing context.
- Natural environment is critical to maintain.
- Increased density if it provides affordable housing options.
- Mature trees contribute to unique urban habitat and neighbourhood character.
- Maple Park could be improved.
- Ample street parking - most felt that was unnecessary and wasteful.
- Roadways are too wide. Treed boulevards an option to increase the canopy.
- Mixed use areas are welcomed by most.
- Allowing a wide range of businesses in I-2 can attract businesses and potentially create more jobs. I-2 offers potential opportunity for additional height.
- Single-family lanes and deeper lots offer an opportunity for infill.



## 4. LOWER RYAN ROAD

- Need for improved transit, cycling, and walking infrastructure in this area. Positioned as a social equity investment priority. Need to improve safety at intersection crossings.
- People generally supportive of the density types along Braidwood. A mix of densities, styles, ages, tenures.
- When discussing 5 storey rental project at 1025 Ryan Road, building height was generally not a concern in this group in this area.
- 925 Braidwood's location - challenge for seniors housing given lack of seniors oriented amenities and poor walking conditions in the area.
- Need for park amenities in the area. There are some remaining vacant parcels or could City require of new developments?
- Need for public connectivity through the deep lots along Ryan Rd. Need for places to stop/benches. Walls and fences have been increasingly added in this area with new development – harder to walk from surrounding neighbourhoods.
- Existing and new development proposals in the floodplain. A very complex topic as multiple values, jurisdictions and transportation corridors in this area. Needs more examination.
- Higher energy building step codes should be followed because affordability of housing should be based on ongoing/monthly costs.
- New apartments at 911 Braidwood are cramped; no storage.
- Need for more restaurants in the area.
- Need for multi-generational housing.



5

Ryan Road

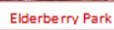
Lerwick Road

Back Road

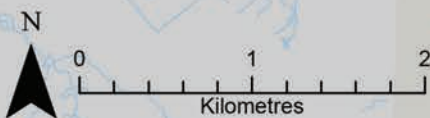
Veterans Memorial Parkway

K'ómoks First  
Nation Reserve

K'ómoks Estuary



*Upper Ryan Road Walkshop Route.  
Please note that this may have been modified during the actual walk.*





## 5. UPPER RYAN ROAD

- Trails are well designed and maintained. However, park spaces for kids play or gathering are lacking.
- Mature trees along Ryan Road are appreciated and add character to the neighbourhood.
- New development should fit the neighbourhood using similar materials and volume, roof pattern.
- Basement suites are generally acceptable - their design matters.
- Rate of change in this area feels high. Proactive local area planning would be appreciated.
- Transportation and traffic considerations a serious concern along Lerwick Rd between Mission Rd and Ryan Rd. Detailed transportation planning needed in this area.
- School capacity and housing development should be better integrated to ensure kids can walk to school. Concern over lack of local school capacity.
- The major roads are unpleasant to walk and cycle and yet there are many pedestrians and cyclists in the area. Need for better active travel facilities.
- Future growth should create clearer buffer and transition guidelines for integrating new development with existing character and uses.



## 6. HARMSTON AREA

- Mix of housing options desired, including owners and renters, family friendly units, ability to age in place.
- Group generally recognized that more density is appropriate in this area.
- Walkability is important. Would like traffic calming along McPhee, make more of a place with more of a landscaped buffer. Rail line acts as buffer- great opportunity for arts walk and mural zone.
- Transitional densities, with higher building heights on corner lots.
- 5th Street new development (5 character four-plexes) are viewed as good development, good transition between character area (old orchard across the street) and a higher density vision.
- Rear lanes - an opportunity for a diversity of uses. Places for people to interact, kids to play, residents to walk through the neighbourhood, in addition to parking.
- Importance of arts and culture - desire for an arts/ culture/maker space/light industry in the area. New development should be affordable for artists.
- Support for live-work, including more height and density in I-2 areas.
- Courtenay Commons - people centric, vibrant, public place. Attractive infill housing that is urban but still Courtenay. Civic plaza, expanded community gardens/urban ag, performance and play space, expanded urban forest canopy, First Nations culture, green innovation, higher density housing around the park.
- Discomfort with minimum parking standards – would prefer vehicular use disincentivized especially close to downtown. Need to re-think approach to parking in new development.





## 7. LAKE TRAIL AREA

- There is already a mix of housing in the community. Diversity of options appreciated: apartments, small houses, mobile homes, patio homes, new townhouses.
- Long rectangular lots - opportunity to increase density in the older neighbourhoods. Also an opportunity to increase tree coverage, planting, gardening.
- Current neighbourhood character should be maintained.
- Interest in taller buildings along Lake Trail Road. North side has Arden Creek so shading would not affect neighbours.
- Support for allowing detached secondary buildings on smaller lots than currently allowed. Lane allows direct access to secondary residences without disrupting traffic along major road.
- Future development needs to consider the unique natural assets in the area, such as mature trees and Arden and Morrison Creeks.
- Need to make walking and cycling more convenient. Lake Trail Road in particular needs improvement.
- Transit in this neighbourhood is inconvenient... however, density supports transit service, so let us focus on increasing density. Traffic management is also important, including how parking affects the street character.
- The neighbourhood offers a lot of amenities including proximity to services and community facilities.
- Lake Trail is a community school which offers a unique opportunity to the neighbourhood to provide community-defined services and amenities. A campus plan is needed. Climate leadership should be shown.
- Space for kids is very important in this area. Quieter streets need to accommodate kids playing and newer stratas need more open space.







## 8. GREATER DOWNTOWN AREA

- Needs:
  - A larger grocery store or food hub
  - Green spaces
  - More affordable housing – 3-4 stories
- Community members appreciate:
  - Some of the newer buildings (e.g. the 'Extreme Ends' hair salon façade)
  - Walkability; approachable scale; quaintness, community vibe
  - Old orchard character
  - West coast look (e.g. Library façade)
  - Arts/culture places and the Duncan Commons concept
  - Boutique feel, variety of services/shops
  - Visitor pride
  - Is a centre
  - Patios
- Sandwich boards on 5th street impede mobility.
- Really value the murals. Could we have more?
- Offices don't feel appropriate on ground level 5th street (e.g. realtor office). Night life is challenging to keep sustainable. Independent businesses generally want to go home at 5 pm. Need a mix of restaurants, bars and shops open late
- More investment in pedestrian experience desired, such as: wider sidewalks, weather protection, decorative paving, street furniture, street trees, curb bulbs.
- Discussion around the role of parking in the Downtown Core:
  - Need to reduce car dependency without negatively impacting businesses; prefer underground;
  - Choice of how people get downtown is a worthy goal. Bike parking needs to be better.
  - Parking pricing will require further examination and discussion.
- Transit hub near Courthouse.
- Duncan Commons: Still of great interest for public plaza.
- Traffic - need for comprehensive study to inform future interventions, including participant support for closing 5th as pedestrian street and Duncan Commons.
- The River - strong desire to connect more to it with better uses.
- Density and building height discussion:
  - Taller buildings focused along major corridors
  - Transitional heights
  - Use of topography
  - Infill housing throughout
  - Zero lot line rowhousing as a popular typology
  - Use of natural materials appreciated
  - Matching character of existing neighbourhood
  - Move utilities underground



## 9. EAST COURTENAY

- General agreement that secondary suites and other infill should be encouraged to address housing needs and accommodate future growth without expanding municipal footprint.
- Allowing legal secondary suites (including basement suites) would reduce the problems created by illegal suites, including on-street parking.
- If secondary suites or other infill are permitted/ encouraged, a critical caveat should be property owners reside in one of the units.
- Density can be increased in the area, if the current form and character, nature, green space, are maintained.
- New development should limit impact on creeks and urban forest canopy. Residents appreciate streamkeepers' effort.
- Opportunities on longer lots for infill housing - including carriage homes and subdivision to smaller lots. Opportunities for townhouses/3-4 plex along Back Road.
- Mature trees are an important character defining element in the neighbourhood. Parks and trails are wonderful and add value to the community.
- Pan handle lots - opportunity for row housing.
- Incentives to encourage higher density are needed.
- Need for established design guidelines for any increased density, including carriage homes.
- Intensification should occur along major roads.
- Strong desire to maintain neighbourhood character.





## 10. SANDWICK AREA

- Multifamily density could be supported along major roads like Dingwall Rd. and Muir Rd. Mayorsthorpe development seen as good urban design.
- Pedestrian connectivity is poor from Sandwich residential area to commercial areas below.
- General support for basement suites in most of the areas, with owner-occupied requirements.
- Group generally supports infill to support wider affordable housing. Rural character is very important in the Suffield and Lupton Rd areas, less support for infill.
- Urban road standards would be appreciated along major roads like Muir and Dingwall
- Retaining even small pockets of nature is very important as infill occurs.
- Discussed if the OCP should include limits to growth, but overall recognized our community is growing and that we do need to find a way to accommodate new residents.



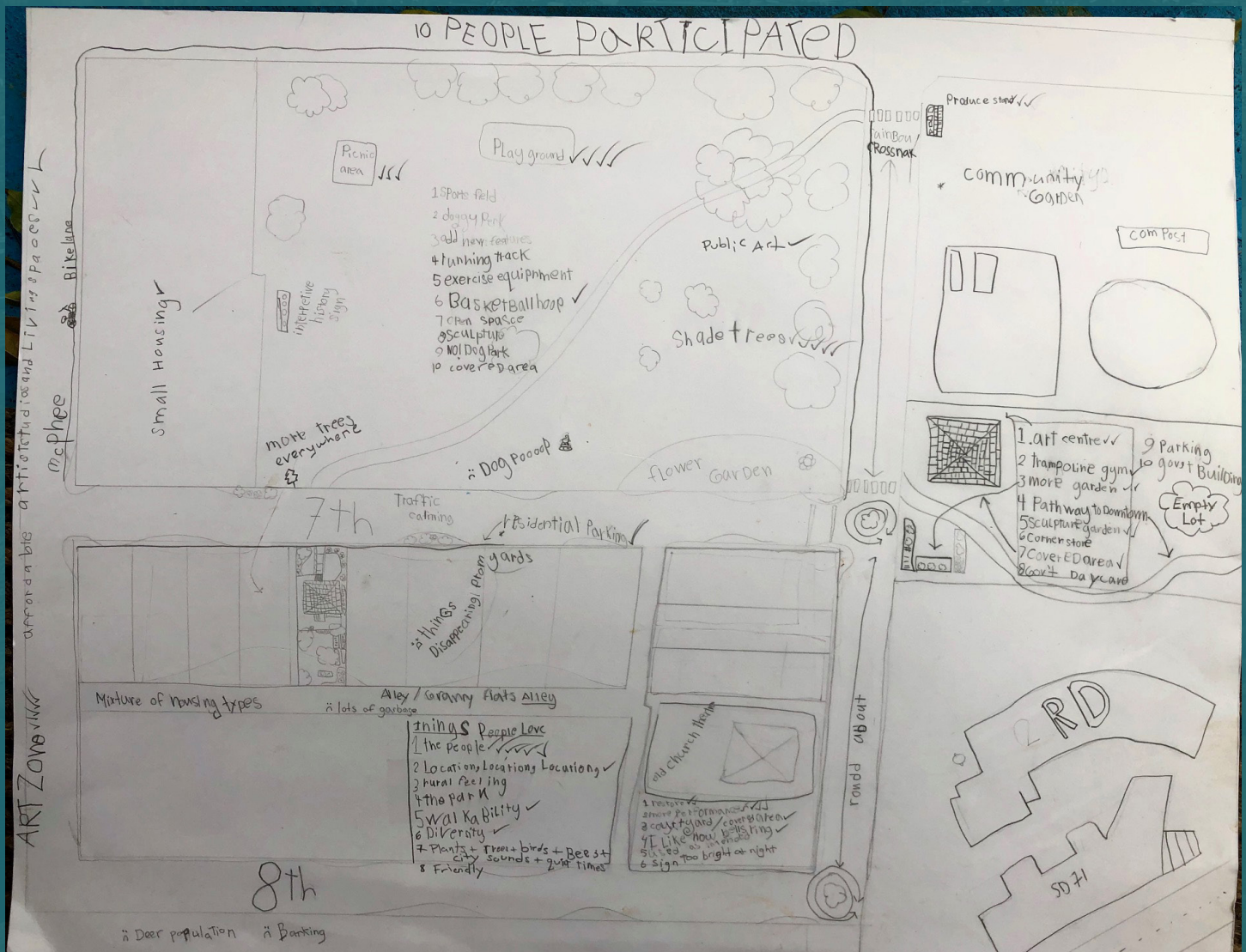


## 11. HEADQUARTERS AREA

- Residents appreciate the rural aesthetic and do not feel the need for an urban road standard along Headquarter Road.
- Area is a major regional destination hub, with the biggest high school in the region, a rec centre (ice rink), exhibition grounds that hold regular large-scale community events, including the curling rink and farmers market.
- Wider shoulders desired for road around the farmers market as there is increased traffic and the route is also very popular with recreational cyclists on those days.
- Increased transit would be appreciated on farm market days.
- Important to provide sufficient natural buffer between new development and adjacent smaller properties - could make higher density acceptable. Need to protecting other environmental values, including creeks and existing forests.
- Glacier road is quiet, pedestrian (the student path), desire to keep it that way especially as it's a dead-end street.
- Observation that there are beautiful large homes, some recent, well maintained.
- Regional Growth Strategy - direction to focus growth in municipal areas therefore developing this area is in support of the RGS.
- Equity and affordability acknowledged as important. Concern of displacing the low-income residents.
- Potential support for carriage homes in the area - an opportunity to clarify intent and extent of infill and development moving forward.
- Opportunity for multi-use, higher density, net-zero development closer to the urban centre that preserves natural character.
- If any density were to occur, focus on the Headquarters Road access lots.
- Lands downslope of Headquarters Road are mostly within the floodplain and therefore not the topic of intensification of use.

# PART 2

## VIRTUAL WORKSHOPS



The above diagram was created by a young resident of the Harmston Park area, capturing input from both the in-person walkshop and conversations with neighbours. This map highlights future opportunities for the neighbourhood and was used as a conversation starter in the virtual workshop session.

## PURPOSE

The purpose of the virtual workshop was to provide opportunity for residents to offer input on OCP topics and directions at the neighbourhood scale. The virtual workshop was intended to complement in-person workshops; however, was distinct so that residents can participate in both should they desire to do so. Specific objectives were to:

- Seek input on how to bring the draft vision, goals, and growth concept to life in neighbourhoods, including how to guide the local “look and feel” of that growth;
- Enable mutual learning about the neighbourhoods, in which residents learn about planning issues and directions from City staff, and City staff learn about neighbourhood assets, issues, and aspirations from residents; and
- Build understanding of the lived experiences and unique needs and aspirations of equity-seeking groups in the neighbourhoods.

## PARTICIPANTS

Everyone was welcome to attend; however, it was expected that residents would attend the virtual meetings for the areas they spend the most time in, home, study, work or play. The exception were the Downtown and Airpark sessions, recognizing that these parts of the City in particular hold special interest for residents from around Courtenay.

## HOW INPUT WILL BE USED

Input will be used to finalize the draft vision, goals, and growth concept, and to inform the development of OCP policies and Form and Character Development Permit Area Guidelines.

## WARM UP EXERCISE

As a warm up exercise and to quickly collect valuable baseline information, participants were asked to provide input in the chat box in response to two questions: “What do you cherish about your neighbourhood that you want to see protected into the future?” and “What is an issue that must addressed in this neighbourhood?”

Responses to these questions have been threaded throughout the following section. Verbatim comments for each session can be found in Appendix B.



## VISION & GOALS

This was an interactive discussion in which participants were asked: “What are your ideas for bringing the city-wide vision and goals to life in your neighbourhood?”

### 1B. COURTENAY AIRPARK

- **The airpark provides a unique and eclectic use** that many residents would like to see preserved in the future.
- **There is a general desire to expand the mix of uses**, with different activities along the waterfront. Examples include cafes, children play spaces, small scale local serving shops, and kayak rentals. New uses should respect ecologically important areas.
- **The airpark should respect and preserve existing natural areas and habitats.** Existing wild spaces should be kept wild and any opportunities to transition already developed areas to more a naturalized state should be explored – as this is an important ecological area.
- **New development should expand new green space** and respect the flood plain. Any new interventions that address flooding and sea level rise should also be enjoyable spaces that are attractive to look at and experience.
- **Views in this area are important** – mountain skylines, views of the estuary.
- **There is a desire and opportunity to amplify places to gather**, for both residents and other beings, including wildlife. For example, benches along the walkway, play spaces, green spaces, and a trail network integrated with wild spaces.
- **The walkway is currently well used by many**, however there are concerns around safety between pedestrians and cyclists. With increased development and use, strategies to ensure a safe and enjoyable experience by all will need to be explored.

### ILLUSTRATIVE COMMENTS

*“To respect that is it on the flood plane. Any future plans should pay attention to the rising water level through use of best practices in design to make it visually pleasing and not just rip rap and concrete walls.”*

*“I cherish the nature and the beauty of the Airpark and would like to see it protected by keeping it the same and by encouraging growth of native plants and trees. I also cherish the land use including the airport and runway.”*

*“Keep it as wild as possible, with any further habitat restoration deemed wise by biologists.”*

*“Long-term, my view would be to get rid of the airport/runway aspect. There is a lot of prime habitat currently used up by the airstrip and plane storage area by a relatively few people, compared to the thousands of beings that would use it if it were rehabilitated to marsh, meadow, picnic areas... a mix of habitat and community use.”*

*“Sometimes electric bikes speed through the pathways creating danger to pedestrians and their children and their dogs.”*

*“I’m also a cyclist, and agree that Cliffe is very dangerous and I’d rather be on a paved pathway totally separate from roadways. I also use a bell to warn people that I’m coming. I think it would be a good idea to restrict bikes to the outer (further from river) portion of the Airpark loop, and potentially have a separate bike lane (pave it a bit wider to allow for this)”*

*“I also kayak and cart my boat across the street and put in right by the playground. This is a great place to enjoy the water and bird life.”*

### 3B. MCPHEE/17TH STREET

- **Wide streets present an opportunity to re-imagine what is possible in the neighbourhood.** For example, wide streets such as 14th St. offer an opportunity to plan more street trees, add cycling lanes, more accessible pathways, and safer street crossings.
- **Water should be integrated throughout green spaces to improve the overall watershed health.** Rainwater should be infiltrated through retrofits (e.g. rain gardens on private property and in the street right of way).
- **Allowing small amounts of small livestock would improve food security in the community.**
- **Maple Park is currently an underutilized space that would benefit from ongoing maintenance and plantings.**
- **More housing options are needed in the neighbourhood, including accessible units for seniors and stable rental housing.** Densification and multi-storey buildings were identified as necessary to provide this. Low-rise apartments in Harmston were offered as a precedent.
- **Tiny houses were identified as a viable form of housing - the 40s Houses 'Other Houses' as local precedent.** Secondary dwellings were framed as an opportunity to bring the community together and to share with others, encouraging other family members to live nearby.
- **Opportunity for greater engagement with neighbourhood anchors, such as Courtenay Elementary and the Wachiay Friendship Society;** partnership for community events, such as renewal days or community walks.
- **Opportunity for a community arts hub to bring people in to the neighbourhood and support visible community activities that animate street life.** This could include outdoor gathering spaces and other low-impact creative workspaces/living spaces that offer a mix of uses – Tin Town was identified as a successful local precedent.
- **Lighting of pathways could improve safety at night, while limiting light pollution impact on night sky and habitat (e.g. ground level lighting).** Opportunity to manage native plants and educate public of species along pathways through signage.

### ILLUSTRATIVE COMMENTS

*"Rainwater collection ought to be a requirement on all new builds... and maybe a subsidy for retrofitting (like the old toilet trade in program)"*

*"I like the fact we have small low profile houses but I would like the chance to increase density by infill housing e.g. tiny houses"*

*"great ideas... actual neighbourhood gatherings have been lost along the years, and ways to be physically connected with no barriers are so good for community building... then folks start to look out for one another, and communities become safer and more alive."*

*"It's a perfect area for a community arts centre with outdoor gathering space... and other low-impact creative workspaces/living spaces."*

## 4B. LOWER RYAN ROAD

- This neighbourhood was described as **currently one of the least walkable areas in the city**. There is a need for improved pedestrian safety, particularly around entrances to shopping areas.
- **Ryan Road was identified as a barrier for anyone not in a vehicle**. This corridor will need to balance citywide travel with the livability of adjacent neighbourhoods.
- Participants highlighted a need to **re-think current commercial areas for other mixed uses**. Is this a regional shopping area or more of a neighbourhood area that encourages mixed-use, higher-rise (3-4 storeys) with ground floor retail?
- Multi-unit buildings (apartments/condos) **should include spaces for a shared garden**, to both grow food and build a sense of community among residents. **Agricultural Land Reserve (ALR)** land within the neighbourhood was identified as an opportunity for small scale gardens that are close by and easily accessible to residents.
- **Higher density development needs to be accompanied by more green space within the neighbourhood**. This could include places for walking and sitting amongst trees, small pocket parks, or rooftop gardens for building residents. The apartment building at the bottom of Braidwood was identified as a precedent due to its large community garden.
- Some areas in the neighbourhood were suggested **could revert back to a natural state to mitigate flooding issues**. No specific locations were identified. Kus-kus-sum was suggested as a local precedent.
- **Opportunity to expand provision of community services in the neighbourhood through future development**, including youth and young adult services, a food bank, or public health clinic. Future developments could offer housing that includes community services and support.

## ILLUSTRATIVE COMMENTS

*"I agree with focusing more on multiplexes than larger homes with suites and detached small homes on the property, for this area particularly."*

*"If apartment/condos are built in the area there should be room for every resident to have a bit of land in a shared garden."*

*"Buildings with commercial space underneath, residential areas above could be topped with rooftop gardens to make gardens accessible and keep them protected by only allowing access to the garden by people within the building".*

*"Growing mixed use hub with what I think are great new residential developments on Bradenwood."*

*"I love the idea of increasing the energy efficiency of buildings to make living more affordable."*



## 5B. UPPER RYAN ROAD

- **Access to public transit needs to be improved in the neighbourhood.** Current challenges include insufficient service, inconvenient routes, and limitation of only two bicycle spots on the bus.
- **Pedestrians safety is a community concern.** Lerwick Road currently divides the neighbourhood in half, creating a physical barrier when walking or cycling. Lowering speed limits on major roads, including Lerwick, Ryan, and Memorial Parkway was proposed as one solution. A pedestrian and cycling overpass was proposed as another solution to better connect the neighbourhood.
- A comprehensive approach to planning active transit infrastructure was suggested to **improve overall connectivity of the cycling network.**
- **More destinations and gathering spots needed in the neighbourhood.** This could include a convenient spot to sit, relax and enjoy the view – ensuring that not all spaces require a commercial transaction to be enjoyed – such as coffee shops.
- **Opportunity to build on existing strong family friendly neighbourhood by increasing diversity of housing options,** including smaller units oriented to single households, such as students at North Island College, balanced with larger, family-oriented housing choices.
- New development **should support a visual transition from single detached housing to multi-unit buildings;** several local precedents were shared through this discussion, including the Cubes Comox Valley and Heritage Gate Townhomes. Participants appreciated the visual appearance of townhouses.
- **New development should target tiers 3 and 4 of the BC Energy Step Code.**

## ILLUSTRATIVE COMMENTS

*“Walking trails and retained rural feel. Can hear owls, frogs, cows etc. from our house. Would love to have more trails and preserved agriculture/green space. Yes to walkability.”*

*“Mixed use should be considered... like the Cubes... business below, life above.”*

*“Need better access to buses.”*

*“There don’t seem to be any “gathering” spots in this neighbourhood.”*

## 6B. HARMSTON PARK

- **Future neighbourhood planning should limit sprawl** by supporting the right aesthetic and feel of compact, higher density development.
- **Need to limit mature trees being cut down and preserve biodiversity in older established yards and laneways.** Increase the permeability of surfaces and reduce the greenhouse gas emissions associated with materials, such as limiting concrete paving in front yards.
- **Harmston Park presents an opportunity to diversify the park's uses,** including more programming, seating, and activities. The Edmonton Green Shack Program was identified as a precedent, which provides supplies for kids to play and supervision from a youth coordinator. More diverse experiences for play, for example tires, hammers, and logs, are desired. Garden City Play Environment in Richmond, BC was suggested as a precedent.
- **The light industrial corridor** offers an opportunity to support noisy and messy activities, such as artist and music spaces. Future planning should preserve existing industrial land while expanding opportunities for creative spaces and diverse uses. Natural Pastures Cheese Company was identified as an example of a great fit for the neighbourhood. The rail line could evolve into a small, local serving commercial centre that includes live/work spaces, cafes, studios, or a grocery store, all within walking distance of residents.
- **Importance of connections in streets and alleyways.** Slowing down traffic was highlighted as a solution to create more pedestrian friendly streets, combined with a need for safer crossings in the neighbourhood.
- **Opportunity to reimagine the neighbourhood to provide a greater mix of additional housing options through redevelopment.** The City's works yard and large lots in the neighbourhood were identified as opportunities for redevelopment. Conversion of single detached houses to multi-units that fit existing character of neighbourhood; addition of laneway housing, garage housing. An example of five fourplexes on 5th Street that were previously one single detached house was highlighted.
- **Orchard Village and Creekside Commons were identified as strong local precedents** for their mix of unit sizes and styles (e.g. 1-bedroom accessible units mixed with larger 3- or 4-bedroom family units).
- **Recent fourplexes were identified as challenging for families since many are only 2 bedrooms.**

## ILLUSTRATIVE COMMENTS

*"I have a 10 year old at home, so part of the challenge is getting kids out of their houses to meet each other. Maybe a play ground or play sessions in the park would help."*

*"Underutilized park. Older housing stock needing upgrading. Railway tracks divide area, remnants of industrial use taking up prime locations."*

*"Creating proper paths across the tracks from Piercy and 10th. to McPhee. I walk there often, but its a pain to have to cross the tracks."*

## 7B. LAKE TRAIL AREA

- **Need to create safe bike lanes and pedestrian walkways suitable for children and seniors, including those on scooters.** Safety of intersection crossings to the community school need to be improved. Need to explore opportunity for physical separation of spaces beyond painted lines.
- **Need for a comprehensive neighbourhood plan** that addresses community-wide needs and issues through development, including traffic congestion and provision of green spaces and children's play opportunities.
- **Opportunity to redevelop and densify the neighbourhood** to provide greater housing options while protecting greenways and green areas. Allowing subdivision of large lots to increase housing supply and affordability.
- **Limited options to access daily needs without a vehicle in the neighbourhood.** Encourage mixed-use development (e.g. 4 storeys) with full-service grocery store at the ground floor and residential above. Ensure the scale of grocery store is aligned with neighbourhood – explore zero-waste and co-op models.
- **Encourage corner stores/convenience stores to provide more fresh produce** and explore opportunities to support growing vegetables on commercial properties.
- **The neighbourhood would benefit from new, diverse spaces for people to connect and come together.** Lake Trail Community School was identified as a community hub, with opportunities to strengthen management of important protected habitat (Morrison Creek) and to create a community garden as a school farm.

## ILLUSTRATIVE COMMENTS

*"Green spaces, wildlife, trees. Community, friendly, relaxing, pleasant place to live."*

*"Small schools which present unique programs."*

*"Ability to cycle as transport, and access to nature."*

*"There needs to be appropriate densification to allow for affordable housing. Improved cycling routes and lanes. Commercial area that encourages a full service grocery store."*

*"Creating sense of community - staying affordable, enabling small shops, amenities, safe cycling and pedestrian use."*

*"Those long lots along Willemar are such as asset. Need to stop the clearances along Arden, and do real small scale infill."*

*"If you can incorporate using rescued buildings - ie Nickel Brothers to fill vacant lots - the smallest old cabins that can't be kept - or add to existing house - especially if you lift up and put first floor under the house - such a good way to recycle the materials used in the old house, increase density, triple win."*

*"The area has a lot of different styles - some heritage, some newer - want to avoid too fancy - there are lots of townhouse style - the Habitat for Humanity is really good design."*



## 8B. GREATER DOWNTOWN AREA

- **New development should reinforce existing heritage and character.** Buildings should be people scaled, honouring existing street aspect ratios.
  - Concerns regarding taller buildings were shared by residents – including increased real estate values, impact on existing character, shading of surrounding spaces, and concentrating winds. Participants suggested that taller buildings should be located along busier streets and that other options for densification should be explored – including infill.
- **Build more parks, not parking lots.** Downtown would benefit from more places to sit and spaces for children to play. Existing trees should be preserved, and street trees should be integrated with parking.
- **Placemaking at all scales** – an opportunity to create spaces that are lively, attractive, and bring people together. Ideas that were shared include small outdoor theatres, gazebos, picnic tables for people who work Downtown, places to sit down and have a coffee with some friends. Previously unprogrammed spaces can also be activated by residents through minimal or no interventions (e.g. chess players).
- **Alleys and laneways – present an opportunity for activation.** Through zoning and thoughtful design guidelines, these areas could support lively places off the main street. Local precedents, including Mudsharks and Gladstone Brewery, offer safe spaces enlivened by local restaurants and businesses.
- **Consider and support both daytime and nighttime activation.** During the day - outdoor activity, shops, restaurants, community gathering places. Evening - could be different; opportunity for live music, arts; keep the downtown alive in the evening.
- **Mix of uses in the Downtown area** should be designed and planned so that residents can live there without feeling disrupted by activities.
- **Comprehensive transportation planning needed to ensure all residents have equitable access to Downtown.** Support for other modes of transportation, including walking, cycling, and transit, could enable a better use of spaces Downtown – through reduced parking and potential opportunities to close off some streets (e.g. pedestrian days). Specific suggestions for improved active transit access included:
  - Secure bicycle parking near businesses;
  - E-bike charging stations;
  - Safe intersection crossings, and
  - Limiting/slowing of vehicles.
- **The Downtown should welcome everyone.** Planning and design should foster a sense of inclusion within the Downtown community.
- More housing opportunities are needed to enable more people to live Downtown – **in balance with ongoing challenge of gentrification and housing affordability.** Affordable, subsidized housing is also needed.

## ILLUSTRATIVE COMMENTS

*"Small city ambiance - no box stores, local owners. Places for seniors to rest; mixture of commerce and culture ie SID and Art Gallery with shops."*

*"Affordable and accessible housing, more residents to enliven and make the spaces safe at night."*

*"Agree to pedestrian streets and also some housing above commercial - 2-3 floors - low rise"*

*"Low rise - 2-3 stories, maybe 4 on north side of streets."*

*"Don't forget electric carts and vehicles in the transportation planning."*

*"I'm not a big fan of taller buildings for environmental reasons, but larger carbon footprint of construction and negative effects on surrounding roads and sidewalks such as shading and concentrated winds."*

*"People scale is critical and this is accomplished by preserving street aspect ratios: width of street to height of street wall."*

*"Don't forget heritage aspect - that is what partially makes the area unique."*

*"More eyes on the space, such as porches, helps to make it feel more private."*

*"Community gardens certainly create community. People interact, share seeds, share cuttings, share food plants, etc."*

*"Urban areas might have more of a "galleria" corridor through it, maybe with internal shops, almost like a covered lane."*

*"Internal courtyards can also be great shortcuts, making way finding easier."*

*"Don't forget multipurpose buildings that includes child care, city recreation, etc"*

## 9B. EAST COURTENAY

- Demographic shifts in the neighbourhood (aging population and low occupancy of homes) **offer an opportunity to pursue new and different housing options, in support of new services in the area to serve community needs:**
  - Densification/intensification can be linked to building a stronger neighbourhood;
  - Desire to make it easier for existing owners to put in carriage homes, secondary suites; expand housing supply in the area. Area well suited to this – with nearby employment and commercial areas, and
  - Opportunity for significant intensification on larger lots (near Superstore and Hospital) and sites in established commercial areas (e.g. Canadian Tire).
- **Support more employment opportunities in the neighbourhood** – bring places of employment closer to home or homes closer to employment.
- **Invest in places where children and neighbours can gather.** The existing playground on Hobson/10th St E is currently uninviting and could be improved through re-investment in new facilities.
- **Protect spaces that support wildlife and resident recreation.** Suggestion to partner with conservation groups to identify and research sensitive ecosystems and important habitat within the area. Residents shared concern for protection of existing ecologically important spaces, including Lerwick Nature Park, Hawke Park, and the area around Glacier View Lodge. Residents also shared safety concerns around wooded areas and a need for lighting for nighttime use of park spaces.
- **Improve wayfinding and make streets safer:**
  - Street signage could be improved to provide more consistent and clear direction.
  - Previous interventions such as road narrowing and speedbumps have helped slow vehicles slightly; however, drivers still drive too fast. Hobson is used as a main artery and Back Road is getting busier;
  - Sidewalk infrastructure needs to be more accessible – often too narrow, uneven, and disrupted by utility poles;
  - Safer pedestrian crossings are needed – specific locations identified include Back Road at Turner/Lerwick and the left-hand turn lights coming out of Home Depot and NIC onto Lerwick.

## ILLUSTRATIVE COMMENTS

*“What we most cherish about our neighbourhood is the woods that surround us.”*

*“Lots of greenspace is heavily used by the community and needs to be protected.”*

*“Adding density does not necessarily need to take away from our parks and other neighbourhood amenities.”*

*“Neighbourhoods are a place to come together with our neighbours, get to know each other and watch out for one another.”*

*“Community is growing and key infrastructure needs to keep up.”*



## 11B. HEADQUARTERS AREA

- Participants shared a **deep appreciation for the unique sense of place that characterizes this area** – as a place that is both in the city and the country. Participants shared a strong desire to preserve the natural, rural, and riparian qualities of the neighbourhood, including the benefits of large lots for both residents and biodiversity.
- Particular effort will be required to **ensure the goals of the OCP align to support this area**. For example, housing choices should be for all (not just humans).
- **Importance of local ecology and the interconnectedness of watershed, land, and habitat.**
  - This area is important for its biophysical resources. Produces a lot of springs that feed ephemeral streams that provide Coho habitat – which is key to their survival. Future development has potential impact on lifecycle of salmon.
  - Importance of protecting endangered species (e.g. slugs, butterflies, birds) beyond just aqua species.
  - Residents are inspired by the Garry Oaks and the role of a federally protected tree in preventing larger scale impacts.
- Several residents shared a **desire to maintain minimum lot sizes to 1 acre**. There was comfort with larger acreages being subdivided, but not to below 1 acre lots.
- **Residents would appreciate greater clarity around approval process for secondary suites** – participants mentioned that a significant percentage of the neighbourhood already has basement suites or carriage houses, some grandfathered in, some legal, some illegal, some occupied, some not.
- **Concerns around infill**, such as basement suites or carriage homes, facilitating even further redevelopment of larger lots. Residents were concerned with parking issues and drainage off of adjacent properties.
- With presence of Vanier in the area and close proximity to the fairgrounds, one participant shared an idea to create **an outdoor learning space** that could offer educational opportunities for all residents in community.

## ILLUSTRATIVE COMMENTS

*“We love the semi-rural setting and the large lots, lack of streetlights and sidewalks. We also feel this is almost like a little village.”*

*“We have always been a “green space” neighbourhood with lots of larger properties of a rural nature with horses, deer, bears, birds.....”*

*“A significant percentage of the neighbourhood already has basement suites or carriage houses, some grandfathered in, some legal, some illegal, some occupied, some not.”*

*“I also support the one acre concept in this neighbourhood. Sub dividing changes everything!”*

*“One of my ultimate fantasies is be a city owned river front park that stretched from the exhibition grounds to the old Field sawmill site.”*

## FORM & CHARACTER

This was an interactive discussion in which participants reviewed a series of built form images that conveyed different forms and character of growth/infill. Participants were asked of each image: “What do you like about this image? What do you dislike? Which qualities are appropriate for this neighbourhood? Which qualities don’t fit?”

To focus the conversation and ensure enough time for meaningful input, participants were asked to prioritize their top three discussion topics from the following categories:

- Secondary Detached Dwellings, Basement Suites
- Small Lot Detached Dwellings
- Clustered/Pocket Communities
- Duplex/Multiplex (2-4 units)
- Apartments/Multi-Unit
- Neighbourhood Streets
- Cycling Infrastructure
- Semi-public Spaces
- Commercial Experiences
- Neighbourhood Amenities

Some sessions – by virtue of level of participation and input – allowed for more than three categories to be discussed. Feedback was captured through Miro, an online whiteboard platform, and participant answers are summarized in the following section. Please note that this summary includes both paraphrased responses as well as direct quotes that represent what participants typed in to the chat box.

For reference to any number shared in a comment, please view the full boards for the associated session in Appendix C.

## 1B. COURTENAY AIRPARK

### *Cycling Infrastructure*

- Shared multiuse path is successful; however, the riverway needs greater communication/education around cycling etiquette when interacting with pedestrians.
- Opportunity to improve safety of main roads (e.g. Fitzgerald) and many cyclists would use them instead of the riverway. Need to consider type of cyclist, e.g. recreational versus commuter.
- Appreciation for 5th Street Complete Street – separation from vehicles and integration of green infrastructure for rainwater management. Could be particularly appropriate for areas adjacent to the estuary to improve the quality of rainwater runoff.

### *Neighbourhood Amenities*

- Adequate public washrooms needed throughout the city, including the riverway walk.
- Incorporating play spaces that retain natural look and feel of the park.
  - Opportunity for the public, youth in particular, to participate in the design process for these spaces.
- Indigenous planting rather than lawns.
- New amenities should consider impact on birds and by extension, birders.
- The airpark already provides an opportunity for residents to walk, gather, and exercise.
  - Should be viewed and protected as a community amenity.
  - “Slow and gentle exercise – walking – is not accommodated in many places – this is what makes the airpark special”
- Opportunity for an integrated, comprehensive plan for both sides of the K’omoks Estuary.

## ***Apartments/Multi-unit***

- Building height and form should limit impact on views, with transitional heights – taller buildings should be located nearer to Cliffe Avenue.
  - “Keep an “open sky” near the water – this is a shared space.”
  - “I would prefer, low rise for view of the water and the mountains, and low low commercial because we like the air park for it’s nature. We are escaping Cliffe to go towards nature so keep it wild as much as possible.”
  - “I think Crystal Shores has a great look. Low rise in front and high rise in back.”
- Building siting and lot coverage should allow for greenery and other open space opportunities, such as communal courtyards.
- Residential and commercial mix – ground level commercial space that is welcoming, such as a café.
- Commercial units could be temporary, such as mobile coffee or food trucks.
- Solar panels need to be bird friendly.
- Underground parking is preferred.
- Warm colours and materials.
- To respect the estuary and surrounding creeks, the City’s guidelines for site design should consider rainwater management best practices to improve permeability.
  - “The city MUST have a strict building code in their zoning requirement for building near the water such as too much impervious tops, drainage into the estuary, respects for the creeks running into the river because they are salmon creeks.”
- Trumpeter’s Landing, Acadia, Newport, Crystal Shore were all referenced as positive local precedents.
- Parking concerns with increased development, such as Whistlestop development proposal.

## **3B. MCPHEE/17TH STREET**

### ***Secondary Detached Dwellings***

- Green buffer needed between buildings and streets – an opportunity to reduce impact of pollution from exhaust and increase green space:
  - “When I’m in my garden people stop and talk and I can give them flowers.”
  - “Don’t like #8 aesthetically but it does have a great roof garden!”
  - “Rain catchment systems that collect run off from rooftops could redirect water to nearby vegetation instead of letting it go into the sewers”
- Dwellings close to the street - creates a presence on the street that contributes to safety.
- Porches facing the street are positive, but must be facing something that is attractive.
- Proper porch - sitting on it - contributes to sense of community and creates eyes on the street, sense of safety - people are aware of what’s going on.
- Porches should be large enough to be usable (not just as storage spaces).
- Structure should harmonize with existing buildings – e.g. rooflines, heights, etc.
- Secondary dwelling size should be appropriate to the context.
  - “Harmonize to the existing housing.”
  - “Secondary dwelling can’t be larger than primary building. Don’t want large buildings. Our neighbourhood is like a time capsule. In the past, someone had a garage (mechanic) and someone else had another business.”
  - “Tiny houses in character in pre-existing garages would be better.”
- Need to consider transportation demand more broadly when planning for secondary suites and other forms of infill housing.
  - “The number of people isn’t as important as how many cars they own.”



## ***Neighbourhood Streets***

- Have mixed use areas where people are living upstairs of community uses, e.g. food bank.
  - “#4 and #5 are nice because they’re people centric. Mixed residential and commercial.”
  - “I loved Cooke Street for walkability and now I’m in Tin Town - so grateful for it and would love to see more.”
  - “I also like the images that suggest mixed residential and commercial. I would like to see markets in residential areas where food, services and crafts can be exchanged.”
  - “I love the “market zone” idea in the Downtown Playbook - that could be activated in other neighbourhoods...”
  - “I would love for the area across from Courtenay Elm developed for mixed use.”
- “It would be great to be able to sell my garden produce at the end of my road. Opportunities for service/good exchange. Homesteading. Would be great for people who are not employed. Use skills to better community. Market capabilities in residential areas would open up opportunities - create growth and community connections. More flexibility needed in zoning.”
- “Add some accessible power (in lockboxes) in public gathering areas, and integrated facilities for creating those pop-up uses...”
- “Already doing #8. Should we close off whole blocks or streets for times of the year? Pedestrian boulevards? Every Sat or Sun - could we close off section for public /block parties/ etc to bring people together?”
- “More car-less streets... please.”
- “Oh yes please!! close the streets!”
- “Love the downtown patios - would be great if there was some more pedestrian-friendly ways to walk downtown”
- “Concerned about closing streets - even bike lanes - for people who can’t walk. Communication will be important to neighbourhood... perhaps get a local facilitator.”
- #3 - don’t like. Houses are close to road but no sidewalks.
- #6 - good for groundwater but need accessible curb letdowns.

- #10 - really like it but should be smaller.
- Less pavement, more permeability. #6 is good but with less cars.
- “I agree. Fewer cars and car-centric design makes for happier people.”

## ***Neighbourhood Amenities***

- Mix water, garden, art - mix into one space so that people with different interests can get together - attract more people.
- #1 and #2 are a good fit for this neighbourhood. Need more public washrooms and places for washing hands, filling up water bottles.
- Rainwater infiltration very important, particularly in 40s neighbourhood. #7 is good for this.
- #8,#9,#10 - These facilities aren’t on this side of the river. Need more here so that people don’t have to travel. There aren’t a lot of amenities here - schoolgrounds provide some of this as park space / nice facilities.
- “Outdoor event space - eg. a bandshell or covered performance area”
- “Fitness parks are nice too - with the permanent equipment, mixed among trees and green...”
- I would not like more water parks or concrete. Natural is better. I think the Lake Trail area is better suited”
- Maple Park would be a great place for all of the mentioned uses/amenities. More needed there. (e.g. there are swings but more things to do needed). Old trees and big rock make it really attractive. Multi-generational. Wildlife will make greenspace healthier and more attractive.
- “More natural play spaces would be better.”
- We need more seating areas, especially with aging population. We have two extremes: aging people or young families. So walking or with strollers - need places to stop and rest. Covered areas important too where people can gather in a safe way year round.
- Rain structures are more important than shade structures. Apple trees for example can provide shade! More natural and less concrete. For shade and climate change, nothing beats a tree.

## 4B. LOWER RYAN ROAD

### *Clustered/Pocket Community*

- This type can be used as a bridge from Braidwood high rise towers. Where could these be put? Ryan Road? Or rear areas that are undeveloped? I see limited opportunity for this given the existing commercial/industrial character of the neighbourhood.
- "Just an observation that Back Rd heading south-east has some larger properties that some of these concepts may be appropriate to consider."
- Community gardens, not grass.
- Building facades facing internal/each other with lighting in the internal courtyard – improve security and build sense of community.
- Mixed use like in Tin Town might be more appropriate. Would encourage walkability, social spaces. Most of what happens in this community happens one on one on a park bench, in a coffee shops, etc- this is vital to this community's connectedness.
- Consideration given to challenges of floodplain and what fits where. Where are limitations?
- "It would be cool to try to relocate the businesses that would eventually be flooded out, and then maybe rehabilitate the area that will be under water to a natural setting that would improve the underwater ecosystem and help it develop healthier."
- "I like the buildings with more units that integrate green space and community space the best."

### *Duplex/Multiplex*

- This typology could be appropriate along Back Road and currently undeveloped areas. An option for transitional density between single detached houses and multi-unit apartments.
- "#2 is gorgeous but the balconies look shady. Balconies, and windows, should be designed with consideration to their sun exposure to allow each unit the possibility to grow plants. I hear a lot of complaints from apartment users that they can't grow their own food because their windows and balconies don't let enough light in."

### *Apartments/Multi-unit*

- Greenspace is important, even if on roofs.
- "14 is a beautiful complex - my grandparents lived there. There was a lot of room for gardens and water features, benches... I like to take my kids there."
- "I like #13 because the garden bridges the building to the forest. rain gardens are great."
- "Solar panels on the rooftops in picture #7 are great."
- "There are also a lot of students in this area because "of the proximity to the college."
- Student housing will be important here.
- This could help make this a community area with both housing and commercial/retail. Could be better for Upper Ryan – must be careful about soils etc in Lower Ryan.
- "We have to be cognizant about absorbing growth in existing areas. Lower Ryan area is a prime opportunity for these type of units that help us reach those goals in appropriate areas. Basement suites here aren't enough. Braidwood developments have worked well in this regard."
- "We have to let creativity come in even if they don't appeal to me. I would hesitate to take anything off table. 8-10 storeys likely not for Courtenay for a while. But 4-6 could work."
- "I think there is room for larger buildings in that area because of the amount of students or smaller families/single residents that need housing."

### *Neighbourhood Streets*

- Trees to break up parking makes it better.
- #2 - provides some density along with greenery with rainwater management is important.
- "#5 is great as a retrofit option, relatively affordable."
- "I would love to see those creeks in town."

### ***Semi-Public Spaces***

- Heavy emphasis on environmental management, water runoff, rain gardens etc, and this is valuable.
- Beautiful and functional green, open spaces.
- “#5 is nice, I like that it is multi-use”

### ***Neighbourhood Amenities***

- Could include a community garden with many things going on, to attract a diverse group of people. The most well used it is the safer it is... the more you see more people. Will be more inclusive in terms of race, age, economic class. Bring many uses together.
- There are some opportunities for creating green space links, pathways, community gardens to increase connectivity in this area.
- Create little community pockets for people to gather. Get everything within walking distance. More of them - rather than single large space - an integrate with amenities like shopping. e.g. kids' park near shopping places.
- “I think that blending different elements of these different attractions and amenities in public spaces would put the land to better use, encourage community better by attracting a more diverse crowd from the community, and improve the safety of these spaces.”

## **5B. UPPER RYAN ROAD**

### ***Clustered/Pocket Community***

- Communal parking viewed as an acceptable approach as long as the design is accessible for everyone.
- Basement suites viewed as an acceptable form of density if well planned with proper zoning, such as access to parking.
- Clustered/pocket communities viewed as a good fit for the neighbourhood, including internal shared spaces.
- “Those look great. Very livable looking.”

### ***Apartments/Multi-unit***

- Offer transition from single detached houses by stepping back after first storey.
  - “Also like the setback on #1 so something that tall is not so imposing”
- #13 - It's tucked back. A good blend of broken parking and access to walkway. Park-like setting, backing on to trees. Set back with vegetation.
- Mixed use is important. Allows “people to come for a reason”... allows them to come be part of the community. Can have multiple people living in the building.
  - “Mixed use should be considered ... like the Cubes ... business below, life above.”
  - “I forgot to mention that mixed use is nice from my perspective as it add more amenities to our neighborhood as well.”
  - “Agree about mixed use. Access to groceries, coffee, local restaurants where you live is important.”
- Cubes Comox Valley – more green space needed.
- The more spaced out looks are better. Shapes can be different. Roof lines different. Don't like the boxed look in the others.
- #7 - is good because it's smaller density and ground oriented. Access to green space. Little patios. Little walkways. Ability to chat with neighbours. Some private space. They look the most “livable” with a community feel. Only two storeys is nice. The others remind me of big box stores.

### ***Neighbourhood Streets***

- Market Days in our community is one of the best examples of bringing people together in one place. People are doing business. People are spending money. Taking out a few parking lots and creating seating places. #5 and #8 I like. I like number #2 - community feel - like Barcelona with small city blocks and internal space.
- Pedestrian only street, market street, would be amazing. Something to consider for future developments.
- Slowing things down. For example, Veteran's is 60 and could be reduced to 50 or less.



- Anything that enables moving around would be great. Some infrastructure exists but is also disconnected. Focus on connectivity including with other neighbourhoods and throughout region.
- #5 - too much expansive concrete. #10 - like the water feature - much better to let it dribble through and provide moisture to vegetation we like to be under and between.
- #5 is good. Creating places for gathering. Breakfast and coffee. Comfortable. Casual. Something on corner of Mission and Lerwick. Great place for gathering and creating social cohesion.
- #5 and #8 are good. remind me of cycling in Europe. A contrast to the retail in Crown Isle where there are no gathering spaces. Nice to create spaces not tied to businesses so everyone feels welcome to gather.
- There is a little green space in the neighbourhood - not maintained but a great spot. Green space can be a little wild and tiny, and still be a great spot.

### **Cycling Infrastructure**

- More bike parking needed downtown; opportunity to learn from best practices.
- "The City has done amazing stuff with pathways. e.g. development behind Costco. Can get DT on quiet connections. Kudos."
- First thing is to slow traffic down. May have to make request to MOTI (e.g. for Ryan Road). Change law to reduce speed limit to 30 km/hr as per Netherlands.
- Best practice is physical separation - a fact. Veteran's Memorial was good but could be better.
- Prefer physical separation from cars. Wing mirrors on trucks, cars moving into lanes, are safety problems. "True physical separation".
  - "Preference on bike lane is some form of physical separation from cars."
- Still issues with intersection conflicts, power poles, etc - on existing infrastructure.
- Separated lanes - particularly on busy streets. Not needed on quiet res roads. Also well connected with trails would help (e.g. for recreation).

- Need separate space - more than just physically separated - for real safety in some area. e.g. connection between Tofino and Ucluelet (ditch)
- Designing for traffic - all modes. Get it right the first time because the concrete will be there for decades.

### **Semi-Public Spaces**

- #4 specifically looks like people live there... they enjoy living there.. #1 is good in terms of xeriscaping.
- Supportive of shared large spaces. Community cohesion. Like #10 - there is a trail and green space.
- Would need good planning to fit in single detached neighbourhood - But this neighbourhood has seniors housing as well. Really appreciate the cycling infrastructure.
- #1 - too much concrete. Where do the kids play in any of these? None of these work for kids.
  - There are many children who live in apartment buildings and find places to interact and play. It's just a different way of looking at things.
- #7 - nice building but too high density. Needs a transition to single detached houses on large lots. Not an aesthetically pleasing jump between building types.

## **6B. HARMSTON PARK**

### **Secondary Detached Dwellings**

- There are already nice examples in the neighbourhood.
- "I just want to see cottage suites allowed. It works well for seniors and young people."
- There is room on the lots to densify without a visible impact.
- #4 fits with character and style of neighborhood - single storey creates less overlook issues.
- "I also love the idea of tax rebates to paint our houses in fun colours. It would create a fun and attractive neighborhood."
- "Native plants, please. and remember that planting a row of trees is not the same as restoring a habitat"

### ***Clustered/Pocket Community***

- Use of colour is important.
- #1 is appealing, #5 messiness is good.
- Consider co-op or co-housing typologies.
- Concern that these examples are too fancy - affordability is important.
- Balance affordability and level of design/finish.
- Like the solar panels.
- Access to common space and gardens is good.
- "I like 1 and 5. houses around a shared central space"

### ***Other Collective Forms of Housing***

- This approach is much more appealing than a typical apartment block.
- Character and a feel for community is possible
- Variety is good.
- This approach adds to the neighborhood rather than detract from it.
- "1 and 6 look friendly to me. We looked at Piercy Creek Estates and thought that was a good development....and actually cheaper than many other houses."

### ***Apartments/Multi-unit***

- A mix of heights and densities.
- "#1 and #10 in the apartment blocks look best. Absolutely not in favour of anything higher than 5 storeys."
- "Most have a very modern feel - I think #3 would fit better in terms of scale."
- #3 is an effective use of space, still has a traditional house look and feel.
- "Most have a very modern feel - I think 3 would fit better in terms of scale"
- Some nod to neighborhood, other more appropriate to industrial, along road.
- Apartments on Cumberland already - #4 is a good fit
- #7 is good - incorporates some of the ideas from earlier examples.
- "I love the idea of the city works yard being moved and turned into one of these. I also feel the uHaul has to move- the trucks need a space to be parked rather on the streets."

### ***Semi-Public Spaces***

- I like the walking trails close to the front doors in #1 and #2.
- #3 is colourful and joyful.
- #4 - wood and greenery.
- #5 is exciting.
- #7 - Bird Park trail.
- #8, #9, and #10 look good.
- Consider how San Fran has tax rebates for use of colour.
- Balconies at the front and interactive with passersby.
- Walkability and visual connection is good.
- Sense of community and connection.

### ***Neighbourhood Amenities***

- Consider scale - bigger can be used as a civic space.
- Nice to have it run by a non-profit to ensure ongoing programming and activation.
- A shelter with a place to gather.
- Use what is already there as a canvas to interact with over time.
- Sculpture and public art is a good attractor.
- Community garden is a good idea, already have a successful one.
- Trend in neighbourhood to remove fences and create open spaces.
- Density will activate these kinds of spaces and assets, they will get used.
- Every condo should be required to provide public space / gardens, etc - community plan could incentivize too.
- "#2, #4 and #6 - a pump track could fit on old railway land."
- Concern around homeless camp - broader conversations needed.
- Vacant lot is also worth considering.

## 7B. LAKE TRAIL AREA

### *Secondary Detached Dwellings*

- #4 and #7 are the most efficient in terms of energy and cost. The size should be limited by the size of the lot. Anything larger than 1000 sq ft would be difficult.
- “#7 - dig up that lawn and plant a garden.”
- It's nice when they fit in with the main home and community, because sometimes an ultra modern add on in a heritage property doesn't work. But not main priority.
- “They need to fit into the existing community.”
- Garden suite eliminates cost of land so more money can be put into other areas. Also creates rental opportunities without having to acquire land.
- Stress community safety. I've seen a lot of people needing to live together due to affordability. If we are bringing in more people that there is a safe way to do it with sidewalks, laneways, etc. So that it's not so many cars parked.
- Car sharing with electric vehicles would be a good model to provide access without parking issues, efficiency, and affordability.
- 5th Street Townhouses as precedent.
- Panhandle lots - opportunity for subtle approach to adding housing; ideal for development.
- Aggregate older, smaller houses - have them still look like houses with 20-30 units.
- 15th St example of panhandle lot.
- A good option for those without a laneway.
- E.g. Arden south of Cumberland Road.
- “There are lanes between 14th and 10th street for Willemar, Stewart, Urquhart - what a chance to do some lanes way units.”

### *Duplex-Multiplex*

- All are beautiful and could work. However must have realistic parking expectations. Local examples suggest that not enough parking. Especially a challenge where there are no sidewalks. With these types, must address transportation (e.g. better transit).

- Affordability should be priority number one. Also gear to net zero building code - STEP code. #4 and #5 are friendly to that. #3 and #6 could be too expensive. Must consider glazing because of energy / climate change. Must be considered from the very beginning; “We live in a world where we cannot afford that anymore.”
- Use of renewable energy plus energy efficiency (e.g. heat pump) will improve affordability of buildings, including existing and new ones / secondary dwelling.
- “I fully support the need to include net zero design guidelines. Perhaps the city can offer density bonusing incentives as an incentive.”
- Is there a way to have some that have commercial at bottom and residential on top?
- Would flat roofs make it too hot in upper floors, particularly with warmer temperatures? Solar panels can help with this - create a cooling effect. Can also put garden roofs on top.
- “the area has a lot of different styles - some heritage, some newer - want to avoid too fancy - there are lots of townhouse style - the Habitat for Humanity is really good design.”
- “I think #1, 3, and 6 fit the neighbourhood style.”

### *Cycling Infrastructure*

- Appreciate the bike lanes on 5th and we use them. Concerned about car doors opening when cycling there with my daughter. Physical barrier from traffic is the way to go. Safest option. Worried about false sense of security for kids or others who don't cycle much.
  - “Obviously #1 is ideal but maybe not realistic everywhere - single lane physically separated from traffic means it will be used by everyone - it will be used much more.”
- Paint lines first because 5th Street was so expensive. We could get people out to do the painting (community initiative). Up Lake Trail. Both sides of busy roads. Large streets mean there is room. I like #5. Activated crossings. We can work later on for doing more. Then prioritize where to put in physical separation. Finding other routes that are biking only.
  - “I agree - designated painted bike lanes makes



a difference and using the plastic bollards makes a difference"

- "Narrowing lanes makes a huge difference - so put painted bike lanes on Willemar and on top of 5th street."
- With the number of schools in the area, if we could increase the number of kids and parents cycling, need to make it safer. If we create safer spaces then they would be utilized more.
- Can reduce space for vehicles.
- This needs to happen sooner than later. But considerations for safety too, even temporary solutions such as temporary barriers.
- "#4 - challenging for pedestrians due to two-way cycling."

### ***Semi-Public Spaces***

- Tin Town is a perfect example of what can work. Get up in the morning and go to the coffee shop. We should always live where we work or work where we live.
- We have such a mix. The trailer park for example has such a strong sense of community.
- "Need to increase connectivity with green spaces. Bring in watershed awareness to our neighbourhoods."
- Pedestrian bridge across Arden. Improve access to Lake Trail Road without having to drive.
- #6 - rainwater collection is very effective. The tank is large enough to provide a lot of water for the household. Also landscaping is low demand in terms of water. And heat pumps - 300% more efficient.
- #6 looks very interesting. I like the look of the solar roof.

## **8B. GREATER DOWNTOWN AREA**

### ***Clustered/ Pocket Community***

- #1 and #3 some advantage because a sense of shared ownership and awareness - also only single-storey homes = strong connection.
- Rowhouses as a quiet refuge from the city.
- "Be careful - who maintains these quasi-residential spaces. We already have the problem near the riverway."
- Quasi-public can be problematic - needs a sense of privacy.
- Lots of desire to visit, linger, camp-out by those who aren't residents - consider who pays to monitor and maintain?
- "More eyes on the space, such as porches, helps to make it feel more private." "Community gardens certainly create community. People interact, share seeds, share cuttings, share food plants, etc."

### ***Other Collective Forms of Housing***

- Way-finding as key issue - good to have a way to cut through as way to activate space - safer - and navigate the city.
- "Internal courtyards can also be great shortcuts, making way finding easier."
- "Urban areas might have more of a "galleria" corridor through it, maybe with internal shops, almost like a covered lane."
- "West Coast" feel with green spaces are desirable.
- #3 is least appealing because lack of greenery and height.
- Avoid 'Comox-box' look - like #3.
- Priority to emerging West Coast style - cedar, natural spaces and greenery.

### ***Apartments/Multi-Unit***

- Building height and street aspect ratio and shading should be considered - impact to pedestrian environment.
- Courtenay should have a mix of housing types available - will eventually need to have some at 8-9 stories - can fit in if place appropriately.
- Somewhere between 30-45 units is best for operating a strata.
- Building size shown here is good based on ideal strata size.
- Consider Community Centre as a focal point/magnet
- All a matter of context - ex. street width, how developed the area is.
- Ex: Apartment buildings with churches, daycare – lots of options for social grouping, beyond just commercial.
- Consider what the housing needs actually are.
- Think about the river as an attractor - expand into zone near river? Take advantage of water with more community serving spaces having access to the water/views.
- Palace Place (5th St) proposed development: visual variety is good.

### ***Cycling Infrastructure***

- #1 is good, with integrated rain garden too.
- #3 child is not really protected.
- Where are places for electric /power chairs, e-bikes?
- Where there is space, can share the road – need the width to allow.
- Consider where the bike lanes are – some areas are better suited to mixed/multi-speed land traffic.
- E-bikes have good endurance – charging station not often needed as a result.
- EV vehicle charging is really for tourists - but wonderful to have.
- Want tourists to go downtown and not to big box stores / malls.

### ***Commercial Experiences***

- #1 Sort of what we have now. Too suburban.
- #3. What we have now, too low?
- #5. Wide sidewalks!
- #8 alleys! - Exactly what we want!
- Best are: #8 and #6 /or #4
- Consider best candidates for activation, at all times of day.
- Find places where wide sidewalks are possible.
- Control of the type of commerce /activity is important.
- “Don’t forget multipurpose buildings that includes childcare, city recreation, etc.”
- Consider how to attract the ideal amount and rate of activity.

## 9B. EAST COURTENAY

### *Secondary Detached Dwellings*

- Equity questions raised because West Courtenay has a lot of suites coming through whereas in East Courtenay it's more minimal.
- "Heights could be the same as principal dwelling with a modest increase in site coverage..Existing sites in east Courtenay are not currently developed to the max."
- "Have to recognize that each developed site has its own unique conditions, lane access, site coverage, building placement."
- "Example #1 and #2 would seem to be a good fit for our neighbourhood - the architectural features are similar to homes in the community and both examples are somewhat set back from the street."
- "Seems to me that secondary/carriage homes should "fit" within the neighbourhood."
- Many of the ones seen in recent years are consistent in appearance which is why there are so many unnoticed illegal suites.
- Many requests we are seeing are for aging parents or students.
- "Need to provide opportunity for nanny & in law suites."
- #5 - seems to stick up and doesn't complement anything around it.
- "I like [Removed]'s question about size. It is a barrier to me to think of a laneway or carriage home that is actually larger footprint than existing structures"
- "I think that the secondary suite should be in keeping with the neighbourhood. Also there needs to be adequate parking for that suite."

### *Basement Suites*

- "They are mortgage helpers. Someone left Courtenay for Campbell River to be able to do this because they couldn't do it here."
- "Those all seem to be very reasonable without changing the "character of the neighbourhood."
- "I'm really liking the ones that have the entry not visible from the street."
- "Most seem ok but again it is depending on if there is congested parking, trouble with traffic, and safety"
- "Parking would be the most important issue. All of these look good, otherwise."
- "These all seem reasonable for a residential basement suite. I do agree that parking should be considered."
- "So many young families do need to buy a home with a suite to pay the mortgage. As long as the owner lives on the property"

### *Neighbourhood Streets*

- Some sidewalks exist on only one side, so people have to cross the street to continue walking along the sidewalk.
  - "If we want to encourage pedestrian use of our streets, we need sidewalks."
- The ones we like have greenery around them. #7 looks barren because it's all concrete.
- "Love the idea of rainwater management!"
- "Given the transforming automobile world, the availability of charging stations is nice to see"
- "I like the idea of bringing business to the sidewalks and having the width to accommodate cafes etc. Also like the rain water management."
- "In this time of COVID having patios is nice to have outside of cafes"
- "I like the dedicated pedestrian paths and bike lanes in option 2 and 5. Bringing business to the sidewalk and making it part of the community helps to bring us together. Appreciate both greenery and rainwater management options."



## Neighbourhood Amenities

- Love incorporating public art. Some of our parks could be revitalized with these ideas - e.g. urban agriculture / community gardens.
- It's a great idea to incorporate community gardens into existing parks. Inspiring to see other people in their gardens. It's a wonderful opportunity to approach people for information on gardening - supports community interaction.
- Community gardens also provide intergenerational interaction. e.g. Elders passing along info to young adults who are interested in food gardening.
- "I am supportive of the idea of a community park that is targeted to all ages."
- "Nice to see other uses for parks besides the traditional swings and slides."
- "Like the idea of play spaces with rainwater management and blending in with the current space. play structures do not need to be traditional."
- "I love the play structures with the green, mature trees, water and interactive art!"
- "Also a nice to think about "functional art" such as the drums, wind harps that you can sit within, art such as the story walk along the Puntledge River..."
- More instruments. Wind harps, drums... interactive... things that will appeal to a large group.
- In suburban areas, parks targeted to children. However others like elders should be made to feel welcome. Design spaces for all ages to help our community come together.
- Picnic tables would be good - places for families to eat.

## 11B. HEADQUARTERS AREA

### Secondary Detached Dwellings

- These slides don't seem relevant. More concerned about lot size and density.
- All of these designs will have impact on runoff because removing trees and habitat. The more trees around the houses the better. The important thing here is the number of dwellings. More concrete means more runoff. Having a good setback and a green zone that's not used for pathways, etc. that is allowing for natural infiltration and protecting other species. Zoning for protection is really important.
- Different qualities of different areas. We already have lots of secondary accommodation like basement suits and carriage houses.
- "They are pretty little houses but totally irrelevant for our neighbourhood. seems like a city idea but not here!"
- "No secondary suites or carriage houses wanted. that will change this neighbourhood in a negative way. the city should (and hopefully does) value rural areas within the city. once development happens it can't be undone."
- Issues are primary of environment, space, and not housing form. The images are not necessarily appropriate. People are mostly interested in maintaining natural, rural, riparian qualities.
- Comments – include need for better walking connections, intergenerational living, property should still be owner occupied.

# **APPENDIX A**

## **IN-PERSON WALKSHOP NOTES**

The following summary notes were prepared by a variety of people (different staff and OCP Advisory Committee members) and therefore are varied in style, detail and presentation.



## City of Courtenay Official Community Plan Walkshops



### 1A. Courtenay Airpark Neighbourhood Monday October 26, 1:00-2:30pm

#### STAFF SUMMARY NOTES

- General feeling that Trumpeter Landing is an example of density (4 stories) done well. Good urban design and abundant landscaping attributed. Residents living there noted that the landscape maintenance is quite significant (a burden, but worth it for them).
- Appreciation for Riverside Lane and the narrow width, no street parking and urban frontages (massing, design, setbacks).
- Riverstone condo development along the river feels too large/unvaried.
- Discussed the car oriented nature of Cliffe ave (nature of businesses and car parking in front) – no one voiced against massing and height closer against street with parking at back.
- Mansfield Drive is an opportunity for placemaking on the street, formalizing the parking, making more people oriented (heavy car presence and loud/fast traffic at present). Expectation from the participants that density will come and that the 5 story precedent of the Whistlestop application will inform the rest, but preference for 4 stories.
- Community small craft airstrip is a unique asset in BC: tourism, transportation, provides repair services (income), emergency services support (only landing site on west side of river).
- Association's vision is to stay non-profit, not turn into a commercial enterprise. Wishes for land use designation to allow this as a permanent secured use.
- Airstrip feels exclusive – questions around how to make it more welcoming to general public? Ideas include: Paddling storage (would need internal access to the airstrip) and events held on site to invite the public use.
- Airstrip and the park feature overall felt to be an attraction, interesting to watch.
- Timeliness – the ramp into the estuary will be redeveloped and the other community groups should make their interests known at this time. Wishes for collaborative dialog with City and community organizations.

#### ADVISORY COMMITTEE MEMBER SUMMARY NOTES

- Lookout point: Appreciation for the upgrades along the Riverway during the past decade and the general maintenance of both public and private land. This is a well-used, well-loved attraction for residents and tourists alike. It showcases the history, the Estuary and the “heart” of the City. Problems include:
  - o It is a congestion point for traffic along the walkway. Cyclists, people with dogs, children, strollers, electric carts etc. An “etiquette sign” needs to be posted. Bikers should be directed elsewhere – not all are good citizens -but all get blamed.
  - o A drug problem existed but was cleaned up. Increased evidence of homeless people sleeping along the Riverway and on some properties is noted during pandemic months. Need more police on bikes.





## City of Courtenay Official Community Plan Walkshops



### 1A. Courtenay Airpark Neighbourhood Monday October 26, 1:00-2:30pm

- Invasive plant species – architects need to consider the sensitive location of the biodiversity when building in this general hub area.
  - Some sort of crossing at 5<sup>th</sup> St. needs to be developed so the entire Riverway is accessible to recreational users.
- Riverside Lane: This upgrade is working well because of the no parking policy. It is a model for other areas. It could be a good route for cyclists.
  - Part of the building leased by the federal government is empty. It could be used for City overflow, given the crowding at City Hall.
  - The corner of 20<sup>th</sup> Ave. and Cliffe Ave. remains a dangerous curve. Drivers go too fast. Two serious accidents, with mortality, have occurred at this corner within the past 8 years.
  - The historical rail route should be recognized – perhaps with a route incorporated into the sidewalks rather than more signage.
- Mansfield Drive: In redevelopment, with a planned 5 storey building. Lots of room for improvement.
  - Speed bumps to reduce noisy traffic from Whistle Stop pub and brewery.
  - Need left- turn sign at corner with Cliffe Ave.
  - More formal parking areas. No parking on street after upgrades.
  - Consider permanent public washroom somewhere near playground.
  - Sorrow that some of the LEED (Leadership in Energy and Environmental Design) components of Trumplers Landing were abandoned. Not sure why. 2008 recession?
- Airpark: The discussion lively and various diverse viewpoints were expressed by the representative groups. The Air Park delegation made its well-known presentation points and seemed open to further conversations and change. Clearly it is needed.
  - Somehow the needs of the paddlers must be incorporated – possibly the southern section of the airpark could be redesigned to allow storage and access near the ramp that is to be rebuilt.
  - Both airpark and water-based businesses are small, local and necessary to the varying recreational users. This natural development could be encouraged with better restaurant availability – especially in the afternoons. Discussed that a cap upon services and memberships are necessary if the next decade is to be sustainable.
  - The development of Kus-kus-sum will increase recreational usage and tourism. Both sides of the River and Bay need planned development that result in sustainable usage of this unique attractive and health restorative green area. Appropriate and contributory businesses only.
  - Consider having an Open House of some sort on an annual basis so that the public has access to the airpark and can see more closely what is now observed from the far side of the fence. It is City property. The relatively small membership for pilots (125?) should be capped, but more open to neighbourhood development concerns. It is a privileged minority group in a prime location as the City grows.
  - Helicopters must observe municipal noise and Transport Canada Bylaws.
  - Limit jet boats. Dangerous to swimmers, kayakers and canoeists, and wildlife.



## City of Courtenay Official Community Plan Walkshops

1A. Courtenay Airpark Neighbourhood  
Monday October 26, 1:00-2:30pm



- More such meetings should be held so that a common vision is articulated.



## City of Courtenay Official Community Plan Walkshops

2. Courtenay Terminal Addition  
Tuesday October 27, 1:00-2:30pm



### STAFF SUMMARY NOTES

- New Development on 2<sup>nd</sup> Street
  - A past-proposed 8 unit (two fourplex) rezoning application was beyond neighbourhood acceptance.
  - Accepting on-street parking as overflow in lieu of dedicated parking shouldn't be considered acceptable from the beginning.
  - Lack of design guidelines creates uncertainty and anxiety.
  - New development is welcome, but needs to be sensitive/cohesive to the overall neighbourhood character.
  - The building on the site is working well.
- Neighbourhood form and character
  - Neighbourhood character based on 1912 subdivision is unique. It should be respected and kept.
  - Mature trees (i.e. on 2<sup>nd</sup> street) to be considered as community heritage asset.
  - Replanting tree should be encouraged, but recognized that maintenance is a challenge for the City and property owners.
  - Current zoning (R-2) mismatches with what exists and does not work (lot size, setback, a house straddling two lots, additional parking requirement in small lots, loss of front yard as a result of parking etc.), so renders redevelopment difficult (variances, lot consolidation become required).
  - Consider rezone to R-2B (same as Old Orchard).
  - Same design guideline with Old Orchard is strongly desired.
  - Fence height impacts walkability and overall feeling of the neighbourhood.
  - Keep alleyway safe.
  - Maintain original lot size and limit/prohibit lot consolidation.
  - Interested in secondary housing opportunity for smaller lots (i.e. R-1E) as many cannot accommodate secondary units currently due to lot size (greater than 1250m<sup>2</sup>).
  - Certainty with respect to future development will ease the tension.
- Social Considerations
  - Close to several social housing units (south of 5<sup>th</sup> Street).
  - All must co-exist. On-going communication among all actors, community acceptance, and monitoring/management action by organizations is key.

### ADVISORY COMMITTEE SUMMARY NOTES

- A local area plan: The Idea of conducting a local area plan for this neighborhood was thought to be a great idea. More local area plans should be conducted, in most parts of town that have some sense of coherence.





## City of Courtenay Official Community Plan Workshops

### 2. Courtenay Terminal Addition Tuesday October 27, 1:00-2:30pm



- Street trees and boulevards. Large historic street trees line many of these streets, while new development that has occurred on the opposite side of the street is completely devoid of new street trees that will someday grow into majestic old ones. Street trees and boulevards are recognized as important parts of small pedestrian communities.
- Sidewalks on one or both sides of the street. It is acknowledged that new street construction with sidewalks on one side only is a budgetary decision that disregards the pedestrian experience while ironically maintaining costly vehicle infrastructure.
- The width of local residential streets. Why are we making residential streets so large when many of them have almost no traffic, and zero requirements for parking? There are incredibly wide streets in this neighborhood which is very old, and we continue to do it in some of our newest subdivisions. This is not consistent with the climate goals of the OCP.
- The pros and cons of back lanes, alleyways. Back lanes are not regarded as the incredibly important features that they are. Not everybody understands how vital they are to the creation of vibrant multi-functional communities.
- Laneway houses, coach houses, carriage houses. These were acknowledged as highly successful, small scale strategies for densification with an existing residential neighborhoods. They can be targets for NIMBYism (Not In My Back Yard) nonetheless.
- The rail corridor lands. What should be done with the old railway Corridor? Many would like to see the rail line reestablished between the north island and Victoria, while many others would like to see it simply converted to a linear park with Bicycle paths and walking trails.



## City of Courtenay Official Community Plan Walkshops

3A. Courtenay McPhee Ave. & 17<sup>th</sup> St. Neighbourhood  
Tuesday October 27, 4:00-5:30pm



### STAFF SUMMARY NOTES

- 40 Houses heritage area
  - o Smaller homes (post WWII-typical Canadian Mortgage and Housing Corporation (CMHC) subsidized homes) in the areas clearly define neighbourhood character. While the form and character is appreciated, the group felt that it's more important to maintain the intent of the housing (affordability) than character.
  - o Although these homes are currently affordable, negative real estate impact is becoming more apparent in this neighbourhood.
  - o Limiting/keeping the same form might be cost prohibitive.
  - o New building should be sensitive to the existing context.
- Area south of 17<sup>th</sup> Street
  - o R-1 zone. Recent rezoning applications to allow basement suite (R-1S) were faced with neighbourhood opposition.
  - o Parking is a main concern (overflow parking on street and meeting minimum requirements on site), while negative perception toward basement suite is strong.
- Neighbourhood Park (Grieve Ave.)
  - o Aged playground equipment (maintenance issue).
  - o Opportunity for tree planting to meet the tree density target.
  - o Natural play equipment (old tree truck, rocks, etc.) is popular in other places, so it should be encouraged community wide. Less cost to the City.
  - o Better programming is needed (play equipment design & maintenance, landscape). The park is currently underutilized.
  - o Sidewalk is missing along park frontage, would be nice to encourage walking along it.
- Servicing issues in established neighbourhoods
  - o Cost associated with redevelopment is high for developers/residents because City's assets (underground infrastructure) are in deficit. So many bottlenecks in older neighbourhoods that prevent preferred intensification.
- Area North of 17<sup>th</sup> Street
  - o Mixed feeling about intensification.
  - o Sensitivity toward existing built environment is important.
  - o Some higher density in the neighbourhood is well perceived.
- Mature trees
  - o Mature trees in established neighbourhood contribute to unique urban habitat.
  - o They define neighbourhood character.
- Housing typology
  - o Some houses have larger lot coverage. Increasing/allowing of maximum lot coverage requirement to consider for gentle intensification.
  - o Older apartment buildings in the neighbourhood are low-rise and have ample setbacks, which allow them to fit in the context.



## City of Courtenay Official Community Plan Walkshops

3A. Courtenay McPhee Ave. & 17<sup>th</sup> St. Neighbourhood  
Tuesday October 27, 4:00-5:30pm



- Industrial Zone
  - o Many uses are permitted in Industrial zone (I-2), however, personal services and offices are not permitted.
  - o Permitted uses in the current zoning bylaw do not reflect current industry trends. They need to be reviewed.
  - o Allowing a wide range of businesses in I-2 can attract businesses and potentially create more jobs.
  - o Some heavy industry type of businesses are out of date (strong association with the railway).
  - o Access to trail/railway path needs to be evaluated. Unsafe for school kids (i.e. homeless, used needles).
  - o Some businesses use the rail-corridor property illegally (McPhee between 5<sup>th</sup> and Cumberland particularly).
  - o Trail is maintained by the City. Challenges regarding cost and resourcing.
- Wachiay Friendship Centre
  - o Provincial grant application for housing project is in process. Meeting with City staff on preliminary design is scheduled.
  - o 4-storey building is envisioned in the current parkinglot. Building to be sensitive to adjacent properties.
- Community group/association
  - o Formulation of community group is possible, certainly encouraged.

## ADVISORY COMMITTEE SUMMARY NOTES

- The natural environment is critical to maintain (supporting the use of Municipal Natural Asset Initiative (MNAI)).
- Affordability is still the primary concern. It was pointed out that some forms of infill are not moving the affordability needle. People are really only in favor of increased density if it provides affordable housing options.
- People do not have clear understanding of “increased density”. I didn’t hear what the actual concerns are just a general thought that it could “ruin our neighbourhood”.
- In this neighbourhood the amount of street parking is ample which illustrated the zoning issue of space for cars in building a new home. Most felt that was unnecessary and wasteful (and continues to re-enforce the idea that we all need cars).
- Congruency of style in areas like the 40 Houses is important but not at all costs. Part of the intention of that community was affordable home – people felt that intention should trump design concerns.



## City of Courtenay Official Community Plan Walkshops

3A. Courtenay McPhee Ave. & 17<sup>th</sup> St. Neighbourhood  
Tuesday October 27, 4:00-5:30pm



- People want zoning that just makes sense – mixed use areas are welcomed by most. However the unintentional consequences of some zoning decisions is also of concern (gas cardlock near the elementary school bringing tons of large truck traffic).
- The road ways are too wide. Treed boulevards were cited as an option to increase the canopy.
- It was an interesting mix of citizens – quite diverse.
- It made me think that neighbourhood historical walking tours would be popular. I found the additional information provided by some participants to be very interesting.





## City of Courtenay Official Community Plan Walkshops

4A. Courtenay Lower Ryan Road Neighbourhood  
Wednesday October 28, 1:00-2:30pm



### STAFF SUMMARY NOTES

- Participants were invited to introduce themselves, some of which expressed their interests in the area:
  - o Comox Valley Family Services is looking for a new facility (conceptual stage).
  - o Cyclist coalition member who finds the area very difficult on a bike.
  - o Runner, resident, concerned with the lack of transportation services to those who do not drive. Finds appalling how poor the transit, cycling and walking provision is in this area, especially paired with the high density and lower economic residents. A matter of social equity. These remarks resonated with everyone. OCP team observing this may be an area of social equity infrastructure investment priority.
  - o Contractor, knew a lot about development in the area.
  - o Resident, walker, sees lots of people (try to) walk with barriers in the area.
  - o Retired, resident, really advocating for x-walk at Tunner drive. Concerned how other uses are infringing in the sidewalk setbacks that do exist. Concerned of overall traffic volume. "I don't ride my bike here, it's too dangerous"
- Need more access from Braidwood Rd to Hwy and Ryan rd (is a deadend). The discussion was more around better pedestrian access than vehicular.
- Ryan Rd needs multi-use paths going up both sides of Ryan Rd. (multi use path is shown in the Transportation Master Plan as a 10 year priority).
- People generally supportive of the density types talked about along Braidwood. A mix of densities, styles, ages, tenures.
- A person who joined for a short while on the walk pointed out that the new apartments at 911 Braidwood are cramped, no storage and that her older apartment even with a galley kitchen has more storage than the new building. Important considerations for (livable) higher density living.
- Observation that the new 925 Braidwood seems like an odd location for seniors housing given the lack of those amenities (walking etc). How will those people comfortably leave the site? How access the commercial amenities touted in the area?
- Prediction that e-bike use will increase in the valley, support from the group for this.
- Resident surprised that Ryan Rd would not be expanded in number of lanes at this location (lower Ryan Rd). Tunner Drive proposal (parallel new road) is the Transportation Master Plan proposal rather than widening Ryan Rd at this location.
- Braidwood could benefit from better road lane markings – simple.
- Vacant lands (e.g. 310 Hunt Rd, the site of an active hotel rezoning application (although many site challenges)) a nuisance/eyesore, people camping. Can City force clearing of broom at least?
- Need for park amenities in area. Many new residences and parks system is not keeping up.



## City of Courtenay Official Community Plan Walkshops

### 4A. Courtenay Lower Ryan Road Neighbourhood Wednesday October 28, 1:00-2:30pm



- Need for public connectivity through the deep lots along Ryan Rd. Need for places to stop, benches. Walls and fences have been increasingly added in this area with new development – harder to walk from surrounding neighbourhoods.
- Need for more restaurants in the area. Only a few chains and fast food.
- At 1025 Ryan Rd new 5 story rental project under construction, discussion of height and how in the past the City capped at 3 stories due to firetruck (and fire crew) capacity restrictions. Height not a concern in this group in this area, but also acknowledged were in/around the floodplain.
- High level discussion on floodplain. Discussion around the values of the floodplain, and the role of the public sector in managing risk. E.g. should the developer be allowed to build provided they recognize they're taking on that risk? But down the line we all know that government has to bail out, emergency respond to these areas so not a good use of public resources.
- Discussion of water quality. If we're so concerned about water quality from urban development, why all the manure being spread in the ALR lands in the estuary?
- Observation that any time there are 'big rains' that the floodplain paved area impounds water.
- Contractor pointed out that higher building step codes should be followed because affordability of housing should be based on ongoing/monthly costs.
- Need for multi-generational housing that goes beyond the "Folly of the nuclear family".
- Family services representative shared that they would like to follow the Langley Family Services facility model – two stories, with one story for other support services.
- Small idea – why can't bus shelters (when we have them) be oriented with the opening towards the sidewalk rather than the road? More comfort/protection.
- Long-time resident along 10<sup>th</sup> St east shared that he and his community fundraised/ sweat equity built the park infrastructure at 1355 10<sup>th</sup> St east park. Community pride –can we do more of that? Bring back the bench program etc.
- A suggested immediate transportation priority – formalize the intersection at Braidwood and Back Rd. The wide curve in the road allows for speed, poor connectivity west side of Back Rd, has seen many close calls and more people are moving in here all the time.

## ADVISORY COMMITTEE SUMMARY NOTES

- End of Braidwood Road: Concerns voiced around general lack of walkability for the residents of Braidwood Rd and access (vehicle/pedestrian) corridors from Braidwood Rd to Ryan Rd for services (Superstore).
- 925 Braidwood road: plans for new assisted living housing development – walking corridors in place?



## City of Courtenay Official Community Plan Walkshops



### 4A. Courtenay Lower Ryan Road Neighbourhood Wednesday October 28, 1:00-2:30pm

- Residents have observed a number of pedestrians trying to cross Ryan Rd unsafely without cross walks; Master Transportation Plan identifies Ryan Rd, to include a one side multi-use path (cyclists/pedestrian share) up to North Island College.
- Due to high level of traffic along Ryan Rd there are concerns over safety for cyclists. One participant was an avid cyclist from Vancouver and avoids Ryan Rd. E-bikes and cyclist will only be growing in popularity.
- Lots of vehicle congestion (Back Rd/Braidwood Rd/Centennial Dr) trying to access Ryan Rd intersection.
- Hunt Rd Development (Holiday Inn proposal). In general, there was consensus from participants that the vacant lot needed to be developed; from their perspective the property is considered an unkempt area and a location for transient homeless encampments. However, participants also noted a general lack of park spaces in the area and thought the property could be a fit for a park and/or community garden in support of new affordable housing developments being proposed.
- Master Transportation Plan identifies Tunner Dr Extension as proposed location for multi-use path or alternative traffic access; however, there are many issues that need to be addressed first involving ALR land rights, land acquisition and MOTI involvement.
- 5 story/118 unit rental unit – construction is active. Participants discussed the inherent disconnect of our local governments in the Valley (Comox, Courtenay, Cumberland and CVRD) to look beyond jurisdictional boundaries and work in a collaborative regional approach – big picture amalgamation?
- Rezoning Proposal in large vacant lot along Ryan Rd (251 unit multi-family residential) located in the historic floodplain of the estuary. Erin Nowak (OCP Advisory Committee) spoke to environmental concerns around proposed development stormwater plans and implications for water quality/quantity to Glen Urquhart (adjacent) watershed and Courtenay Estuary as the receiving environment. Participants discussed pros and cons of development and the need for affordable housing in this grey infill site as important for the community.
- Crosswalk locations proposed by participants as necessary at Braidwood Rd where it intersects Back Rd in advance of Centennial Rd and Tunner Rd/Hunt Rd (Participants learned from City in 2021: a flashing pedestrian-controlled crosswalk is planned for Back Rd/Tunner Dr).
- One participant expressed concerns over noise pollution due to vehicle traffic in his neighborhood (Comox Valley Parkway) and inquired on how to elevate that concern to City Council? Is noise volume measured at the City level?
- In General participants showed enthusiasm at the process of “walkshops” and found the event a useful tool to express their neighborhood concerns. Some had signed up for additional walkshops to learn more.



## City of Courtenay Official Community Plan Walkshops



### 5A. Courtenay Upper Ryan Road Neighbourhood Wednesday October 28, 4:00-5:30pm

#### STAFF SUMMARY NOTES

- Crown Isle North (Near Costco)
  - Trails are well design and maintained. However, park space for kids play or gathering is missing in this area.
  - 4-Plex at the roundabout is good design and fits the neighbourhood using similar materials and building volume, roof pattern. Meeting expectation (design) is important.
  - New apartment (east of Costco) feels strongly out of context (wrong location, design, looks too high from east, unaffordable apartment). Fence is needed between single family homes and the apartment.
  - Planning should consider topography/elevation, not just surface and adjacent land uses. Designing for privacy is critical.
  - Feeling that large rental buildings do not fit in neighbourhoods like Crown Isle. Perception that rentals can result in lack of 'pride of ownership' and sense of neighbourhood. Not necessarily affordable either. Term affordable should not be used for all rentals, because some are not.
  - Ryan Road and Anderton needs improvements for pedestrians if future growth is expected here. It is very unpleasant to walk and cross.
  - Ryan road (east of Toyota/Costco intersection) speed limit is a concern (80km/h limit needs to be reduced if the City wishes to create a walkable and bicycle friendly community - compare to Veterans Memorial where lower speed limit and dedicated bike lane).
  - Mature trees along Ryan road are very much appreciated and add character to the neighbouhood.
  - Group felt basement suites are acceptable in Crown Isle.
  - Patio homes strata: appropriate, but design matters. Group liked the narrow streets and narrow front yard setbacks. Question was raised if these could apply to public roads as well.
- Lerwick and Ryan Road
  - Landscaping efforts are appreciated, but unpleasant to walk and cycle there.
  - Public art should be featured in the commercial 'plaza' that is being constructed currently (at the corner of Lerwick and Ryan).
  - No garbage box around bus stop. The area gets dirty, no one takes care of it.
  - Bus stop is heavily used, but not designed for it. Lack of considerations for users.
- Lerwick and Home depot
  - Traffic management is needed. Left turn lane on to Ryan (heading east) traffic backs up to north of the aquatic centre road, making turning (right and left) impossible.
- Lerwick and Mission
  - Many apartments, but very few services. Speed of densification is extreme.
  - Traffic issues (congestion and safety).
  - For higher density new developments, feeling that most local residents prefer property ownership rather than rental.





## City of Courtenay Official Community Plan Walkshops



### 5A. Courtenay Upper Ryan Road Neighbourhood Wednesday October 28, 4:00-5:30pm

- What is the City's vision beyond the current development applications? Planning approach is very reactive. The same challenges of integrating new development into existing areas will continue otherwise.
- Playgrounds and green spaces are missing in this neighbourhood. Housing developments claim to be family friendly but these essential amenities are missing.
- Observation that Queneesh elementary appears to currently be at capacity. Kids in the new apartment complex likely won't be able to attend the school.
- The City and School Board need to coordinate in terms of capacity and school location.
- The Cubes rental building feels appropriate character/density. But one noted that the square design likely not energy efficient.
- High density multi-family units
  - 1-2 bedroom condos/apartments not large enough for families.
  - It was originally envisioned as a two-storey building, now it is rezoned for stories. Local residents feel that the original intent was not preserved and that they moved into the area with an assumption of what the adjacent uses/densities would be.
  - Buffer zone or good planning for transition areas (between single family and multi family along major arterial road).
  - The City should initiate cumulative traffic studies the area. Instead each individual developer uses different consultants and does not consider adequately the cumulative traffic impacts.
  - Would accept the current zoning (Industrial-2).

### ADVISORY COMMITTEE SUMMARY NOTES

- Three notoriously outdated ideas used in city making occur in this neighborhood: suburban sprawl, big box shopping centers, and limited access residential communities.
- Pedestrian trails linking cul-de-sac designed communities. Pedestrian trails linking between cul-de-sac neighborhoods are at least a gesture to the needs of pedestrians, although it puts them into very indefensible spaces.
- The width of residential streets. The width of new subdivision streets is extremely wide and facilitate high-speed traffic. Not clear on why roads are so wide, need not be as is shown in other North American communities. Making matters worse is that sidewalks are only located on one side.
- Sidewalks and boulevards on one or both sides. The OCP should make sidewalks on both sides of every street mandatory and part of the full service consideration when putting in a road and budgeting for its maintenance. If pedestrians can't be accommodated properly and they are meant to be the priority, then the road shouldn't be built.
- Street trees. Street trees are incredibly important in creating walkable pedestrian neighborhoods, and they should be mandatory in the planning and construction of all roads.



## City of Courtenay Official Community Plan Workshops



### 5A. Courtenay Upper Ryan Road Neighbourhood Wednesday October 28, 4:00-5:30pm

Species of street trees is also very important, encouraging those species that form large broad canopies over the sidewalk and the roadway.

- Cul-de-sacs and traffic circles versus the pedestrian. The cul-de-sac subdivisions with wide traffic circles will typically double the distance a pedestrian has to walk to get from point A to point B compared with a small block gridded subdivision plan. If we want to encourage pedestrian use, we need to make a commitment to implementing the proper pedestrian infrastructure.
- Human scale, pedestrian landscapes. Care must be taken when transitioning from low density single family residential suburban environments into higher density, higher height forms of development. Can feel very abrupt, residents can be particularly sensitive to this.
- Changes in form and character, particularly when an increase in density and an increase in height occurs, should always be conducted across a public thorough fare and not across a backyard fence.
- Some strong feelings towards rental tenure versus privately owned tenure expressed. Feelings that there may be little 'pride of ownership' by renters.
- Affordable housing and what that actually means. It is consistently acknowledged that affordable housing is an oxymoron. Most people have come to understand that affordable is relative to the members of the market looking for a certain type of housing. Perhaps we should start to distinguish between market housing and subsidized housing.
- The widening of Ryan Road in all future transportation plans within 10 to 20 years. The notion of widening Ryan Road to a full four-lane highway, even with bike lanes and sidewalks, seems to be an absurd notion. The OCP should take a long hard look at any of the transportation plans that have been generated in the last few years and really question the vision that they have for the future of Courtney and the Comox Valley. It is my guess that there is absolutely zero compatibility between the recently drafted transportation plans and an innovative, sustainable, long-term OCP document.
- 20 foot wide public pedestrian roads? It was unanimous amongst the group about the portion of this workshop along Bristol Way in Crown Isle was the best and the safest that anyone felt during the entire walk. The road was paced off at approximately 20 feet, and there were no sidewalks, but walking on the street felt very good and safe too. It was discussed that this was a private road, owned by the patio home owners who looked after its maintenance including snow removal in the winter time. We were left with a big question as to whether Courtney would consider doing some of its own roads to this standard in the future, in the appropriate places such as small residential communities.
- Special community gateways, particularly for pedestrians. The Crown Isle Plaza commercial development has included many nice pedestrian scaled features at a number of well-planned locations. These can be very important to a pedestrian oriented community. Only works though if the surrounding neighbours are actually walking to these commercial facilities.



## City of Courtenay Official Community Plan Walkshops

### 5A. Courtenay Upper Ryan Road Neighbourhood Wednesday October 28, 4:00-5:30pm



- Large blank walls like on the sides and the back of the main Crown Isle Plaza building. Large big box stores by their very nature will have large blank walls on at least three of their sides. The Costco store, the Home Depot store, the Crown Isle mall, all have extensive blank walls. These are most noticeable when you are a pedestrian. The big box stores are just not conducive to creating nice walkable communities and small scale development texture.
- Traffic circle concepts like Lerwick and Ryan that have now been abandoned. The use of traffic circles to eliminate large complex intersections was discussed and possible reasons for the Ryan Road and Lerwick traffic circle abandonment were speculated.
- The folly of creating public spaces in zones where only automobiles fear to tread. The creation of a public, pedestrian space in the unused corner of the Crown Isle plaza mall seems a lost opportunity as who will actually walk by and want to hang out here?
- Street trees, wider sidewalks and boulevards. Street trees, wide sidewalks and a boulevard were finally encountered while walking along the frontage of the home depot store, although wondered if this nice pedestrian infrastructure is used much – do people in this area walk?
- The pedestrian signal to cross the intersection at the main entrance to the hospital stayed green for a duration that did not even allow an able-bodied pedestrian to get halfway across. This is not accessible.
- Densification on the outskirts of town, in many cases leapfrogging single-family suburbs that themselves were once on the outskirts of town such as the Mission Road single-family subdivision area. Residents extremely unhappy with the proposed multiunit development in their neighborhood. They had the typical concerns with increase of traffic and with the use of lower cost rental accommodation in and amongst them. Leapfrogging over single-family subdivisions on the edge of town is certainly fraught with problems including a sustainable transportation infrastructure that does not rely on the use of the single-family car. This is a much bigger and more complicated planning problem. To be solved in a new OCP, without some very heavy-handed but also necessary concepts. Band-Aids will not work



## City of Courtenay Official Community Plan Walkshops

6A. Courtenay Harmston Park Area  
Thursday October 29, 4:00-5:30pm



### STAFF SUMMARY NOTES

- Group generally recognized that more density is appropriate in this area. Feels like Downtown is 'moving in this direction' so it's a good time to talk about the future of this area.
- 5<sup>th</sup> Street new development (5 character four-plexes) are viewed as good development, good transition between character area (Old Orchard across the street) and a higher density vision. (rendering of the project is available on the City's archived development proposals link: <https://prospero.courtenay.ca/TempestLive/ourcity/Prospero/FileDownload.aspx?fileId=38259C190312150150362523&folderId=38062C190308114728798392> - 680 5<sup>th</sup> St)
- Group asked about how the variance process works and when public gets to have a say in development projects.
- Mix of housing options is important. Some noted that there are many long term renters in the area as well. Important to be able to age in place.
- Walkability is important.
- Support for live-work. More than 2 residential units along the Industrial 2 zone (I-2). (e.g. more like Tin Town (MU-4) and likely even higher height would be supported). Felt that height/density could work in the I-2 as it provides a transition to adjacent uses (especially with the rail-trail corridor) and a street in between.
- Electrical services should be underground (opportunity for beautification 50:50 grant with BC Hydro?)
- Would like traffic calming along McPhee, make more a place, more landscaping (e.g. 'share' the landscape buffer between the private land and public land).
- Desire for an arts/culture/maker space/light industry in the area. A community 'graffiti' wall along the back of buildings (on building, or as a separate wall) facing the rail-trail?
- Recognition that new development is expensive for artist use. "If it's built, can they afford it?"
- Food bank recognized as close and that that is good.
- Recognition that neighbourhood associations are a tool to use to keep engaged in neighbourhood changes and ideas.
- Along 8<sup>th</sup> street – discussed possible support for higher height at ends of street and lower mid-block.
- Pre-zoning viewed by residents as desirable as it provides certainty. Staff acknowledged that negotiation process available with re-zoning.
- Discussion about parking: discomfort with minimum parking standards – would prefer that vehicular use is disincentivized especially close to downtown. Believe we're in a transitional period where cars will be needed for most homes, but that it's ok if parking on streets increases in the meanwhile before transportation modes shift. Discussed if walking 2 blocks to park away from your home would be a big deal. The group felt not that big of a deal, although noted that if it was dark wouldn't feel as comfortable.
- People liked the cash-in-lieu parking option although recognized that it is valued way too low.





## City of Courtenay Official Community Plan Walkshops

### 6A. Courtenay Harmston Park Area Thursday October 29, 4:00-5:30pm



- Discussion on use of lanes. Yes, good for hiding parking from street, but lanes are also places. Concern that losing ability to talk to neighbours over the back fences. Noted that these lanes were full of children in the past generation (not so much now, but could again if young families moved here). The lane between 8<sup>th</sup> and 7<sup>th</sup> is also heavily used as a pedestrian link.
- Interested in the bedroom count in the area. Do the unit mixes allow for families?
- Discussion of the properties west of the park: land owner would like 6-8 story building fronting right on to the park, underground area. Shading analysis apparently shows would not affect neighbouring homes (mainly park). Would like to see Harmston Park have a dedicated Development Cost Charges (DCC) fund and he would like to contribute to it. Has had discussion with farmers market over the years – accommodated here? Covered?
- Discussion of underground parking – one person feels it's unsafe, even when private.
- Jack Stevens (has a video concept online: <https://www.courtenay.ca/EN/main/departments/development-services/planning-division/ocp-update/films-for-thought.html#Stevens>) shared his vision captured in the film: reminded of the history of this area (Courtenay Highschool, Harmston park was the track field/running), was a hub of the community, would like to see that again in a modern way: Subsidized housing, need for places where celebration can take place, high quality diverse public space, demonstration place of climate friendly technologies and servicing, reconciliation presence, art.
- A young resident shared a drawing of her visions for the park: areas for play, garden, dogs, public art, an art centre.
- Staff observation of discussion of diversity in all things mentioned: options for parking, use of the street, housing and land use mix, treatment of the lanes. A dislike for a 'mono approach' in the area.
- Advisory Committee member noted afterwards that how we communicate these ideas is critical to keeping the vision alive. If we communicate as bureaucrats we will lose people. Noted even in our staff reports. Communicating/marketing this work will be an essential task of implementation success.
- Neighbour came out. Felt that since the Junction supportive housing (2018) that more crime has been occurring, that more homeless and people in that facility walk through the area (direct route from the 988<sup>th</sup> 8<sup>th</sup> St project to downtown, major service area).
- A participant expressed after the walkshop concern with an 8 story proposal along McPhee avenue, and that if something with some density was to occur, that it include commercial with commercial uses such as a café facing the park.



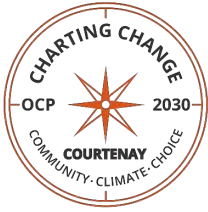
## City of Courtenay Official Community Plan Walkshops

6A. Courtenay Harmston Park Area  
Thursday October 29, 4:00-5:30pm



### ADVISORY COMMITTEE SUMMARY NOTES

- 5th Street Townhouses
  - o “Not dense enough”- maximize the land potential – return on investment
  - o “Did neighbourhood have input into the design?”
  - o Parking is a unique solution – all located in rear lane
  - o Downtown is creeping west
  - o Need a mix of rental and owners
  - o Walkability is key to this area and important to all residents
  - o Some renters will stay for years, while others are just starting out
  - o The architecture was well liked
- Light Industrial Area
  - o Bennett Towing is loud after hours- revving race car engines
  - o Resident gets car fixed down the street and walks back home
  - o Residents do use the industrial elements
  - o Food Bank is locating down the road- asset for community members
  - o Potential for work/ live - Tin Town as an example. Is Tin Town a success?
  - o Services need to be underground
  - o Rail line acts as buffer- great opportunity for arts walk and mural zone
  - o With the buffer could build high adjacent to it and not affect neighbours
  - o Need for arts and culture spaces: studios and performance space. But new construction generally not affordable
  - o Encourage the development of a neighbourhood associations like in Victoria, to ensure character of development matches community
- Older 4 Plexes on 8<sup>th</sup> St
  - o Zone height is appropriate
  - o Higher development could book end larger developments at corners, particularly closer to industrial
  - o Pre zoning areas is desirable will give residents assurances
  - o Street parking will be an issue
  - o Its Kits or Victoria the desired model?
  - o Eliminate the 1 stall per unit regulations in urban settings where more people bike or take transit. Use the available space differently.
  - o Thinking about parking first is backwards thinking
  - o Cash in Lieu program is a flop, why?
  - o Parking requirements eliminate the ability to build a more appropriate building
- Rear Alley between 7<sup>th</sup> and 8<sup>th</sup> Streets
  - o Traffic speeds have increased with new parking at the back
  - o Alley is a walkway, a mid block connection



## City of Courtenay Official Community Plan Walkshops

6A. Courtenay Harmston Park Area  
Thursday October 29, 4:00-5:30pm



- Filling the alley with cars is a bad idea
- Parking stalls push building away from alley interface
- Leaning over the fence to talk to neighbours is disappearing
- Mix of two stalls out front and two out back to reduce parking at the rear
- Need more kids in the area
- Need to encourage 3 bedroom suites
- No playgrounds, not family friendly
- Versatile zoning but small lots limit potential with current precedents
- Hamston Park
  - No benches, no playgrounds, so underutilized
  - 6-8 storey development at proposed on the private lots on the west end adjacent McPhee Ave.



## City of Courtenay Official Community Plan Walkshops

7A. Courtenay Lake Trail Neighbourhood  
Friday October 30, 4:00-5:30pm



### STAFF SUMMARY NOTES

- Long rectangular lots
  - o Large lots may be too large for some landowner to maintain.
  - o Large lots are an opportunity to increase density in the older neighbourhoods.
  - o Also an opportunity to increase tree coverage, planting, gardening.
- Gentle infill-increasing density
  - o Increasing density changes the dynamic of neighbourhood.
  - o Transportation issues to consider (make walking and cycling easier).
  - o Transit in this neighbourhood is inconvenient. However, density supports transit service, so let us focus on increasing density.
  - o Traffic management is important at the same time.
- Form and Character
  - o Support for secondary housing ability in the area.
  - o Lane allows direct access to secondary residences without disrupting traffic along major road.
  - o Development Permit guidelines assures neighbourhood expectation in terms of form and character.
  - o Over restriction may result in high cost to property owners.
  - o Pan-handle lots are an acceptable idea. No negative implications were raised.
  - o The neighborhood offers a lot of amenities including proximity to services.
  - o The current character should be maintained. There is a strong resistance to changing the character.
  - o Changes are happening slowly. Difficult to know the impact of the changes. One small development application could have an impact in larger neighbourhood context.
- Community facilities
  - o There are important community facilities in the neighbourhood (e.g. school, church, convenience store).
- Types of housing
  - o Krebs Street is unique in that it offers smaller houses and unique character. It allows neighbors to get together and kids to play on the street.
  - o Apartments, small houses, mobile homes, new townhouses are all needed.
  - o On-street parking impacts aesthetic of the neighbourhood and ability to use street more efficiently. Also impacts safety for kids to play outside.
  - o A lot of play space is (seems) available inside older strata complex. Space for kids is important in new developments. Existing multi-family open space requirements seem minimal.
- Lake Trail Road
  - o Power lines are unappealing. Discussed the costs of modernization (undergrounding power lines).
  - o Extension of bike lane and sidewalk would be appreciated.
  - o Maintenance of large trees to consider.





## City of Courtenay Official Community Plan Walkshops



### 7A. Courtenay Lake Trail Neighbourhood Friday October 30, 4:00-5:30pm

- Existing individual industrial zone lot in residential neighbourhood – not a good fit.
- Lots on north side of Lake Trail Road abut forest and creek. Future development needs to consider the unique natural assets in the area.
- Density supported along this road which contains a number of larger lots.
- Lake Trail Community Middle School
  - A centre of the community, an opportunity for 'community' aspect of the school to be leveraged to be even more of a centre.
  - Lake Trail School offer great assets and future opportunities to community, especially for youth.
  - Better campus plan (with Ecoloe Puntledge Elementary) is needed to maximize the potential.
  - Interest in seeking "highschool" status in the long run (as there is no high school in west Courtenay).

## ADVISORY COMMITTEE SUMMARY NOTES

- Generally, people were interested and receptive to the ideas presented at each stop, and each topic was raised just briefly.
- Stop 1 – Upzoning discussion in alley about granny flats and coach houses. Approval for more density, questions about how to manage traffic and cars. Want short cuts for walking and biking (connectivity).
- On 15th street a resident of one of the small homes on a small lot asked what we were doing. She has been there 30 years. She is opposed to the proposed rezoning of the property with the single house on Willemar. She is very disappointed with changes in neighbourhood over time, e.g. more people doing more things that they shouldn't be doing.
- Stop at new townhomes off 13th Street, discussion of outdoor space: agree it's important to have a place to go outdoors.
- Stop on Lake Trail Road: how to densify this corridor? Because of the riparian setback for Arden Creek you can make tall buildings without shading neighbors. Patio homes would be ok.
- Lake Trail Community School: interest in vision including addressing climate crisis and using school building for more things. Discussion of equity for this neighbourhood and investment vs. gentrification.



# City of Courtenay Official Community Plan Walkshops

Courtenay Downtown Businesses  
Monday October 26, 8:00-9:30am

Courtenay Greater Downtown Neighbourhood  
Saturday October 31, 10:00-11:30am



## STAFF SUMMARY NOTES

### Public session:

- Group started with sharing what they love most about the Downtown:
  - o Love some of the newer buildings (e.g. the 'Extreme Ends' hair salon façade)
  - o Live here because of the walkability
  - o The Old Orchard character
  - o The west coast look (e.g. Library façade)
  - o Arts/culture places and the Duncan Commons concept
  - o Boutique feel, variety of services/shops
  - o Approachable scale
  - o Visitor pride
  - o Quaintness, community vibe
  - o Is a centre
  - o Patios
- Needs:
  - o Larger grocery store (many echoed this)
  - o Greenspaces
  - o Could the Thrifties empty site become a food hub?
  - o More affordable housing – 3-4 stories
- At 3rd Street and Duncan Ave (The Grove Wellness building):
  - o Like the west coast look
  - o A use that doesn't generate a lot of traffic. Height is not oppressive (due to utilizing topography), is subtle, is a good transitional design (note that this building was controversial when first proposed).
  - o Would prefer less surface parking (underground more), but grateful the large tree was retained, good landscaping.
  - o Group recognized that we can't forget about parking even though group supports alternative transportation modes. With more people moving to the community, thinking is that downtown will need more parking.
  - o Desire to underground the Hydro utilities in these character areas.
  - o Access for pedestrians on 3<sup>rd</sup> could be better.
- At 4<sup>th</sup> Street and Fitzgerald Ave
  - o The multiple uses on this corner is good. The larger massing on the corner works. Front entrance treatments feel welcoming, less intimidating. This is an acceptable transitional style between Old Orchard and commercial.



## City of Courtenay Official Community Plan Walkshops

Courtenay Downtown Businesses  
Monday October 26, 8:00-9:30am



Courtenay Greater Downtown Neighbourhood  
Saturday October 31, 10:00-11:30am

- Group recognized the tension of height and privacy. Need to use design treatments to harmonize. E.g. streets as transitions between heights.
- Those living in the area a long time remembered that the multiuse project was formerly a park. Felt that that park use is missing.
- The south side of 4th Street (east of Fitzgerald) needs improvement (blank wall). Group recognized it provides no eyes on the street or interesting façade to draw to. It's 'back' is to 4<sup>th</sup> Street and its store fronts are facing the alley. Back when 4<sup>th</sup> was likely the edge of Downtown. Colour is used to break up the massing. Group felt they 'did what they could' to improve (short of a mural). Height would be good at this location (kitty-corner to the existing multi use project).
- Discussion of parking downtown:
  - Need to find more ways to attract visitors downtown. Lack of parking can deter visitors.
  - Then again the group also recognized better to reduce car dependency.
  - Duncan parking lot – could it be a parkade? (note though that the Downtown Playbook identifies as a future park and event space).
  - Pay parking – a good idea? Remember that large format retail provides free parking – competition. Advisory Committee member recalled example elsewhere where paid parking resulted in parking problems in neighbourhood streets. Enforcement costs too – can we afford it even with parking fees?
  - Acknowledgement that downtown businesses appear to be relatively resilient in face of covid. However, would taking away the edge that they have (e.g. parking), would this break them?
  - Choice of how people get downtown is a worthy goal. Bike parking needs to be better.
- Palace Theatre site (England and 5<sup>th</sup> St)
  - Development Permit recently approved. 4 stories, 39 units, underground parking.  
<https://prospero.courtenay.ca/TempestLive/ourcity/Prospero/Details.aspx?folderNumber=DP000065>
  - Group felt that the (private) parking lot at the north/west corner could (should) be a building one day.
- General comments re: downtown core:
  - Sandwich boards on 5<sup>th</sup> street impede mobility.
  - Really value the murals. Could we have more?
  - Offices don't feel appropriate on ground level 5<sup>th</sup> street (e.g. realtor office).
  - Night life is challenging to keep sustainable. Independent businesses generally want to go home at 5 pm (lack of staffing complement).
- Duncan Commons:
  - One participant used to live near the Olympic Village in Vancouver. Loved the amount of communal outdoor eating space, great public outdoor furniture. Many food outlets,



## City of Courtenay Official Community Plan Walkshops

Courtenay Downtown Businesses  
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small public patios and more public space to eat/hang out. Will need more of this with Covid.

- Could be a place to hold seasonal festivals.
- Traffic discussions:
  - Group raised idea of closing 5<sup>th</sup> to vehicles (support for). But traffic circulation study needed.
  - Some felt that closing Duncan Commons portion to traffic would affect traffic flow (e.g. is it an important corridor for people leaving Old Orchard?). Although this could be alleviated if the circulation at 5<sup>th</sup> St. and Cliffe Ave. was better.
- The Courtenay River:
  - Feels a huge missed opportunity for commercial/public use, including across the river (e.g. the Kia/Honda properties which are less than 10 years old).
  - Comox has lots of access to water by comparison. Courtenay has very little.
- Old Thrifties/England site, near the courthouse:
  - Transit hub location discussed. Mixed feelings although group felt better than existing location.
  - Some felt that unsavory activities occur at transit hubs, so torn as to whether it's good to have near retail or bad.
  - Can the courthouse lawn be used for active use? Playground? Activate near the transit hub concept.
  - Recognized that bus could be great for regional tourism. E.g. \$4 from Buckley Bay to here is a good deal.
  - Simms alley trees (cherries) feel over pruned (stunted, all trees downtown like this).
- 14<sup>th</sup> and England new development:
  - Discussion around height. 8 Stories? Maybe.... With careful consideration of integration with adjacent projects. More appropriate in this area than most areas of City, with exception of Central Builders location end of 6<sup>th</sup> street – the steep topography could help mute the height. Then again, very close to the floodplain.
  - Concern though of 8 stories here could mean 8 stories in more locations due to precedence.
  - Group liked zero lot line row housing. Realtor noted that there is a demand for this type of product.
  - Not just one strategy for density acknowledged. Need for infill project throughout.
  - More density along corridors seems logical (e.g. Fitzgerald Ave., Willemar Ave. as they seem busy already).





## City of Courtenay Official Community Plan Walkshops

Courtenay Downtown Businesses  
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### Businesses session:

- Duncan/4<sup>th</sup> Street location:
  - o DCBIA remains supportive of the Duncan Commons and Duncan Mews concept
  - o If the downtown area were to have parkades, could parks go on top?
  - o Public washrooms. Understand that a staff report on the 'Portland Loo' concept is coming shortly. Wondering where the best location for it is – near Native Sons Hall, near 4<sup>th</sup> and Duncan? Not sure what the report will recommend.
- Fitzgerald/4<sup>th</sup> Street location:
  - o Discussion re: 'blank walls' and need for 'eyes on the street'
  - o Downtown buildings are good for incubator businesses. If new buildings were constructed, could those new businesses afford the rent? Recognition that there is little motivation for the existing land owners to re-develop as they provide reasonable rents and demand for tenants. Mortgages paid off in many instances. Why change the model? How incentivize in this context? How attract capital? If only message is 'we like our downtown the way it is', then no change will ever happen. Recognized the downtown tax incentive bylaw but felt likely not enough.
- Discussion re: affordable housing
  - o Are we moving away from the concept of 'affordable market housing'? Seems that there is increasingly 'market housing' and 'non market (subsidized)' and that we may be chasing after elusive goal by trying to create affordable market housing.
- 5<sup>th</sup> and England
  - o Parking lot and bank do not generate a lot of vibrant storefront activity. Looking forward to the new multiuse project at old Palace Theatre site.
  - o Need for a permanent outdoor market spaces.
  - o The (private) parking lot spot is an asset for when needing a place to program community events. (e.g. small markets).
- Discussion re: sidewalks/street use:
  - o Desire for wider sidewalks
  - o Discussed private parklets/patios
    - 'Great' but... Some feel that it's not fair when a restaurant gets to put a patio in a parking spot or 2 or 3. Taking away parking from adjacent businesses, but benefiting only the one business.
    - Others on the other hand thought – could the City put in the patio/parklet infrastructure to promote more of this?
    - Don't forget – these patios are really only valuable for restaurants. Retail doesn't want to put their merchandise outside, needs to staff it then, not feasible.



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Courtenay Greater Downtown Neighbourhood  
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- People love the free parking downtown. Some say they were just driving by, saw a free spot and decided to stop in. (would be good to do a widespread newspaper poll one participant suggested)
- More could be done to encourage longer walks to the commercial core. Park on outskirts. There is parking around.
- Is the constant car traffic on 5<sup>th</sup> street a disincentive to people coming downtown? Some feel it is.
- Don't forget that lanes are very important to delivery.
- One way streets? Feels like it could be a good fit to get more sidewalk space, keep parking (or not??), improve traffic flow.
- England and 6<sup>th</sup>/ and Courthouse area
  - Discussion of this being a transit hub contender (actually a number of locations nearby). The Advisory Committee member reminded to think of this opportunity as a stimulus for growth. Group felt that the England Street location could work.
- Duncan Commons
  - Most cities have a pedestrian street.
  - Need spaces for people. Bonus if it's covered. Could 'pop up' infrastructure be accommodated (this has been desired for a long time). E.g. bollards, electrical outlets, securing features for pop up tents, play equipment...?
  - Staff clarified that no cost analysis had been done for the Duncan Commons concept. Group felt that it should be done so that we know the feasibility. This concept has been floating out there for 4 years now.
  - Councilor noted that New York City conducted a cost-benefit analysis of closing central square to cars, was positive.
  - Duncan Mews concept – what if the curbs were removed, make pedestrian space flush with vehicular space? Slow down traffic, blend the uses.
- Miscellaneous:
  - Building lights are always on Downtown – like that. Is good for safety and nice to see the shop displays (pride).
  - 5<sup>th</sup> and Cliffe is a very awkward intersection, especially for pedestrians. Cuts off access.

## ADVISORY COMMITTEE MEMBER SUMMARY NOTES

### Public session:

- Duncan & 4th Street- Favourite part of Downtown:
  - Old Orchard Building Code- West Coast Architecture



## City of Courtenay Official Community Plan Walkshops

Courtenay Downtown Businesses

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- Natural Materials
- The Post Office Building
- Eaton's Building
- Boutique Feel
- Restaurants/ community / tourists
- Thrifty's is missing – need a food hub
- Sid Theatre/ Art Gallery
- Working/ Living History
- Closedown Duncan
- Shop Locally
- Need for affordable housing
- Walkability
- The patio additions are good
- \* no one said “ live/work”
- 3rd & Duncan- Grove Wellness Building
  - Building height is good
  - People park for longer terms- 1 hour +
  - Turning out of driveway is dangerous
  - Architecture of building matched neighbourhood
  - Move utilities underground- disrupts beauty of street
- 4th & Fitzgerald - 501- 4th
  - Removed a large grove of trees for development
  - Arbour entrance breaks up the large scale of the building
  - Good character of building matches context
- 4th & Fitzgerald - 401- 4th
  - Hard to see around building- 0 setbacks
  - Good colour and signage make a weak building stronger
  - With no windows or patio space it doesn't draw you to the building
  - No designated bike parking- locked to sign posts
  - Bikes clog up sidewalks-limits accessibility
- Need to encourage people to come downtown like Victoria
- Need for parkades (not clear on if the group is for or against them, they kept coming up but no one really said yeah or nay)
- Build internal parking for new buildings
- Need for more bike parking
- Parking creep into neighbourhoods to avoid paying (Like at St. Joe's Hospital)
- Tolls on bridge instead of paid parking? Right fit for our community?
- 5th & England
  - 4 storey with underground parking has been approved
  - Will include varied types of stores at ground level and condos above



## City of Courtenay Official Community Plan Walkshops

Courtenay Downtown Businesses

Monday October 26, 8:00-9:30am

Courtenay Greater Downtown Neighbourhood

Saturday October 31, 10:00-11:30am



- Walk down 5th Street
  - o Sandwich boards are annoying on sidewalk
  - o Murals are valuable
  - o Mix of businesses along the street – “Is a realtor a good use of space?”
  - o Window shopping
  - o “How do you bring people down after 5pm?” Mix of restaurants, bars and shops open late
  - o Local shop owners also want to go home at 5pm
  - o Duncan is too steep to close and do events on
  - o Duncan is the only way out of downtown for anyone north of 5th
  - o Don’t close Duncan
  - o Waterfront is wasted on home hardware, car dealerships
  - o No commerce on water
  - o Can’t see the river
  - o Need park space for children
- Courthouse
  - o Road layout is confusing
  - o Dead space – under utilized
  - o Noisy
  - o Good space for bus loop
  - o Need a food store
- England and 14th
  - o Townhouse is a good use of space and matches character
  - o Residential over commercial developments
  - o 8 storeys is too high
  - o Put 8 storeys at home hardware site, will not interrupt skyline- risky because of floodplain
  - o Need 3 bedroom townhomes
  - o More density at corridors
  - o Busy corridors make for cheaper rents- less desirable
  - o 8 storey could depress or increase value of adjacent lots. Depends on what owners want from property

### Businesses session:

- One way streets. A vibrant debate, with arguments on both sides.
- Pedestrian only streets. Similar to one way streets, many in favor and many opposed.
- New parking garages. More parking downtown is a well-spoken mantra of the business community.





## City of Courtenay Official Community Plan Walkshops

Courtenay Downtown Businesses  
Monday October 26, 8:00-9:30am

Courtenay Greater Downtown Neighbourhood  
Saturday October 31, 10:00-11:30am



- The Duncan St., Commons. This public space seems to be supported by most although there is a question of if there are staff departmental reasons for why this should not be done. Why is it taking so long?
- Sidewalk and street scape design desired, including weather protected canopies, street furniture, decorative paving, parking and sidewalk bulbining. Much of fifth Street is beautifully done in support of the pedestrian experience. Wider sidewalks and more opportunity for sidewalk programming would be great.
- The width of sidewalks. Sidewalks should be wider in general, particularly during these pandemic times where physical distancing is desirable
- Street trees. Street trees are generally viewed as great ideas for making streets better for pedestrians.
- Building heights and building setbacks. People are often at odds when thinking about building height and building density where it requires a change to the current environment. Four-story building that is being planned for the old Palace theater site felt to be a bit high. People seemed comfortable with the three story building height of Orchard gate, particularly as it comes right to the sidewalk edge at the street.



# City of Courtenay Official Community Plan Walkshops

9A. East Courtenay Neighbourhood  
Saturday October 31, 1:00-2:30pm



## STAFF SUMMARY NOTES

- Basement Suite
  - o Under the current zoning (R-1), creating basement suites requires rezoning.
  - o Approved basement suites are spread out in the neighbourhood – all approximately 200m apart (not planned to be that way but that is what the successful applications have resulted in).
  - o Parking is #1 issue for basement suites, especially around mailbox, strata entrance ext.
  - o Overflow parking in the neighbourhood impacts traffic flow.
  - o Process of approving suite should be easier.
  - o Many illegal suites are the issue. Much more than we know exist in the neighbourhood.
  - o Bylaw enforcement can be difficult, but needed if the City is serious.
  - o Property with basement suites should be owner occupied.
  - o Unfair treatment between legal and illegal suite owners in terms of property taxation and service charges.
- Mature Trees
  - o Mature trees are important character in the neighbourhood.
  - o They are character defining elements.
  - o Maintenance including removal/replacement (especially tall trees) can be an issue for property owners as well as adjacent owners.
  - o Protected trees exist in the neighbourhood. Residents should know the regulations.
  - o Mature trees are important for physical and mental health.
- Form and Character
  - o Strong desire of maintaining the character.
  - o Discussed the use of private agreement Building Schemes in other developments (e.g. Crown Isle). Property owners should follow and be respectful to existing character (building materials, roof shapes, etc.).
- Larger lots
  - o Other form of housing (carriage houses etc.) acceptable.
  - o Subdivision also acceptable, if the character is maintained.
  - o Established design guideline help increase certainty for the residents.
  - o Townhouses/3-4 plex can be possible along Back Road.
  - o Intensification should occur along major roads.
  - o Incentives to encourage higher density is needed.
- Affordable Housing Opportunities
  - o Reduced rezoning application fee is being practiced to incentivize secondary suites.
  - o Redevelopment needs to pay careful attention to the existing context.
  - o Pan-handle lots are an opportunity (an opportunity for row housing).
  - o Pan-handle lots are acceptable.



## City of Courtenay Official Community Plan Walkshops

9A. East Courtenay Neighbourhood  
Saturday October 31, 1:00-2:30pm



- Density (in general)
  - o Density can be increased in the area, if the current form and character, nature, green space, is maintained.
- Open space, creek and trails
  - o The community is losing open space.
  - o Parks and trails are wonderful and add value to the community.
  - o Some parts of the creek are disturbed by development.
  - o The residents appreciate streamkeepers' efforts.

### ADVISORY COMMITTEE SUMMARY NOTES

(Bolding reflexes strongest opinions expressed by attendees)

- Good mix of local residents, nearby residents, multi-workshop attendees and first-timers. Also staff (2), Council member and OCP AC member.
- General agreement that secondary suites and other infill should be encouraged to address housing needs and accommodate future growth without expanding municipal footprint.
- **However, this must be done in a way and to a limited intensity so as to maintain character of the neighbourhood and not create parking/traffic issues!**
- Allowing legal secondary suites would also reduce the problems created by illegal suites, including on-street parking.
- Provincial legislation might be changing to allow secondary suites to create more rental housing in all housing forms. E.g. this may not be appropriate for forms such as strata's which may have very limited parking capacity already.
- Trees are a very important part of the urban landscape and encouraging infill development should not be done to the extent of substantially reducing the urban forest.
- **Important that if secondary suites or other infill are permitted/encouraged, a critical caveat should be property owners reside in one of the units.**
- General agreement that large lots could handle carriage homes, or other limited size Infill development – again as long as the character of the community is not significantly impacted (I.e. for this area, that it remains primarily a single-family residential community.)
- Attendees generally in agreement that the density of infill development in an immediate area might need to be limited – i.e. on a first come-first served basis.
- Also general agreement that Back Road with its larger lots and proximity to downtown and other shopping would be a reasonable location for multiplex units – although there was some concern expressed that 'all this focus on higher density housing is a "slippery slope" and could change the character of the neighbourhood in the longer term".
- One comment expressed to me is the City needs to be very careful about parking relaxations (i.e. as has been suggested for the proposed developments near Quality Foods on Guthrie in



## City of Courtenay Official Community Plan Walkshops

9A. East Courtenay Neighbourhood  
Saturday October 31, 1:00-2:30pm



Comox). While the initial residents might be mainly seniors who might not need a car because of the proximity to services; what will the second generation of residents need? Are they likely to be younger and therefore more mobile?





## City of Courtenay Official Community Plan Workshops

### 10. Courtenay Sandwick Neighbourhood Sunday November 1, 10:00-11:30am



#### STAFF SUMMARY NOTES

- Rural Residential (RR-1, RR-2) zones in the Suffield and Lupton road area
  - o Different types of housing and lot sizes exist in this neighbourhood.
  - o Rural character is a unique aspect of this neighbourhood. Desire from local residents to maintain lots larger than 1/3 acres where they exist.
  - o Suites are not permitted, but they exist. Despite the large lots, on-street parking can be felt.
  - o The area does not experience heavy traffic and, coupled with the rural and treed character, makes for a nice walking route. Intensification is concerned because it can increase traffic in the neighbourhood.
  - o Frequent failure of septic systems was part of the reason of municipal annexation in 2012.
  - o Where secondary dwellings are to occur, property owner should reside while portion of the dwelling is rented out.
  - o There is an undeveloped trail road right of way opportunity along Clough Road.
- Multi-family dwelling along Dingwall Rd
  - o Increase of traffic and on-street parking is biggest concern for residents.
  - o Careful building massing, density control, landscape are important. The Mayorsthorne project is considered good design.
  - o Good stormwater management system should be in place (also, new technologies should be considered for future multifamily development).
- Industrial lot in residential zone along Western Rd
  - o Odd dead end road for industrial purposes. Potential of nuisance depending on actual use, but it could be a good thing for future redevelopment if redeveloped as neighbourhood commercial.
- Walkability/Connectivity
  - o S-curve on Muir road experiences high speed traffic. Locals felt is dangerous (sight lines are poor). Opportunity for roundabout?
  - o Sidewalk continuity and connectivity is important to encourage people to walk and ensure safety.
- R-1/R-2 zones
  - o Housing affordability is a community wide issue. Opportunities for basement suite and secondary residence should be considered.
- Natural Assets
  - o Long-term thinking is required for tree protection, retention, wild life preservation, water retention. Need to consider even the small non-'sensitive' areas of nature to ensure nature values are not entirely loss as infill occurs.



## City of Courtenay Official Community Plan Workshops

10. Courtenay Sandwich Neighbourhood  
Sunday November 1, 10:00-11:30am



### ADVISORY COMMITTEE SUMMARY NOTES

(Bolding indicates strongest consensus on key issues.)

- Good mix of local residents, multi-workshop attendees, walk-ups, other interested residents. Also, streamkeeper, staff (2) Council member and OCP-AC member.
- **Pedestrian connectivity poor in Sandwich** – and there are some existing rights-of-way that might be utilized.
- Lack of street connectivity means ‘evening promenades’ by residents, particularly seniors. This dimension of community character should be retained.
- Very rural nature at origin of walk (Suffield and Lupton Roads) – no sidewalks, low traffic, means renters, illegal or not, can have a big impact re street parking (Mayorsthorpe multifamily on Dingwall rd, for example).
- Septic failures the primary reason residents supported annexation in early 2000’s.
- **If additional housing density is allowed, strong concurrence that one unit be owner-occupied.**
- Comment – Mayorsthorpe looks to have one parking space per unit but with young families, several may have more than one vehicle. Arbour Glen and Lion’s Village along Dingwall Rd as well, did not create an on-street parking problem.
- Visually, Mayorsthorpe seen as very positive – not the big apartment blocks but integrated into the landscape more (question of what standards for stormwater runoff was raised).
- Comment – spoke to a couple of Mayorsthorpe residents as rest of tour left; they were pleased that we were doing the walkabouts to learn more about the communities.
- C.V. Wholesale industrial property – question raised about maintaining some mixed-use zoning to allow for more local services. My sense was that the idea didn’t get a lot of traction.
- Infill and secondary suites important not only to provide needed housing but also as mortgage helpers for young families.
- Throughout most areas on the walk, retaining the character of existing area is very important.
- Local residents were concerned with the amount of our focus on more housing density, as if it was the OCP’s only focus and that change was imminent.
- Roundabout needed in the s-curve of Muir rd to calm traffic as this is a dangerous corner.
- Secondary suites allowance would allow for more family clusters and more aging in place as multigenerational families becomes more possible.
- New development areas such as around the newer parts of Muir Rd have more capacity for infill because of the wider roads & sidewalks.
- Dingwall and Muir roads might need traffic calming as they are highly used (and narrow).
- Water metering not liked but it does make a difference in terms of managing our water basin capacity and should be done.



## City of Courtenay Official Community Plan Workshops

### 10. Courtenay Sandwich Neighbourhood Sunday November 1, 10:00-11:30am



- Dingwall-type multi-unit development not strongly supported along Muir rd but lower density would be acceptable.
- Walkshops really did not deal with environmental values enough – need to keep nature refuges, and not necessary just for pedestrian access. Keep them purely for nature (animal and vegetation) to support diversity.
- **Overall, community members could support densification – if in moderation and the character of the community they know is retained. Also issues such as parking and traffic need to be carefully managed for the change to be acceptable.**



## City of Courtenay Official Community Plan Walkshops

11A. Courtenay Headquarters Neighbourhood  
Sunday November 1, 1:00-2:30pm



### STAFF SUMMARY NOTES

- Group observed that they are in a major regional destination hub with having the biggest highschool in the region, a recreation centre (with the community's only ice rink) and the exhibition grounds that contain the curling link and hold large scale community events and farmers market regularly.
- Discussing Headquarters road:
  - o Residents didn't feel need for an urban road standard. Appreciated the rural aesthetic.
  - o Saw highschool students walk along it, and increased traffic since the Dove Creek bridge renewal (which improves access to the Inland Island Highway), but felt the shoulders were adequate, citing no accidents had occurred to date. Noted that Highschool students do walk along Glacier View rd.
  - o Felt however that the road around the farmers market (CVRD Exhibition grounds) was congested on farm market days (which is also across from the Vanier Highschool playfields which can often have concurrent multiple sports games playing, spilling parking out of the highschool onto the road). Wider shoulders desired there as the route is also very popular with recreational cyclists, also on those days.
  - o Increased transit would be appreciated for on farm market days (Saturday mornings in the spring-early fall).
- Owner of large development potential site (4680, 4694 Headquarters Rd), shared a vision of higher density, nature, all electric, walking close to centre. The owner will not however be the developer.
  - o Residents requested more transparency in order to support trust.
  - o Residents in attendance said there was general neighbor support for a seniors housing proposal that the land owner had previously proposed.
  - o Residents in attendance indicated that if a sufficient natural buffer was retained between this property and the adjacent smaller properties, that they could accept higher density. Protecting other environmental values on the property: creek, and forest along the slope.
- Casaloma seniors residence is a quiet neighbor. Concern over how these facilities are funded/managed brought up (public vs private, local vs. foreign ownership).
- Advisory Committee member shared a vision of multi-use higher density, net-zero development closer to the urban centre and felt that this area was ripe for that. Noted that not all development has to be buildings and pavement – there is room for nature too.
- Another developer reminded that there is the Regional Growth Strategy (RGS) and that it directs growth to the municipal areas therefore developing this area is in support of the RGS.
- Staff brought up that the land 'downslope' side of Headquarters Rd. was mostly in the floodplain and would not be the subject of density discussions. A naturalist in attendance afterwards indicated that was his primary concern and was relieved. A developer after cited that density should be permitted subject to minimum habitable floor elevation requirements.



## City of Courtenay Official Community Plan Walkshops



### 11A. Courtenay Headquarters Neighbourhood Sunday November 1, 1:00-2:30pm

- Observation that there are beautiful large homes, some recent, well maintained. A real commitment.
- Equity and affordability acknowledged as important. Concern of displacing the low income people living in RVs at Maple Pool campground.
- One of the residents pointed out that carriage homes were generally supported in the area, until a feeling of distrust emerged more recently. Retracted his support for carriage homes citing that it could create a slippery slope of development.
- The largest lots remaining in this area (outside of the floodplain, and other than the large site already discussed) are under the powerlines. Who would want to live there? Was asked
- Staff asked if the group could support a) smaller lots and b) secondary (or even tri-plexes or four plexes in the area). The residents in the group suspected that no one in the area would support any type of stratification, regardless of how small. Small lot sizes – pointed out that most had already been subdivided that could be.
- How water flows in the area discussed. Owner of large lot felt that water had unfairly been diverted to his lands over the past years unbeknownst to him, and now was classified as a creek, felt was unfair.
- Glacier road is quiet, pedestrian (the student path), desire to keep it that way especially as it's a dead end street.
- If any density were to occur, focus on the Headquarters rd access lots, these residents felt.

*In lieu of providing separate notes, the OCP Advisory Committee on the walk reviewed staff notes and supported the staff summary.*



# **APPENDIX B**

## **VIRTUAL WORKSHOP COMMENTS**

The following verbatim comments were typed in to the chat box by participants during virtual neighbourhood workshops. Any identifying information has been removed.



## 1B. COURTENAY AIRPARK

### ***What do you cherish about your neighbourhood that you want to see protected in the future?***

- Green space close to water front
- Walking paths.
- Close to nature ,quiet and no cars
- safe of traffic
- safe access to city and farm area, close to sight and odour of the estuary
- Wildlife, shoreline vegetation, healthy ecosystem with side channels and flow-through of tidal water, blue carbon sequestration, wide paved pathway.
- i use the path to commit around town mostly by bicycle.
- I cherish the nature and the beauty of the Airpark and would like to see it protected by keeping it the same and by encouraging growth of native plants and trees. I also cherish the land use including the airport and runway.
- Indigineus trees and bushes. Visual proximity to ocean and river. Lack of buildings and development, except I like the paved pathways.
- i love the view from my place.

### ***What is an issue that must be addressed in the neighbourhood?***

- user safety
- The multi path can get busy at times and sharing can trying at times.
- fast quiet bicydles
- Sometimes electric bikes speed through the pathways creating danger to pedestrians and their children and their dogs.
- Off-leash, uncontrolled dogs impacting birdlife, shoreline.

### ***Vision and Goals Feedback***

- to respect that is it on the flood plane. Any future plans should pay attention to the rising water level
- signs to say please use bells
- I like it as it is. Even the airstrip. Cyclists (and I am one) need to be protective of pedestrians
- well let me answer that. many of us use bells and announce our arrival but some people don't like the bells
- "to respect that is it on the flood plane. Any future plans should pay attention to the rising water level" Through use of best practices in design to make it visually pleasing and not just rip rap and

concrete walls

- Keep it as wild as possible, with any further habitat restoration deemed wise by biologists.
- continuous..... it would be wonderful if the path continued right down to Royston wrecks
- Maybe a speed limit? Pedestrians should have the right of way and faster modes of transport to be respectful of others.
- People visit at the signs and the covered overlooks.
- the children's park playground is a place to gather
- Agree with [removed] on keeping Airpark. I feel it brings a very unique historical feel that many communities have moved away from. Making the City special.
- I also kayak and cart my boat across the street and put in right by the playground. this is a great place to enjoy the water and bird life.
- there is no mention so far of the air strip? Is this included in the overall goals?
- I'm also a cyclist, and agree that Cliffe is very dangerous and I'd rather be on a paved pathway totally separate from roadways. I also use a bell to warn people that I'm coming. I think it would be a good idea to restrict bikes to the outer (further from river) portion of the Airpark loop, and potentially have a separate bike lane (pave it a bit wider to allow for this), similar to how Vancouver.
- I support the comment to also prioritize the walk way to extend south (away from traffic) as far as possible (Union Bay) I feel this would make Courtenay stand out higher than Campbell Rivers. sea side walk that will, in time, have the HWY right next to it
- Keep the airport!
- useful to search and rescue, air ambulance
- does the city have any plans to change this airstrip?
- Long-term, my view would be to get rid of the airport/runway aspect. There is a lot of prime habitat currently used up by the airstrip and plane storage area by a relatively few people, compared to the thousands of beings that would use it if it were rehabilitated to marsh, meadow, picnic areas... a mix of habitat and community use.
- I understand that there is a level of risk to have it there, but I think if it goes into development something unique will be lost.
- With Kus Kus Sum project, will the risk of flood plain be lower to the airpark shorelines?
- Would like to add to [Removed]'s comments about the airport, small and unique planes being an added attraction for tourists.
- Fully agree with Kus Kus Sum comments at bottom

of your comments notes.

- Keeping building stories low, so when walking the airpark you can still see the mountains skylines.
- Regarding planning for both sides of the estuary, as a cycle commuter between Courtenay and Comox, I hope there is a plan to get a safe, separated cycling lane along Comox Road from 17th bridge all the way to downtown Comox. Separated by a cement median maybe? Ideally separated from the roadway via some greenspace, creating a new paved path, wide enough for a walking lane and a cycling lane. Then add some ice cream shops and cafe's along the way ~ this would really enhance cycle tourism to this part of Vancouver Island.

### ***Apartments/Multi-unit***

- I would prefer, low rise for view of the water and the mountains, and low low commercial because we like the air park for it's nature. We are escaping Cliffe to go towards nature so keep it wild as much as possible.
- HATE some of them ~ super ugly!
- Prefer a property with underground parking, and using warm colours and materials ~ not the harsh, metallic, very rectangular architecture. Also prefer 4 stories or less. Definitely prefer a residential property that also includes greenery and outside courtyard communal space for residents. LOVE the solar roofs! Also would be good with rooftop patio mixed with greenery on the roof. I think I'm ok with one building in the area having some ground-level commercial space that is community-welcoming, such as a cafe. Hope the residents above don't mind, and hope building would be built with good soundproofing between that commercial floor and the ones above.
- commercial units could be temporary through using mobile coffee or Food trucks
- crystal shore?
- Oooh, I like the food truck idea.
- I still prefer only 4 stories along Cliffe.
- Low rise buildings are important, especially where planes and other aircraft are taking off and landing. Trumpeter Swans need large areas of open space to take off and land too.
- new port
- I was looking to buy at Newport and appreciated the second level I could still see over the rental homes across cliff.
- Trumpeter landing is pretty good though the phase closes to the walk way does impact view
- I think Crystal Shores has a great look. low rise in

front and high rise in back.

- they should design with open green space that ALSO allows views through to mountains skylines
- Yes. Fully agree.
- for the commerce question, it would depend what is permitted, bars, pubs, or coffee shops?
- we could use more restaurants and coffee shops near the water.
- can you add link to chat?
- Building Number 7 looks great, where there are solar panels and gardens, but not suitable near the airpark as birds can crash land on the solar panels mistaking them for water.
- The city MUST have a strict building code in their zoning requirement for building near the water such as too much impervious tops, drainage into the estuary, respects for the creeks running into the river because they are salmon creeks.
- <https://www.courtenay.ca/EN/main/city-hall/mayor-council/council-meeting-agendas-minutes-videos/2020.html>
- Thank you for link.
- Which agenda was it on?
- is there an outside sitting area where people can drink? In the summer the pub opens their doors and live music can be heard until the pub closes at night.
- 5 storey building in place of the Whistlestop will be an eyesore and create more parking issues causing detrimental effects to this area.
- the pub brings more cars parking around the pub and park.

### ***Cycling Infrastructure***

- I think the further away from the water side of the airpark loop ought to be converted to option 4 ~ multi-lane, 2-direction.
- Make the main road bike paths safer and I think many of us the bike commuters would ride them
- Are there any ways to slow cyclists down? Speed bumps?
- Totally agree on this variance John
- I'd like to see Option 1 bike path design from 17th Street Bridge to downtown Comox, for cyclist safety, plus it's a green water filtration possibility, helping the water washing off the road and entering the estuary be cleaner.
- Fitzgerald Ave. would be a good place for bicycle lanes.
- The 5th bike lane was a great idea, but it does not seem to have taken in heavy use times, many side street entry points walking and bike users

### **Neighbourhood Amenities**

- the walk could use washrooms other than the Café one.
- Public washroom, amphitheatre and stage, and picnic area with some covered space are the only ones that appeal to me. Oh, and the public art/drummers are cool.
- That public washroom is now locked and closed at night. By the holiday trailers (for sale).
- : it was surprising how many people went into that washroom together at night.
- I am glad to hear that the new washroom is locked at night.
- Maybe we have to see the airpark as an exercise place for everyone who want to have a stroll , meet up with friends and enjoy nature. That itself is an amenity offered to us who just like to WALK as exercise. There are no such walking place anywhere else, meeting friends, near nature, easy access close to downtown.
- to be birders.... would there be structures to encourage more birds?
- us a visual of what the overall area concepts (green space, staggered heights, multi use) being presented to council prior to them being adopted or development occurs.

### **3B. MCPHEE/17TH STREET**

#### ***What do you cherish about your neighbourhood that you want to see protected in the future?***

- mature trees
- railway greenway
- the park between cousins and Arden Road
- Courtenay El is a place that brings people together
- laneways
- walkable & bike friendly spaces
- Able to use the Rotary Trail safely for running, walking and cycling
- I like that I have the green space walkways
- mixed use
- non-monster houses
- green spaces and parks
- I also like that we have small houses
- and community resources like the wachaiy friendship center, food bank, Courtenay elementary
- and backlanes
- I do not live in the neighbourhood, but am very interested in seeing this part of town carefully grown. My personal vision includes infilling some

arts & culture spaces on McPhee specifically

- front yard gardens
- front yard gardens 100%

#### ***What is an issue that must be addressed in the neighbourhood?***

- Safety.
- school needs park/greenway access
- Safety
- poor walkability and connectivity of so many streets
- Safety
- industrial truck traffic on mcphee
- need more bike lanes
- it would be great to have more community hubs
- need more street trees
- build neighbor connections
- no sidewalks to the Bill Moore Park
- I have problems typing due to my disabilities
- some streets have no sidewalks
- we have a older population here and a low income population

#### ***Vision and Goals Feedback***

- I like the fact we have small low profile houses but I would like the chance to increase density by infill housing eg tiny houses
- yes! more tin towns!
- Especially like to see the area around light industry developed
- could we incorporate water into green spaces and urban "forests" to improve the health of those places?
- allowing small amounts of small livestock would improve food security in the community
- it's a perfect area for a community arts centre with outdoor gathering space... and other low-impact creative workspaces/living spaces.
- MacPhee itself, I mean.
- ground level lighting, that lights up the pathway but not the whole space could help...
- the school apparently can't go on a field trip to the greenway due to the liability of crossing the street!
- food forests and edible landscaping would be amazing
- maple park might be a great place for a duck pond!
- earlier it was mentioned that there should be an index for rentals... how about a way to connect people with needs to people who want to help?
- agree we could all do with a little less light!
- electric scooter rentals could be added to the



options for transport - eg zip scooters - <https://www.ridezip.co/> - they have them in Kelowna, and they are pretty awesome. Not perfect for everyone, but would work well for many

- on the walk we heard about the potential forest, which I think is a great idea, but the city may not have influence with the school board
- I would love to help with the Courtenay Elm Community School plans
- there could be more community workshops
- Block party!
- great ideas... actual neighbourhood gatherings have been lost along the years, and ways to be physically connected with no barriers are so good for community building... then folks start to look out for one another, and communities become safer and more alive.
- I so appreciate how thoughtful this whole OCP process is. I currently live in Cumberland but am very connected to Courtenay (live in tintown for 5 years). It's exciting to see this process take shape and how it will manifest in real life...
- Rain gardens are a great idea.
- rainwater collection ought to be a requirement on all new builds... and maybe a subsidy for retrofitting (like the old toilet trade in program)
- all though cycling infrastructure is important there are sometimes dangerous for the aging population. We need walkability

### ***Secondary Detached Dwellings***

- Harmonize to the existing housing.
- don't like #8 aesthetically but it does have a great roof garden!
- bring back the front stoop!
- rain catchment systems that collect run off from rooftops could redirect water to nearby vegetation instead of letting it go into the sewers
- I can't get permission to build a front porch, but people stop and chat when I work in the garden
- I don't want to be too close to the street it's too noisy
- how to mitigate cars... that's the thing with secondary suites... up here in "little alberta" there are SO MANY CARS... because so many second suites. I don't think they thought of that when they started building coal hills.
- The number of people isn't as important as how many cars they own.

### ***Neighbourhood Amenities***

- oh, yes, adding in common areas is a great idea.
- outdoor event space - eg. a bandshell or covered performance area
- the whole valley needs more public facilities...
- are amazing self-cleaning restroom blocks available.
- more natural play spaces would be better
- and shade structures in playground spaces and other open public areas
- yes!! don't make kid ghettos... multi-use, multi-generational use is better!
- fitness parks are nice too - with the permanent equipment, mixed among trees and green...
- I would not like more water parks or concrete. Natural is better. I think the Lake Trail area is better suited
- is maple park the one on 16th?
- 100%
- no it's on 19th
- Maple park has no access road to 17th street

### ***Neighbourhood Streets***

- more car-less streets... please.
- love #10
- and #2
- #7 needs trees!
- yes! why did they not put any green into those new sidewalks downtown????
- Some of these are great examples of incorporating rain shelter and seating.
- Oh yes please!! close the streets!
- I also like the images that suggest mixed residential and commercial. I would like to see markets in residential areas where food, services and crafts can be exchanged
- Yes, [Removed]... I totally agree... we need more infrastructure to allow that sort of activity...
- i love the "market zone" idea in the Downtown Playbook - that could be activated in other neighbourhoods...
- love the downtown patios - would be great if there was some more pedestrian-friendly ways to walk downtown
- add some accessible power (in lockboxes) in public gathering areas, and integrated facilities for creating those pop-up uses...
- I would love for the area across from Courtenay Elm developed for mixed use
- yes please!

- tin town is amazing. lived there for 5 years... more of those would be excellent
- Tin Town is cool but the cars on the road drive me nuts
- yes, very true [Removed]. we need fewer cars everywhere.. it's getting crazy!
- There is a handout of the bylaws in regards to home based visits
- I agree. Fewer cars and car-centric design makes for happier people

## 4B. LOWER RYAN ROAD

### ***What do you cherish about your neighbourhood that you want to see protected in the future?***

- Variety of housing options for many needs
- There is a creek nearby, a small forest area between a road by the school and a park on Dingwall
- Growing mixed use hub with what I think are great new residential developments on Bradenwood.
- nearby shopping amenities

### ***What is an issue that must be addressed in the neighbourhood?***

- Ability to walk and bike safely, and aesthetics.
- community gathering places
- safety for pedestrians, cyclists; traffic
- Bike traffic through Highway Bypass/Ryan traffic area.
- Littering. Sometimes unsafe littering behind glacier view. broken bottles, needles.
- need for community hub? neighbourhood gathering
- Traffic access in/out of Superstore
- I agree with that, crossing the road at the bottom of the hill can be scary. lots of near misses...

### ***Vision and Goals Feedback***

- if apartment/condos are built in the area there should be room for every resident to have a bit of land in a shared garden
- there is a new apartment at the bottom of bradenwood that has a huge community garden :)
- I wonder if there is a way to capitalize on the nearby Agriculture Land Reserve for small scale gardens?
- I like it. I would want to see the shared agricultural land be close by and easily accessible to residents
- buildings with commercial space underneath,

residential areas above could be topped with rooftop gardens to make gardens accessible and keep them protected by only allowing access to the garden by people within the building

- I agree that pedestrian overpasses would be a great way to improve the safety of pedestrians who need to cross Ryan road
- I would be concerned about the cost though, it could take funding away from other very important improvements
- this neighborhood would be a great place for a food bank
- maybe a public health clinic
- great idea!
- that would be wonderful
- Our local Family Services office wishes to develop a centre in this area. It still at dream stage but they also feel this is needed in this area.
- I love the idea of increasing the energy efficiency of buildings to make living more affordable
- I don't think we need more restaurants in the area
- I don't see a lot of benefit to having more restaurants, it feels a bit out of line of the focus of the goals of the OCP
- "Prime" comes to mind, as a restaurant that was built, did not serve those who actually live in the area, being a "high end" restaurant. and now its a large empty building.
- I agree with [Removed] that they need to serve the locals - as [Removed] is now just saying.
- Multi-use sounds much better

### ***Clustered/Pocket Communities***

- Just an observation that Back Rd heading south-east has some larger properties that some of these concepts may be appropriate to consider.
- 4 has too much concrete and grass, but I like the orientation of the homes
- Industrial area near the LINC is in the floodplain so complex considerations - whether to protect these lands from future floods and develop more, or avoid new development all together. Very complex.
- would building a sea wall blow the budget?
- It would be cool to try to relocate the businesses that would eventually be flooded out, and then maybe rehabilitate the area that will be under water to a natural setting that would improve the underwater ecosystem and help it develop healthier
- I like the buildings with more units that integrate green space and community space the best

### ***Duxplex/Multiplex***

- I love number 5, haha. Number 5 with a commercial use unit or two, and a rooftop garden.
- 2 is gorgeous but the balconies look shady. Balconies, and windows, should be designed with consideration to their sun exposure to allow each unit the possibility to grow plants. I hear a lot of complaints from apartment users that they can't grow their own food because their windows and balconies don't let enough light in.

### ***Apartments/Multi-unit (<5 storeys)***

- 14 is a beautiful complex - my grandparents lived there. There was a lot of room for gardens and water features, benches... I like to take my kids there
- With these last examples, I like 7 and others :)
- I like 13 because the garden bridges the building to the forest. rain gardens are great
- solar panels on the rooftops in picture 7 are great
- there are also a lot of students in this area because of the proximity to the college

### ***Apartments/Multi-unit (>5 storeys)***

- I agree with focusing more on multiplexes than larger homes with suites and detached small homes on the property, for this area particularly
- I like 5 because it is multi-use, the windows and balconies look like they get a lot of light, and it looks like there is green space on top
- I think there is room for larger buildings in that area because of the amount of students or smaller families/single residents that need housing.
- homes need to be affordable

### ***Semi-Public Spaces***

- the space between buildings in the first one looks like a waste - lots of concrete, nowhere to sit, nothing to enjoy really
- I like the eco-friendly number #6
- Agree with [Removed] on #1 - liked the rain garden in #9
- #5 is nice, I like that it is multi-use

### ***Neighbourhood Streets***

- I would advocate for pedestrian and bicycle use only roads, but disabled people need a way to get close to the storefronts. Maybe one way
- I like all the trees in picture #2

- I would love to see those creeks in town
- #5 is great as a retrofit option, relatively affordable

### ***Neighbourhood Amenities***

- I think that blending different elements of these different attractions and amenities in public spaces would put the land to better use, encourage community better by attracting a more diverse crowd from the community, and improve the safety of these spaces.

## **5B. UPPER RYAN ROAD**

### ***What do you cherish about your neighbourhood that you want to see protected in the future?***

- green space, especially older trees
- Friendly, walkable neighborhoods
- Access to amenities ... NIC, Pool, Hospital, Grocery, Services
- family friendly neighbourhood, safe place to live
- Walkability/cyclability..
- Walking trails and retained rural feel. Can hear owls, frogs, cows etc. from our house. Would love to have more trails and preserved agriculture/ green space. Yes to walkability
- green space, sidewalks, nice looking homes, sense of community. I know many of my neighbours
- Trees, its headwaters for several streams.
- Mix of ages and housing styles. Cycle & walking paths

### ***What is an issue that must be addressed in the neighbourhood?***

- proposal for high density developments that do not fit
- Longer term, parking may become an issue
- lack of protected, safe bike routes (Ryan Road!)
- apartment buildings
- Worried about increased traffic and related safety issues.
- Traffic, how it will affect those using bicycles and walking.
- increased development
- Speed on Vet Memorial.need roundabout at Mission,
- Safety with lighting, crosswalk & speed
- Density is set to rise significantly. Is it possible to maintain balance?

- issue: apartment building of bachelor suites does not suit the neighborhood
- future developments that would be detrimental on safe and family neighbourhood.
- There don't seem to be any "gathering" spots in this neighbourhood.
- Need better access to buses.

### ***Vision and Goals Feedback***

- They are nice goals but to me they lack specificity and perhaps somewhat relative. For instance what does "investing in relationships" mean?
- A well done overpass with greenery can be effective
- Good comments. They do resonate
- agreed

### ***Apartments/Multi-unit***

- Mixed use should be considered ... like the Cubes ... business below, life above.
- I agree with [Removed]. I would like to see more cottage style, one or two story developments with greenery and walkways.
- Also like the setback on #1 so something that tall is not so imposing.
- Greenery and special architectural details are important
- Not sterile and bland. Charm, green-space preferred
- I forgot to mention that mixed use is nice from my perspective as it add more amenities to our neighborhood as well
- Agree about mixed use. Access to groceries, coffee, local restaurants where you live is important

### ***Clustered/Pocket Community***

- Those look great. Very livable looking

### ***Cycling Infrastructure***

- Preference on bike lane is some form of physical separation from cars

### ***Neighbourhood Streets***

- I echo [Removed]'s comment. Walbran Park is very simple and my three kids use it often as "the forest"
- It would be good to slow the traffic on Vet Memorial down to 60 !! esp the semis with trailers...

## **6B. HARMSTON AREA**

### ***What do you cherish about your neighbourhood that you want to see protected in the future?***

- Green space / trees
- green space
- Dog access to Harmston park
- walkability
- Mixed housing
- Sense of community
- Walkability
- heritage homes and style used in new construction, tree canopy, access to river/parks. walkability. mixed uses.
- differing styles
- a variety of homes, businesses, daycare, church
- smaller units
- small neighbourhood feel
- community garden

### ***What is an issue that must be addressed in the neighbourhood?***

- potential for rapid change
- the needles and people under the influence of substance use disorders, and garbage
- large sized development?
- underutilized park. older housing stock needing upgrading. Railway tracks divide area, remnants of industrial use taking up prime locations.
- fast driving cars

### ***Vision and Goals Feedback***

- I have a 10 year old at home [Removed], so part of the challenge is getting kids out of their houses to meet each other. Maybe a play ground or play sessions in the park would help.
- creating proper paths across the tracks from Peircey and 10th. to McPhee. I walk there often, but its a pain to have to cross the tracks.
- [Removed] mentioned the need for services - there is a Petrocan storage lot - it would be great to have it a real gas station (until gas disappears) - the nearest one is on Cliff and 17th. -
- I bet adults like it too
- Terra Nova Adventure park in Richmond
- <http://www.space2place.ca/garden-city-play-environment>
- Terra Nova was the second one and is also excellent and kid designed.

- do we know who owns/ operates the Old Church?  
It would make a great community centre
- how about some fruit trees ?

### ***Clustered/Pocket Community***

- I like 1 and 5. houses around a shared central space
- We like 1, 2, and 5
- could there be a mandate that when fancy places are built they have to include some cheaper options and social housing for people with disabilities or struggling going on
- I like 1, 2, 3, and 5

### ***Other Forms of Collective Housing***

- from the collective housing I like 1, 2 and 4
- I like 6, looks good with solar panels. also looks clean and modern
- 1 and 6 look friendly to me. We looked at Piercy Creek Estates and thought that was a good development....and actually cheaper than many other houses

### ***Apartments/Multi-unit***

- I also like 7.
- 1 , &, 10 in the apartment blocks look best. Absolutely not in favour of anything higher than 5 storeys.
- most have a very modern feel - I think 3 would fit better in terms of scale
- of the blocks I like 4 the best
- I love the idea of the city works yard being moved and turned into one of these. I also feel the uHaul has to move- the trucks need a space to be parked rather on the streets.
- i think you need to have eaves, # 8 looks to stern. we have some 3 ad 4 storey along cumberland rd. 10th So these are a fit in some spots.

### ***Neighbourhood Amenities***

- picnic tables near spaces for Food trucks
- 2, 4 and 6 - a pump track could fit on old railway land
- we have the space across beside the CVRD too
- two and six - having been to both with children. and a place to gather - as long as it does become a homeless camp as the pavilion in Sims park gets used.

### ***Semi-Public Spaces***

- I like the walking trails close to the front doors in 1 and 2
- my house on Hornby is yellow. it makes me happy to come home
- 8, 9, and 10 look good

### ***Secondary Detached Dwellings***

- +++ more colour
- I just want to see cottage suites allowed. it works well for seniors and young people.
- I also love the idea of tax rebates to paint our houses in fun colours. it would create a fun and attractive neighborhood
- well i can compromise on fences for parts, other ways to slow down bolters, and more ways to get in. there is only one access at each corner and you have to walk the full block .
- native plants, please. and remember that planting a row of trees is not the same as restoring a habitat

## **7B. LAKE TRAIL AREA**

### ***What do you cherish about your neighbourhood that you want to see protected in the future?***

- I love the close access to nature, Morrison, Puntledge, parks and trails -
- also close less to downtown
- All the trees/forest
- preservation of Morrison Creek and woodlands
- mixed community -
- Morrison creek park, puntledge and the community feel
- The green spaces and parks...
- schools -
- Diverse community. nature
- Greenspace and access to neighbourhood trails. An area of affordable homes that allow families to purchase homes.
- Green spaces, wildlife, trees. Community, friendly, relaxing, pleasant place to live.
- Small schools which present unique programs
- Ability to cycle as transport, and access to nature
- Greenspace and park network - Morrison Park through to the River . Heritage values- buildings but also things like the flume, the history we have recorded.
- salmon bearing stream, foraging huckleberries



### ***What is an issue that must be addressed in the neighbourhood?***

- flow patterns
- safe intersections, over densifying areas
- The commercial area is not inspiring!
- preserving wildlife connectivity
- safe roads for young people on bikes
- ^kids
- how to accommodate the demand for housing while keeping a lovely and liveable community
- There needs to be appropriate densification to allow for affordable housing. Improved cycling routes and lanes. Commercial area that encourages a full service grocery store.
- I would like to see less gravel put on the trails as it caused noisy walking and may be harmful to tree roots.
- Ditto commercial area
- creating sense of community - staying affordable , enabling small shops, amenities, safe cycling and pedestrian use.

### ***Vision and Goals Feedback***

- but not a single story box- if there was a 4 storey- that it had a grocery on main floor. The Restore used to be a Coop grocery store, the plan is still to redevelop it as housing - - but encourage a community store on main floor
- ^ this sound like a great idea [Removed]
- I agree with [Removed] on that
- Great idea, [Removed]. I remember the Coop at that location.
- Need to create safe bike lanes, and pedestrian walkways suitable for children and seniors, including those on scooters.
- also agree about preserving all the Morrison watershed - I gather the school board owns some of the area and it concerns me that the school board might want to sell some of this land -
- The neighbourhood visioning session hosted by Lake Trail had over 150 people. It occurred in April of 2010. A summary document does exist on the feedback received from the neighbourhood. The city contributed funding to help support the process.
- there is a zero waste at the top of downtown
- \*store
- Yes - I don't think another one would be viable
- ask habitat for humanity establish a community food store in the space they have, changing the model from second hand store to a Zero Waste

Food Store and use the profits to finance their housing initiatives

- absolutely. those long lots along Willemar are such an asset. need to stop the clearances along Arden, and do real small scale infill

### ***Duplex/Multiplex***

- if you can incorporate using rescued buildings - ie Nicoll Brothers to fill vacant lots- the smallest old cabins that can't be kept - or add to existing house - esp if you lift up and put first floor under the house - such a good way to recycle the materials used in the old house, increase density, triple win.
- the area has a lot of different styles - some heritage, some newer - want to avoid too fancy - there are lots of townhouse style - the Habitat for Humanity is really good design.
- But, would that be solved by having more options for young people that are forced to share a rental - ?
- I think #1, 3, and 6 fit the neighbourhood style.
- I like [Removed]'s suggestion to ask Habitat for Humanity to establish a community 'Zero Waste Food Store'.
- I fully support the need to include net zero design guidelines. Perhaps the city can offer density bonus incentives as an incentive.

### ***Cycling Infrastructure***

- obviously #1 is ideal but maybe not realistic everywhere - single lane physically separated from traffic means it will be used by everyone - it will be used much more -
- i agree - designated painted bike lanes makes a difference and using the plastic bollards makes a difference
- Narrowing lanes makes a huge difference - so put painted bike lanes on Willemar and on top of 5th street
- Yes, 5th Street bike lanes are great, I use them often, and I agree with [Removed]'s comments.

### ***Secondary Detached Dwellings***

- #7 - dig up that lawn and plant a garden
- number 8 looks a bit grungy but really the others look ok - just wonder about costs -
- there are lanes between 14th and 10th street for Willemar, Stewart, Urquhart - what a chance to do some lanes way units
- that's the point - they need to fit into the existing

community -

- I was trying to convince [Removed]'s mom to turn their garage into a little house for me to live in - hasn't happened yet, but I remain hopeful
- we haven't mentioned it but I have concern about light pollution - with our densification - which I totally support the city really needs to think about this -
- i'm liking the look of the new townhouses on 5th street by Harmston -
- I would like some restriction on being able to park trailers, boats as well as the cars and trucks all at one home/duplex - i would be concerned that with the densification there might be so many large vehicles parked on the roads - could there be increased regulations on parking
- my daughter asks when are they going to turn the Driftwood Mall parking lot, which has NEVER been full, into housing - so there would be people to shop
- i agree with [Removed] - these are ideal for devolepment
- there was a proposal on Arden that combined several lots and went around one remaining house - putting up three multifamily units- it was approved but maybe stalled in 2008 crash .

## 8B. GREATER DOWNTOWN AREA

***What do you cherish about your neighbourhood that you want to see protected in the future?***

- Hi. More trees!
- Boutique shops
- Pubs and live entertainment shops
- Low rise - 2-3 stories, maybe 4 on north side of streets.
- community closure of streets for events
- Green space; history; local businesses; places to gather (restaurants, etc
- Pedestrian streets!~
- Small city ambience - no box stores, local owners. Places for seniors to rest; mixture of commerce and culture ie SID and Art Gallery with shops.

***What is an issue that must be addressed in the neighbourhood?***

- Agree to pedestrian streets and also some housing above commercial - 2-3 floors - low rise
- Traffic decongestion

- Parking; traffic flow
- Safe, available, secure access with bikes/ebikes
- panhandling
- Affordable and accessible housing, more residents to enliven and make the spaces safe at night.
- Empty spaces - depresses energy
- Better use of river way - walkable and bike and mothers pushing carriages space, affordable and accessible housing!
- Playground for children!

### ***Vision and Goals Feedback***

- Perhaps for alleys - time zone loading. Those tires need to get supplies and the trucks need to unload in alleys. Limit the hours of public access for when then actually are used ie noon - mid or late afternoon.

### ***What We've Heard So Far Feedback***

- Don't forget electric carts and vehicles in the transportation planning.
- [Removed], e-bikes and EVs will certainly make all hills flatter.
- -Scooters, e-Skateboards, Segways...hoverboards?
- Don't forget heritage aspect - that is what partially makes the area unique.
- It's a great list and a good start.
- Difficult to go underground- earthquake risk underground water tables vary.
- I'm not a big fan of taller buildings for environmental reasons, but larger carbon footprint of construction and negative effects on surrounding roads and sidewalks such as shading and concentrated winds.
- I agree with [Removed]. People scale is critical and this is accomplished by preserving street aspect ratios: width of street to height of street wall.
- Taller buildings will also spike real estate values.
- WE used to have 2 railways; general stores. Theatres - retain. The first college building is now the library - built on the site of the old creamery.

### ***Clustered/Pocket Communities***

- Be careful - who maintains these quasi=residential spaces. We already have the problem near the river way
- More eyes on the space, such as porches, helps to make it feel more private.
- Community gardens certainly create community. People interact, share seeds, share cuttings, share food plants, etc.

## ***Other Collective Forms of Housing***

- Internal courtyards can also be great shortcuts, making way finding easier.
- Urban areas might have more of a “galleria” corridor through it, maybe with internal shops, almost like a covered lane.

## ***Apartments/Multi-Unit***

- Yuck. Suburban.
- Too modern
- More urban
- Sixties
- Modern. Too much glass.
- funkier
- Looks like LA.
- Not integrated design
- 9 too tall.
- Roof patio is nice and enlivening. Close enough to ground to recognize people
- 11 too big city-like
- 12. Scandinavian. interesting
- 13. More Courtenay-like
- 14. Suburban
- 15. No eyes on the street

## ***Commercial Experiences***

- Sort of what we have now
- Too suburban
- Don't forget multipurpose buildings that includes child care, city recreation, etc
- what we have now, too low?
- Nice.
- 4
- 5. Wide sidewalks!
- 7 Suburban
- 8 alleys!
- like 5 plus 6 and 8. 5 has very wide side walkways to accommodate tables

## ***Cycling Infrastructure***

- think 5th st much improved

## **9B. EAST COURTENAY**

### ***What do you cherish about your neighbourhood that you want to see protected in the future?***

- our parks and green spaces need to be preserved and protected
- What we most cherish about our neighbourhood is the woods that surround us.
- the green spaces
- The trail network - parks and greenspace
- The feeling of residential neighborhood and the green spaces.
- On Cummings Rd and surrounding roads I cherish having lots of trees, access to Lerwick park, and lots of natural areas with some space.

### ***What is an issue that must be addressed in the neighbourhood?***

- improved street lighting, traffic calming (speed specifically)
- safety, street crossings and speeding cars
- Pedestrian safety.
- Protection of our green space/
- Pedestrian safety, street lighting
- streetscapes and green areas
- Keeping existing properties in compliance with the existing zoning that is in place, no variances that would set up precedence
- Protect trees and greenspaces
- updating of some park play structures
- oh also our local playground needs an upgrade
- increasing density and housing options
- using existing infrastructure

### ***Vision and Goals Feedback***

- I would also like to know if the Lerwick forest and Hawke Park areas are protected. This is very important. Lots of greenspace is heavily used by the community and needs to be protected
- I agree, the wetland behind Glacierview is a very important area ecologically and is it protected? I heard there was a development going in
- is the Glen Urquhart forest protected?
- some of the sidewalks in the older areas are too narrow
- Absolutely - a crosswalk!!!
- a signalled crosswalk
- I agree, there needs to be a crosswalk there
- yes!!
- And advanced turn signals for Ryan left on to Back Rd.

- totally agree
- when Comox road is closed back road carries the traffic and it's nuts
- Back Rd and Ryan is very scary traffic wise. Also McDonald and Back Rd it is nearly impossible to see what is coming. Not sure if that is part of the East Crty plan
- Also I would like to see left hand turn lights coming out of Home Depot and NIC onto Lerwick. That is a very challenging spot to get out of and dangerous for pedestrians.
- I have heard that a hotel is going in across from the post office. Is this true?
- Agree with [Removed] re the street signs! not clear
- there is an active rezoning application (hotel) at 310-336 Hunt Rd.
- Yes. They want to build a four-storey hotel, which is higher than the buildings in the area, which has a height restriction.
- Air B&B has destroyed the rental market yet not really managed or regulated
- I agree with [Removed] re the Air B and B

### ***What We've Heard So Far Feedback***

- short term rentals are definitely an issue affecting the rental market
- Air B&b's have a negative impact on the traditional hotel business
- Increased density needs to fit with existing neighbourhoods and zoning for the neighbourhood. It needs to be careful, mindful planning as to where it is best placed regarding access to resources, transportation, etc. It may not make sense to increase density in every area just for the sake of doing so.
- FYI. Development application tracker on the City's website.
- <https://www.courtenay.ca/EN/main/departments/development-services/planning-division/current-development-applications.html>

### ***Secondary Detached Dwellings***

- I like [Removed]'s question about size. It is a barrier to me to think of a laneway or carriage home that is actually larger footprint than existing structures
- examples seem more focused on architectural detail than land use policy
- could consider R2 zoning and allow secondary suites as permitted
- I think that the secondary suite should be in

keeping with the neighbourhood. Also there needs to be adequate parking for that suite.

- Current zone can remain as R-1 while allowing some more uses.
- heights could be the same as principal dwelling with a modest increase in site coverage..Existing sites in east Courtenay are not currently developed to the max
- Thanks [Removed] for your comments related to how form and character should be considered here. Your comments have been noted.
- have to recognize that each developed site has its own unique conditions, lane access, site coverage ,building placement
- I also think that the heights need to be in line with existing
- Example 1 and 2 would seem to be a good fit for our neighbourhood - the architectural features are similar to homes in the community and both examples are somewhat set back from the street.
- seems to me that secondary/carriage homes should "fit" within the neighbourhood.
- 2 seems most fitting
- I agree 1 and 2 visually look consistent.
- What about additions to existing dwellings to add a suite rather than a separate building
- The carriage homes in One and Two do appear to "fit" within the existing streetscape.
- need to provide opp for nanny & in law suites

### ***Basement Suites***

- I wonder how many people would be comfortable with other people living in "their homes"?
- Those all seem to be very reasonable without changing the "character of the neighbourhood"
- I'm really liking the ones that have the entry not visible from the street.
- most seem ok but again it is depending on if there is congested parking, trouble with traffic, and safety
- So many young families do need to buy a home with a suite to pay the mortgage. As long as the owner lives on the property
- need to provide parking on site
- Parking would be the most important issue. All of these look good, otherwise.
- These all seem reasonable for a residential basement suite. I do agree that parking should be considered.
- currently one parking lot is required per basement suite
- Also not being able to turn it into another Air B

& B which does not help with housing in the community

### **Neighbourhood Streets**

- Love the idea of rainwater management!
- I like the rainwater management and vegetation inclusion
- If we want to encourage pedestrian use of our streets, we need sidewalks.
- Also like the vegetation inclusion. Very important.
- given the transforming automobile world, the availability of charging stations is nice to see
- I like the idea of bringing business to the sidewalks and having the width to accommodate cafes etc. Also like the rain water management.
- Safety would include good repair of sidewalks, crosswalks and appropriate signage for drivers regarding pedestrians.
- I agree with the rainwater management as well as greenery.
- in this time of COVID having patios is nice to have outside of cafes
- Also like the idea of charging stations!
- I like the dedicated pedestrian paths and bike lanes in option 2 and 5. Bringing business to the sidewalk and making it part of the community helps to bring us together. Appreciate both greenery and rainwater management options.

### **Neighbourhood Amenities**

- Nice to see other uses for parks besides the traditional swings and slides.
- like the idea of play spaces with rainwater management and blending in with the current space. play structures do not need to be traditional
- I love the play structures with the green, mature trees, water and interactive art!
- Also a nice to think about “functional art” such as the drums, wind harps that you can sit within, art such as the story walk along the Puntledge River...
- I am supportive of the idea of a community park that is targeted to all ages.
- I support a park that is for all ages too, with many different things to do.
- Thank you [Removed] for participating as a council and community member.

### **Wrap Up**

- no matter how well things are thought out, someone will be unhappy. However increasing density and protecting public spaces are important.
- the area isn't just one homogenous area - there is diversity within hoods. We used to be rural and now we are in the city... so it has a different feel. This means that I'd like to see more small hood consultation as well. Even East Courtenay is very diverse. These small scale consultations would be effective.
- That is what I meant, that it is very diverse, it is not all the same at all.

## **11 B. HEADQUARTERS AREA**

### ***What do you cherish about your neighbourhood that you want to see protected in the future?***

- The rural feel and biodiversity
- The connection to the river and nature
- As well as the community we've developed due to our isolated area and non-dense housing
- salmon nursery areas
- rural aspect, quiet, knowing all neighbours, minimal traffic
- We love the semi-rural setting and the large lots, lack of street lights and sidewalks. We also feel this is almost like a little village.
- We have always been a “green space” neighbourhood with lots of larger properties of a rural nature with horses, deer, bears, birds.....
- Darkness at night beauty ,space ,horses
- Safe for our kids to walk in the neighbourhood.
- Knowing my Neighbours
- unique in a busy community
- We enjoy the Vanier students
- rural, quiet, safe, greenspace, safe equestrian area with close proximity to fairgrounds .... garry oak preservation

### ***What is an issue that must be addressed in the neighbourhood?***

- Ecosystem damage due to Mission hillside springs
- The feeling of encroaching high density development and destruction of nature
- increasing density with carriage houses
- What kind of development can fit into this vision of the neighbourhood?
- Side walk for kids



- The water issue danger as there is a definite connection to Towhee Creek and Tsolum River
- awareness and protection and enhancement of riparian areas
- the dead end of glacier road is used as a drug hang out
- The mess left at Vanier gate by city engineering, when services were installed.
- Yes, protection of riparian areas
- as per [Removed], our hedge was destroyed too during that
- Sorry I don't trust the city. I had asked about the one suite above the workshop and I was told by a city employee that it wasn't a suite but it was a very expensive workshop. it was obvious I wasn't told the real story.
- Concerns about lack of enforcement.

### ***Vision and Goals Feedback***

- A significant percentage of the neighbourhood already has basement suites or carriage houses, some grandfathered in, some legal, some illegal, some occupied, some not.
- I also support the one acre concept in this neighbourhood. Sub dividing changes everything!
- One of my ultimate fantasies is be a city owned river front park that stretched from the exhibition grounds to the old Field sawmill site.

### ***Secondary Detached Dwellings***

- \$\$\$\$\$\$\$\$\$\$
- they are pretty little houses but totally irrelevant for our neighbourhood. seems like a city idea but not here!
- I want to know where all the vehicles are in these idyllic homes??
- no secondary suites or carriage houses wanted. that will change this neighbourhood in a negative way. the city should (and hopefully does) value rural areas within the city. once development happens it can't be undone.
- Ascetics don't matter
- Two lots are that small
- no pocket communities!!

### ***Open Discussion Notes***

- Lots of us are concerned about the two properties that are for sale. Have environmental assessments been made there?
- The OCP is very important. The standard protection is 30m buffer between any high water mark. That has lots of implications because the region is developing new direction for floodplain based on rising oceans and increased rainfall.
- These suites have been in place for a long time. Two new ones just went in.

# **APPENDIX C**

## **VIRTUAL WORKSHOP BOARDS**

The following pages offer snapshots of the sticky notes taken on each Miro board during virtual neighbourhood workshops.



# 1B. COURTENAY AIRPARK MIRO BOARDS

## Goal Summary

1. Land is Valued As a Precious Resource

2. Housing Choices for All

3. Strong Neighbourhoods

4. Functional Transportation Choices

5. More Space for and Time in Nature

6. Love for Local Places

7. A City for Everyone

8. Economic Success Emerges from Community Values and Place

9. Investing in Relationships

I support the comment to also prioritize the walk way to extend south (away from traffic) as far as possible (Union Bay) I feel this would make Courtenay stand out higher than Campbell Rivers. sea side walk that will, in time, have the HWY right next to it

Keep it as wild as possible, with any further habitat restoration deemed wise by biologists.

to respect that is it on the flood plane. Any future plans should pay attention to the rising water level" Through use of best practices in design to make it visually pleasing and not just rip rap and concrete walls

As a cyclist - very unsafe to take Cliffe - very dangerous

Vision of airpark area - important part of the sea walk

Extends from Downtown, to Royston

it would be wonderful if the path continued right down to Royston wrecks

Access to the seawalk; new developments don't pave overtop

Need to preserve green spaces

Everyone can enjoy it

Green, accessible, friendly, continuous

Agree with Kelly on keeping Airpark. I feel it brings a very unique historical feel that many communities have moved away from. Making the City special.

May limit... should... right... faster... trans... respect

Helps build a sense of community

Saying hi to passersby on the walkway; the same does not apply to passing someone in a vehicle

Place for exercise, getting outdoors

Walkway is full on new year's day

Need for green space - new development in particular

Maintain things offer birdin

People are constantly stopping - especially when they have dogs

Some places where people gather on Cliffe - restaurants, Driftwood Mall

People visit at the signs and the covered overlooks.

the children's park playground is a place to gather

Places where people naturally pause - the viewing platforms, picnic tables - are great gathering spots

A couple restaurants on the walkway - overlooking the Estuary/Airpark

People always hanging around the boat ramp/docks

Where there are information signs

9. Investing in Relationships

Airstrip/Airpark - Unique aspect of the city

Lease renewed every 5-10 years; city-owned land

Long-term, my view would be to get rid of the airport/runway aspect. There is a lot of prime habitat currently used up by the airstrip and plane storage area by a relatively few people, compared to the thousands of beings that would use it if it were rehabilitated to marsh, meadow, picnic areas... a mix of habitat and community use.

useful to search and rescue, air ambulance

Eclectic mix of things around the airpark - interest

Rhododendron area

Boats docked, coffee shop, kids playground - create a unique mix within the area within impacting the other side of the airstrip

Even the airpark itself - float planes, light airplanes, utralights

Support for different activities - what draw people to the airpark

Can we expand on them? Seem to be a good mix right now

Attraction to tourists, kids - appeal to many different groups





## Some of What We've Heard So Far

re: Whistlestop  
- what is the  
current  
update?

how can the  
walkway  
accommodate  
an increase in  
use?

will see more  
people using  
the walkway as  
development  
increases

views are  
important -  
this is a  
special place

Keeping building  
stories low, so when  
walking the airpark  
you can still see the  
mountains skylines.

awaiting updates  
from City as to the  
future intentions  
and direction

General feeling that Trumpeter Landing is an example of density (4 stories) done well. Abundant landscaping and good urban design.

Appreciation for Riverside Lane and the narrow width, no street parking and urban frontages (massing, design, setbacks).

Riverstone development (condos) massing is too large/unvaried.

Mansfield Drive is an opportunity for placemaking on street, formalizing existing parking, making more people oriented.

### Current challenges:

- Congestion - cyclists, people with dogs, children, strollers, electric carts etc.
- Homelessness has increased recently;
- Invasive plant species – need to consider the sensitive location of the biodiversity when building in this general hub area.
- Need a crossing at 5th St. so the entire Riverway is universally accessible

Expectation from the participants that density will come; 5 storey precedent of the Whistlestop application will inform the rest, but preference for 4 stories.

Car oriented nature of Cliffe ave with businesses and car parking in front – potential solution for massing and height closer to street with parking at back.

Community small craft airstrip is a unique asset in BC: tourism, transportation, provides repair services (income), emergency services support (only landing site on west side of river).

Airstrip feels exclusive – how to make it more welcoming to general public.

Association's vision is to keep non profit, not turn into a commercial enterprise. Wishes for land use designation rendering their use permanent.

E.g. paddling storage and events held on site to invite the public use.

Development of Kus-kus-sum will increase recreational usage and tourism. Both sides of the River and Bay need planned development that result in sustainable usage of this unique attractive and health restorative green area. Appropriate and contributory businesses only. Both sides of the River and Estuary need a plan to enhance public use while protecting ecology.

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## NEIGHBOURHOOD AMENITIES

all good  
to have

issue is adequate  
public washroom  
facilities  
throughout the  
City

the walk could  
use  
washrooms  
other than the  
Café one.

City responded by  
moving nearer  
parking lot - be  
conscious of  
tendency to be  
hang-outs (ex: under  
17th bridge)

existing  
washrooms  
tend to be used  
by homeless  
people

Public washroom,  
amphitheatre and stage,  
and picnic area with some  
covered space are the only  
ones that appeal to me.  
Oh, and the public  
art/drumms are cool.

often in need of  
washroom after  
walking through air  
park - port-a-potty is  
good, and not big  
enough to be a  
hang-out

consider how to  
incorporate play  
without adding in  
too much concrete,  
etc - should retain  
natural look and feel  
of park

It was surprising how  
many people went into  
that washroom  
together at night. I am  
glad to hear that the  
new washroom is  
looked at night.

could public/kids  
be part of the  
process to design  
and build these  
spaces?

That public  
washroom is now  
locked and closed  
at night. By the  
holiday trailers  
(for sale).

reference  
Rododendrum  
area - interesting  
to have  
information about  
the plants, etc.

birds are ok  
with the  
planes - so  
likely ok with a  
bandshell

consider  
birders' -  
would a stage,  
amphitheater  
disturb birds?

consider instead  
of "domestic  
lawn" area -  
instead  
indigenous  
planting

to be birders....  
would there be  
structures to  
encourage more  
birds?

big issue is presence  
of cats - removal of  
bushes that  
ordinarily provide  
cover for small birds

it is a  
phenomenal  
area for birds  
- a wide variety  
come here

planes and eagles  
have been  
coexisting for  
years - noise has  
not seemed to be  
an issue

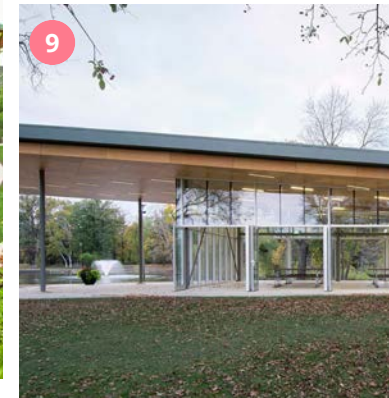
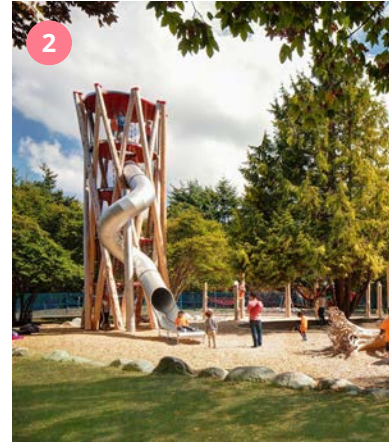
slow and gentle  
exercise - walking -  
is not  
accommodated in  
many places - this is  
what make the air  
park special

re: climate  
change - bikes  
will be a bigger  
part of the  
future

green space  
around the  
buildings -  
consider the  
long term

should there be an  
integrated plan -  
including the east  
side of river - both  
sides as a complete  
geographical area

floodplain  
bylaw









## CYCLING INFRASTRUCTURE

as City grows,  
will continue  
to be more  
people to think  
about

not sure there is  
enough room?  
change to  
multipath at  
Airpark?

current shared  
multiparty is already  
quite successful -  
just need to use  
bells / ringing to  
warn pedestrians

need to reinforce a  
responsible attitude  
for cyclists - take  
care around  
pedestrians, slow  
down, give warning,  
allow enough space

safety is  
an issue  
regardless

Cyclists  
Slow Down  
signage  
needed

I think the further  
away from the water  
side of the airpark  
loop ought to be  
converted to option  
4 - multi-lane, 2-  
direction.

what is long  
term intention  
for commuting  
cyclists - not just  
recreational use

Totally  
agree on  
this  
variance

Are there any  
ways to slow  
cyclists down?  
Speed bumps?

Make the main  
road bike paths  
safer and I think  
many of us the  
bike commuters  
would ride them

I'd like to see Option 1 bike  
path design from 17th  
Street Bridge to downtown  
Comox, for cyclist safety,  
plus it's a green water  
filtration possibility, helping  
the water washing off the  
road and entering the  
estuary be cleaner.

The 5th bike lane was a  
great idea, but it does  
not seem to have taken  
in heavy use times,  
many side street entry  
points walking and  
bike users

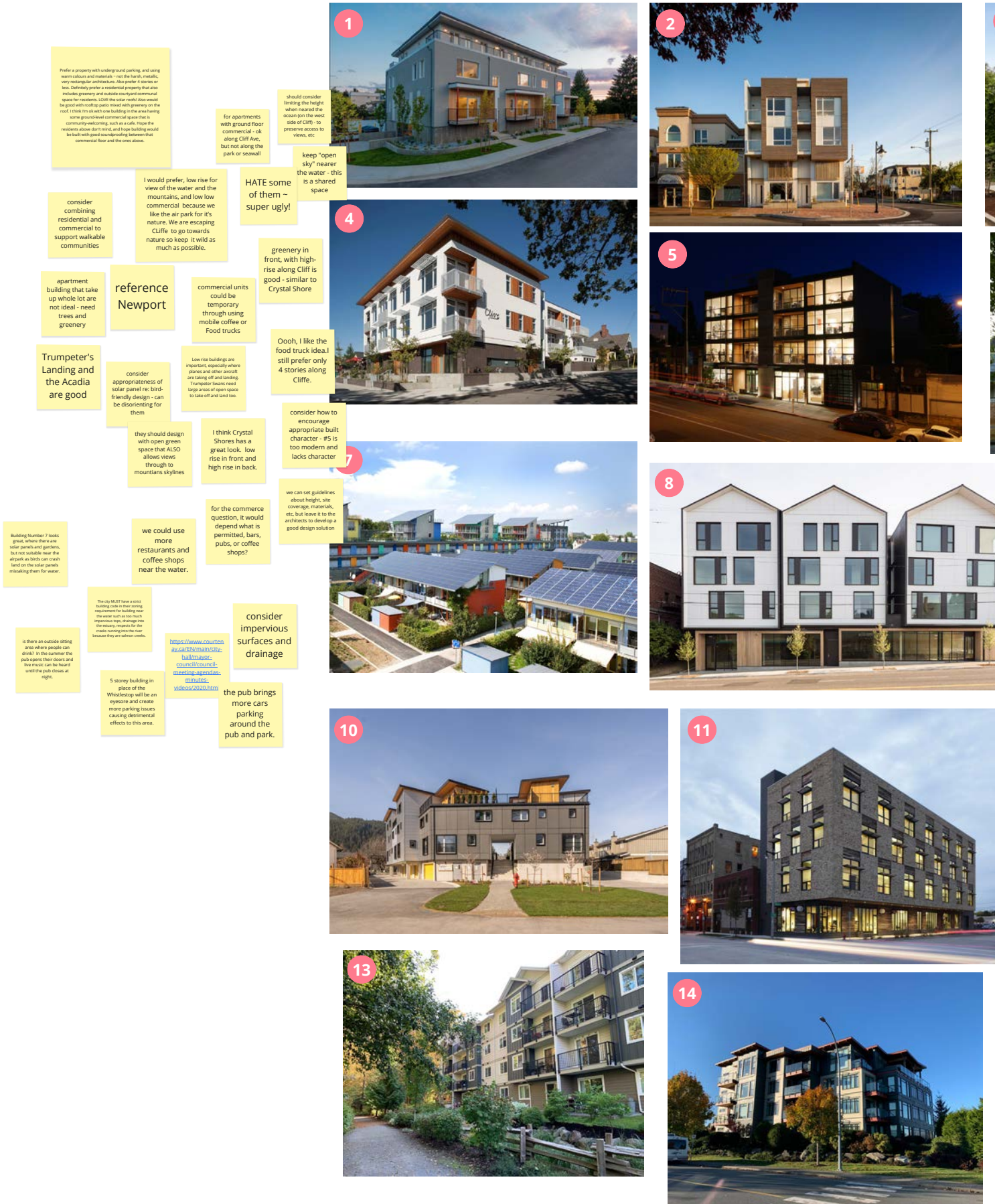
Fitzgerald Ave.  
would be a  
good place for  
bicycle lanes.



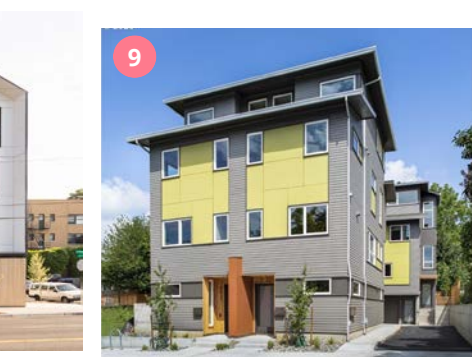




## APARTMENTS/MULTI-UNIT







## 3B. MCPHEE/17TH ST. MIRO BOARDS

### Goal Summary

1. Land is Valued As a Precious Resource

2. Housing Choices for All

More options  
for rental  
housing - likely  
multistorey

3. Strong Neighbourhoods

4. Functional Transportation Choices

5. More Space for and Time in Nature

6. Love for Local Places

Keep 'unnatural'  
elements away; e.g.  
medians, roadways -  
anything that  
creates grief - higher  
noise

7. A City for Everyone

8. Economic Success Emerges from  
Values and Place

9. Investing in Relationships

Community  
renewal days; get  
together,  
neighbourhood  
parties, trading  
post

Community  
walks

Aging in  
place - one  
level  
housing

school apparently  
can't go on a field  
trip to the greenway  
due to the liability of  
crossing the street!

Encourage  
historic areas  
to allow for  
water features

Sidewalks to Bill  
Moore Park;  
gravel path not  
accessible for all

Courtenay  
Elementary -  
working on grant  
to plant forest at  
the back of the  
schoolground

Natural species  
along walkway;  
grant - signage  
and management  
of native plants

electric scooter rentals could be  
added to the options for  
transport - eg zip scooters -  
<https://www.zipcar.com> - they  
have them in Kelowna, and they  
are pretty awesome. Not perfect  
for everyone, but would work  
well for many

Encourage  
more mature  
trees; native  
plantings

food forests  
and edible  
landscaping  
would be  
amazing

Wide streets  
(e.g. 14th St.)  
opportunity  
for trees, cycle  
lanes

Incorporate water into  
green spaces and urban  
"forests" to improve the  
health of those  
places? allowing small  
amounts of small livestock  
would improve food  
security in the community

Maple Park - under-  
utilized; benefit  
from ongoing  
maintenance and  
plantings; duck  
pond

Rotary Trail  
- safety  
concerns at  
night

Arts, community  
hub as opportunity  
to bring people in to  
the neighbourhood  
(on school grounds)





## Some of What We've Heard So Far

New buildings should be sensitive to the existing context.

Rules and policies to focus on the intent (one-storey, peaked roof, etc.), rather than detail design.

Increased density if it provides affordable housing options.

Natural environment is critical to maintain.

Maple Park could be improved.

Mature trees contribute to unique urban habitat and neighbourhood character.

Road ways are too wide. Treed boulevards an option to increase the canopy.

Ample street parking - most felt that was unnecessary and wasteful.

Mixed use areas are welcomed by most.

Allowing a wide range of businesses in I-2 can attract businesses and potentially create more jobs. I-2 offers potential opportunity for additional height.

Single-family lanes and deeper lots offer an opportunity for infill.

Wide streets - impact on neighbourhood connections

Retrofits of wide streets

Infiltrating rainwater through retrofits

Rain gardens

Page intentionally left blank.

Porches facing the street is good but must face something that is attractive otherwise people won't use it (e.g not just cars and concrete) - nice for watching

Need large enough porches so not just storage spots

What is the limit to the people on the lot? Don't want overcrowding

The structure should harmonize with existing buildings - eg. rooflines, heights, etc

There needs to be a green buffer between building and street. When I'm in my garden people stop and talk and I can give them flowers. Also buffer from exhaust.

5 - dislike due to large size - tiny houses in character in pre-existing garages would be better - e.g. one level bungalow on small lots - themes of 40s houses - don't want more concrete - areas needed for drainage

More green vegetation in design - too much concrete in drierways etc

I like that the houses are not overly large - appropriate size - 3 and 8 are good in the way they are close to the street - creates a presence on the street that contributes to safety. Proper porch - sitting on it - contributes to sense of community and creates eyes on the street, sense of safety - people are aware of what's going on

Secondary dwelling can't be larger than primary building. Don't want large buildings. our neighbourhood is like a time capsule. In the past, someone had a garage (mechanic) and someone else had another business.

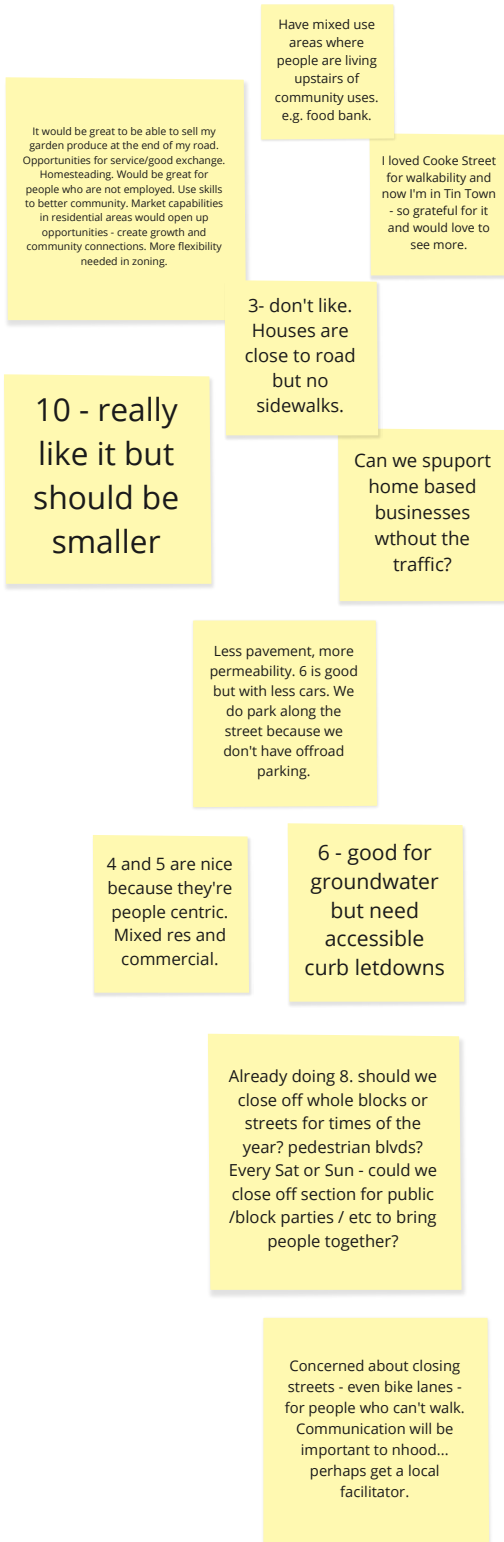
## SECONDARY DETACHED DWELLINGS (CARRIAGE HOMES AND GRANNY FLATS)



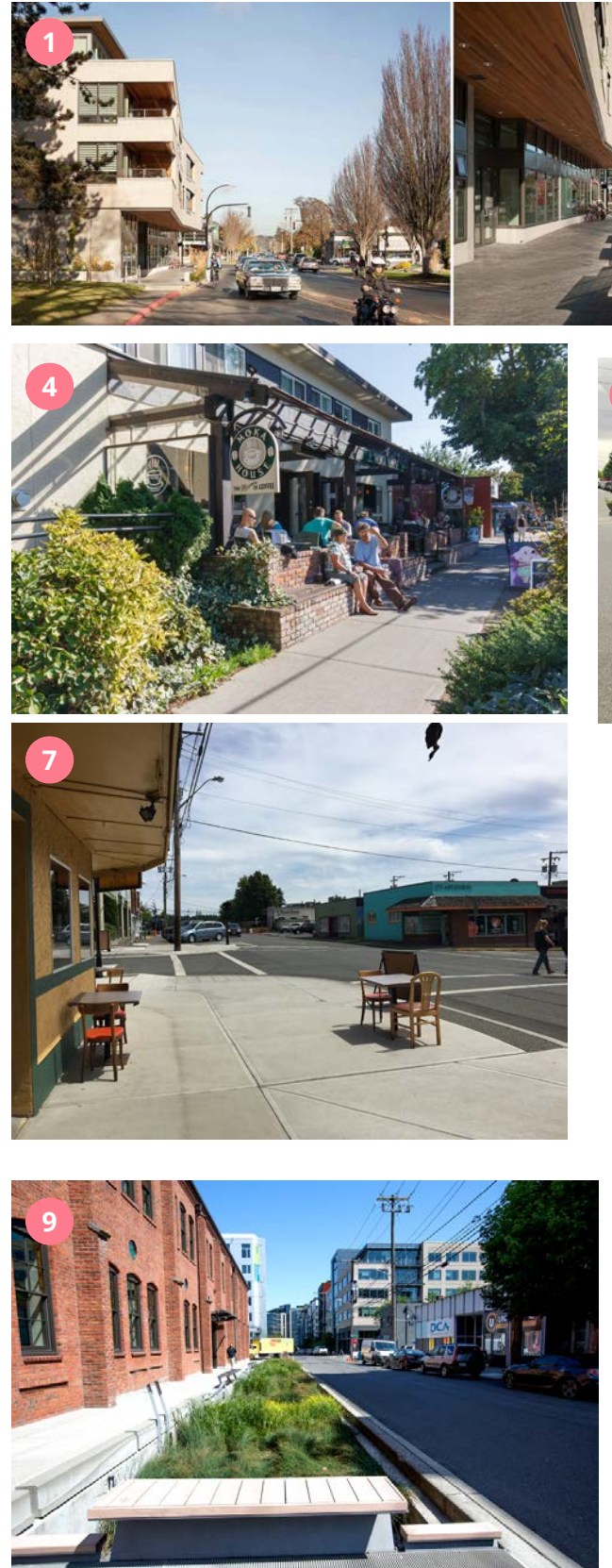




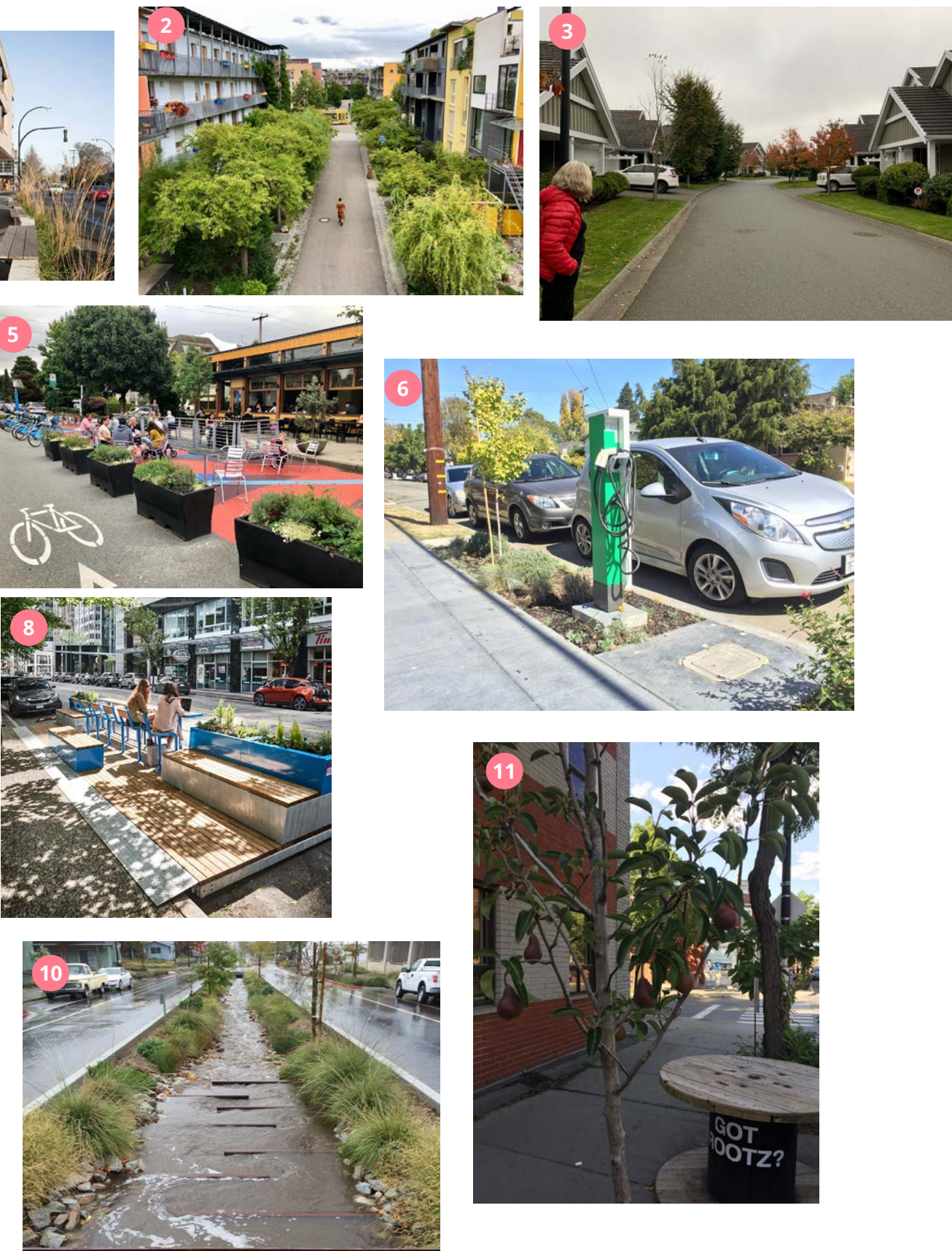




## NEIGHBOURHOOD STREETS









## NEIGHBOURHOOD AMENITIES

mix water, garden,  
art - mix into one  
space so that people  
with different likes  
can get together -  
attract more people

1 and 2 are a good  
fit for this nhood.  
Need more public  
washrooms and  
places for washing  
hands, filling up  
water bottles.

Rainwater  
infiltration very  
important,  
particularly in 40s  
nhood. 7 is good  
for this.

8,9,10 - These facilities  
aren't on this side of the  
river. Need more here so  
that people don't have to  
travel. There aren't a lot of  
amenities here -  
schoolgrounds provide  
some of this as park space  
/ nice facilities.





Maple Park would be a great place for all of the mentioned uses/amenities. More needed there. (e.g. there are swings but more things to do needed). Old trees and big rock make it really attractive. Multi-generational. Wildlife will make greenspace healthier and more attractive.



We need more seating areas, especially with aging population. We have two extremes: aging people or young families. So walking or with strollers - need places to stop and rest. Covered areas important too where people can gather in a safe way year round.



Rain structures are more important than shade structures. Apple trees for example can provide shade! More natural and less concrete. For shade and climate change, nothing beats a tree,





## 4B. LOWER RYAN MIRO BOARDS

### Goal Summary

#### 1. Land is Valued As a Precious Resource

#### 2. Housing Choices for All

#### 3. Strong Neighbourhoods

#### 4. Functional Transportation Choices

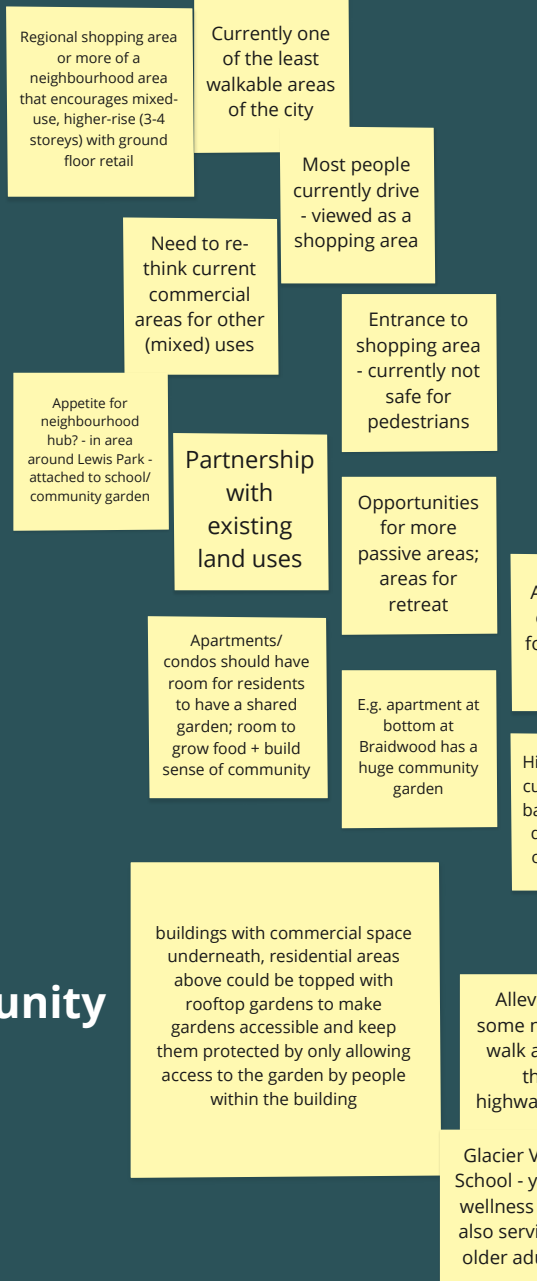
#### 5. More Space for and Time in Nature

#### 6. Love for Local Places

#### 7. A City for Everyone

#### 8. Economic Success Emerges from Community Values and Place

#### 9. Investing in Relationships







## Some of What We've Heard So Far

Urgent need for park space with increase of higher density development. Places for walking and sitting amongst trees. Small park space.

Simply putting in restaurants by themselves - vehicle oriented kind - are not desirable. Mixed use projects we will see restaurants come naturally as they will be hubs and gathering points for people walking.

Can't think of benefits of more restaurants. Doesn't fit into community building, food security, etc necessarily.

People generally supportive of the density types along Braidwood. A mix of densities, styles, ages, tenures.

When discussing 5 storey rental project at 1025 Ryan Road, building height was generally not a concern in this group in this area.

Need for public connectivity through the deep lots along Ryan Rd. Need for places to stop/benches. Walls and fences have been increasingly added in this area with new development - harder to walk from surrounding neighbourhoods.

Higher energy building step codes should be followed because affordability of housing should be based on ongoing/monthly costs.

New apartments at 911 Braidwood are cramped; no storage.

Need for improved transit, cycling, and walking infrastructure in this area. Positioned as a social equity investment priority. Need to improve safety at intersection crossings.

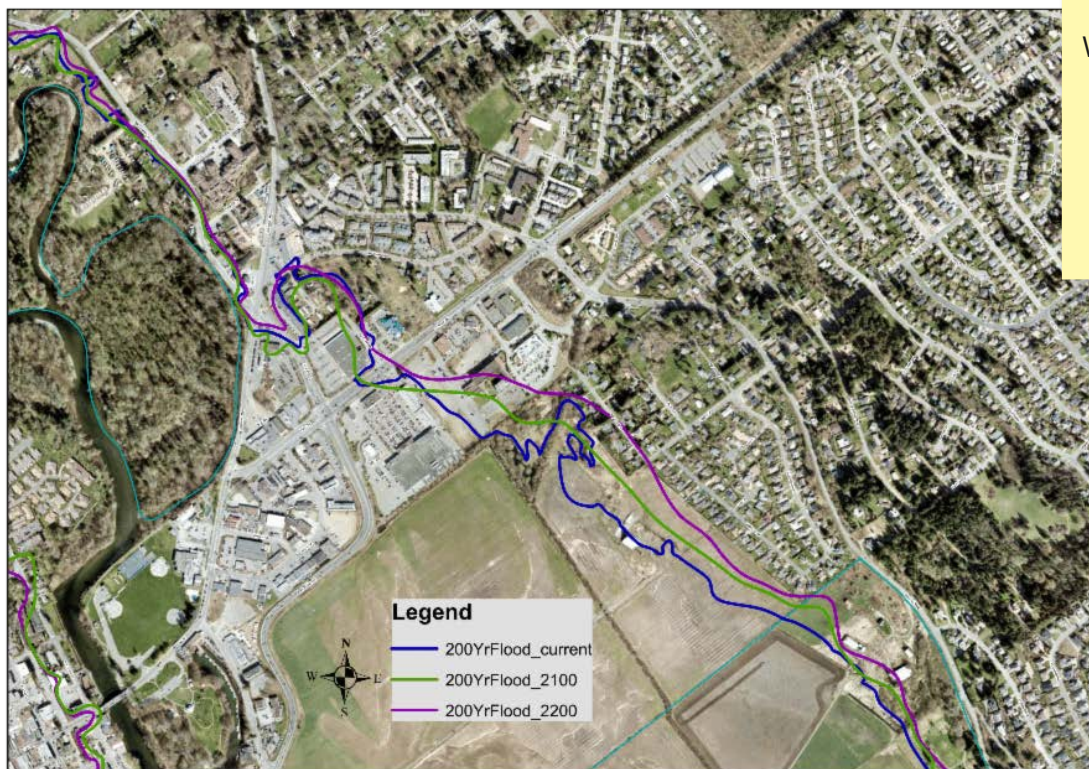
925 Braidwood's location - challenge for seniors housing given lack of seniors oriented amenities and poor walking conditions in the area.

Need for park amenities in the area. There are some remaining vacant parcels or could City require of new developments?

Existing and new development proposals in the floodplain. A very complex topic as multiple values, jurisdictions and transportation corridors in this area. Needs more examination.

Need for more restaurants in the area.

Need for multi-generational housing.



What is the cost of protecting the lands from future flooding with infrastructure?

Was there flooding in the area encompassing the old hotel?

Some of these areas could down the road with attrition etc to revert back to natural state to mitigate flooding issues. Local example/precedent with K'omoks FN.



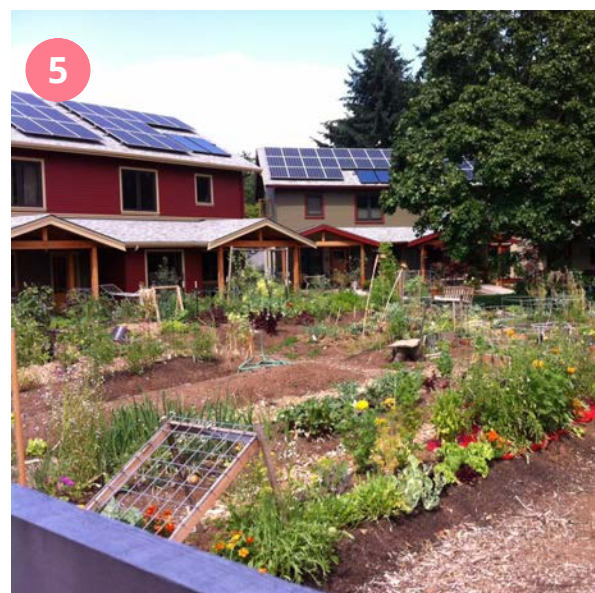
## CLUSTERED / POCKET COMMUNITY

This type can be used as a bridge from Braidwood high rise towers. Where could these be put? Ryan Road? Or rear areas that are undeveloped? I see limited opportunity for this given the existing commercial/industrial character of the nhood.

4 - I like that they are facing eachother. Improves security. With lights in the middle. Sense of community. But community garden instead of grass in centre.

Mixed use like in Tin Town might be more appropriate. Would encourage walkability, social spaces. Most of what happens in this community happens one on one on a park bench, in a coffee shops, etc- this is vital to this community's connectedness,

Consideration given to challenges of floodplain and what fits where. Where are limitations?







## DUPLEX/MULTIPLEX (2-4 UNITS)

5 - don't like.  
Aesthetics -  
perhaps didn't  
age well.

This typology  
could be  
appropriate along  
Back Road /  
undeveloped  
areas. Transition.

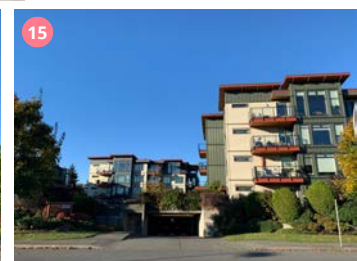
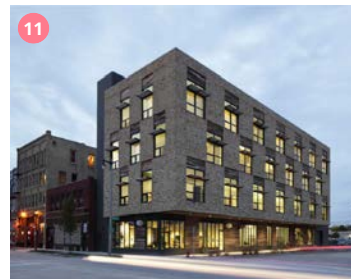
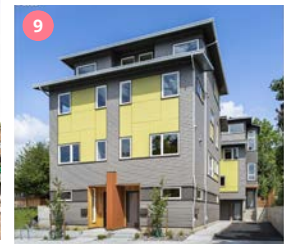








# APARTMENTS/MULTI-UNIT



Agree with  
[Removed] that  
green space is  
important, even  
if on roofs.

We have to be cognizant about  
absorbing growth in existing  
areas. Lower Ryan area is a  
prime opportunity for these type  
of units that help us reach those  
goals in appropriate areas.  
Basement suites here aren't  
enough. Braidwood  
developments have worked well  
in this regard.

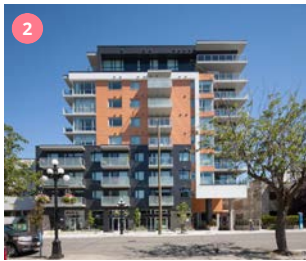
Student  
housing will  
be important  
here.

This could help  
community and  
housing  
commercial/re  
better for Up  
must be carefu  
etc in Low

We have to  
come in even  
appeal to n  
hesitate to t  
off table. 8-10  
not for Co  
awhile. But 4



APARTMENTS/MULTI-UNIT



to make this a  
area with both  
g and  
tail. Could be  
uper Ryan -  
al about soils  
er Ryan.

let creativity  
h if they don't  
me. I would  
ake anything  
0 storeys likely  
urtenay for  
-6 could work.

## NEIGHBOURHOOD STREETS

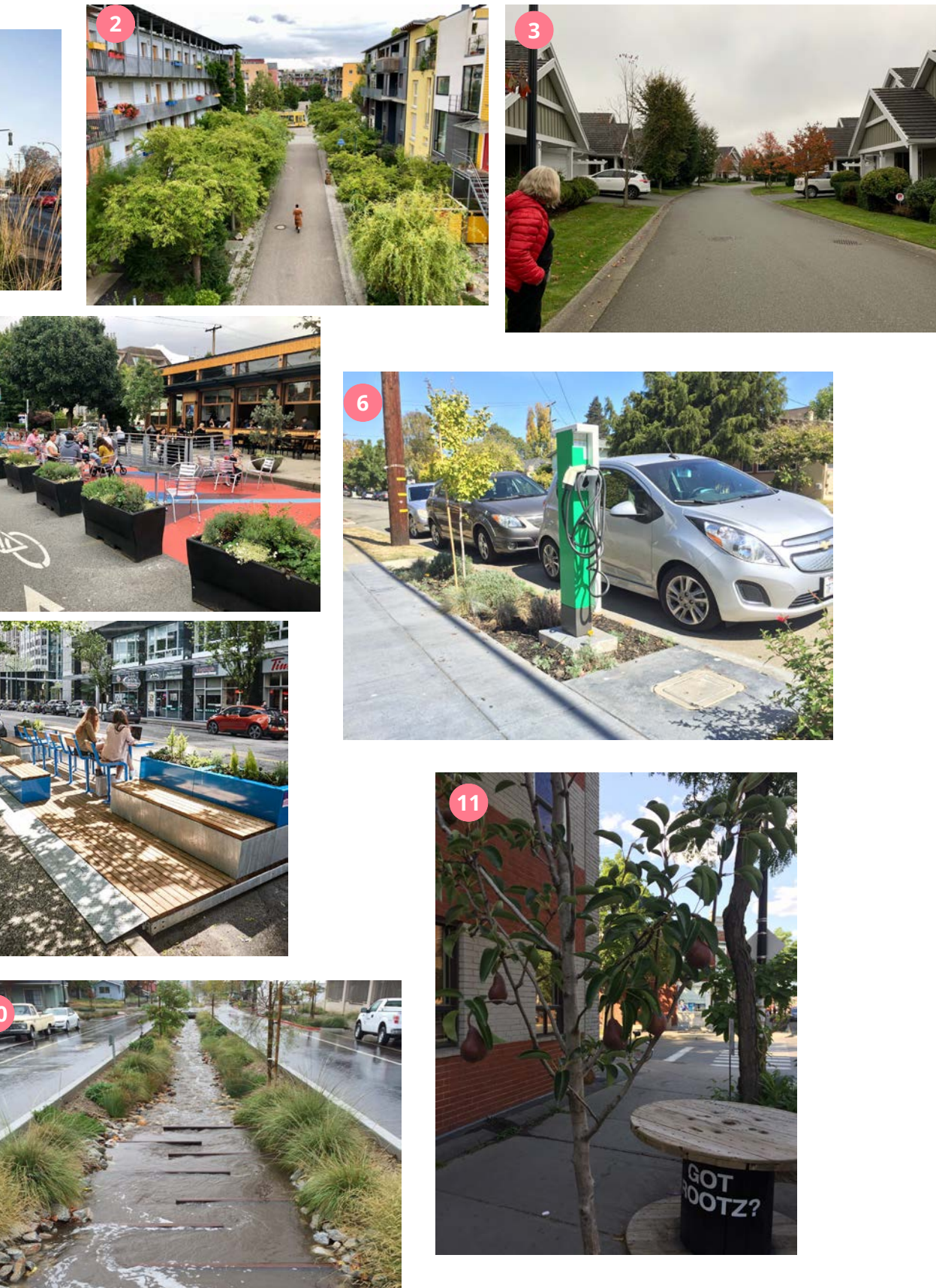
7 - shows how limited we are without pulling up concrete. This one leaves me cold. Wouldn't want to spend time there.

Trees to break up parking etc makes it better.

2 - provides some density along with greenery with rainwater management is important.







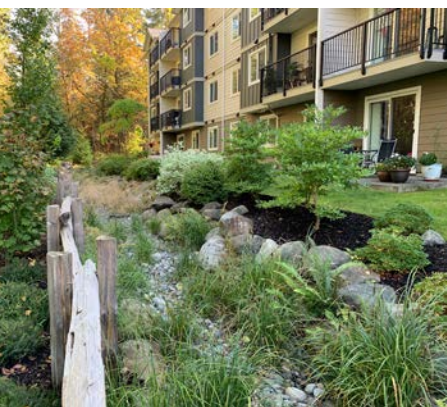
## SEMI-PUBLIC SPACES

Heavy emphasis on environmental management, water runoff, raingadens etc, and this is valuable.

9 has a beautiful garden.







## NEIGHBOURHOOD AMENITIES

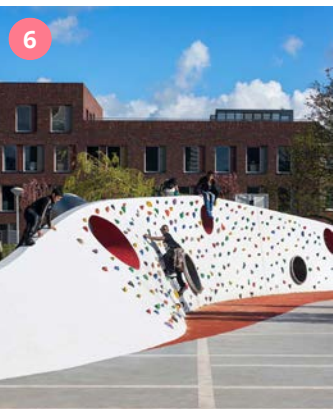
Could include a community garden with many things going on, to attract a diverse group of people. The more well used it is the safer it is... the more you see more people. Will be more inclusive in terms of race, age, economic class. Bring many uses together.

There is some opportunities for creating green space links, pathways, community gardens to increase connectivity in this area.

Create little community pockets for people to gather. Get everything within walking distance. More of them - rather than single large space - an integrate with amenities like shopping. e.g. kids' park near shopping places.







## 5B. UPPER RYAN MIRO BOARDS

### Goal Summary

1. Land is Valued As a Precious Resource

2. Housing Choices for All

3. Strong Neighbourhoods

4. Functional Transportation Choices

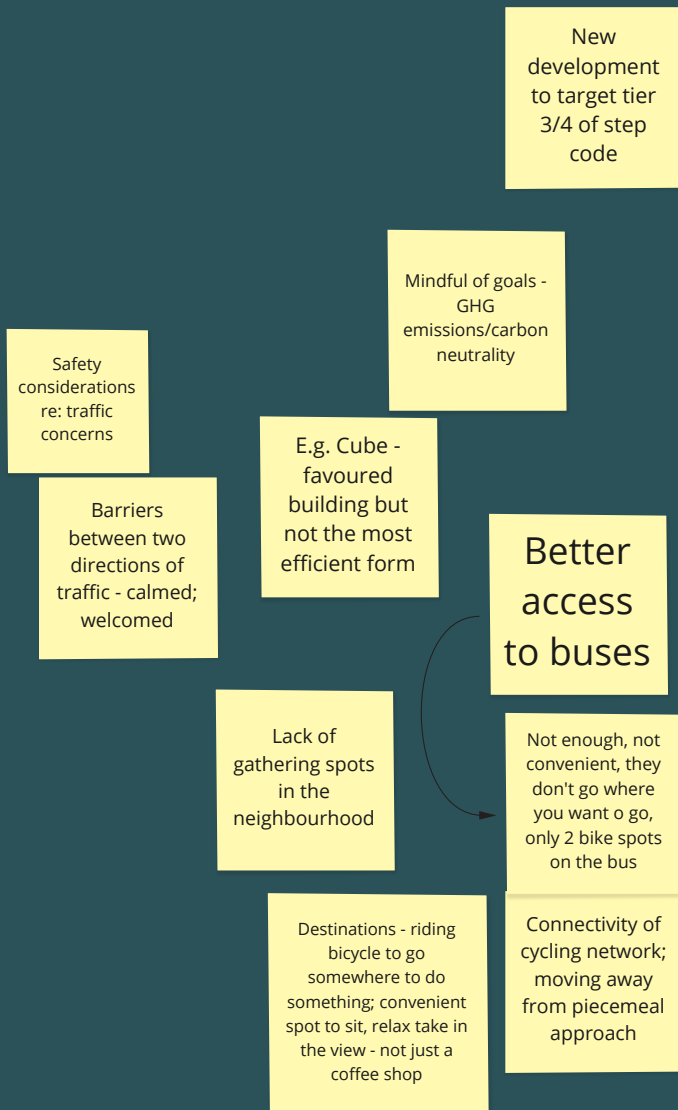
5. More Space for and Time in Nature

6. Love for Local Places

7. A City for Everyone

8. Economic Success Emerges from Caring for Values and Place

9. Investing in Relationships

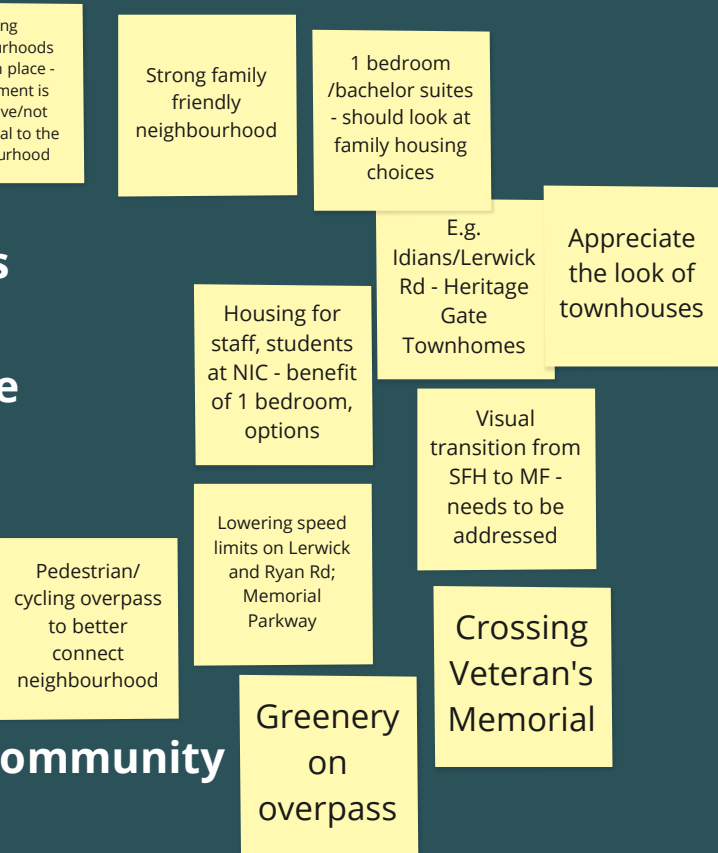


Strong neighbourhood already in development supporting the neighbourhood

Lerwick - divides neighbourhood in half - difficult to cross when walking or cycling



Source



Community

## CLUSTERED / POCKET COMMUNITY

Designing for  
accessibility  
is designing  
for everyone.

Communal  
parking okay.  
Access is  
important for  
accessibility.

Basement  
is  
acceptable  
density.

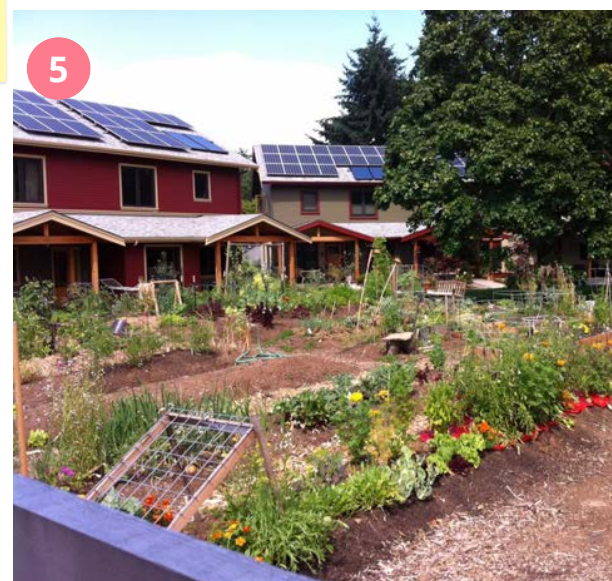
We don't want  
temporary housing.  
We want people to  
be able to stay. #1 is  
good, with shared  
area.

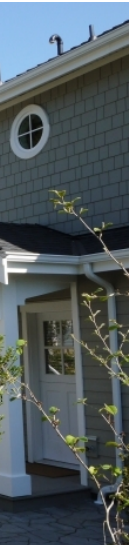
1 - Nice fit  
with nhood.  
#2 and #3  
are good too.

Basement  
suites would  
increase  
affordability.

Ensure basement suites are  
well planned with proper  
zoning. e.g. access to parking.  
Easier to put in beforehand  
rather than after the fact.

These are  
beautiful - less  
"impact" on  
nhood. Like  
green space.







## APARTMENTS/MULTI-UNIT



2 - Distinct and stands out.

Offer transition from single detached houses by stepping back after first storey

With cubes, what is missing

Mixed use is important. Allows "people to come for a reason"... allows them to come be part of the community. Can have multiple people living in the building.

What is needed in cubes us more green space.

7 - is good because it's smaller density and ground oriented. Access to green space. Little patios. Little walkways. Ability to chat with neighbours. Some private space. They look the most "livable" with a community feel. Only two storeys is nice. The others remind me of big box stores.

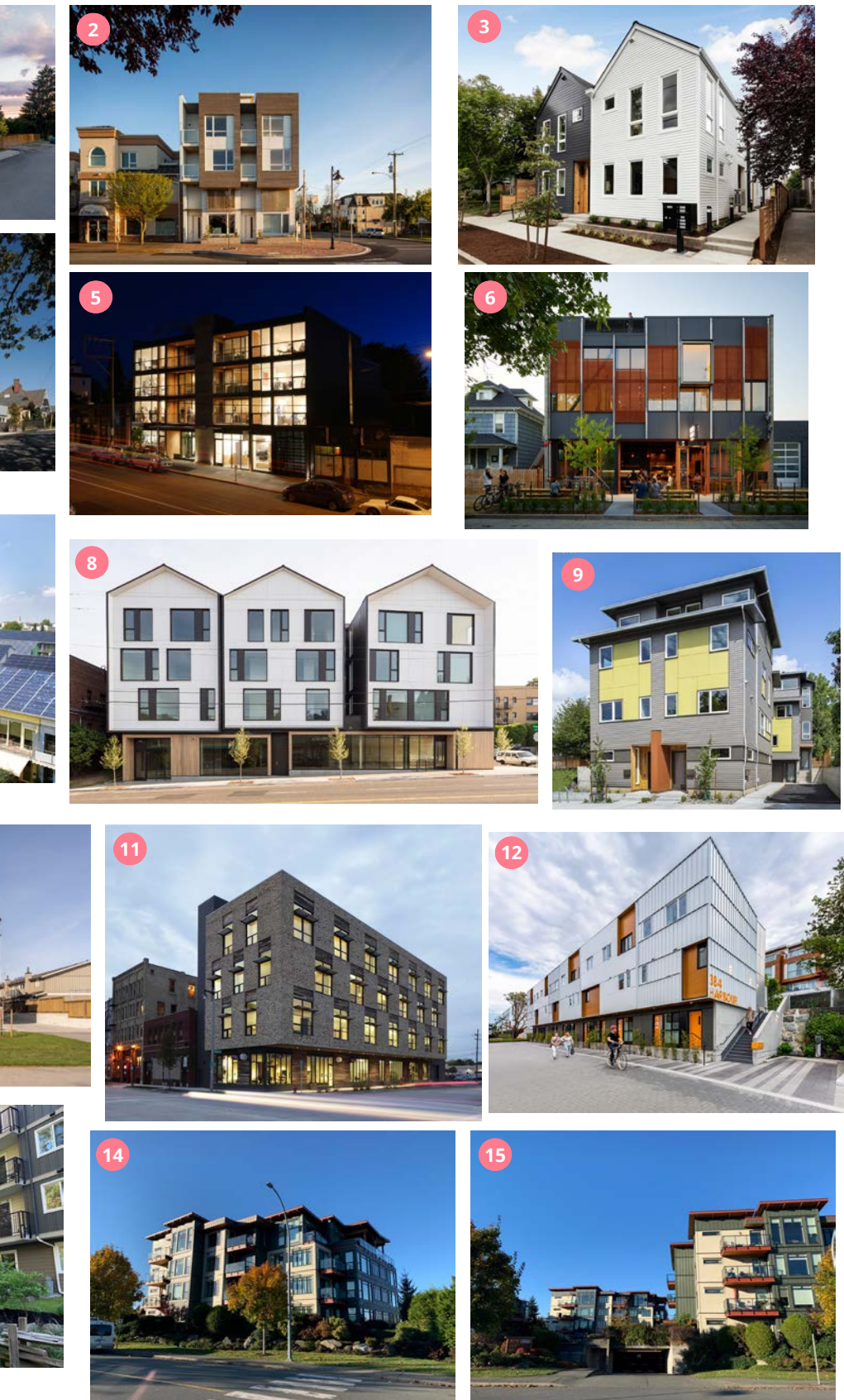
7 - blends in with nhood with SD homes and green space.

The more spaced out looks are better. Shapes can be different. Roof lines different. Don't like the boxed look in the others.

13 - It's tucked back. A good blend of broken parking and access to walkway. Park-like setting, backing on to trees. Set back with vegetation.

13 - Adjacency is good but dislike arch style. Too traditional. Rod iron and siding - nothing new or special. No arch interest. Doesn't draw eye toward it. Very bland.





3 is a private road on which people travel slowly. I cycle there all the time.

Slowing things down. For example, Veteran's is 60 and could be reduced to 50 or less.

5 - too much expansive concrete. 10 - like the water feature - much better to let it dribble through and provide moisture to vegetation we like to be under and between.

Market Days in our community is one of the best examples of bringing people together in one place. People are doing business. People are spending money. Taking out a few parking lots and creating seating places. 5 and 8 I like. I like number 2 - community feel - like Barcelona with small city blocks and internal space.

Pedestrian only street, market street, would be amazing. Something to consider for future developments.

Anything that enables moving around would be great. Some infrastructure exists but is also disconnected. Focus on connectivity including with other neighbourhoods and throughout region.

5 is good. Creating places for gathering. Breakfast and coffee. Comfortable. Casual. Something on corner of Mission and Lerwick. Great place for gathering and creating social cohesion.

5 and 8 are good. remind me of cycling in Europe. A contrast to the retail in Crown Isle where there are no gathering spaces. Nice to create spaces not tied to businesses so everyone feels welcome to gather.

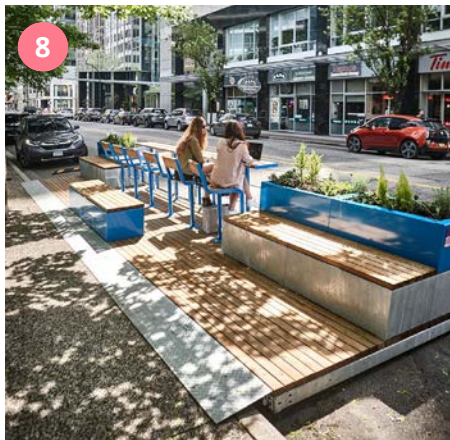
A place to gather for light meal, snack, coffee, etc. Or a smoothie :)

There is a little green space in the nhood- not maintained but a great spot. Green space can be a little wild and tiny, and still be a great spot.

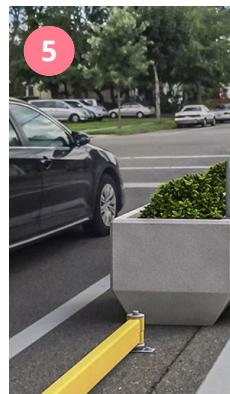
## NEIGHBOURHOOD STREETS







## CYCLING INFRASTRUCTURE







## SEMI-PUBLIC SPACES

1 and 4 - they stand out as something I could live in. It looks manageable. 4 specifically looks like people live there... they enjoy living there.. 1 is good in terms of xeriscaping. 2 is a little more formal and requires maintenance.

Supportive of shared large spaces. Community cohesion. Like 10 - there is a trail and green space.

7 - nice building but too high density. Needs a transition to single detached houses on large lots. Not an aesthetically pleasing jump between building types.

Would need good planning to fit in single detached nhood.

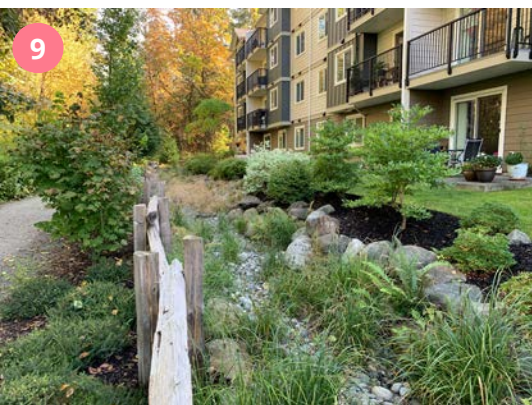
1 - too much concrete. Where do the kids play in any of these? None of these work for kids.

But this nhood has seniors housing as well. Really appreciate the cycling infrastructure.

There are many children who live in apartment buildings and find places to interact and play. It's just a different way of looking at things.







## 6B. HARMSTON AREA MIRO BOARDS

### Goal Summary

#### 1. Land is Valued As a Precious Resource

Need to stop sprawl - create the right aesthetic and feel

A lot of industrial character, great presence

Mix of additional housing - conversion of SFH to multi-unit that fits character of neighbourhood

#### 2. Housing Choices for All

Opportunity - City works yard

Opportunity to have 5 four-unit Street

#### 3. Strong Neighbourhoods

#### 4. Functional Transportation Choices

Development on Arden - repetitive form/style

1 bedroom, accessible units, mixed with family units

#### 5. More Space for and Time in Nature

Precedent - Edmonton green shack - supplies for kids to play + supervision from youth coordinator

Tires, hammers, logs - diverse experience for play

Greater mix of units, styles - e.g. Creekside Commons (1-4 bed units)

More neighbourhood

#### 6. Love for Local Places

Bins for shared sports, toys, etc.

Supervised playtime for kids to interact

play ground or play sessions in the park would help.

Recent fourplex bed so for fa

#### 7. A City for Everyone

#### 8. Economic Success Emerges from Community Values and Place

Need to limit mature trees being cut down

Light industrial corridor - allow for noise; well suited for arts, music

#### 9. Investing in Relationships

Rail line - no longer in use; opportunity for live work spaces, cafe, studios, grocery store

Park - an opportunity for greater diversity of uses; more programming, seating, activities

Many daycares in the area

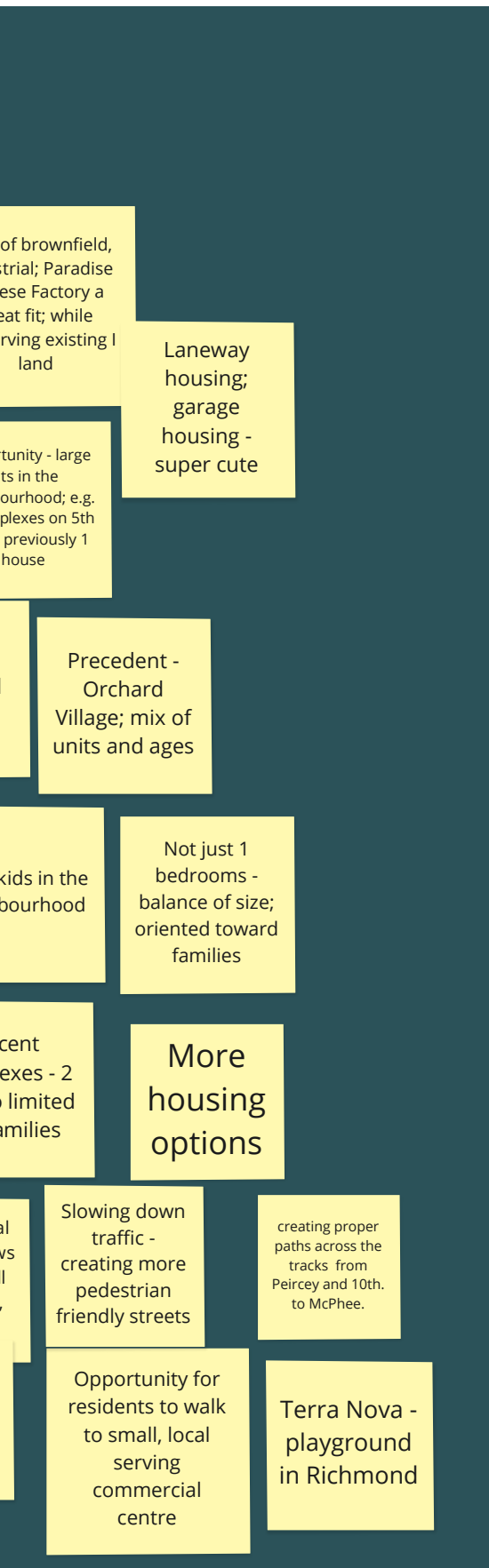
Recent paving of front yards - concrete as a source of GHGs

More permeable surfaces

Preserve biodiversity in older established yards, laneways

Importance of connections in the alleys





## SECONDARY DETACHED DWELLINGS (CARRIAGE HOMES AND GRANNY FLATS)



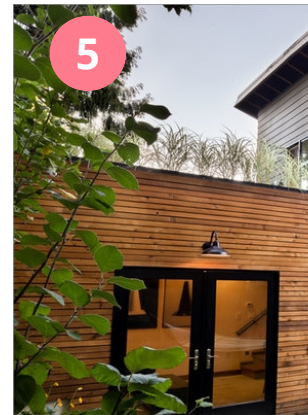
there are already nice examples in the neighborhood

I just want to see cottage suites allowed. it works well for seniors and young people.

there is room on the lots to densify without a visible impact

#4 fits with charter and style of neighborhood - single store creates less overlook issues

I also love the idea of tax rebates to paint our houses in fun colours. it would create a fun and attractive neighborhood









## CLUSTERED / POCKET COMMUNITY

use of  
color is  
important

#1 is  
appealing, #5  
messiness is  
good

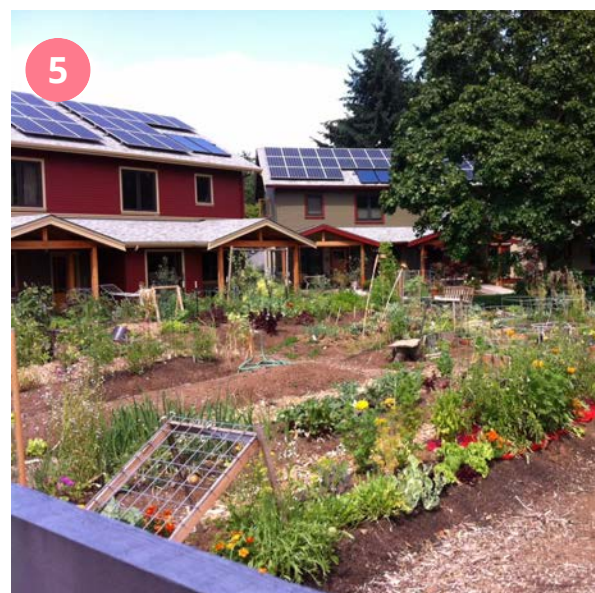
consider  
co-op or  
co-housing  
typologies

concern that  
these examples  
are too fancy -  
affordability is  
important

access to  
common  
space and  
gardens is  
good

like the  
solar  
panels

balance  
affordability  
and level of  
design/finish





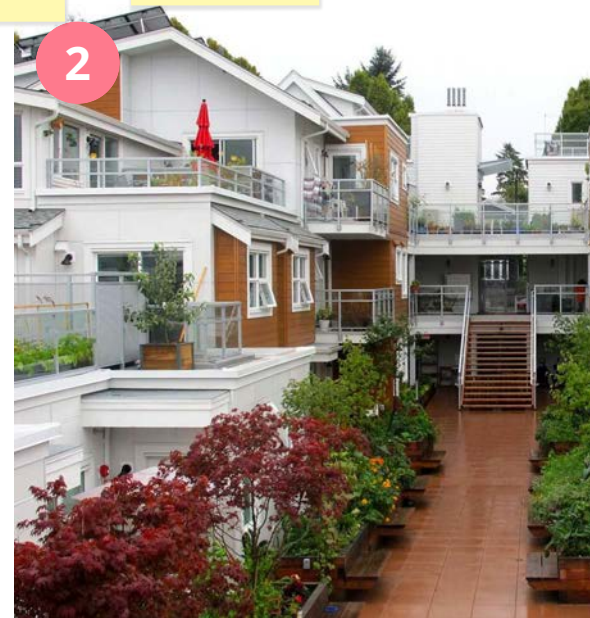




## OTHER COLLECTIVE FORMS OF HOUSING

character and  
a feel for  
community is  
possible

this approach  
adds to the  
neighborhood  
rather than  
detract from it



variety  
is good

housing on  
13th is not  
great - like  
a motel

this approach is  
much more  
appealing than  
a typical  
apartment block







## APARTMENTS/MULTI-UNIT

1, 8, 10 is the apartment blocks look best. Absolutely not in favour of anything higher than 5 stories.

apartments on Cumberland already - #4 is a good fit

most have a very modern feel - I think 3 would fit better in terms of scale of the blocks. I like 4 the best

living space over Frank and Joe's cafe is good

#3 is an effective use of space, still has a traditional house look and feel

#7 is good - incorporates some of the ideas from earlier examples

some nod to neighborhood, other more appropriate to industrial, along road

a mix of heights and densities







## SEMI-PUBLIC SPACES

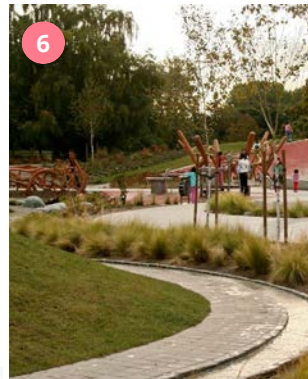
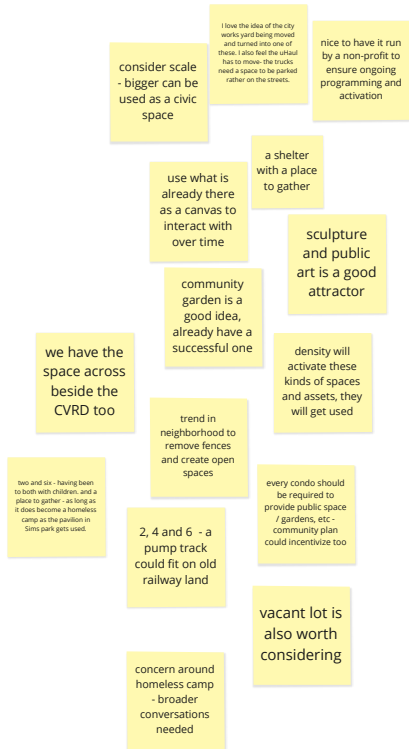








## NEIGHBOURHOOD AMENITIES







## 7B. LAKE TRAIL AREA MIRO BOARDS

### Goal Summary

#### 1. Land is Valued As a Precious Resource

Need to create safe bike lanes, and pedestrian walkways suitable for children and seniors, including those on scooters.

#### 2. Housing Choices for All

Allowing subdivision of large lots - make lots + housing choices affordable

Maintain access for affordable housing - maintain green space in the neighbourhood

Limited options for daily needs (groceries) for those without a vehicle - need for closer access

More dense options

Encourage development with full service food store. Restaurant as well.

a 4 storey- that had a grocery on main floor. The Restore used to be a Coop grocery store, the plan is still to redevelop it as housing - but encourage a community store on main floor

#### 3. Strong Neighbourhoods

#### 4. Functional Transportation Choices

#### 5. More Space for and Time in Nature

#### 6. Love for Local Places

#### 7. A City for Everyone

#### 8. Economic Success Emerges from Community Values and Place

#### 9. Investing in Relationships

Air quality - a challenge

Intersection crossing - to school; no opportunity to walk or cycle safely

Legacy of bad planning - development in the neighbourhood; traffic issue as an example

Community school - opportunity for connectivity, to come together

Different spaces where people can come together in the neighbourhood

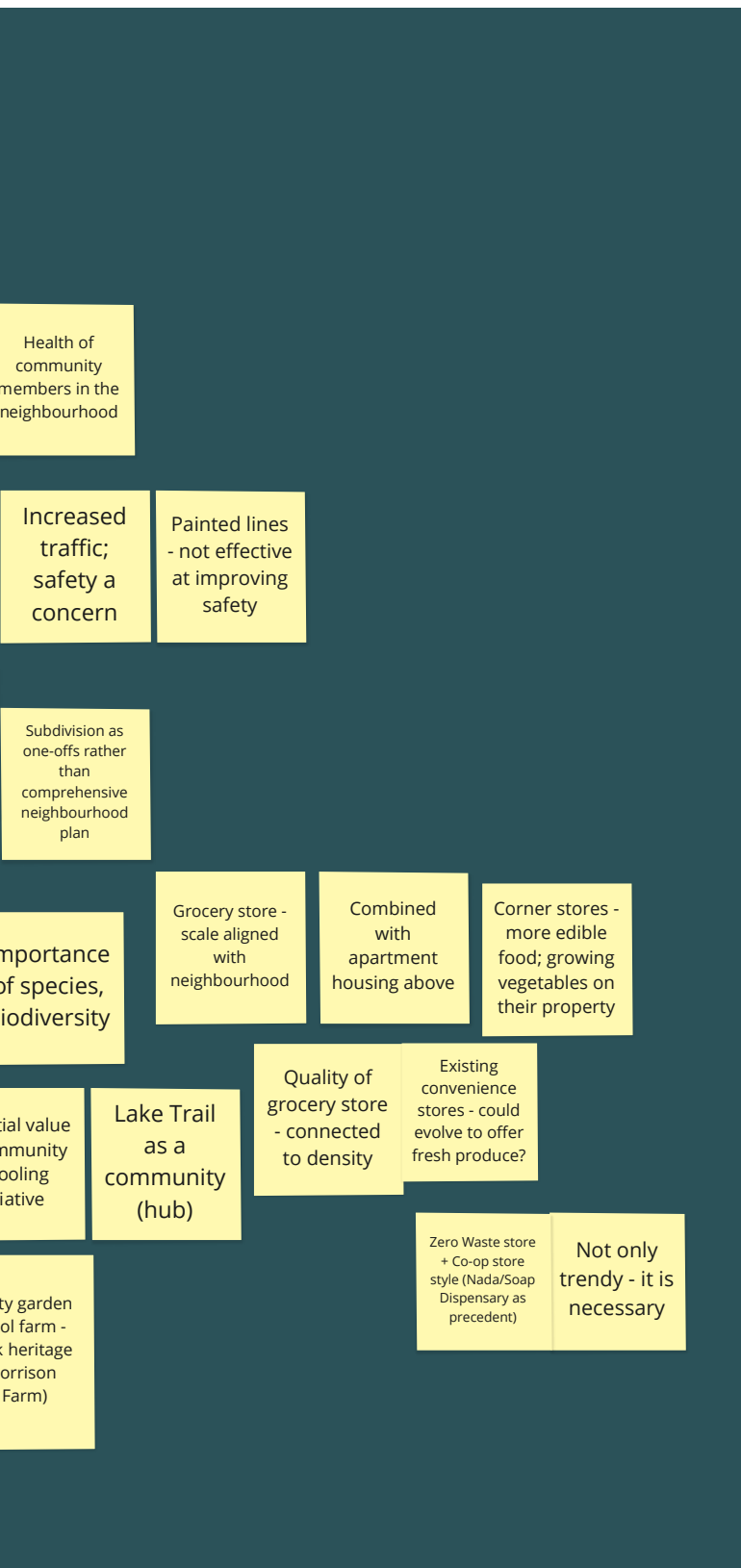
Preservation of all of Morrison Creek zone/woodland; no encroachment

Limited capacity of school board to manage protected habitat (Morrison Creek); identify a need for an arrangement that the property is managed as one property - agreements with School Board

Essential of community school initiative

Community as a school bring back farm (Morrison Family)





## Some of What We've Heard So Far

Long rectangular lots - opportunity to increase density in the older neighbourhoods. Also an opportunity to increase tree coverage, planting, gardening.

There is already a mix of housing in the community. Diversity of options appreciated: apartments, small houses, mobile homes, patio homes, new townhouses.

Current neighbourhood character should be maintained.

Support for allowing detached secondary buildings on smaller lots than currently allowed. Lane allows direct access to secondary residences without disrupting traffic along major road.

Interest in taller buildings along Lake Trail Road. North side has Arden Creek so shading would not affect neighbours.

Future development needs to consider the unique natural assets in the area, such as mature trees and Arden and Morrison Creeks.

Transit in this neighbourhood is inconvenient... however, density supports transit service, so let us focus on increasing density. Traffic management is also important, including how parking affects the street character.

Need to make walking and cycling more convenient. Lake Trail Road in particular needs improvement.

The neighbourhood offers a lot of amenities including proximity to services and community facilities.

Lake Trail is a community school which offers a unique opportunity to the neighbourhood to provide community-defined services and amenities. A campus plan is needed. Climate leadership should be shown.

Space for kids is very important in this area. Quieter streets need to accommodate kids playing and newer stratas need more open space.

DITTO - redevelop  
and densify  
hood - protect  
greenways and  
green areas

Think about  
changing  
model to zero  
waste food  
store

Not just strata  
green space - City  
planning as a  
whole - need  
increase for  
children's parks



## SECONDARY DETACHED DWELLINGS (CARRIAGE HOMES AND GRANNY FLATS)

4 and 7 are the most efficient in terms of energy and cost. The size should be limited by the size of the lot. Anything larger than 1000 sq ft would be difficult.

2 - like this but not sure why.

it's nice when they fit in with the main home and community, because sometimes an ultra modern add on in a heritage property doesn't work. But not main priority.

Garden suite eliminates cost of land so more money can be put into other areas. Also creates rental opportunities without having to acquire land.

Stress community safety. I've seen a lot of people needing to live together due to affordability. If we are bringing in more people that there is a safe way to do it with sidewalks, laneways, etc. So that it's not so many cars parked.

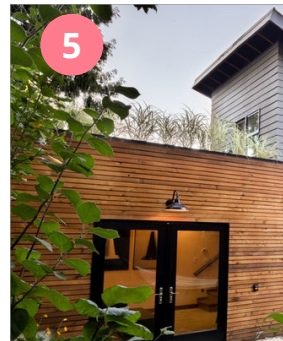
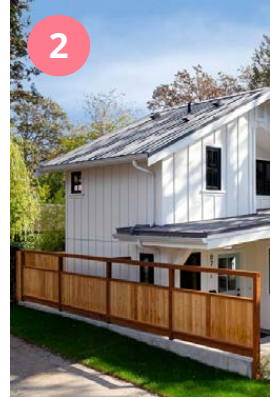
Might be an example in Cumberland with street parking but within development.

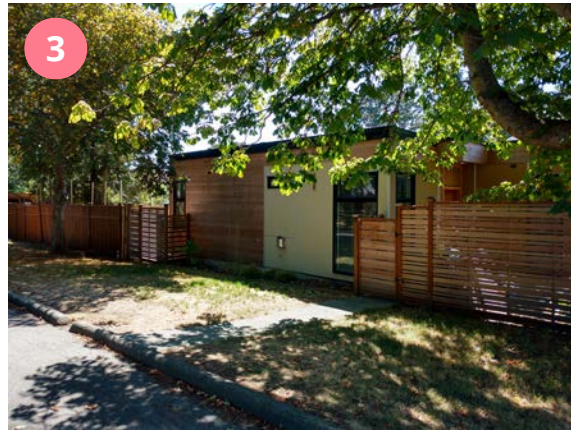
car sharing with electric vehicles would be a good model to provide access without parking issues, efficiency, and affordability.

local example of parking in laneway.

5th Street Townhouses as precedent

Pan  
- op  
sub





Panhandle lot  
- ideal for  
development

Panhandle lots  
opportunity for  
little approach  
to adding  
housing

Aggregate older,  
smaller houses -  
have them still  
look like houses  
with 20-30 units

15th St  
example of  
panhandle  
lot

A good  
option for  
those without  
a laneway

E.g. Arden  
south of  
Cumberland  
Road



## DUPLEX/MULTIPLEX (2-4 UNITS)

All are beautiful and could work. However must have realistic parking expectations. local examples suggest that not enough parking. Especially a challenge where there are no sidewalks. With these types, must address transportation (e.g. better transit)

Affordability should be priority number one. Also gear to net zero building code - STEP code. 4 and 5 are friendly to that. 3 and 6 could be too expensive. Must consider glazing because of energy / climate change. Must be considered from the very beginning; "We live in a world where we cannot afford that anymore"

Use of renewable energy plus energy efficiency (e.g. heat pump) will improve affordability of buildings, including existing and new ones / secondary dwelling.

Is there a way to have some that have commercial at bottom and residential on top?

Would flat roofs make it too hot in upper floors, particularly with warmer temperatures? Solar panels can help with this - create a cooling effect. Can also put garden roofs on top.







## CYCLING INFRASTRUCTURE

4 - challenging for peds due to two way cycling.

Appreciate the bike lanes on 5th and we use them. Concerned about car doors opening when cycling there with my daughter. Physical barrier from traffic is the way to go. Safest option. Worried about false sense of security for kids or others who don't cycle much.

With the number of schools in the area, if we could increase the number of kids and parents cycling, need to make it safer. If we create safer spaces then they would be utilized more.

Paint lines first because 5th street was so expensive. We could get people out to do the painting (community initiative). Up Lake Trail. Both sides of busy roads. Large streets mean there is room. I like #5. Activated crossings. We can work later on for doing more. Then prioritize where to put in physical separation. Finding other routes that are biking only.

Can reduce space for vehicles.

This needs to happen sooner than later. But considerations for safety too, even temporary solutions such as temporary barriers.









## SEMI-PUBLIC SPACES

Tin Town is a perfect example of what can work. Get up in the morning and go to the coffee shop. We should always live where we work or work where we live.

We have such a mix. The trailer park for example has such a strong sense of community.

Need to increase connectivity with green spaces. Bring in watershed awareness to our neighbourhoods.

Ped bridge across Arden. Improve access to Lake Trail Road without having drive.

6 looks very interesting. I like the look of the solar roof.

6 - rainwater collection is very effective. The tank is large enough to provide a lot of water for the household. Also landscaping is low demand in terms of water. And heat pumps - 300% more efficient.







## 8B. GREATER DOWNTOWN MIRO BOARDS

### Goal Summary

1. Land is Valued As a Precious Resource

2. Housing Choices for All

3. Strong Neighbourhoods

4. Functional Transportation Choices

5. More Space for and Time in Nature

6. Love for Local Places

7. A City for Everyone

8. Economic Success Emerges from Community Values and Place

9. Investing in Relationships

Placemaking - creating spaces that are lively, attractive, bring people together (parking lots don't do that)

Parks not parking lots (with benches)

Small outdoor theatres, gazebo - we need to make space

E.g. back alley - lively places off the main street - enable through zoning

Previously unprogrammed spaces being activated by residents (e.g. chess players)

Downtown needs somewhere for children to play; little patch of green space outside courthouse - picnic tables; small playground

Does not need to be huge - picnic table for people who work Downtown

Harmston Park - no play to gather or sit/chat; playground

Patio - imperative of COVID; opportunity to potentially close off some streets

During the day - outdoor activity, shops, restaurants; community gathering place

Evening - could be different; opportunity for live music, arts; keep the downtown alive in the evening

Challenge of parking during pedestrian days - needs to be accessible; special parking for 55+ (love pedestrian days)

Opportunity to close streets - e.g. 5th Ave at Xmas

Residential spaces on 2nd floor above shops

Love for current open spaces (5th/Clyffe; space around raw juice area) - open spaces should be preserved

Existing trees should be preserved

Laneways - opportunity; e.g. coffee with a friend in the space

Heritage walks - downtown as pedestrian, local commerce area - good for newcomers and tourists alike

Need consideration for places - can live there without feeling disrupted by activities in the Downtown

The whole area should be alive - including the alleys; backfront on to the lane (store fronts)

Access to the downtown - make it accessible by a variety of transportation modes

Safe and secure bicycle parking - not in the way of business and people

Explosion bikes; enable greater transportation

Perhaps for alleys - time zone loading. Those tires need to get supplies and the trucks need to unload in alleys. Limit the hours of public access for when then actually are used ie noon - mid or late afternoon.

Want to ensure where your crossing is a safe area

Challenge of elevation change

Best thing to do is to slow cars down - makes cycling faster and everybody safer

Concern - bike route travelling through less safe/visible area with less CPT principles

Concern - Palace Theatre damaged by fire - took so long to come up with a replacement for that space in the Downtown

Idea/question - Combine bike + strollers + cars - in a way that is environmentally attractive

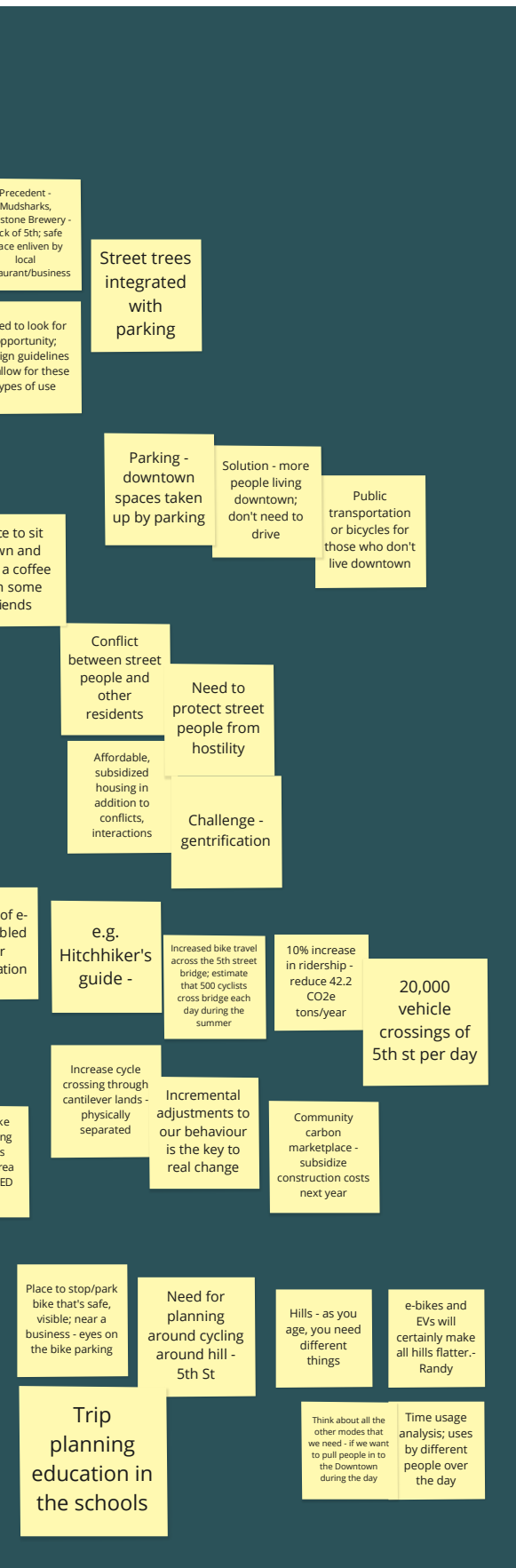
Old food store as transportation/t transfer hub; multiple modes

Safer along main routes

all of these items need to be addressed through the OCP

Make it attractive - look for precedents





## Some of What We've Heard So Far

It's a great list and a good start.

Don't forget heritage aspect - that is what partially makes the area unique.

Community members appreciate:

- Some of the newer buildings (e.g. the 'Extreme Ends' hair salon façade)
- Walkability; approachable scale; quaintness, community vibe
- Old orchard character
- West coast look (e.g. Library façade)
- Arts/culture places and the Duncan Commons concept
- Boutique feel, variety of services/shops
- Visitor pride
- Is a centre
- Patios

Needs:

- A larger grocery store or food hub
- Green spaces
- More affordable housing – 3-4 stories

- Sandwich boards on 5th street impede mobility.
- Really value the murals. Could we have more?
- Offices don't feel appropriate on ground level 5th street (e.g. realtor office).
- Night life is challenging to keep sustainable. Independent businesses generally want to go home at 5 pm. Need a mix of restaurants, bars and shops open late

Discussion around the role of parking in the Downtown Core:

- Need to reduce car dependency without negatively impacting businesses; prefer underground;
- Choice of how people get downtown is a worthy goal. Bike parking needs to be better.
- Parking pricing will require further examination and discussion.

Transit hub near Courthouse.

Duncan Commons: Still of great interest for public plaza.

The River - strong desire to connect more to it with better uses.

Traffic - need for comprehensive study to inform future interventions, including participant support for closing 5th as pedestrian street and Duncan Commons.

Density, building height discussion:

- Taller buildings focused along major corridors
- Transitional heights
- Use of topography
- Infill housing throughout
- Zero lot line rowhousing as a popular typology
- Use of natural materials appreciated
- Matching character of existing neighbourhood
- Move utilities underground

Taller buildings will also spike real estate values.

Fitzgerald and 12th - there are taller buildings - 8 stories may be too tall - but taller than 2-3 stories further out / along busy streets seems ok

if "taller" means over 5 stories, could negatively impact the existing character

I'm not a big fan of taller buildings for environmental reasons, but larger carbon footprint of construction and negative effects on surrounding roads and sidewalks such as shading and concentrated winds.

I agree with Terry. People scale is critical and this is accomplished by preserving street aspect ratios: width of street to height of street wall.

consider other options for densifying - not only going up as solution - infill, etc

Difficult to go underground - earthquake risk underground water tables vary.

WE used to have 2 railways; general stores. Theatres - retain. The first college building is now the library - built on the site of the old creamery.

clarify will be 4 stories with u/g parking

Idea - old railway station - transform into homeless shelter/housing

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## CLUSTERED / POCKET COMMUNITY

internal  
courtyard as  
private  
green space

row houses  
as a quiet  
refuge from  
the city

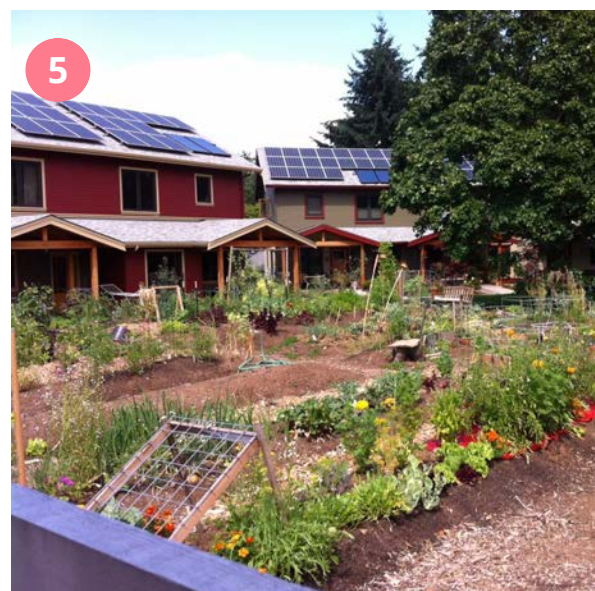
Be careful - who  
maintains these  
quasi-residential  
spaces. We already  
have the problem  
near the river way

lots of desire to visit,  
linger, camp-out by  
those who aren't  
residents - consider  
who pays to monitor  
and maintain?

More eyes on the  
space, such as  
porches, helps to  
make it feel more  
private.

quasi-public  
can be  
problematic -  
needs a sense  
of privacy

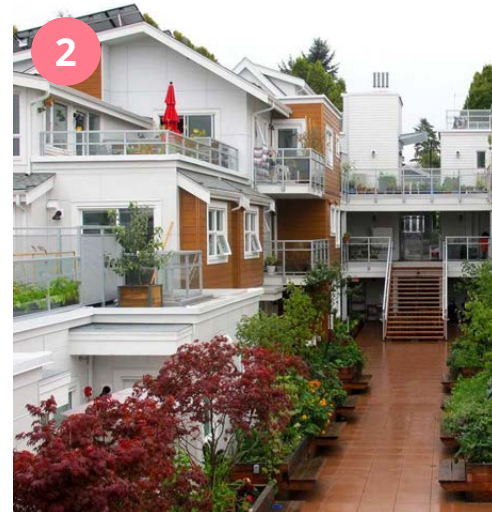
#1#3 some advantage  
because a sense of  
shared ownership and  
awareness - also only  
single story homes =  
strong connection







## OTHER COLLECTIVE FORMS OF HOUSING



Urban areas might have more of a "galleria" corridor through it, maybe with internal shops, almost like a covered lane. 1. Yuck. Suburban. 2. Too modern. 3. More urban

Community gardens certainly create community. People interact, share seeds, share cuttings, share food plants, etc. Internal courtyards can also be great shortcuts, making way finding easier.

way-finding as key issue - good to have a way to cut through as way to activate space - safer - and navigate the city

"West Coast" feel with green spaces are desirable

avoid 'Comox-box' look - like #3

#2 is most attractive

#3 is least appealing because lack of greenery and height

avoid 1950's 60's modernism gone amuck





ive

priority to  
emerging West  
Coast style -  
cedar, natural  
spaces and  
greenery

## APARTMENTS/MULTI-UNIT

Urban areas might have more of a "galactic" corridor through it, maybe with  
several streets, provide like a covered lane.  
1. Park Suburban 2  
2. Main street  
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notice that  
there are no  
really tall  
examples

building height and  
street aspect ratio  
and shading should  
be considered -  
impact to pedestrian  
environment

Courtyard should have  
a mix of housing types  
available - will  
eventually need to  
have some at 8-9  
stories - can fit in if  
place appropriately

somewhere  
between 30-45  
units is best  
for operating a  
strata

building size  
shown here is  
good based on  
ideal strata  
size

think about floor as  
attractor - expand into  
zone near floor? take  
advantage of water with  
more community viewing  
spaces having access to the  
waterfront

consider  
Community  
Centre as a  
focal point /  
magnet

all a matter of  
context - ex.  
street width,  
how developed  
the area is

Ex: Apartment  
buildings with  
churches, daycare -  
lots of options for  
social grouping,  
beyond just  
commercial

consider what  
the housing  
needs actually  
are

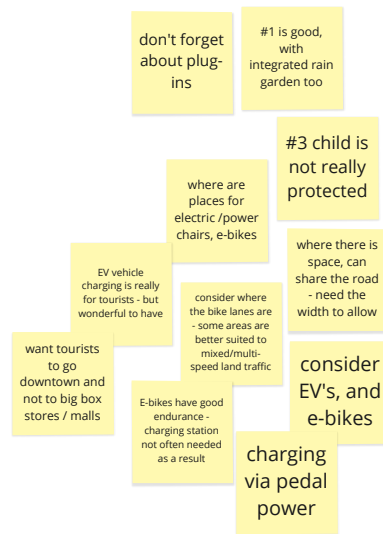








## CYCLING INFRASTRUCTURE







## COMMERCIAL EXPERIENCES

1. Sort of  
what we have  
now Too  
suburban

consider best  
candidates for  
activation, at  
all times of day

best are:  
#8 and  
#6 /or#4

consider how  
to attract the  
ideal amount  
and rate of  
activity

control of the  
type of  
commerce  
/activity is  
important

3. what we have  
now, too low?  
Nice.4  
5. Wide sidewalks!  
7 Suburban  
8 alleys! - exactly  
what we want!

find places  
where wide  
sidewalks  
are possible

Don't forget  
multipurpose  
buildings that  
includes child  
care, city  
recreation, etc







## 9B. EAST COURTENAY MIRO BOARDS

### Goal Summary

1. Land is Valued As a Pre

2. Housing Choices for All

3. Strong Neighbourhood

4. Functional Transporta

5. More Space for and Tim

6. Love for Local Places

7. A City for Everyone

8. Economic Success Eme  
Values and Place

9. Investing in Relationsh

More  
densification -  
linked to building  
a stronger  
neighbourhood -  
an open mind

Getting denser does  
not necessarily need  
to take away from  
our parks and other  
neighbourhood  
amentiies

Street signs - tell  
you what one  
street is and not  
the other; need to  
provide better  
wayfinding

left hand turn lights  
coming out of Home  
Depot and NIC onto  
Lerwick. That is a very  
challenging spot to get  
out of and dangerous  
for pedestians.

Back Road is getting  
busier - pedestrians  
crossing at the  
corner are at risk  
(almost a blind  
corner); accidents  
and near misses

Neighbourhoods a place to  
come together with our  
neighbourhoods - get to  
know each other and watch  
out for one another - safe  
neighbourhood

Sidewalk  
infrastructure in  
neighbourhood is  
dated - need to  
establish a hierarchy  
to provide linkages  
to key destinations

Uneven  
sidewalks, too  
narrow in older  
neighbourhoods

Would like to  
see a signalled  
crosswalk at  
Back Road (at  
Tunner)

Advanced  
turn signal  
for Ryan left  
to Back Rd.

Investing in  
places where  
children and  
neighbours  
can gather

Challenge in the  
valley - utility poles  
in the middle of  
sidewalks;  
importance of  
accessibility

Too narrow  
for person  
with stroller,  
dog

Possible future  
for Back Rd -  
busier than it  
is today

Need another  
connection to  
Comox Road  
other than  
Ryan

Community is  
growing and key  
infrastructure  
needs to keep  
up

## Valuable Resource

I

Is

## Decision Choices

## Time in Nature

Sandwich  
workshop -  
questions around  
protecting spaces  
for habitat

## Arguments from Community

ships

Mature neighbourhood  
- decreased population  
over time; opportunity  
to rebuild population  
to support services in  
the area

Make it easier for  
existing owners to  
put in carriage  
homes, suites;  
expand housing  
supply in the area

Area well suited  
to this - nearby  
employment,  
commercial  
areas

Opportunity to serve  
community need  
within East Courtenay

Opportunity to  
look at - in  
partnership with  
conservation  
groups to identify

Lerwick forest and  
Hawke Park possibly  
only protected areas  
in the  
neighbourhood -  
concern

Is it  
sustainable  
and is it  
protected?

Importance of  
area around  
Glacier View  
for birds

Lerwick - wetland;  
supports wildlife  
and resident  
recreation/dog  
walking etc.

Glacier View  
lodge  
redevelopment -  
important  
ecologically

Is Glen  
Urquhart  
forest  
protected?

Playground on  
Hobson/10th St E -  
currently uninviting and  
could be so much more;  
old time swings/basketball  
hoop - not enough for  
family (dated status,  
barren)

Traffic/  
speeding as an  
issue; lack of  
management

Wooded area  
nearby - safety  
concerns around  
those experience  
homelessness

Concerns  
around  
lightning/night  
time use of the  
park

10th St East -  
arterial route  
but also runs  
alongside park

Steep hill  
- easy to  
speed

Road narrowing +  
speed bumps  
slowed people  
slightly; drivers  
still drive too fast  
over speedbumps

Problem  
persists;  
traffic; using  
Hobson as a  
main artery

Opportunity for  
significant  
intensification on  
larger lots (near  
Super Store,  
Hospital)

Current  
occupancy of  
homes is low;  
opportunity to  
invest in their  
properties

Sites in established  
commercial area  
(e.g. Canadian Tire)  
as opportunity for  
intensification

More  
employment  
opportunities -  
bring places of  
employment  
closer to home



## Some of What We've Heard

General agreement that secondary suites and other infill should be encouraged to address housing needs and accommodate future growth without expanding municipal footprint.

AirBnBs and short term rentals a problem for rental availability

Density can be increased in this area, if the current form and character, nature, green space are maintained.

Opportunities on longer lots for infill housing - including carriage homes and subdivision to smaller lots. Opportunities for townhouses/3-4 plex along Back Road.

Can handle lots - opportunity for row housing.

Incentives to encourage higher density are needed.

Intensification should occur along major roads.

Strong desire to maintain neighbourhood character.

## ard So Far

Allowing legal secondary suites (including basement suites) would reduce the problems created by illegal suites, including on-street parking.

If secondary suites or other infill are permitted/encouraged, a critical caveat should be property owners reside in one of the units.

New development should limit impact on creeks and urban forest canopy. Residents appreciate streamkeepers' effort.

Mature trees are an important character defining element in the neighbourhood. Parks and trails are wonderful and add value to the community.

Need for established design guidelines for any increased density, including carriage homes.

Equity questions raised bc West Courtenay has a lot of suites coming through where as in East Courtenay it's more minimal

5 - seems to stick up and doesn't complement anything around it.

Many of the ones seen in recent years are consistent in appearance which is why there are so many unnoticed illegal ssuites

Many requests we are seeing are for aging parents or students

## SECONDARY DETACHED DWELLINGS (CARRIAGE HOMES AND GRANNY FLATS)

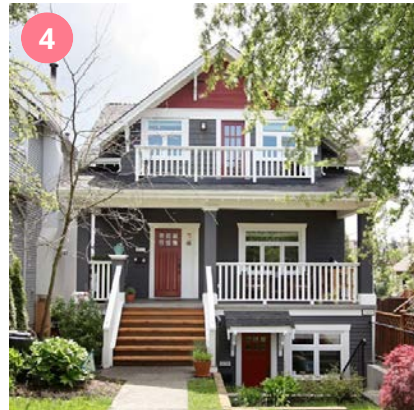








## BASEMENT SUITES

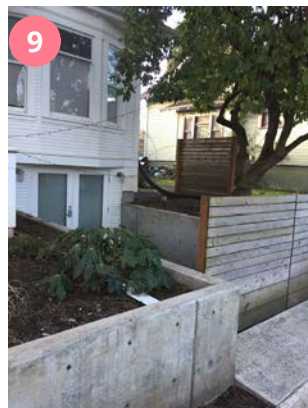
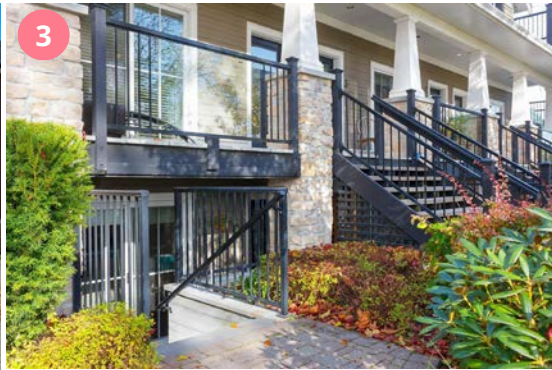


Will there be potential concerns about people sharing their homes?

They are mortgage helpers. Someone left Courtenay for Campbell River to be able to do this because they couldn't do it here.

it's important that the primary homeowner lives in the primary residence so that someone is "watching the henhouse" while there are multiple renters.







## NEIGHBOURHOOD STREETS

some sidewalks exist on only one side so people have to cross the street to continue walking along the sidewalk.

The ones we like have greenery around them. 7 looks barren because it's all concrete.







## NEIGHBOURHOOD AMENITIES

Love incorporating public art. Some of our parks could be revitalized with these ideas - e.g. urban agriculture / community gardens.

It's a great idea to incorporate community gardens into existing parks. Inspiring to see other people in their gardens. It's a wonderful opportunity to approach people for information on gardening - supports community interaction.

Community gardens also provide intergenerational interaction. e.g. Elders passing along info to young adults who are interested in food gardening.

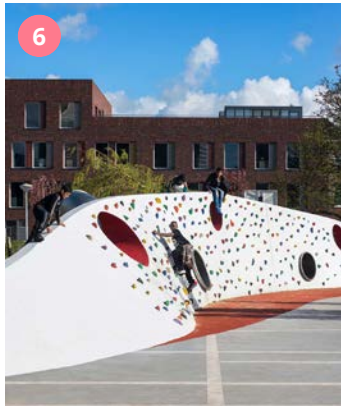
More instruments. Wind harps, drums... interactive... things that will appeal to a large group.

In suburban areas, parks targeted to children. However others like elders should be made to feel welcome. Design spaces for all ages to help our community come together.

Picnic tables would be good - places for families to eat.







## 11B. HEADQUARTERS AREA MIRO BOARDS

### Goal Summary

1. Land is Valued As a Precious Resource

2. Housing Choices for All

3. Strong Neighbourhoods

4. Functional Transportation Choices

5. More Space for and Time in Nature

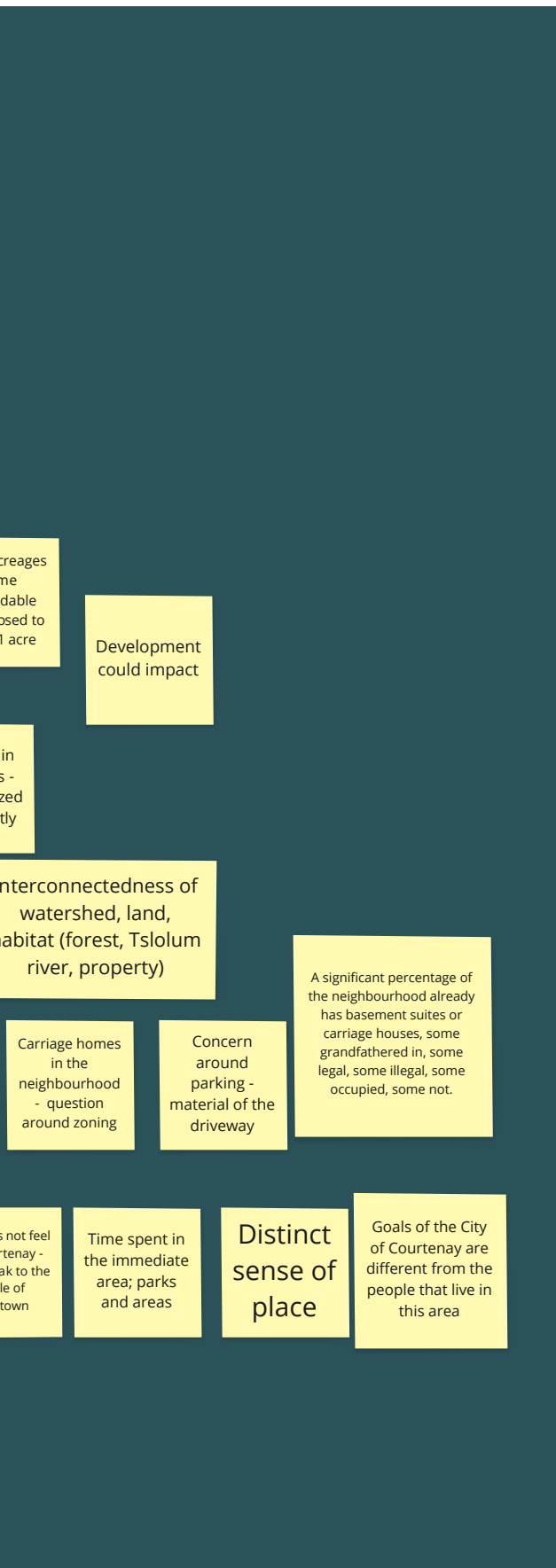
6. Love for Local Places

7. A City for Everyone

8. Economic Success Emerges from Community Values and Place

9. Investing in Relationships







## Some of What We've Heard So Far (Headquarters)

Amazing outdoor classroom area with school being so close. Not just for locals - for all residents in community.

This area produces a lot of springs that feed ephemeral streams that provide Coho habitat.

Area is a major regional destination hub, with the biggest high school in the region, a rec centre (ice rink), exhibition grounds that hold regular large scale community events, including the curling rink and farmers market.

Residents appreciate the rural aesthetic - do not feel the need for an urban road standard along Headquarter Road.

Increased transit would be appreciated on farm market days.

Wider shoulders on road around the market as there is a lot of traffic and the road is popular with recreational cyclists on those days.

Important to provide sufficient natural buffer between new development and adjacent smaller properties - could make higher density acceptable. Need to protect other environmental values, including creeks and existing forests.

Glacier road is quiet (the student path) keep it that way as it is a dead end street.

Observation that there are beautiful large homes, some recent, well maintained.

Regional Growth Strategy - direction to focus growth in municipal areas therefore developing this area is in support of the RGS.

Equity and affordability acknowledged as a concern of displacement of low income residents.

Opportunity for multi-use, higher density, net-zero development closer to the urban centre that preserves natural character.

If any density were to occur, focus on the Headquarters Road access lots.

Potential support for homes in the area as an opportunity to clarify extent of infill and moving forward.

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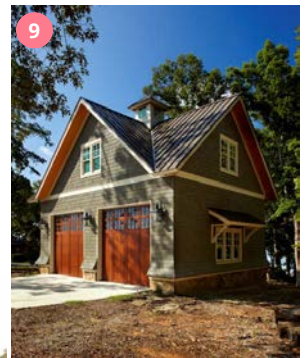
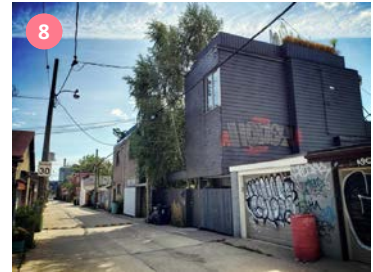
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**SECONDARY DETACHED DWELLINGS  
(CARRIAGE HOMES AND GRANNY FLATS)**



These slides don't seem relevant. More concerned about lot size and density.

All of these designs will have impact on runoff because removing trees and habitat. The more trees around the house is the better. The important thing here is the number of dwellings. More concrete means more runoff. Having a good setback and a green zone that's not used for pathways, etc that is allowing for natural infiltration and protecting other species. Zoning for protection is really important.

Different qualities of different areas. We already have lots of secondary accommodation like basement suits and carriage houses.

Issues are primary of environment, space, and not housing form. The images are not necessarily appropriate. People are mostly interested in maintaining natural, rural, riparian qualities.

Comments Norm have heard include need for better walking connections, intergenerational living, property should still be owner occupied.



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