



The Corporation of the City of Courtenay

Council Agenda

Meeting #: R7/2026
Date: April 15, 2026
Time: 4:00 p.m.
Location: CVRD Civic Room, 770 Harmston Ave, Courtenay

We respectfully acknowledge that the land we gather on is Unceded territory of the K'ómoks First Nation, the traditional keepers of this land.

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| 10.7 | Mayor Wells | |
| 11. | IN CAMERA RESOLUTION | |
| | THAT Council close the meeting to the public pursuant to the following subsections of the <i>Community Charter</i> : | |
| | 90 (1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following: | |
| | (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality. | |
| 12. | ADJOURNMENT | |



Council Minutes

Meeting #: R6/2026
Date: March 25, 2026, 4:00 p.m.
Location: CVRD Civic Room, 770 Harmston Ave, Courtenay

Council Present: B. Wells (Mayor) (arrived at 4:08 p.m.)
W. Cole-Hamilton (arrived at 4:10 p.m.)
D. Frisch (arrived at 4:02 p.m.)
D. Hillian (Acting Mayor; Councillor)
E. Jolicoeur
M. McCollum
W. Morin (electronic)

Staff Present: A. Langenmaier, Acting City Manager (CAO); Director of Financial Services
A. Guillo, Acting Director of Corporate Services
K. O'Connell, Acting Director of Development Services (electronic)
K. Shaw, Director of Operational Services
R. Armstrong, Manager of Utilities
N. Gothard, Manager of Community & Sustainability Planning
P. Maloney, Acting Manager Development Planning
A. Proton, Manager of Legislative Services (CO)
J. Cramer, Policy Planner 2
M. Grimsrud, Planner 3
P. Janecek, Legislative Services Coordinator
R. Matthews, Deputy Corporate Officer

1. CALL TO ORDER

Acting Mayor Hillian called the meeting to order at 4:00 p.m. and respectfully acknowledged that the meeting was conducted on the Unceded territory of the K'ómoks First Nation, the traditional keepers of this land.

2. INTRODUCTION OF LATE ITEMS

Without any late items or objections, Council proceeded with the agenda as presented.

3. ADOPTION OF MINUTES

3.1 Regular Council Minutes - March 11, 2026

Moved By Jolicoeur

Seconded By McCollum

THAT Council adopt the March 11, 2026 Regular Council minutes.

CARRIED

3.2 Parks and Recreation Advisory Commission (PRAC) Meeting Minutes - February 5, 2026

Moved By McCollum

Seconded By Jolicoeur

THAT Council receive the February 5, 2026 Parks and Recreation Advisory Commission (PRAC) meeting minutes.

CARRIED

With no objection, Council varied the order of the agenda to consider Item 4.2, Experience Comox Valley - New 5-Year Municipal Regional District Tax (MRDT) Plan Update, prior to Item 4.1, BCAA's Evolve E-Bike and E-Scooter Pilot Project - 2025 Outcomes and 2026 Next Steps, to accommodate presenter availability, and re-ordered the agenda accordingly.

4. PRESENTATIONS

4.1 Experience Comox Valley - New 5-Year Municipal Regional District Tax (MRDT) Plan Update

Tanya Massa, Tourism Development Specialist with Experience Comox Valley and 4EVER Strategies Inc., provided an update on the proposed new five-year Municipal and Regional District Tax (MRDT) plan. The presentation reviewed outcomes of the current MRDT, outlined the process to transition to a higher-rate regional MRDT, and highlighted benefits including increased funding for tourism services and affordable housing initiatives.

Moved By McCollum

Seconded By Cole-Hamilton

THAT Council provide a letter of support for the Comox Valley Regional District's (CVRD) application to the Province of B.C. for the new 5-Year Municipal and Regional District Tax (MRDT) program.

CARRIED

Councillor Frisch arrived at 4:02 p.m.

Mayor Wells arrived at 4:08 p.m., at which time Councillor Hillian relinquished the Chair as Acting Mayor.

Councillor Cole-Hamilton arrived 4:10 p.m.

4.2 BCAA's Evolve E-Bike and E-Scooter Pilot Project - 2025 Outcomes and 2026 Next Steps

David Holzer, Business Development Manager with BCAA's Evolve e-bike share program, presented an update on the Evolve e-bike and e-scooter pilot project. In 2025, the pilot program in Courtenay achieved over 4,400 trips and experienced notable ridership growth. Survey results indicated strong community support, reduced reliance on personal vehicles, and improved access to local transportation. Planned next steps for 2026 include expanded safety education, improved parking zones, the launch of an Inclusive Mobility Program with discounted fares, and support for a City pilot on multi-use pathways through speed controls, data sharing, and safety measures.

Moved By Frisch

Seconded By Cole-Hamilton

WHEREAS usage of e-bikes and e-scooters on trails within City of Courtenay parks is prohibited;

WHEREAS many residents rely on e-bikes and e-scooters for their enjoyment of recreational trails such as the Airpark;

WHEREAS many City of Courtenay trails are part of active transportation routes;

THEREFORE BE IT RESOLVED THAT Council direct staff to prepare an amendment to the Parks and Public Spaces Regulation Bylaw No. 3121 to permit the use of e-bikes and e-scooters on specified trails within the City;

AND THAT Council direct staff to prepare a staff report to provide more information on which trails are appropriate for e-bike and e-scooter use.

CARRIED

5. STAFF REPORTS

5.1 Corporate Services

5.1.1 Election Bylaw and Appointments

Moved By Hillian

Seconded By Frisch

THAT Council direct staff to prepare an amendment to “Election Bylaw No. 3073” for Council’s consideration prior to the 2026 general election, as follows:

- If there are over 20 candidates for a position, that names be listed in alphabetical order on the ballot;
- To include the Freedom of the City recipients as part of the voters list;
- To align election signage regulations with BC Ministry of Transportation and Transit election signage regulations; and
- To remove the oath of office.

CARRIED

Moved By Frisch

Seconded By Cole-Hamilton

THAT Council direct staff not to prepare an assent voting or opinion question for the ballot, for the 2026 municipal election.

CARRIED

Moved By Cole-Hamilton

Seconded By Frisch

THAT Council appoint the following election officials for the 2026 municipal election:

- Kate O’Connell as Chief Election Officer;
- Adriana Proton as Deputy Chief Election Officer; and
- Patricia Janecek as Deputy Chief Election Officer.

CARRIED

5.2 Development Services

5.2.1 Housing Target Order Progress Report No. 1

Moved By Frisch

Seconded By McCollum

THAT Council receive the Housing Target Order Interim Progress Report for the period between September 1, 2025, and February 28, 2026; and

THAT Council direct staff to immediately send a copy of the report to the Minister of Housing and Municipal Affairs and post a copy of the report on the City's website.

CARRIED

5.3 Operational Services

5.3.1 Report 1 of 3: Water Metering Business Case Study - Results

Kyle Shaw, Director of Operational Services, presented the Water Metering Business Case Study, which found that summer water demand is rising faster than population growth and that unmetered homes limit conservation and equity. Residential water metering was identified as a cost-effective way to reduce use, improve fairness, and support long-term system sustainability.

Moved By Hillian

Seconded By Jolicoeur

THAT Council receive the staff report titled "*Water Metering Business Case – Results*"; AND

THAT Council endorse Residential Water Metering as the City's long-term strategic direction to advance water conservation, equity, and water-system sustainability; AND

THAT Council direct staff to proceed with the development of a **Residential Water Metering Program** Implementation Framework, including financial strategy, rate design considerations, implementation

planning, and public engagement strategy for Council’s future consideration.

CARRIED

5.3.2 Report 2 of 3: Water Metering Business Case Study - Financial Strategy

Kyle Shaw, Director of Operational Services, presented a financial strategy for residential water metering, outlining costs, projected savings, and a conservation-based rate structure. Modelling indicated most households would see similar or lower bills, with higher-use households paying more in proportion to system impacts.

Moved By Jolicoeur

Seconded By McCollum

THAT Council receive the staff report titled “*Water Metering Business Case Study – Financial Strategy*”; AND

THAT Council endorse, in principle, the development of the long-term financial strategy for the **Balanced Universal Water Metering Program**, including the continued development of a water conservation rate structure that supports equity, long-term financial stability, affordability, and conservation as the City transitions toward metered billing; AND

THAT Council support the development of a long-term financial framework, including mechanisms such as a dedicated reserve, to sustainably fund lifecycle costs associated with metering, Advanced Metering Infrastructure (AMI) technology, and related program components as implementation advances.

CARRIED

5.3.3 Report 3 of 3: Water Metering Business Case Study - Implementation Pathways

Kyle Shaw, Director of Operational Services, presented three residential water metering implementation pathways and recommended the Balanced Universal option, a phased approach prioritizing meter-ready properties and transitioning to universal metering.

Moved By Hillian

Seconded By Frisch

THAT Council receive the staff report titled “*Water Metering Business Case Study – Implementation Pathways*”; AND

THAT Council approve **Pathway 1 – Balanced Universal Water Metering Program** and direct staff to implement a phased residential water metering program that prioritizes meter-ready properties, provides a voluntary and capped option for non-meter-ready properties, and supports a transition to universal metering subject to defined performance, financial, and delivery triggers; AND

THAT Council direct staff to bring forward the necessary bylaw amendments to establish consumption-based water rates for all accounts, including seasonal pricing, minimum quarterly charges, and meter-related fees, aligned with program implementation; AND

FURTHER THAT Council direct staff to establish a Water Metering Reserve and report back with a detailed multiyear capital plan and implementation strategy for Advanced Metering Infrastructure (AMI) and residential water metering prior to program implementation.

CARRIED

Mayor Wells called a recess at 6:22 p.m. Council reconvened at 6:51 p.m.

6. EXTERNAL REPORTS AND CORRESPONDENCE

6.1 Chair Hillian - Comox Valley Sewage Service Liquid Waste Management Plan - Proposed Commitments: Inflow and Infiltration, and Source Control

Moved By Hillian

Seconded By McCollum

THAT Council direct staff to prepare a report providing feedback on the proposed inflow and infiltration and source control system commitments in the Comox Valley Sewage Service Liquid Waste Management Plan, prior to the deadline of April 30, 2026.

CARRIED

Moved By Cole-Hamilton

Seconded By McCollum

THAT Council invite staff from the Comox Valley Regional District to attend a future meeting to present information on the proposed inflow and infiltration and source control system commitments in the Comox Valley Sewage Service Liquid Waste Management Plan.

CARRIED

6.2 Patti Alvarado, Indigenous Women’s Sharing Society - Red Dress Day Event - May 5, 2026

Moved By McCollum

Seconded By Cole-Hamilton

For consideration:

THAT Council approve a grant in the amount of \$500.00 to the Indigenous Women’s Sharing Society (IWSS) to support the venue rental costs for the Red Dress Day event at the Florence Filberg Centre on May 5, 2026, to be allocated from the Gaming Funds – Council Initiatives budget.

CARRIED

7. UNFINISHED BUSINESS

7.1 Dementia Inclusive Community Campaign - UVIC Faculty of Health and Comox Valley's Dementia Friendly Partners Group - March 11, 2026 Delegation

Moved By Hillian

Seconded By Cole-Hamilton

THAT Council, in support of the Dementia Inclusive Community Campaign, direct staff to collaborate with the UVic Faculty of Health and the Comox Valley Dementia Friendly Partners Group to facilitate a temporary, month-long public awareness installation along 5th Street, including flags on lamp posts and temporary graphics on two benches at the corner of Duncan Avenue and 5th Street, and direct staff to assist with installation of the flags and bench graphics.

CARRIED

8. BYLAWS FOR FIRST, SECOND, AND THIRD READINGS:

8.1 Zoning – Amendment Bylaw No. 3192 (2555 Cumberland Rd)

Moved By Frisch

Seconded By Hillian

THAT Council give first, second and third reading to Zoning Amendment Bylaw No. 3192, (2555 Cumberland Rd);

THAT Council waive the Development Procedures Bylaw No. 3202, 2026 requirement for a Subdivision Preliminary Layout Review prior to adoption; and

THAT prior to adoption of the bylaw the following conditions be met:

- a) Subdivision application be made
- b) Park Master Plan finalized to the satisfaction of the Director of Development Services
- c) Environmental Master Plan finalized to the satisfaction of the Director of Development Services
- d) Infrastructure Servicing Design Plan finalized to the satisfaction of the Director of Development Services
- e) Street hierarchy / active transportation Preliminary Master Plan finalized to the satisfaction of the Director of Development Services
- f) Development Agreement finalized to the satisfaction of the Director of Development Services and executed by the applicant.

CARRIED

OPPOSED: Councillor Cole-Hamilton, Councillor McCollum and Councillor Morin.

8.2 Zoning Bylaw No. 3203, 2026 – 1st, 2nd and 3rd Readings

Moved By Frisch

Seconded By Jolicoeur

THAT Council amend Zoning Bylaw No. 3203, 2026 as follows:

- a. In Section 8.33.2 (3) add “Restaurant” and “Retail” after “Pet Day Care”

AND THAT Council give first, second, and third readings to “Zoning Bylaw No. 3203, 2026”, as amended.

CARRIED

9. COUNCIL REPORTS

9.1 Councillor McCollum

No report provided.

9.2 Councillor Cole-Hamilton

No report provided.

9.3 Councillor Frisch

No report provided.

9.4 Councillor Morin

Councillor Morin reported on her attendance at the Local Government Leadership Academy (LGLA) Leadership Forum and acknowledged Councillor McCollum’s participation as a presenter on the session titled “Stewarding the Finish Line: Legacy, Leadership, and Lasting Value.” Councillor Morin commended Councillor McCollum for her clear presentation of the City’s asset management practices and noted the strong interest expressed by representatives from other communities.

9.5 Councillor Hillian

Councillor Hillian submitted a report of activities, see agenda.

9.6 Councillor Jolicoeur

No report provided.

9.7 Mayor Wells

Mayor Wells acknowledged Councillor Cole-Hamilton for his recent volunteer work in Africa and thanked him for his contribution. The work was undertaken on a volunteer basis and all funding for the initiative was provided by the Government of Canada.

10. IN CAMERA RESOLUTION

Moved By McCollum

Seconded By Jolicoeur

THAT Council close the meeting to the public pursuant to the following subsections of the *Community Charter*:

90 (1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

(c) labour relations or other employee relations;

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

(g) litigation or potential litigation affecting the municipality; and

(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

CARRIED

11. ADJOURNMENT

Mayor Wells terminated the open portion of the meeting at 8:51 p.m. Following the conclusion of the in camera portion of the meeting, Mayor Wells terminated the meeting at 9:14 p.m.

CERTIFIED CORRECT

Adopted by Council [MONTH] [DAY], 202X

Mayor Bob Wells

Corporate Officer Adriana Proton



Special Council Minutes

Meeting #: S1/2026
Date: March 27, 2026
Time: 3:00 p.m.
Location: City Hall Council Meeting Room

Council Present: B. Wells (electronic)
W. Cole-Hamilton (electronic)
D. Frisch (electronic)
D. Hillian (electronic)
E. Jolicoeur (electronic)
M. McCollum (electronic)

Regrets: W. Morin

Staff Present: N. Borecky, Manager of Information Systems
N. Gothard, Manager of Community and Sustainability Planning (electronic)
P. Maloney, Acting Manager of Development Planning (electronic)
R. Matthews, Deputy Corporate Officer
P. Janecek, Legislative Services Coordinator

1. CALL TO ORDER

Mayor Wells called the meeting to order at 3:00 p.m. and respectfully acknowledged that members of Council were participating from locations across multiple unceded traditional territories, including those of the K'ómoks First Nation, Tla'amin Nation, and the Musqueam Indian Band, Squamish Nation, and Tsleil-Waututh Nation.

2. INTRODUCTION OF LATE ITEMS

With no late items or objections, Council proceeded with the agenda as presented.

3. BYLAWS FOR ADOPTION

3.1 Zoning Bylaw No. 3203, 2026

Moved By Frisch
Seconded By Hillian

THAT Council adopt "Zoning Bylaw No. 3203, 2026".

CARRIED

4. ADJOURNMENT

Mayor Wells terminated the meeting at 3:05 p.m.

CERTIFIED CORRECT

Adopted by Council [MONTH] [DAY], 202X

Mayor Bob Wells

Deputy Corporate Officer Rayanne
Matthews



Mobile Integrated Crisis Response (MICR)

Island Health and Comox Valley RCMP
Collaborative Initiative

2025/2026



Pathway to Partnership

In November 2024, Comox Detachment began early discussions with the City of Courtenay on non-traditional policing methods that could benefit the Comox Valley.

Between January 2025 and February 2025 - these conversations led to dialogue with Island Health Medical Health Officer: Dr. Charmaine Enns and later North Island Mental Health and Substance Use Services Director: Lesley Howie on the possibility of creating a local initiative to help address rising mental health concerns in the Comox Valley. Observable data revealed an increase from 3% to 10% call volume and workload for crisis.

In April 2025, RCMP Town Halls led by Insp. Scott Mercer with Municipalities identified Mental Health as a prevalent community issue and focus of concern



Pathway to Partnership

cont.

In May 2025, Comox Valley RCMP and Island Health continued meetings to discuss options for funding with respect to a collaborative initiative to address frontline mental health concerns. The Ministry of Health supported this idea but could not provide the funding commitments at the time.

Informing the City of Courtenay of our intent to create a Mobile Integrated Crisis Response (MICR) Team consisting of a mental health trained police resource and a psychiatric trained health resource – Courtenay CAO requested a “proof of concept” before any funding considerations could be made.

From May 2025 to September 2025 – an agreement was made between Island Health and the Detachment to allocate 1 Full Time Equivalent (FTE) from each Agency for a period of 6 to 9 months. This agreement led to security clearances, training, equipment allocation, defining role and responsibilities and a MOU review.



Purpose

On September 20, 2025, Island Health Mental Health and Substance Use Services Comox Valley and Comox Valley RCMP launched a 9 month proactive initiative to meet mental health concerns at the street level and demonstrate its value to the City of Courtenay and the greater Comox Valley.

MICR consists of 2 persons:

- Registered Psychiatric Nurse – Tara Wyton; *
- Mental Health Liaison Officer – Constable Greg Hall. *

Their interim Work Schedule is 4 days on 4 days off from 0700 hrs to 1900 hrs. **



Program Services

Our MICR responses may include:

- Phone assessment and support;
- Outreach assessment and support;
- Work with individuals who could benefit from a mental health assessment of supportive community plan;
- Apprehensions under the Mental Health Act;
- Support individuals on arrival to hospital, through triage process and to the receiving unit;
- On scene support, or direct consult for RCMP members;
- Referrals and bridging to other Community and Health Services.



Program Objectives

Island Health

- To reduce the number of RCMP presentations with individuals requiring assessments at the Emergency Department (ED) while ensuring those that are admitted meet mental health thresholds improving ED triage and in-house crisis service workloads;
- Enhance mental health engagement with persons experiencing a crisis to prevent decompensate, rather than presenting for acute MHSU and medical attention;
- Increase the number of deferrals / connections to community teams.

Comox Valley RCMP

- To reduce the number of calls for service for frontline members with respect to mental health;
- To reduce the time on scene and at Hospital for frontline members and return to their substantive policing duties.



Island Health Review

Initiative Hypotheses:

- It was anticipated that involving an advanced practice nurse to assess people during RCMP encounters would clarify need for further health interventions, enhance transition to hospital and reduce wait times for individual and subsequent RCMP standby times when persons were escorted to the Emergency Department (ED);
- An increase in the ratio of admits to presentations at the ED with RCMP indicating that appropriate attendance at ED for mental health care is occurring. This would have a beneficial impact on ED triage and in house crisis service workload.



Island Health Review Cont..

Since September 2025:

- There has been increased education to the public regarding access, assessments and supports from MICR and Acute MHSU Crisis Services;
- Dedicated MICR team have established themselves with the RCMP, Island Health, Hospital Staff and Community as a trusted partner;
- Widening access to acute crisis interventions from MICR helped to facilitate appropriate admissions and prevent decompensation of those needing mental health care by intervening sooner;
- We learned equivalent volumes of people were reaching out to EHS for high acuity crisis that were presenting to the ED Crisis team;
- MICR built relationships that fostered trust, deescalated situations, enhanced supports and provided seamless connections to health services preventing repeat ED admissions;
- There have been enhanced transitions in care between community MICR to acute MHSU Crisis Service resulting in decreased wait time for individuals and RCMP at ED.



Island Health Review Cont..

Hypotheses and Initiative Results:

We anticipated bringing MICR modeled acute Crisis Service further into the Community would result in a decrease in people presenting to ED.

- MICR created an increase in MHSU nursing presence on calls. This saw an increase of 90.6% people seen per day for acute MHSU crisis assessments between September 2025 and April 2026.

We anticipated that MICR service would decrease call volume for Acute Crisis Service

- Since the onset of MICR the total call volume of acute crisis response was up by 74% from the last year during the same period:
 - September 2024 to April 2025: 912 Crisis encounters and 2707 follow up Crisis Nursing interventions;
 - September 2025 to April 2026: 495 MICR + 1092 Crisis = 1587 encounters with 723 MICR nursing interventions and 2624 Crisis Nursing interventions = 3541 total follow up interventions.



Island Health Review Cont..

Hypotheses and Initiative Results Cont...

By triaging people within the Community, we anticipated we would increase the appropriateness of arrivals to ED and decrease the number of representations and admits:

- Of 495 MICR encounters 482 were managed in Community with de-escalation, MICR nursing interventions, medication management, enhanced collaborative care planning liaison with GP or Psychiatrist, family and Community supports, resources and connection to service. 41 encounters resulted use of Mental Health Act and transport to hospital for further assessment;
- 68.5% of all people in Crisis situations seen by MICR required follow up from MICR for wrap around care after they were assessed;
- Decrease re-presentations / admissions to ED;
- Data related to unique individuals who had repeat presentations to ED now receive care from MICR in Community which has reduced rate of presentation and admissions due to enhanced care planning.



Comox Valley RCMP Review

Since the first shift on September 23, 2025:

- MICR has worked on 190 police files and conducted additional oversight / follow up – 219 times;
- 75% of these files occurred in the City of Courtenay; *
- Between October 2025 and January 2026, the MICR team did as many Mental Health apprehensions as a General Duty Watch;
- 58% of the files MICR assisted on were Mental Health Act or Check Well Being.



Comox Valley RCMP Review cont..

Since the first shift on September 23, 2025:

- In 2025, the total number of police hours spent in Hospital for Mental Health Apprehensions was lower than in the previous two years;
- Between January and March 2026, the total number of police hours spend in Hospital for Mental Health Apprehensions was 40% lower than in the same months of the previous year;
- Approximately 69.7 Hospital Admission Hours have been returned back to Frontline members;
- MICR introduced itself to the Comox Valley Mental Health Community and made long lasting professional relationships with ACT, AVI (CRCL), Island Health Mental Health Departments, School District 71, North Island College, CAF 19 Wing Health Services, Probation, BC Prosecutors Service and local Judges.



Comox Valley RCMP Review cont..

The outcome of this program has surpassed our original hypothesis and objectives. Some of the benefits of MICR can be summarized as:

1. Enhanced Client Care;
2. Coordination with Partners;
3. Maximizing Resources.



Comox Valley RCMP Review cont..

Enhanced Client Care

- Follow Up;
- Advocating for Clients;
- Relationships Build Trust;
- Family Support.



Comox Valley RCMP Review cont..

Coordination with Partners

- Efficiencies with Island Health;
- Probation and Diversion from Criminal Justice System;
- Collaboration with Crown Counsel;
- Supporting Canadian Armed Forces.



Comox Valley RCMP review cont..

Maximizing Resources

- Decreased RCMP Time In Hospital;
- Assessing and Treating Clients in Community;
- Saving More Than Money.



MICR Program Needs

- We Need Your Support
 - This initiative is currently operating on in-house resources;
 - Detachment cannot support long term without backfilling;
 - Municipal funding is required;
 - One Full Time Equivalent (FTE) provides partial coverage;
 - Two Full Time Equivalents (FTE) provides full week coverage.



Letters of Support

From just 6 months of work, MICR has made a significant impact on the Community and built long lasting relations with the following partners who are requesting the Municipality consider continued funding:

- BC EHS, Glen Greenhill – Operations Manager;
- BC Mental Health and Substance Use Services, Steve Hulme – Senior Lead Forensic Psych Services;
- 19 Wing, Captain Sarah Siano - Primary Care Nurse;
- Comox Valley Hospital, Sarah Palmer - Emergency / ICU Manager;
- Comox Valley Hospital, Dr. Verena Langheimer – Psychiatrist and Child / Adolescent Psychiatrist;
- Island Health, Dr. Stefan Schovanek - Geriatric Psychiatrist;
- Island Health, Haley Sullivan – Community Health Social Worker;
- BC Prosecution Service, John Boccabella – Administrative Crown Counsel;
- Ministry of Children and Family Development, Kyla Talbot, Regional Director;
- Comox Valley Transition Society, Nicole Blackhouse – Connect Coordinator;
- Comox Valley Transition Society, Eric Lopatinsky – Shelter and Supportive Housing Manager;
- Comox Valley School District 71, Joe Heslip and Tara Ryan – Associate Superintendent and District Vice Principal of Inclusive Education;
- Margaret Flynn and Alicia Gibbs, Citizens;
- Sandy Lipovsky, Citizen;
- Reinhold and Esther Wilzewski, Citizens.



Comox Valley RCMP Detachment
Mobile Integrated Crisis Response Unit – Community Letters of Support



March 19, 2026

Mayor Bob Wells and Council
City of Courtenay

Honourable Josie Osborne
Minister of Health
Province of British Columbia

Dear Mayor Wells, Members of Council and Minister Osborne,

On behalf of BC Emergency Health Services (BCEHS) in the Comox Valley, I am writing to express our strong support for the Mobile Integrated Crisis Response Car (MICR) program, a partnership between North Island Hospital-Comox Valley, and the Royal Canadian Mounted Police Comox Valley (RCMP).

Paramedics regularly respond to individuals experiencing mental health and substance-related crises. These calls are often complex and require a compassionate, coordinated response that extends beyond traditional emergency medical care. The MICR program provides an important collaborative model that brings together clinical mental health expertise and policing support to help ensure individuals in crisis receive the right care at the right time.

From the perspective of frontline emergency responders, the benefits of MICR are significant. The program supports safe de-escalation, provides specialized mental health assessment, and helps connect individuals to appropriate community resources. In many cases, this prevents escalation, reduces unnecessary emergency department visits, and diverts individuals from entering the justice system when their needs are primarily health related.

The program also strengthens community safety by supporting first responders, families, businesses, and community organizations who may otherwise have limited options when faced with complex mental health or substance-related situations. Having access to trained crisis response professionals improves outcomes for individuals in distress while helping ensure safer interactions for everyone involved.

As communities across British Columbia experience increasing demand for mental health and substance use crisis response, programs like MICR are becoming increasingly essential. Without this specialized resource, emergency departments, paramedics, and police services

would likely face increased demand and fewer options for safely supporting vulnerable individuals in the community.

BCEHS strongly supports the continued operation and strengthening of the Mobile Integrated Crisis Response Car program in the Comox Valley. Maintaining and expanding access to this service will remain critical as community needs continue to grow.

Thank you for your leadership and consideration.

Sincerely,



Glen Greenhill MStJ, AdeC

Manager, Clinical Operations, Comox-Strathcona District
BC Ambulance Service – BCEHS, Island Districts
Provincial Health Services Authority

██████████ O: 250-898-8556, E: Glen.Greenhill@bcehs.ca

1890 Cliffe Avenue
Courtenay BC, V9N2K8

March 19, 2026

To Whom it May Concern,
Re: Mobile Integrated Crises Response Car Program

I have been with British Columbia's Forensic Psychiatric Services Commission (FPSC) as Forensic Nurse Liaison and Senior Lead at the Nanaimo Regional Forensic Psychiatric Clinic for the past twenty-eight years. The FPSC is a health organization providing specialized assessment, treatment and clinical case management services for high risk, high needs adults with mental illness and/or cognitive disorders who are in conflict with the law, supported by the expert advice and opinions from specialized, multi-disciplinary teams of health professionals. FPSC Clinics operated by the Provincial Health Services Authority (PHSA) are responsible for the supervision and monitoring of client's who are living in the community, including monitoring the client's progress regarding psychiatric treatment based on the biopsychosocial model and ensuring that the client is adhering to the conditions set out in their court order, as well as conducting Fitness and Not Criminally Responsible assessments that are ordered by BC Provincial Courts.

The Nanaimo Regional Forensic Psychiatric Clinic covers a catchment region from Ladysmith to Port Hardy – including Tofino, Ahousaht, Gold River, Port Hardy / Port McNeil, Alert Bay, BC Mainland Coastal Islands and Surrounding Regions as well as Powell River and Northern Gulf Islands. We work as a small, specialized and close-knit interdisciplinary team which typically includes social work, nursing, psychology and psychiatry as well as concurrent disorder specialists. In is within this capacity I have had the pleasure of working with Nanaimo's Mobile Integrated Crisis Response Car (MICR) program since its inception and now the added pleasure of working with Cst. Greg Hall and Nurse Tara Wyton in their capacity as the new Comox Valley MICR team.

There is no room for doubt as to how valuable and how necessary a program like the Mobile Integrated Response Car team is to our communities. MICR plays a critical role in ensuring individuals experiencing mental health or substance-related crises receive the right care at the right time—often preventing escalation, reducing unnecessary emergency department visits, diverting mental health clients from the Court system, and supporting safer outcomes for everyone involved. As demand for crisis response continues to rise, and it indeed continues to rise, the need for this program is not only ongoing but increasing across our Island communities. Furthermore, the individuals subject to such a crises response are increasingly complex in their behavioural presentation and concurrent disordered diagnostic history.

Those of you familiar with the MICR program already know this, but it is worth reiterating what this program brings to a community – all of which I have witnessed firsthand on multiple occasions:

Key Aspects of the MICR Role:

- **Targeted Response:** These officers focus on proactive outreach, building trust with vulnerable people, and navigating complex mental health scenarios, often in plain clothes to reduce anxiety. It is hard to explain how invaluable this is for allowing a client to retain their dignity and gently coax them to engage with community support agencies.
- **Collaboration:** They connect individuals with mental health centers, addiction services, and counseling, facilitating hospital admissions when required. This has proven highly beneficial for our specialized service and our challenging forensic psychiatric client demographic.
- **Reduced Crisis Calls:** By addressing chronic cases and providing tailored care, these officers aim to improve client outcomes and reduce the strain on regular police patrol resources. Again, this has repeatedly proven to be highly beneficial for our specialized service and our challenging forensic psychiatric client demographic.
- **Community Connection:** They serve as a vital link between the RCMP, local health authorities (like Island Health), and community-based services. Our service works with REVOII type clients (Repeat Violent Offenders); Sex Offenders; and BC Review Board (Unfit or Not Criminally Responsible Due to a Mental Disorder) individuals throughout the province and the MICR program has consistently proven to be a valuable “interface” between community-based stakeholder agencies with regards to navigating client care.

I simply cannot emphasize enough how Nanaimo, and now the Comox Valley MICR program, provides significant value to our communities by bridging the gap between law enforcement, health services, and community resources to manage mental-health-related crises more effectively. It is an absolutely essential program for any community of significant size.

Please feel free to contact me as needed should you require any additional, or more specific, information in relation to my perspective on how invaluable the MICR program is – particularly in regards to my 30 years forensic psychiatric service experience with a high needs / high risk client demographic within the Vancouver Island catchment area.

I am generally available weekdays at our Nanaimo Clinic between 9 am to 4 pm and can best be reached at 250-739-5000 (front office number), or feel free to e-mail : shulme@phsa.ca

Sincerely,

Steve Hulme

Steve Hulme, BScN, RN (he / him)
Senior Lead, Forensic Community and Liaison Nurse
Forensic Psychiatric Services – Vancouver Island
PHSA - BC Mental Health & Substance Use Services
101-190 Wallace Street, Nanaimo V9R 5B1
250-739-5000 office / 250-739-5001 fax
shulme@phsa.ca www.bcmhsus.ca

Forensic Psychiatric Services strives for excellence in working with all unique populations including but not limited to all sexual orientations, genders, ethnicities, and diverse abilities.

PHSA provides specialized health care services to communities across British Columbia, on the territories of many distinct First Nations. We are grateful to all the First Nations who have cared for and nurtured the lands and waters around us for all time, including the Coast Salish Peoples, the traditional territory of the Snuneymuxw First Nation, on whose unceded and ancestral territory our Nanaimo Regional Clinic is located.

Captain Sarah Siano
309 Heritage Blvd,
PO Box 1000, Stn Main
Lazo, BC V0R 2K0
sarah.siano@forces.gc.ca
1-250-339-8267

6 April 2026

Mayor Bob Wells
City of Courtenay
830 Cliffe Avenue
Courtenay, BC V9N 2J7

RE: Support for North Island Hospital and Comox Valley RCMP Detachment Mobile Integrated Crisis Response Car (MICR) program

Dear Mayor Wells,

I am thankful to the joint North Island Hospital and Comox Valley RCMP Detachment Mobile Integrated Crisis Response Car (MICR) program team for their ongoing care and support towards the military members of 19 Wing Comox. Members of the Canadian Armed Forces (CAF) are at increased risk of mental health issues and although we work diligently to care for them at the 19 Wing Comox - 21 Health Services Clinic, there are some instances where more specialized mental health supports are needed. The MICR team has stepped up fill a notable gap in care with their excellent communication, dedication and expertise which has demonstrated a positive outcome for our patient population.

Tara and Greg from the MICR team have shown their commitment to this program with their professional communication to key stakeholders at 19 Wing Comox. They have met with both Military Police and Clinical Team Leads to ensure that we understand their jurisdiction and how they can be of support to the military patient population. They have taken the time to answer our questions and promote collaboration between the MICR team and the clinical team from 21 Health Services Center Comox to the support of our patient population. They have shown a real understanding of the specific challenges faced by serving members of the Canadian Armed Forces which has resulted in them gaining the trust of our clinical team.

The MICR team has positively impacted the actively serving members of 19 Wing Comox. Their continued support, dedication and expertise have proven not only important but vital to bridging the gaps between the military medical system and the provincial health care system with our most complex and vulnerable patients. An example of a situation that we require the MICR team support occurs when a CAF member is in a mental health crisis and cannot be stabilized with our available on-site resources. We rely on the MICR team attending 21 Health Services Center to support patient de-escalation, complete a needs assessment for in-patient treatment and transport of patients under the Mental Health Act to the local Hospital. We also rely on the MICR

team's expertise related to available community resources and experience with patients in crisis to inform the decisions of our clinical care team.

As the population of 19 Wing Comox is increasing over the next few years and the lived military experiences of CAF mbrs are increasing in intensity, I feel that an MICR program is not only needed but necessary to safely and effectively care for our most vulnerable mental health patients. I am proud to work alongside of Tara and Greg and feel that their involvement of the MICR team promotes safer outcomes not only for the patients in crisis, but their families, their clinical care teams as well as the community.

Sincerely,

Captain Sarah Siano RN
Primary Care Nurse
21 Health Services Center - Comox

OUR VISION:

Excellent health
and care for
everyone,
everywhere,
every time.

March 20, 2026

To: Mayor Bob Wells & Council, City of Courtenay
Minister of Health, Honorable Josie Osborne

Dear Mayor Wells, Council Members, and Minister Osborne,

On behalf of the Emergency Department, Intensive Care Unit, Telemetry, and Respiratory Therapy teams at Comox Valley Hospital, I am writing to express our strong support for the continued operation and further development of the Mobile Integrated Crisis Response (MICR) Team in the Comox Valley.

This collaborative model of pairing a dedicated RCMP officer with a Registered Psychiatric Nurse has become an essential component of our region's mental health crisis response. The MICR team consistently delivers timely, skilled, and compassionate care to individuals experiencing acute mental health crises in the community.

By integrating law enforcement with specialized psychiatric expertise, the team is uniquely equipped to safely de-escalate high-risk situations, reduce harm, and connect individuals to appropriate supports in real time. This approach not only enhances safety for patients and providers, but also helps prevent unnecessary criminalization, reduces trauma, and strengthens trust between community members, police, and healthcare services.

From a hospital perspective, we have observed a clear and meaningful impact. Emergency departments are frequently the default destination for individuals in crisis, even when the hospital environment may not be the most therapeutic or appropriate setting. The MICR team's ability to assess and manage situations in the community has significantly reduced the number of mental health-related presentations to the Emergency Department. This has helped alleviate pressure on acute care services, allowing our teams to focus resources on patients with urgent and complex medical needs.

The benefits of this program extend across the entire healthcare system and into the community. The MICR team represents a forward-thinking, compassionate model of care that improves outcomes for individuals in crisis, supports first responders, and enhances overall system capacity.

We strongly advocate for sustained and expanded funding to ensure the ongoing success and growth of this vital service.

Thank you for your leadership and for considering this important investment in the health and well-being of our community.

X *S Palmer*

Sarah Palmer
Manager, CVH Emergency, Intensive Care Unit, ...



DR. VERENA LANGHEIMER
MD, FRCPC, ISAM (Cert.)
PSYCHIATRIST

April 9, 2026

Honourable Josie Osborne
Minister of Health
PO Box 9050 Stn Prov Govt
Victoria, BC V9W 9E2

RE: Urgent Support for North Island Hospital and Comox Valley RCMP Detachment Mobile Integrated Crisis Response Car (MICR) Program

Dear Minister Osborne,

As a child and adolescent psychiatrist working at Comox Valley Hospital on the North Vancouver Island, I am writing to express my strongest support for the North Island Hospital and Comox Valley RCMP Detachment Mobile Integrated Crisis Response Car (MICR) program. The need for this program in our region is both urgent and profound. Our patient population in the North Island is among the most vulnerable in the province. Many of the children and youth I care for are neurodevelopmentally complex, living with autism spectrum disorder, ADHD, intellectual disabilities, and other significant mental health challenges. These young people are also disproportionately affected by complex trauma, poverty, and social marginalization. The resources available to them and their families are extremely limited compared to urban centres, and the North Island remains critically underserved in terms of specialized mental health services.

Having previously worked in Vancouver, I have seen firsthand the positive impact of programs like Car 87, which pairs mental health clinicians with police officers to respond to individuals in crisis. The MICR program is the North Island's essential equivalent, and its presence is transformative for our community. Without it, our youth and families are left to navigate crises alone or with inadequate support, often resulting in unnecessary emergency department visits, police involvement, or out-of-community transfers that further destabilize already fragile situations.

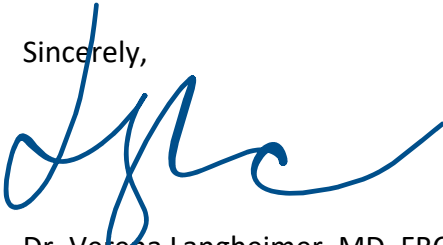
The MICR team brings a trauma-informed, collaborative approach that is desperately needed in our region. Their expertise in crisis de-escalation, assessment, and linkage to community resources has already made a tangible difference for our most complex cases. In situations where a young person is in acute distress—whether due to suicidal ideation,

psychosis, or severe behavioural dysregulation—the MICR team can respond rapidly, assess risk, and support both the patient and their family in the least restrictive, most compassionate manner possible. This not only improves safety and outcomes for the individual but also reduces the burden on our emergency and inpatient services. The MICR team’s commitment to communication and partnership with local clinicians, schools, and social services has fostered a sense of trust and reliability that is invaluable in a region where families often feel isolated and unsupported. Their presence allows us to bridge the gaps between hospital, community, and law enforcement, ensuring that young people in crisis are met with understanding and expertise rather than fear or punitive measures.

As our region continues to grow, and as the complexity of our patient population increases, the need for the MICR program will only become more acute. The North Island cannot afford to lose this vital service. I urge you to prioritize ongoing funding and support for the MICR program. This service is a real-life, local, practical approach for mental health care in our community which can make a significant difference fast and directly.

Thank you for your attention to this critical matter. I am available at any time to discuss the unique needs of our community and the essential role the MICR program plays in meeting them.

Sincerely,



Dr. Verena Langheimer, MD, FRCPC, ISAM (Cert.)
Psychiatrist - Child & Adolescent Psychiatrist
Associate Clinical Professors UBC Department of Psychiatry
Department of Psychiatry - Comox Valley Hospital
101 Lerwick Road, Courtenay, BC
Verena.Langheimer@islandhealth.ca

Excellent care, for everyone,
everywhere, every time.



March 26, 2026

To whom it may concern,

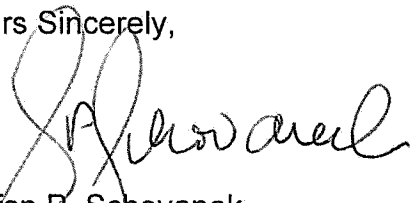
RE: MICR Crisis Car Program

As a Geriatric Psychiatrist who has provided care to frail and vulnerable seniors in the Comox Valley for almost 30 years, I am most appreciative of the MICR Crisis Car Initiative.

Over the past 6 months, their assistance in supporting home intervention for severely unwell seniors has been critical in saving lives and preventing significant harm to property and to others in our community.

The combination of specialized law enforcement and mental health nursing makes for a sensitive and effective approach to the care of distressed and fragile seniors. It's absence would be a backward step for our health care system, in my opinion.

Yours Sincerely,



Stefan-P. Schovanek
Geriatric Psychiatrist

Cc: City of Courtenay, Mayor Bob Wells and Council
Ministry of Health – Minister of Health Honorable Josie Osborne

Excellent health and care,
for everyone, everywhere, every time.



07-Apr-2026

Re: Funding for the Mobile Integrated Crisis Response (MICR) Program

To Whom It May Concern,

I am writing in my role as a Social Worker with Community Health Services to express my strong support for the continuation of the Mobile Integrated Crisis Response Program.

This program has significantly enhanced our ability to respond effectively and compassionately to some of our community's most vulnerable members. In my work supporting seniors living with cognitive impairment, I regularly encounter situations that require timely, specialized, and nuanced intervention to ensure individuals can remain safely in their homes and communities. I can personally attest to the program's effectiveness in providing rapid, appropriate responses to complex situations that might otherwise result in unnecessary hospitalization or the misuse of emergency services.

The integrated model—pairing nursing professionals with RCMP—offers a uniquely balanced and highly skilled response. It allows for engagement that is grounded in mental health expertise, reducing the likelihood of escalation that can sometimes occur when individuals in crisis are approached solely by law enforcement. Beyond immediate crisis response, this program plays a critical role in broader community safety and well-being. It contributes meaningfully to de-escalation, destigmatization, and proactive support, particularly in the downtown core, where there are ongoing challenges related to homelessness, as well as increasing incidents of violence and vandalism. These issues have led to growing concern and public outcry from community members and local businesses. In this context, the program represents a practical, evidence-informed approach that helps address safety concerns at their root, while supporting individuals in a more appropriate and effective manner.

The loss of this program would have immediate and detrimental impacts—not only for the individuals it serves, but also for frontline providers and the community as a whole. I would strongly urge Council to support ongoing funding for this vital service.

Sincerely,



Haley Sullivan
Registered Social Worker
Community Health Services
Tel: 250-331-8522 ext. 61235
Haley.Sullivan@islandhealth.ca



April 9, 2026

To: City of Courtenay, Mayor Bob Wells and Council
Ministry of Health – Minister of Health Honourable Josie Osborne

I am writing to provide my full-throated support for continuation of the Mobile Integrated Crisis Response Car (MICR). I have been a Crown Prosecutor for 21 years, including for over 10 years in Courtenay. For the past 4 years I have served as the Administrative Crown Counsel for the Comox Valley.

In the short time that this initiative has been operational I have seen massive positive contributions to community safety and individual well being. Over the decades that I have worked in the criminal justice system I have observed the ongoing challenge of coordinating the mandates of front-line police work and front-line healthcare. Unfortunately, many individuals engaging with police are in difficult and complex situations regarding their mental health that influence criminality. Understanding the complexity of these cases is very challenging. Management is difficult. Solutions are rare.

Over the years, I have seen various initiatives to attempt to address this challenge come and go. I am confident that the MICR program is the single most effective program I have witnessed in improving community safety and assisting individuals with mental health issues who are engaged with the criminal justice system. The results are even more impressive given the relatively modest resourcing required.

Crown Counsel communicate with MICR multiple times per month. They are my first call for assistance regarding Accused persons, victims or witnesses that may be acutely impacted by mental health issues. Without question, this resource enhances Crown's ability to protect the community from harm. In the short term, by understanding potential volatile situations when arise. In the long-term, by setting up meaningful and effective bail and probation plans aimed to reduce recidivism and move clients from their current situations toward more stability.

Provision of this program has been of significant tangible benefit to the community. The program provides value that far exceeds it's cost. In my opinion, continuation of the MICR is a worthy priority.

I would be happy to discuss my support for MICR in person or over the phone.



John Boccabella

Administrative Crown Counsel
480 Cumberland Road
Courtenay, B.C. V9N 2C4
Tel: (250) 331-8183



April 13, 2026

Greg Hall - Greg.Hall@recmp-grc.gc.ca
RCMP Comox Valley,
800 Ryan Road,
Courtenay, BC V9N 7T1

Dear Greg,

Re: Support for the Mobile Integrated Crisis Response (MICR) Program

I am writing to express my full support for the North Island Hospital and Comox Valley RCMP Mobile Integrated Crisis Response Car (MICR) program. MICR has become an essential resource in our community, providing timely, skilled, and compassionate responses to mental health and substance-related crises.

The program consistently improves safety, supports effective de-escalation, and connects individuals to appropriate care while reducing unnecessary emergency department visits and involvement with the Court system. Since its introduction, I have seen clear improvements in how crisis situations are managed and in the support available to individuals, families, service providers, and local businesses.

A reduction or loss of MICR services would leave a significant gap in crisis response, increasing risks for vulnerable individuals and placing additional strain on families and frontline systems. As community needs continue to grow, maintaining—and ideally expanding—this program is vital.

Thank you for your attention to the future of this important service.

Sincerely,

A handwritten signature in black ink, appearing to read "Kyla Talbot".

Kyla Talbot
Director of Operations, Comox Valley MCFD
2455 Mansfield Drive, Courtenay, BC V9N 2M2
250-334-5820

KT/jj

CC: Scott Mercer, Scott.Mercer@rcmp-grc.gc.ca



To: Mayor Bob Wells and Council & Ministry of Health-
Honorable Josie Osborne.

From: Nicole Backhouse- Coordinator @ Connect Warming
Center and Shelter

I am writing to you today to in support of the MICR (mobile integrated crisis response) program and to inform you of how detrimental it would be to our community if you cut the funding for this integral and important team that does really great work for our entire community and has elicited very positive changes for a wide range of our community members.

My name is Nicole Backhouse, I am the current Connect Warming center and shelter Coordinator but just prior to my position here I spent 4.5 years as the Nurse Team Lead at Ryan Hill Supportive Housing, which is a Harm reduction focused supportive housing complex that Island Health currently operates that supports clients with moderate to severe mental health and substance use disorders.

For the past 5 years I have the pleasure to work alongside and in community partnership with both Greg and Tara and have witnessed first hand the important crisis response work they have done with some of our community's most complex and intense client's. They have assisted with keeping these client's out of our hospital, jails and from losing their housing by intervening in a timely manner to offer first hand supports, wellness checks and debriefing with both the client's and staff/employees as necessary to help de-escalate potentially very violent and unstable circumstances. Their innate ability to help calm and soothe situations that very quickly could have had very negative outcomes is a true gift to our community and the loss of such an integral crisis response team would be a huge loss for this community that so desperately needs MORE support NOT LESS.

Not only have I seen their deeply integral work in my professional life on a regular basis, I also have had the privilege to have them assist me in my personal life with my teenage son, who has his own mental health and emotional challenges. They assisted my family in de-escalating a personal matter with him and supported me as his mom to continue to be able to support him with all the necessary tools I needed in that moment to make the healthiest choice for both me and my son. I'm happy to report that I have seen a positive shift in my son's emotional and mental well being since that incident.

The MICR team is absolutely, positively and deeply needed in our community, not just with our marginalized and stigmatized community members but for anyone who is experiencing mental health and emotional challenges and may be in crisis and unsure of where to turn for support. Tara with her incredible and profound knowledge as a crisis nurse and Greg with his RCMP background and professionalism make a really excellent team and are able to offer the wrap around supports for persons who are severely struggling. Please don't take away such important pieces of our community support network. Do the right thing and keep offering this type of integral work where we need it most.

Thank you for your time and for reading this letter.

Signed, Nicole Backhouse



Comox Valley Transition Society

625 England Ave.
Courtenay BC, V9N 2C5
(250) 650-6853
shelterandsupportivehousingmanager@cvts.ca

March 27, 2026

City of Courtenay, Mayor Bob Wells and Council
Ministry of Health, Minister of Health Honorable Josie Osborne

Dear Mayor Wells, Council Members, and Minister Osborne,

Re: Support for Mobile Integrated Crisis Response (MICR) Car Initiative

I am writing on behalf of The Comox Valley Transition Society to express our strong support for the continuation and expansion of the Mobile Integrated Crisis Response (MICR) Car initiative.

Through our work at The Lodge Supportive Housing, Connect Shelter and other programs, we are seeing a growing number of individuals who are unhoused or living in unstable housing, many of whom are also experiencing complex mental health and substance use challenges. This increase in vulnerably housed populations has led to more frequent and higher acuity crisis situations, placing significant strain on community services and emergency response systems.

The MICR program plays a critical role in addressing these challenges by providing timely, compassionate, and skilled crisis intervention. Equally important is its ability to support continuity and consistency in care planning for high system users, who frequently interact with emergency services, healthcare systems, and community agencies. A coordinated and consistent approach helps build trust, reduces fragmentation of care, and leads to more effective, long-term outcomes for individuals who might otherwise cycle repeatedly through crisis.



Comox Valley Transition Society

Without MICR, we would expect increased pressure on emergency departments, law enforcement, and community agencies, along with heightened risk for individuals and the broader public. Disruptions to this program would also undermine the progress being made toward more integrated, person-centered systems of care.

As community needs continue to grow, the importance of sustained, coordinated crisis response cannot be overstated. The MICR initiative is an essential component of a responsive and effective system, and we strongly encourage your continued investment in its future.

Thank you for your leadership and commitment to the health and safety of our community.

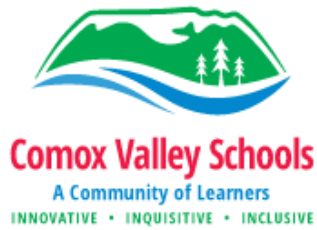
Sincerely,

Eric Lopatinsky

Shelter and Supportive Housing Manager

Comox Valley Transition Society





School District No. 71 (Comox Valley)

Board of Education of School District No. 71

2488 Idiens Way
Courtenay, B.C. V9N 9H1
Fax (250) 334 5552
Telephone (250) 334 5500

April 8, 2026

Mayor Bob Wells and Council
City of Courtenay

RE: Mobile Integrated Crisis Response Car

We are writing to express our support for the **Joint North Island Hospital and Comox Valley RCMP Detachment Mobile Integrated Response Car (MICR) Program** and its continued operation in our community.

From our perspective, the MICR program has improved responses to individuals experiencing mental health crises, substance use challenges, and acute distress. The pairing of health professionals and RCMP officers allows for safer, more compassionate, and more effective responses, with a clear focus on de-escalation and connection to appropriate care rather than enforcement.

This program has had a particularly positive impact in the area where our office is located, where many unhoused and highly vulnerable individuals live and gather. We regularly witness the MICR team providing calm, respectful, and trauma-informed support, building trust with individuals who may otherwise avoid services. Their presence has contributed to an improved sense of safety in our neighbourhood.

The MICR program has also demonstrated a strong commitment to collaboration, including its work within local schools. Their willingness to partner with school counsellors has strengthened crisis responses involving children and youth. This provides our school teams with a resource that is both responsive and proactive in supporting our students, ensuring situations are handled with care, professionalism, and a focus on well-being.

The MICR program is a vital community asset that enhances public safety while prioritizing health-centred responses. We strongly support its continuation and encourage the City's ongoing advocacy for this program as an essential service for our community.

Sincerely,

Joe Heslip
Associate Superintendent
Comox Valley Schools

Tara Ryan
District Vice Principal of Inclusive Education
Comox Valley Schools

April 7, 2026

To Whom It May Concern,

We are writing to share our family's experience and to strongly urge the continued funding of the Mobile Integrated Crisis Response (MICR) car, which pairs psychiatric nurses with police in the community. This service is not just valuable, it is life-changing.

Over the past two years, our mom has faced challenges with addiction and mental health. She lives between Comox and Victoria, while my sister and I live in Port Moody and Seattle. Being far away made it incredibly difficult for us to know what was happening or how to help her, leaving us worried and unsure of how to support her.

The MICR team, and specifically Tara and Greg, became a lifeline for us. They were able to check in on our mom, complete assessments, and keep us informed. Being in regular contact with this team gave us reassurance and a sense of hope during a time when we felt powerless.

As her mental health declined, her behavior became increasingly erratic. She was aggressive, neglecting her dog and her condo, harassing people in the community, and making impulsive, unsafe plans, such as suddenly planning an international trip with very little planning. All behaviors that we knew were out of character for mom. Despite our best efforts—filing a Form 10 and connecting with her mental health team—she continued to struggle, presenting well in appointments but declining behind the scenes.

Things reached a critical point when mom went missing for four days. On the fifth day, she hit a road stop and was given a DUI. She was brought in by police, and it was at that moment that Tara was able to assess her in person. Because we had been in regular contact, Tara already knew our mom's history and was able to quickly recognize that she was unwell and in need of immediate care. She made the assessment and our mom was sectioned under the Emergency Health Act, allowing her to be brought to the hospital for urgent care and treatment. This outcome was such a relief to us.

As someone who works in social services—and my sister is a nurse practitioner—we have supported many people living with mental health illness, but experiencing this with a loved one was completely different. The support, knowledge, and responsiveness of Tara and Greg gave us safety and reassurance at a time when we had little ability to help. It was a lifeline for our family and for our mom.

This service is invaluable—not just for individuals in crisis, but for families who are desperately trying to navigate the complexities of addiction and mental health. The peace of mind and rapid support it provides cannot be overstated. We are incredibly grateful for the dedication of the MICR team and the difference they made in our lives.

Please continue funding this vital program. It is saving lives, supporting families, and making our community stronger and safer.

With deep gratitude,
Margaret Flynn and Alicia Gibbs

Sandy Lipovsky

Courtenay

March 24, 2026

The Honorable Josie Osborne, Ministry of Health Josie.Osborne.MLA@gov.bc.ca

Mayor Bob Wells, City of Courtenay, BC mayor@courtenay.ca

Courtenay City Council info@courtenay.ca

Tara Wyton, MICR Crisis Nurse tara.wyton@islandhealth.ca

I am writing to express my support for continued funding for the Mobile Integrated Crisis Response (MICR) team and vehicle in the Comox Valley. This is an important service for the Valley and is consistent with municipal and Provincial goals to increase support for individuals experiencing mental health and/or substance-related crises.

The MICR team fulfills the three T's – Trained, Team, and Timely.

- The combination of a trained psychiatric nurse and a trained RCMP constable as a team offers a necessary breadth of support
- A designated team offers the benefits of partnership and consistency, both for the MICR team and the community
- A vehicle deployed and “on the road” during service hours saves time since they are ready to respond at a moment’s notice. This saves, for example, phoning 911 and waiting for an RCMP car to pick up a crisis nurse and then respond.
- While I do not have any financial numbers, I am thinking that the MICR team saves the taxpayers and communities money in that an appropriate response to a crisis might result in resolution without having to use hospital/ER and legal/judicial services.
- An individual experiencing a crisis benefits from the crisis nurse/RCMP team approach as being less potentially intimidating as a response from two RCMP vehicles and constables might be. I sometimes see a crisis response with two vehicles.

While this is a new program and will be evaluated, I hope that it eventually can be funded to expand to include nights and weekends with additional teams available. The needs in our community are increasing and the MICR team is an important component of service in the Comox Valley.

Yours sincerely,

Sandy Lipovsky

Sandy Lipovsky

March 24, 2026

City of Courtenay, Mayor Bob Wells, counsel

Honourable Josie Osborne

We, Reinhold and Esther Wilzewski, wish to express our support for the continuation of the Mobile Integrated Crisis Response (MICR) program and a campaign for its expansion. This team is a vital component in the health care and safety of those struggling with mental health and substance use disorders. Our community has limited mental health and addictions resources available. This team aids in addressing this gap for patients and their families in crisis management. Increasing resources to allow 7 day coverage, as opposed to the three days a week we currently have, would provide consistent support without having to rely on already strained emergency rooms as the only way to assist those in crisis.

We have had personal experience with the team on numerous occasions with our loved one and found them to be caring and professional. They provide safety and calm in a very high charged situation. They continue to monitor our loved one when they are in the community to ensure their well being and our peace of mind. Our care team includes a caseworker, psychiatrist and crisis team who assist us in ensuring that our loved can live independently as a part of our community.

This MICR team devotes their time, skills, and care to the well being of vulnerable members of our community and their families. We wish to extend our gratitude to the MICR for providing exceptional care to our loved one. Increased investment and resources are required to assist this team in addressing the present care gap and support community members in their times of need.

Reinhold Wilzewski

Esther Wilzewski

March 24, 2026



Business Retention and Expansion Project Update

2026 Update

Where we are now

The Business Retention & Expansion (BRE) initiative has provided the City with direct, on-the-ground insight into the needs of Courtenay and the region's business community.

Over the past two + years, this work has translated business feedback into targeted actions, programming, and strategic insight.

However, economic conditions have shifted significantly since this work began highlighting the need for ongoing, real-time business intelligence to support informed decision-making.



Your Delivery Partner

The Comox Valley Chamber of Commerce is a nationally accredited, non-partisan organization representing over 400 businesses across the region.

With strong engagement through events, programming, and direct business outreach, the Chamber maintains trusted relationships that enable candid, real-time insight into local business conditions.

2025: 38 events, 1400+ attendees, 8 sold-out, 87% capacity average

As an arms-length partner, the Chamber translates business insight into informed action.



Develop and implement a comprehensive Business Retention and Expansion program in collaboration with Courtenay and Comox municipalities.

Gather insights through consultations, community polls, and engagement with business leaders.

2024-2026

Foster economic growth by addressing current business community needs, and positioning The Comox Valley as a desirable place to bring business.

Implement an action plan based on data analysis, responding to business community needs, with regular reporting to funding partners until 2026.

Project Delivery

Business Intelligence

- Surveys, workshops, business walks
- Ongoing real-time feedback through engagement

Issue Identification

- Workforce, housing, safety, regulatory barriers
- Data translated into actionable insights

Targeted Programming

- Monthly education aligned with identified needs
- Topics: marketing, AI, workforce, funding

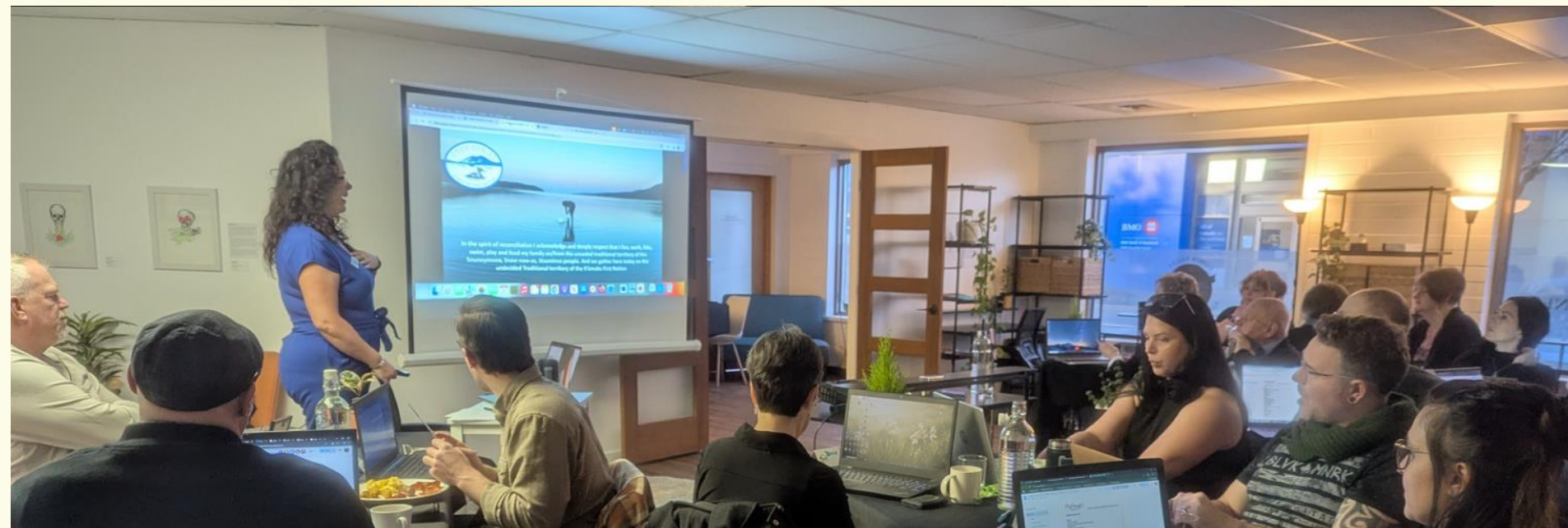
Relationship Building

- 38 events, 1400+ attendees
- High participation and repeat engagement

Providing a trusted, arms-length bridge between business and government to support dialogue, collaboration, and informed decision-making.

Targeted Education in Action

- **SEO Optimisation**
- **AI (Efficiencies; For NPOs; Integration)**
- **Cybersecurity**
- **Video Marketing**
- **Social Media Mavericks Panel**
- **HR (Harnessing Human Energy; Managing Time; Grants for Recruitment; Worksafe BC; Women in Business Report.)**
- **Managing Time**



Building Relationships

◆ Signature Events

- Economic Outlook Breakfast
- Awards Gala
- Employer Symposium

High-density networking: decision-makers, employers, leaders

◆ Business After Business (monthly rotating hosts)

- Core networking series
- Builds peer-to-peer connections
- Showcases local businesses

◆ Sector / Issue-Based Events

- Development Sector Discussion
- Homelessness Plan Discussion
- Living Wage Luncheon
- Equity in the Workplace Lunch

◆ Bites & Insights (dual purpose)

- Education + networking
- Creates structured relationship-building

Brings businesses together around shared challenges



Making Connections

Workforce Support

EXCEL
CAREER COLLEGE

AI IN AQUACULTURE*
17-Week Funded Program
No previous aquaculture experience is required

*Conditions may apply

BC SALMON FARMERS



Canada BRITISH COLUMBIA
This program is funded by the Government of Canada and the Province of British Columbia.

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Fully Government Funded*

6 Months Practicum Included

Level 1 Licence Exam Prep Only 17 Seats | **Apply Now!**

*Canadian Citizens, PR, Refugees only.

February 2026

19 WING COMOX
ENABLING NEXT GENERATION AIR POWER
Growth & Infrastructure Outlook

Building Real-Time Economic Intelligence



QUALITY OF LIFE PROFILE

Find out what makes our community special by locating the amenities and attractions that matter.

[find out more](#)



LOGISTICS ADVANTAGES

Explore the multimodal networks that move goods and services and connect us to the world.

[find out more](#)



COMMUNITY PROFILE

Access key indicators and gain insights into our economy, residents, workforce, livability and more.

[find out more](#)



MARKET ADVANTAGES

Leverage data on local consumers, dwellings, and businesses to find the customers you need.

[find out more](#)



WORKFORCE ADVANTAGES

Good help can be hard to find but look no further because the workforce you need is right here.

[find out more](#)



TALENT PIPELINE ADVANTAGES



SEARCH PROPERTIES

Why This Matters for Council and the Region

For Decision-Making

- Access to current, reliable data
- Supports evidence-based policy and planning

For Economic Development

- Strengthens business attraction and investment readiness
- Positions the Comox Valley competitively

For Ongoing Insight

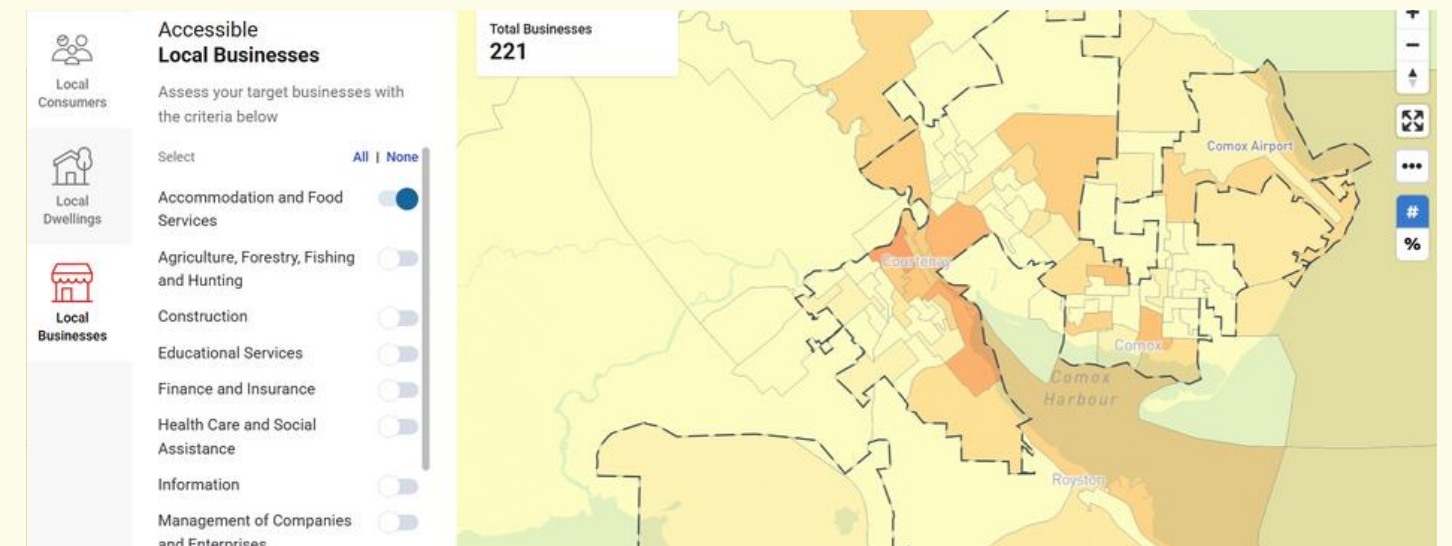
- Enables continuous analysis (not point-in-time data)
- Supports thought leadership and community reporting

Built for Both Regional and Local Use
Regional strategy + municipality-specific data views

Case Study: Attracting a New Restaurant to the Comox Valley

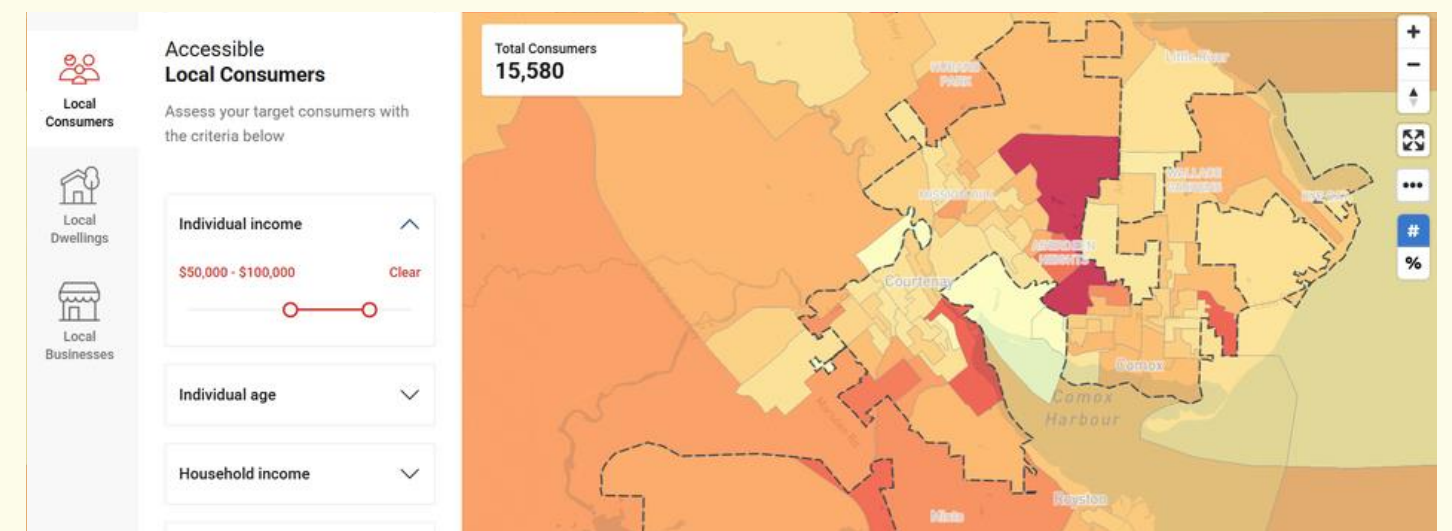
“Where are similar businesses located?”

- Cluster vs gap analysis
- Opportunity to co-locate or differentiate



“Where is the target customer?”

- Income layers
- Household density
- Household age



What We're Hearing Today:

Through ongoing, trusted engagement with the business community, we're able to maintain a current understanding of the pressures and opportunities businesses are facing.

That real-time insight is what allows this work to remain relevant, and ensures that decisions are informed by current conditions, not past assumptions.

- Increased cost pressures (insurance, wages, inputs)
- Downtown safety + disorder impacts
- Hiring challenges shifting (not just availability, but affordability/retention)
- AI curiosity turning into adoption pressure or misfires
- Businesses are delaying expansion or investment due to an uncertain climate

Continuing the Work in 2026

- Ongoing business engagement and real-time insight
- Continued delivery of targeted programming and support
- Activation and use of the economic data platform
- Final project reporting to inform Council decision-making

THE CHAMBER NINE & DINE SOCIAL 2026

COMOX GOLF CLUB • FRIDAY MAY 1ST • MEMBERS & NON-MEMBERS WELCOME
NETWORK & WIN PRIZES AS YOU GO | BUILD-YOUR-OWN BURGER BAR & AWARDS CEREMONY

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The Corporation of the City of Courtenay

Staff Report

To: Council

File No.: 5640-07

From: Kyle Shaw, Director of Operational Services

Date: April 15, 2026

Subject: Strategic Transportation Plan – Progress Update

PURPOSE: The purpose of this report is to provide Council with a progress update on the Strategic Transportation Plan at the completion of the Preparing, Discovering, and Visioning phases.

EXECUTIVE SUMMARY:

The City of Courtenay is undertaking a Strategic Transportation Plan to guide the long-term evolution of the transportation system as the community continues to grow and change. The plan builds on the 2019 *Connecting Courtenay Transportation Master Plan* and aligns with the Official Community Plan, the Downtown Courtenay Vitalization Local Area Plan, and emerging provincial housing and transportation policy. It addresses all modes of travel and is intended to support coordinated, long-range infrastructure and policy decisions that respond to changing community needs. Completion of the Strategic Transportation Plan is targeted for 2027.

This report represents a mid-process milestone, marking the transition from early-stage analysis and engagement into plan development. Work completed through the Preparing, Discovering, and Visioning phases has established a clear understanding of existing conditions, system constraints, and community priorities. Technical analysis and public engagement confirm that Courtenay's transportation challenges are systemic in nature and shaped by geography, jurisdictional responsibility, historic development patterns, and growing travel demand. Road safety has emerged as the community's highest priority, alongside concerns related to congestion and limited transportation choice. While driving remains the most reliable mode for many trips, there is strong interest in viable alternatives if safety, reliability, and connectivity can be improved.

Based on the work completed to date, three foundational pillars have emerged and will guide the Strategic Transportation Plan moving forward. These pillars are:

1. Prioritizing **road safety** across all modes,
2. Improving **travel time and reliability** on key corridors,
3. Supporting a **mode shift** from private vehicle use toward active transportation and transit.

The remainder of this report provides detail on how these findings were developed and how they will inform the next phase of work.

BACKGROUND:

The Strategic Transportation Plan is a long-range planning initiative intended to guide transportation infrastructure and policy decisions in Courtenay over the coming decades. While the City has undertaken transportation planning in the past, the Strategic Transportation Plan responds to a materially different

Strategic Transportation Plan – Progress Update

planning context. Updated growth projections, increasing development pressure, evolving provincial housing and transportation policy, rising construction costs, and heightened community expectations related to safety, accessibility, and transportation choice all point to the need for a more integrated and forward-looking approach to transportation planning.

The plan addresses all components of the transportation system, including streets and roads, sidewalks and pathways, cycling facilities, and public transit, and is being developed in alignment with the Official Community Plan, the Downtown Courtenay Vitalization Local Area Plan, and relevant provincial legislation. This alignment is intended to ensure that transportation planning supports broader land-use, climate, and growth management objectives rather than functioning as a stand-alone exercise.

Staff initiated the Strategic Transportation Plan process in the summer of 2025, and Urban Systems was retained in the fall of 2025 to support the City through a phased planning process. The initial phases were intentionally structured to establish a strong evidence base and to capture community values before advancing into plan development and implementation planning. This approach reflects the complexity of Courtenay’s transportation system and the importance of understanding both technical conditions and lived experience before identifying long-term solutions. The Strategic Transportation Plan is anticipated to be completed in 2027.



DISCUSSION:

The Preparing and Discovering phases established a detailed and evidence-based understanding of how Courtenay’s transportation system currently functions. This work examined population and employment patterns, land-use distribution, travel behaviour, transportation networks, safety performance, and jurisdictional responsibility, and is documented in the *Transportation Today Background Report*. Together, these elements form the technical foundation for the Strategic Transportation Plan and provide critical context for interpreting both system performance and community feedback.

Strategic Transportation Plan – Progress Update

The analysis confirms that Courtenay's transportation challenges are largely structural rather than localized. River crossings over the Courtenay and Puntledge Rivers remain significant constraints on east-west connectivity and continue to shape congestion patterns, travel reliability, and overall network resilience. These constraints influence travel behaviour across the city and cannot be meaningfully addressed through isolated improvements. Safety analysis further identifies elevated risk along high-volume and high-speed corridors, particularly where people walking and cycling interact with vehicle traffic. Network gaps, limited physical separation between modes, and corridor designs that prioritize vehicle movement contribute to these safety concerns, indicating that improved outcomes will require coordinated changes to network design, speed management, and connectivity rather than stand-alone interventions.

Jurisdictional responsibility also plays a critical role in shaping system performance. Several corridors that significantly influence congestion, safety, and regional travel patterns, including Highway 19A, Ryan Road, and the Comox Valley Parkway, are provincial highways. While these corridors directly affect mobility within Courtenay, the City does not have sole authority over their design or operation. As a result, long-term improvements will depend on sustained collaboration with the Ministry of Transportation and Transit and regional partners, and the Strategic Transportation Plan must clearly distinguish between actions within municipal control and those that require partnership.

The analysis also highlights pressures associated with population growth, increasing density, and potential future boundary expansion, all occurring within a context of rising construction costs and competing infrastructure priorities. This reinforces the importance of a strategic and long-range approach to transportation planning that guides investment decisions across all modes and avoids reactive or incremental responses to emerging issues.

Engagement Findings and Community Perspectives

The Visioning phase built on this technical foundation by focusing on how residents and stakeholders experience the transportation system in their day-to-day lives and on identifying the outcomes that matter most to the community. Engagement activities included agency one-on-one meetings, interest holder focus groups, an in-person open house, and a community-wide online survey, and were informed by related City initiatives such as the Downtown Courtenay Vitalization Local Area Plan and the Safe and Active Schools Program.

Engagement findings consistently indicate that Courtenay remains a car-oriented community, with driving perceived as the most reliable and efficient way to meet daily travel needs. At the same time, residents expressed growing frustration with congestion, particularly during peak periods and at river crossings, and raised concerns about driver behaviour, including speeding, failure to yield, and red-light running. These concerns were expressed alongside a strong desire for safer streets and better transportation options.

There is clear interest in alternatives to driving, provided those alternatives are safe, reliable, and well connected. Transit is viewed as having significant potential, but current service levels are perceived as infrequent, indirect, and unreliable. Cycling is valued for its efficiency and ability to avoid congestion, but safety concerns and gaps in the cycling network, particularly the lack of physical separation from vehicle traffic, limit broader uptake. Walking is widely used for short trips and recreation, especially in greenways

Strategic Transportation Plan – Progress Update

and downtown. Still, sidewalk gaps, crossing challenges, lighting, and maintenance issues reduce comfort and safety in other parts of the city.

Across all engagement activities and modes of travel, road safety emerged as the most important outcome. Participants emphasized the need for safer streets for all users, including children, seniors, and people with mobility challenges, and raised broader concerns related to accessibility and personal security in public spaces.

What We Have Learned to Date

Taken together, the work completed through the Preparing, Discovering, and Visioning phases confirms that Courtenay’s transportation challenges are interconnected and systemic. Congestion, safety concerns, and limited transportation choice are the result of geography, jurisdictional context, historic development patterns, and increasing travel demand, and cannot be addressed through isolated projects or single-mode solutions. Road safety has clearly emerged as the community’s highest priority and a defining theme for the Strategic Transportation Plan, encompassing infrastructure design, speed management, driver behaviour, and the interaction between vehicles and vulnerable road users.

While driving remains the most reliable mode for many trips, increasing congestion at key locations is affecting overall system performance and reinforcing interest in viable alternatives. The findings also indicate that mode shift is achievable, but conditional. Interest in transit, cycling, and walking is strong, but uptake will depend on meaningful improvements to safety, reliability, and connectivity. These insights confirm the importance of advancing into plan development with a focus on realistic, phased actions supported by clear priorities and measurable outcomes.

First Engagement Round

Community engagement is a key part of the STP update, with public input helping shape the plan’s direction and outcomes. Engagement activities are most intensive in the Visioning phase, while Phases 4–5 (Planning and Moving Forward) focus on refining actions, conducting additional engagement, and developing the implementation plan.

The engagement approach offered community members and partner agencies several ways to participate and share their perspectives. This included in-person focus groups and open houses, online surveys and maps, and one-on-one conversations to ensure broad and inclusive participation.

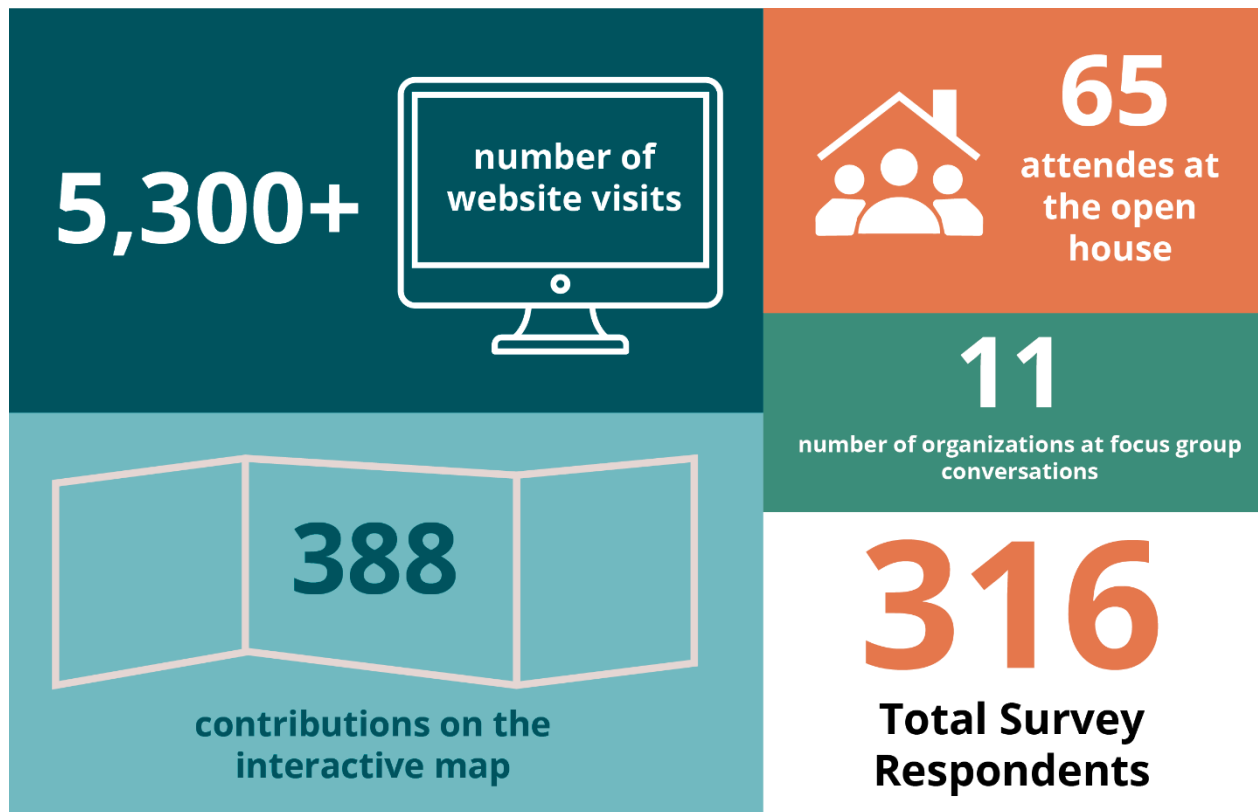
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|-------------------------------------|---|---|
| Agency One-to-Ones | 9 | Targeted discussions with external agencies to understand technical needs, partnership considerations, and shared priorities. |
| Interest Holder Focus Groups | 3 | Small group discussions that allowed for deeper conversations on key topics. |
| Open House | 1 | An in-person event where residents could learn about the project, ask questions, and share feedback. |

Strategic Transportation Plan – Progress Update

| | | |
|----------------------|---|--|
| Online Survey | 1 | A community-wide survey that gathered input on barriers, opportunities |
|----------------------|---|--|

Alongside the STP update, the City has been working on several other initiatives with engagement components. Feedback from these initiatives complements the STP engagement and provides additional insights to inform the plan. Most notably, the Downtown Vitalization Local Area Plan (DVLAP) and the Safe and Active Schools Program link directly to transportation and how members of the community move around the City.

Engagement Participation



Key Engagement Themes – Big Picture

Engagement confirms that Courtenay’s transportation system remains strongly car-oriented, shaping how most trips are made across the community. While driving is currently perceived as the most reliable option, residents are actively seeking reasonable and practical alternatives. When asked to rank transportation priorities, participants consistently placed walking first, followed by transit, cycling, and driving. Feedback also emphasized that improving driving conditions is closely tied to improving alternatives, as expanded travel options reduce pressure on the road network and improve access to key destinations both within Courtenay and in neighbouring communities.

Strategic Transportation Plan – Progress Update

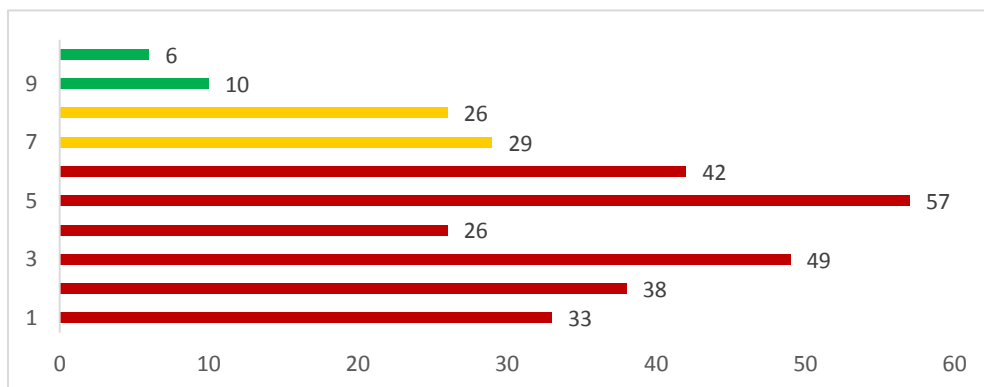
- From a **Driving** perspective, participants generally view the system as functioning better than other modes but expressed growing frustration with congestion and driver behaviour. Concerns related to speeding, compliance, and safety were common, and respondents noted that opportunities for improvement are constrained by jurisdictional overlaps on several key corridors.
- **Transit** emerged as a mode with low current satisfaction but high future potential. Residents identified infrequent service, indirect routing, and reliability issues as key barriers, while noting that meaningful improvements to frequency, efficiency, and service coverage could significantly change travel behaviour.
- **Cycling** is valued for its efficiency and ability to bypass congestion; however, safety concerns remain a major barrier to broader uptake. Feedback consistently highlighted the lack of physical separation from vehicle traffic and gaps in the cycling network, reinforcing the desire for a safe, connected, and city-wide cycling system.
- **Walking** is widely used for short trips and recreation, supported by strong pathways in certain areas, particularly greenways and the downtown. At the same time, participants identified sidewalk gaps, trail discontinuities, and limited pedestrian connectivity in other areas as constraints on walking for daily travel.

Across all modes, Road Safety clearly emerged as the top community priority. When asked to identify the most important transportation outcome, road safety ranked first by a wide margin. Residents expressed a strong desire to address safety challenges through integrated, multi-modal solutions that improve conditions for all users, particularly vulnerable road users.

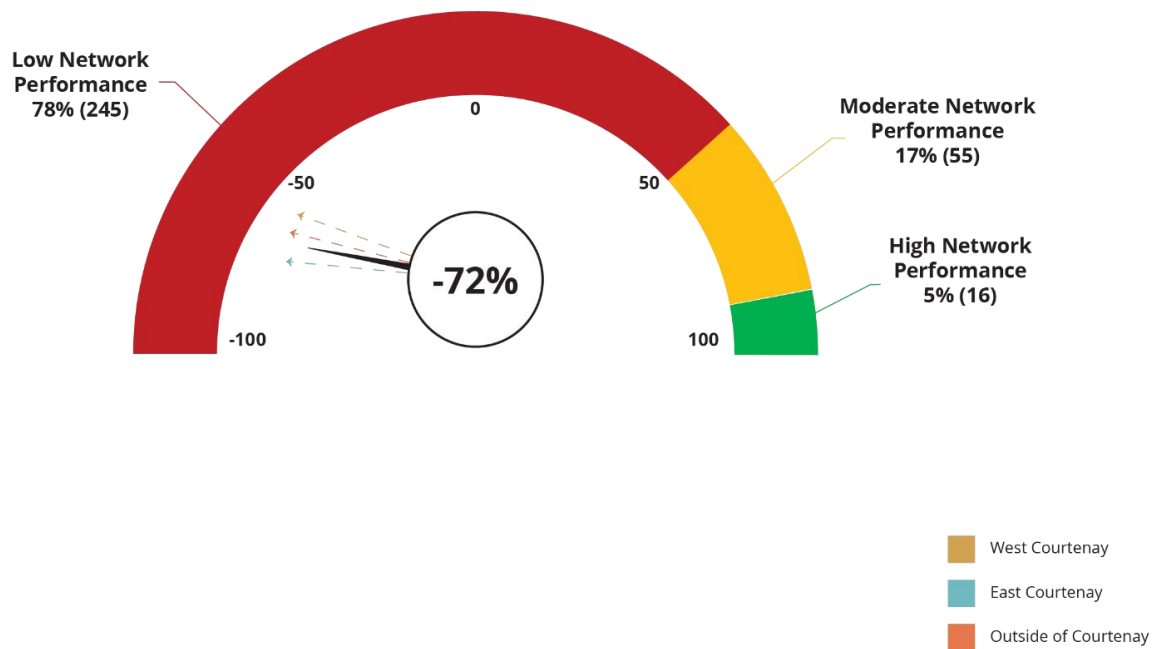
Survey Results

The following section highlights some of the key survey results from Round 1 of engagement, including the four Key Performance Indicators (KPIs) for the transportation systems: satisfaction, reliability, efficiency, and safety. Detailed survey results are available in the attached What We Learned Report (Appendix II).

1. Overall, how satisfied are you with our transportation network's performance? (Rating 1-10) (n=316)



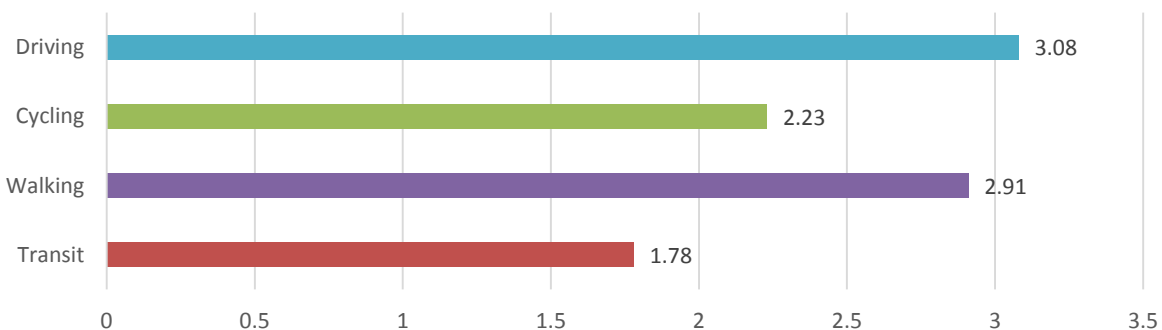
Strategic Transportation Plan – Progress Update



78% or nearly 4 out of 5 respondents ranked the transportation network’s overall performance a score of 6 or less, while only 5% ranked the overall performance greater than 9. This resulted in a -72% Net Promotor Score. The average ranking for overall satisfaction with the transportation network was 4.61.

To understand whether satisfaction with performance varies by location, survey respondents were grouped into three areas: East Courtenay (including Sandwick), West Courtenay (including Downtown, Puntledge, and South Courtenay), and Outside Courtenay (Comox, Cumberland, and the Comox Valley Regional District). Results show that respondents in East Courtenay rated overall performance below average, while those in West Courtenay reported higher overall satisfaction.

Which form of transportation are you most **satisfied** with? (Ranking¹ 1-4) (n=316)



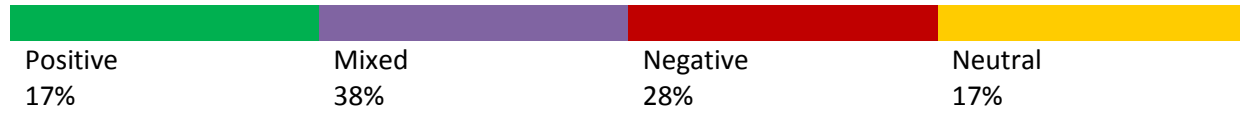
¹ Ranked results calculated using weighted averages

Strategic Transportation Plan – Progress Update

Driving and walking emerged as the top transportation choices with which respondents are most satisfied. Driving was ranked first by 49% of respondents, while 38% selected walking as their second most satisfied mode of transport.

2. Please explain why you ranked these forms of transportation the way you have. (Open Answer)

- (n=282)



When asked to explain why respondents ranked the forms of transportation the way they did, the following themes emerged:

Driving (Rank 1):

- Driving is the “easy” choice as distances between destinations are far, parking is generally available and the road network is manageable.
- Traffic is worsening, and respondents are experiencing congestion at peak times at bridge crossings and major arterials.

Walking (Rank 2):

- Respondents indicated that walking is positive through greenways, river pathways, and downtown.
- Concerns regarding walking included sidewalks that end unexpectedly, limited crossing opportunities and safety throughout parts of the city.

Cycling (Rank 3):

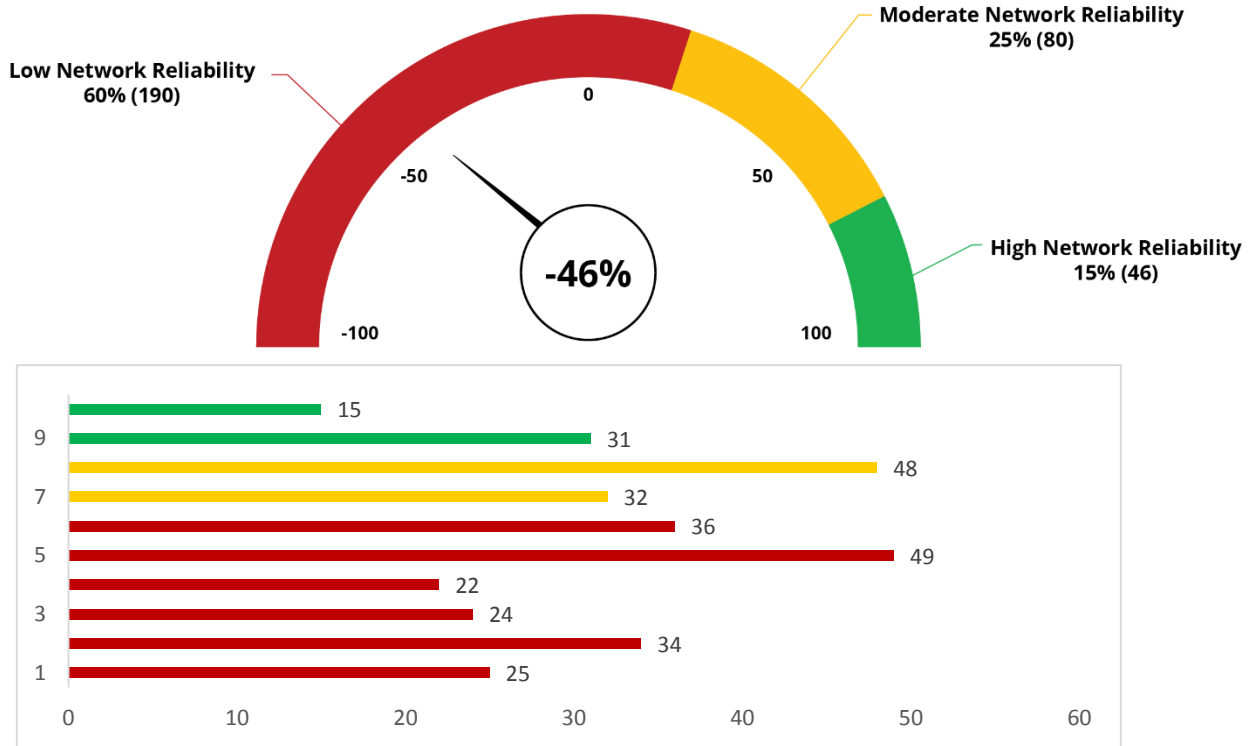
- Respondents reflected a mix of appreciation and concern. Respondents acknowledged the positive investments but highlighted safety and connectivity gaps.

Transit (Rank 4):

- Respondents described transit as infrequent, indirect, and unreliable.
- Limited service on early mornings, evenings, and Sundays and long travel times deter respondents from using transit

Strategic Transportation Plan – Progress Update

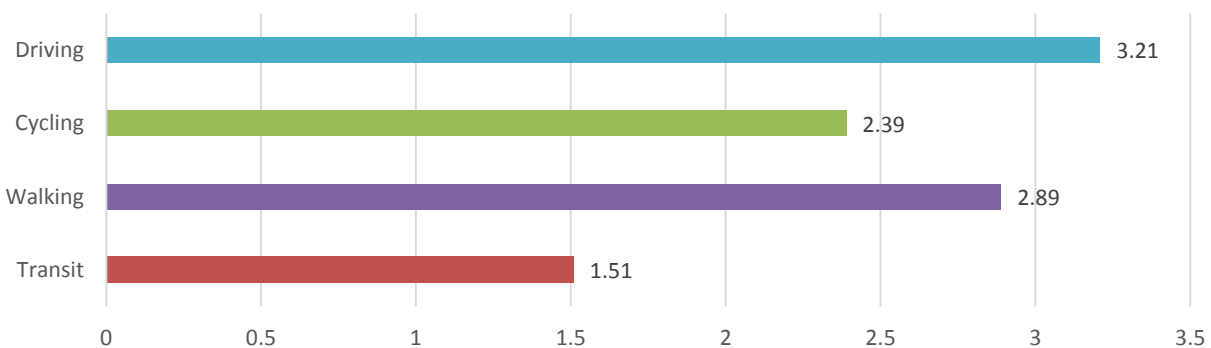
3. Overall, how reliable is the current transportation network? (Rating 1-10) (n=316)



Compared to overall network performance, reliability was rated higher, resulting in a Net Promoter Score of -46%. Approximately 1 in 7 respondents rated the reliability of the current transportation network as 9 or 10. The overall average ranking for reliability was 5.54.

4. Which form of transportation do you feel is the most reliable? (Ranking 1-4)

- (n=316)

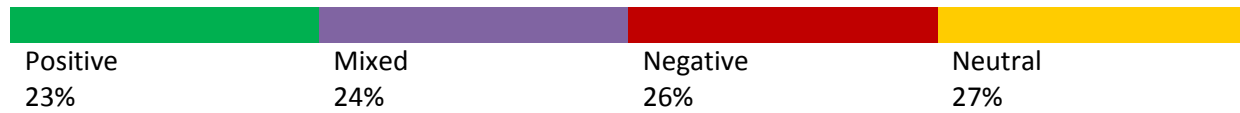


Driving and walking were ranked highest by respondents. 55% of respondents ranked driving as the most reliable form of transportation.

Strategic Transportation Plan – Progress Update

5. Please explain why you ranked these forms of transportation the way you have. (Open Answer)

- (n=241)



Driving (Rank 1):

- Respondents described “reliable” as the aspect of transportation most within their control, which is most true with driving.
- Respondents also indicated that the community is perceived as car-oriented and driving is necessary for accessing daily needs.

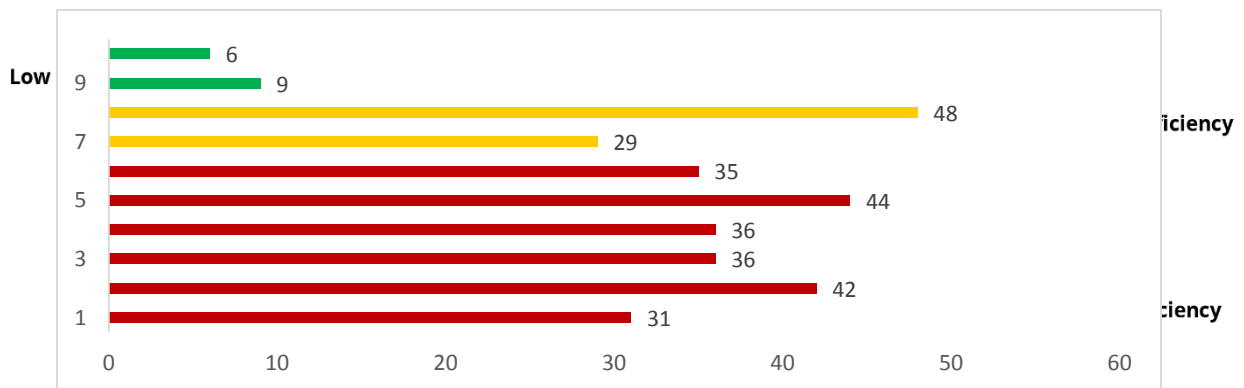
Walking (Rank 2):

- Walking was described as “reliable” for short distances, but concerns exist around personal safety, sidewalk and network gaps, and maintenance of pedestrian facilities, especially in the winter.
- Cycling (Rank 3):
- Respondents shared that cycling is generally consistent in travel time and can be faster than driving during peak times of congestion.
- Respondents also shared that concerns exist with connectivity and safety along main roads and arterials.

Transit (Rank 4):

- Many respondents said transit is unreliable due to infrequent service, limited coverage, frequent delays, and inconvenient stop locations.
- Respondents also noted that factors such as accessibility, disability, and equity influence their own or others' ability to select a mode of transportation.

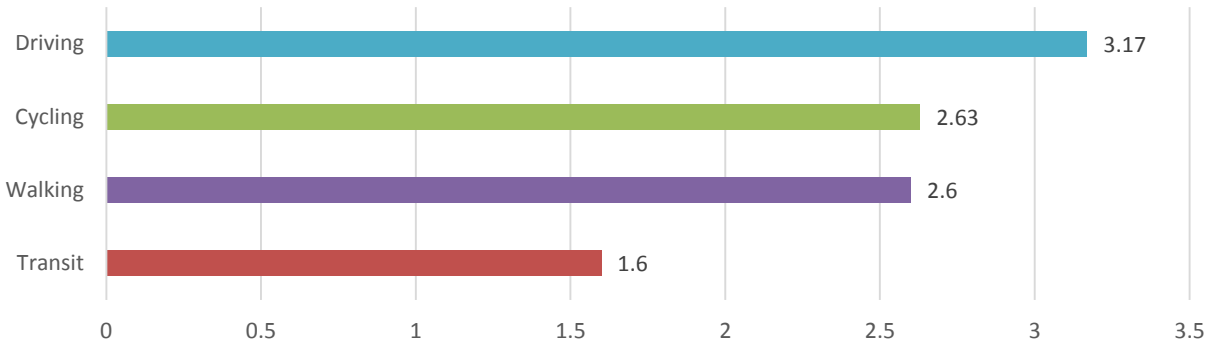
6. Overall, how efficient is the current transportation network? (Rating 1-10) (n=316)



Strategic Transportation Plan – Progress Update

95% of respondents ranked network efficiency as low or moderate. Resulting in an NPS score of -66% and an average rating of 4.83.

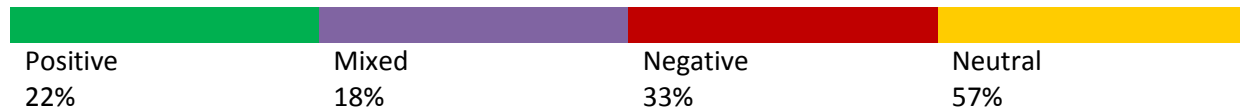
Which form of transportation do you feel is the most **efficient**? (Ranking 1-4) (n=316)



53% of respondents ranked driving as number 1, and 61% ranked transit as number 4.

7. Please explain why you ranked these forms of transportation the way you have. (Open Answer)

- (n=214)



Driving (Rank 1):

- Many respondents interpreted efficiency as getting to go to any destination quickly and stated that driving is the most efficient in this way because it is direct and flexible.
- Respondents also indicated that inefficiencies do exist around bridges and main corridors at peak times and that efficiency is context-specific.

Cycling (Rank 2):

- Some comments from respondents describe cycling as efficient at times, as it can bypass queues and congestion.
- Respondents shared that safety and route continuity are concerns and impact efficiency.

Walking (Rank 3):

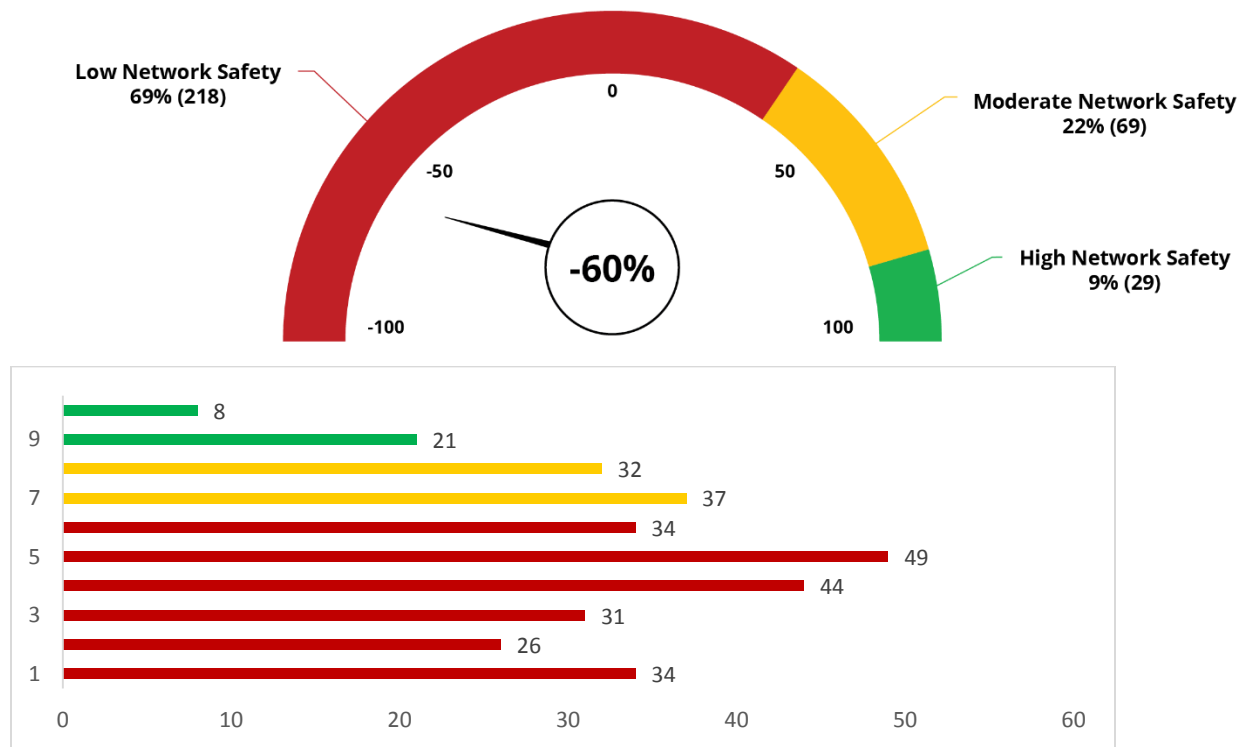
- Walking and cycling are highlighted as efficient, as they are lower cost, healthier and are better for the environment.
- Proximity of neighbourhoods to daily needs and geography play a role in efficiency when it comes to walking.

Transit (Rank 4):

Strategic Transportation Plan – Progress Update

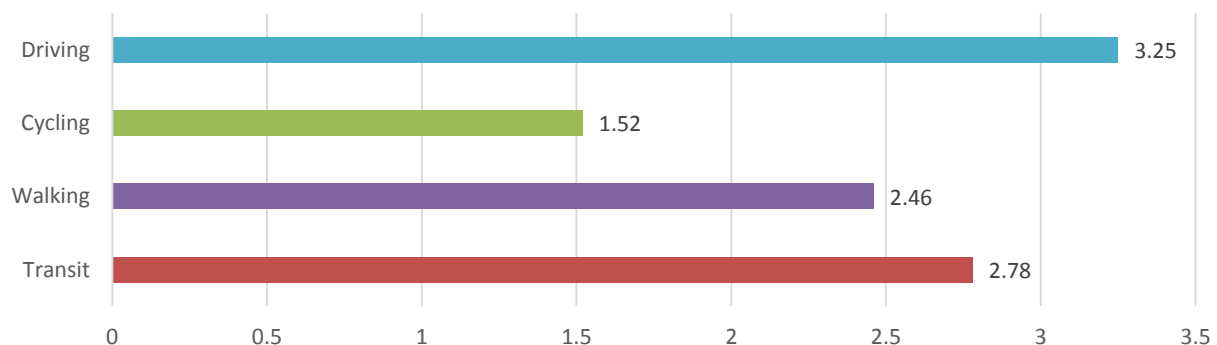
- Similar to the questions regarding network performance and reliability, transit is viewed by respondents as inefficient due to infrequent service, limited coverage, frequent delays, and inconvenient stop locations.

8. Overall, how safe is the current transportation network? (Rating 1-10) (n=316)



91% of respondents rated network safety as low or moderate, which resulted in an NPS score of -60% and with an average ranking of 5.03.

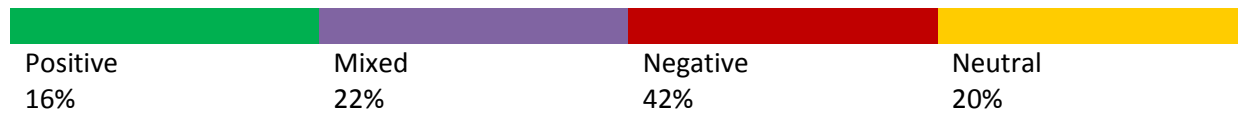
1. Which form of transportation do you feel is the safest? (Ranking 1-4) (n=316)



54% of respondents rated driving as safest and 36% rated transit as number two. 65% of respondents ranked cycling as the form of transportation that is the least safe.

Strategic Transportation Plan – Progress Update

2. Please explain why you ranked these forms of transportation the way you have. (Open Answer) (n=230)



Driving (Rank 1):

- Many respondents feel safest in vehicles (car/bus) due to physical protection, cycling feels most vulnerable.
- Driver behaviour (speeding, red-light running, failure to yield) is a leading safety concern.

Transit (Rank 2):

- Transit my respondents was often viewed as safe when on-board a transit vehicle, with concerns concentrated at stops (lighting, waits, and comfort).

Walking (Rank 3):

- Walking concerns focus on crossing safety, sidewalk gaps, lighting, and winter maintenance.

Cycling (Rank 4):

- Cycling safety concerns focus on gaps in the network and lack of physically separated routes.
- Broadly across all modes, respondents' comments underscored concerns regarding personal security in public spaces, as well as the challenges faced by individuals with accessibility needs and members of vulnerable population groups.

Next Steps

Courtenay has experienced, and is expected to continue to experience, significant growth over the long term, and a safe, efficient, reliable, and multimodal transportation system will be essential to supporting and managing this growth. Engagement undertaken as part of the Strategic Transportation Plan confirms that the current transportation network is not fully meeting community expectations, particularly with respect to safety, congestion, and travel choice.

In response, staff and Urban Systems reviewed technical analysis, public input, and feedback from interest holders to identify priorities for moving forward. This work confirmed three foundational pillars for the Strategic Transportation Plan: prioritizing road safety across all modes of travel, improving travel time and reliability on key corridors, and supporting a shift from private vehicle use toward active transportation and transit. The next phase of work will focus on translating these priorities into the core components of the Strategic Transportation Plan, including a clear framework of vision, goals, and targets; long-term network plans for streets, sidewalks, cycling facilities, and transit; and supporting actions to guide infrastructure investment, policy and regulatory changes, new programs and services, and collaborative initiatives with partner agencies.

Strategic Transportation Plan – Progress Update

The project webpage will be updated with a summary of Phase 1 engagement. Following development of the draft Strategic Transportation Plan and confirmation with staff and Council, Phase 2 engagement will be undertaken to test the proposed direction and refine priorities prior to finalization.

POLICY ANALYSIS:

The Strategic Transportation Plan is being developed within the policy direction already established by Council and the Official Community Plan. The work completed to date aligns with Council's Strategic Plan and Strategic Priorities by advancing understanding of road safety challenges, accessibility, infrastructure prioritization, and partnership-based governance. The emphasis on safety, congestion management, and system performance supports Council's focus on safer streets and improved transportation outcomes. The long-range and evidence-based approach to planning also aligns with Council's emphasis on financial sustainability and strategic investment.

The findings also align with the cardinal pillars of the Official Community Plan. The focus on safety, accessibility, and connected networks supports the OCP's objective of creating a complete, inclusive, and livable community. Interest in mode shift and improved transportation choice supports environmental and climate-related objectives, while the integration of transportation planning with land-use patterns reinforces the OCP's direction to focus growth near services, transit, and active transportation corridors. Collectively, the work completed to date demonstrates that the Strategic Transportation Plan is advancing as an implementation-focused extension of existing Council and OCP direction.

FINANCIAL IMPLICATIONS:

The Strategic Transportation Plan is being delivered within the existing 2026 Financial Plan. Any additional capital improvements identified through the program will be brought forward to Council for consideration and approval prior to implementation.

ADMINISTRATIVE IMPLICATIONS:

Program delivery is being managed within existing staff and consultant work plans. No additional administrative resources are required at this time to complete the current phase of work.

STRATEGIC PRIORITIES REFERENCE:

The Strategic Transportation Plan supports Council's priorities by advancing improvements to transportation infrastructure, strengthening accessibility across the community, and improving road safety.

This initiative addresses the following strategic priorities:

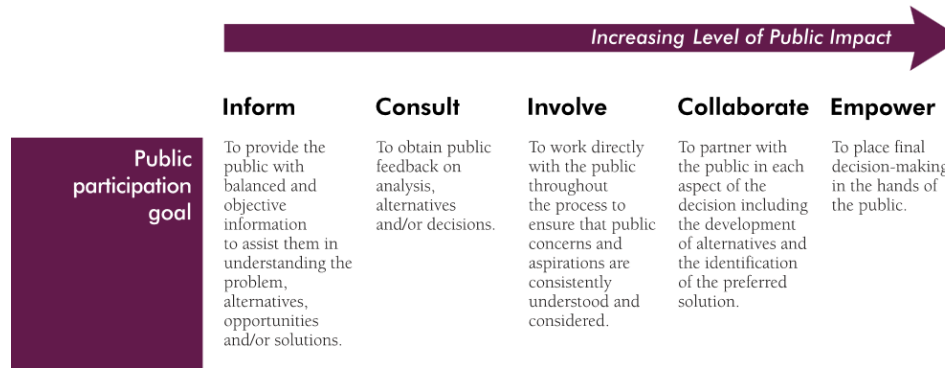
- Streets and Transportation - Develop traffic calming plans, related policies, and specific implementation when and where, speed limits, school zones, cycling education/awareness
- Municipal Infrastructure - Continued regional collaboration: Regional Growth Strategy, Liquid Waste Management Plan, South Sewer Conveyance, organics/solid waste, air quality, and regional parks
- Financial Sustainability - Ensure capacity to accommodate big change
- Organizational Well-Being and Sustainability - Ensure capacity to accommodate big change resulting from direct and indirect impacts to our community

Strategic Transportation Plan – Progress Update

PUBLIC ENGAGEMENT:

Public engagement to date has included open houses, surveys, and interest holder meetings. The next phase of engagement will include a public open house and recommendation survey to seek feedback on proposed actions prior to finalization.

Staff would involve the public based on the IAP2 Spectrum of Public Participation:



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OPTIONS:

1. THAT Council endorse this progress update of the Strategic Transportation Plan and direct staff to continue to advance to planning phase.
2. THAT Council provide alternative direction to staff.

ATTACHMENTS:

1. Appendix I - Transportation Today Background Report
2. Appendix II - What We Learned Report.

Prepared by: Matthew Brown, Manager of Transportation Services

Reviewed by: Kyle Shaw, Director of Operational Services

Concurrence: Geoff Garbutt, M.PI., MCIP, RPP, City Manager (CAO)



BACKGROUND REPORT

Transportation Today

January 2026

Page 89 of 315



**Let's move,
Courtenay**
STRATEGIC TRANSPORTATION PLAN



The City of Courtenay respectfully acknowledges that the lands to which the Strategic Transportation Plan apply are on the unceded territory of the K'ómoks First Nation, the traditional keepers of this land.

Why Do We Make Land Acknowledgments?

Acknowledging human relationships to place is an ancient Indigenous practice that continues today. In the spirit of reconciliation, the City of Courtenay makes this land acknowledgment to raise awareness of ongoing Indigenous presence and land rights in the territory that includes and encompasses Courtenay. It invites us – a settler government – to reflect on how we might be perpetuating colonial processes that are ongoing and from which we have benefited, as well as the changes we will make to honour the Indigenous peoples and their lands that we inhabit.

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1.0 Introduction

The City of Courtenay is located in the heart of the Comox Valley, within the Comox Valley Regional District (CVRD) on the ancestral lands of K’omoks First Nation. The city is the urban and cultural centre of the region, while offering access to amazing beaches, mountains, and forests throughout the Comox Valley. Today, Courtenay is growing quickly and consistently as its reputation as desirable place to live, work, and visit expands. Population and employment growth has significant implications for transportation infrastructure demands, local housing needs, community sustainability, and economic development opportunities.

The Strategic Transportation Plan (STP) is a long-term strategy that will guide the development of safe, connected and efficient multi-modal transportation options. It is a road map for the community to establish our vision for improved and expanded mobility, while also guiding the City, its partners, and the development community on actions and priorities for investment in our transportation networks. It aims to effectively and efficiently address emerging challenges and support a thriving community over the next 25 years, with priorities to guide implementation over the next decade.



1.1 Why the Strategic Transportation Plan?

The Strategic Transportation Plan (STP) will be Courtenay's key guide to inform and shape the city's transportation future. The STP will be our commitment to:

- Provide the **leadership** needed to support a sustainable future with realistic transportation choices.
- Work in **partnership** with businesses; educational institutions; community organizations; transportation providers; and municipal, regional, Indigenous, and senior governments.
- **Invest in sustainable transportation modes** that are consistent with City's priorities.
- **Integrate with other directions** as identified through Courtenay's key plans, policies, and initiatives, some of which are highlighted in the figure below.
- **Clearly communicate** the City's transportation priorities to residents, businesses, and partners.



With our successes from the previous plan, we recognize that new transportation challenges are emerging from recent legislative changes, accelerating growth in Courtenay, and shifting priorities after the COVID-19 pandemic. We are revisiting the key directions in the 2019 Transportation Master Plan to ensure they align with current priorities and are proactive in identifying transportation investments to that support safe, comfortable, and efficient mobility options in our community.

1.1.1 Changes Since the Previous Transportation Master Plan

The previous Transportation Master Plan, Connecting Courtenay, was prepared in 2019. Connecting Courtenay has successfully guided investments across the city's transportation networks since its adoption. Since 2019, Courtenay has undergone significant change and many of previous plan's priorities have been achieved or are currently being developed. More recently, key community planning initiatives and provincial legislative changes have driven the need to review and refresh the City's transportation vision and priorities.

The following are some of the key changes over the past five years that are shaping the directions for the Strategic Transportation Plan.

Updating Key Planning and Policy Documents

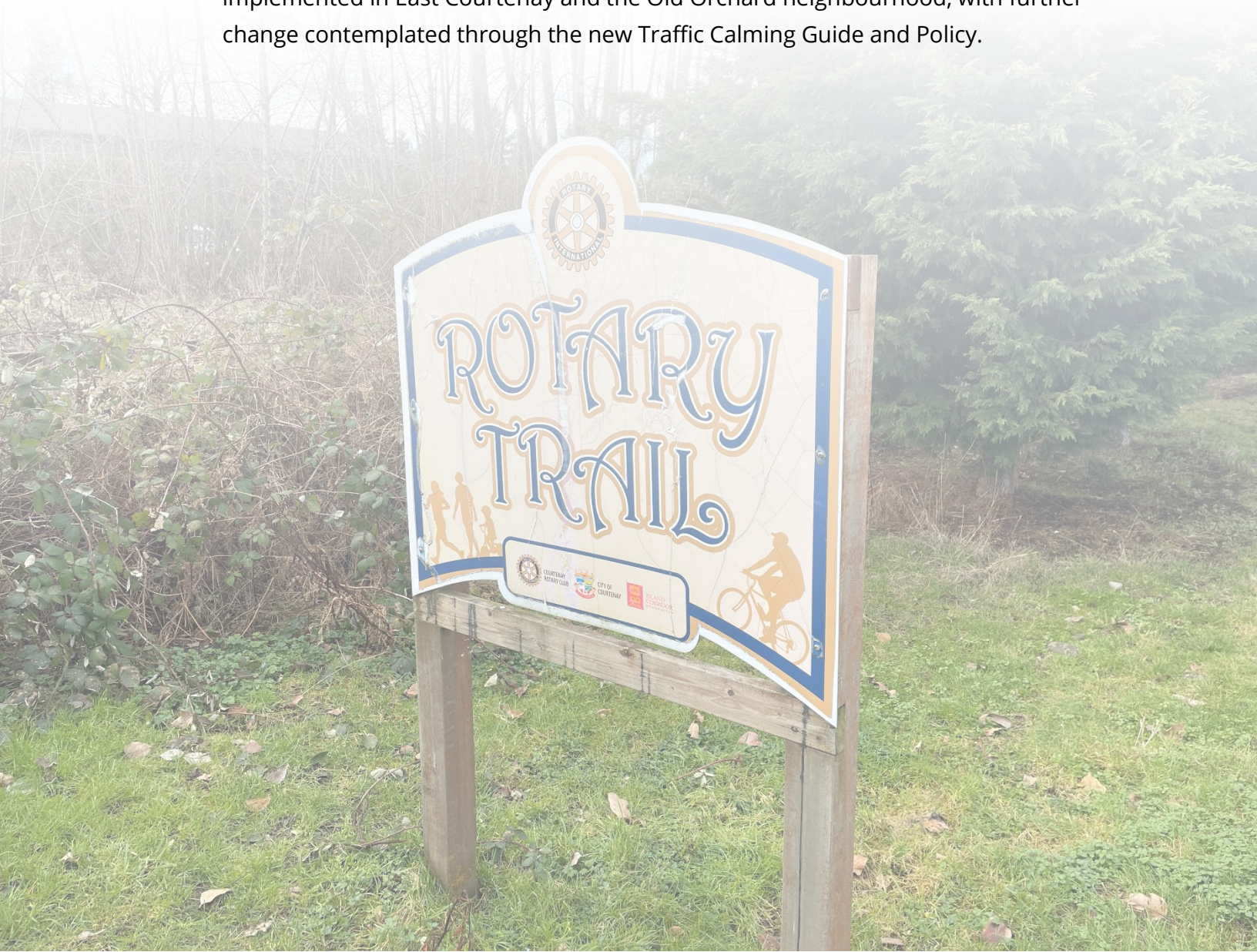
- **Official Community Plan.** A new community-led OCP was adopted in 2022 with updated policy guidance that has a greater focus on sustainable transportation. The OCP is currently undergoing further updates to align with provincial legislative requirements.
- **Cycling Network Plan.** In 2023, the City created an implementation strategy to identify the five-year priorities for implementing cycling network improvements.
- **Traffic Calming Guide and Policy.** Adopted in 2024, the Traffic Calming Guide and Policy provides a clear and consistent process to implement traffic calming infrastructure across Courtenay.

- **Subdivision and Servicing Bylaw.** Updated in 2023 to revise cycling facility design standards across Courtenay to align with the updated implementation plan for the City's cycling network.
- **Alignment with Provincial Legislation.** Courtenay's planning and policy documents, including the OCP and Zoning Bylaw, are being updated to ensure they align with provincial directives to support a diverse and growing housing supply across B.C. Regular updates to comply with legislation will ensure that the City continues thoughtfully incorporate new growth, focusing on infill housing and transportation networks that support higher density development.

Investing in Transportation Infrastructure & Services

- **Cycling Network Improvements.** New and upgraded cycling facilities have been pursued on 5th Street, 17th Street, Back Road and Fitzgerald Avenue to help more people feel safe and comfortable cycling in Courtenay.
- **Street Network Buildout.** Neighbourhood street networks continue to be built in emerging communities like Crown Isle and Buckstone.
- **Pedestrian Enhancements.** The new 6th Street Active Transportation Bridge is currently being constructed to help connect people walking and cycling between East and West Courtenay. Grant funding was secured to fund the new Dingwall Steps, while sidewalk improvements are planned or complete on Ryan Road, 5th Street, and 17th Street, as examples.

- **Transit Exchanges.** Three new transit exchanges are planned for Courtenay in collaboration with the CVRD and BC Transit. The North Island College exchange is currently under construction, with new exchanges in South Courtenay and Downtown Courtenay to be advanced in 2026.
- **Transit Service.** The Route 1 bus was established in 2021, providing frequent transit service between South Courtenay and Downtown Comox.
- **Neighbourhood Traffic Calming.** Traffic calming improvements have been implemented in East Courtenay and the Old Orchard neighbourhood, with further change contemplated through the new Traffic Calming Guide and Policy.



Why is Transportation Important?

Our transportation networks play a key role in how we experience Courtenay, influencing modal choices, trip distance and duration, safety, trip costs, and the overall travel experience. Transportation also affects our broader community, influencing the health, sustainability, and livability of the city. The STP can help Courtenay to continue to evolve and address many of the important outcomes from thriving transportation systems, including:



Safety. Transportation networks should allow people to feel safe while moving around Courtenay. Well-designed infrastructure can reduce the risk of collisions and improve perceptions of safety, benefiting everyone in our community.



Affordability. Housing and transportation costs are often the two greatest household expenditures. Affordable transportation options such as walking, transit, and cycling can support residents of all incomes to access daily needs and economic opportunities.



Sustainability. Transportation is a big contributor to greenhouse gas (GHG) emissions, with motor vehicles being the primary source. Investing in and promoting sustainable and active and shared modes of travel can reduce vehicle trips, congestion, air pollution, and GHG emissions.



Health and Wellbeing. Transportation and planning policies can effectively encourage physical activity. With more active transportation and transit options, people can be more active. Being more physically active can improve health, increase social interactions and community cohesion, and reduce risk of chronic diseases.



Economy. An efficient transportation network benefits our local and regional economies by seamlessly delivering goods, supporting employee and customer access, and creating desirable conditions for new businesses.

1.2 Plan Process

The City will work extensively with the community and interest holders to develop a comprehensive plan that serves as the guide for planning and implementing transportation improvements in Courtenay.

Initiated in August 2025, the Strategic Transportation Plan will be developed over a five-phase process that integrates background research, technical analysis, community and partner engagement, visioning and goal setting, and policy and implementation planning. These stages are shown below:



2.0 Shaping Influences

2.1 First Nations

The City of Courtenay is located on the traditional territory of the K'ómoks First Nation. According to the 2021 Census, 2,110 people, or approximately 7.6% of the City's residents, identify as having Indigenous identity. The City recognizes the ongoing presence, rights, and contributions of the K'ómoks people, and works to foster respectful relationships and meaningful engagement. The City's plans and initiatives seek to build upon directions identified by the K'ómoks First Nation, with the aim of identifying shared priorities and strengthening connections between communities, and the Strategic Transportation Plan will be no different.



2.2 Our Community

2.2.1 Location + Area

Courtenay is located on the central eastern coast of Vancouver Island and spans approximately 32 square kilometres. The City is bordered by the Town of Comox to the northeast, the Village of Cumberland to the west, and is surrounded by the larger Comox Valley Regional District, as shown in **Map 1**, and neighbours K'omoks First Nation's reserve lands. Courtenay features a mix of urban and rural landscapes, with a variety of distinct neighbourhoods that contribute to the character and vibrancy of the community.

At the heart of Courtenay is its downtown core. The area is valued for its walkability and proximity to key amenities, including shops, restaurants, parks, and public facilities, making it an accessible and active part of the community. Adjacent to downtown is Old Orchard, one of Courtenay's older residential neighbourhoods, which maintains a close connection to the city's civic and commercial centre. In contrast, areas such as Crown Isle and South Courtenay (e.g. The Ridge) represent the city's more recent growth and evolving residential patterns.

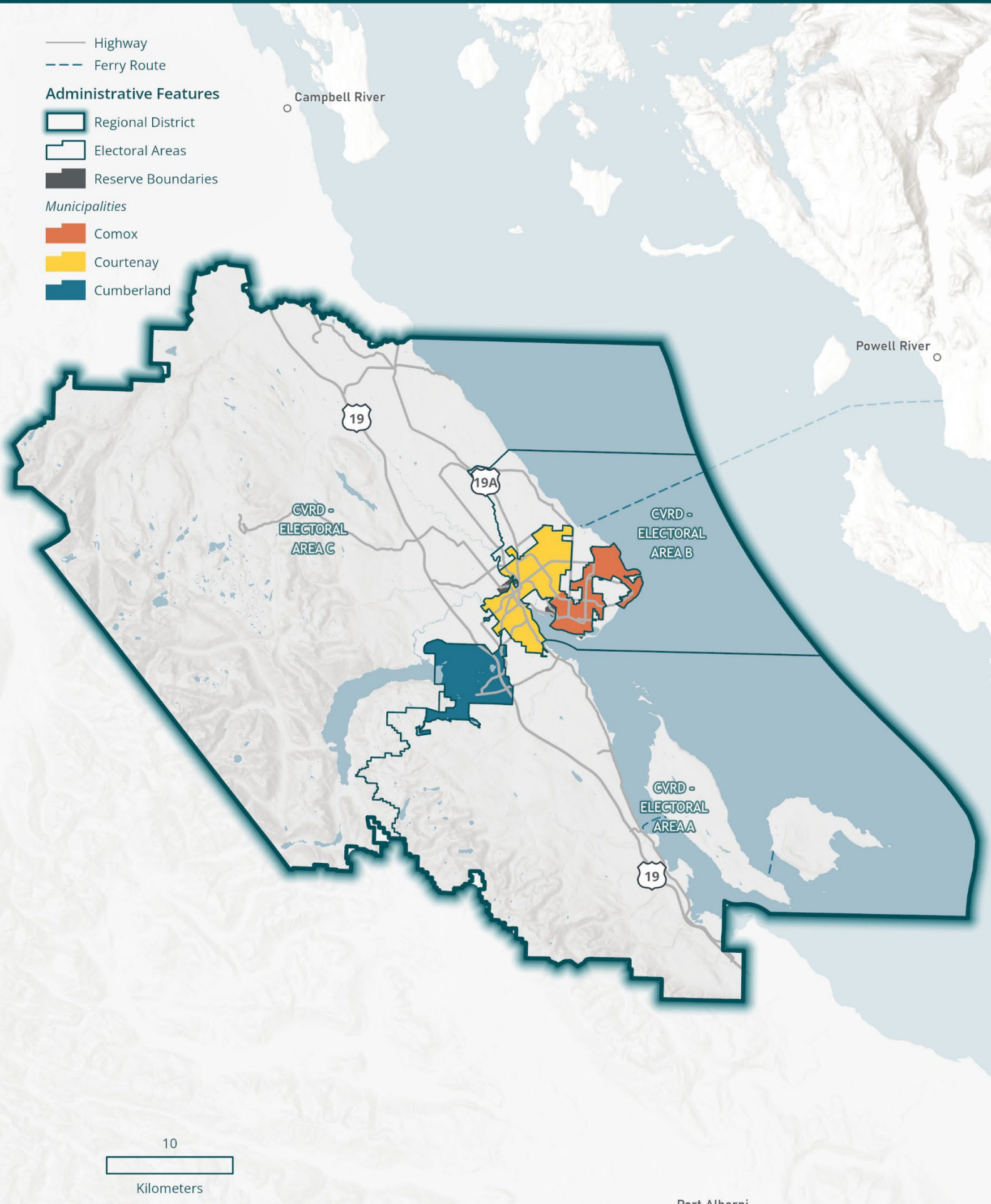
The City's Official Community Plan (OCP) identifies several Primary and Secondary Growth Areas, where current and future higher density will be focused, including:

- **Primary Growth Areas:** Downtown Town Centre, Harmston Avenue Civic Precinct, Downtown Core, Lower and Upper Ryan Road Town Centres, and the Cliffe Avenue Urban Corridor.
- **Secondary Growth Areas:** Tin Town, Lake Trail, and McPhee Neighbourhood Centres, along with multi-residential zones adjacent to Ryan Road.

These neighbourhoods and corridors are central to Courtenay's strategy for creating walkable, complete communities that offer diverse housing, access to daily needs, and efficient infrastructure. These growth areas, key regional destinations, and other land use concepts are explored further in **Section 2.2.3**.



- Highway
- - - Ferry Route
- Administrative Features**
- Regional District
- Electoral Areas
- Reserve Boundaries
- Municipalities**
- Comox
- Courtenay
- Cumberland



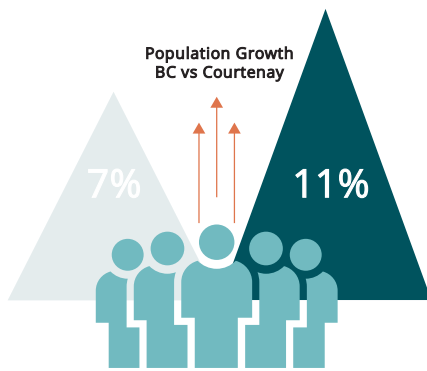
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Port Alberni

2.2.2 Demographic Trends

Courtenay’s people are central to shaping transportation choices and travel patterns. How our population could change over the life of the Strategic Transportation Plan is important to understand and will inform the plan’s priorities. Based on BC Government estimates, projections, and 2021 Census data, key demographic trends for Courtenay are summarized below:

2.2.2.1 Population Trends

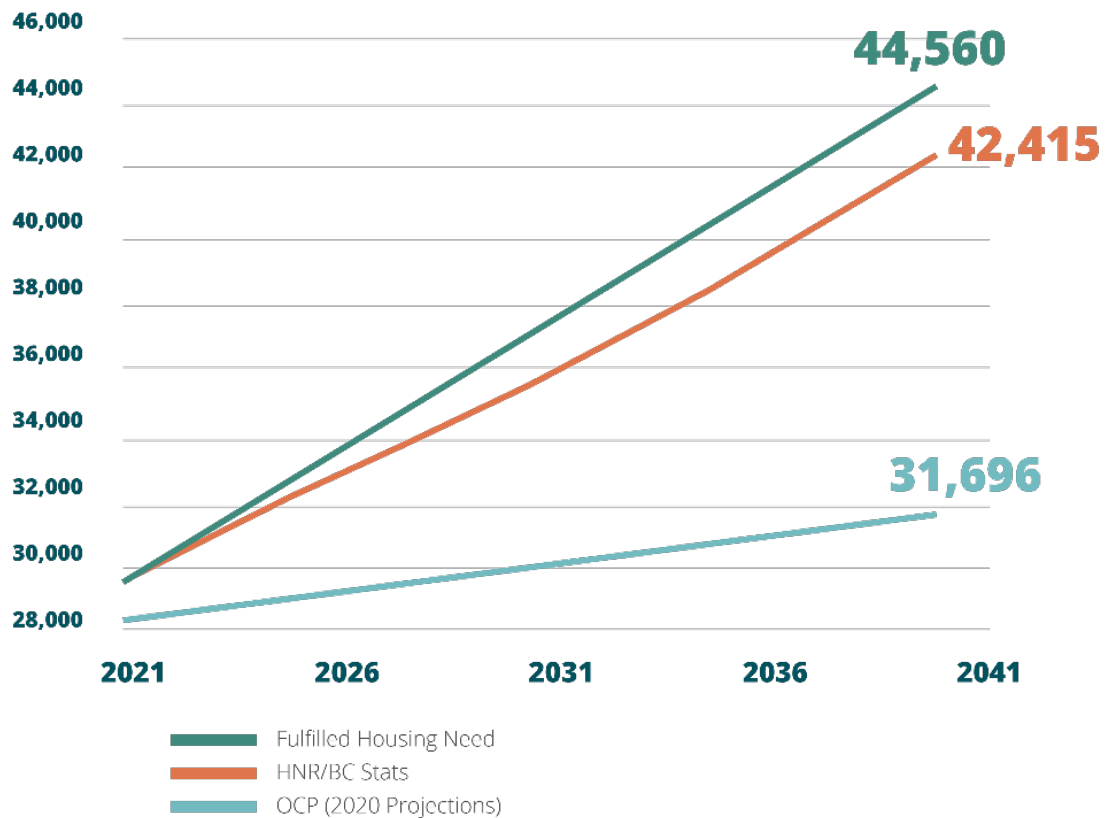


- A Growing Community.** Courtenay’s population grew 11% over five years (2016–2021), from 26,590 to 29,530, compared to 7% growth across British Columbia during the same period. This growth highlights the need for housing, services, and amenities along key multi-modal corridors that support walking, cycling, and transit for daily trips. Looking ahead, Courtenay’s population is projected to grow by 44% over the next 20 years (2021–2041), reaching approximately 42,415 residents¹, as shown in **Figure 1** below. This sustained growth indicates significant pressure on transportation infrastructure and the need for proactive planning.
- An Aging Population.** Residents aged 65 and older grew by 22% between 2016 and 2021 and are projected to increase by 41% between 2021 and 2041, with the 85+ age group expected to grow by 181% over the same 20-year period, the highest among all age cohorts. Census data shows that 28.3% of Courtenay’s population is 65+, compared to 20.3% provincially, reinforcing the need for accessible and age-friendly transportation options.

¹ City of Courtenay, Housing Needs Report (2024). Retrieved from <https://www.courtenay.ca/media/file/housing-needs-report-2024>

- Rapid Growth in Working-Age Adults.** The 25–44 age group grew by 20% between 2016 and 2021 and is projected to grow by 52% between 2021 and 2041, the second highest rate of growth across all age cohorts. This demographic will drive demand for efficient commuting options and active transportation networks.
- Youth Population Growth.** The youth population (14 years or younger) in Courtenay grew by 7% between 2016 and 2021 and is projected to grow by 26% between 2021 and 2041, reinforcing the need for safe routes to schools, recreational facilities, and family-friendly transportation options.

Figure 1. Population projections (2021-2041)



2.2.2.2 Other Demographic Trends

Beyond population size and age, other demographic factors influence transportation needs and equity considerations:



- **Presence of Newcomers.** Between 2011 and 2021, Courtenay welcomed 785 new immigrants, representing 2.8% of the population, higher than Comox (1.5%), Cumberland (2.1%), and the Comox Valley Regional District (2.0%). This suggests Courtenay plays a key role in regional settlement patterns, highlighting the importance of safe, connected routes and transit options to support new residents.



- **Low-Income Households.** Approximately 11.4% of households in Courtenay fall below the low-income measure, compared to 9.6% in Cumberland, 6.9% in Comox, and 10.3% across the Comox Valley Regional District. This highlights the need for affordable and reliable transportation options, including transit and active modes, to ensure equitable access to jobs, services, and amenities.



2.2.3 Land Use + Destinations

Land use and destination patterns in Courtenay shape how people move through the city and access key services, amenities, and employment areas. Understanding the location and function of growth centres, schools, parks, and regional nodes helps inform transportation planning that supports daily travel needs and long-term mobility goals. This section outlines the major land use areas and destinations that influence transportation choices and infrastructure priorities. Many of these destinations and key growth areas are shown in **Map 2**.

Growth Centres: The City's Official Community Plan (OCP) identifies several Primary and Secondary Growth Areas where higher-density development will be focused, shaping future land use and transportation priorities in Courtenay.

- **Primary Growth Locations – Town Centres and Urban Corridors**
 - Downtown Town Centre
 - Harmston Avenue Civic Precinct
 - Downtown Core
 - Lower Ryan Road Town Centre
 - Upper Ryan Road Town Centre
 - Cliffe Avenue Urban Corridor (between 11th and Anfield Road)
- **Secondary Growth Locations – Neighbourhood Centres and Multi-Residential**
 - Tin Town Neighbourhood Centre
 - Lake Trail Neighbourhood Centre
 - McPhee Neighbourhood Centre
 - Multi-Residential adjacent to Lower Ryan Road Town Centre
 - Future Neighbourhood Centre
 - Ryan Road & Anderton Road









Major Employment Destinations: Major employers within Courtenay and the broader Comox Valley include Comox Valley Hospital, North Island College, School District 71, Canadian Forces Base (CFB Comox), and Mount Washington Alpine Resort. Areas with high employment density also include downtown Courtenay and Comox, where numerous businesses and organizations are clustered. These employment destinations attract many employees and play a significant role in shaping transportation needs and commuter patterns throughout the region.

Schools: There are 11 schools located across the City of Courtenay, including five elementary schools, five secondary schools (including middle and alternate schools), and one post-secondary institution. School travel patterns influence transportation planning by emphasizing the need for safe walking routes and reliable transit options to support student mobility across age groups. Some schools, such as Georges P. Vanier Secondary School and Arden Elementary, are located in less densely populated areas of the city, creating different mobility contexts to more urban schools.

Parks and Recreation: Courtenay residents benefit from a well-distributed network of parks and recreation facilities, including community parks like Lewis Park, neighbourhood parks such as Harmston Park, and natural areas that support passive recreation. Most residents live within an 800-metre walk of these amenities, though walkability gaps exist west of Downtown and along lower Ryan Road. Parks and recreation facilities influence transportation planning by emphasizing the need for safe pedestrian connections and equitable access to recreational spaces across the city.

Other Regional Nodes: Regional centres such as Downtown Comox, Cumberland, and other nearby communities play an important role in shaping travel patterns to and from Courtenay. These areas are connected through regional transit services, active transportation routes, and key arterial roads that support commuting, access to services, and recreational travel. Supporting these connections is essential for improving regional mobility, reducing car dependency, and supporting coordinated land use and transportation planning across the Comox Valley.

Community Destinations

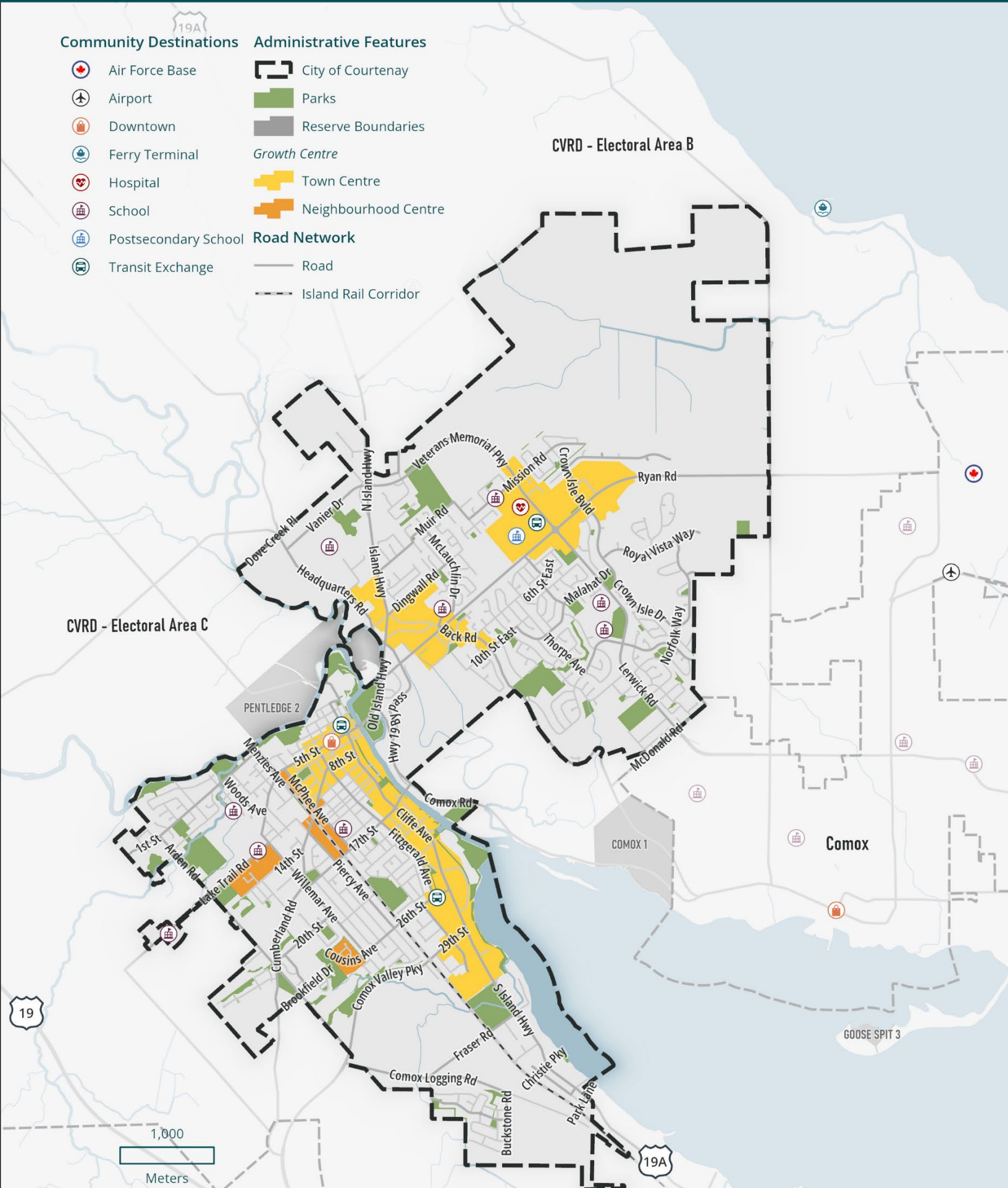
-  Air Force Base
-  Airport
-  Downtown
-  Ferry Terminal
-  Hospital
-  School
-  Postsecondary School
-  Transit Exchange

Administrative Features

-  City of Courtenay
-  Parks
-  Reserve Boundaries
- Growth Centre**
-  Town Centre
-  Neighbourhood Centre

Road Network

-  Road
-  Island Rail Corridor



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2.3 Jurisdiction + Service Providers

City of Courtenay

The City is responsible for planning, designing, and maintaining infrastructure in public rights-of-way in the municipality (with some exceptions), including sidewalks, cycling facilities, and transit-supportive infrastructure, such as transit stops. The City is also responsible for trail development and maintenance on municipal properties.

Comox Valley Regional District (CVRD)

The Comox Valley Regional District plays a key role in regional transit service, working with BC Transit to set fare rates, and plan service and investment for current and future transit routes. The introduction of shared mobility services has also been led by the CVRD. Outside of Courtenay, the CVRD collaborates with MOTT on developing active transportation and road improvements on rural rights-of-way but does not have jurisdiction over these assets.

Ministry of Transportation & Transit (MOTT)

The B.C. Ministry of Transportation + Transit has jurisdiction over Highway 19A (including parts of Cliffe Avenue), Ryan Road, and Comox Valley Parkway in Courtenay, along with all roads in the electoral areas connecting to the city. This includes all planning, design, operations, and maintenance activities within these rights-of-way. Further, MOTT has influence over development approvals near the highway.

BC Transit

BC Transit has jurisdiction over transit planning and operations across the Comox Valley. This includes planning and operating fixed-route and handyDART services and collaborating with local municipalities and the CVRD on service expansion and fares. Bus operations in the Comox Valley are contracted to a third party, PWTransit Canada.

Private Service Operators

Private service operators are playing a growing role in Courtenay's transportation system. This includes shared mobility providers, such as BCAA and their Evolve E-Bike Share; private taxi and bus operators; and seasonal shuttles to Mount Washington Alpine Resort.

Island Corridor Foundation (ICF)

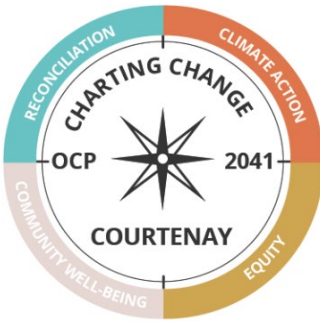
The Island Corridor Foundation has jurisdiction over the Island Rail Corridor on Vancouver Island, including in Courtenay. The ICF is administered by the 14 First Nations and five regional districts, located along the corridor, including K'ómoks First Nation and the CVRD.

2.4 Planning and Regulatory Framework

Established policies, plans, and studies help guide transportation in the City of Courtenay at multiple scales, from city-wide initiatives to specific corridors and intersections. These documents also provide important context for land use, environmental, and economic development goals, integrating mobility into the broader community vision. This section outlines the current planning and regulatory framework that shapes the development of the Strategic Transportation Plan (STP).

2.4.1 City Plans + Studies

Official Community Plan, 2022 (update in progress)



The City of Courtenay Official Community Plan sets a long-term vision for a sustainable, inclusive, and resilient city, and is the foundational policy document guiding land use, development, and transportation. The OCP recognizes that transportation is the largest source of GHG emissions in Courtenay and prioritizes a shift toward active and sustainable mobility. Key transportation objectives from the OCP include:

- 30% of trips are by walking, cycling, and transit by 2030.
- Transportation investments prioritize walking, cycling, and transit.
- Street standards include attention to safety, accessibility, and comfort at the pedestrian scale.
- Excess existing road space is repurposed to support public life, active travel, and green infrastructure.
- Zero emissions, electrified transportation is supported and increasingly the norm.
- The amount of land dedicated to parking is minimized.
- Parking standards reflect electric vehicle and cycling needs.
- New development integrates multi-modal transportation network planning into site design.
- Educational programs to support transit use, walking, cycling, and car sharing are widely available.
- Opportunities for innovation in transportation are explored.

Transportation policies are closely linked with other chapters of the OCP:

- **Parks & Recreation:** Parks, greenways, and streets are integrated to create a seamless active transportation system. Updates to the Parks and Recreation Master Plan and Transportation Master Plan are recommended to support green and active street standards.
- **Natural Environment:** Reducing impervious surfaces and supporting watershed health are addressed through transportation and land use planning.
- **Urban Form & Growth Areas:** Identified Neighbourhood Centres (Lake Trail, McPhee, Tin Town, Ryan Road, Anderton Road) are key to informing transportation networks and priorities, supporting compact, walkable communities.



Downtown Vitalization Local Area Plan, in progress

The Downtown Vitalization Local Area Plan is currently being developed to guide future growth and revitalization in Courtenay's downtown core. As Courtenay continues to grow, the DVLAP will outline key actions to encourage complementary residential and commercial development, activate civic spaces with engaging programming, and strengthen connections throughout downtown to improve accessibility for everyone. While still under development, the DVLAP process is highlighting the importance of the Fitzgerald Avenue corridor and waterfront as key areas for redevelopment and realizing improved mobility in future.

Strategic Priorities 2023-2026

The City of Courtenay's Strategic Priorities 2023–2026 set out the vision of Courtenay's Mayor and Council for a connected, inclusive, and sustainable community. The plan emphasizes functional transportation choices, prioritizing walking, cycling, transit, and traffic calming to support mobility and reduce greenhouse gas emissions.



Complete Communities Growth Assessment, 2024

The City of Courtenay Complete Communities Assessment builds on the OCP to provide evidence-based guidance for planning and growth. The assessment considers four lenses, one of which is transportation. Through the transportation lens, the report evaluates connectivity, identifies gaps in transportation access, and highlights areas where improvements are needed. Transportation-specific actions identified through the assessment support a more complete, accessible community, including:

- Update the 2019 Transportation Master Plan with catchment modelling study. This connects to the traffic counting efforts that are starting with traffic calming work.
- Review the Subdivision and Development Servicing Bylaw and integrate provisions that require future development to adopt a grid, modified grid street network, or provide mid-block connections for active transportation.

- Building on the 2019 Transportation Master Plan recommendations, prioritize active transportation upgrades near schools as well as connections to Primary and Secondary Growth Centres.

Parks and Recreation Master Plan, 2019 + Implementation Strategy, 2023

The Courtenay Parks and Recreation Master Plan provides a 10-year framework to guide decisions about parks and recreation lands, facilities, amenities, programs, and resources. Key goals identified in the strategy include improving connectivity and fostering a healthy and active community. The plan’s recommendations support transportation planning by prioritizing accessible, connected routes that encourage active travel between parks, neighbourhoods, and key destinations. The implementation strategy outlines recommendations to implement the 2019 Parks and Recreation Master Plan. Relevant recommendations include:



- Work with other jurisdictions in the Comox Valley on major trail networks to achieve active transportation, recreation and tourism opportunities
- Coordinate among City departments to plan for connectivity of pedestrian and bicycle networks and extension of key corridors

Urban Forest Strategy, 2019

The Courtenay Urban Forest Strategy (2019–2050) sets a vision for a greener, more connected city through expanded tree canopy and stewardship. Implications for transportation include street tree guidelines, streetscape recommendations, and enhancements to the pedestrian experience.

Strategic Cultural Plan, 2025

The Strategic Cultural Plan creates a framework and roadmap to continue supporting arts and culture in Courtenay over the next 10 years. The plan identifies the need to review transportation options for cultural events.

2.4.2 Regional + Provincial Plans

Regional Growth Strategy, 2011

The Regional Growth Strategy (RGS) provides a 20-year framework for land use and decision-making across the Comox Valley, aiming to preserve the region's high quality of life. Transportation is a central focus, with dedicated policies to develop an accessible, efficient, and affordable multi-modal network connecting core settlement areas, town centres, and neighbouring communities. The RGS sets the following objectives related to transportation:

- **Objective 4-A:** Increase public transit use.
- **Objective 4-B:** Improve bicycle and pedestrian infrastructure to increase the use of active transportation options.
- **Objective 4-C:** Develop and maintain an inter-regional transportation system that efficiently and safely facilitates the movement of people and goods.

Objectives also emphasize reducing GHG emissions from transportation and improving public health and safety. The RGS identifies settlement expansion areas, indicating areas of potential growth that is anticipated to occur in phased manner. Settlement expansion areas adjacent to Courtenay in the strategy include Lake Trail and Royston, among others. The RGS is foundational for the STP, offering strategic direction and long-term goals that shape sustainable mobility and regional connectivity.

Poverty Reduction Assessment & Strategy, 2021

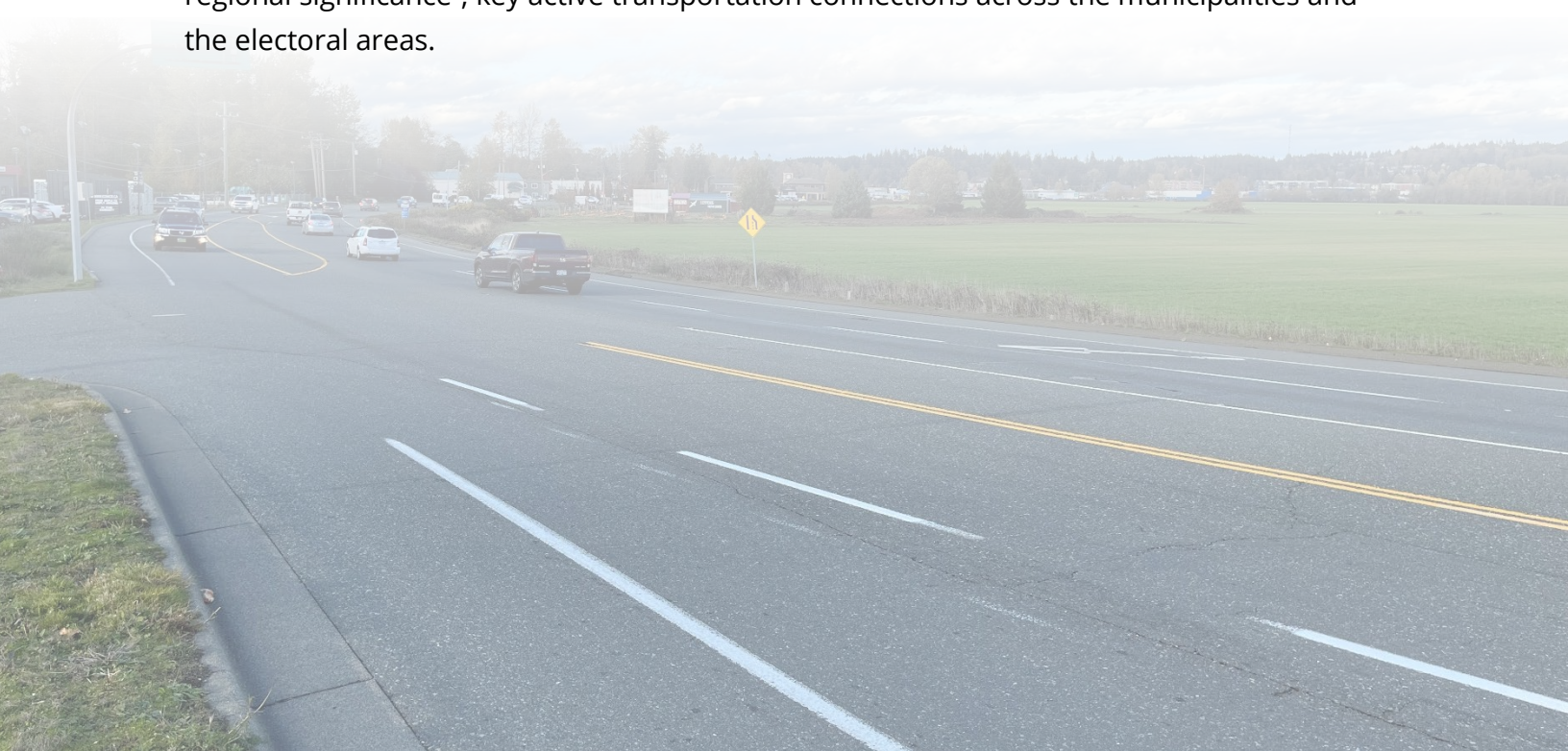
Identifies safe, affordable, and accessible transportation as a key factor in poverty reduction, emphasizing equity and support for underserved groups. The strategy emphasizes the reliance on active transportation and transit across the Comox Valley, particularly households living in poverty, as key mobility options to reach daily needs throughout the region.

Comox Valley Transit Future Plan, 2014

This plan sets a 25-year vision for the region’s transit network, aiming to make transit more affordable, efficient, and convenient. It outlines goals for increasing ridership, integrating transit with key centres and other transportation modes, and improving safety and accessibility. The plan establishes targets and prioritizes investments to transform the current network, with a strong focus on multi-modal corridors and transit connectivity to cycling and pedestrian routes. While the plan guides transit service within the entire Comox Valley, regional connectivity to Courtenay and neighbouring communities is crucial.

CVRD Active Transportation Network Plan, 2021 + Implementation Strategy, 2024

The Active Transportation Network Plan guides improvements to walking and cycling infrastructure across the Comox Valley’s rural electoral areas. It identifies a long-term network vision, design standards, and priority projects to enhance safety and connectivity for all active modes. The plan strengthens regional connectivity by linking active transportation routes with neighbouring communities, with numerous projects connecting directly to the City of Courtenay’s walking and cycling networks. This includes “routes of regional significance”, key active transportation connections across the municipalities and the electoral areas.



CleanBC, 2018

The Province's CleanBC initiative lays out a framework for climate action including green buildings, cleaner industry and waste, green jobs, and sustainable transportation, targeting greenhouse gas emission reductions from 2007 levels of 40% by 2030, 60% by 2040, and 80% by 2050. Programs launched through CleanBC are currently under independent review to ensure they align with the strategy's goals for GHG reductions and other objectives.

Move. Commute. Connect. – B.C.'s Active Transportation Strategy, 2019

B.C.'s Active Transportation Strategy lays out the Province's intent to promote and invest in active transportation. The strategy contains several short-, medium-, and long-term initiatives that aim to double the percentage of trips taken with active transportation by 2030. It emphasizes building safe, accessible, and integrated active transportation networks, and outlines initiatives for education, affordability, and partnerships.

2.4.3 Municipal Bylaws

The following bylaws make up the regulatory framework for transportation planning and implementation in Courtenay. This includes guidance relevant to new development, along with regulations that ensure public rights-of-way are used legally and effectively.

- Zoning Bylaw no.2500
- Subdivision and Servicing Bylaw no. 3200
- Traffic Regulation Bylaw no. 1926
- Development Cost Charges Bylaw no. 2840
- Parks and Public Spaces Regulation Bylaw no. 3121

3.0 Transportation Today

To establish a foundation for future action, it is important to understand existing transportation conditions in Courtenay. This section focuses on the current transportation context in the city, summarizing existing transportation infrastructure and services, and trends in mobility, including mode choice, road safety, and GHG emissions. Current conditions will help inform where the City wants to go through the Strategic Transportation Plan process, identifying key gaps, needs, and opportunities to be actioned through the STP.

3.1 How We Move

3.1.1 Travel Mode Choice

Commuting patterns provide insight into transportation preferences and infrastructure needs. Based on 2021 Census data, key trends for Courtenay are summarized below:

- **Dominance of Private Vehicles.** 84% of commuters in Courtenay travel by car, truck, or van, similar to Comox (84%) and slightly lower than Cumberland (86%), but higher than the provincial average (80%). This reliance on private motor vehicles highlights the importance of managing road capacity and parking while promoting alternatives to mitigate congestion and road safety challenges.
- **Limited Transit Use.** Only 3% of Courtenay commuters use public transit, compared to 9% provincially. This gap highlights the need for improved transit service and infrastructure to encourage mode shift.
- **Active Transportation Opportunities.** Walking accounts for 7% of trips, aligning with the provincial average, while cycling represents 3%, slightly above the BC average (2%). These figures suggest potential to expand active transportation networks.

Courtenay's 2021 commute mode share is compared to several other Vancouver Island communities in **Table 1** below. Mode share in Courtenay is comparable to many of these communities, generally with a slightly higher sustainable mode share (active transportation + public transit).

Table 1. Commute Mode Share Comparison

| | Courtenay | Cumberland | Comox | Comox Valley | Campbell River | Nanaimo | Powell River | Port Alberni |
|-----------------------------|-----------|------------|--------|--------------|----------------|---------|--------------|--------------|
| Population (2021) | 28,420 | 4,447 | 14,806 | 72,445 | 35,519 | 99,863 | 13,943 | 18,259 |
| Commuting Mode Share | | | | | | | | |
| Car, truck or van | 84% | 86% | 84% | 86% | 89% | 87% | 87% | 89% |
| Public transit | 3% | 1% | 2% | 2% | 3% | 4% | 2% | 2% |
| Walked | 7% | 5% | 5% | 6% | 4% | 5% | 7% | 6% |
| Bicycle | 3% | 3% | 4% | 3% | 1% | 1% | 2% | 1% |
| Other method | 3% | 5% | 4% | 4% | 4% | 3% | 2% | 2% |



3.1.2 Commuting Patterns

Commute time and destination provide insight into regional travel behaviour and connectivity needs. Based on 2021 Census data, key trends for Courtenay are summarized below:

- **Short Commutes Dominate.** 57% of Courtenay commuters travel less than 15 minutes, compared to 32% provincially, indicating a strong proximity between housing and employment. This supports strategies that enhance pedestrian and cycling connectivity, along with local transit.
- **Local Employment Concentration.** 63% of Courtenay commuters work within their local area, compared to 41% across the Comox Valley Regional District and 52% provincially. This concentration reinforces the importance of local transportation networks and active modes.
- **Regional Connectivity Matters.** 25% commute to other communities within the Comox Valley, highlighting the need for inter-community transit and cycling infrastructure to support regional mobility.
- **Minimal Out-of-Region Travel.** Only 11% commute outside the Comox Valley, similar to regional averages, suggesting most travel remains local or within the region.

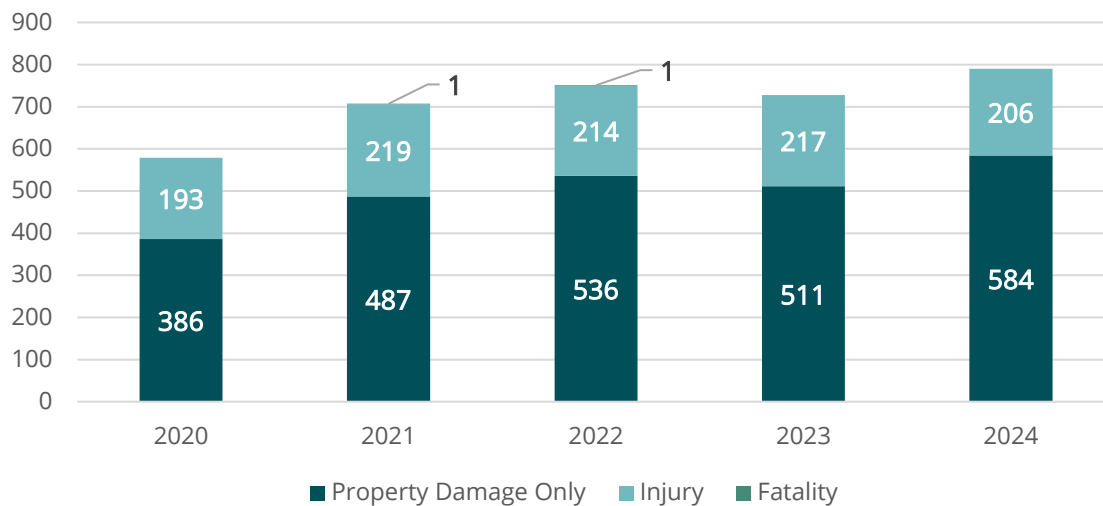


3.2 Mobility Statistics

3.2.1 Road Safety + Crash Data

Collision data for the City of Courtenay is provided through ICBC to understand general road safety trends across the city and identify locations where road safety challenges are concentrated. Using data from 2020-2024, the total number of collisions over this five-year period are shown in **Figure 2** below. During this period, 3,555 collisions in Courtenay were reported to ICBC. The total number of collisions has increased since 2020, with lower traffic volumes during the COVID-19 pandemic likely contributing to fewer collisions in 2020. While the number of collisions has increased the proportion that resulted in injuries or fatalities decreased over the five years, from 33% in 2020 to 26% in 2024. Two fatal collisions were recorded in Courtenay, with no traffic deaths identified since 2022.

Figure 2. Collisions in the City of Courtenay, by Collision Type (ICBC, 2025)



Collisions with vulnerable road users are also tracked by ICBC, including collisions involving pedestrians and cyclists. 130 incidents involving active transportation users were identified between 2020 and 2024, including 60 involving a pedestrian, 65 involving a cyclist, and 5 were both a cyclist and pedestrian. The proportion of collisions involving active transportation users has grown over time, from 2% in 2020 to 5% in 2024. These collisions were also more likely to result in an injury or fatality (74%) than the overall average (30%).

ICBC reporting includes the specific locations where collisions occurred in Courtenay. Based on this information, the top 20 intersections with the highest total number of collisions are summarized in **Table 2**. Results show that collisions are more prevalent at intersections along high traffic volume corridors, including many locations along Highway 19A, Cliffe Avenue, Ryan Road, and 17th Street. Note that many of these locations are along provincial highways and are therefore not under City jurisdiction. Heat mapping of all collisions locations is shown in **Map 3**.

To help understand where collisions are occurring in Courtenay on a rate-basis, collisions could be normalized to traffic volumes once this information has been collected later in the STP as part of a more thorough network screening process.

Table 2. Top Collision Locations in Courtenay, 2020-2024 (ICBC, 2025)

| Location | Total Collisions | Injury + Fatal Collisions | Jurisdiction |
|--|------------------|---------------------------|--------------|
| Hwy 19 Bypass / Highway 19A / Ryan Rd | 207 | 87 | MOTT |
| Lerwick Rd / Ryan Rd | 183 | 62 | MOTT |
| 17th St / Cliffe Ave | 154 | 61 | MOTT |
| Back Rd / Ryan Rd | 98 | 42 | MOTT |
| 26th St / Cliffe Ave | 62 | 28 | MOTT |
| Crown Isle Blvd / Crown Isle Dr / Ryan Rd | 60 | 23 | MOTT |
| 5th St / Cliffe Ave | 50 | 18 | Courtenay |
| Highway 19A / Vanier Dr / Veterans Memorial Pkwy | 48 | 21 | Courtenay |
| Old Island Hwy / Ryan Rd | 48 | 17 | Courtenay |
| Ryan Rd / Sandwick Rd | 46 | 26 | MOTT |
| 17th St / Highway 19 Bypass | 44 | 15 | MOTT |

| Location | Total Collisions | Injury + Fatal Collisions | Jurisdiction |
|-------------------------------|------------------|---------------------------|--------------|
| 29th St / Cliffe Ave | 36 | 17 | MOTT |
| Old Island Hwy / Puntledge Rd | 34 | 14 | Courtenay |
| 17th St / Fitzgerald Ave | 33 | 14 | Courtenay |
| 29th St / Kilpatrick Ave | 31 | 17 | MOTT |
| 6th St / Cliffe Ave | 24 | 6 | Courtenay |
| Headquarters Rd / Highway 19A | 24 | 13 | Courtenay |
| 5th St / Fitzgerald Ave | 23 | 7 | Courtenay |
| Cliffe Ave / 19th St | 23 | 12 | MOTT |
| 26th St / Fitzgerald Ave | 22 | 9 | Courtenay |

Table 3 below summarizes all locations with three or more collisions involving active transportation users. Again, locations along corridors under MOTT jurisdiction feature prominently, along with several intersections around Downtown Courtenay.

Table 3. Top Active Transportation Collision Locations in Courtenay, 2020-2024 (ICBC, 2025)






| Location | Total AT Collisions* | Pedestrian Collisions | Cyclist Collisions | Jurisdiction |
|-----------------------------------|----------------------|-----------------------|--------------------|--------------|
| Ryan Rd / Back Rd / Centennial Dr | 6 | 4 | 2 | MOTT |
| Cliffe Ave / 26th St | 5 | 4 | 1 | MOTT |
| Duncan Ave / 5th St | 4 | 4 | 0 | Courtenay |
| Cliffe Ave / 4th St | 4 | 3 | 1 | Courtenay |
| Cliffe Ave / 17th St | 3 | 2 | 1 | MOTT |
| England Ave / 8th St | 3 | 1 | 2 | Courtenay |
| England Ave / 6th St | 3 | 2 | 2 | Courtenay |
| Cliffe Ave / 6th St | 3 | 2 | 1 | Courtenay |
| Ryan Rd / Lerwick Rd | 3 | 3 | 0 | MOTT |

*Tallies the total number of collisions involving active transportation users. Where multiple different AT users were involved in a collision the tally of the columns to the right may be higher.

Traffic Collisions



Community Destinations

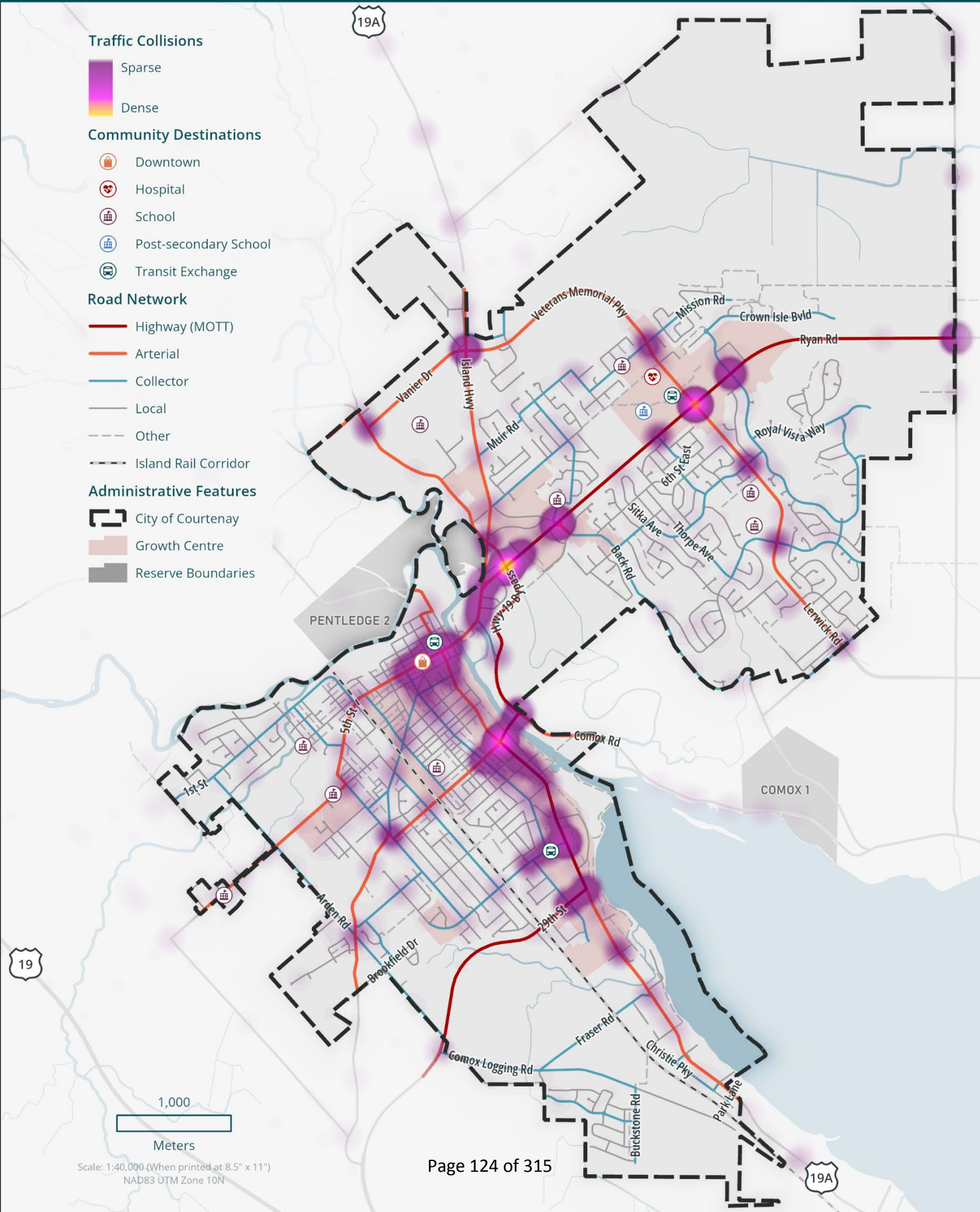
-  Downtown
-  Hospital
-  School
-  Post-secondary School
-  Transit Exchange

Road Network

-  Highway (MOTT)
-  Arterial
-  Collector
-  Local
-  Other
-  Island Rail Corridor

Administrative Features

-  City of Courtenay
-  Growth Centre
-  Reserve Boundaries



1,000



Meters

Scale: 1:40,000 (When printed at 8.5" x 11")
NAD83 UTM Zone 10N

3.2.2 Greenhouse Gas Emissions

The 2023 Comox Valley Community-Wide Greenhouse Gas Emissions Inventory provides a comprehensive understanding of community emission sources for climate change mitigation reporting and planning. The report identifies on-road transportation as a key GHG emission source, accounting for 198,129 tCO₂e in 2021, 46% of emissions in the Comox Valley. In Courtenay, on-road transportation emissions decreased 5.9% between 2018 and 2021, which could be partially explained by the COVID-19 pandemic reducing trip making in 2020 and 2021.

Combining GHG emission data with 2021 Census populations, per capita on-road transportation emissions in Courtenay are approximately 1.98 tCO₂e, lower than the other member municipalities and the regional average. Key information on GHG emissions in Courtenay and the Comox Valley are included in **Table 4** below.

Table 4. Transportation Sector GHG Emissions, of Comox Valley Communities (2021)²

| | Courtenay | Cumberland | Comox | Comox Valley |
|---|-----------------|-----------------|-----------------|------------------|
| Population (2021 Census) | 28,420 | 4,447 | 14,806 | 72,445 |
| Total Emissions (tCO₂e) | 182,848 | 26,886 | 93,487 | 433,983 |
| Total On-road Transportation Emissions (tCO₂e) | 92,340 (51%) | 10,494 (39%) | 43,188 (46%) | 198,129 (46%) |
| Per Capita On-road Transportation Emissions (tCO₂e) | 1.98 | 2.16 | 2.56 | 2.73 |

² Comox Valley Community-Wide Greenhouse Gas Emissions Inventory (2023). Retrieved from https://cvrdagendaminutes.comoxvalleyrd.ca/Agenda_minutes/CVRDBoard/BRD/18-Apr-23/Dyson%20SR%20Comox%20Valley%20Community-Wide%20Greenhouse%20Gas%20Emissions%20Inventory.pdf

3.3 Transportation Networks

To help set the context for the Strategic Transportation Plan, it is important to understand where Courtenay's multi-modal transportation networks stand today. Mapping of existing pedestrian, cycling, transit, and road networks are included in this section, along with key findings on each of these networks, including progress made since the 2019 TMP. Key considerations relating to specific challenges or opportunities also identified by mode.

Transportation connectivity analysis completed as part of the Complete Communities Assessment (summarized in **Section 2.4**) is also highlighted in this section, which seeks to understand how different areas of Courtenay can access daily needs based on existing transportation networks.



3.3.1 Pedestrian Network



All trips start as pedestrians, whether walking or rolling to a destination or connecting to another mode such as transit or a private vehicle. Supporting safe and comfortable access to a network of sidewalks, multi-use pathways, and other pedestrian facilities is a key function of Courtenay’s transportation networks and developing livable communities. **Map 4** shows Courtenay’s pedestrian network, with key findings on the current state of the network highlighted below:

3.3.1.1 Network Overview

Courtenay’s sidewalk network is extensive, with 195 km of sidewalks across the city. Sidewalks are found throughout Courtenay, with the highest density being around Downtown Courtenay.

Multi-use pathways (MUPs) play an important role in the pedestrian network. About 17 km of paved and unpaved MUPs connect different parts of Courtenay. Notable examples include the Courtenay Riverway, Rotary Trail, and the Hawk and Idiens Greenways, and recently completed Lake Trail and Comox Road MUPs. These facilities are also part of the cycling network, discussed in *Section 3.3.2*, and support both commuter and recreational use.

Trails are a key community asset, a network of which are found in parks, schools, and other community spaces in Courtenay. Trails primarily support recreational use but can also help pedestrians connect to key destinations where they provide more direct routes or pleasant pedestrian experiences. Some unauthorized or informal trails are also part of the broader network but may not be catalogued by the City.

Pedestrian crossings are crucial to a safe and comfortable pedestrian network, including pedestrian infrastructure at signalized intersections and dedicated crosswalks at non-signalized intersections. These assets are found across Courtenay, with new infrastructure, such as rapid rectangular flashing beacons (RRFBs), to increase pedestrian visibility becoming more common.






3.3.1.2 Pedestrian Connectivity

Access to pedestrian facilities is shown in **Map 5**, showing the distance to the nearest sidewalk or multi-use path. Approximately 33% of Courtenay is within 50 metres of a pedestrian facility, while over half of the city (53%) does not have access to a sidewalk or multi-use path within 150 m. Areas with higher pedestrian connectivity are generally older neighbourhoods in Courtenay with a grid road network or in newer subdivisions where sidewalks were built out during initial development.

3.3.1.3 Key Considerations

- Courtenay already has a robust pedestrian network; however, some significant gaps still exist. This includes some arterial and collector streets with either no sidewalk or a sidewalk on one side of the street, including Piercy Avenue, Willemar Avenue, Fitzgerald Avenue, Ryan Road, Lerwick Road.
- Some key community destinations are found in areas with limited pedestrian connectivity and surrounding residential density, such as Georges P. Vanier Secondary School, creating the need for multi-modal integration.
- Existing sidewalks should be reviewed to ensure they are appropriately designed to create an accessible and comfortable pedestrian environment, especially on major pedestrian routes. Some pedestrians may be too narrow, lack appropriate crossing treatments, benefit from amenities such as seating, or require a buffer to vehicle traffic.




Community Destinations

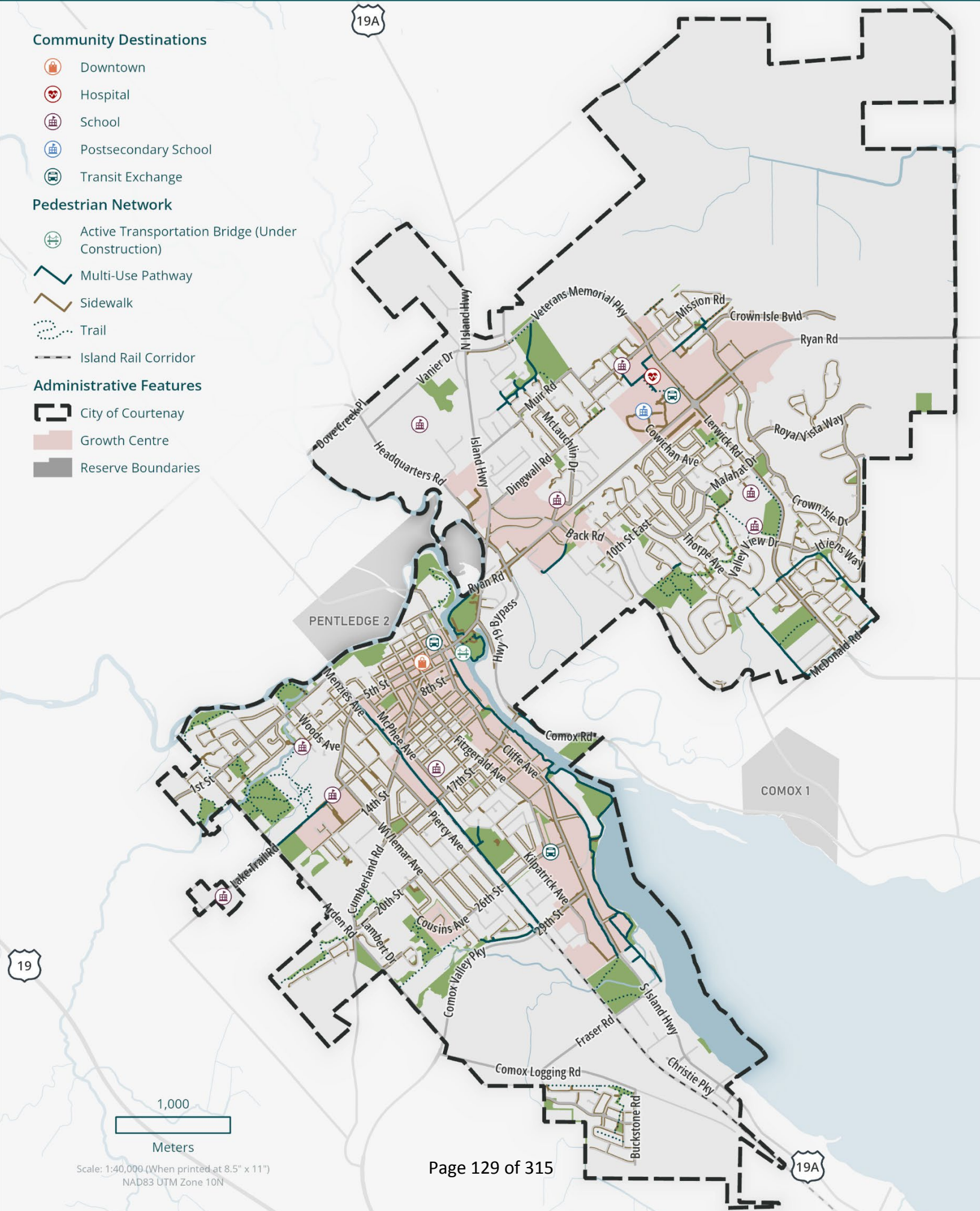
-  Downtown
-  Hospital
-  School
-  Postsecondary School
-  Transit Exchange

Pedestrian Network




-  Active Transportation Bridge (Under Construction)
-  Multi-Use Pathway
-  Sidewalk
-  Trail
-  Island Rail Corridor

Administrative Features


-  City of Courtenay
-  Growth Centre
-  Reserve Boundaries





Pedestrian Connectivity

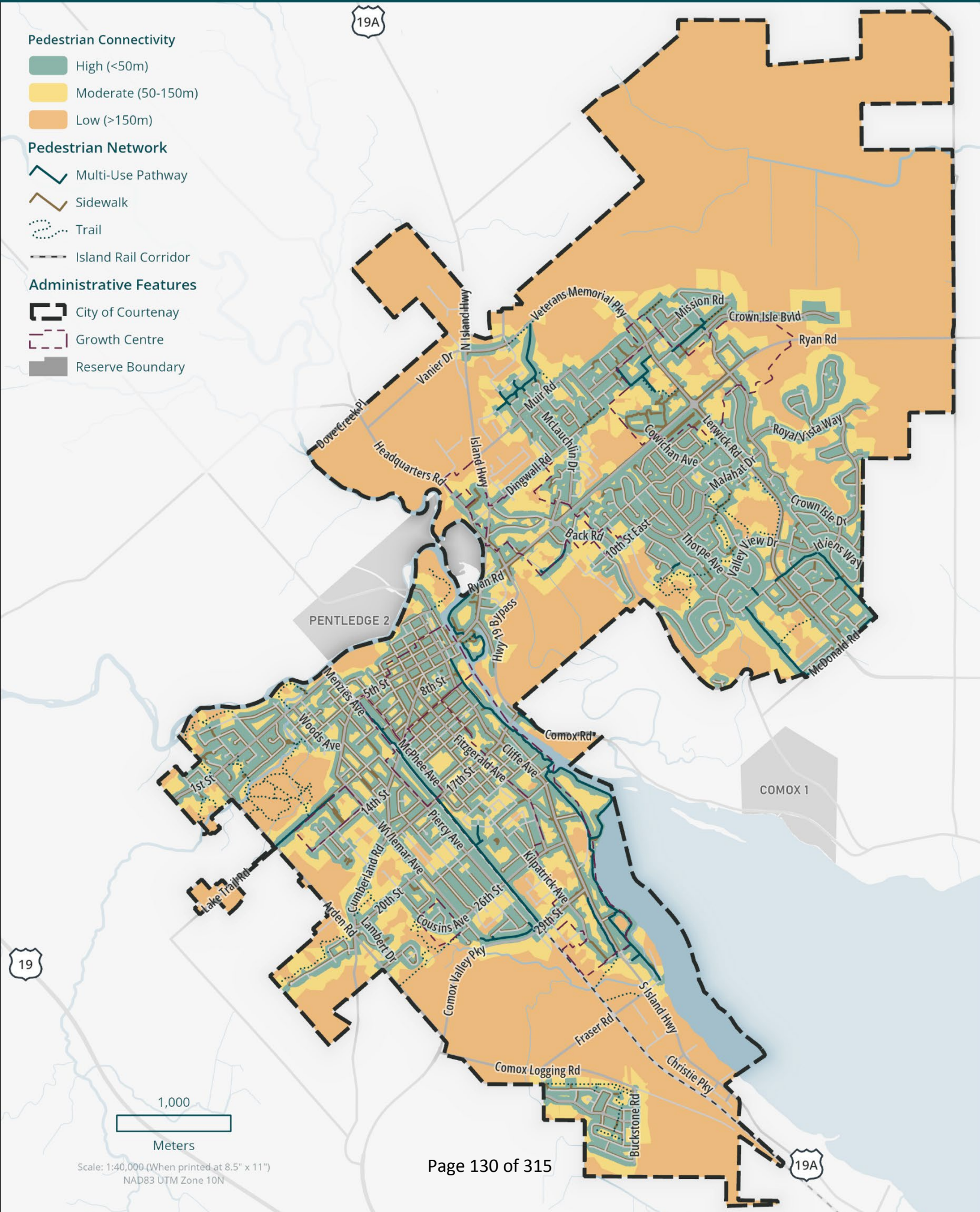
-  High (<50m)
-  Moderate (50-150m)
-  Low (>150m)

Pedestrian Network

-  Multi-Use Pathway
-  Sidewalk
-  Trail
-  Island Rail Corridor

Administrative Features

-  City of Courtenay
-  Growth Centre
-  Reserve Boundary



1,000

Meters

Scale: 1:40,000 (When printed at 8.5" x 11")
NAD83 UTM Zone 10N

3.3.2 Cycling Network



Cycling is becoming increasingly popular in Courtenay, with steps being taken to expand the city's cycling network and improve comfort and safety for cyclists and other micromobility users. As emerging mobility options become increasingly common, such as e-bikes and e-scooters, cycling and micromobility use will increasingly become a viable option for residents, commuters, and visitors to navigate the city. **Map 6** shows Courtenay's existing cycling network, with key findings on the current state of the network summarized below.

3.3.2.1 Network Overview

Courtenay has approximately 33 km of cycling facilities, including protected bicycle lanes, painted bicycle lanes, multi-use pathways, and neighbourhood bikeways. Guided by the Cycling Network Plan, new cycling facilities have been designed and constructed to increase network connectivity and improve conditions for cyclists. Important cycling corridors include:

- Protected bicycle lanes on 5th and 17th Street
- Painted bicycle lanes on Fitzgerald Avenue, Veterans Memorial Parkway, Lake Trail Road, Vanier Drive, Crown Isle Boulevard, and Willemar Avenue, among others
- Neighbourhood bikeway facilities on 10th Street and Hobson Avenue
- Multi-use pathways, including the Rotary Trail, Courtenay Riverway, and the Hawk and Idiens Greenways

Signed bicycle routes are not considered to be part of the city's cycling network due to the lack of comfort these facilities offer users, meaning they are not impactful to cycling uptake in Courtenay.

Limited parts of the cycling network are AAA infrastructure. Across the existing cycling network, 67% are facility types that meet all ages & abilities (AAA) standards (see *Section 5.2* for more information on AAA). It should be noted that some multi-use pathways, may not have sufficient width or appropriate surfacing to safely accommodate pedestrians and cyclists, and may meet a high comfort level for both user groups. Similarly, neighbourhood greenways may not feature appropriate speed and volume management measures to create safe and comfortable cycling conditions.

Several important cycling projects are currently under design and development, as directed in the 2023 update to the Cycling Network Plan. This includes 6th Street in downtown and connecting to the forthcoming 6th Street Active Transportation Bridge and a multi-use pathway paralleling Arden Road, as examples.

E-bike share is a new part of the city's cycling network, providing opportunities for people to access an e-bike throughout Courtenay. This service is provided by Evolve, part of the Evo Car Share service developed by BCAA. Time-based fares are paid on Evo's mobile app, which can also be used to locate e-bikes in dedicated parking locations in Courtenay and Comox. As of 2024, there was a fleet of 75 e-bikes, with planned fleet and geographic expansion in future.

3.3.2.2 Cycling Connectivity

Access to cycling facilities is shown in **Map 7**, showing the distance to the closest dedicated cycling facility or multi-use path. Analysis shows that approximately 42% of the geographic area of Courtenay is located within 400 m of a cycling facility.








It is important to note that proximity to a cycling facility does not mean that that facility is integrated into a broader cycling network to support safe and comfortable travel throughout the community.

3.3.2.3 Key Considerations





- There is no primary high-quality active transportation connection to the future 6th St Bridge from East Courtenay. The new river crossing will create an opportunity with the active transportation network but must be built upon to realize its significant potential across the city.
- The AAA network is still developing and may not realize its full potential until built out such that cyclists can travel to destinations without having to ride on unsafe or uncomfortable routes.
- Grant funding for active transportation capital projects from senior government has become inconsistent. The City may need to seek new opportunities to build out the future cycling network.






Cycling Network

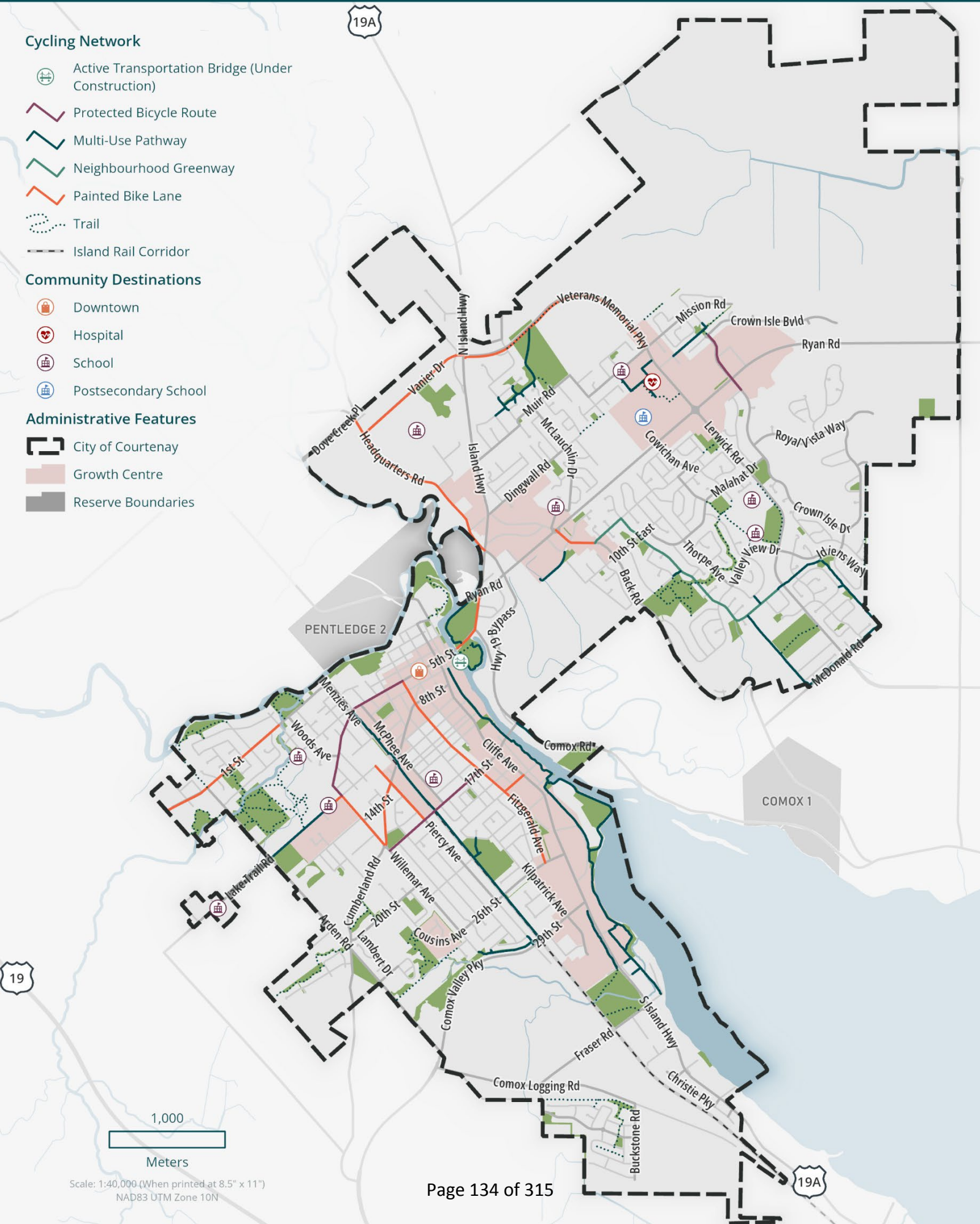
-  Active Transportation Bridge (Under Construction)
-  Protected Bicycle Route
-  Multi-Use Pathway
-  Neighbourhood Greenway
-  Painted Bike Lane
-  Trail
-  Island Rail Corridor

Community Destinations

-  Downtown
-  Hospital
-  School
-  Postsecondary School

Administrative Features




-  City of Courtenay
-  Growth Centre
-  Reserve Boundaries



Scale: 1:40,000 (When printed at 8.5" x 11")
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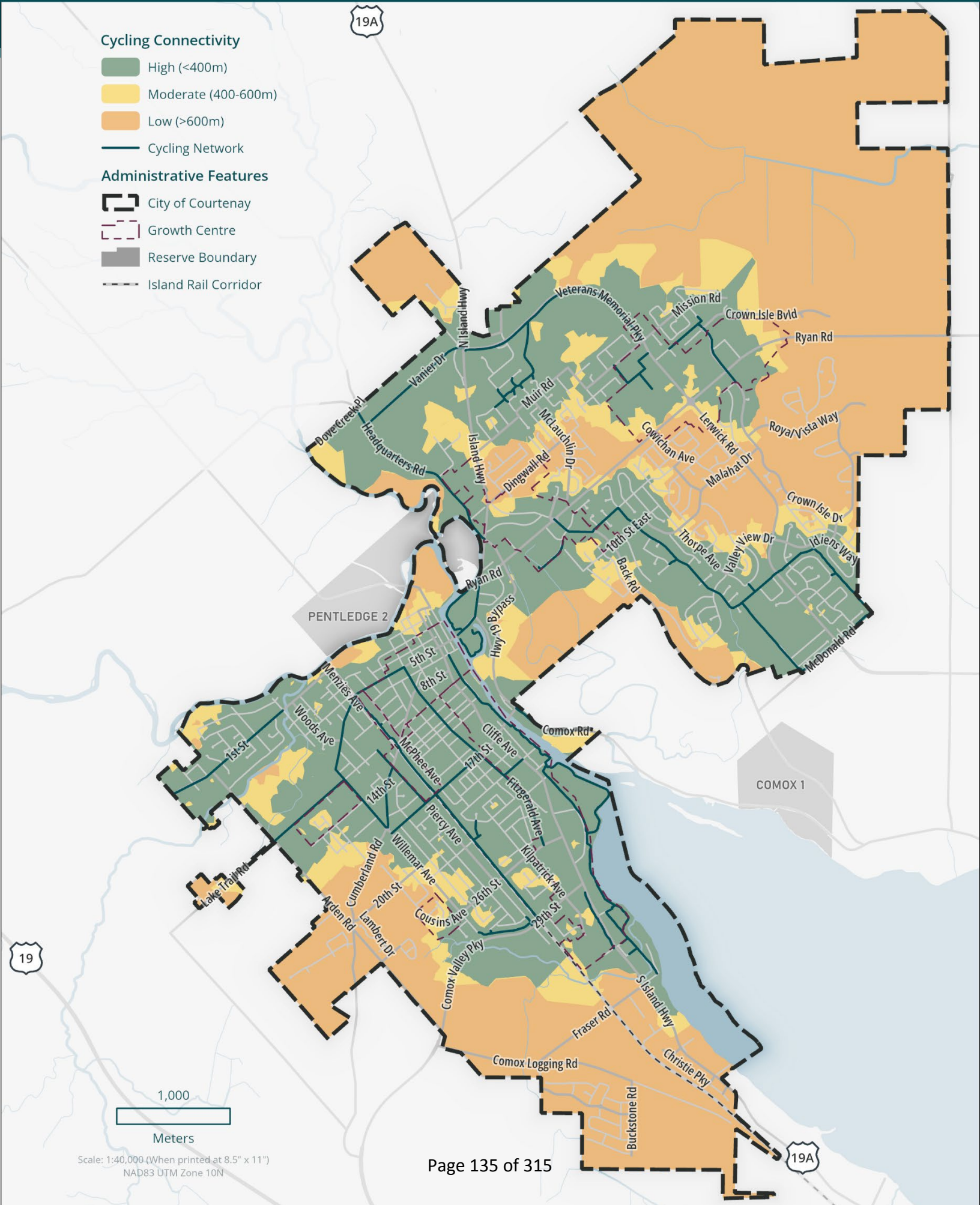
Cycling Connectivity

-  High (<400m)
-  Moderate (400-600m)
-  Low (>600m)

 Cycling Network

Administrative Features

-  City of Courtenay
-  Growth Centre
-  Reserve Boundary
-  Island Rail Corridor



1,000
Meters

Scale: 1:40,000 (When printed at 8.5" x 11")
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3.3.3 Transit Network



Public transit is becoming increasingly important to Courtenay as the community and region grows and seeks out different mobility options. A variety of local and regional routes currently serve Courtenay, planned and operated by BC Transit, with future expansion and service levels directed by the *Transit Future Plan*. **Map 8** shows the existing transit network in and around Courtenay, with findings on the current state of transit summarized below.

3.3.3.1 Network Overview

Courtenay is the regional transit hub. Nearly every transit route in the Comox Valley stops and travels through Courtenay, connecting to neighbouring communities and key regional employment and commercial destinations in the city. Three of the five transit exchanges planned for the region are in Courtenay, supporting transfers between routes.

Route #1 is intended to be a frequent transit route to connect Courtenay, Comox, and key destinations, including North Island College and Comox Valley Hospital. This route is intended to meet frequent service definitions as ridership increases, and infrastructure improves; current headways range between 15 and 25 minutes during peak periods. The Transit Future Plan envisions this route to be extended to Cumberland in the future to connect all three of the member municipalities of the Comox Valley.

Local transit routes provide internal connectivity in Courtenay. Most neighbourhoods have access to local transit routes to access other destinations in the city or transfer to regional, frequent, or other local routes.

Paratransit service is available to supplement conventional transit service. The HandyDART system provides door-to-door service for people with disabilities who may not be able to otherwise access fixed transit routes in the city. Registration is required for HandyDART service and does not currently provide all-day service or operate on holidays.

Transit exchanges in Courtenay are moving or being improved to better support rider needs. The Downtown Exchange will be moving to England Avenue at 8th Street and result in the Route 1 being relocated to 8th Street and Cliffe Avenue, while the South Courtenay exchange will now be located at Cliffe Avenue at Anfield Centre. Upgrades to the North Island College exchange are underway in the existing location.

Some multi-modal integration is supported between transit and active modes. Most transit stops are connected to Courtenay's pedestrian network, while short-term bicycle parking is also available at transit exchanges. Most BC Transit buses have bicycle racks capable of holding two bicycles at a time, however due to the design of the racks and the obstruction of the headlights, they cannot be used after dark.

Transit stops are an important element of the transit network and an opportunity for the City to directly invest in the transit experience. Many of Courtenay's 136 transit stops do not have amenities that support transit rider comfort, such as shelters and benches. Currently, 22 stops (16%) include both a bench and a shelter. These improvements would be especially effective on routes with high ridership and on the frequent transit network. Transit stop amenities are shown in **Map 9**.

3.3.3.2 Transit Connectivity

Access to transit is shown in **Map 10**.^{Error! Reference source not found.} representing the distance to the closest transit stop across Courtenay. Transit access is generally good in many of the growth centres, whereas some more suburban areas or new subdivisions may not have easy access to local or frequent transit.

Map 11 shows the same analysis for only stops along Route 1 to show connectivity to the frequent transit network. With one route, access to frequent transit is more limited than to transit more broadly. Each of the primary growth centres is linked by frequent transit; however, only some of the secondary growth centres are further from frequent transit.

3.3.3.3 Key Considerations

- Current service levels do not always provide a viable alternative to private motor vehicles; frequent transit service will need to decrease the time between buses on existing route and be expanded to connect to more growth areas in Courtenay.
- Transit routes may need to be adapted or expanded to ensure appropriate service is provided to designated Growth Centres and new developments that can support transit service elsewhere in Courtenay.
- The City has limited control over transit service but can improve transit-supportive infrastructure. This could include transit priority infrastructure to limit the impact of traffic congestion on transit frequency and reliability, or improving transit stop design and amenities to create a more enjoyable transit user experience.
- New transit exchanges will result in adapted routing, while also creating an opportunity for a more welcoming transit experience and improved multi-modal integration.

Transit Network

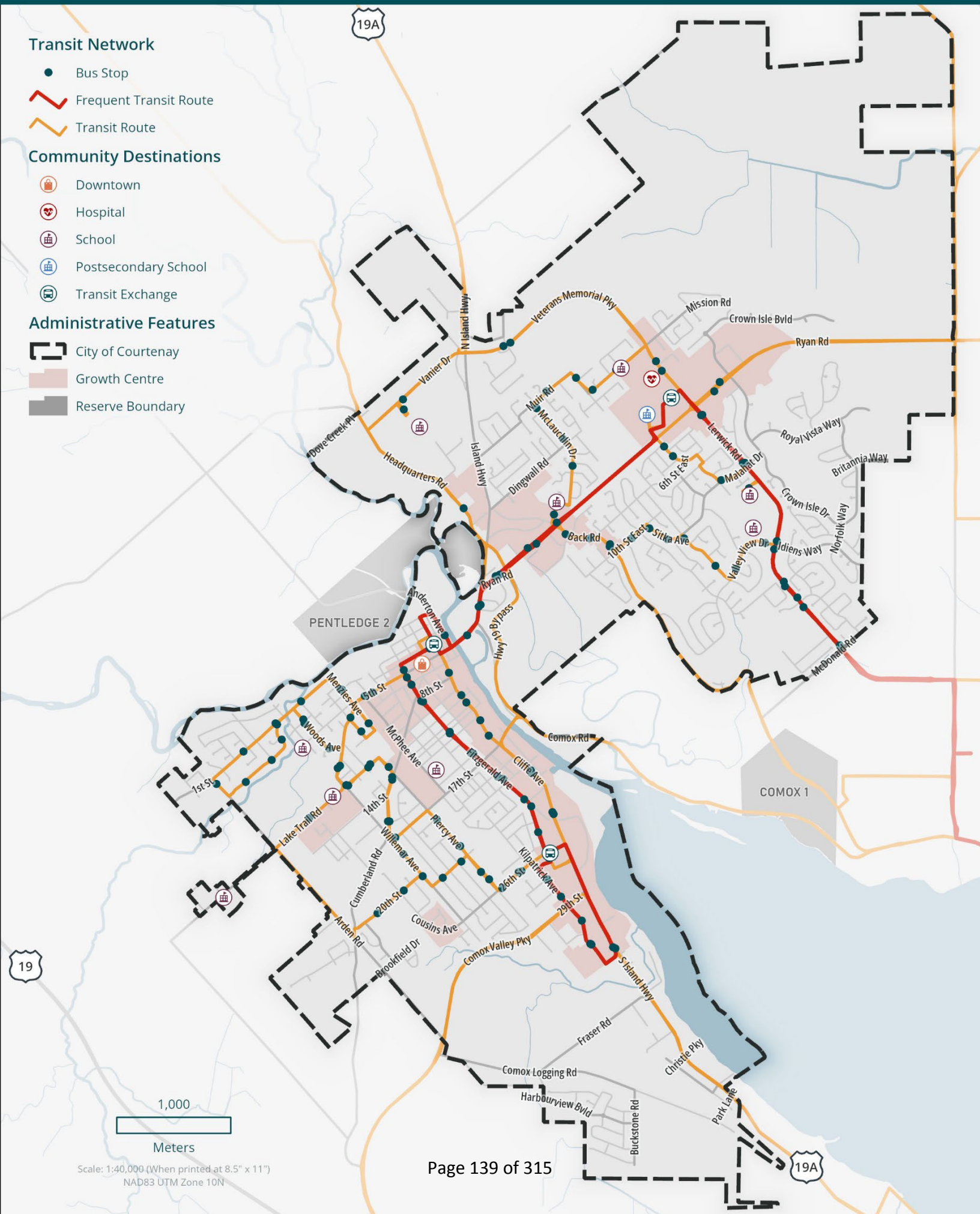
- Bus Stop
- ▬ Frequent Transit Route
- ▬ Transit Route

Community Destinations

- 🏠 Downtown
- 🏥 Hospital
- 🎓 School
- 🎓 Postsecondary School
- 🚏 Transit Exchange

Administrative Features

- ▬ City of Courtenay
- Growth Centre
- Reserve Boundary

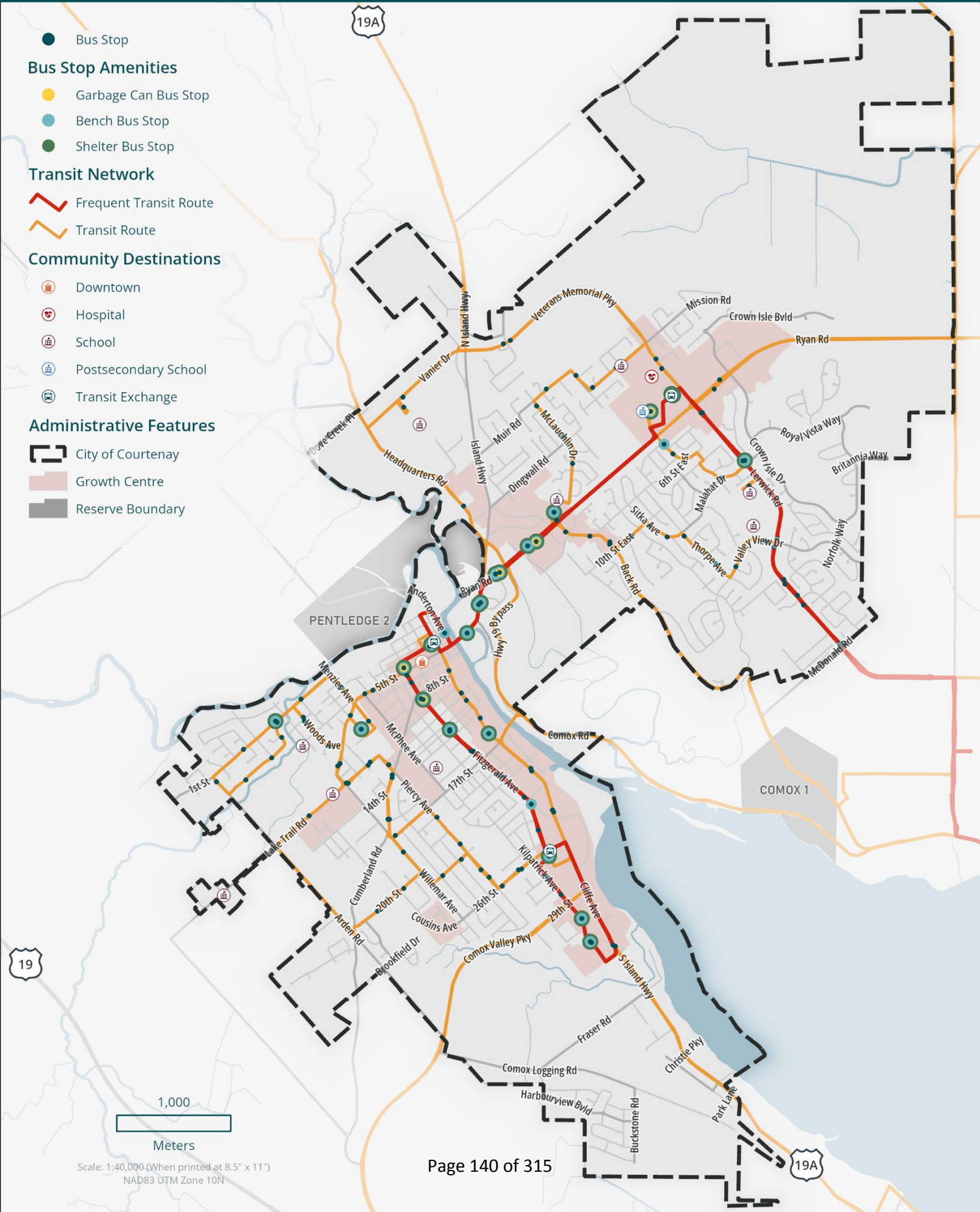


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19

19A

- Bus Stop
- Bus Stop Amenities**
 - Garbage Can Bus Stop
 - Bench Bus Stop
 - Shelter Bus Stop
- Transit Network**
 - Frequent Transit Route
 - Transit Route
- Community Destinations**
 - Downtown
 - Hospital
 - School
 - Postsecondary School
 - Transit Exchange
- Administrative Features**
 - ▭ City of Courtenay
 - ▭ Growth Centre
 - ▭ Reserve Boundary






Transit Connectivity

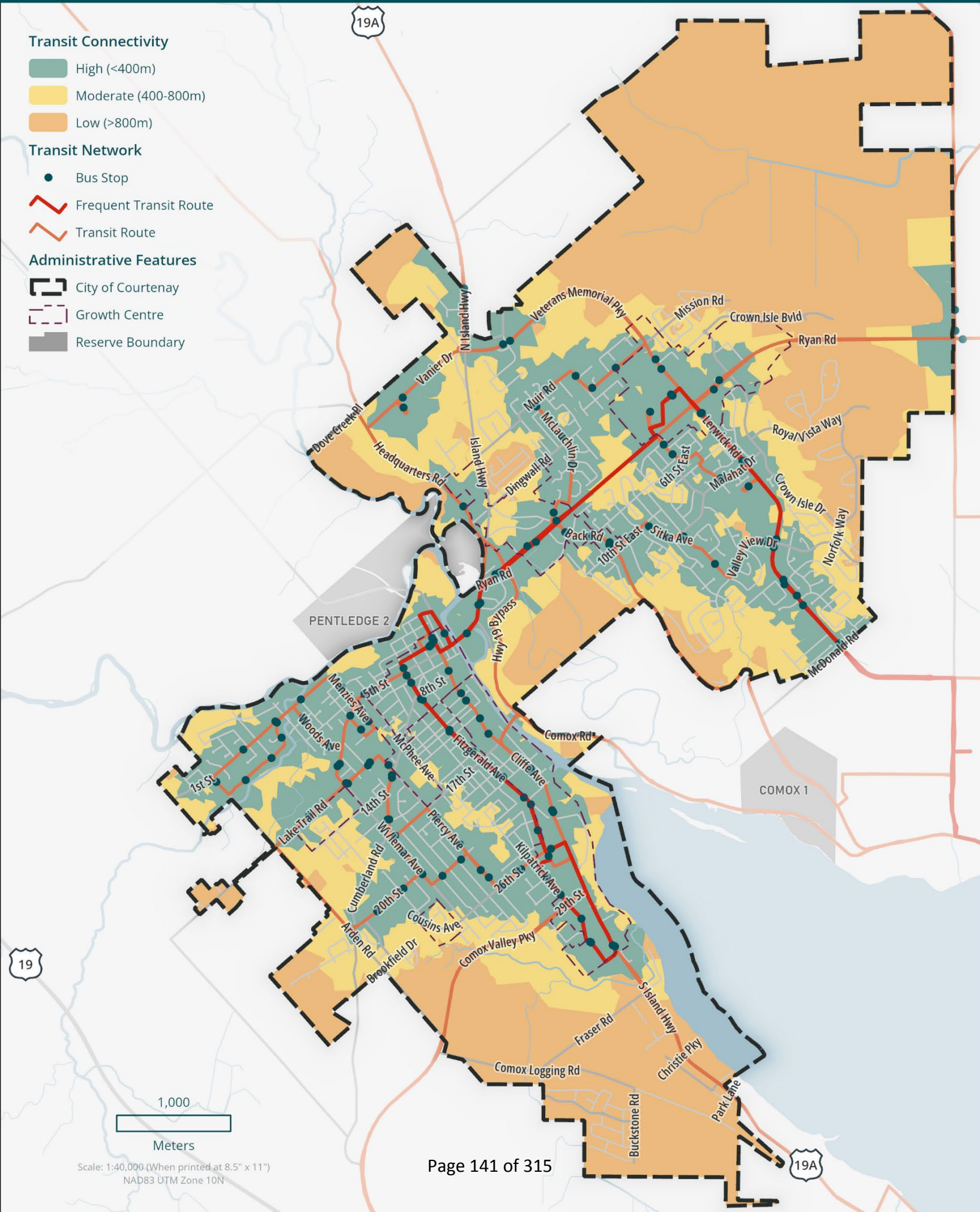
-  High (<400m)
-  Moderate (400-800m)
-  Low (>800m)

Transit Network

-  Bus Stop
-  Frequent Transit Route
-  Transit Route

Administrative Features

-  City of Courtenay
-  Growth Centre
-  Reserve Boundary



1,000



Meters

Scale: 1:40,000 (When printed at 8.5" x 11")
NAD83 UTM Zone 10N



Frequent Transit Connectivity

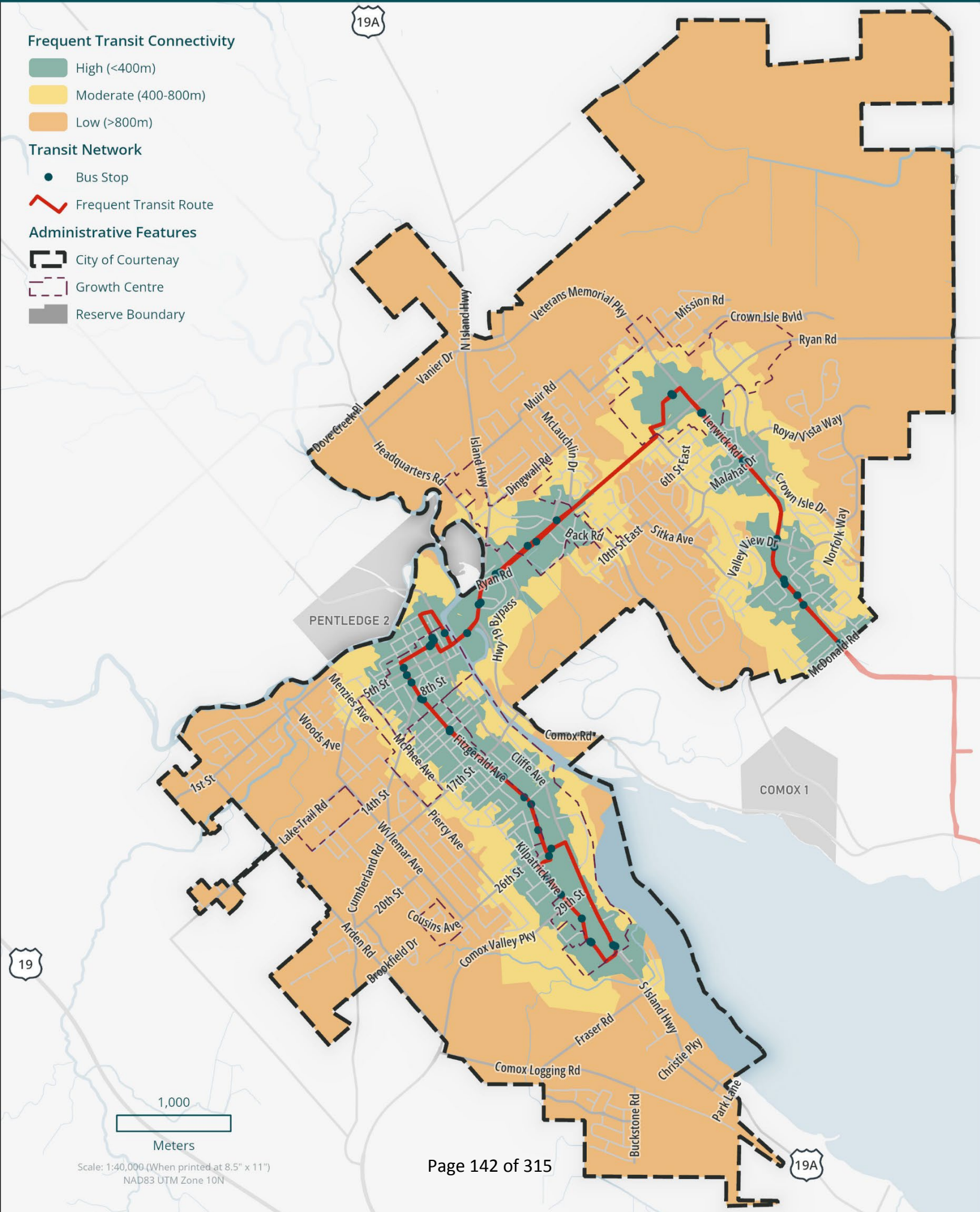
- High (<400m)
- Moderate (400-800m)
- Low (>800m)

Transit Network

- Bus Stop
- Frequent Transit Route

Administrative Features

- City of Courtenay
- Growth Centre
- Reserve Boundary



1,000



Meters

Scale: 1:40,000 (When printed at 8.5" x 11")
NAD83 UTM Zone 10N



3.3.4 Road Network



Courtenay’s road network is the basis of its transportation networks, moving private and commercial motor vehicles and supporting cycling and transit infrastructure within the right-of-way. As such, the road network will be a key building block for the Strategic Transportation Plan. Improvements and expansion to the road network will involve multiple interest holders, including the MOTT. **Map 12** below shows Courtenay’s road network, highlighting street classifications from the OCP. Key findings on the road network are shared below.

3.3.4.1 Network Overview

Courtenay has an extensive road network, stretching 196 km throughout the city. Most roads are local roads (53%), providing connections to local destinations and residential areas. Collector (22%) and arterial (12%) roads move traffic at higher speeds and volumes to reach other parts of Courtenay and the region.

Provincial highways play a key role in Courtenay’s transportation system, meaning that the City does not have jurisdiction over some of the most important corridors and intersections to local and regional travel.

Regional vehicle traffic use Courtenay’s roads to reach destinations in and beyond the city. As the regional centre, traffic from across the Comox Valley and beyond travels into or passes through Courtenay, creating significant demand on the road network and creating congestion challenges.






Speed management is a priority for Courtenay. In 2024, the City adopted the *Traffic Calming Guide and Policy* to inform where and when traffic calming measures should be deployed in Courtenay, and what types of strategies are appropriate.

Courtenay's road network looks different in areas of the city. The road network was developed in different patterns: in a grid in some parts of Courtenay, typically in older neighbourhoods or near downtown and in dendritic patterns in newer subdivisions such as Crown Isle or The Ridge. Grid road networks typically allow for greater connectivity and shorter travel distances for all modes, whereas dendritic systems typically prioritize private motor vehicles and reduce cut-through traffic.

3.3.4.2 Key Considerations

- There is significant traffic congestion along primary corridors such as Ryan Road, Cliffe Avenue and Highway 19A, during peak travel hours. These routes were not designed for current travel demand resulting from local and regional growth, and the expansion of key employment destinations in Courtenay and beyond.
- The bridges across the Puntledge River, at 5th Street and 17th Street, are major pinch points and contribute significantly to congestion issues.
- The existing major road network is limited and lacks redundancy to help accommodate short-term pressures such as when collisions happen and during major infrastructure projects, such as the ongoing sewer conveyance project.
- There is not currently a primary route into Downtown Courtenay from the west, meaning that other key vehicle corridors may be unnecessarily congested.
- Goods movement routes in Courtenay are not clearly defined through the OCP or TMP. Directing heavy vehicle traffic to specific corridors is important to ensure that design and user characteristics are appropriate, and conflicts between modes can be avoided.
- Many corridors are still vehicle-oriented, and space may need to be reallocated to accommodate other modes, including cycling and transit-priority facilities. This could mean shifting vehicle traffic to other corridors to ensure that modes can be balanced appropriately.




Community Destinations

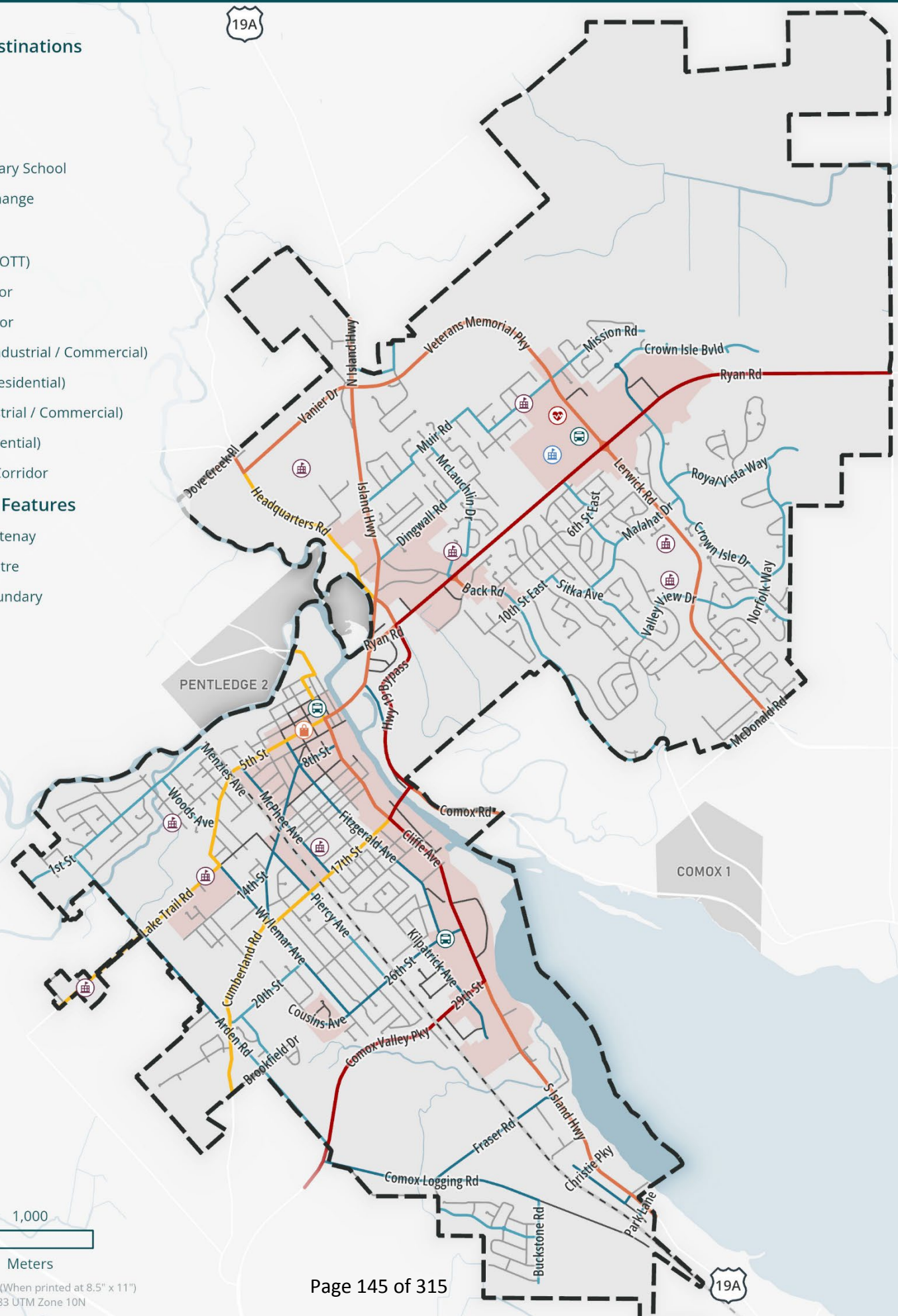
-  Downtown
-  Hospital
-  School
-  Postsecondary School
-  Transit Exchange

Road Network

-  Highway (MOTT)
-  Arterial Major
-  Arterial Minor
-  Collector (Industrial / Commercial)
-  Collector (Residential)
-  Local (Industrial / Commercial)
-  Local (Residential)
-  Island Rail Corridor

Administrative Features

-  City of Courtenay
-  Growth Centre
-  Reserve Boundary



19

19A

19A



Scale: 1:40,000 (When printed at 8.5" x 11")
NAD83 UTM Zone 10N

4.0 How We Pay for Transportation

The infrastructure and programs proposed in the Strategic Transportation Plan will be funded through various sources. Planning for expenditures in a way that is realistic for the City of Courtenay is key to ensuring that implementing the STP is sustainable, and that the City has the appropriate tools to support this investment. This section highlights some of the key funding sources and tools that the currently has access to and will leverage throughout the STP planning and implementation process.

Capital expenditures related to Courtenay's transportation network in the 2025 Financial Plan amount to approximately \$25 million to be spent over 2025-2029. Investments include projects including the Lake Trail Road multi-use pathway and improvements to Ryan Road, Back Road, Cousins Avenue, and Braidwood Road, along with other year-over-year needs such as traffic signal and active transportation infrastructure improvements. This does not carry forward amounts from previous budgets for significant projects such as the 6th Street Active Transportation Bridge.



The City of Courtenay uses some of the following sources to fund transportation projects:

- **Development Cost Charges (DCCs)** fund growth-related transportation projects in with contributions from private development. The recently updated DCC bylaw includes a list of transportation projects to be implemented over the next 10+ years.
- **Grant Funding** has successfully supported numerous transportation projects, particularly for active transportation, including the 6th Street Active Transportation Bridge, 5th Street and 17th Street bike lanes, and the Dingwall Steps, among others.
- **Canadian Community Building Fund** (formerly the Gas Tax fund) transfers federal revenues to municipalities to support infrastructure development, including transportation.
- **Frontage Improvements** require private developers to enhance transportation facilities adjacent to the developed property, including sidewalks, bicycle lanes, and transit stops, or other infrastructure as negotiated with the owner.
- **General Revenue** from property taxes also significantly contributes to transportation investment where other sources do not adequately cover costs.

Courtenay's ongoing operations and maintenance of transportation networks are equally important to ensure these assets continue to function as intended. In 2025, Courtenay's Financial Plan included over \$4.5 million for transportation and roads operations. This does not include other services which contribute to the overall transportation network and supporting amenities such as Parks and Recreation.

5.0 Best Practices + Emerging Trends

Understanding best practices and emerging trends is important to support the development of the Strategic Transportation Plan. By looking forward and seeking to align Courtenay's vision for transportation with successful approaches and new opportunities, the STP can more appropriately serve the city's evolving needs over the life of the plan.

Best practices and emerging trends are organized by mode in this section. This is not a comprehensive list of all possible outcomes and directions and instead focuses on select approaches that align with Courtenay's context, challenges, and overarching objectives.



5.1 Walking

Accessibility for All Ages and Abilities

Best practice in accessibility is to follow universal design principles – to include everyone in the built environment by making designs equitable, flexible, and simple to navigate. Universal design covers people of all ages and abilities, with a focus on those people facing accessibility challenges across the transportation network. This includes people with reduced mobility, vision, hearing, strength, dexterity, and comprehension. Accessibility is important in Courtenay due to its larger senior population and areas of steep topography.

The B.C. Active Transportation Design Guide lays out a universal accessibility design toolkit to improve pedestrian infrastructure and broader transportation networks in Courtenay, including:³

- Ensuring surfaces are smooth, firm, slip-resistant, free of tripping hazards, and well maintained year-round;
- Accessible curb ramps;
- Frequent resting spots, especially on hills;
- Detectable warning surfaces;
- Audible pedestrian signals;
- Pedestrian scale lighting; and
- Intuitive wayfinding.



³ <https://www2.gov.bc.ca/gov/content/transportation/transportation-infrastructure/engineering-standards-guidelines/traffic-engineering-safety/active-transportation-design-guide>

Safety and Crossing Improvements

Pedestrian safety includes addressing personal safety (e.g., sightlines, lighting) and traffic safety (separation from motor vehicles, reduced speeds and volumes). Traffic calming and diversion are important tools and include vertical deflection (speed humps/tables/cushions, raised crossings and intersections), horizontal deflection (curb extensions, traffic circles, and chicanes), and volume management tools (full/directional closures, intersection channelization, etc.).

Safe intersection design principles include minimizing conflict between users, reducing speed at conflict points, ensuring clear sightlines, and making intersections as compact as possible. Specific best practices include providing pedestrian countdown timers (including leading pedestrian intervals), adding curb extensions and median refuge islands to reduce crossing distances, and enhancing crosswalks with additional pavement markings and flashing beacons where warranted.



Pedestrianizing the Public Realm

Streets are a critical component of a community's public realm and can offer spaces for people to socialize, recreate, shop and work. Places to rest, especially for an ageing population, and street trees to provide shade are important to facilitate walking for all ages and abilities. The Pedestrian Through Zone should be separated from the street with a buffer zone. The Pedestrian Through Zone should have a constrained width of at least 1.8 metres, which allows two people using mobility devices to pass one another. In areas of high pedestrian activity, the desired sidewalk width is 2 metres or greater. This gives space for people to comfortably walk at different paces, supporting higher volumes and a broader range of users.

Topography

Basic best practice strategies for mitigating the effects of steep topography include maintenance, providing rest areas, adding switchbacks, and providing accessible ramps and railings. Integrating the pedestrian and transit networks could also help to lessen the impact of steep topography and increase accessibility, as those with reduced mobility could use transit to avoid the steepest slopes.

Tactical Urbanism Projects

Tactical urbanism is a set of tools and techniques that can be used to pilot low-cost, quick-build improvements to streets, which can greatly enhance the pedestrian realm. Projects can last for hours, days, or weeks, and some become permanent. Cities across the world have implemented tactical urbanism pilot projects such as creating temporary curb extensions, parklets, and even full street closures. During the COVID-19 pandemic, temporary road space reallocation became more common, as cities across the world repurposed parking and traffic lanes to create wider sidewalks and safe spaces for pedestrians to walk and queue outside of businesses.

Safe and Active Routes to School

Safe routes to school programs encourage sustainable school transportation by planning for the six E's (engineering, education, encouragement, enforcement, evaluation and equity) to improve safety for all road users around schools – especially children and families. They can also be used to test innovative tactical urbanism tools such as temporary street closures. The City of Courtenay are currently developing School Travel Plans with numerous schools in the community in partnership with Comox Valley Schools to help guide investment in these areas.⁴



⁴ <https://www.courtenay.ca/safe-and-active-school>

5.2 Cycling + Rolling

All Ages and Abilities Network

A complete and connected network of All Ages and Abilities (AAA) bicycle facilities is crucial to significantly increasing cycling mode share. Focusing on creating a safe, comfortable, connected, and convenient network of bicycle facilities can see significant gains in ridership and encourages more diverse cyclists. Physically separated facilities are required on corridors with high traffic volumes, while neighbourhood bikeways can serve quieter streets. Intersection treatments such as cross-rides, bicycle signals, and protected intersections can make a huge difference in improving the safety and comfort of a bicycle facility. Cities across Europe have demonstrated the benefits of AAA infrastructure, while Vancouver, Victoria, and other North American cities have started realizing cycling gains from improving the safety and comfort of their bicycle networks.

Rapid Implementation Strategies

Pilot projects are an effective way to reduce the implementation time of cycling facilities, especially on-street protected bicycle lanes, and can help build support for changes to the street design. Rapid implementation at a network level is more effective in increasing ridership than building higher-cost projects in isolation and can typically be achieved within the existing right-of-way. The District of Saanich and cities in Metro Vancouver have had success in using rapid implementation to expand their AAA bicycle networks. To help guide this type of cycling infrastructure development, Translink produced a Rapid Implementation Design Guide that has relevant guidance for communities across B.C.⁵

⁵ https://www.translink.ca/-/media/translink/documents/cycling/regional-cycling-strategy/rapid_implementation_design_guide_for_bikeways_in_metro_vancouver.pdf

Electric Bicycles

The rapid growth in electric bicycles (e-bikes) for personal transportation and goods movement is a significant opportunity for active transportation. Deloitte predicts that over 130 million e-bikes will be sold by 2030, and the growth is outpacing electric cars⁶, or in some countries, pedal bicycles.⁷ E-bikes can extend the range of a cycling trip, help to navigate topography, and support people with reduced mobility to enjoy cycling, including seniors and older adults. Planning for e-bikes includes providing access to charging and designing bicycle infrastructure to be wide enough to include passing. The Province of B.C. provided a rebate for e-bike purchases to support uptake, a total of \$6.5 million, with results showing that people who received a rebate reduced their travel costs and GHG emissions, and more physical activity after their e-bike purchase.⁸

End-of-Trip Facilities

Bicycle parking and other end-of-trip facilities (e.g., showers, lockers, and repair stands) help to make cycling more attractive and convenient. Both short-term (bicycle racks) and long-term (bicycle lockers, cages, and parkades) are important in making cycling a feasible everyday mode of transportation. Bicycle parking design should consider a range of bicycle shapes and sizes, including cargo bikes and bicycles with trailers. Bicycle racks can be branded and designed to enhance the streetscape, as long they remain fully functional. The B.C. Active Transportation Design Guide recommends that at least 50% of long-term and 10% of short-term bicycle parking be designed to accommodate e-bikes by providing an electrical outlet. The BC Active Transportation Design Guide provides a full overview of end-of-trip facilities.

⁶ https://www2.deloitte.com/content/dam/insights/us/articles/722835_tmt-predictions-2020/DI_TMT-Prediction-2020.pdf

⁷ <https://www.cyclingelectric.com/in-depth/electric-bike-sales-around-the-world-pass-key-milestones>

⁸ <https://news.ubc.ca/2025/09/bc-e-bike-rebates-benefits/>



Micromobility

Micromobility includes bike share and scooter share systems with a variety of ownership and operation models. These systems have grown massively over the past few years, with several systems operating throughout Metro Vancouver and recent expansion to other communities, including Courtenay. Bike and scooter share can make multi-modal transportation more convenient, including connecting to transit. Bike share systems can be docked or dockless and can include e-bikes. Dockless micromobility services provided by private companies can be cheaper to launch than services funded and controlled by municipalities but are vulnerable to market fluctuations, with many examples of abrupt service changes and companies pulling out of markets.

Electric scooters (e-scooters) and other forms of small, one-person electric vehicles are not currently permitted on all roads in B.C., but the City of Courtenay, and numerous other communities, are participating in an extended pilot project to understand how e-scooters can be safely deployed.

5.3 Transit

Transit Optimization

Transit optimization seeks to identify the causes of service delays along existing routes and apply various transit priority measures, infrastructure enhancements, and operational policies to better use existing transit resources by improving speed and reliability. These measures can produce short-term benefits with relatively low capital expenditures. BC Transit identifies transit priority measures in its On-Street Infrastructure Design Guide⁹ that summarizes some of these strategies. Many of the most effective tools are under municipal jurisdiction, many of which are discussed in this section.

Signals

Passive signal priority adjusts signal timing to create a “green wave” for transit, while transit-signal priority involves a set of tools and systems that can detect transit vehicles and modify signals to prioritize transit movements.

Transit Stops and Curb Management

Curb management can help transit by reducing conflicts between buses, parked cars, and other vehicles in bus stops. An example includes converting parking lanes into bus lanes during peak hours or on high frequency transit corridors. Bus bulges, boarding islands, floating bus stops, and improved platform designs and amenities can improve transit operations and safety and accessibility for pedestrians and cyclists.

Street Design

Tools such as queue jumps, turn/movement restrictions, and dedicated transit lanes help to prioritize transit along a corridor and at intersections.

⁹ <https://www.bctransit.com/wp-content/uploads/2024/10/BCT-Infrastructure-Design-Guide-2024.pdf>

On-Demand Transit

On-demand transit customers can book transit trips on-demand either online or by phone, like ride hailing. This can increase the flexibility and coverage of transit services, and can supplement or replace fixed route service, especially in areas like suburbs that are hard to serve with traditional transit or during off-peak or nighttime service hours. Examples of on-demand transit systems include a recently established service in the Crawford neighbourhood of Kelowna, Calgary, and Edmonton.

Multi-Modal Integration

Enhancing active transportation facilities and ensuring comfortable connections to transit stops can enhance the transit experience and make transit more accessible. Improved sidewalks, bicycle facilities, and adding micromobility systems near transit stops can help resolve the ‘first- and last-mile’ problem of accessing transit. Multi-modal transportation hubs can also provide bicycle parking and other end-of-trip amenities.



5.4 Streets

Complete Streets

Complete Streets are a best practice design intended to move people, not just cars. They are designed and operated to enable safe and comfortable use for all, regardless of age or ability. They recognize that streets have different roles, functions, and characteristics depending on their context. Through attractive design, enhanced safety, and multi-modal infrastructure, streets can be transformed into spaces that:

- Increase safety;
- Encourage diverse transportation modes
- Promote a more active lifestyle;
- Decrease carbon dioxide emissions;
- Encourage a sense of community; and
- Support local businesses.

Vision Zero

Vulnerable road users, such as people walking and cycling, are disproportionately killed and injured by traffic collisions and need special consideration when designing streets. Governments around the world have implemented Vision Zero strategies, which aim to prioritize human health and safety by eliminating all traffic-related fatalities and serious injuries. Vision Zero is grounded in the Safe Systems Approach, which integrates the principles of Safer People, Safer Vehicles, Safer Speeds, Safer Roads, and Post-Crash Care to provide a comprehensive perspective on road safety, as shown in **Figure 3**.

Reducing motor vehicle speeds and volumes is the most effective way to improve road safety for all road users.



Figure 3. Safe Systems Approach Principles (USDOT)

Street and intersection improvements (e.g., traffic calming, AAA cycling infrastructure, leading pedestrian intervals (LPIs), enhanced crosswalks, curb extensions) are also important Vision Zero tools.

Successful Vision Zero programs use all available data sources (e.g., ICBC, hospitalization data, police reports, etc.), build strong partnerships with related interest holders, and include bold, actionable implementation plans. In Helsinki, implementing Vision Zero, particularly reduced vehicle speed limits, resulted in no recorded traffic fatalities in 2024.¹⁰

Road Space Reallocation

Road space reallocation considers the need to rebalance the road space currently allocated or emphasized for one user group towards other users to improve access and/or mobility along a corridor. This can include converting one or more parking or driving lanes into bicycle lanes, transit and/or short-term curb uses, wider sidewalks, or parklets. It can also involve creating turning lanes, dynamic curbside spaces, and converting entire streets to shared streets or pedestrian-only spaces. Examples include King Street in Toronto (converted to transit priority), and Elgin Street in Ottawa (redesigned as a complete street). There are numerous examples of pedestrianized corridors or downtowns and shared streets, which are other typical applications for road space reallocation.

Green Infrastructure

Sensitively incorporating green elements within road rights-of-way are an important part of comfortable, resilient, and beautiful streets. This includes street trees, bioswales, and other forms of landscaping that provide shade, help manage stormwater, and contribute to natural ecosystems in urban areas, while enhancing streets as public spaces. Appropriate space must be allocated to green infrastructure to ensure they have sufficient soil, surface area, or infiltration to help plants thrive and to achieve benefits of natural elements.

¹⁰ <https://www.politico.eu/article/helsinki-no-traffic-death-roads-eu-accident-finland-driving-transport/>

Goods Movement and Cyclogistics

Optimizing goods movement routes and deliveries can create more efficient street networks. Cities have implemented a variety of measures, such as time restricted or off-peak loading, which could help relieve congestion on busy commercial streets. Right-sizing delivery vehicles by using smaller, more nimble delivery vehicles can lower greenhouse gas emissions and make loading easier, while also adapting to growing demand for meal delivery, e-commerce, and other emerging curbside uses.

Cyclogistics integrates bicycles into the goods movement network. It is well established in Europe, with a growing presence in North America. Vancouver-based Shift Delivery uses electric cargo bikes, while on-demand courier services such as Door Dash and Uber Eats use both bicycles and motor vehicles. Electric cargo bikes spend much less time looking for parking than trucks and require smaller spaces, which could free up some on-street parking to be reallocated to other uses. Cyclogistics tend to be most successful in dense urban areas where there is a high need for deliveries within a relatively compact area. As Courtenay continues to grow and intensify, this emerging approach to urban delivery should become more common.

Parking Management

Modern approaches to public parking management include consideration for both off-street and on-street parking and balancing broader needs for curb space. Pay parking systems are typically implemented in commercial and mixed-use areas in which demand for parking is high. On-street parking is typically priced higher to encourage turnover, whereas off-street parking is typically priced lower to support longer stays.

Proactively managing on-street parking can help balance the needs of residents, employees, and other users to access on-street parking, particularly in areas where off-street parking is limited, or major commercial, institutional, or employment uses nearby may create high parking demand during peak hours.

Goods Movement

The speed and reliability of trucks are essential components of a goods movement network and broader economic development priorities. The interface of truck routes with corridors intended for active transportation and smaller vehicles must be carefully designed to prioritize the safety of vulnerable road users. To support safety and reduce delay times, the number of at-grade interfaces should be limited across the broader goods movement network. The industry is also working to electrify the truck fleet which will require specific high-capacity charging stations, and increase the weight of commercial vehicles, which could change needs related to charging infrastructure and road maintenance.



6.0 Summary

This report sets out a baseline understanding of Courtenay's population, land use, and transportation networks to inform the Strategic Transportation Plan process. Building on where we are today will help make the STP realistic and tailored to Courtenay's needs, while capturing the City's broader vision for its growth and development.

Listed below are several overarching themes that will be crucial to the Strategic Transportation Plan. These themes, organized into issues and opportunities, have emerged from the background analysis, and including various multi-modal, governance-related, or location-specific topics. Moving forward, these issues and opportunities will be explored in upcoming technical analysis and engagement with the public, partners, and interest holders to set the direction for the STP.

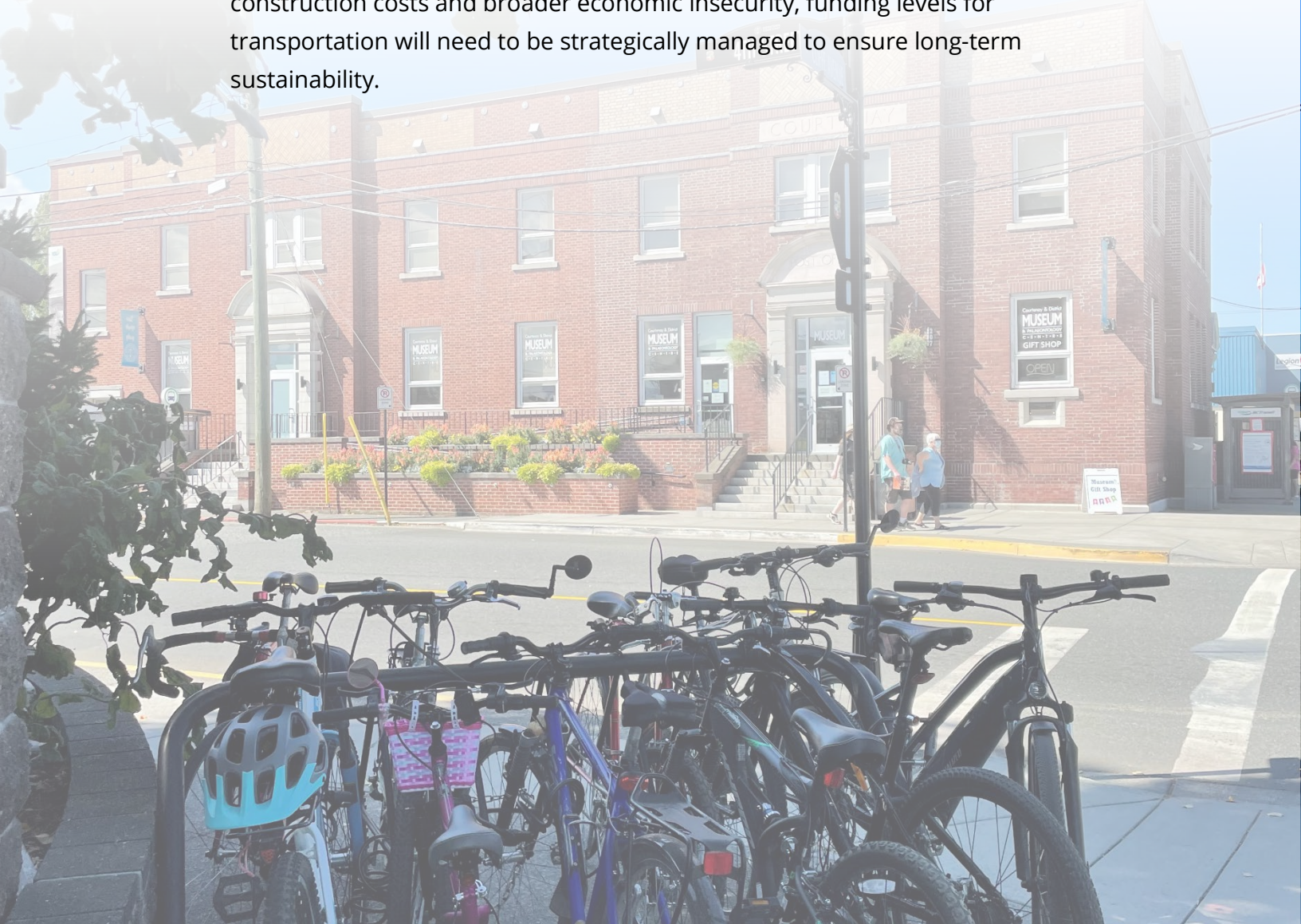
6.1 Issues

The City of Courtenay is faced with a variety of key challenges to its transportation networks. These issues relate to many of the city's inherent barriers, such as natural features, but are also connected to how existing transportation networks have been developed and how Courtenay has grown and changed over time. The list of key issues could change as more input is collected from the public and interest holders.

- **Presence of Provincial Highways** – The network of provincial highways in Courtenay, including Highway 19A / Cliffe Avenue and Ryan Road, and Comox Valley Parkway, are crucial to the city's transportation system. Since the City does not have jurisdiction over these high traffic volume, region-serving corridors, integrating provincial highways with broader transportation priorities can be challenging. Continuing collaboration with MOTT will be crucial to ensure that future changes to these roads align with the Strategic Transportation Plan.

- **River Crossings** – The three existing bridges across the Courtenay and Puntledge Rivers are key pinch points in Courtenay's, and the region's, transportation system. Limited capacity on these crossings contributes to congestion for motor vehicles moving between East and West Courtenay and to different parts of the Comox Valley and beyond. New or expanded crossings will be considered in the STP to help alleviate concerns and meet different needs.
- **Road Safety** – Like many communities, road safety challenges are prevalent across Courtenay's transportation networks, particularly on corridors with high speed and volume traffic. Current conditions affect the safety of all users, but active transportation users are more likely to be injured or killed when involved in a collision.
- **Local + Regional Growth** – Courtenay and the Comox Valley region are experiencing strong population growth, which is projected to continue for years to come as new housing development and land use intensification occur. With more people in the city and adjacent communities, demand on Courtenay's transportation networks will also grow with the many key destinations in the City and as a regional transportation hub.
- **Balancing Needs from New Development** – Courtenay's Official Community Plan allows for higher density residential and mixed-use development to meet local land use needs and respond to provincial legislative changes for Small-Scale Multi-Unit (SSMUH) housing. As this growth occurs, both City- and developer-led investments will be required in transportation networks to meet the needs of new residents, employees, and visitors.
- **Existing Development Patterns** – Many existing or planned subdivisions are relatively low-density without a grid network, which creates challenges for efficient network development across all modes. This means that there is generally limited user density, fewer direct routes or corridors, and some developed areas that are disconnected from the rest of Courtenay.

- **Boundary Expansion** – Within the Regional Growth Strategy several areas are identified as potential expansion municipal expansion areas for the City of Courtenay. This includes Royston, already a significant population centre, and numerous other low-density residential areas in the CVRD’s electoral areas. Efficiently expanding services to these areas and incorporating existing transportation infrastructure will be crucial to integrating an expanded municipality with key mobility objectives.
- **Investment Constraints** – Like other communities, the City of Courtenay must meet diverse needs for infrastructure, programs, and services. With escalating construction costs and broader economic insecurity, funding levels for transportation will need to be strategically managed to ensure long-term sustainability.



6.2 Opportunities

In response to many of the challenges identified above, opportunities to enhance and adapt Courtenay's transportation networks to address key issues and be proactive in planning for future mobility needs. The high-level opportunities shown here will be further explored through engagement and technical analysis for the STP to understand where and when each could be actioned.

- **Transit Service Enhancement** – Courtenay and its regional partners are already investing in new transit infrastructure and improved service, by developing new transit exchanges and working towards the vision of the Transit Future Plan. Municipal investments in transit-priority infrastructure to improve service frequency and reliability will continue to support shifting vehicle trips to transit.
- **Cycling Network Development** – As Courtenay's cycling infrastructure continues to grow, residents and visitors will be able to see the benefits of an interconnected network of high-quality cycling facilities. A robust network will allow cyclists of all comfort levels to reach their desired destinations without riding in unsafe, uncomfortable, or inconvenient routes.
- **Population and Employment Density** – Growth in the city is both a challenge and opportunity, as previously discussed. By creating opportunities for higher density residential, commercial, and institutional development, more people will live close to transit, cycling, and pedestrian networks, allowing these investments to be well used and supporting transit service through increased fare collection.
- **Transportation Equity** – By investing in multi-modal transportation improvements, the City can help to build mobility options that are affordable and accessible to broad segments of Courtenay's diverse population, serving vulnerable and underserved populations.
- **Island Rail Corridor** – The Island Rail Corridor (IRC) connects to the heart of Courtenay. While the City already uses part of the corridor for the Rotary Trail, further opportunities to enhance the IRC as a mobility corridor could be explored. This could include future rail service, enhancing active transportation uses, or

various other options currently being explored through the visioning process in collaboration with the CVRD and K'ómoks First Nation. Many outcomes also depend on decisions made on the IRC's future elsewhere on Vancouver Island.

- **Transportation Technologies** – Various existing and emerging transportation technologies can support the goals of the STP. This includes digital or contact-less payment for transit fares, real-time transit data, car and micromobility share booking, real-time parking occupancy, improving corridor efficiency, and many other applications. As such, the City can leverage technology to create more opportunities for transportation options and optimize transportation networks to improve access. However, a balanced approach is required to not introduce new barriers for people with limited digital literacy or resources to afford digital devices.
- **Regional Collaboration** – Working closely with K'ómoks First Nation, Village of Cumberland, Town of Comox, and CVRD will support integrated transportation decision-making to address regional challenges that affect all these communities. By aligning priorities across the region, major transportation projects can be well-positioned for provincial and federal funding opportunities.
- **Future Possibilities from Connecting Courtenay** – The existing TMP presented several “big ideas” for new or improved roads and additional bridge crossings that would represent significant changes to the transportation network in the long-term. These ideas will be re-examined through the STP process, where valuable to consider some of these transformational projects.
- **Ongoing Projects** – Current transportation investments are already addressing some key barriers in Courtenay's transportation system. For example, the 6th Street active transportation bridge will greatly improve walking, rolling, and cycling connections between East and West Courtenay. Other active transportation and transit projects have already undergone extensive study and design work that will soon be actioned by the City.



Let's move, Courtenay

STRATEGIC TRANSPORTATION PLAN



PHASES 1-3 ENGAGEMENT

What We Learned

April 2026



The City of Courtenay respectfully acknowledges that the lands to which the Strategic Transportation Plan apply are on the unceded territory of the K'ómoks First Nation, the traditional keepers of this land.

Why Do We Make Land Acknowledgments?

Acknowledging human relationships to place is an ancient Indigenous practice that continues today. In the spirit of reconciliation, the City of Courtenay makes this land acknowledgment to raise awareness of ongoing Indigenous presence and land rights in the territory that includes and encompasses Courtenay. It invites us – a settler government – to reflect on how we might be perpetuating colonial processes that are ongoing and from which we have benefited, as well as the changes we will make to honour the Indigenous peoples and their lands that we inhabit.

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1.0 Introduction

The City of Courtenay is currently in the process of updating its Strategic Transportation Plan (STP). The Strategic Transportation Plan is a long-term strategy that will support developing safe, connected, and efficient multi-modal transportation options. It is a road map for the community to establish our vision for improved and expanded mobility, while also guiding the City, its partners, and the development community on actions and priorities for investment in our transportation networks. It aims to effectively and efficiently address emerging challenges and support a thriving community over the next 25 years, with priorities to guide implementation over the next decade.

Community engagement is a key part of the STP update, with public input helping shape the plan's direction and outcomes. Engagement activities are most intensive in Phases 1–3 (shown below), while Phases 4–5 focus on refining actions, conducting additional engagement, and developing the implementation plan. The next pages show what we heard and learned from people during these engagement phases, which occurred between December 1, 2025, and February 28, 2026.



2.0 Approach to Engagement

The engagement approach offered community members and partner agencies several ways to participate and share their perspectives. This included in-person focus groups and open houses, online surveys and maps, and one-on-one conversations to ensure broad and inclusive participation.

2.1 Intersecting City Initiatives

Alongside the STP update, the City has been working on several other initiatives with engagement components. Feedback from these initiatives complements the STP engagement and provides additional insights to inform the plan. Most notably, the Downtown Vitalization Local Area Plan (DVLAP) and the Safe and Active Schools Program link directly to transportation and how members of the community move around the City.



2.2 Project Branding

To help residents recognize and connect with the project, a project brand was developed featuring the tagline **“Let’s Move, Courtenay”** and a supporting logo. This branding was used across all engagement materials to create a consistent look and feel.



2.3 How We Informed

Project information was shared through clear, accessible materials and online tools to help people understand the purpose of the update and ways to participate. This included a project-specific webpage that was used for posting updates online, providing background information at events, and linking people to the survey and interactive map.

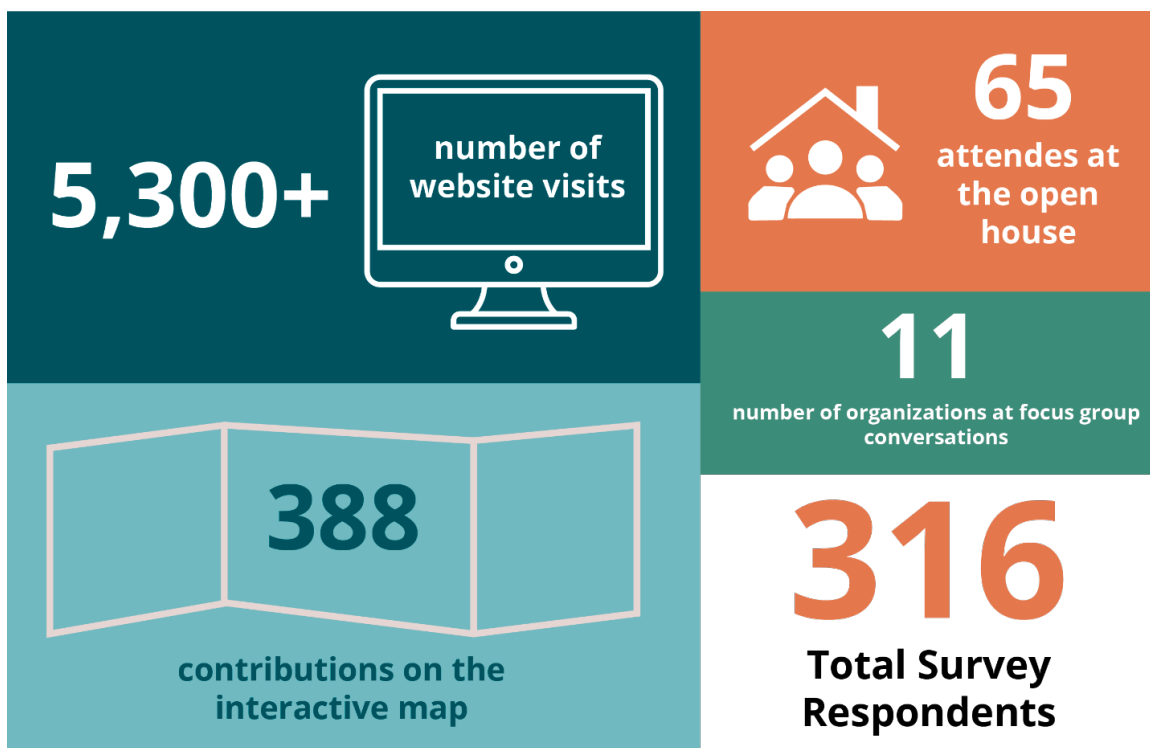
2.4 How We Engaged

To have in-depth conversations and learn about barriers and opportunities, a variety of engagement opportunities were hosted to bring together different groups within the community.

| | | |
|------------------------------|---|---|
| Agency One-on-ones | 9 | <ul style="list-style-type: none"> Targeted discussions with external agencies to understand technical needs, partnership considerations, and shared priorities. |
| Interest Holder Focus Groups | 3 | <ul style="list-style-type: none"> Small group discussions that allowed for deeper conversations on key topics. |
| Open House | 1 | <ul style="list-style-type: none"> An in-person event where residents could learn about the project, ask questions, and share feedback. |
| Online Survey | 1 | <ul style="list-style-type: none"> A community-wide survey that gathered input on barriers, opportunities |





Key themes and comments are summarized in **Section 4.0** of this report.

3.0 Engagement at a Glance




KEY TAKEAWAYS

TRANSPORTATION MODE PRIORITIES (RANKED BY SURVEY RESPONDENTS):

| | | |
|---|---|---|
| <p>#1 WALKING</p>  | <p>Popular and some great pathways exist, but are limited by gaps in the sidewalk and trail networks and travel distances for pedestrians.</p> | |
| <p>#2 TRANSIT</p>  | <p>Low satisfaction, but high potential if service improves, including investing in transit frequency and efficiency and expanding service to different areas of Courtenay.</p> | <p>Online survey insight: Transit was ranked lowest when asked “which form of transportation do you feel is most efficient.”</p> |
| <p>#3 CYCLING</p>  | <p>Efficient to avoid congestion but unsafe without separation, reflecting a desire to see a safe and connected cycling network developed city-wide.</p> | |
| <p>#4 DRIVING</p>  | <p>Performs best, but congestion and driver behaviour are concerns across the community. Limited by jurisdictional overlap on key corridors.</p> <p>CURRENT BIG PICTURE: A car oriented system shapes all travel choices, with people seeking reasonable alternatives.</p> | <p>Online survey insight: Driving was ranked highest when asked “which form of transportation are you most satisfied with.”</p> |

COMMUNITY PRIORITY

| | | |
|---|--|---|
| <p>ROAD SAFETY</p>  | <p>Widespread desire to address road safety challenges within the transportation network by focusing on integrated, multi-modal solutions.</p> | <p>Online survey insight: When asked “which of the following transportation outcomes are most important to you?” number 1 was road safety.</p> |
|---|--|---|

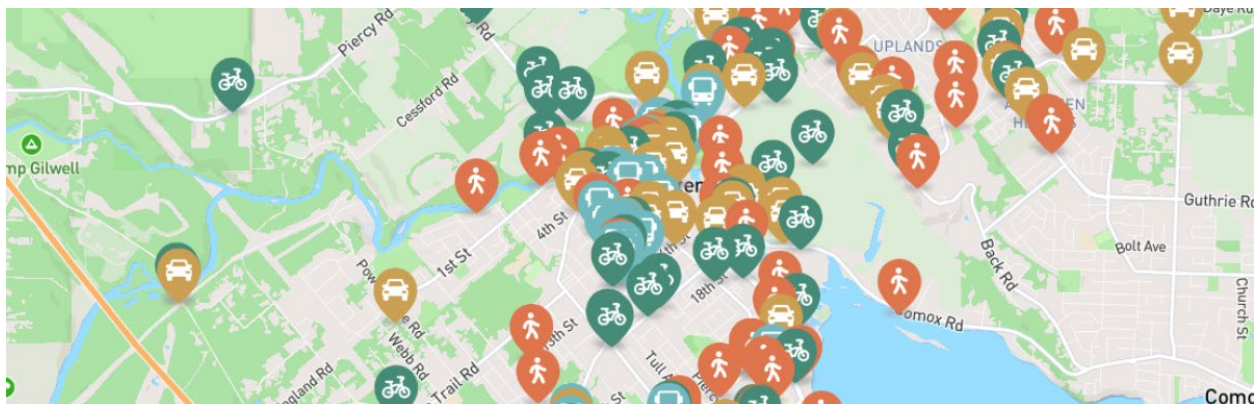
4.0 What We Learned

Engagement focused on visioning. In these conversations, people talked about what's working, what's getting in the way, and where there are opportunities to improve transportation in Courtenay.

4.1 Interactive Map

Locations the Community Is Talking About

Throughout the first phase of engagement, an interactive map was available on the Engage Comox Valley Webpage. The map allowed participants to add pins in locations where they would like to see improvements and see opportunities in the existing network. They could add pins to specific locations and tag the mode of transportation: Transit, Cycling, Pedestrian, and Road.



The map received over 1,000 contributions. The following map displays the “hot spots” or areas of Courtenay that received the most attention. The more contributions on the map the “denser” the engagement results.

- Interactive Mapping Results – Filtered: Comments were combined, and high-density areas were moderated to avoid overshadowing other locations that also received feedback.
- Interactive Mapping Results – Cycling: Only comments related to cycling.
- Interactive Mapping Results – Road: Only comments related to driving.
- Interactive Mapping Results – Transit: Only comments related to transit.
- Interactive Mapping Results – Walking: Only comments related to walking.



Interactive Mapping Results - Filtered



Community Destinations

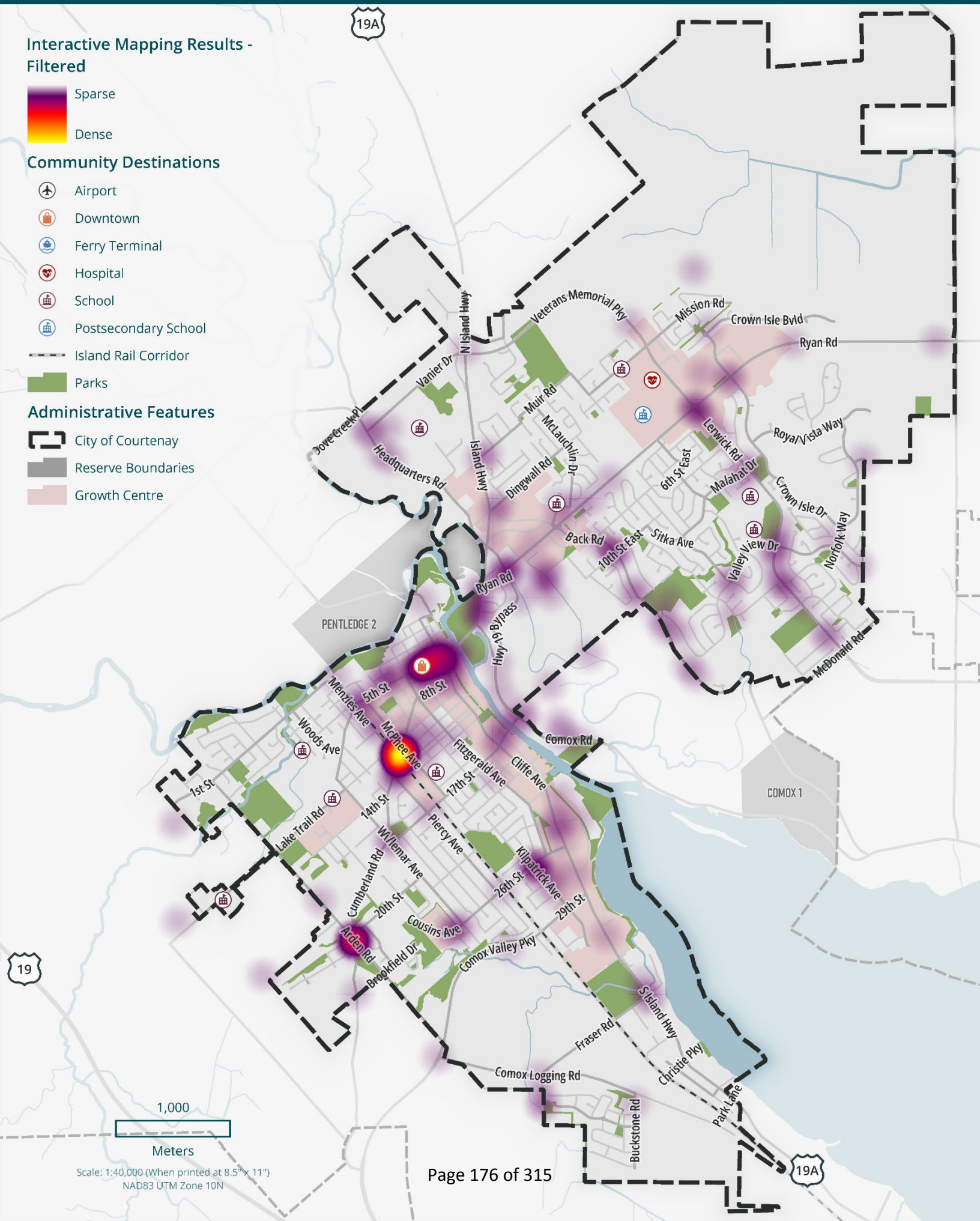
- Airport
- Downtown
- Ferry Terminal
- Hospital
- School
- Postsecondary School

Island Rail Corridor

Parks

Administrative Features

- City of Courtenay
- Reserve Boundaries
- Growth Centre



1,000

Meters

Scale: 1:40,000 (When printed at 8.5" x 11")
NAD83 UTM Zone 10N





Interactive Mapping Results - Cycling



Community Destinations

- Airport
- Downtown
- Ferry Terminal
- Hospital
- School
- Postsecondary School

Island Rail Corridor

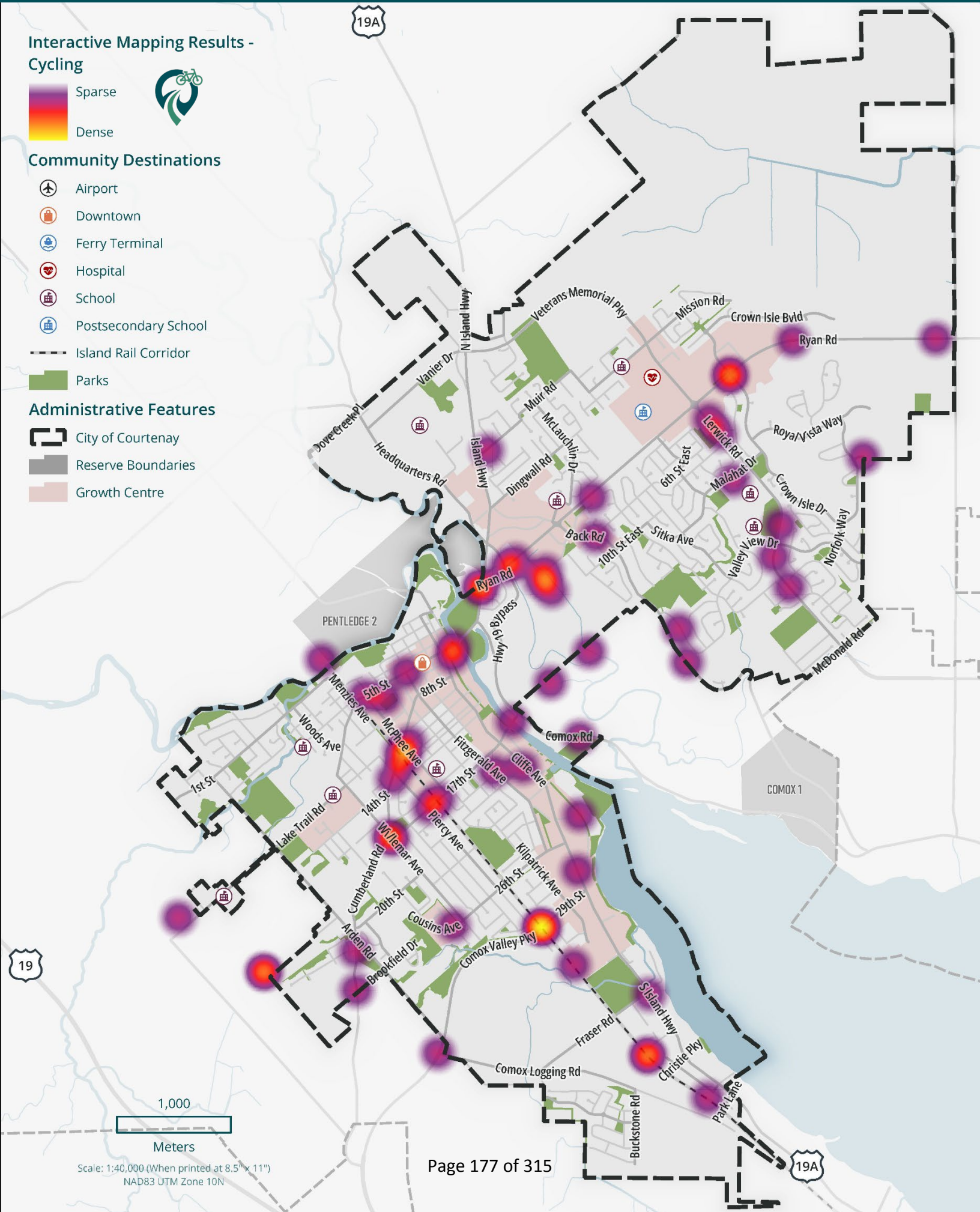
Parks

Administrative Features

City of Courtenay

Reserve Boundaries

Growth Centre



1,000

Meters

Scale: 1:40,000 (When printed at 8.5" x 11")
NAD83 UTM Zone 10N





Interactive Mapping Results - Road

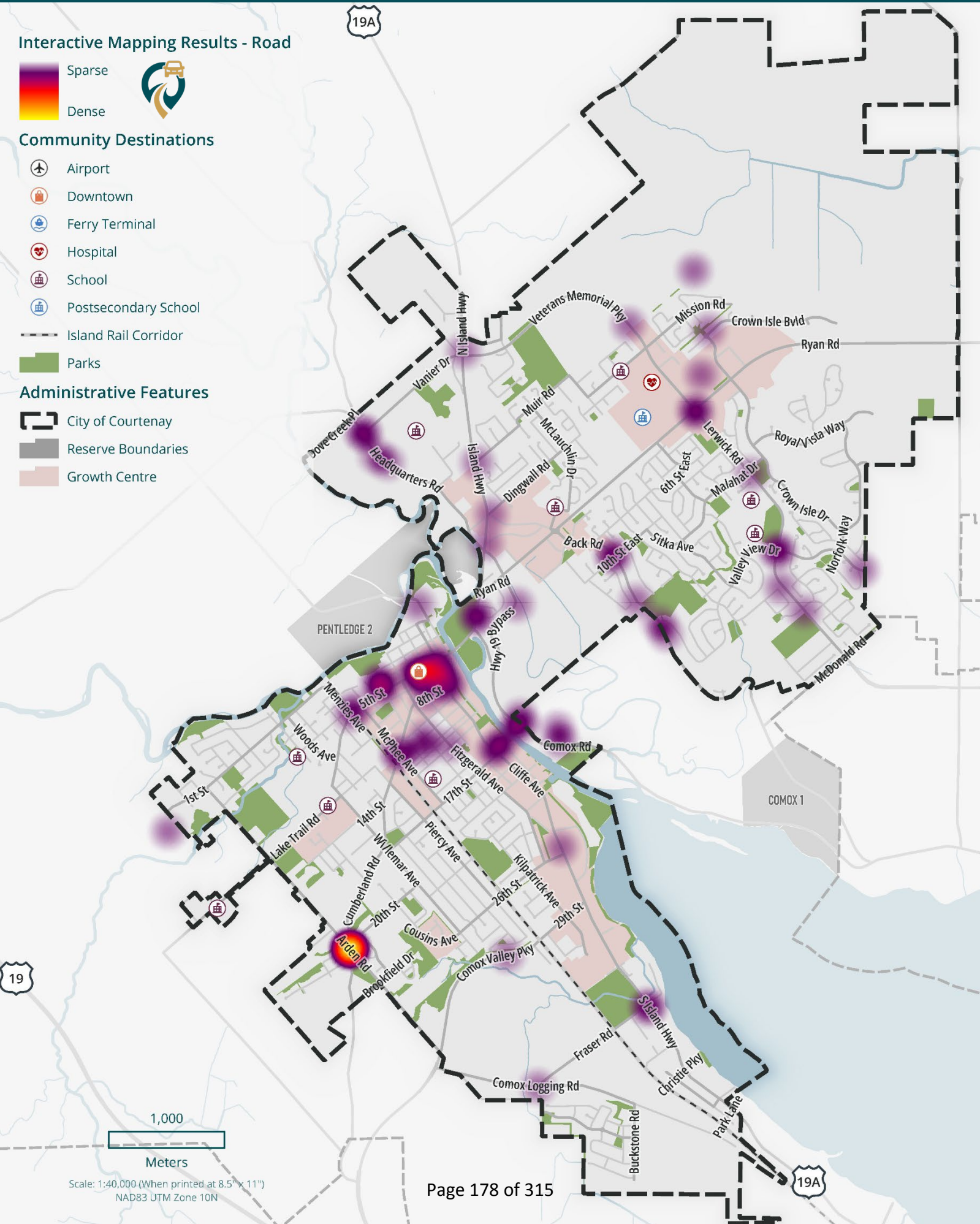


Community Destinations

- Airport
- Downtown
- Ferry Terminal
- Hospital
- School
- Postsecondary School
- Island Rail Corridor
- Parks

Administrative Features

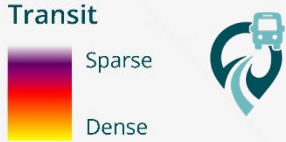
- City of Courtenay
- Reserve Boundaries
- Growth Centre



Scale: 1:40,000 (When printed at 8.5" x 11")
NAD83 UTM Zone 10N



Interactive Mapping Results - Transit

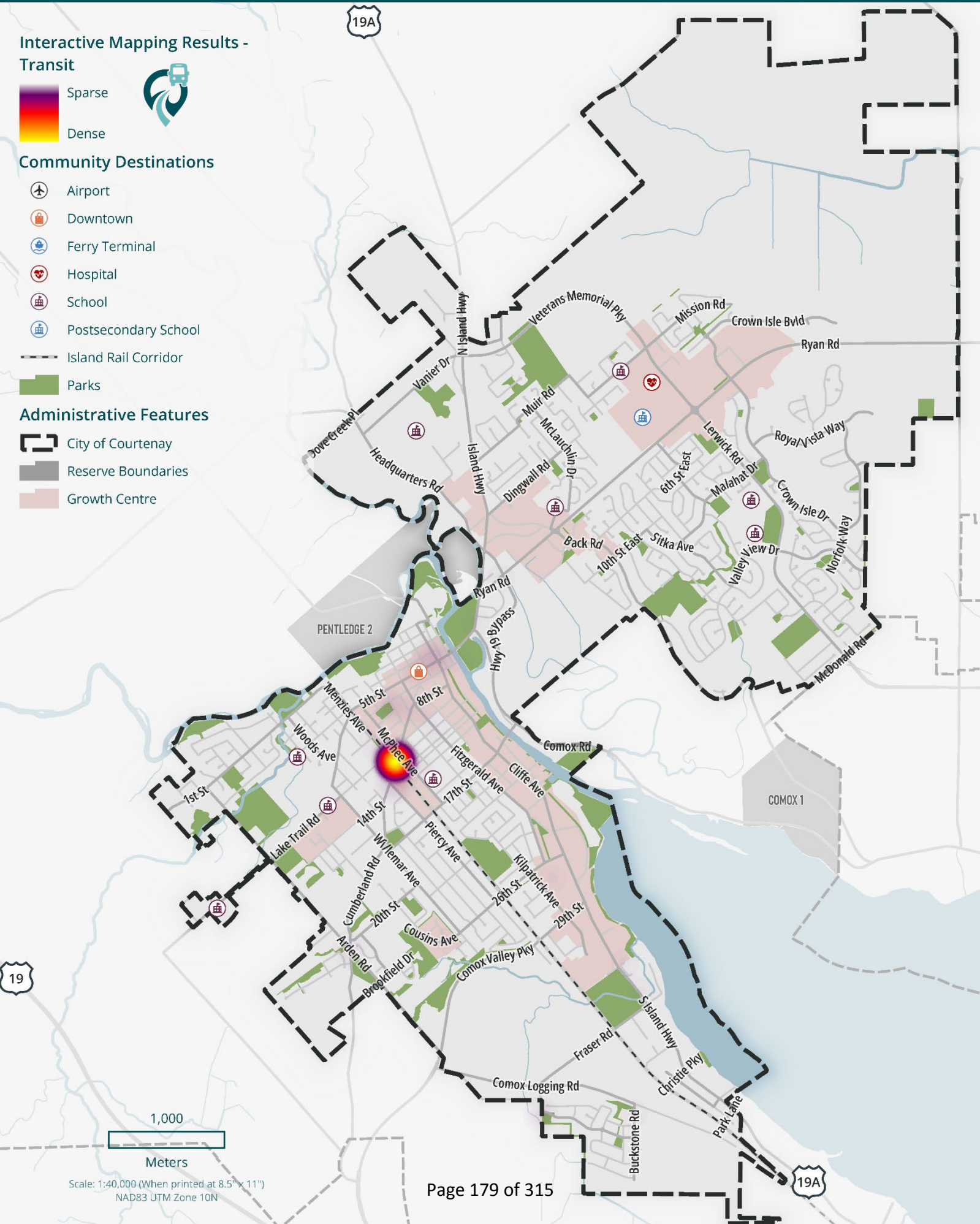


Community Destinations

- Airport
- Downtown
- Ferry Terminal
- Hospital
- School
- Postsecondary School
- Island Rail Corridor
- Parks

Administrative Features

- City of Courtenay
- Reserve Boundaries
- Growth Centre



Scale: 1:40,000 (When printed at 8.5" x 11")
NAD83 UTM Zone 10N



Interactive Mapping Results - Walking

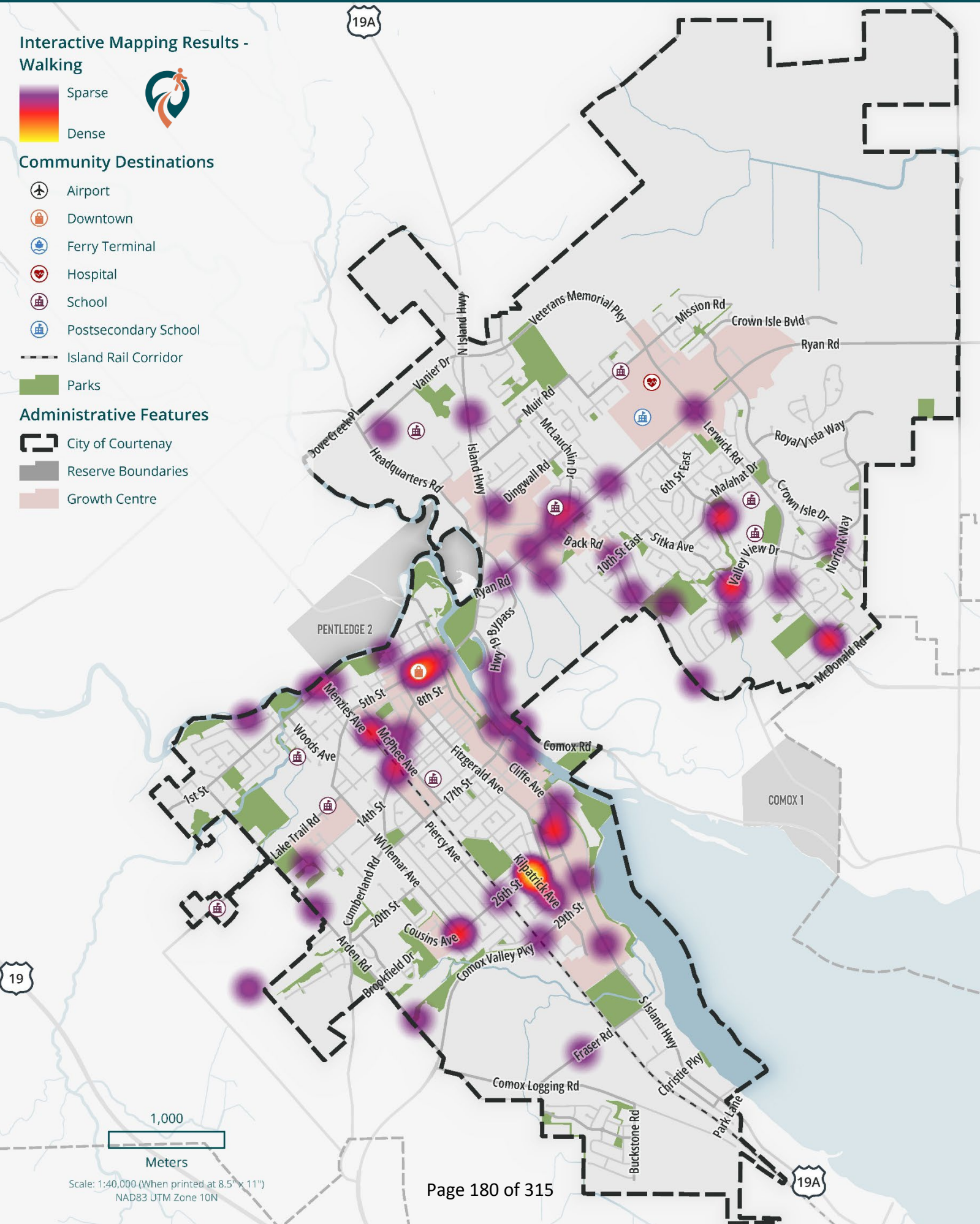


Community Destinations

- Airport
- Downtown
- Ferry Terminal
- Hospital
- School
- Postsecondary School
- Island Rail Corridor
- Parks

Administrative Features

- City of Courtenay
- Reserve Boundaries
- Growth Centre



1,000



Meters

Scale: 1:40,000 (When printed at 8.5" x 11")
NAD83 UTM Zone 10N

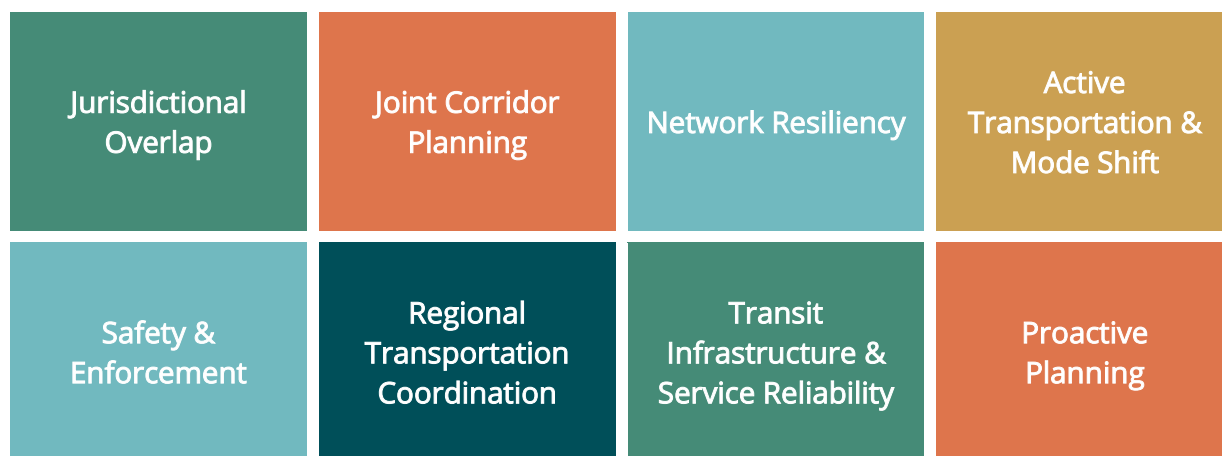


4.2 Agency One-On-Ones

Throughout the winter, several meetings were held with organizations to discuss transportation in Courtenay. Conversations ranged from 15 to 60 minutes. All were held virtually via MS Teams videoconference.

The engaged organizations and main themes are summarized below.

| Organization | |
|---|--------------------------------------|
| Insurance Corporation of B.C. (ICBC) | Village of Cumberland |
| Ministry of Transportation & Transit (MOTT) | North Island Hospital (Comox Valley) |
| Town of Comox | CFB Comox |
| BC Transit / Comox Valley Regional District | RCMP |
| Comox Valley Farmers Institute | |



- Jurisdictional Overlap** – Multiple agencies oversee different routes and services in Courtenay resulting in different priorities and available resources. Finding joint priorities and opportunities will provide a foundation for ongoing transportation planning.
- Joint Corridor Planning** – Working collaboratively across agencies to plan for corridor improvements and jurisdictions along key routes that connect between municipalities and to key destinations and employers.



- **Network Resiliency** – Acknowledging that the transportation network in Courtenay lacks redundancy which affects all modes and emergency services, and broader network efficiency.
- **Active Transportation + Mode Shift** – There is broad interest across among partner agencies to expand opportunities for active transportation, including connections between communities and to key employers, to support common mode shift objectives.
- **Safety & Enforcement** – Improving safety across all modes is a shared priority especially as the region grows, using targeted enforcement where possible.
- **Regional Transportation Coordination** – Shared transportation challenges across the Comox Valley are placing a focus on how governments can better collaborate to find solutions, both in the short- and long-term.
- **Transit Infrastructure + Service Reliability** – Growing transit ridership by improving service reliability through transit-supportive infrastructure and changes to routing, scheduling, or frequency.
- **Proactive Planning** – Partner agencies recognized the need to take a proactive approach to transportation planning to address local and region-wide mobility challenges.

4.3 Interest Holder Focus Groups

Small group discussions were held to explore key topics in more depth. Participants represented a range of local interests, including community service providers, the business community, logistics, construction, and cycling advocacy.

| Organization | |
|--|----------------------------|
| Vancouver Island Health | The Foundry |
| Comox Valley Cycling Coalition | MIKI'SIW Metis Association |
| Downtown Courtenay Business Improvement Area (DCBIA) | L'Arche Comox Valley |
| Comox Valley Chamber of Commerce | Edgett Excavating |
| Comox Valley Airport (YQQ) | |



- **Equity & Accessibility** – Attendees shared how access to transportation (particularly cycling infrastructure and transit) across the community is unequal, particularly between East and West Courtenay. They also shared ideas which included free or incentivized youth transit, on-demand services, ease of access, and safety at all points of the journey.
- **Public Transit Reliability** - Public transit is not currently reliable enough to support employees getting to and from work consistently, serve people travelling outside peak hours, and challenges are being observed with timing alignment between routes (transfers between routes).
- **Safety** – Focus group attendees indicated that along key routes around the community, it is unsafe to be a pedestrian or cyclist and the perceived notion of “them vs us” between cyclists and drivers.
- **Public Understanding** – Attendees also shared that there is uncertainty and concern about how transportation projects are funded. This is contributing to public frustration, particularly when large investments do not lead to visible or practical improvements on the ground.
- **Supportive Amenities** – Attendees discussed how transportation-related amenities can encourage people to shift travel habits by making healthy choices (like walking, cycling, or taking transit) the easiest and most convenient options.

- **Connections to Daily Needs** – The need to plan active transportation and transit routes around supporting people with accessing daily needs around Courtenay.
- **Regional Transportation Coordination** – Similar to the agency conversations, attendees of the focus group also shared transportation challenges across the Comox Valley and emphasized the desire to have a more interconnected regional approach.

4.3.1 Development Community Workshop

Staff presented the Strategic Transportation Plan process to the Comox Valley's development community on February 17th, 2026. Staff encouraged comments around opportunities and barriers to transportation in the community and encouraged participation in the online survey. Coming out of the conversation, the development community asked that ride share be considered for the valley and that regular updates be shared as the plan progresses.

4.4 Open House

The open house, held from 11:00 a.m. to 7:00 p.m. on Friday, January 30th, 2026, provided a full-day opportunity for meaningful engagement, learning, and dialogue. The event featured two scheduled presentations that incorporated interactive polls, allowing participants to share their perspectives in real time. Interactive and educational boards encouraged self-guided exploration, staff and consultants were available to have in-depth, informal conversations with attendees. This mix of structured programming and open interaction created a welcoming environment that supported learning, feedback, and relationship-building throughout the day. In total, 65 people attended the open house.

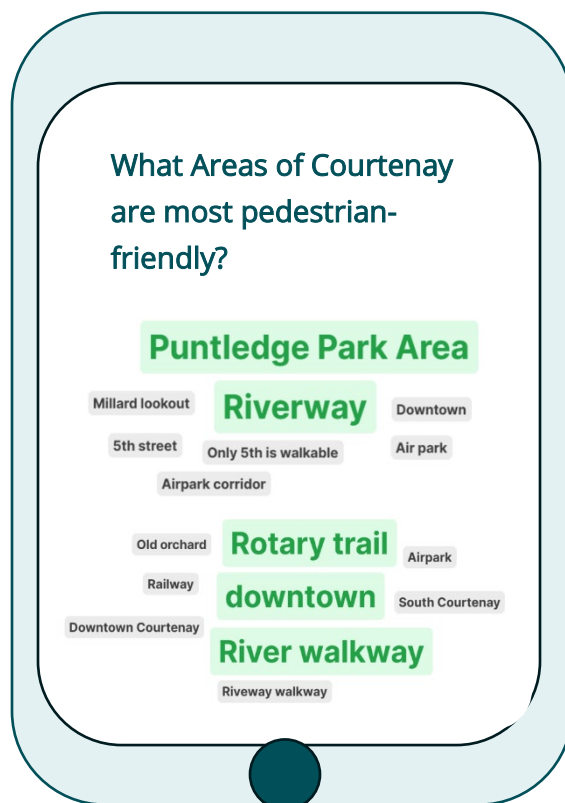


4.4.1 Slido Polls

17 people participated in the Slido polls during the presentations. A brief summary of what we heard during those sessions is continued below.

When asked *how they travelled to the open house*, most participants reported driving, with fewer cycling or walking and little to no use of transit. In response to *what would encourage greater use of public transportation*, participants consistently pointed to more frequent service, better routes to key destinations, real-time bus information, and improved amenities. When asked *which areas are most pedestrian-friendly and where bike lanes or intersection improvements should be prioritized*,

respondents highlighted the Riverway/River Walkway, Rotary Trail, Puntledge Park, and downtown, while identifying Ryan Road, the 17th Street bridge area, and east-west connections as top priorities for improvement.



4.4.2 Interactive Boards

For each of the four modes of transportation—Transit, Cycling, Pedestrian, and Road—attendees were asked to specify the following:

- Network features to preserve.
- Network features to improve/enhance.
- Issues in the network to be addressed/removed.

Attendees were also asked to share barriers, ideas for facilities, destinations, and connections that would improve the network. Key takeaways from the feedback on each of the four transportation modes are summarized below.

TRANSIT

Key Takeaways:



Transit service needs to be more frequent and offer additional stops.



Better connections to frequently visited locations (i.e. the airport).

CYCLING

Key Takeaways:



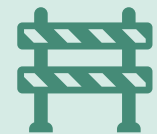
Cycling routes are incomplete, with gaps that limit safe and direct travel.



There is a need for more short-term bike parking.



Opportunities exist to better link trails and routes, strengthening overall network connectivity.



Some existing cycling infrastructure contains safety hazards that require attention.

PEDESTRIAN

Key Takeaways:



Safety is compromised by overgrown vegetation on sidewalks, creating narrow walkways.



Shared-use paths need better speed management and etiquette to feel safe for pedestrians.



Aggressive and dangerous driving causes concern for pedestrians' safety along major roads.



Great pedestrian infrastructure exists around the City, specifically downtown and along the Riverway Trail.

ROAD

Key Takeaways:



There is interest in new bridge or tunnel connections to relieve pressure on key corridors.



Interest in parking, EV infrastructure, and seasonal street use changes to better support community needs.



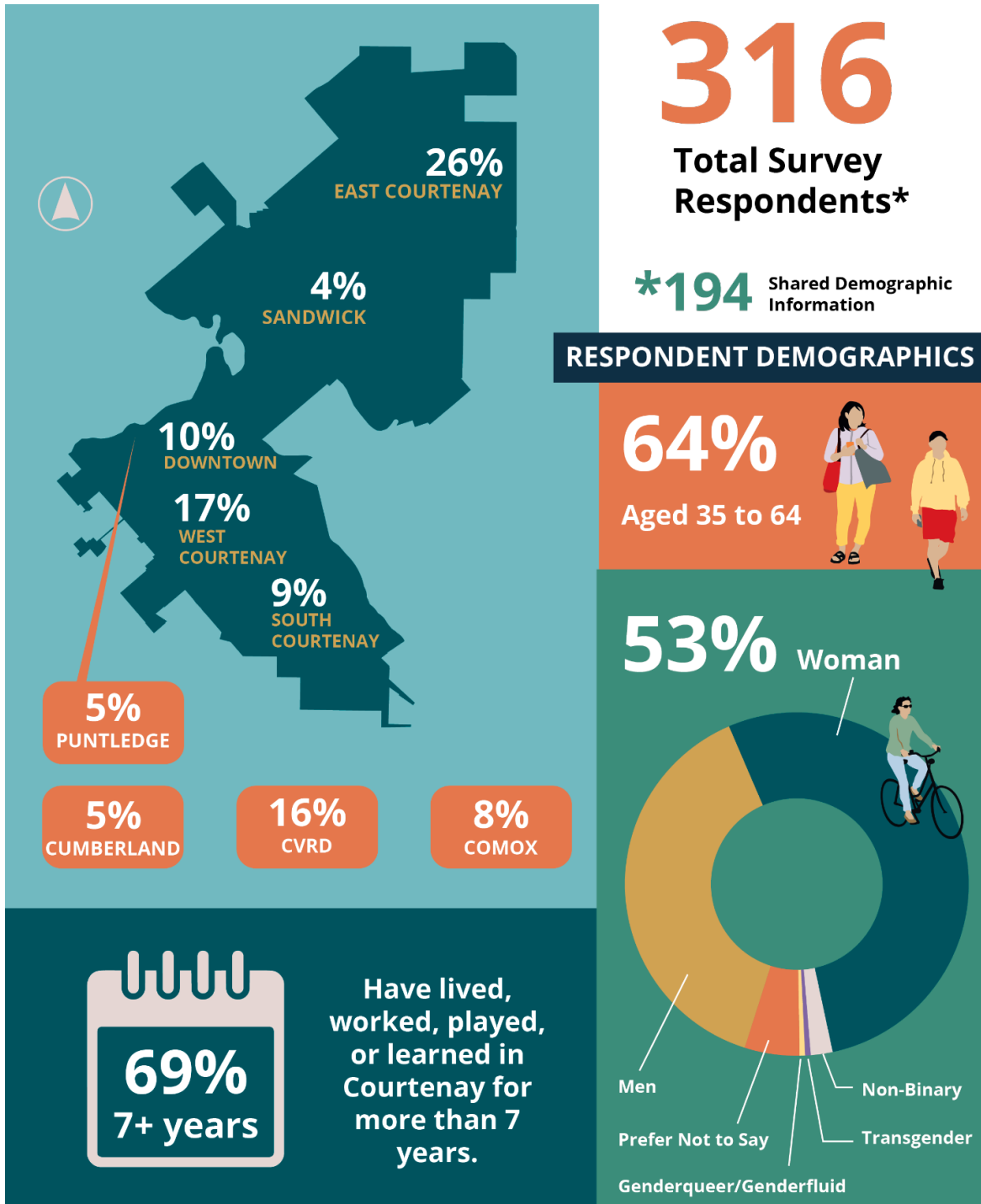
Targeted intersection upgrades (turning lanes, access changes, enforcement) can improve efficiency and road safety.

Big Ideas

Attendees were encouraged to offer their “Big Ideas” for transportation in Courtenay. Suggestions included car sharing, adding cycling routes on Condorsory Road, Ryan Road, Lerwick Road, and Back Road, as well as expanding Piercy Road to Vanier Drive and Veterans Memorial Parkway to four lanes.

4.5 Online Survey

The following pages summarize the results of the Phase 1 Visioning Survey. The survey was hosted on Engage Comox Valley from January 12, 2026, to February 18, 2026, with hard-copy versions also available at the Open House. In total, **316 surveys** were completed.



The survey included five parts:

| | | | | |
|---|---|--|-----------------------------|--|
| Part 1: Identifying Priorities | Part 2: Your Travel Patterns | Part 3: Your Barriers and Opportunities | Part 4: About You | Part 5: Mapping Questions |
|---|---|--|-----------------------------|--|

Part 1: Identifying Priorities included the highest-priority questions and focused on issues related to the City's tracking of Key Performance Indicators (KPIs). The remaining sections were optional and allowed respondents to provide additional input if they wished to share more.

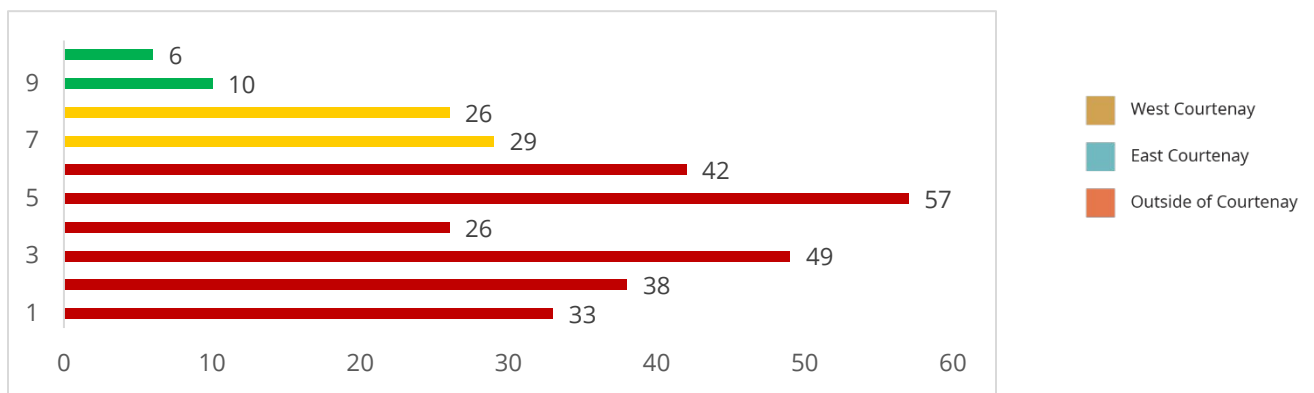
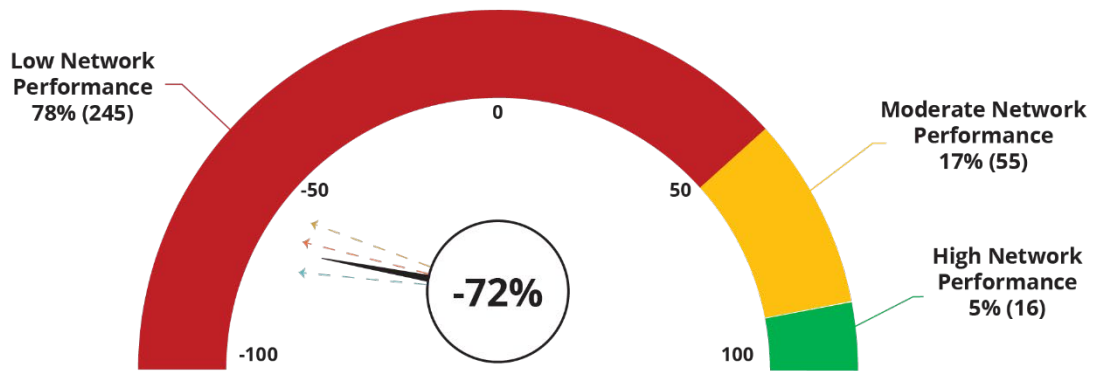
Part 1: Identifying Priorities

How to Read these Results:

Some of the survey results in this part are displayed in a Net Promoter Score (NPS) - style summary. The NPS style is used to translate survey responses into simple, comparable indicators of overall sentiment (positive, neutral, and negative). The benefit of displaying results in this format is to easily compare and measure changes over time. The score is calculated by subtracting the percent of high ratings (9,10) from the percent of low ratings (6-1), neutral responses (8,7) do not contribute to the net score.

For questions where respondents ranked options, each position was given a score, with higher rankings given more weight. These scores were multiplied by the number of responses for each position and averaged across all responses to produce the final result.

1. Overall, how **satisfied** are you with our transportation network's performance?
(Rating 1-10)
 - (n=316)

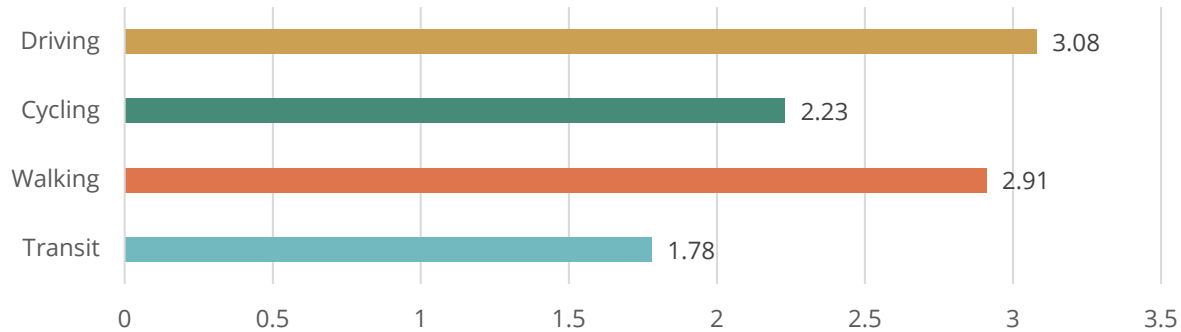


78% or nearly 4 out of 5 respondents ranked the transportation network's overall performance a score of 6 or less, while only 5% ranked the overall performance greater than 9. This resulted in a -72% Net Promoter Score. The average ranking for overall satisfaction with the transportation network was 4.61.

To understand whether satisfaction with performance varies by location, survey respondents were grouped into three areas: East Courtenay (including Sandwick), West Courtenay (including Downtown, Puntledge, and South Courtenay), and Outside Courtenay (Comox, Cumberland, and the Comox Valley Regional District). Results show that respondents in East Courtenay rated overall performance below average, while those in West Courtenay reported higher overall satisfaction.

Which form of transportation are you most satisfied with? (Ranking¹ 1-4)

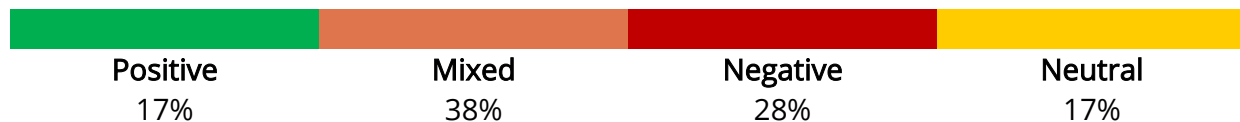
- (n=316)



Driving and walking emerged as the top transportation choices with which respondents are most satisfied. Driving was ranked first by 49% of respondents, while 38% selected walking as their second most satisfied mode of transport.

2. Please explain why you ranked these forms of transportation the way you have.
(Open Answer)

- (n=282)



When asked to explain why respondents ranked the forms of transportation the way they did, the following themes emerged:

Driving (Rank 1):

- Driving is the “easy” choice as distances between destinations are far, parking is generally available and the road network is manageable.
- Traffic is worsening, and respondents are experiencing congestion at peak times at bridge crossings and major arterials.

¹ Ranked results calculated using weighted averages

Walking (Rank 2):

- Respondents indicated that walking is positive through greenways, river pathways, and downtown.
- Concerns regarding walking included sidewalks that end unexpectedly, limited crossing opportunities and safety throughout parts of the city.

Cycling (Rank 3):

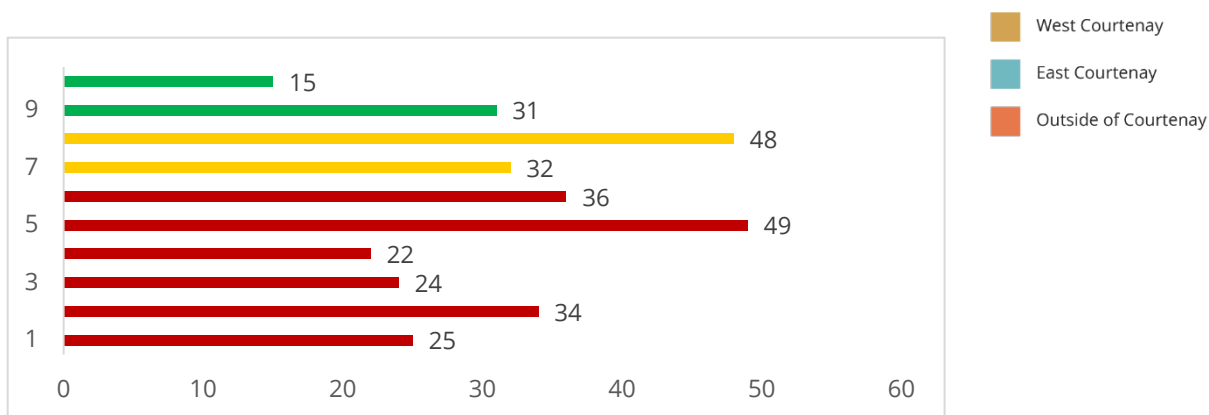
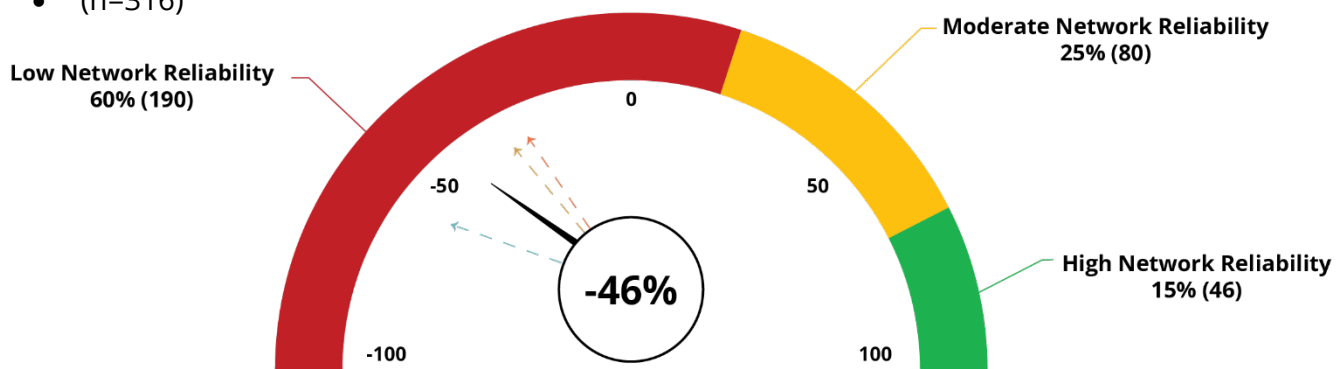
- Respondents reflected a mix of appreciation and concern. Respondents acknowledged the positive investments but highlighted safety and connectivity gaps.

Transit (Rank 4):

- Respondents described transit as infrequent, indirect, and unreliable.
- Limited service on early mornings, evenings, and Sundays and long travel times deter respondents from using transit

3. Overall, how **reliable** is the current transportation network? (Rating 1-10)

- (n=316)

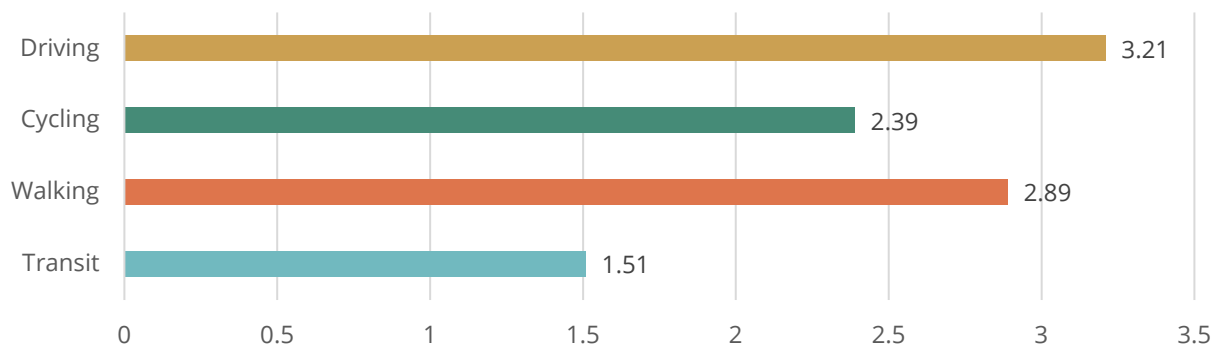


Compared to overall network performance, reliability was rated higher, resulting in a Net Promoter Score of -46%. Approximately 1 in 7 respondents rated the reliability of the current transportation network as 9 or 10. The overall average ranking for reliability was 5.54.

Respondents located in the East Courtenay area ranked network reliability lower than those from West Courtenay area and Outside of Courtenay.

4. Which form of transportation do you feel is the most **reliable**? (Ranking 1-4)

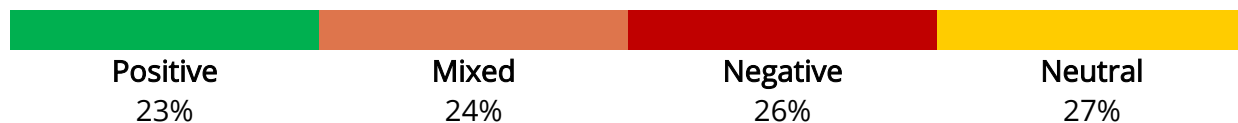
- (n=316)



Driving and walking were ranked highest by respondents. 55% of respondents ranked driving as the most reliable form of transportation.

5. Please explain why you ranked these forms of transportation the way you have. (Open Answer)

- (n=241)



Driving (Rank 1):

- Respondents described “reliable” as the aspect of transportation most within their control, which is most true with driving.
- Respondents also indicated that the community is perceived as car-oriented and driving is necessary for accessing daily needs.

Walking (Rank 2):

- Walking was described as “reliable” for short distances, but concerns exist around personal safety, sidewalk and network gaps, and maintenance of pedestrian facilities, especially in the winter.

Cycling (Rank 3):

- Respondents shared that cycling is generally consistent in travel time and can be faster than driving during peak times of congestion.
- Respondents also shared that concerns exist with connectivity and safety along main roads and arterials.

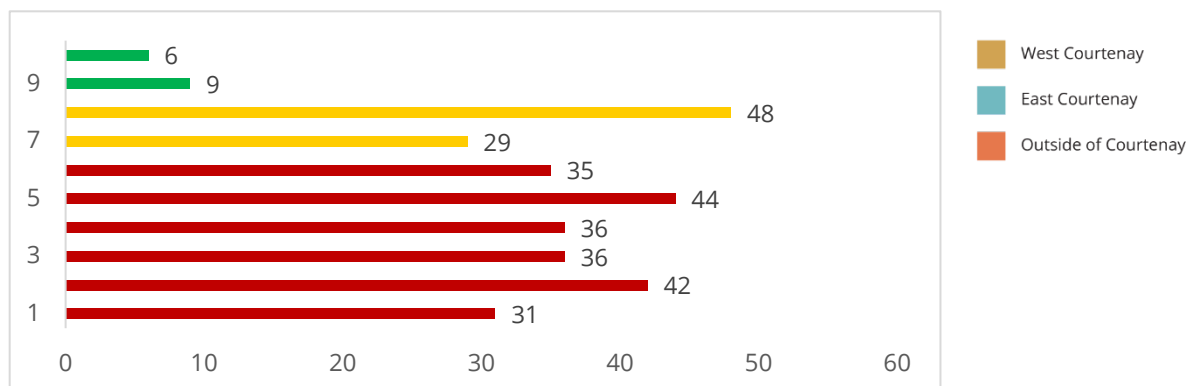
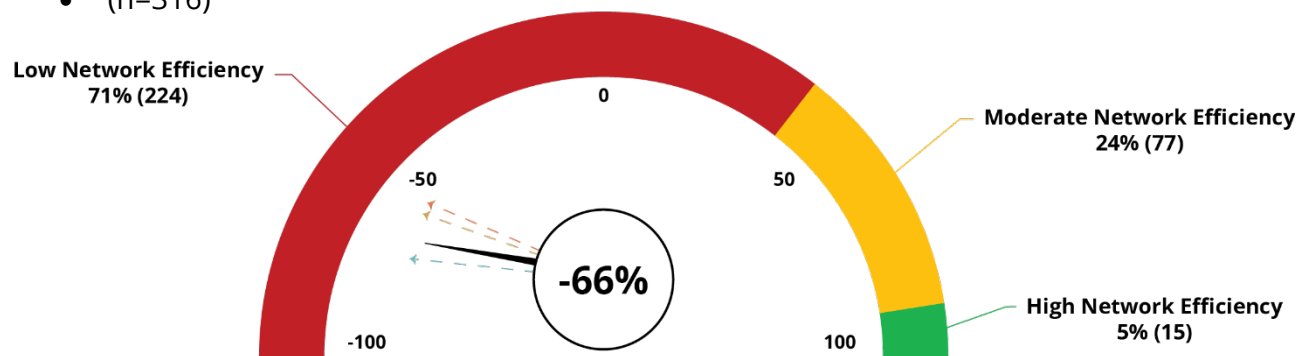
Transit (Rank 4):

- Many respondents said transit is unreliable due to infrequent service, limited coverage, frequent delays, and inconvenient stop locations.

Respondents also noted that factors such as accessibility, disability, and equity influence their own or others' ability to select a mode of transportation.

6. Overall, how **efficient** is the current transportation network? (Rating 1-10)

- (n=316)

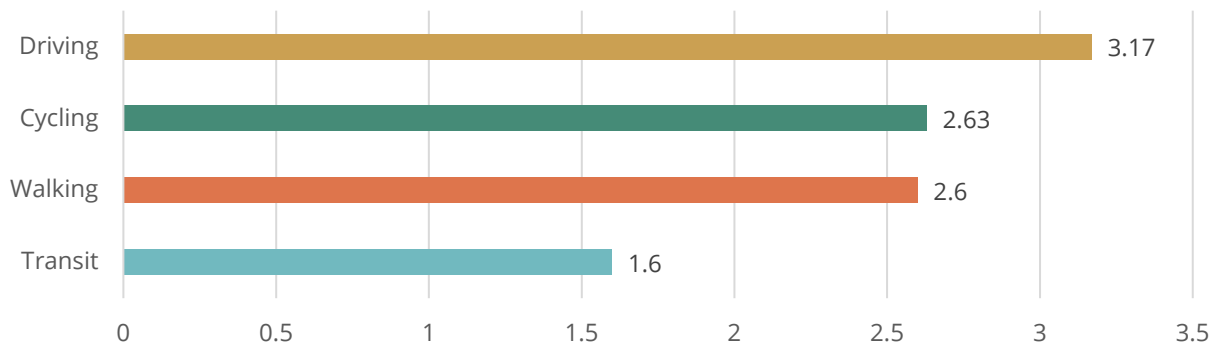


95% of respondents ranked network efficiency as low or moderate. Resulting in an NPS score of -66% and an average rating of 4.83.

East Courtenay respondents ranked network efficiency lowest among all areas.

7. Which form of transportation do you feel is the most efficient? (Ranking 1-4)

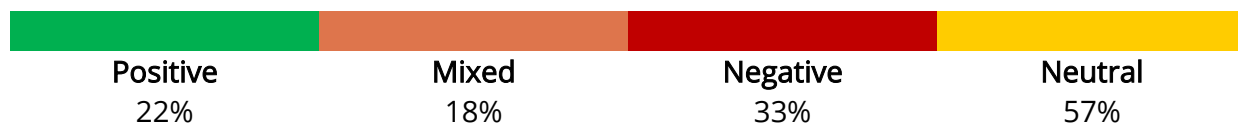
- (n=316)



53% of respondents ranked driving as number 1, and 61% ranked transit as number 4.

8. Please explain why you ranked these forms of transportation the way you have.
(Open Answer)

- (n=214)



Driving (Rank 1):

- Many respondents interpreted efficiency as getting to go to any destination quickly and stated that driving is the most efficient in this way because it is direct and flexible.
- Respondents also indicated that inefficiencies do exist around bridges and main corridors at peak times and that efficiency is context-specific.

Cycling (Rank 2):

- Some comments from respondents describe cycling as efficient at times, as it can bypass queues and congestion.
- Respondents shared that safety and route continuity are concerns and impact efficiency.

Walking (Rank 3):

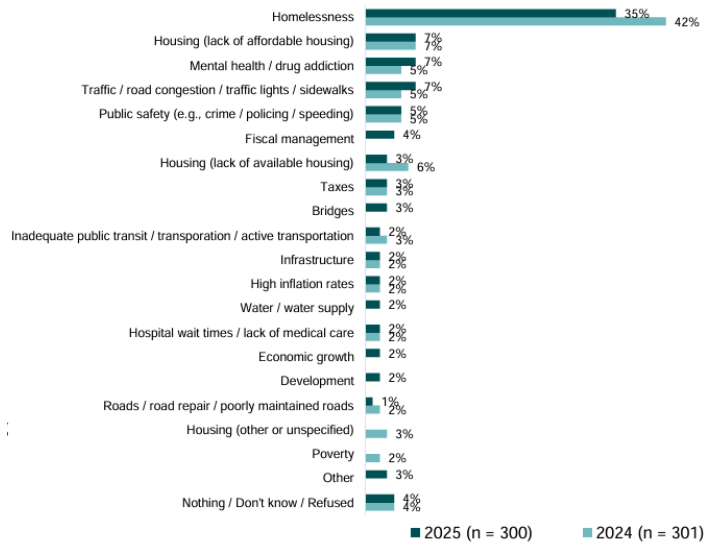
- Walking and cycling are highlighted as efficient, as they are lower cost, healthier and are better for the environment.
- Proximity of neighbourhoods to daily needs and geography play a role in efficiency when it comes to walking.

Transit (Rank 4):

- Similar to the questions regarding network performance and reliability, transit is viewed by respondents as inefficient due to infrequent service, limited coverage, frequent delays, and inconvenient stop locations.

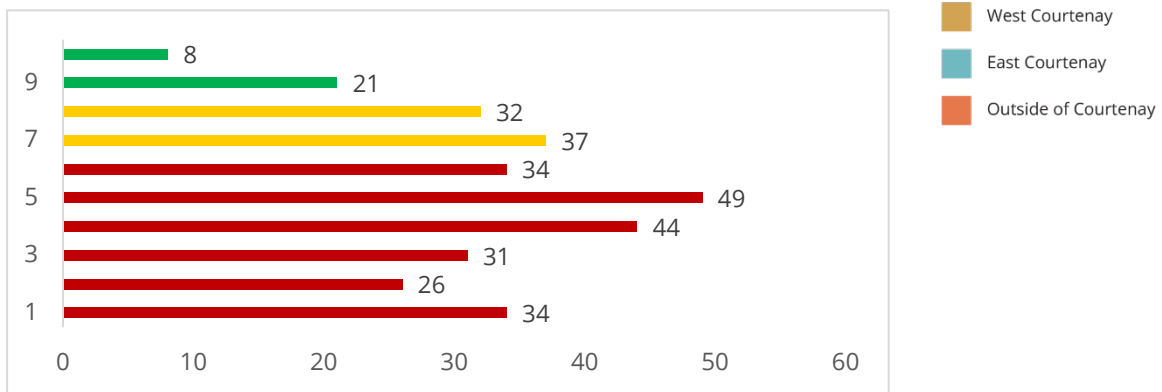
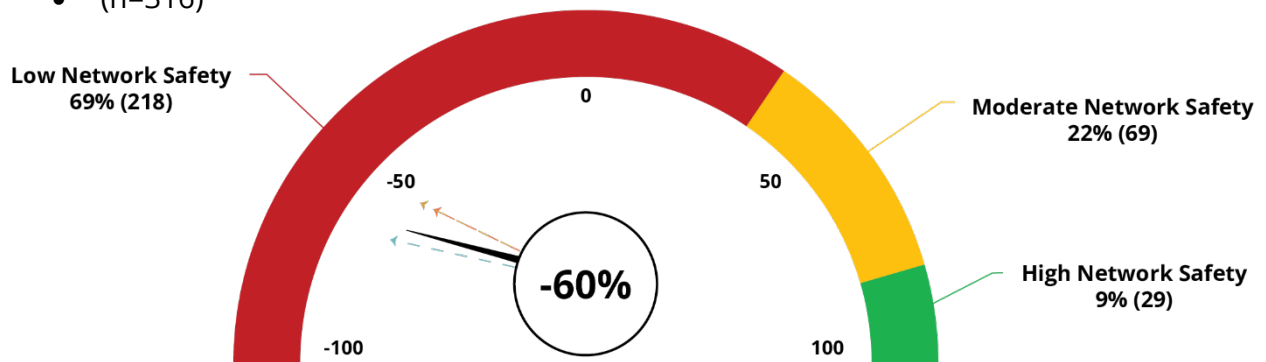
The 2025 City of Courtenay "Your Courtenay, Your Voice" resident survey, conducted November 3 to 26, 2025, collected data from residents on City services, priorities and issues. Transportation and public safety were highlighted as top priorities.

(["Your Courtenay, Your Voice" Resident Survey, 2025](#))



9. Overall, how safe is the current transportation network? (Rating 1-10)

- (n=316)

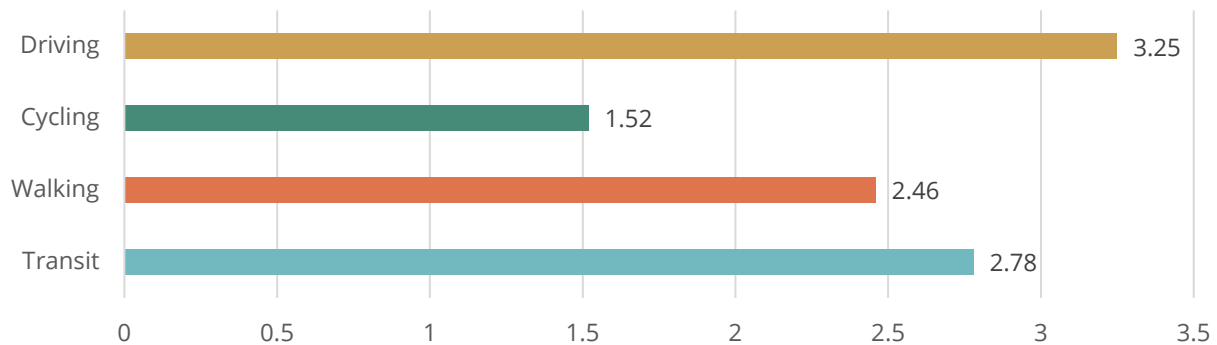


91% of respondents rated network safety as low or moderate, which resulted in an NPS score of -60% and with an average ranking of 5.03.

West Courtenay and Outside of Courtenay respondents ranked network safety similarly, resulting in the same NPS score (-51%).

10. Which form of transportation do you feel is the safest? (Ranking 1-4)

- (n=316)

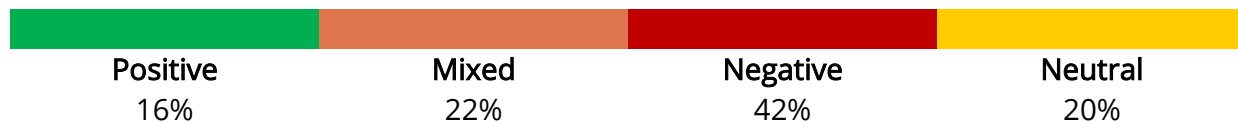


54% of respondents rated driving as safest and 36% rated transit as number two. 65% of respondents ranked cycling as the form of transportation that is the least safe.

11. Please explain why you ranked these forms of transportation the way you have.

(Open Answer)

- (n=230)



Driving (Rank 1):

- Many respondents feel safest in vehicles (car/bus) due to physical protection; cycling feels most vulnerable.
- Driver behaviour (speeding, red-light running, failure to yield) is a leading safety concern.

Transit (Rank 2):

- Transit my respondents was often viewed as safe when on-board a transit vehicle, with concerns concentrated at stops (lighting, waits, and comfort).

Walking (Rank 3):

- Walking concerns focus on crossing safety, sidewalk gaps, lighting, and winter maintenance.

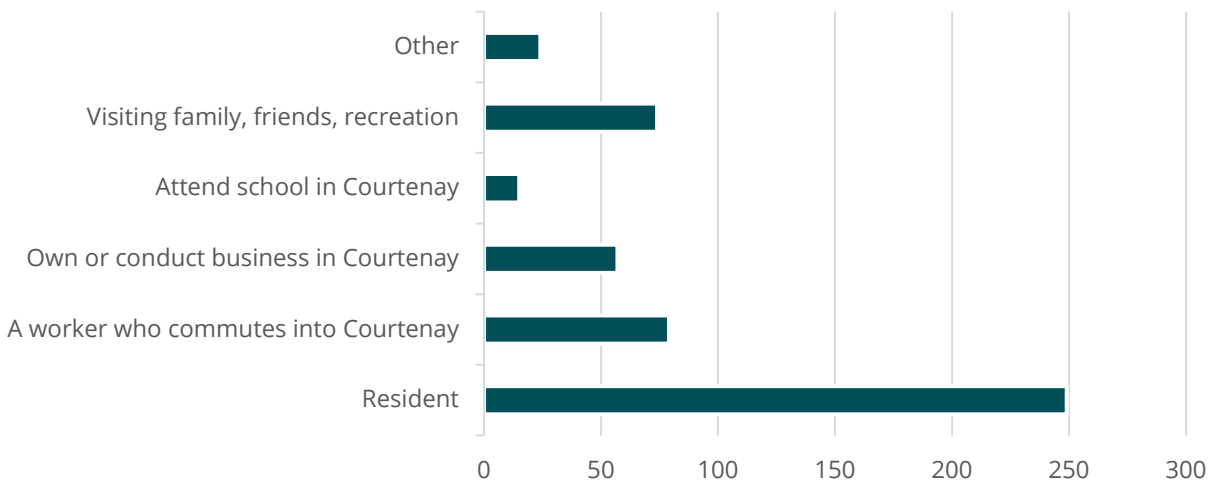
Cycling (Rank 4):

- Cycling safety concerns focus on gaps in the network and lack of physically separated routes.

Broadly across all modes, respondents' comments underscored concerns regarding personal security in public spaces, as well as the challenges faced by individuals with accessibility needs and members of vulnerable population groups.

12. What is your connection to the City of Courtenay? (resident, worker, visitor, etc.)
Select all that apply.

- (n=316)



79% of survey respondents are Courtenay residents.

13. Which of the following transportation outcomes are most important to you?
(Ranking 1-6)

- (n=316)

| Transportation Outcome | Ranking |
|--|---------|
| 1. Improving road safety for all users | 4.7 |
| 2. Optimizing travel times and reducing delays | 3.9 |
| 3. Providing more transportation choices | 3.84 |
| 4. Improving health and well-being | 3.39 |
| 5. Meeting climate action goals | 2.68 |
| 6. Reducing transportation costs | 2.49 |

A total of 62% of respondents considered "improving road safety for all users" to be either their top priority or second most important transportation outcome.

14. Other goals (please specify)

Other outcomes shared by respondents included:

- Reduce congestion through targeted improvements and better traffic flow.
- Increase enforcement and traffic calming to improve safety and reduce speeding.
- Build a connected network of protected cycling routes and complete walking links.
- Improve transit frequency, coverage, and directness
- Investigate regional passenger rail options to reduce car dependence.
- Improve accessibility for seniors, people with disabilities, and lower-income residents.

15. What aspects of Courtenay's transportation system should be considered the highest priority? (Ranking 1-6)

- (n=316)

| System Aspect | Ranking |
|--|---------|
| 1. Walking (including travelling by wheelchair, motorized scooter or assistive device) | 4.18 |
| 2. Transit | 4.17 |
| 3. Cycling (including e-bikes) | 4.11 |
| 4. Driving/passenger | 3.79 |
| 5. Commercial transportation | 2.42 |

| | |
|--|------|
| 6. Micro mobility device (e.g., e-scooters, skateboards, rollerblades) | 2.33 |
|--|------|

Although driving/passenger is ranked number 4 on the list above, that system aspect was selected as the top priority by 100 respondents; it was also frequently ranked lower or last by others. Walking, transit, and cycling received more consistently high rankings across respondents, resulting in a higher overall priority score. Walking, transit, and cycling each had an average ranking of around 2.8.

16. Other aspect (please specify)

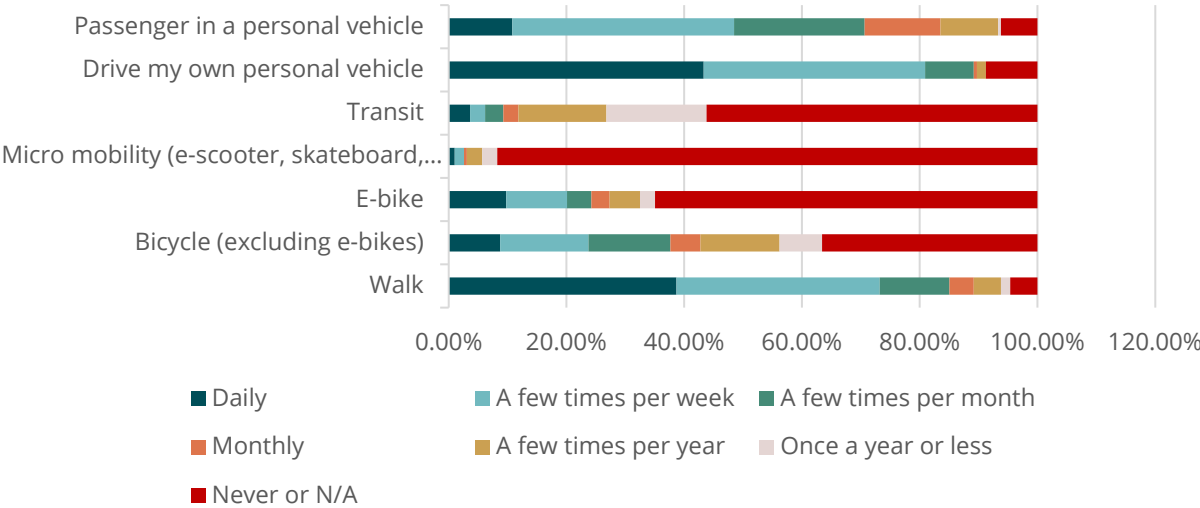
Other system aspects shared by respondents who selected “other” included:

- Regional and inter-community connectivity
- Walkable neighbourhoods with access to daily needs
- Accessibility, equity and youth mobility
- Cost effectiveness and asset management

Part 2: Your Travel Patterns

17. How often do you currently travel in the City using each of the following travel methods? (Matrix)

- (n=194)



The most common method of travel among respondents was driving either as a passenger in a personal vehicle, driving their own vehicle or walking. Micromobility, e-bikes and transit were the least utilized at greater than 50% of respondents never or N/A using those methods.

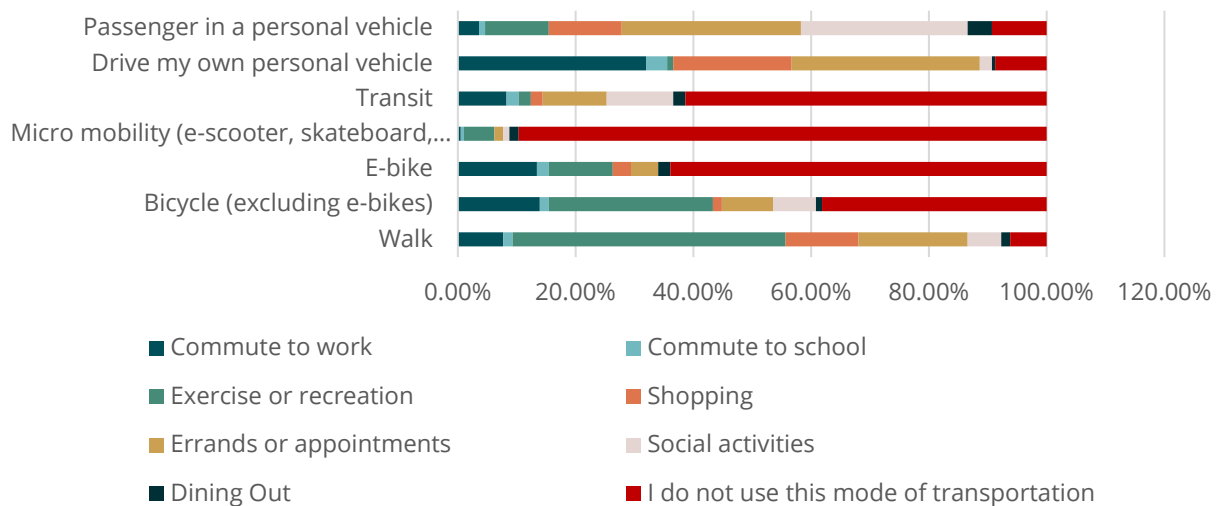
18. Other (open-ended)

- (n=11)

Other modes of transport respondents shared were taxi, mobility scooter, and running. As well, responses show a mix of car dependence for longer or essential trips, strong interest in more convenient transit and rail options, and frequent use of walking, cycling, and mobility devices for local travel. Of the other modes of transport shared (taxi, mobility scooter, and running), 51% of respondents use them once a year or less.

19. What is the main purpose of your trips by each mode of transportation? (Matrix)

- (n=194)



Across all trip types, travelling by personal vehicle and walking were the most common modes of transportation.

“Drive my own personal vehicle” is the top mode for:

- Commute to work: 31.96%
- Errands/appointments: 31.96%
- Shopping: 20.10%

Walking is primarily used for recreation and local errands:

- Exercise/recreation: 46.39%
- Errands/appointments: 18.56%
- Shopping: 12.37%
- Only 6.19% reported not using walking.

20. Other (open-ended)

- (n=14)

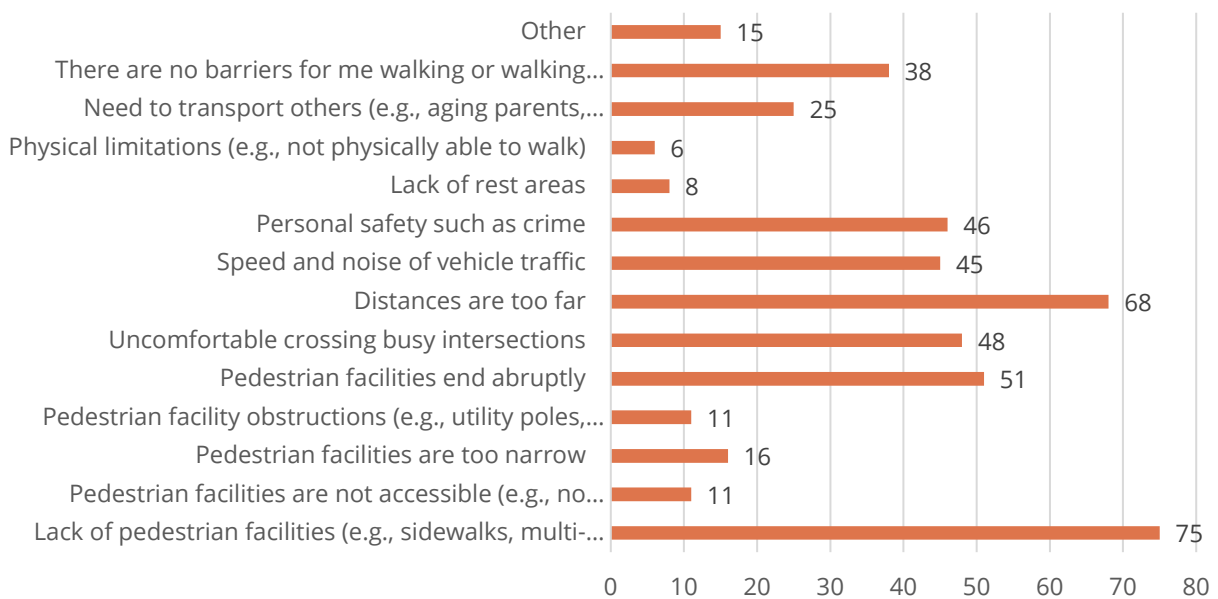
Several respondents shared that they travel by work vehicle or by running. They indicated that these modes of transportation are mainly used for commuting to work, exercising, or handling errands and appointments.

Part 3: Your Barriers and Opportunities

WALKING

21. What are the main barriers to walking in Courtenay? (Multiple choice, select all that apply)

- (n=194)



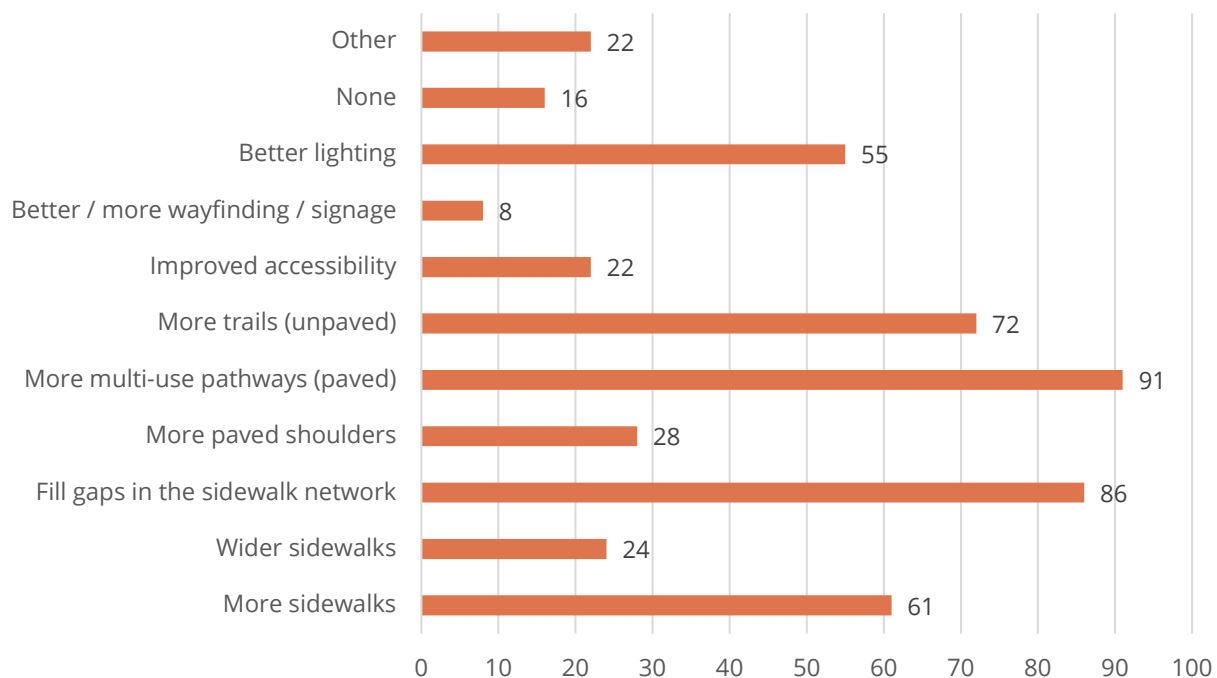
When asked to identify barriers to walking (select all that apply), responses were spread across several options; however, the three most commonly selected barriers were:

- Lack of pedestrian facilities (39% of respondents),
- Distances being too far (35%), and
- Pedestrian facilities ending abruptly (26%).

Across areas of Courtenay, barriers related to walking were consistent, but survey respondents located to the west of Courtenay selected personal safety, such as crime, more frequently (31%) than those to the east and outside of Courtenay.

Those who selected “other” shared a wide range of barriers to walking, including safety at crossings, gaps in sidewalks, distance, weather and winter conditions, lighting, accessibility needs, and lack of amenities.

22. What types of walking infrastructure would you like to see more of in Courtenay?
(Multiple-choice, select all that apply)
(n=194)



When asked what walking infrastructure improvements they would like to see (select all that apply), respondents most frequently prioritized:

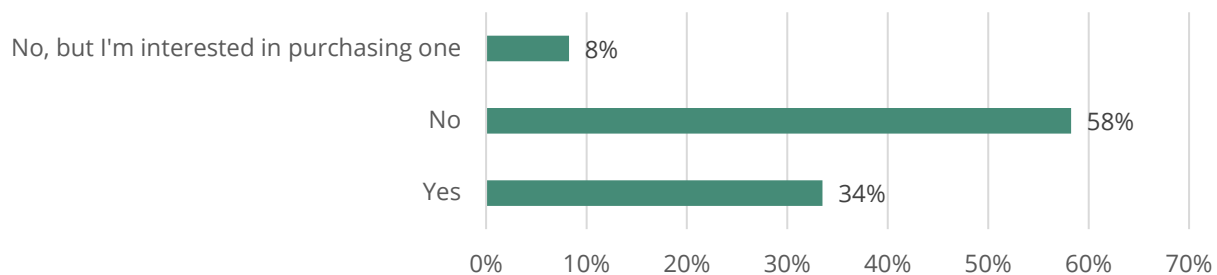
- More paved multi-use pathways (47%)
- Filling gaps in the sidewalk network (44%)
- More unpaved trails (37%)

Respondents who selected “other” shared that they would like to see safer crossings, continuous and connected pedestrian networks, dedicated walking spaces separated from traffic, improved maintenance and lighting, and more comfortable, welcoming public spaces to support walking for daily travel and recreation.

CYCLING

23. Do you have an e-bike? (multiple choice)

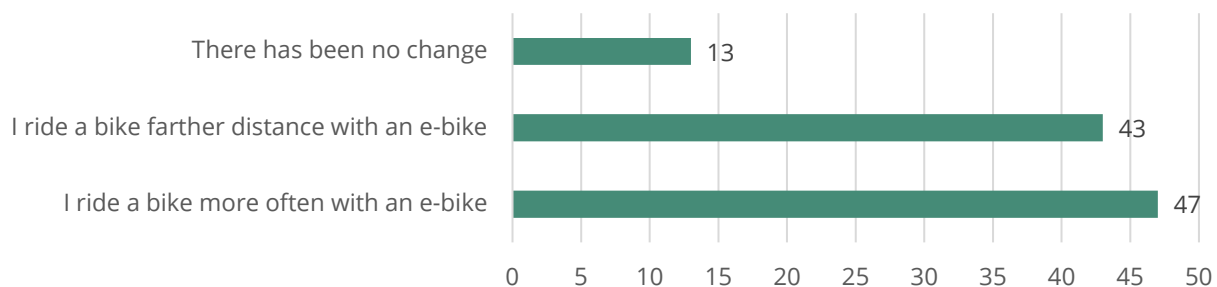
- (n=194)



One-third of respondents currently have an e-bike and 58% of respondents do not but are interested in getting one.

24. How has having an e-bike changed how you travel around Courtenay? (Multiple-choice)

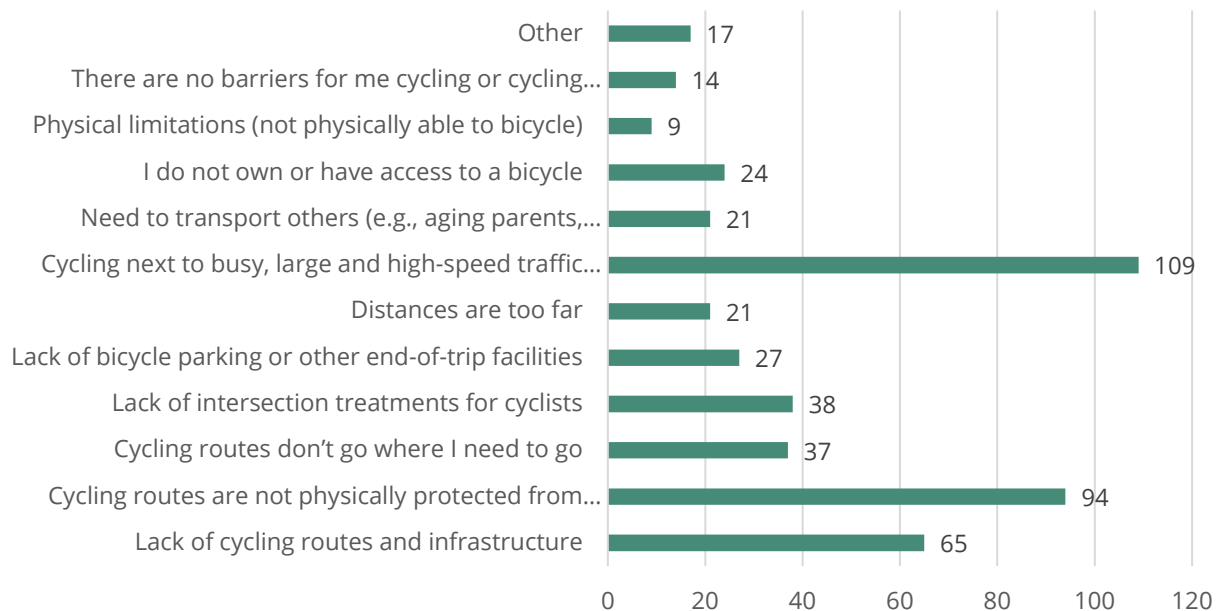
(n=65)



Overall, 72% of respondents said they ride more often with an e-bike, 66% said they ride farther, while 20% reported no change in their riding habits.

7. What are the main barriers to cycling in Courtenay? (Multiple-choice, select all that apply)

- (n=194)



Three barriers to cycling stand out as the most frequently selected by respondents:

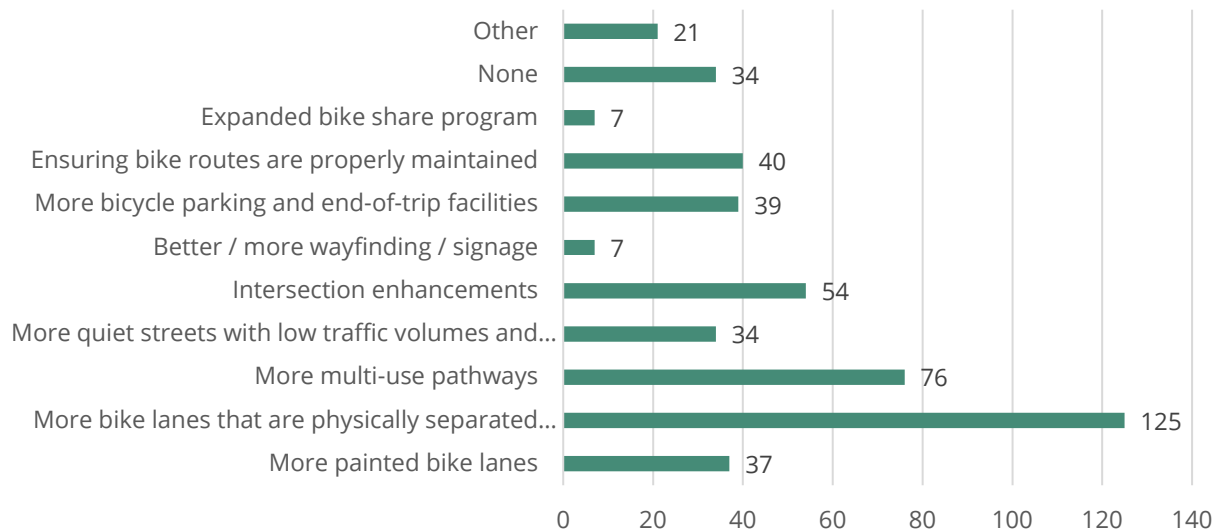
- Cycling next to busy, large and high-speed traffic is uncomfortable (57%)
- Cycling routes are not physically protected from vehicle traffic (49%)
- Lack of cycling routes and infrastructure (34%)

Respondents who selected “other” identified several barriers to cycling, including weather conditions, steep terrain, and safety concerns. Many noted discomfort riding in traffic due to a lack of physical separation from vehicles, poor driver behaviour, and cycling routes that end abruptly or fail to connect across the community or to neighbouring areas. Theft and the lack of secure bike parking were also common concerns, particularly for e-bikes and cargo bikes.

Residents from both East Courtenay (including Sandwick) and West Courtenay (encompassing Downtown, Puntledge, and South Courtenay) consistently identified the same three primary barriers to cycling.

25. What types of cycling infrastructure would you like to see more of in Courtenay?
 (Multiple-choice, select all that apply)

- (n=194)



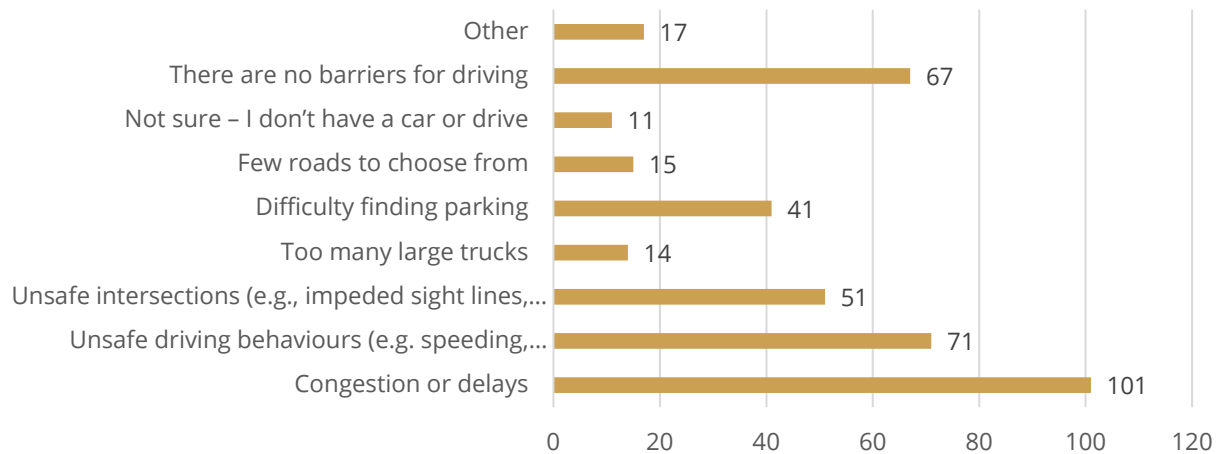
Physically separated bike lanes were the most popular choice, selected by 64% of respondents. More multi-use pathways (39%) and intersection enhancements (28%) were also chosen by large percentages of respondents.

Those who selected “other” shared the need for a fully connected and safe cycling network, with priority placed on off-road or physically separated routes that link Courtenay with Cumberland, Comox, the airport, and surrounding areas. Key suggestions included addressing gaps where bike lanes end abruptly, creating direct and continuous regional connectors, and improving safety at major crossings and corridors. Many respondents also called for better protection from vehicle traffic, enforcement against cars parking in bike lanes, and more secure bike parking to prevent theft.

DRIVING

26. What are the main barriers to driving in Courtenay? (Multiple-choice, select all that apply)

- (n=194)



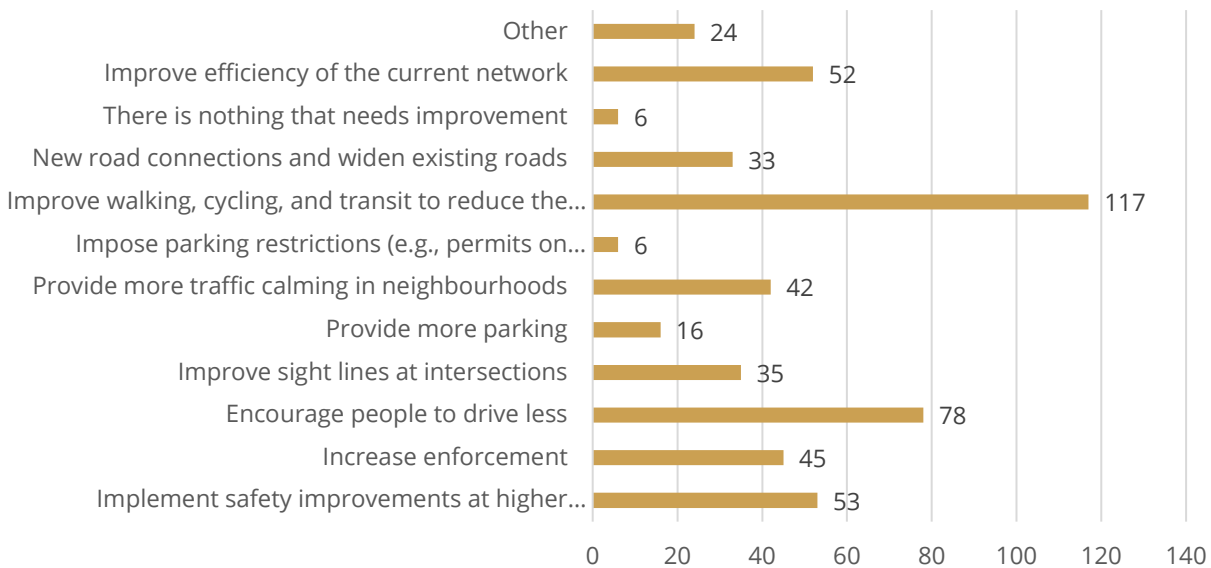
The top barrier to driving in Courtenay was congestion or delays, selected by 52% of respondents. Following Congestion or delays was there are no barriers to driving (35%) and unsafe driving behaviours (37%).

Respondents who selected “other” shared that peak-hour congestion at major corridors and bridges (particularly 5th and 17th Streets) is a barrier, limited alternative routes when incidents or construction occur, and unsafe driving behaviours such as speeding, failure to signal, and red-light running. Respondents also cited a lack of enforcement, insufficient left-turn infrastructure, and road layouts that have not kept pace with growth

Residents from both East Courtenay (including Sandwick) and West Courtenay (encompassing Downtown, Puntledge, and South Courtenay) consistently identified the same three primary barriers to driving. Large percentages (more than 60%) shared that “there are no barriers to driving”.

27. What could be done to improve driving? (Multiple-choice, select all that apply)

- (n=194)



60% of respondents selected “improve walking, cycling, and transit to reduce the need to drive and 40% also selected “encourage people to drive less”. Only 3% of survey respondents shared that “there is nothing that needs improvement”.

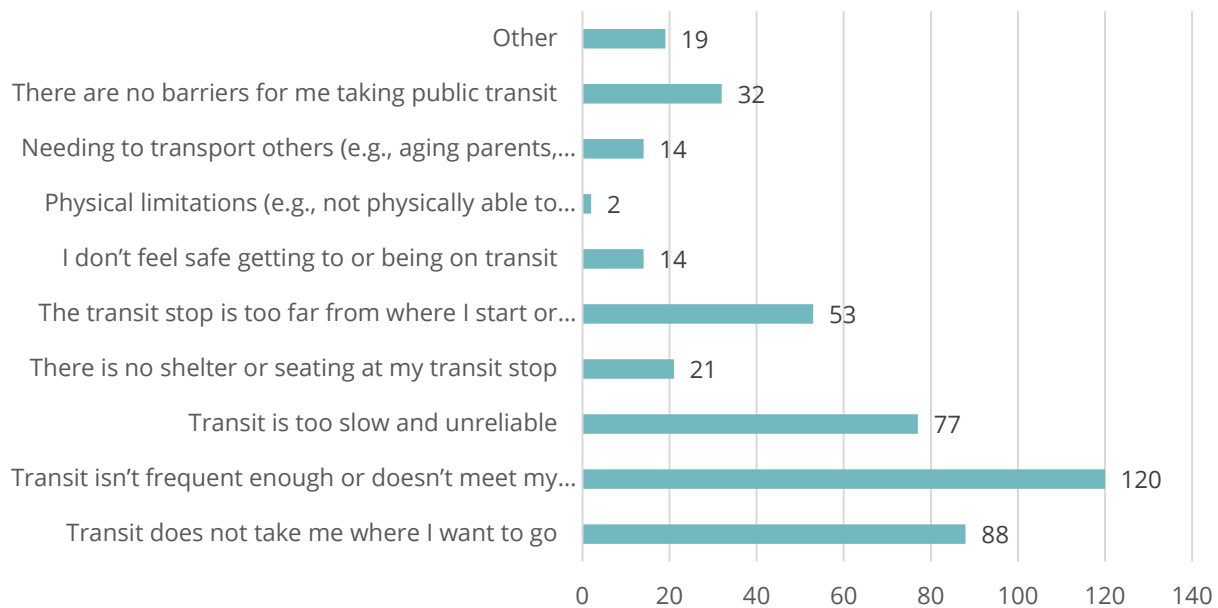
Respondents who selected other shared the following suggestions for what could be done to improve driving:

- Lower speed limits and implement traffic calming.
- Optimize signal timing to improve traffic flow.
- Explore options for another crossing and rail options.

TRANSIT

28. What are the main barriers to you taking transit in Courtenay? (Multiple-choice, select all that apply)

- (n=194)



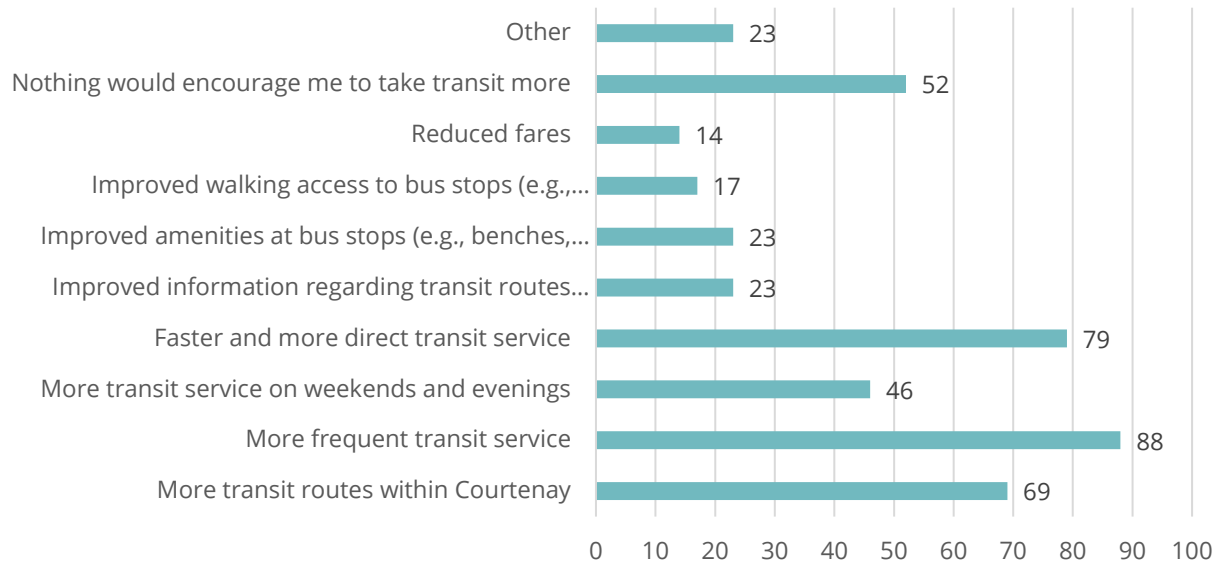
When asked what the top three barriers to taking transit in Courtenay are the top three most selected barriers were:

- Transit isn't frequent enough or doesn't meet my schedule (62%)
- Transit does not take me where I want to go (45%)
- Transit is too slow and unreliable (40%)

Survey respondents who selected "other" shared that not understanding the schedule, lack of bus shelters at stops are barriers to taking transit. Some also mentioned the need vehicles for work so taking transit is not an option.

29. What would encourage you to use transit in Courtenay more often (if desired)?
 (Multiple-choice, select all that apply)

- (n=194)



45% of respondents indicated that more frequent transit service would encourage them to take transit more often in Courtenay. 41% shared that faster more direct service would encourage them, and 27% (approximately 3 out of 10) indicated that nothing would encourage them to use transit more.

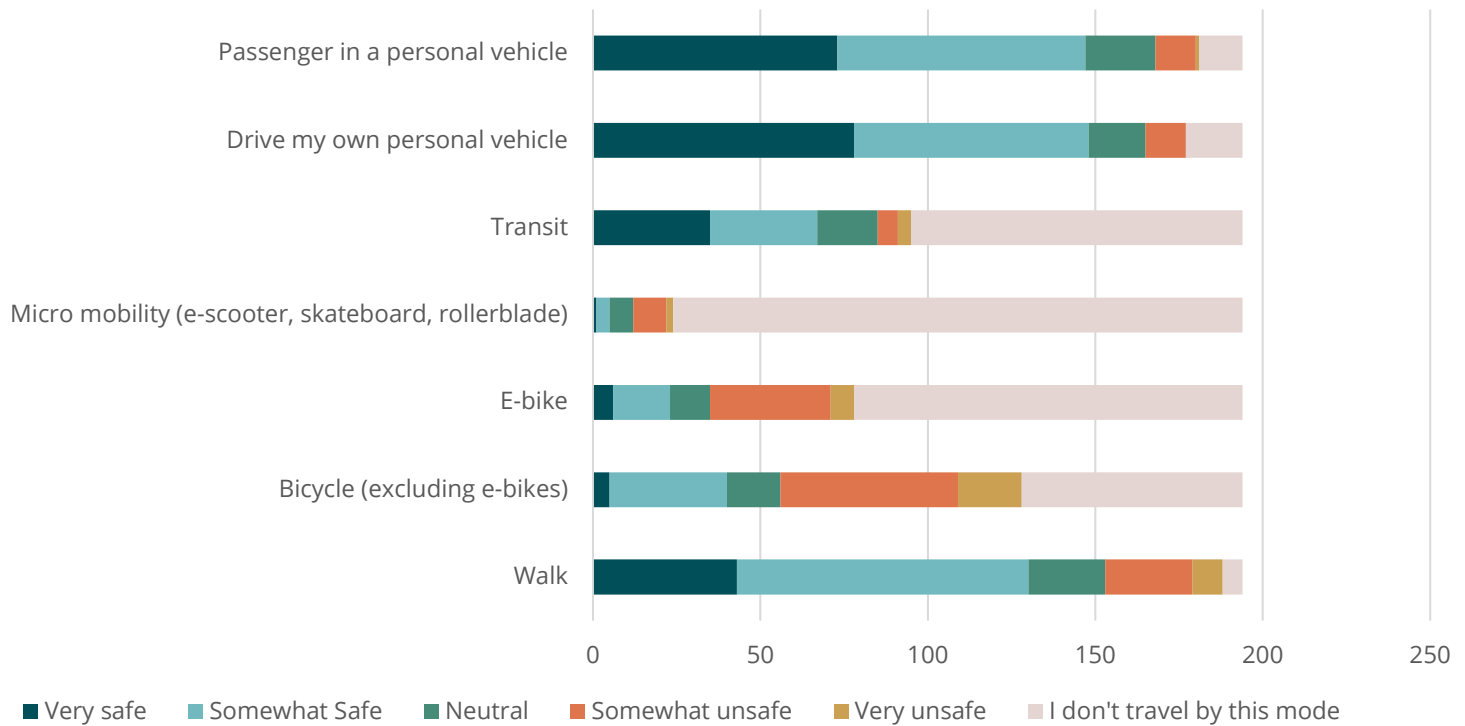
Respondents who chose “other” provided the following suggestions regarding factors that would motivate them to use transit more frequently:

- Improved bus stop amenities.
- Reduced fees.
- Alternative rail options.
- Service options to outlying areas.

SAFETY

8. How safe do you feel when travelling by the following modes in Courtenay? (Matrix)

• (n=194)



- Respondents indicated that they feel safest travelling by vehicle, either as a passenger or when driving their own personal vehicle. Cycling (excluding e-bikes) was identified as the least safe mode of transportation.

9. Is there anything else you would like us to know about this topic as we compile information to update the Strategic Transportation Plan?

Key comments from survey respondents are shared below.

- Road safety – frequent mentions of speeding, poor lighting, and inadequate crossings
- Support for physically separated from the road walking and cycling paths
- Divided views on investment priorities, with some advocating strongly for active transportation and climate goals, while others prioritize congestion relief, road capacity, bridges, and vehicle access.

- Equity and inclusion were recurring themes, including the needs of seniors, people with disabilities, families with children, low-income residents, and those who must rely on cars due to distance, geography, or work schedules.
- Calls for better regional coordination, emphasizing that Courtenay's transportation system should be planned as part of a broader Comox Valley network rather than in isolation.
- Desire for transit improvements and exploration of rail options.

Part 5: Mapping Questions

The maps below present data related to the questions posed to survey participants:

- Share your most common destinations. (Key Destinations)
- Where have you experienced or observed road safety issues? (Road Safety)
- Share where you most often experience traffic congestion or delays. (Traffic Congestion)



Interactive Mapping Results - Key Destinations



Community Destinations

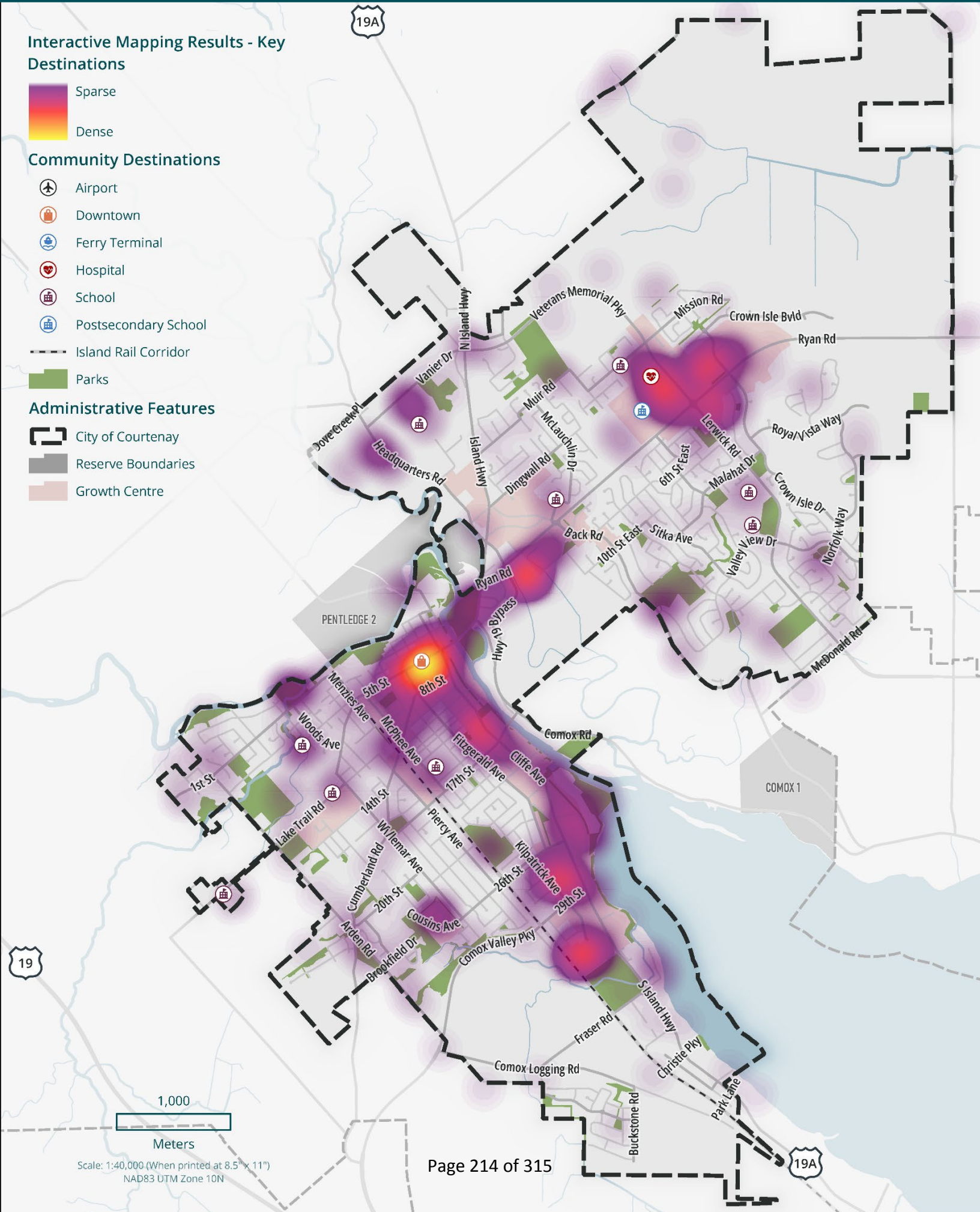
- Airport
- Downtown
- Ferry Terminal
- Hospital
- School
- Postsecondary School

Island Rail Corridor

Parks

Administrative Features

- City of Courtenay
- Reserve Boundaries
- Growth Centre



1,000

Meters

Scale: 1:40,000 (When printed at 8.5" x 11")
NAD83 UTM Zone 10N





Interactive Mapping Results - Road Safety

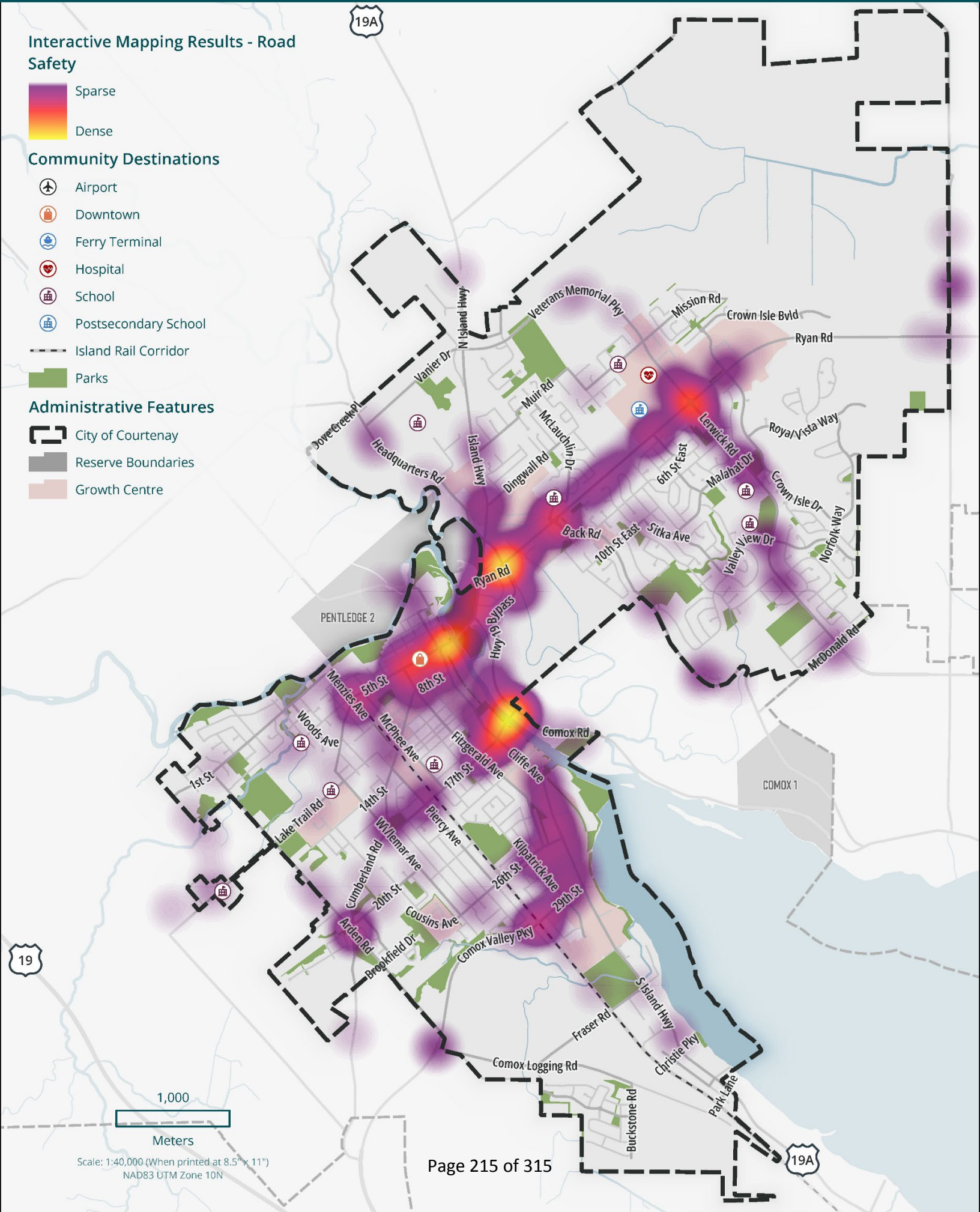


Community Destinations

- Airport
- Downtown
- Ferry Terminal
- Hospital
- School
- Postsecondary School
- Island Rail Corridor
- Parks

Administrative Features

- City of Courtenay
- Reserve Boundaries
- Growth Centre



1,000

Meters

Scale: 1:40,000 (When printed at 8.5" x 11")
NAD83 UTM Zone 10N



Interactive Mapping Results - Traffic Congestion



Community Destinations

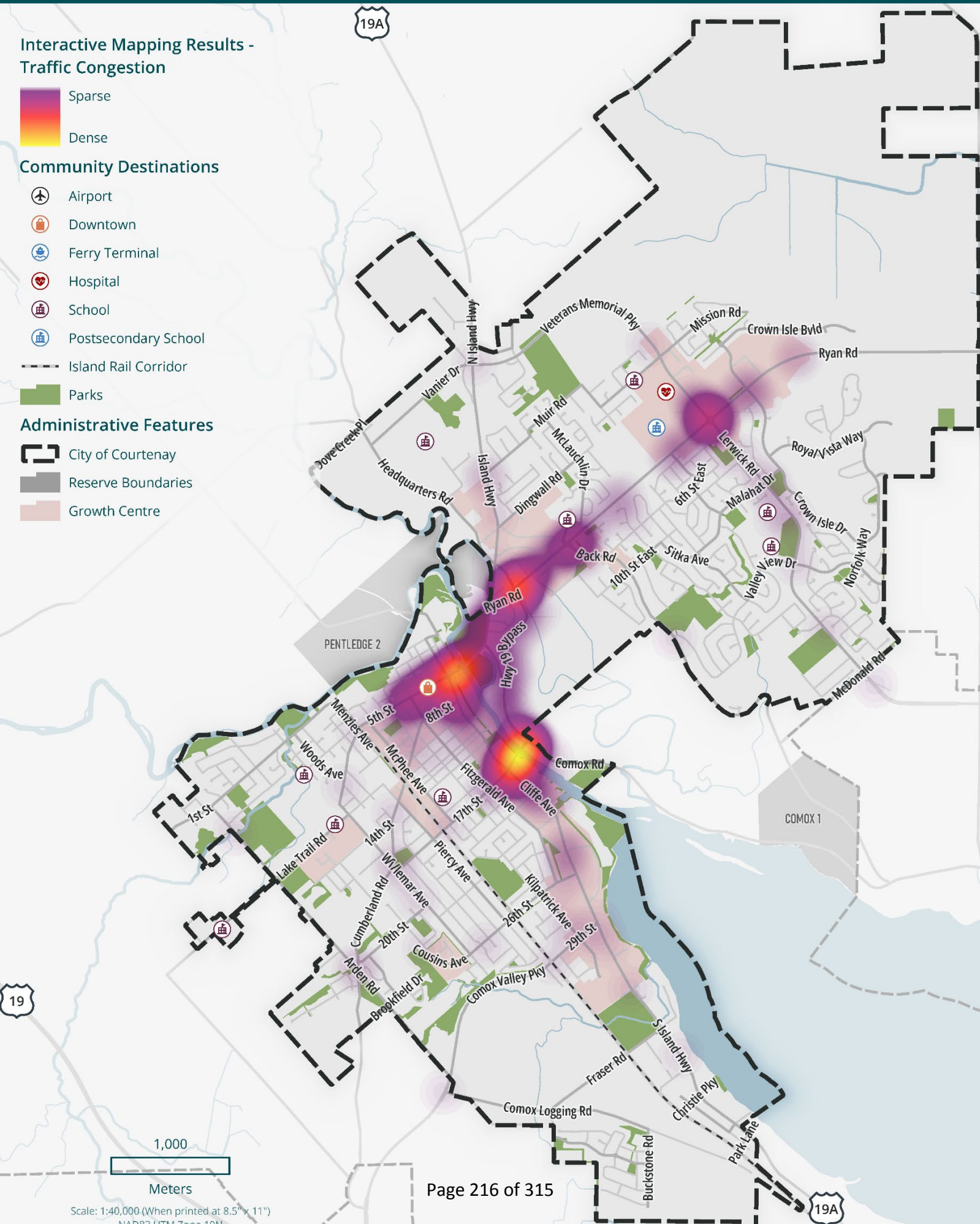
- Airport
- Downtown
- Ferry Terminal
- Hospital
- School
- Postsecondary School

Island Rail Corridor

Parks

Administrative Features

- City of Courtenay
- Reserve Boundaries
- Growth Centre



Scale: 1:40,000 (When printed at 8.5" x 11")
NAD83 UTM Zone 10N



5.0 Next Steps

Upon completion of this engagement period, the project team will start drafting the Strategic Transportation Plan. Further engagement opportunities will be scheduled later this year to allow community members to provide feedback on the draft.





Let's move, Courtenay

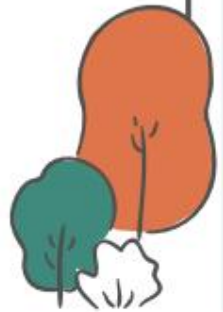
STRATEGIC TRANSPORTATION PLAN

Council Meeting

April 15 2026



Process



Sept 2025- Oct 2025

Preparing
Launch, planning,
communications



Oct 2025- Dec 2025

Discovering
Research, study, inventory



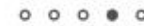
Dec 2025- Mar 2026

Visioning
Community engagement



Mar 2026- Aug 2026

Planning
Plans, actions,
engagement



Aug 2026- Feb 2027

Moving Forward
Implementation,
approvals



 **We are here!**

Engagement



Phase 1

Web + Social Media

Online Survey

Open House

Partner Agency Conversations

Interest Holder Workshop

Phase 2

Web + Social Media

Online Survey

Open House

Pop-Up Activities

Community Engagement, Phase 1

Engagement at a Glance



PEOPLE AT THE OPEN HOUSE



CONTRIBUTIONS ON THE INTERACTIVE MAP



SURVEY RESPONSES

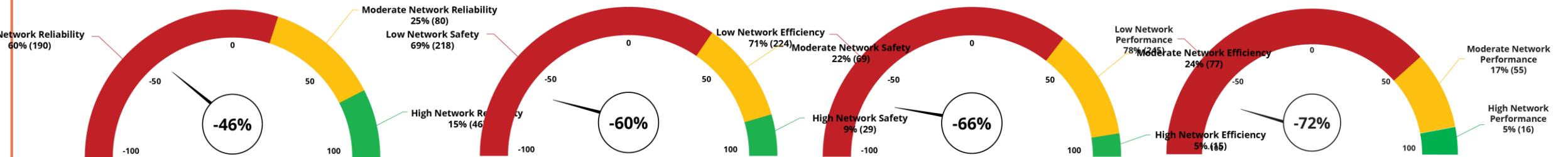
INTEREST HOLDER CONVERSATION



WEBSITE VISITS

Community Engagement, Phase 1

KPIs – Network-Wide



5.54
Reliability

5.03
Safety

4.83
Efficiency

4.61
Satisfaction

Community Engagement, Phase 1

KPIs by Mode

| Mode | Satisfaction | Reliability | Efficiency | Safety |
|---------|--------------|-------------|------------|--------|
| Walking | 2.91 | 2.89 | 2.6 | 2.46 |
| Cycling | 2.23 | 2.39 | 2.63 | 1.52 |
| Transit | 1.78 | 1.51 | 1.6 | 2.78 |
| Driving | 3.08 | 3.21 | 3.17 | 3.25 |

Survey respondents ranked each mode based on the four KPIs

Community Engagement, Phase 1

KPIs by Mode

| Mode | Satisfaction | Reliability | Efficiency | Safety |
|---------|--------------|-------------|------------|--------|
| Walking | 2.91 | 2.89 | 2.6 | 2.46 |
| Cycling | 2.23 | 2.39 | 2.63 | 1.52 |
| Transit | 1.78 | 1.51 | 1.6 | 2.78 |
| Driving | 3.08 | 3.21 | 3.17 | 3.25 |

Transit was ranked lowest
in 3 of 4 KPIs

Community Engagement, Phase 1

KPIs by Mode

| Mode | Satisfaction | Reliability | Efficiency | Safety |
|---------|--------------|-------------|------------|--------|
| Walking | 2.91 | 2.89 | 2.6 | 2.46 |
| Cycling | 2.23 | 2.39 | 2.63 | 1.52 |
| Transit | 1.78 | 1.51 | 1.6 | 2.78 |
| Driving | 3.08 | 3.21 | 3.17 | 3.25 |

Cycling was ranked lowest in safety

Community Engagement, Phase 1

KPIs by Mode

| Mode | Satisfaction | Reliability | Efficiency | Safety |
|---------|--------------|-------------|------------|--------|
| Walking | 2.91 | 2.89 | 2.6 | 2.46 |
| Cycling | 2.23 | 2.39 | 2.63 | 1.52 |
| Transit | 1.78 | 1.51 | 1.6 | 2.78 |
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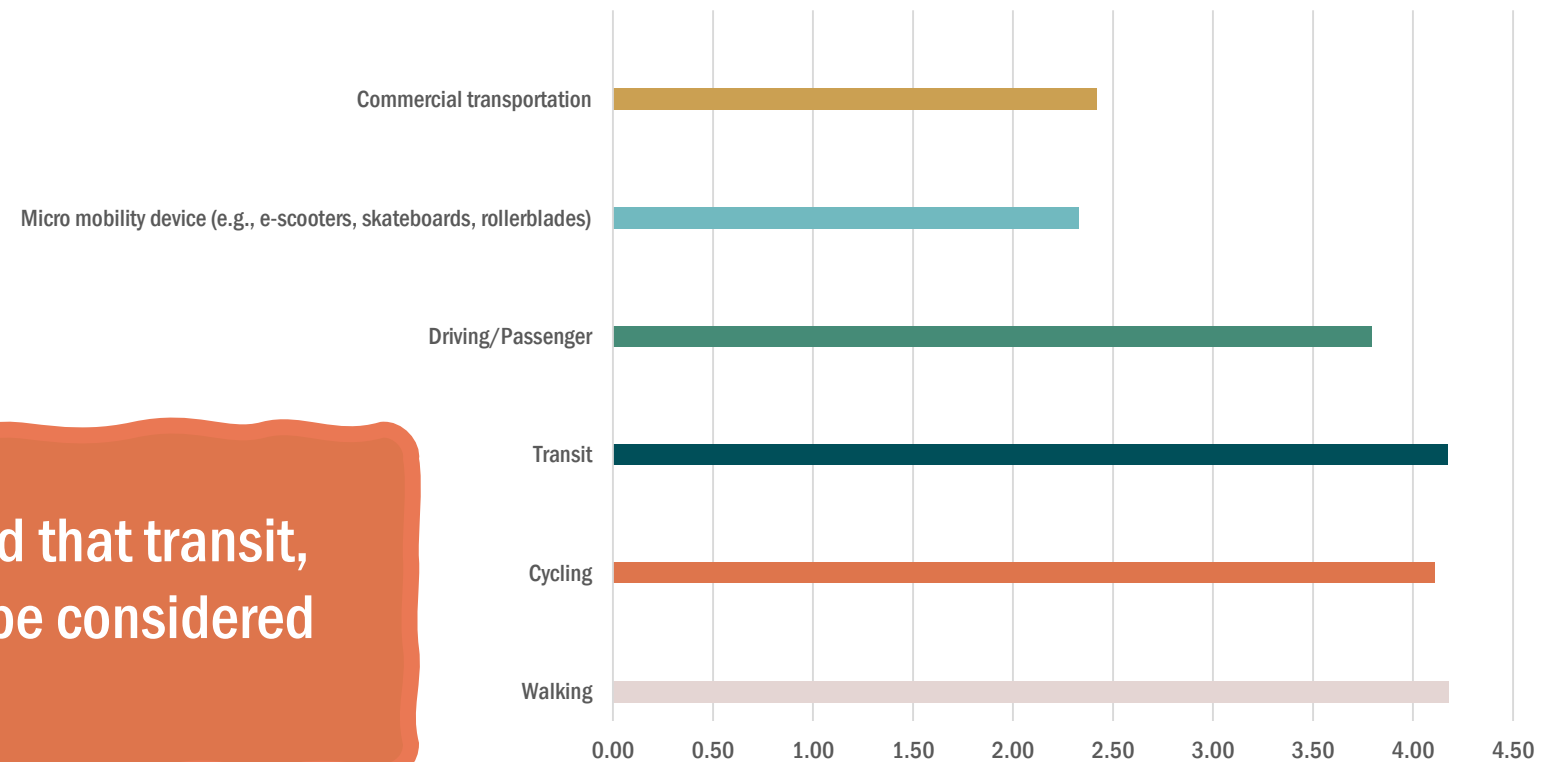
Driving was ranked highest in each KPI

Community Engagement, Phase 1

Transportation System Priorities



Survey respondents indicated that transit, walking, and cycling should be considered high priority.



Looking Forward

Key Themes / Areas of Focus

- ✓ Defining a Major Road Network
- ✓ Improved public transit service
- ✓ Enhanced road safety
- ✓ Advance active transportation network upgrades
- ✓ Address congestion / reduce travel time



Looking Forward

STP Objectives (draft)



Road Safety

Fewer crashes resulting in injury or fatality



Congestion / Delay

Reduce travel time on key corridors



Sustainable Transportation

Mode Share (% trips by mode)



Thank you!



The Corporation of the City of Courtenay

Staff Report

To: Council

File No.: 2260-20

From: City Manager (CAO)

Date: April 15, 2026

Subject: Encroachment Agreement for Coastal Community Credit Union

PURPOSE:

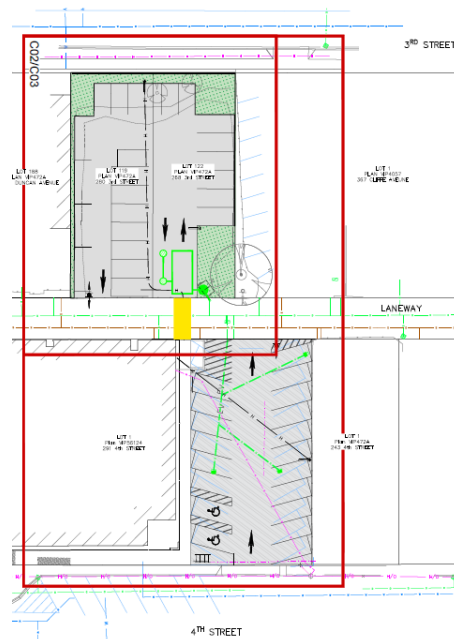
The Purpose of this report is to request that the Council consider approval of an encroachment agreement for a City laneway adjacent to 280 and 368 3rd Street, and 291 4th Street (land on or adjacent to the Coastal Community Credit Union) between the City and the Coastal Community Credit Union (CCCU).

BACKGROUND:

The following sites:

- 280 3rd Street, Lot 119 Section 61 Comox District Plan 472-A;
- 268 3rd Street, Lot 122, Section 61, Comox District Plan 472-A; and
- 291 4th Street, Lot 1, Section 61, Comox District Plan VIP56124; (collectively the “Lands”)

are located on or adjacent to the Coastal Community Credit Union. Coastal Community Credit Union is requesting an encroachment within the City laneway between the properties. Refer to the yellow-highlighted portion of the following illustration.



The CCCU building was recently constructed. In conjunction with this development, although not as part of the associated Building Permit, CCCU is undertaking upgrades to the adjacent parking lot. These upgrades

include the installation of lighting and electric vehicle charging stations, which require the extension of electrical servicing to the parking area, where such servicing was not previously available.

DISCUSSION:

Due to the physical separation between the parking lot and the main building, the applicant is proposing to extend an electrical conduit from the CCCU building to service the parking lot, rather than establishing a separate service connection through BC Hydro exclusively for the parking area.

The proposed encroachment agreement is supported by staff, as it does not interfere with municipal operations or existing utilities in the area. The proposed agreement is included as Attachment 1.

FINANCIAL IMPLICATIONS:

There are no financial implications to this encroachment.

OPTIONS:

1. THAT Council authorize the encroachment agreement associated with the laneway adjacent to the following lots:

280 3rd Street, Lot 119 Section 61 Comox District Plan 472-A;
268 3rd Street, Lot 122, Section 61, Comox District Plan 472-A; and
291 4th Street, Lot 1, Section 61, Comox District Plan VIP56124;

AND THAT Staff proceed with the statutory notice requirements in accordance with sections 24, 26(3) and 94 of the Community Charter;

AND THAT the City Manager be authorized to execute all documentation relating to the agreements.

2. THAT Council provide alternative direction to staff.

ATTACHMENTS:

1. Encroachment Agreement

Prepared by: Scott Hainsworth, BComm, Manager of Procurement, Risk and Real Estate

Reviewed by: Rob Dickinson, Development Engineer
Adam Langenmaier, CPA, CA, Director of Financial Services

Concurrence: Geoff Garbutt, M.Pl., MCIP, RPP, City Manager (CAO)

THE CORPORATION OF THE CITY OF COURTENAY

ENCROACHMENT AGREEMENT

Made and dated for reference this 1st day of March, 2026.

BETWEEN: **COASTAL COMMUNITY CREDIT UNION**
220-59 Wharft Street
Nanaimo, BC
V9R 2X3

(the "Owner")

OF THE FIRST PART,

AND: **THE CORPORATION OF THE CITY OF COURTENAY**
830 Cliffe Avenue
Courtenay, BC
V9N 2J7

(the "City")

OF THE SECOND PART.

WHEREAS:

A. The Owner is the owner of the properties located at:

- i. 280 3rd Street in the City of Courtenay, in the Province of British Columbia and legally described as:

PID: 007-734-590; LOT 119, SECTION 61, COMOX DISTRICT, PLAN 472-A, EXCEPT THE SOUTH EASTERLY 10 FEET THEREOF

("Lot 119")

- ii. 268 3rd Street in the City of Courtenay, in the Province of British Columbia and legally described as

PID: 007-734-638; LOT 122, SECTION 61, COMOX DISTRICT, PLAN 472-A, EXCEPT THE SOUTH EASTERLY 10 FEET THEREOF

("Lot 122")

- iii. 291 4th Street in the City of Courtenay, in the Province of British Columbia and legally described as

PID: 018-165-885; LOT 1, SECTION 61, COMOX DISTRICT, PLAN VIP56124

("Lot 1")

(collectively, the "Lands").

- B. The Owner intends on making parking lot improvements on the Lands (the "Improvements").
- C. Lot 119 and Lot 122 are on 3rd Street in the City of Courtenay ("3rd Street"). Lot 1 is on 4th Street in the City of Courtenay ("4th Street"). A public laneway (the "Laneway") separates the properties on 3rd Street from the properties on 4th Street.
- D. The Improvements will include certain electrical facilities (the "Works") some of which Works may be encroaching into the Laneway.
- E. The City under section 35 of the *Community Charter* has the right of possession of every highway in a municipality, subject to any rights in the soil reserved by the persons who laid out the highway and the right of possession of the City shall not be adversely affected or derogated from by prescription in favour of any other occupier.
- F. Under section 35(a) of the *Community Charter* the soil and freehold of every highway in the municipality is vested in the municipality.
- G. The Council of the City has authorized the City to enter into this Agreement, by Resolution.

WITNESS THAT in consideration of the premises and the covenants herein contained and for other valuable consideration, receipt and sufficiency of which is hereby acknowledged by the parties, the parties hereto covenant and agree each with the other as follows:

1. **Encroachment Area** – That, in consideration of the premises and the covenants contained herein and to be performed and observed by the Owner, the City (so far as it legally can, but not otherwise, and subject to the bylaws aforesaid, and subject always to the use of the encroachment area for highway purposes) grants unto the Owner permission to construct and maintain the Works within the Laneway (hereinafter called the "Encroachment Area").
2. **Acknowledgment of Highway** - The Owner acknowledges and agrees:
 - (a) that the Encroachment Area is a highway and that the City has limited power to authorize the private use of highways;
 - (b) that any rights granted by the City to the Owner by this Agreement are not exclusive and are subject to the placement of existing and future utilities and the public's right to pass and re-pass;
 - (c) that the City has full authority pursuant to this Agreement to require the removal of all improvements or structures from the Encroachment Area and the restoration of the Encroachment Area, at any time, without compensation to the owner as provided in this Agreement;
 - (d) to accept all costs and all risks associated with any requirement by the City to remove or relocate the Works; and

3. Use of Encroachment Area – In exercising any rights under this Agreement, the Owner agrees:

- (a) to use the Encroachment Area for the purpose of installing, operating and maintaining the Works and for no other purpose without the express written consent of the City;
- (b) to at all times keep and maintain the Encroachment Area in good and sufficient repair to the satisfaction of the City;
- (c) to obtain a 'Work in City Street Permit' from the City or express written permission from the City before any excavation, maintenance or repairs in the Encroachment Area commence;
- (d) to use all reasonable efforts to cause a minimum of obstruction and inconvenience during any construction, maintenance or repairs in the Encroachment Area, and place and maintain such warning signs, barricades, lights or flares at or near the site of any work in progress as will give reasonable warning and protection to members of the public; and
- (e) except as expressly authorized in writing by the City, do all work in such a manner as not to interfere with any existing utilities located in, on, under or around the highway. In the event that the Owner is authorized to interfere with existing utilities in or in the vicinity of the Encroachment Area, the Owner shall, upon written notice by the City, reimburse the City for all sums expended by the City in altering such municipal utilities, as requested, as determined in the sole discretion of the City.

4. Term – This Agreement shall be for a term commencing with the installation of the Works and ending when the Works are no longer required for the parking lot improvements unless terminated sooner pursuant to the terms of this Agreement (the "**Term**").

5. Environmental – The Owner covenants and agrees with the City that:

- (a) "**Contaminants**" means any materials or substances of any kind the storage, manufacture, disposal, treatment, generation, use, transportation, remediation or release into the environment (collectively, the "Use") of which is prohibited, controlled, regulated or licensed under environmental laws, except to the extent that the Use has been authorized or permitted by all applicable governmental or other regulatory authorities;
- (b) the Owner's right of use of the Encroachment Area herein is on an "as is" basis, and the Owner agrees that the City has not made any representations, warranties, covenants or agreements with respect to the condition of the Encroachment Area, the suitability of the Encroachment Area for the Owner's intended use or any use whatsoever, and in particular and without limiting the generality of the foregoing, as to the environmental condition of the Encroachment Area;
- (c) if the Owner shall bring or create upon the Encroachment Area any Contaminants then, notwithstanding any rule of law to the contrary, such Contaminants shall be and remain the sole and exclusive property of the Owner and shall not become the property of the City or Province, notwithstanding the degree of affixation of the

Contaminants or the goods containing the Contaminants to the Encroachment Area and notwithstanding the expiry or earlier termination of this Agreement;

- (d) the Owner shall indemnify and save harmless the City, its officers, employees, agents, successors and assigns from any and all liabilities, actions, damages, claims, losses, charges and expenses and the costs of removal, treatment, storage and disposal of Contaminants which are paid by and incurred by the City, its officers, employees, agents, successors or assigns as a direct result of the presence of any Contaminants caused by any act or omission of the Owner its employees, agent, contractors, invitees, owners, or permitted assignees.

6. Relocation

- (a) If, in the opinion of the City or the Province, any portion of the Encroachment Area is required for the installation of utilities or for any other purpose, the City may give the Owner notice and the Owner shall within 60 days after receipt of such notice either resolve the issue giving rise to the City's need to terminate this Agreement to the City's satisfaction, or, alternatively, remove or relocate any part or all of the Works and restore the Encroachment Area to a condition acceptable to the City, all at the sole expense of the Owner.
- (b) In the event of an emergency situation as determined in the sole discretion of the City, the 60 day notice requirement in subparagraph 9 below shall be abrogated and the City may undertake any work it deems necessary without notice to the Owner. If the City determines that it is necessary to remove or relocate any part or all of the Owner's Works for the purpose of effecting such emergency repairs, the Owner shall comply immediately with the request of the City to remove or relocate the Works at the sole expense of the Owner. If the Owner fails to comply with such request, the City may remove or relocate the Works and the cost of such removal or relocation shall become a debt due from the Owner to the City payable immediately upon invoice therefore.

7. Indemnification – The Owner shall indemnify and save harmless the City, its elected and appointed officers, employees, contractors and agents from and against all actions, proceedings, claims; costs, fees, fines and demands whatsoever by any person and shall reimburse the City for all damages and expenses caused or contributed to by:

- (j) the breach of this Agreement by the Owner, or
- (b) the excavation, use, development, maintenance, repair, renewal, replacement and servicing of the works in the Encroachment Area or both of them.

8. Release and Indemnity – The City (so far as it legally can, but not otherwise) grants to the Owner the non-exclusive revocable right to use the Encroachment Area. In the event that the encroachment granted under this Agreement is found to be invalid or illegal, the Owner hereby agrees to release and indemnify the City, its elected and appointed officers, employees, contractors and agents from and against any and all actions, causes of action, expenses, costs or fees whatsoever which arise as a result of that finding. Without limiting the generality of the foregoing, the Owner hereby releases and discharges the City, its elected and appointed officers, employees, contractors and agents of and from any action or claim the Owner may have to recover fees paid under this Agreement as well as any action or claim that the Owner may have in relation to the required removal or relocation of any structures or improvements constructed within the Encroachment Area or the restoration of the Encroachment Area to its original state. This

provision shall survive and shall not be affected by the holding of any other portion of this Agreement as illegal or invalid.

9. Notice – Any notice required or allowed to be given under this Agreement shall be delivered by hand or by facsimile and shall be deemed to be received upon the day of delivery or transmission, respectively.

10. Survival of Terms – The indemnification, release and insurance obligations of the Owner under this Agreement shall survive any termination of this Agreement in relation to any event first arising or commencing on or before the date of termination of this Agreement.

11. Termination – The Owner understands and agrees that:

- (a) under the following circumstances the City may at any time, in its sole discretion, withdraw the rights it has granted herein to the Owner by giving sixty (60) days notice to the Owner in writing:
 - (i) breach of this Agreement;
 - (ii) Encroachment Area being required for City, Provincial or other public utility purposes incompatible with the Owner's use of the Encroachment Area;
 - (iii) requirement of a higher level of government.

The Owner may at any time, by written notice to the City, terminate this Agreement as of a date to be specified in such notice.

- (b) without restricting the generality of the foregoing, the City may at any time terminate this Agreement without notice and effective immediately if the Owner fails to construct, operate or maintain the Works to a standard acceptable to the City or if the City receives a claim or complaint from any person whose access over the Encroachment Area has been impeded by the Owner's use of the Encroachment Area or if the impediment was not approved by the City.

12. Removal by the Owner – In the event that this Agreement is terminated for any cause or reason whatsoever, the Owner shall promptly remove any Works within the Encroachment Area and restore the Encroachment Area to its original state and shall not be entitled to claim against the City for any costs or losses that it incurs or suffers, directly or indirectly, as a result of such termination.

13. Removal by City – If the Owner fails to remove all Works and clear and restore the Encroachment Area as required under this Agreement, the City and its agents may remove all fixtures, chattels, improvements, personal property and all other things within the Encroachment Area and restore the Encroachment Area to its original condition. The cost of such removal and restoration will be a debt due and owing to the City by the Owner upon receipt by the Owner of the City's invoice for the cost of the work.

14. Nuisance – The Owner covenants and agrees with the City that:

- (a) it will not carry on, or do or allow to be carried on or done within the Encroachment Area anything that:
 - (i) may be or become a nuisance to the City or the public;

- (ii) increases the hazard of fire or liability of any kind;
- (iii) increases the premium rate of insurance against loss by fire or liability upon the Encroachment Area; or
- (iv) invalidates any policy of insurance for the Encroachment Area;

15. Compliance with Other Laws – Nothing in this Agreement exempts the Owner from complying with all applicable laws, including all municipal bylaws, or from obtaining all required permits and licenses relating to the use of the Encroachment Area.

16. Compensation – Notwithstanding any provision of this Agreement, the Owner shall not be entitled to compensation of any type, including, but not limited to claims for injurious affection or disturbance resulting in any way from the removal or relocation of any part or all of the Works and, without limitation, shall not be entitled to any compensation for business losses, loss of profit, loss of market value, relocation costs or other consequential loss by reason of the removal or relocation of any part or all of the Works or by reason of the termination of this Agreement.

17. Builders' Liens – The Owner covenants and agrees with the City that it will indemnify the City from and against all claims for liens for wages or materials or for damage to persons or property caused during the making of or in connection with any excavation, construction, repairs, alterations, installations and additions which the Owner may make or cause to be made on, in or to the Encroachment Area or the Works located within the Encroachment Area.

18. Interest in Lands – This Agreement grants no interest in land in the Encroachment Area to the Owner.

19. Possession – The Owner covenants and agrees with the City that it will, at the expiration or sooner determination of the Term, peaceably vacate and discontinue its use of the Encroachment Area.

20. References – Every reference to each party is deemed to include the heirs, executors, administrators, permitted assigns, employees, servants, agents, contractors, officers, directors and invitees of such party, where the context so permits or requires.

21. Enurement – This Agreement shall enure to the benefit of and be binding on the parties and their respective successors and assigns.

22. Severance – If any portion of the Agreement is held invalid by a court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder of this Agreement.

23. Assignment – The Owner shall not sell, transfer, convey, or otherwise dispose of any legal or beneficial interest in the Lands, or any portion thereof, directly or indirectly, unless as a condition thereto and prior thereto, the proposed purchaser or transferee has first executed and delivered to the City an assignment and assumption agreement in a form satisfactory to the City, acting reasonably, whereby the purchaser or transferee agrees to be bound by all of the terms, covenants, and obligations of this Agreement, positive or negative, as if it were the original Owner, from and after the effective date of the sale, transfer, conveyance or other disposition.

24. Entire Agreement – The provisions herein contained constitute the entire agreement between the parties and supersede all previous communications, representations and agreements, whether verbal or written, between the parties with respect to the subject matter hereof.

25. Time of Essence – Time is of the essence of the Agreement

26. Interpretation – The parties to this Agreement covenant:

- (a) that when the singular or neuter are used in this Agreement, they include the plural or the feminine or the masculine or the body politic or corporate where the context or the parties require;
- (b) that the headings to the clauses in this Agreement have been inserted as a matter of convenience and for reference only and in no way define, limit or enlarge the scope or meaning of this Agreement or any provision of it;
- (c) that all provisions of this Agreement are to be construed as covenants and agreements as though the words importing covenants and agreements were used in each separate paragraph;

27. Governing Law – This Agreement shall be governed by and construed in accordance with the laws of the Province of British Columbia.

28. City's Right to Alter Encroachment Area –

- (a) This Agreement shall not in any way operate to restrict the right of the City, or any other public utility, at any time to alter the roadway, curb, gutter, sidewalk, boulevard or any municipal works constructed within the roadway or to construct or maintain any form of structure on, over or across the Works, notwithstanding that the effect of such alteration, construction or maintenance may be to render the Works useless or of less value for the purposes of the Owner or may require the partial or total removal or relocation of the Works.
- (b) In the event the City, or any other public utility, in its sole discretion deems it necessary to alter the roadway, including the ditches, shoulders, drainage or other utilities located in the roadway or any sidewalk, curb, gutter or pavement in any manner whatsoever, the Owner shall relocate or reconstruct the Works at the sole cost of the Owner in accordance with plans and specifications first approved by the City and within a time period permitted by the City and to the satisfaction of the City.
- (c) The right of encroachment hereby granted in no way grants to the Owner the right to any ownership, right or title in the roadway except as herein specified and the Owner does not hereby acquire any right to claim damages against the City that might arise out of the City causing damage to the Works.

29. Counterparts - This Agreement may be executed in one or more counterparts, each of which will be an original, and all of which together will constitute a single instrument. Further, the parties agree that this Agreement may be signed by electronic signature (e.g., DocuSign or similar electronic signature technology) and/or transmitted by electronic means, and thereafter maintained in electronic form, and that such electronic record will be valid, and effective to bind the party so signing, as a paper copy bearing such party's handwritten signature. The parties further consent and agree that the electronic signatures appearing on this Agreement will be treated, for the purposes of validity, enforceability, and admissibility, the same as handwritten signatures.

[Signatures on Next Page]


AS EVIDENCE of their agreement to be bound by the terms of this Agreement, the parties have executed this Agreement of the day and year first above written.

SIGNED AND DELIVERED by **THE CORPORATION**)
OF THE CITY OF COURTENAY by its authorized)
signatories)

_____)
Mayor:)

_____)
Corporate Officer)

SIGNED AND DELIVERED by **COASTAL**)
COMMUNITY CREDIT UNION by its authorized)
signatories)


_____)
Annette Christensen)


_____)
Mark Jones)



The Corporation of the City of Courtenay

Staff Report

To: Council
From: Director of Recreation, Culture and Community Services
Subject: Letter of Support Request – Comox Valley Pride Society

File No.: 8100-20
Date: April 15, 2026

PURPOSE: To seek Council endorsement for the Pride Society of the Comox Valley's 2026 *Local Festivals – Building Communities Through Arts and Heritage* (BCAH) grant application and to confirm the City's continued in-kind support of Pride Week.

The report further recommends that Council authorize a multi-year continuation of existing levels of in-kind support for Pride Week until the forthcoming Special Events and Hosting Policy is developed as prioritized through the Strategic Cultural Plan Implementation Strategy.

BACKGROUND:

Celebrating diversity is a longstanding tradition in Courtenay and the Comox Valley. Pride season refers to the wide range of Pride related events occurring annually June through September when 2SLGBTQIA+ communities and allies gather to celebrate resilience, talent and community contributions. Local Pride Week programming typically takes place in various locations throughout Courtenay toward the end of August. Local pride events are collaboratively planned and hosted by local organizations including but not limited to the Pride Society Comox Valley, the Queer Centre, the Comox Valley Art Gallery, elevate the arts, the Comox Valley Arts Council and Weird Church.

Pride Society of the Comox Valley (PSCV) was successful in receiving the federal BCAH grant in 2025 and has applied again for 2026. PSCV has submitted the Municipal Government Support Form (Attachment 1), prefilled with items previously provided by the City. For 2026, PSCV is the BCAH grant applicant and primary contact for Pride in the Park, with other community organizations contributing as Pride Week programming and delivery partners (e.g. Queer Culture who organizes the Pride Parade), where applicable.

The City of Courtenay has historically supported community led cultural events (especially those led by equity priority communities) through in-kind contributions such as road closures, traffic control, event permitting, and communications support. This approach reflects:

- longstanding community values,
- consistent municipal practice, and
- alignment with broader cultural inclusion objectives.

Community engagement for the Strategic Cultural Plan confirmed the community's desire for continued investment in grassroots cultural expression, relationship building with cultural organizations, and support for historically underrepresented communities, including 2SLGBTQIA+ residents.

DISCUSSION:

Support Letter Request

The City's in-kind contributions to community events (principally traffic management, public works setup/teardown, and communications support) enable cultural experiences that advance several Strategic Cultural Plan goals. The Plan highlights that arts and culture are essential to Courtenay's economic development, cultural tourism, social cohesion and community identity, and identifies municipal support as critical to strengthening the cultural ecosystem. In-kind assistance for events directly advances these objectives by reducing barriers to participation and enabling community partners to deliver culturally significant programming.

PSCV has requested the City's endorsement of their 2026 BCAH grant application and confirmation of continued in-kind support for Pride Week. Commitment of continued support until the City completes a Special Events and Hosting Policy also facilitates timely confirmations required for external funding applications and reduces administrative burden for both the City and organizers.

Should Council approve Option 1 of this report, staff would be enabled to provide a letter of support for PSCV's current and future grant applications, avoiding the need to return to Council for annual approvals so long as the level of in-kind support remains consistent with the 2026 commitment.

2026 Pride Week Program Overview (as provided by PSCV)

Following successful expanded programming in 2025, PSCV has again included these components in the 2026 submission. These components support inclusive and accessible gatherings:

1. Heritage Component
 - Indigenous Queer Art Exhibit with artist Q&A
 - Allyship Workshop (local Pride history; anti-hate and anti-discrimination strategies)
 - Queer Senior Pride Celebration (intergenerational gathering)
2. Performance Component
 - *Pride in the Park* featuring local drag performers, storytellers and choirs
3. Arts Component
 - Vendor booths showcasing 2SLGBTQIA+ artists
 - Art workshops led by members of the 2SLGBTQIA+ disability community

The BCHA grant will allow PSCV and their collaborating community organizations to continue to offer inclusive and accessible community gatherings while reducing their reliance on sponsorship funding, which has historically supported only the Pride in the Park event – not the aforementioned extended Pride Week programming.

POLICY ANALYSIS:

Strategic Cultural Plan, 2024

Goal 2: Build Community Resilience Through Arts & Culture

- Objective 2.1: Use arts and culture to support community belonging and inclusion.

- Objective 2.2: Use arts and culture to engage communities on complex social challenges and support healing.
- Objective 2.3: Develop programming that appeals to a more diverse community.

Goal 3: Develop More Accessible & Affordable Cultural Spaces

- Objective 3.1: Increase availability of accessible and affordable spaces for arts and culture.

Goal 4: Bolster Community Arts

- Objective 4.1: Support capacity building for community-led arts organizations.
- Objective 4.3: Increase awareness of community arts and culture events.

FINANCIAL IMPLICATIONS:

In-kind expenditures to support Pride Week, which includes PSCV's Pride in the Park activations, are estimated at a value of \$10,000 to manage garbage collection (pre and post), provide traffic control services (including closure of the 5th St bridge), barricade setup and take down for Lewis Park and administrative support for event permitting.

ADMINISTRATIVE IMPLICATIONS:

City staff from Operations, Recreation, Culture and Community Development, and Communications will be required to:

- coordinate permitting
- prepare and communicate logistical requirements
- support event organizers
- coordinate with BC Transit and other interest holders as needed

As the Strategic Cultural Plan implementation progresses the forthcoming Special Events and Hosting Policy will help formalize processes and expectations for municipal support.

STRATEGIC PRIORITIES REFERENCE:

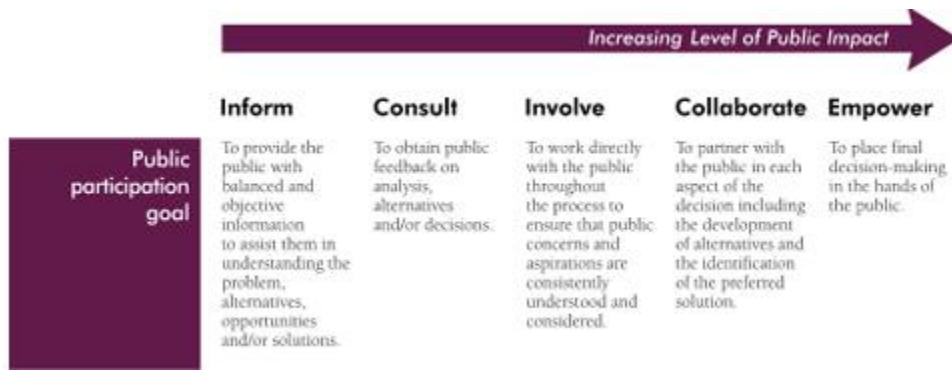
Supporting Pride Week programming aligns with the Equity and Community Well-being directions of the City's Strategic Priorities (2023–2026).

This initiative addresses the following strategic priorities:

- Arts, Culture, and Heritage - Implement Strategic Cultural Plan

PUBLIC ENGAGEMENT:

Staff will inform the public in accordance with the IAP2 Spectrum of Public Participation, ensuring event related impacts and opportunities are communicated clearly and proactively.



© International Association for Public Participation www.iap2.org

OPTIONS:

1. THAT Council approve endorsement for Pride Society of the Comox Valley's 2026 BCAH grant application and in-kind support valued up to \$10,000 for Pride Week programming and authorize staff to provide letters of support for this and future Pride Week related grant applications until the Special Events and Hosting Policy is completed and approved by Council.
2. THAT Council approve endorsement for Pride Society of the Comox Valley's 2026 BCAH grant application and in-kind support valued up to \$10,000 for Pride Week Programming for 2026 only.
3. THAT Council receive this report for information.

ATTACHMENTS:

1. Municipal Government Support Form (Pride Society of the Comox Valley)
2. Letter from PSCV (February 18, 2026)

Prepared by: Connor Tice, Culture and Special Events Coordinator

Reviewed by: Joy Chan, Manager of Business Administration
Chris Thompson, Manager of Public Works Services
Ryan Coltura, Assistant Manager Recreation Facility Operations

Concurrence: Susie Saunders, Director of Recreation, Culture and Community Services
Matthew Brown, Acting Director of Operation Services
Geoff Garbutt, M.Pl., MCIP, RPP, City Manager (CAO)



Confirmation of Support from Municipal Government or Equivalent Authority

APPLICANT: Pride Society of the Comox Valley

Name of festival: Comox Valley Pride Festival

Funding by the Program is conditional upon confirmation of cash and/or in-kind support from the applicant's municipal government or equivalent authority (referred to below as - "the municipality").

For applications from a local band council, local tribal council, other local Aboriginal government or equivalent authority, that authority must provide written confirmation of support. Public organizations such as police, public transportation, waste management, or libraries, if directly under the municipal authority, can also provide municipal support. Financial support from the discretionary funds of elected officials is considered a donation from an individual and cannot constitute municipal support.

This form, once completed and signed, constitutes proof of support from the municipality. Support may also be confirmed in a letter that includes the cash and/or in-kind value of the municipal contribution for the event or activity. Should the municipality withdraw its support, the applicant must immediately notify the Department of Canadian Heritage.

Please complete this form, print it and have it signed by an authorized representative of your municipality or equivalent authority and submit with your application. Authorized representatives are employees of the municipal administration or equivalent authority or any elected official with signing authority.

| | |
|---|--|
| CASH | |
| This amount must appear in the budget. | |
| Total: | |

| | |
|------------------------------------|---|
| IN-KIND (monetary value) | The in-kind support for this festival will be as described in the following table. (Use additional pages if necessary) Please itemize contributions of in-kind goods and services. |
| \$5,700.00 | Traffic Control Operations |
| \$1,250.00 | Operations Staff Parade Barricade Setup and Takedown (Wages/Overtime) |
| | |
| | |
| | |
| Total: | \$6,950.00 |

| | |
|---|--|
| Name of authorized representative (required): Authorized representatives are employees of the municipal administration or equivalent authority or any elected official with signing authority. | |
| Title and municipality (required): | |
| Telephone number (required): | |
| Authorized representative's signature (required): | |
| Date YYYY-MM-DD (required): | |



PRIDE SOCIETY OF THE COMOX VALLEY

February 18, 2026

Dear Mayor Wells and Courtenay City Council,

Last year, we were successful in receiving the *Local Festivals - Building Communities Through Arts and Heritage* grant, and we have applied again to support Pride Week in August 2026. Attached to the email is the Municipal Government Support Form, which has been pre-filled with items that were provided in 2025. While in-kind support is preferred, the updated grant guidelines also accept letters of support without financial or in-kind contributions. Due to the success of last year's expanded programming, we have included these additional events again and are excited to see how they continue to grow in 2026.

1. **Heritage Component:**

- An **Indigenous Queer Art Exhibit** with artist Q&A, an **Allyship Workshop** exploring the local history of Pride and strategies to combat hate and discrimination, and a **Queer Senior Pride Celebration** with an intergenerational focus.

2. **Performance Component:**

- **Pride in the Park** featuring local drag performances, storytellers, and choirs.

3. **Arts Component:**

- Showcasing 2SLGBTQIA+ artists through **vendor booths**, and **art workshops** led by members of the 2SLGBTQIA+ disability community.

This grant would allow us to continue offering inclusive and accessible community gatherings while reducing reliance on sponsorship funding, which has historically supported only the Pride in the Park event.

We extend our sincere gratitude for your letter of support in last year's application. Your commitment to ensuring that the 2SLGBTQIA+ community remains visible, celebrated, and supported continues to have a meaningful impact in our city.

If you have any questions, please feel free to contact Janine at pscv2021@gmail.com.

In Pride,

Janine Scheffler, Facilitator
Pride Society of the Comox Valley, Board of Directors

On Mar 24, 2026, at 12:50 PM, Brodie Guy <brodie@islandcoastaltrust.ca> wrote:

Good morning Mayor Wells and Geoff,

We are at a pivotal moment for local economies across Vancouver Island and coastal communities — and the voice of your community matters.

Local leaders who govern Island Coastal Economic Trust are working to support the Province of British Columbia to advance a once-in-a-generation opportunity to modernize the Trust with a strategic investment to shape economic development across our region for decades. A brand-new [Independent Legislative Review — A Case For Change](#) — provides a compelling, evidence-based case for this change, identifying strategic investment as the essential foundation for modernizing the Trust and advancing co-governance with First Nations. This is something local governments and First Nations have sought since the Trust started, and now, enabling new legislation is being developed by the Ministry of Jobs and Economic Growth.

We are requesting the support of your council in this defining moment in Trust’s history. Attached is a template letter for your council to consider sending to Minister Ravi Kahlon. At the Regional Advisory Committee meetings of the Trust, elected leaders encouraged each other to copy your local MLAs and, where possible, coordinate a joint letter with neighbouring councils, First Nations, and/or regional districts to amplify the message. Please adapt the template with stories and examples specific to your community — the Minister needs to hear the human and local economic impact of this work in your own words.

This advocacy builds on real momentum. Throughout early 2026, community leaders have engaged MLAs directly, building on recommendations from over 30 First Nations governments who contributed to the [First Nations Strategic Recommendations Report](#) — which is now actively informing the development of new legislation. Together, governments across our region have built a strong foundation. But the window is open now: legislative and investment decisions will be made in the months ahead, and elected voices like yours are essential to advancing this vision that is shared among local governments and First Nations.

Please reach out directly if I can support you in any way — I am ready to assist immediately.

With gratitude,
Brodie

BRODIE GUY
CEO

250.871.7797



As we work toward inclusive and resilient economic futures, we do so with a deep appreciation for the histories, contributions, and rights of the Kwakwaka'wakw/Bakwam'kala, Ligwilda'xw, Pəntl'áč, She shashishalhem, Hul'q'umi'num', diitiidʔaatx, SENĆOŦEN, Skwxwú7mesh, Lekwungen, and T'Sou-ke speaking peoples.

April 16, 2026

File No.

Honourable Ravi Kahlon
Minister of Jobs and Economic Growth
Government of British Columbia

Sent via email only:
JEDI.Minister@gov.bc.ca

Dear Minister Kahlon:

RE: Support for Island Coastal Economic Trust

On behalf of Courtenay City Council, we are writing to express our strong support for advancing legislation to modernize the Island Coastal Economic Trust and to position it for long-term impact through strategic provincial investment.

The work to renew the Trust represents a *Made on the Coast* initiative shaped and championed by coastal First Nations, local governments, and regional leaders working together toward a shared economic vision. Over the past several years, your Ministry's partnership has enabled meaningful engagement and co-development, resulting in an unprecedented level of regional alignment.

Across 53 First Nations governments, 35 local governments, and elected MLAs in the region, there is broad consensus that the Trust should evolve into a modern, co-governed regional economic development institution that reflects partnership, reconciliation, and shared responsibility.

The alignment has been achieved. The regional mandate is clear.

To carry this work forward, we respectfully urge the Province to bring forward legislation as soon as possible to formalize the renewed governance structure and provide long-term certainty for the Trust.

As government focuses on economic resilience, regional development, and disciplined spending in a period of global uncertainty, the Trust represents an established and accountable mechanism to advance those shared priorities. Over nearly two decades, the Trust has leveraged provincial investment into tangible economic outcomes in coastal communities, strengthening local economies and fostering collaboration across jurisdictions.

Strategic investment in a modernized Trust would build on that proven track record, protect prior public investment, and provide a focused vehicle to support economic transition in coastal and rural regions. This approach aligns with the Province's emphasis on strengthening British Columbia's economy while ensuring responsible stewardship of public funds.

As municipal leaders, we see firsthand the importance of strong regional institutions in supporting jobs, innovation, and community stability. With modernized governance and renewed capital, the Trust is well positioned to continue delivering measurable results for British Columbians.

Our region stands united behind this vision. Such consensus around a regional economic priority is rare and reflects years of careful collaboration.

We look forward to working with you to advance both the legislative and investment components necessary to secure the Trust's future.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bob Wells', with a stylized flourish at the end.

Mayor Bob Wells
City of Courtenay

cc: Council



City of Campbell River
From the Office of the Mayor

March 19, 2026

The Honourable David Eby
Premier of British Columbia
Parliament Buildings
Victoria, BC V8V 1X
Via email: premier@gov.bc.ca

Dear Premier Eby,

The Campbell River long-term care project represents a critical investment in the health and well-being of seniors and families across the North Island. The originally announced plan for a new long-term care facility – including more than 150 beds and expanded services – was welcomed by our community as a vital step toward addressing growing demand and capacity pressures within our local health system.

However, recent updates indicating delays to the project have raised significant concern within our community. Residents, families, and care providers continue to experience increasing strain due to limited long-term care availability and the need for additional capacity remains urgent.

Council remains strongly supportive of this project and the partnerships that have brought it forward, including the Province, Island Health, and the Comox Strathcona Regional Hospital District. We are committed to working collaboratively to ensure the project proceeds as expeditiously as possible.


Given the importance of this initiative, we respectfully support the request made by the Comox Strathcona Regional Health District to request an opportunity to meet with you to:

- Receive an update on the current status and timeline of the project;
- Better understand any challenges or constraints impacting progress; and
- Discuss how the City and regional partners can support timely advancement of this critical infrastructure.

We would welcome the opportunity to meet at your convenience in person and are happy to coordinate with your office on scheduling.

Thank you for your continued commitment to improving health care services for communities across British Columbia. We look forward to working together to ensure that residents of Campbell River and the surrounding region have access to the care they need, close to home.

Sincerely,

A handwritten signature in black ink, appearing to read 'KAD', with a stylized flourish at the end.

Kermit Dahl
Mayor, City of Campbell River

Cc **The Honourable Josie Osbourne**
Minister of Health
Via email: HLTH.Minister@gov.bc.ca

The Honourable Bowinn Ma
Minister of Infrastructure
Via email: INF.Minister@gov.bc.ca

Anna Kindy
MLA for North Island
Via email: Anna.Kindy.MLA@leg.bc.ca



Briefing Note

To: Council
From: Director of Infrastructure & Environmental Engineering
Subject: East Courtenay Firehall – Project Update

File No.: 5335-20
Date: April 15, 2026

PURPOSE:

To provide Council with an update on the status of the East Courtenay Fire Hall project.

BACKGROUND:

Since 2005, the City has recognized the increasingly inevitable need for a new fire hall on the east side of its fire protection district. Development of this facility is driven by life safety requirements, development pressures, population growth, and the need to maintain adequate service levels.

During the 2023 Financial Plan, Courtenay Council reaffirmed the need for this facility to support the efficient and effective delivery of the City’s first responder fire service and added the project to the Five-Year Financial Plan. Direction to proceed with conceptual design and the potential to accommodate colocation with potential partners was given. It is noted that conceptual designs contemplated partnership, but notwithstanding the City’s best efforts, funding commitments and an agreement to partner were unable to be secured.

Located within a mixed commercial and industrial area, the East Courtenay Fire Hall is not intended to be a high-profile or flagship facility. Rather, it will be a functional, durable, and modestly scaled building that aligns with industry best practices and supports long-term serviceability.

At the July 30, 2025 Council meeting, Council approved the following resolution:

THAT Council direct staff to proceed with design of the East Courtenay Fire Hall; and,

THAT Council direct staff to submit a grant application for the East Courtenay Fire Hall to the UBCM Strategic Priorities Fund and confirm that Council supports the project, and is willing to provide overall grant management, and support any cost overruns. (Recommended)

DISCUSSION:

The East Courtenay Fire Hall will include two double-length, drive-through apparatus bays, with provisions for a future third bay to support long-term operational growth. In addition to administrative and crew support areas, the facility will provide dormitory-style rooms for firefighters on shift, a health and wellness room, a training room, washrooms, and dedicated personal locker space. A designated decontamination area will allow firefighters to safely remove and clean contaminated gear, reducing the spread of hazardous materials and supporting firefighter health and safety.



The project remains on schedule, with a targeted construction start in summer 2026. Detailed design continues to advance under the guidance of the retained architect Sahuri and the Construction Manager, Kinetic Construction Ltd., which was selected through a competitive Request for Proposals process based on qualifications, experience, and proposed approach to construction management. Kinetic Construction is currently supporting the project through the pre-construction phase providing guidance on constructability, sequencing, and value-informed design decisions and will ultimately be responsible for delivering the project during construction.

This early involvement of Kinetic Construction supports proactive risk management, cost validation, and schedule planning, helping ensure that design decisions remain aligned with project objectives, budget, and available funding. The project has successfully achieved the 50% design milestone, including completion of a Class C cost estimate and schedule updates, and has recently reached the 70% detailed design milestone, which is under review. These milestones provide critical checkpoints to confirm alignment of scope, schedule, and budget prior to final design and construction readiness, reinforcing confidence that the project will remain within the approved \$18 million budget.

The East Courtenay Fire Hall has been designed to reflect the City's commitment to inclusive, safe, and functional public infrastructure. A fully accessible elevator provides convenient access to the second floor, including the lunchroom and staff areas, and the facility also includes accessible washrooms to support all personnel and visitors. By integrating these features from the outset, the fire hall demonstrates the City's dedication to creating welcoming and user-friendly municipal buildings.

Energy Efficiency

The East Courtenay Fire Hall has been designed in accordance with the City's prescribe building performance standards for construction in accordance with the Official Community Plan (OCP) and Building Bylaw. Based on current design development and energy modelling completed for the project, the facility will achieve the prescribed performance levels within the BC Energy Step Code and the Zero Carbon Step Code frameworks.

These provincial standards are intended to progressively improve building energy efficiency and reduce greenhouse gas emissions from new construction across British Columbia. Based on current energy modelling, the proposed fire hall is meeting the City of Courtenay's 2026 energy performance requirements, which include Energy Step Code Step 3 and Zero Carbon Emissions Level 3 for commercial buildings.

Specifically, the portions of the building subject to the Step Code are achieving Energy Step Code Step 3 compliance, while the building's greenhouse gas emissions performance is achieving Zero Carbon Step Code Emissions Level 4, representing the highest level within the provincial framework and exceeding the City's minimum requirement.

A key feature supporting this level of performance is that the building is being designed as a fully electric facility, meaning it will not rely on fossil fuels such as natural gas for heating or hot water. Instead, the building will utilize high-efficiency electric mechanical systems powered by British Columbia's low-carbon electricity grid. As a result, the facility will produce significantly lower operational greenhouse gas emissions compared to conventional building designs.

Energy modelling undertaken by the project's building envelope and energy consultants indicates that the proposed design will achieve approximately an 88% reduction in greenhouse gas emissions compared to a code-minimum building of similar size and function. This reduction is achieved through the combination of the all-electric design and a number of high-performance building systems, supporting overall performance that exceeds the City's carbon reduction requirements and aligns with long-term climate objectives. These efforts also align with the City's recently adopted Corporate Facility Energy Management Plan, and the recently adopted Zero Emission Vehicle Fleet Transition Plan.

Key energy-efficient design features incorporated into the building include:

- High-performance building insulation and improved air-tightness to reduce heat loss.
- Energy-efficient LED lighting with occupancy sensors to minimize electricity use when spaces are not in use.
- Energy recovery ventilation systems that capture heat from exhaust air and reuse it to pre-heat incoming fresh air.
- Demand-controlled ventilation that adjusts airflow based on occupancy levels.
- High-efficiency heat pump systems that provide heating and cooling for the majority of occupied spaces.
- EV charging stations for staff and visitor vehicles, supporting the transition to electric transportation.
- Rough-in infrastructure for future EV firetruck charging (Level 3 Chargers), enabling straightforward integration of electric emergency vehicles when implemented.

These additions support both operational sustainability and future-proofing for electrification of municipal fleets, aligning with provincial climate targets and the City of Courtenay's emissions reduction goals.

Together, these design features significantly reduce the building’s energy consumption and carbon footprint while supporting a comfortable and healthy indoor environment for fire department personnel.

In addition to environmental benefits, the high-performance design is expected to provide long-term operational advantages for the City, including reduced energy consumption, lower operating costs over the life of the building, and improved alignment with evolving provincial energy and climate policies. Overall, the proposed fire hall demonstrates leadership in sustainable public infrastructure while supporting the City’s broader environmental objectives.

Project Schedule

The project has successfully achieved the 50% design milestone, including completion of the Class C cost estimate and updates to the overall project schedule, and continues to remain on track. The 70% detailed design submission has now been completed and is under review by the project team. At this stage, the design is advancing in all key disciplines including civil, mechanical, electrical, and overall building performance while continuing to address site-specific conditions and updated code requirements. These efforts ensure that the facility will meet all functional, regulatory, and sustainability objectives as the project progresses toward final design and construction readiness.

| Task | 2025 Q4 | 2026 Q1 | 2026 Q2 | 2026 Q3 | 2026 Q4 | 2027 Q1 | 2027 Q2 | 2027 Q3 | 2027 Q4 |
|--------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Design / Cost Estimating | | | | | | | | | |
| Communications | | | | | | | | | |
| Construction | | | | | | | | | |

POLICY ANALYSIS:

The City of Courtenay’s Official Community Plan (OCP) identifies East Courtenay as a key area for residential and commercial growth over the coming decades. With the population in East Courtenay expected to increase significantly, the OCP calls for the timely provision of public infrastructure to support this growth and maintain a high standard of liveability and public safety.

The construction of a second fire hall in East Courtenay directly aligns with this vision and addresses several strategic objectives outlined in the OCP. First, it supports equitable delivery of emergency services across the community, recognizing that close to half of Courtenay’s population now resides east of the Courtenay River. Second, it ensures that fire suppression and rescue services remain within acceptable response time standards, particularly the 10-minute response threshold used in Fire Underwriters Survey (FUS) grading and referenced in the BC Building Code. This is particularly important in mitigating insurance risk and maintaining public confidence in emergency preparedness.

Further, the proposed location at 220 Waters Place strengthens the City's overall resilience by improving access to critical infrastructure in East Courtenay, including the Comox Valley Hospital, North Island

College, and nearby commercial and residential developments. It also provides operational redundancy in the event of a natural disaster that could impact the City’s two bridge crossings.

The BC Building Code requires that buildings outside of a 10-minute fire response time have additional fire suppression requirements, which can result in higher costs for housing construction. Insurance premiums are often higher for property owners outside of the 10-minute response time. A fire hall in East Courtenay will enable housing choices in this portion of the city that are more affordable, healthy, green, and appropriate for diverse needs, life stages, and aspirations.

The East Courtenay Fire Hall will help the Fire Department meet current and future community needs.

FINANCIAL IMPLICATIONS:

The East Courtenay Fire Hall project represents a significant capital investment, with a total budget of \$18 million included in the City’s 2026 Financial Plan. The project is expected to be primarily funded through municipal borrowing.

Delivered under a Construction Management model with robust cost controls, the project is structured to maintain the approved budget through ongoing collaboration on design, scheduling, and cost validation.

The estimated costs to construct the firehall are currently estimated at \$14.7M and includes estimates for utility servicing like BC Hydro connections, architectural support through construction including contract administration and site inspection, contingencies and DCC’s/Building Permit Fees.

A class C Cost estimate was prepared by a Quantity Surveyor from Kinetic Construction who is well experienced in firehall construction. Kinetic Construction’s class C cost estimate has ±25-40% error band. A class C cost estimate is prepared with limited site information and based on probable conditions affecting the project. A Class C cost estimate represents the summation of all identifiable project elemental costs and is used for program planning, to establish a more specific definition of owner needs and to obtain preliminary project approval.

In addition to direct construction costs, the table below summarizes the development fees that will be paid from the capital budget.

| | |
|-----------------------------------|--------------|
| Performance Bond (Damage Deposit) | \$3,000.00 |
| DCC Fees (CVRD) | \$66,852.80 |
| DCC Fess (City of Courtenay) | \$69,445.35 |
| Building Permit Fees | \$115,665.20 |
| Total Fees | \$254,963.35 |

The budget included in the 2026-2030 Capital plan is \$18M which shows the project is still expected to be delivered within the approved budget in the capital plan. The rational for not reducing the total amount authorized by the loan authorization bylaw is to ensure that if costs exceeded expectations the City will have access to funding to complete the project. Since the project is 100% funded by debt, this limits the ability for the City to rely on other funding sources to function as a buffer for changing project costs. Due to the lengthy process to secure long-term debt, it is recommended for this project to remain in the Capital

plan at \$18M and to maintain loan authorization of \$18M even though the project cost is expected to be lower.

Project Cost Considerations and Evolution

In July 2025, Council was presented with a preliminary cost estimate for the East Courtenay Fire Hall based on the recently completed Dashwood Fire Hall in the Regional District of Nanaimo. At that time, the Dashwood facility was used as a reference project to establish a rough order-of-magnitude estimate using a cost per square foot approach. This resulted in a Class D estimate valued at \$13,951,003 and was intended to support early financial planning.

That estimate assumed a building of approximately 11,840 square feet, similar in size and general form to the Dashwood Fire Hall, with adjustments made for inflation, location, and typical contingencies. It was also recognized at that time that the East Courtenay Fire Hall would ultimately need to be designed to meet the specific operational requirements of the Courtenay Fire Department and comply with the 2024 BC Building Code. However, the detailed implications of those requirements were not yet fully defined.

Since that time, the project has advanced through design development, and this work has resulted in a more complete understanding of the building's size, systems, and performance requirements. As a result, the current cost reflects a shift from a reference-based estimate to a site-specific design that aligns with City policies and operational needs.

A key change is an increase in building size of approximately 2,088 square feet compared to the original assumption. This increase is primarily due to the need to accommodate larger aerial apparatus, as well as the inclusion of an elevator to provide full access to the second floor. While accessibility requirements were always anticipated, the need for an elevator was not fully captured in the earlier estimate and reflects a more complete understanding of how current accessibility expectations apply to municipal facilities.

In addition to the increase in size, the project now includes a number of design elements that align with City policies. Since the initial estimate was prepared, the City has advanced key initiatives such as the Corporate Facility Energy Management Plan and the Zero Emission Vehicle Fleet Transition Plan. While some of these policies were in place previously, their application to this project has become clearer through the design process.

As a result, the building is now being designed as a fully electric facility and includes infrastructure to support future Level 3 charging for electric fire apparatus. These features were not fully accounted for in the original estimate but are now considered essential to align the project with the City's long-term objectives.

The project has also been designed to meet energy performance targets. Current modelling indicates that the building will achieve Energy Step Code Step 3 and Zero Carbon Step Code Emissions Level 4, which exceeds the City's minimum requirements.

These design decisions contribute to higher upfront capital costs but are expected to provide long-term value. The all-electric design, combined with high-efficiency systems and improved building performance,

will reduce energy consumption and greenhouse gas emissions, and are expected to lower operating costs over the life of the building. In addition, incorporating infrastructure such as EV charging at the time of construction avoids the need for more costly retrofits in the future.

The progression from the July 2025 estimate to the current project cost reflects the normal evolution of a complex capital project. Early estimates are based on limited information and comparable projects, while later-stage estimates reflect detailed design, confirmed scope, and full alignment with regulatory and policy requirements.

Overall, the current project cost represents a more complete and accurate reflection of the facility the City intends to build. While this has resulted in an increase from the initial estimate presented in 2025, it also delivers a fire hall that is better aligned with Council direction, more responsive to operational requirements, and positioned to provide long-term value to the community.

Indigenous Procurement

The City's Procurement Policy supports participation by K'ómoks First Nation in municipal procurement opportunities. For the East Courtenay Fire Hall project, Directed Procurement Opportunities may be utilized to support K'ómoks First Nation economic interests. These may include direct awards or select competitive procurements, provided they meet fair market value, qualification, safety, and performance requirements, and are delivered by K'ómoks First Nation Designated Businesses. The City will endeavor to allocate up to 10% of the construction budget through these opportunities, while adhering to applicable trade agreement thresholds, supporting capacity building while maintaining fairness and value in project delivery.

SPF Grant Application

The City's Strategic Priorities Fund (SPF) grant application continues to move through the provincial review process. Capital project submissions are currently being evaluated by a technical team at the Province, and all projects remain under consideration. Successful applicants are expected to be announced in June or July of 2026, although this timeline has not yet been confirmed. Building Permit fees are not eligible for reimbursement through the grant. DCC fees are not noted in the application guide but will be confirmed if the grant is approved.

Construction Manager Considerations

The project is being delivered using a Construction Management (CM) model, which provides strong cost transparency and allows for flexibility during design and construction. However, the total project cost is not fully fixed at the outset, creating some exposure to market variability. To address this, it is standard practice to transition to a stipulated sum or guaranteed maximum price once the design is sufficiently advanced. At that stage, the City will negotiate with the Construction Manager to establish a more defined and predictable project cost.

ADMINISTRATIVE IMPLICATIONS:

This project has been a collaboration between the Courtenay Fire Department and the Capital Projects Division of Infrastructure and Environmental Engineering.

A team of experts, including architects, engineers, and communications consultants with technical knowledge specific to this work, will be utilized to develop the design of the fire hall.

STRATEGIC PRIORITIES REFERENCE:

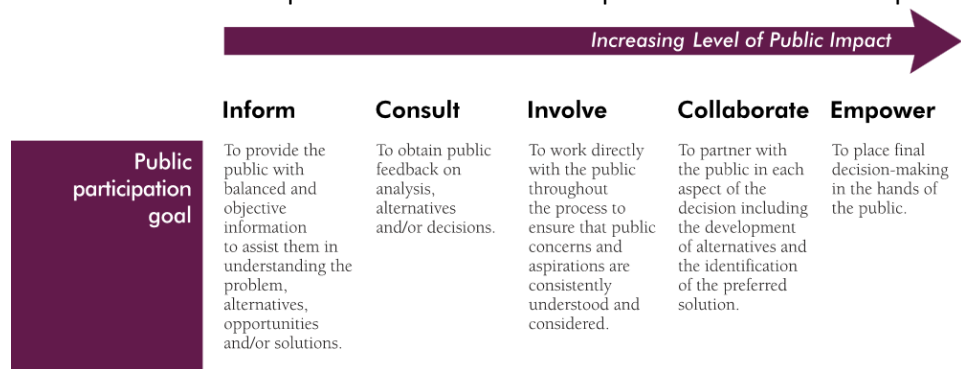
This initiative addresses the following strategic priorities:

- Public Safety - East Side Fire Hall: Update design and consider potential partnerships
- Public Safety - East Side Fire Hall: Construction
- Public Safety - Build capacity for emergency planning and local response

PUBLIC ENGAGEMENT:

Recognizing the importance of this project in supporting public safety for residents of Courtenay and the properties served through the Courtenay Fire Protection District in the Electoral Areas, as well as accommodating the continued growth and development of the City in alignment with the Official Community Plan and Provincial housing legislation, the City will continue to provide updates to the community as the project progresses. Communication tools and outreach activities will be undertaken throughout the project to ensure residents and stakeholders remain informed. These communications will be included within the project budget and delivered with the support of City communications staff and external consulting resources as required.

Staff would inform the public based on the IAP2 Spectrum of Public Participation:



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RECOMMENDATION:

THAT Council receive the East Courtenay Firehall – Project Update briefing note.

ATTACHMENTS:

1. East Courtenay Firehall Renderings
2. Council Presentation

Prepared by: Curtis Mousseau, ASCT, Engineering Technologist
 Reviewed by: Adam Pitcher, ASCT, PMP, Manager of Capital Projects
 Chris Davidson, P.Eng, PMP, Director of Infrastructure and Environmental Engineering
 Kurt McDonald, ECFO, Fire Chief
 Adam Langenmaier, BBA, CPA, CA, Director of Finance

Concurrence: Geoff Garbutt, M.PI., MCIP, RPP, City Manager (CAO)



Courtenay Fire Hall No.2





Courtenay Fire Hall No.2





Courtenay Fire Hall No.2



























City of
Courtenay

East Courtenay Fire Hall

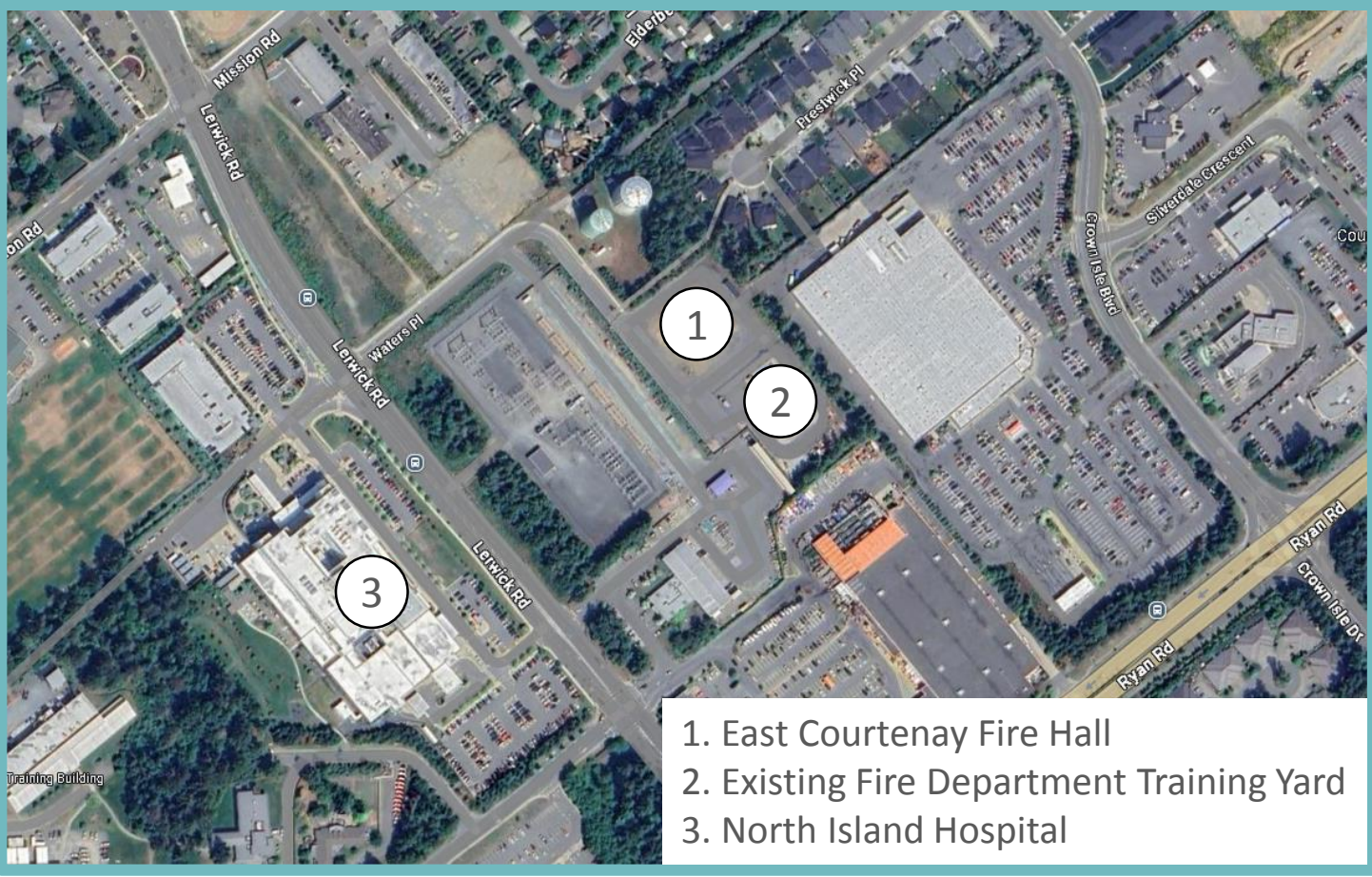
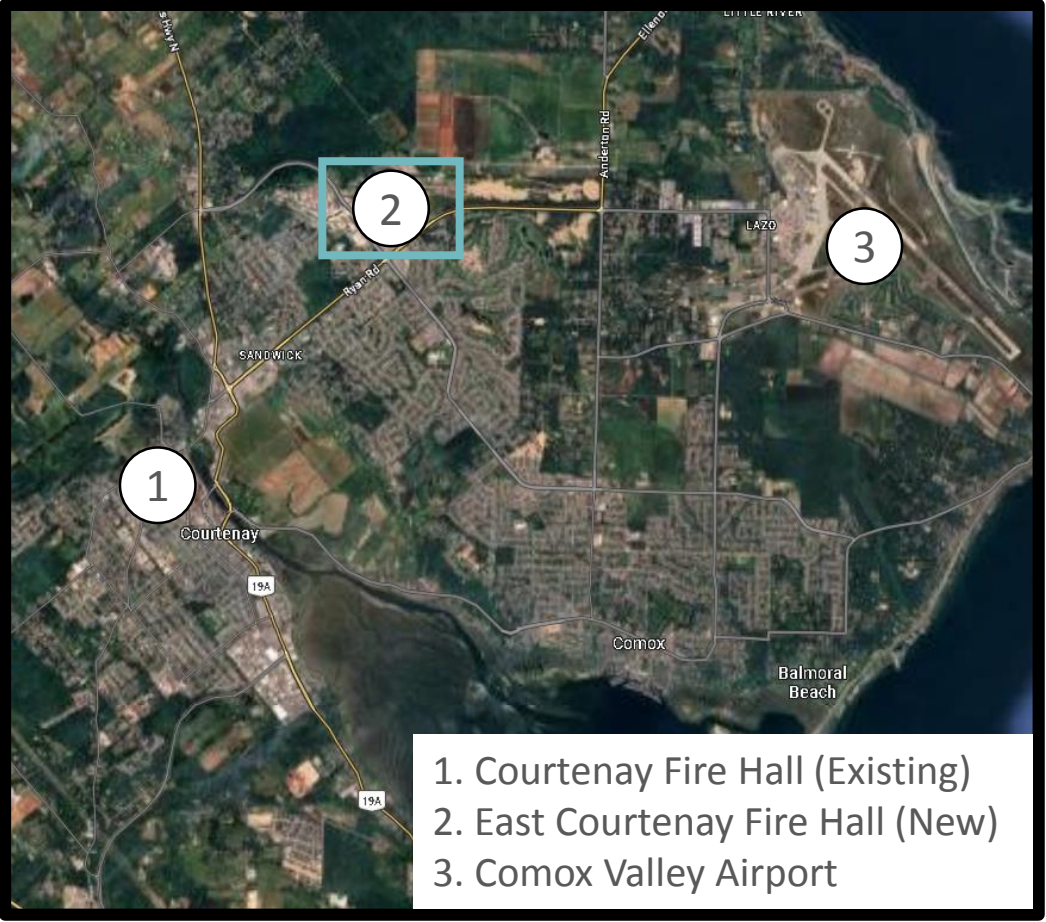
Design Overview



Presented by:
Jason Unger, Sahuri + Associates Architecture Inc.



New Fire Hall Location



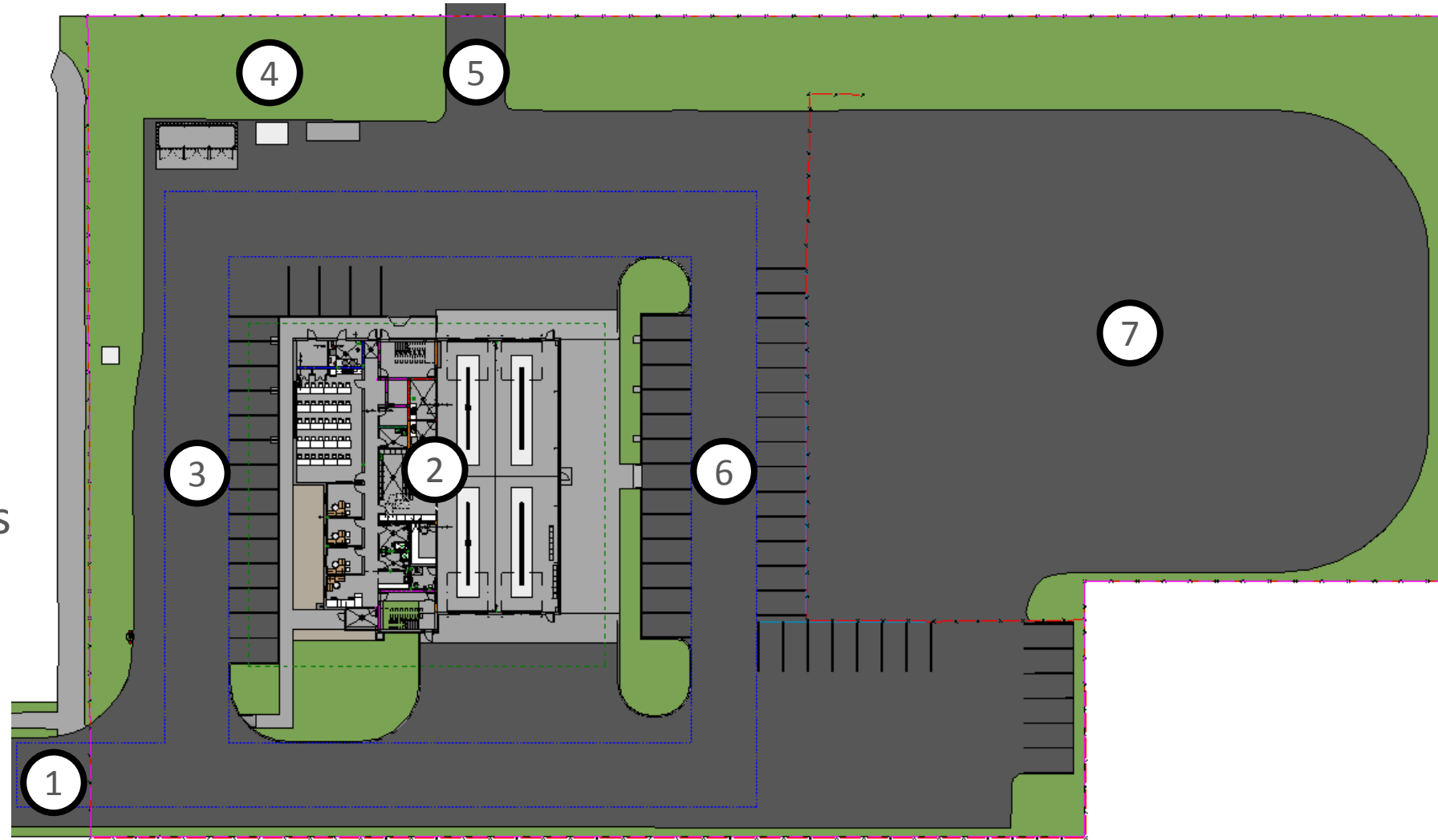
Modern Purpose-Built Facility



- Supports growing service demands in Courtenay
- Efficient layout enabling rapid emergency response
- Dedicated training and operational spaces
- Durable design with strong civic presence
- All-electric building committed to long-term environmental sustainability

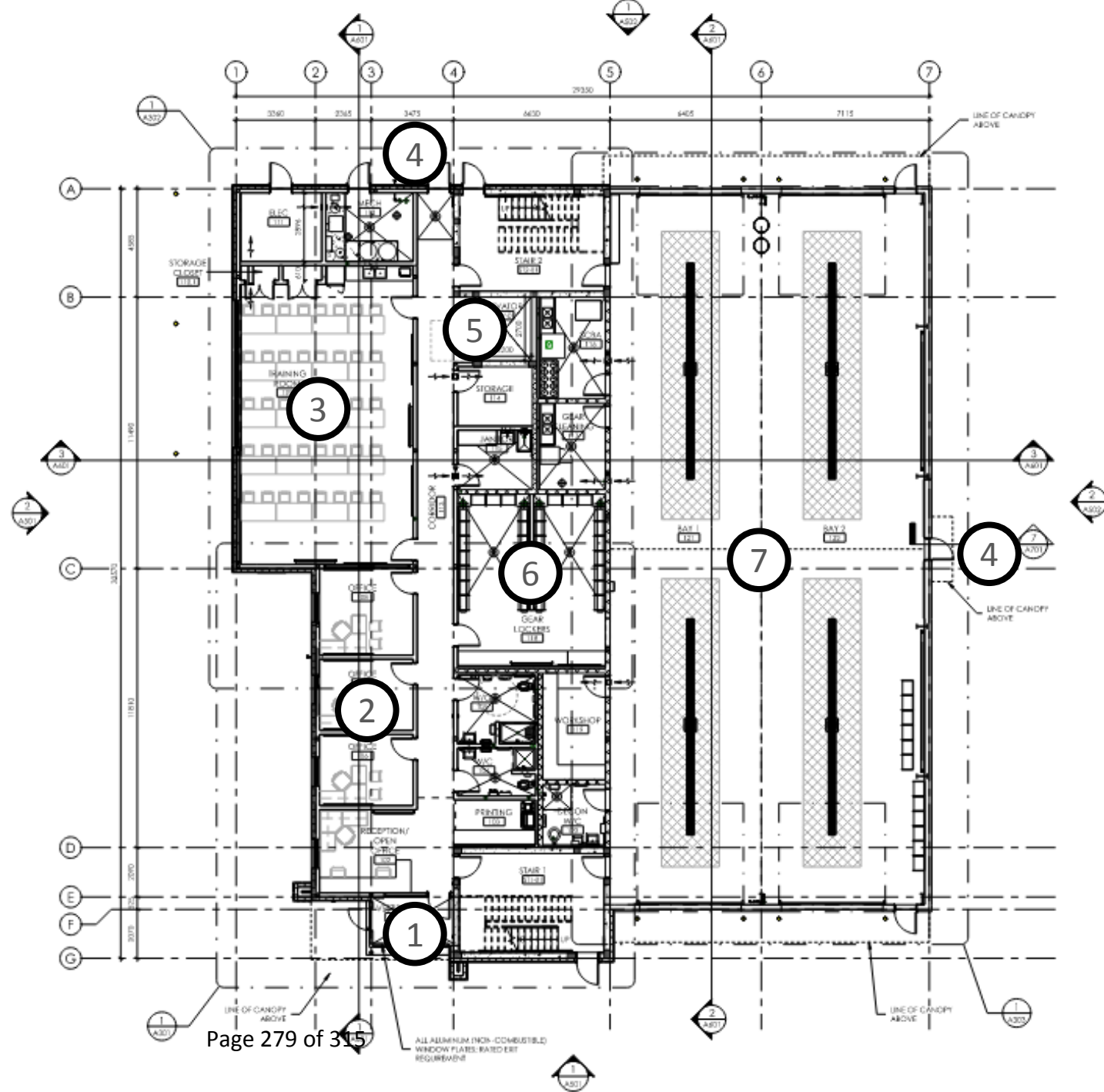
Site Plan

1. Site Entrance
2. Fire Hall
3. Public Parking
4. Garbage, Recycling and Generator
5. Secondary Gated Access
6. Staff Parking
7. Existing Training Yards



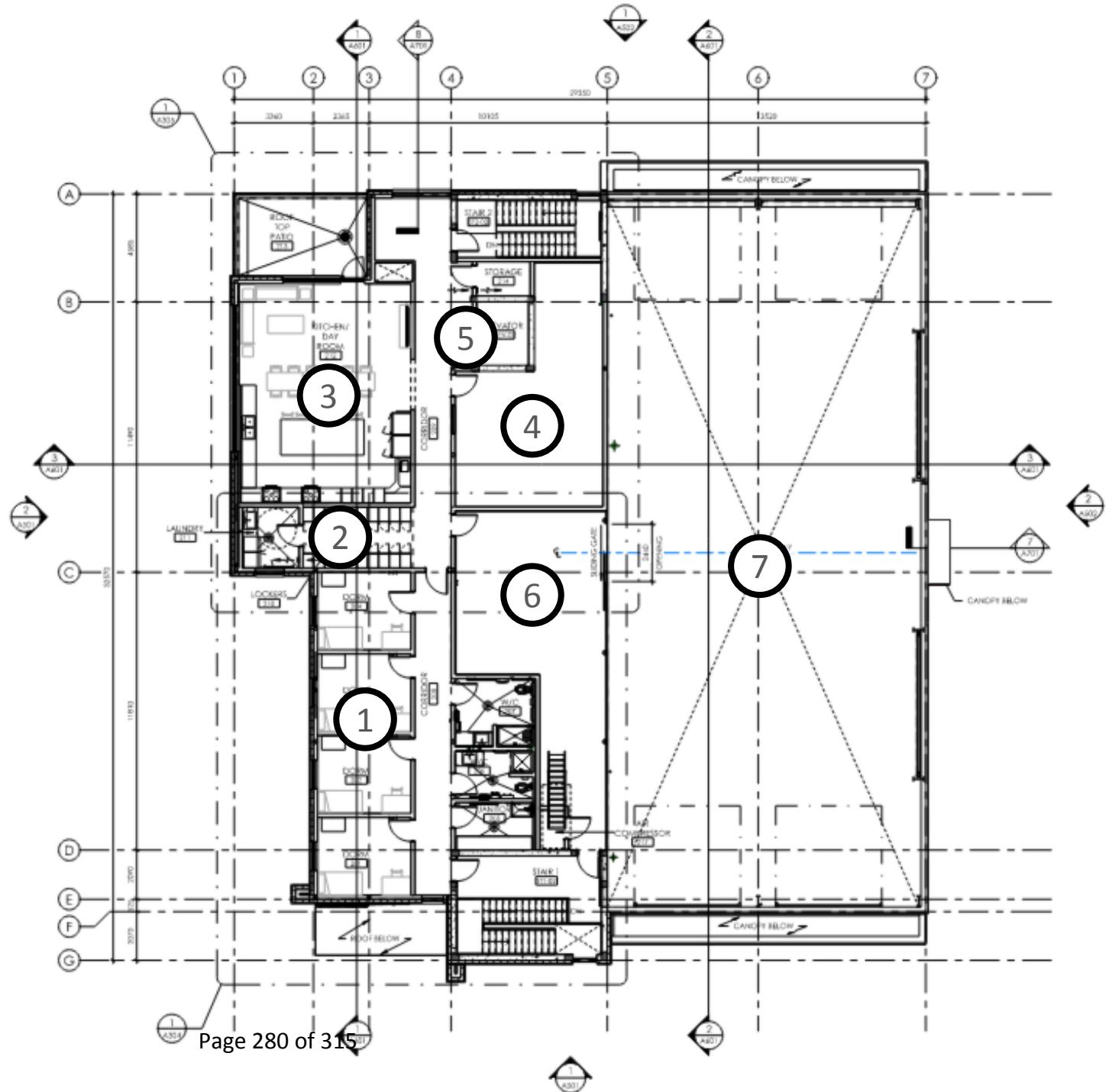
Main Floor

- 1. Public Entrance
- 2. Offices
- 3. Training Room
- 4. Staff Entrances
- 5. Elevator
- 6. Gear Lockers
- 7. Apparatus Bays



Second Floor

1. Dorms
2. Lockers + Laundry
3. Kitchen + Day Room
4. Fitness
5. Elevator
6. Storage Mezzanine
7. Apparatus Bay Below



Public Entrance



North Entrance



North Facade



South Facade







Briefing Note

To: Council
From: Director of Finance
Subject: Changes to Provincial Home Owner Grant Program

File No.: 1980-01
Date: April 15, 2026

PURPOSE:

To inform Council of changes to the Provincial Home Owner Grant Program and how it will impact Courtenay residents.

BACKGROUND:

On February 17, 2026 the Government of British Columbia (B.C.) announced several changes to the provincial tax laws. These changes are outlined in the 2026/2027 – 2028/2029 Budget and Fiscal Plan and are subject to approval by the Legislative Assembly.

One of the notable changes affecting homeowners is the cancellation of the Northern and Rural Home Owner Benefit (\$200). This benefit was originally introduced in 2011 as part of the Home Owner Grant program to help offset the effects of the carbon tax, which ended April 1, 2025. As a result, effective January 1, 2027, the Home Owner grant will decrease by \$200 for both the Regular and Additional Home Owner Grant.

The Northern and Rural Area Home Owner Benefit is available to eligible properties in Courtenay and other municipalities outside of the Capital, Metro Vancouver and Fraser Valley regional districts. The grant adjustment proposed by the Government of B.C. will have a financial impact on homeowners that previously qualified for the benefit and will experience the impact of the grant reduction.

DISCUSSION:

The Provincial Home Owner Grant (HOG) is a Government of B.C. program that reduces that amount of property tax homeowners pay on their principal residence. It is designed to make home ownership more affordable by lowering the property tax burden for eligible residents.

To qualify for the grant, a homeowner must:

- Be the registered owner of the property
- Be a Canadian citizen or permanent resident
- Live in B.C.
- Occupy the home as their principal residence

Only homeowners whose taxes are paid to a municipality or to the Province may apply annually. There are two levels of the grant:

Regular Grant

- Available to anyone who meets the main grant criteria outlined above and who is not eligible for the additional grant.

- Taxpayers must contribute a minimum of \$350 towards the property taxes before the grant is applied.
- Currently, the grant is up to \$770 per property. The proposed elimination of the Northern and Rural Area Home Owner Benefit would decrease this to \$570 per property.

Additional Grant

- Available for Seniors (65+), Veterans, People with Disabilities, Person living with a spouse or relative with a disability, or a spouse or relative of a deceased owner who would have qualified for the additional grant.
- Taxpayers must contribute a minimum of \$100 towards the property taxes before the grant is applied.
- Currently, the grant is up to \$1,045 per property. The proposed elimination of the Northern and Rural Area Home Owner Benefit would decrease this to \$845 per property.

The grant begins to reduce \$5 for every \$1,000 of assessed value that exceeds the provincial grant threshold, which is \$2,075,000 in 2026. Homes above the threshold may still qualify for a partial grant.

Eligible property owners have automatically received the Northern and Rural Area Homeowner Benefit when applying from the Home Owner Grant, with no separate application required.

The Regular Home Owner Grant was \$470 up to 2005, then increased to \$570 in 2006 and increased again to \$770 in 2011. The Home Owner Grant has remained at \$770 since 2011.

FINANCIAL IMPLICATIONS:

According to the 2026/2027 – 2028/2029 Budget and Fiscal Plan, the estimated impact of this change for British Columbia in 2027 is \$97 million. For Courtenay, this change would affect approximately 76.9% of the residential properties:

| 2025 Grant Type Claimed | 2025 No. of Grants Claimed | 2025 Amount of Grant Claimed |
|--------------------------------|-----------------------------------|-------------------------------------|
| Regular | 4,443 | \$ 3,421,110 |
| Additional | 5,081 | 5,309,645 |
| Total | 9,524 | \$ 8,730,755 |

| No. of Residential Properties | No. of HOG Claimed | % of Properties That Claimed HOG |
|--------------------------------------|---------------------------|---|
| 12,378 | 9,524 | 76.9% |

| Grant Type Claimed | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Regular | 51.1% | 50.4% | 49.7% | 49.1% | 48.0% | 47.3% | 46.7% |
| Additional | 48.9% | 49.6% | 50.3% | 50.9% | 52.0% | 52.7% | 53.3% |
| | 100% | 100% | 100% | 100% | 100% | 100% | 100% |

The estimated increase in taxes payable for residential properties, based on 2025 gross taxes and assessed values, is approximately \$1.9 million.

Impact on the City's Budget

The HOG is claimed against the School Tax portion of the property taxes. Although the City administers collection, the grant amount reduces the School Tax revenue remitted to the Province, not the municipal portion retained by the City. Because of this structure, the reduction in the HOG leads to higher taxes payable by the property owner, but it does not change the amount of municipal revenue collected, nor does it change the City's Financial Plan.

Potential Risks

While there is no direct budget impact to the City, the HOG reduction may contribute to financial pressure on taxpayers – particularly those on fixed incomes. Increased tax burden may result in:

- Increased number of late payments leading to additional penalty levies.
- Accrual of interest charges for unpaid balances.
- In extreme cases, a higher likelihood of properties being subject to the annual tax sale if the taxes remain unpaid for three years.

Property Tax Deferment

City staff regularly inform financially struggling taxpayers of the Province's Property Tax Deferment program, a long-standing option that allows eligible homeowners to postpone payment of some or all of their property taxes. With the proposed changes to the Home Owner Grant program, taxpayers who choose to defer their full property taxes would now be deferring an additional \$200 per year.

Until the 2025 taxation year, deferred taxes accrued simple interest (non-compounding) at Prime minus 2% under the Regular Program, and at Prime for the Families with Children Program. Interest was calculated from the later of the property tax due date or the application date. Starting in 2026, however, significant program changes are proposed to take effect:

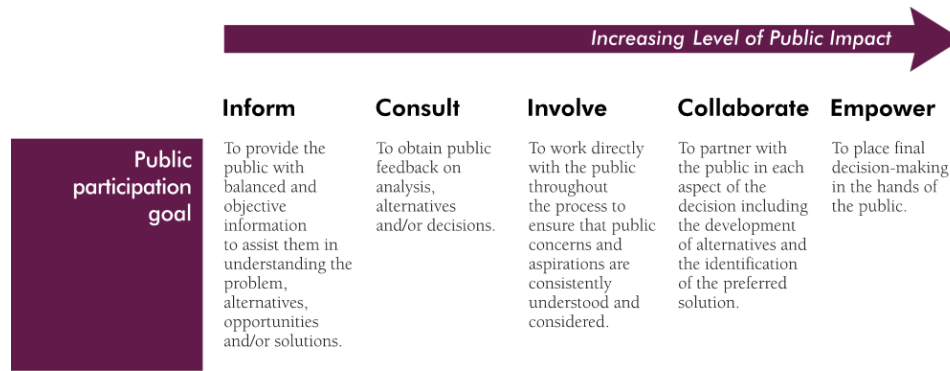
- The interest rate for both deferment programs will be Prime plus 2% compounded monthly.
- These revised rates apply to all amounts deferred for the 2026 and future tax years. Homeowners currently enrolled in this program will be grandfathered into the previous structure for amounts deferred prior to 2026.

While deferment remains a helpful tool, the introduction of the compounding rate may make it even more difficult for already struggling taxpayers. As of March 15, 2026, the prime rate is 4.45%.

Example comparison between simple and compounding interest on deferred taxes. Assuming a \$3,000 tax deferral and a 2.45% (prime minus 2%) rate over 10 years would result in \$735 of interest under the old simple method. Under the new compounding method and rate of 6.45% (prime plus 2%) the total interest payable over 10 years would be \$2,605. Over 10 years the total interest payable will be \$1,870 more; this represents an increase of 254% on the total outstanding interest between the old and new methods. This example is limited to a single year of taxation being deferred, when in reality folks who take part in the deferment program will typically annually defer taxes thus increasing the total balance subject to interest.

PUBLIC ENGAGEMENT:

Staff would inform the public based on the IAP2 Spectrum of Public Participation:



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RECOMMENDATION:

THAT Council receive the “Changes to Provincial Home Owner Grant Program” briefing note.

Reviewed by: Adam Langenmaier BBA, CPA, CA, Director of Finance

Concurrence: Geoff Garbutt, M.PI., MCIP, RPP, City Manager (CAO)



The Corporation of the City of Courtenay

Briefing Note

To: Council

File No.: 5335-20

From: Director of Infrastructure and Environmental Engineering

Date: April 15, 2026

Subject: "Lake Trail Multi-Use Pathway Project Update"

PURPOSE: The purpose of this report is to provide an update to Council on the status of the second phase of the Lake Trail Multi-Use Path project.

BACKGROUND:

The Lake Trail Multi-Use Pathway project is an initiative to improve safety and connectivity between Lake Trail Community School and Arden Elementary School. The project will construct a dedicated 2.0 m wide gravel path, improved bike facilities, and related road and drainage upgrades. Supporting a priority route in the City's Cycling Network Plan and Transportation Master Plan.

Council supported moving the project forward, including backing grant applications in 2021 and 2022, and in 2024 the city secured \$500,000 from the Province's Active Transportation Infrastructure Grants program and \$186,000 of funding from the neighboring CVRD Electoral Area A.

In 2024, environmental assessment identified that portions of the corridor, including roadside ditching along the frontage of the Courtenay Fellowship Baptist Church (2693 Lake Trail Road), intersect a fish-bearing and environmentally sensitive area of Arden Creek. This includes critical habitat for the endangered Morrison Creek population of Western brook lamprey and known habitat for Chinook and Coho salmon. These findings triggered additional federal permitting under the Fisheries Act and Species at Risk Act and required further investigations and design refinements, increasing project complexity and timelines.

To keep the project moving while permitting continued for the environmentally sensitive areas, the work was split into two phases:

- **Phase 1 (completed November 2025):** Delivered 620 m of gravel multi-use pathway, upgraded north-side bike lanes, an improved school bus stop, and drainage upgrades.
- **Phase 2 (proposed 2026):** Includes the remaining trail construction of the 1.3 km corridor along the north side of Lake Trail Road between Webb Road to Arden Road as well as other cycling improvements and drainage upgrades. This phase also includes instream and riparian improvements to Arden Creek..

DISCUSSION:

Phase 2 construction is planned to proceed in June 2026 and will complete the active transportation link along Lake Trail Road by connecting the previously completed works in Phase 1 and providing a continuous multi-use pathway between Lake Trail Community School and Arden Elementary. The project will deliver a safe and functional route that is physically separated from traffic, improving comfort and accessibility for students, families, pedestrians, and cyclists. Supporting works, including culvert extensions, headwall

installation, ditch modifications, and riparian vegetation removal and replacement, are also included in the scope to complete the corridor improvements.

As design development progressed, laEE and Operations staff undertook a detailed review of the original scope to ensure it remains aligned with Council's active transportation objectives, delivery risk, cost certainty, and broader policy direction. Based on that review, staff are recommending that the road widening be reduced and the project proceed within the existing roadway footprint, rather than as a combined roadway widening and active transportation project.

From an operational perspective, the work is limited to an expansion of the paved road surface within the existing road cross-section, rather than a change in use or regulatory framework. This approach is consistent with how similar improvements were delivered between Arden Road and Willemar Avenue and does not introduce new operational responsibilities beyond standard roadway construction and maintenance considerations.

There are several clear benefits to this scope refinement that we are emphasizing in the report:

- **Cost and delivery certainty:** Removing road widening eliminates significant costs associated with curb realignment, drainage and utility adjustments, and potential property impacts. This materially improves project affordability and reduces delivery risk.
- **Environmental and community impact reduction:** Limiting the project to the existing footprint minimizes ground disturbance, material use, and construction duration, reducing impacts to adjacent properties, boulevard trees, and corridor users.
- **Constructability and timing:** A narrower scope shortens construction timelines and disruption, allowing the active transportation improvements to be delivered more efficiently.

Importantly, the revised scope does not compromise the long-term corridor design intent. The Lake Trail resurfacing program scheduled for 2027 provides a more appropriate and cost-effective opportunity to implement surface-level width reallocation through painted travel lanes and bike lanes. Delivering this component through pavement markings rather than physical widening aligns with current complete streets practice and allows us to achieve the intended cross-section without incremental roadway expansion.

This approach is consistent with the existing Lake Trail corridor condition between Arden Road and Willemar Avenue, where similar roadway widths and surface treatments were implemented before the capital project. Aligning the current project with this established condition supports corridor consistency.



(Figure 1 – Map showing project boundary)



(Figure 2 – Phase-1 Completed MUP)

Proposed Phase 2 Schedule:

The proposed schedule is shown below which has been prepared by Staff. Once the construction contract is awarded, the contractor will be responsible for the project schedule. Listed below are some key considerations in the schedule:

| Task | Feb 2026 | Mar 2026 | Apr 2026 | May 2026 | Jun 2026 | Jul 2026 | Aug 2026 | Sep 2026 | Nov 2026-2027 |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|---------------|
| Permitting/Consultation | | | | | | | | | |
| Tendering/Procurement | | | | | | | | | |
| Contract Award | | | | | | | | | |
| Construction | | | | | | | | | |
| Contractor Maintenance | | | | | | | | | |

Environmental permitting continues to be the key factor guiding delivery of the Lake Trail Multi-Use Pathway project. As outlined above, several portions of the remaining work intersect with fish-bearing and environmentally sensitive areas of Arden Creek, including designated critical habitat for the endangered Morrison Creek population of Western brook lamprey. These findings triggered regulatory requirements under the Fisheries Act, the Species at Risk Act (SARA), and the Water Sustainability Act (WSA). Staff have now completed all required technical assessments, instream habitat evaluations, and offsetting plans, and the FAA application package has been formally submitted and approved by Fisheries and Oceans Canada (DFO).

There are 5 sections in this project that involve in-stream and riparian works that DFO requires to be completed during the least-risk timing window in August to minimize impacts to sensitive lamprey and salmon life stages. The instream restoration and habitat restoration is planned for this time as well.

Consideration of Sanderson Curbs:

Lake Trail Road is classified as a rural arterial (minor) and designated truck route used by large vehicles to access the highway as well as farm equipment and other users of the road.

The Cycling Network Plan (CNP) update completed in 2023 identified painted buffered bike lanes for Lake Trail Road. This supports Council’s earlier decision to proceed with a 2.0 metre gravel multi-use path to reduce environmental impacts while still providing a separated pedestrian route and an on-road cycling connection. Together, the multi-use path and painted buffered bike lanes meet the intended level of active transportation service.

At the July 2025 Council meeting, Council enquired about the potential use of Sanderson curbs or other physical separators to enhance cycling safety. Because Lake Trail Road is a rural arterial road and designated truck route combined with its open ditch drainage system, the use of Sanderson curbs presents operational challenges. These constraints include impacts to drainage, maintenance access, winter operations, and emergency pull-off opportunities.

Operations is considering the future potential use of Sanderson curbs. A trial deployment is planned at select locations in 2026 to evaluate durability, maintenance requirements, and operational impacts. Staff will report back to Council with recommendations following the trial period. In the interim, targeted safety enhancements such as flexible delineators at intersections, crosswalks, or conflict points may be used where visibility and user guidance can be improved without compromising road function.

Staff also continue to monitor potential long-term considerations related to Lake Trail Road within the upcoming Strategic Transportation Plan (STP), including road classification and the potential for farm-use designation. These future decisions may influence the long-term cross-section and operational expectations for this corridor.

Offsetting and Monitoring

DFO requires in-stream and riparian works to be completed during the least-risk timing window in August to minimize impacts to sensitive lamprey and salmon life stages (e.g., spawning and emergence). As a condition of permitting, habitat offsetting measures must be implemented, which include rock riffle installation, gravel nourishment, large woody debris placement, and riparian planting. These works will include one year of contractor maintenance following Substantial Completion.

The city will also retain a qualified environmental professional to complete a five-year monitoring program for the offsetting measures. Monitoring will include a Year 0 (post-construction) report in 2026, followed by annual monitoring and reporting from 2027 to 2031 (Years 0,1, 2, 3, and 5). The monitoring program will include:

- Riparian survivorship surveys (target: >85%)
- In-stream habitat inspections to confirm riffles, woody debris, and gravels remain stable and functional
- Annual reporting to DFO and implementation of corrective actions as needed (e.g., replanting, gravel replenishment)

As required by DFO, staff have provided an irrevocable letter of credit to guarantee completion of the offsetting measures.

POLICY ANALYSIS:

The Lake Trail Multi-Use Path Project is consistent with the City's Official Community Plan (OCP), Transportation Master Plan (TMP), Cycling Network Plan (CNP), and Arden Corridor Local Area Plan (LAP). These policies support improved walking and cycling connections along Lake Trail Road and recognize the corridor as an important link between Lake Trail Community School and Arden Elementary School.

The City's master plan documents recognize that improvements along this corridor must respond to existing site constraints, including the rural road character, open ditches, mature trees, and environmentally sensitive areas associated with Arden Creek. Consistent with that direction, Phase 2 has been designed with a reduced 2.0 m multi-use path and buffered bike lanes rather than protected bike lanes. This approach reflects the corridor constraints identified through the planning work and is a deliberate response to the context of the corridor.

Phase 2 is also subject to federal and provincial regulatory requirements due to its proximity to fish-bearing and environmentally sensitive habitat within the Arden Creek corridor. As a result, the project must comply with the Fisheries Act, Species at Risk Act, and Water Sustainability Act as part of the project delivery.

FINANCIAL IMPLICATIONS:

Based on staff recommendation, Council increased the project budget to reflect added environmental permitting requirements, design changes, statutory right-of-way costs, and higher construction costs associated with environmental mitigation.

The following tables summarize the current financial position of the project. Table 1 provides an overview of the overall budget position, including 2025 expenditures, carry-forward funding, the 2026 available budget, and the estimated cost to complete Phase 2.

Table-1 Project Financial Summary 2026

| | |
|-----------------------------------|-------------|
| 2026 Budget | \$1,277,800 |
| Total Estimated 2026 Phase 2 Cost | \$1,077,240 |
| Estimated Budget Remaining | \$200,560 |

Included in the estimated costs for this project are the construction of the project, contract administration and site inspection and Statutory Right of Way costs. Final project costs may also be affected by tender pricing, field conditions, and any changes to permit requirements arising through regulatory review.

The cost estimates for Phase 2 include the reductions of the road widening as noted in earlier sections Table 2 outlines grant and external funding sources being used to fund Phase 2 of the project.

Table-2 Phase 2 Funding Sources 2026

| | |
|---|-------------|
| BC Active Transportation Infrastructure Grant | \$282,615 |
| CVRD contribution | \$186,000 |
| Reserves – Asset Management | \$250,000 |
| Prior year taxation carry forward | \$294,685 |
| Current year taxation | \$264,500 |
| Total Funding | \$1,277,800 |

ADMINISTRATIVE IMPLICATIONS:

laEE staff will continue to manage Phase 2 of the Lake Trail Multi-Use Pathway project, including permitting, procurement, contractor coordination, and the required agency and Indigenous engagement. Finance has also supported project delivery through issuance of the letter of credit required by DFO for the habitat offsetting measures.

Project delivery will include implementation of habitat offsetting measures, one year of contractor maintenance following substantial completion, and a five-year environmental monitoring and reporting program managed by the Capital Projects team in coordination with the consultant and a Qualified Environmental Professional.

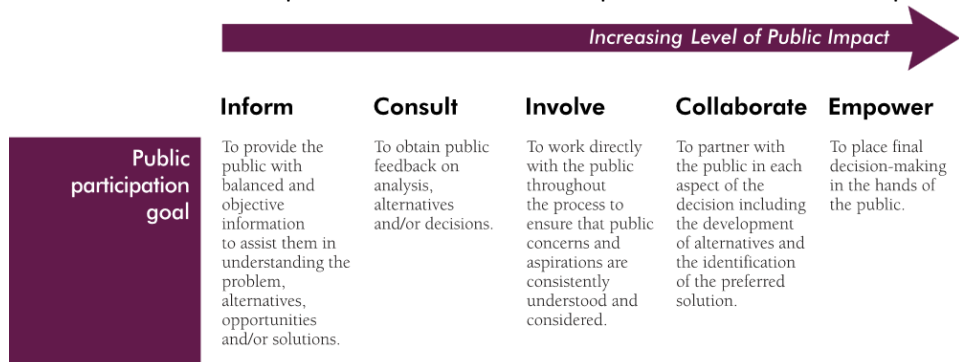
STRATEGIC PRIORITIES REFERENCE:

Phase 2 of the Lake Trail Multi-Use Path Project aligns with Council’s 2023–2026 Strategic Priorities for Streets and Transportation by improving walking and cycling infrastructure along Lake Trail Road, strengthening connections to Lake Trail Community School and Arden Elementary School, and supporting safer, lower-carbon travel options. It also reflects Council’s direction to implement the Official Community Plan through capital projects that improve mobility in the community. In addition, the project supports Council’s Natural Environment priorities through habitat offsetting and riparian restoration works within the Arden Creek corridor that are intended to protect and improve sensitive fish habitat.

PUBLIC ENGAGEMENT:

Public engagement for Phase 2 of the Lake Trail Multi-Use Path is planned primarily at the Inform level of the IAP2 Spectrum, with a limited Consult component for directly affected property owners, residents, and businesses. Staff have started targeted outreach to impacted properties and will continue direct communication regarding temporary easements, frontage and parking impacts, and construction timing. Broader public updates will be provided through neighbourhood letters, the City’s website, signage, social media, media releases, and notices at key construction milestones. Updates will also be shared with school communities, BC Transit, Comox Valley Schools, the CVRD, and other affected agencies and user groups. A public event is also planned at project completion. Active transportation data was also collected prior to construction and will continue to be gathered post-construction to confirm usage counts.

Staff would inform the public based on the IAP2 Spectrum of Public Participation:



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RECOMMENDATION: THAT Council receive the "Lake Trail Multi-Use Pathway Project Update" briefing note.

Prepared by: Laura Predon, Engineering Technologist
 Reviewed by: Adam Pitcher, ASCT, PMP, Manager of Capital Projects
 Chris Davidson, P.Eng., PMP, Director of Infrastructure and Environmental Engineering
 Adam Langenmaier, BBA, CPA, CA, Director of Finance
 Matthew Brown, Manager of Transportation Services

Concurrence: Geoff Garbutt, M.PI., MCIP, RPP, City Manager (CAO)



The Corporation of the City of Courtenay

Staff Report

To: Council

File No.: 1760-02

From: Director of Finance

Date: April 15, 2026

Subject: 2026 Loan Authorization Bylaws

PURPOSE:

To seek first, second and third reading of loan authorization bylaws 3213, 3214 and 3215 to provide funding for the following projects:

- Braidwood Road - Storm & Road (3213)
- Ryan Road Sidewalk Sandwick to Braidwood (3214)
- Eastside Firehall (3215)

BACKGROUND:

Council adopted the 2026-2030 Financial Plan Bylaw No. 3211, 2026 on February 25, 2026. The Financial Plan bylaw authorizes all spending and sources of revenue. Borrowing is a key source of revenue for three capital projects in 2026.

DISCUSSION:

Borrowing Process:

Section 179 of the Community Charter provides Council with the authority to incur liability by borrowing funds for any purpose of a capital nature. The local government borrowing process is highly regulated and closely monitored by the Province. All loan authorization bylaws must be approved by the Inspector of Municipalities and approval of the electors is required typically before adoption of the bylaw. In addition, sections 623 and 760 of the Local Government Act require a one-month quashing period after approval of the electors has been received, where an application can be made to the Supreme Court to set aside the loan authorization bylaw before final approval will be provided by the Inspector of Municipalities.

Finally, Section 182 of the Community Charter restricts local governments to financing long term debt with their local regional district through the Municipal Finance Authority of British Columbia (MFA). Once a certificate of approval for the proposed loan authorization bylaw has been received by the Inspector of Municipalities, Council must then pass a Municipal Security Issuing Resolution. The Municipal Security Issuing Resolution is forward it to the Comox Valley Regional District to be included in the next Regional District Security Issuing Bylaw that will go through further adoption at the regional level.

The borrowing process takes several months to complete; therefore, it is recommended to begin the process early to ensure appropriate approvals are in place before significant project spending occurs.

Elector Approval:

Section 180 of the Community Charter requires elector approval of a loan authorization bylaw before it can be adopted. The two options available to gain elector approval are through referendum or the Alternative Approval Process (AAP). However, the Municipalities have the option to use the approval-free zone that does not require electoral approval per Part 2 Section 7 of the Municipal Liabilities Regulation.

The approval-free zone is for municipalities with annual debt servicing costs below 10% of the annual calculation of revenue (normal recurring revenue). The City of Courtenay's annual calculation of revenue for 2024 is \$70,878,312 (\$65,453,269 -2023) this would provide for an additional \$4,011,103 in annual debt services cost prior to exceeding the approval-free limit.

The 2026 year of the Financial Plan contains three projects that are funded by debt (\$23.5M).

- Braidwood Road - Storm & Road - \$3.5M
- Ryan Road Sidewalk Sandwick to Braidwood - \$2.0M
- Eastside Firehall - \$18.0M

The total consumption of the approval-free limit will increase to 54% if all proposed loans are taken in 2026 (\$1.67M principal and interest payments). Although the City is consuming more of the approval-free limit there is an expected \$2.34M of annual debt servicing capacity available to be utilized through the approval-free limit. The remaining approval-free capacity represents \$33.8M in additional borrowing capacity prior to seeking electoral approval.

The total debt capacity given a 5% interest rate and 30-year loan amortization period is an additional \$211M which would result in annual debt servicing costs of \$14.6M. To access debt that exceeds the approval-free zone, electoral approval is required through AAP or referendum.

The 2027 year of the Financial Plan currently requires \$16.2M of debt for several projects. This new debt will push the City closer to its approval free limit.

- Anderton Dike Phase 2 - \$3.5M
- Cousins Ave Complete Street – General portion - \$5M
- 6th Street Multi-Modal Corridor Enhancement (grant dependent) - \$1.9M
- Lewis Centre Roof - \$0.8M
- Anderton Lift Station - \$5M

POLICY ANALYSIS:

2026-2030 Financial Plan bylaw no. 3211, 2026

FINANCIAL IMPLICATIONS:

Financial implications for each loan authorization bylaw and accompanying project are listed below.

Braidwood Road - Loan Authorization Bylaw 3213 - \$3.5M

The Braidwood Road project includes components that fall into the General fund, Sewer fund and Water fund. Only the portion of work related to the storm and road system falls into the General fund and only this portion is relying on debt towards total project funding. The Braidwood Road project is a complete street project that will renew the existing street scape, this includes the road and sidewalk.

The table below outlines the project costs and funding sources.

| Braidwood Road | | | | |
|----------------------|---------------------|---------------------|---------------------|---------------------|
| | General | Sewer | Water | Total |
| Project Cost | \$ 3,945,300 | \$ 1,315,100 | \$ 1,315,100 | \$ 6,575,500 |
| Funding | | | | |
| Debt | \$ 3,500,000 | \$ - | \$ - | \$ 3,500,000 |
| Reserves | 445,300 | 1,315,100 | 1,000,000 | 2,760,400 |
| Tax / Fees | - | - | 315,100 | 315,100 |
| Total Funding | \$ 3,945,300 | \$ 1,315,100 | \$ 1,315,100 | \$ 6,575,500 |

Debt Servicing

The debt servicing cost for the Braidwood project to borrow \$3.5M at 4.8% over 20 years is \$291,129, this is comprised of \$123,129 of principal payments and \$168,000 of interest payments annually.

Ryan Road Sidewalk Sandwick to Braidwood - Loan Authorization Bylaw 3214 - \$2.0M

The Ryan Road project only includes components that fall into the General fund. The project will construct a sidewalk along Ryan Road from Sandwick Ave to Back Rd.

The table below outlines the project cost and funding sources.

| Ryan Road Sidewalk | |
|----------------------|---------------------|
| | General |
| Project Cost | \$ 2,558,500 |
| Funding | |
| Debt | \$ 2,000,000 |
| Reserve | 558,500 |
| Total Funding | \$ 2,558,500 |

Debt Servicing

The annual debt servicing cost for the Ryan Road Sidewalk project to borrow \$2.0M at 4.8% over 20 years is \$166,360, this is comprised of \$70,360 of principal and \$96,000 of interest payments.

Eastside Firehall - Loan Authorization Bylaw 3215 - \$18.0M

The Eastside Firehall project only includes components that fall into the General fund. The project will construct a Firehall on the east side of town, located at 220 Waters Place.

The table below outlines the project cost and funding source.

| | |
|-------------------|---------------|
| Eastside Firehall | |
| | General |
| Project Cost | \$ 18,000,000 |
| | |
| Funding | |
| Debt | \$ 18,000,000 |
| Total Funding | \$ 18,000,000 |

Debt Servicing

The annual debt servicing cost for the Eastside Firehall project to borrow \$18M at 4.8% over 30 years is \$1,209,824 comprised of \$345,824 of principal payments and \$864,000 of interest payments.

The Eastside Firehall project is expected to cost less than the \$18M being authorized. The rationale for not reducing the total amount authorized by the loan authorization bylaw is to ensure that if costs exceeded expectations the City would have access to funding to complete the project. Since the project is 100% funded by debt, this limits the ability for the City to rely on other funding sources to function as a buffer for changing project costs. Due to the lengthy process to secure long-term debt, it is recommended for this project to maintain a loan authorization of \$18M even though the project cost is expected to be lower.

Summary

The table below summarizes the total borrowing required for 2026.

| | Loan | Principal | Interest | Total | Term | Rate |
|--------------------|----------------------|-------------------|---------------------|---------------------|------|-------|
| Braidwood Road | \$ 3,500,000 | \$ 123,129 | \$ 168,000 | \$ 291,129 | 20 | 4.80% |
| Ryan Road Sidewalk | \$ 2,000,000 | \$ 70,360 | \$ 96,000 | \$ 166,360 | 20 | 4.80% |
| Eastside Firehall | \$ 18,000,000 | \$ 345,824 | \$ 864,000 | \$ 1,209,824 | 30 | 4.80% |
| Total | \$ 23,500,000 | \$ 539,313 | \$ 1,128,000 | \$ 1,667,313 | | |

The 2026-2030 Financial Plan includes these debt servicing costs at 50% for 2026 and moving to 100% for 2027 and beyond. The interest rate from the MFA as of report drafting is 4.78% for a 20-year period. Given the current rate environment, it is challenging to forecast the actual long-term interest rates, however, 4.8% is reasonable when compared to the historical 20-year interest rate average.

Next Steps

The loan authorization bylaw is the first step in formalizing long-term debt to fund a capital project. Once the loan authorization bylaws are adopted staff will return with temporary borrowing bylaws.

A temporary borrowing bylaw lets the City borrow funds up to the limit set in the loan authorization bylaw, similar to a line of credit. This borrowing would be used to fund construction while the project is underway. Once the project is complete, staff will return to Council for direction on converting the temporary borrowing to long-term debt. At that time, the City can choose how much of the authorized amount to convert. For example, if the project comes in under budget or other funding is secured, the City may convert a smaller amount and use existing cash to pay down the balance first. Converting less debt would reduce annual debt servicing costs

ADMINISTRATIVE IMPLICATIONS:

Once Council gives first three readings to the proposed borrowing bylaw, the bylaw and liability servicing limit certificate are sent to the Inspector of Municipalities for approval. Once the approval is given, Council

can adopt the loan authorization bylaw and move to adopt a temporary borrowing bylaw to allow the City to access funds. The typical approval time from the Province is 8 weeks.

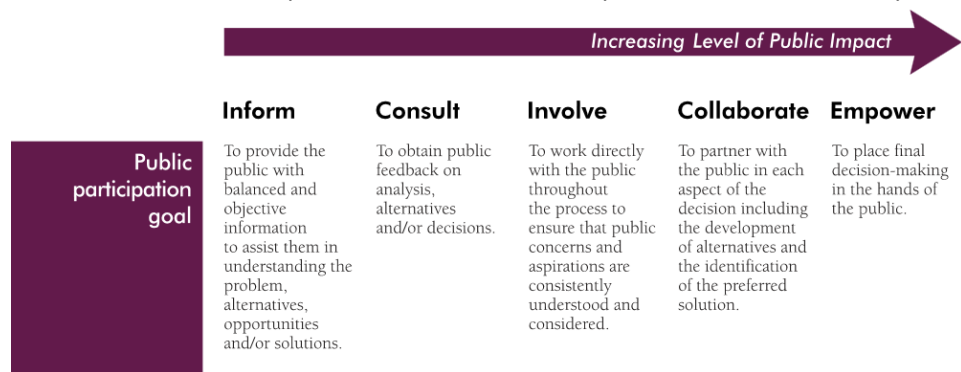
STRATEGIC PRIORITIES REFERENCE:

This initiative addresses the following strategic priorities:

- Streets and Transportation - Develop traffic calming plans, related policies, and specific implementation when and where, speed limits, school zones, cycling education/awareness
- Streets and Transportation - Implementation of traffic calming plans
- Streets and Transportation - Update cycling network plan and implementation strategy
- Public Safety - East Side Fire Hall: Construction

PUBLIC ENGAGEMENT:

Staff would inform the public based on the IAP2 Spectrum of Public Participation:



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OPTIONS:

1. To be made as separate Resolutions

- 1) THAT Council give first, second, and third readings to “Loan Authorization Bylaw 3213, 2026 - Braidwood Road - Storm & Road”;
and

- THAT Council proceed to adoption of “Loan Authorization Bylaw 3213, 2026 - Braidwood Road - Storm & Road” through the Approval-free Liability Zone granted by the Municipal Liabilities Regulation, section 7

- 2) THAT Council give first, second, and third readings to “Loan Authorization Bylaw 3214, 2026 - Ryan Road Sidewalk Sandwick to Braidwood”;
and

- THAT Council proceed to adoption of “Loan Authorization Bylaw 3214, 2026 - Ryan Road Sidewalk Sandwick to Braidwood” through the Approval-free Liability Zone granted by the Municipal Liabilities Regulation, section 7

- 3) THAT Council give first, second, and third readings to “Loan Authorization Bylaw 3215, 2026 - Eastside Firehall”;
and

THAT Council proceed to adoption of “Loan Authorization Bylaw 3215, 2026 - Eastside Firehall” through the Approval-free Liability Zone granted by the Municipal Liabilities Regulation, section 7

2. THAT Council provide alternative direction to staff.

ATTACHMENTS:

1. Loan Authorization Bylaw 3213, 2026 - Braidwood Road - Storm & Road
2. Loan Authorization Bylaw 3214, 2026 - Ryan Road Sidewalk Sandwick to Braidwood
3. Loan Authorization Bylaw 3215, 2026 - Eastside Firehall

Prepared by: Adam Langenmaier, BBA, CPA, CA, Director of Finance

Concurrence: Geoff Garbutt, M.PI., MCIP, RPP, City Manager (CAO)



The Corporation of the City of Courtenay

Bylaw No. 3213

A bylaw to authorize the borrowing of the estimated cost of the Braidwood Road - Storm & Road Capital Project.

WHEREAS it is deemed desirable and expedient to purchase Braidwood Road - Storm & Road project within the Municipality.

AND WHEREAS the estimated cost of the Braidwood Road - Storm & Road project including expenses incidentally thereto is the sum of \$3,945,300 of which the sum of \$3,500,000 is the amount of debt intended to be borrowed by this bylaw;

NOW THEREFORE, the Council of the City of Courtenay in open meeting assembled, enacts as follows:

1. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the Braidwood Road - Storm & Road project generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:
 - a) To borrow upon the credit of the Municipality a sum not exceeding three million five hundred thousand dollars (\$3,500,000).
 - b) To acquire all such real property, easements, rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with Braidwood Road - Storm & Road project.
2. The maximum term for which debentures may be issued to secure the debt created by this bylaw is thirty years.

Citation

3. This Bylaw shall be cited as “Loan Authorization Bylaw 3213, 2026 - Braidwood Road - Storm & Road”.

Severability

4. If any portion of this Bylaw is declared invalid by a court of competent jurisdiction, then the invalid portion must be severed and the remainder of the Bylaw is deemed valid.

Read a first time this [day] day of April, 2026

Read a second time this [day] day of April 2026

Read a third time this [day] day of April 2026

Received the approval of the Inspector of

Municipalities this ____ day of _____, 2026

Adopted this [day] day of _____, 2026 Page 303 of 315

Mayor Bob Wells

Corporate Officer



The Corporation of the City of Courtenay

Bylaw No. 3214

A bylaw to authorize the borrowing of the estimated cost of the Ryan Road Sidewalk Sandwich to Braidwood Capital Project.

WHEREAS it is deemed desirable and expedient to purchase Ryan Road Sidewalk Sandwich to Braidwood project within the Municipality.

AND WHEREAS the estimated cost of lands including expenses incidental thereto is the sum of \$2,558,500 of which the sum of \$2,000,000 is the amount of debt intended to be borrowed by this bylaw;

NOW THEREFORE, the Council of the City of Courtenay in open meeting assembled, enacts as follows:

1. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the Ryan Road Sidewalk Sandwich to Braidwood project generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:
 - a) To borrow upon the credit of the Municipality a sum not exceeding two million dollars (\$2,000,000).
 - b) To acquire all such real property, easements, rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with Ryan Road Sidewalk Sandwich to Braidwood project.
2. The maximum term for which debentures may be issued to secure the debt created by this bylaw is thirty years.

Citation

3. This Bylaw shall be cited as “Loan Authorization Bylaw 3214, 2026 - Ryan Road Sidewalk Sandwich to Braidwood”.

Severability

4. If any portion of this Bylaw is declared invalid by a court of competent jurisdiction, then the invalid portion must be severed and the remainder of the Bylaw is deemed valid.

Read a first time this [day] day of April, 2026

Read a second time this [day] day of April 2026

Read a third time this [day] day of April 2026

Received the approval of the Inspector of

Municipalities this ____ day of _____, 2026

Adopted this [day] day of _____, 2026

Mayor Bob Wells

Corporate Officer



The Corporation of the City of Courtenay

Bylaw No. 3215

A bylaw to authorize the borrowing of the estimated cost of the Eastside Firehall Capital Project.

WHEREAS it is deemed desirable and expedient to purchase of the Eastside Firehall within the Municipality.

AND WHEREAS the estimated cost of the Eastside Firehall project including expenses incidental thereto is the sum of \$18,000,000 of which the sum of \$18,000,000 is the amount of debt intended to be borrowed by this bylaw;

NOW THEREFORE, the Council of the City of Courtenay in open meeting assembled, enacts as follows:

1. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the Eastside Firehall project generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:
 - a) To borrow upon the credit of the Municipality a sum not exceeding eighteen million dollars (\$18,000,000).
 - b) To acquire all such real property, easements, rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with Eastside Firehall project.
2. The maximum term for which debentures may be issued to secure the debt created by this bylaw is thirty years.

Citation

3. This Bylaw shall be cited as “Loan Authorization Bylaw 3215, 2026 - Eastside Firehall”.

Severability

4. If any portion of this Bylaw is declared invalid by a court of competent jurisdiction, then the invalid portion must be severed and the remainder of the Bylaw is deemed valid.

Read a first time this [day] day of April, 2026

Read a second time this [day] day of April 2026

Read a third time this [day] day of April 2026

Received the approval of the Inspector of

Municipalities this ____ day of _____, 2026

Adopted this [day] day of _____, 2026

Mayor Bob Wells

Corporate Officer



The Corporation of the City of Courtenay

Staff Report

To: Council

File No.: 1705-20/1715-20

From: Director of Finance

Date: April 15, 2026

Subject: 2026 Tax Rate Bylaw No. 3217, 2026

PURPOSE:

To seek first, second, and third readings of “2026 Property Tax Rate Bylaw No. 3217, 2026” that provides property tax rates for 2026.

BACKGROUND:

Per Section 197 of the Community Charter, each year, after adoption of the financial plan but before May 15, a council must, by bylaw, impose property value taxes for the year by establishing tax rates for

- a) the municipal revenue proposed to be raised for the year from property value taxes, as provided in the financial plan, and
- b) the amounts to be collected for the year by means of rates established by the municipality to meet its taxing obligations in relation to another local government or other public body.

The City has adopted the “2026-2030 Financial Plan Bylaw No. 3211, 2026” on February 25th, 2026, satisfying the Community Charter requirement of having an adopted financial plan prior to adoption of a tax rate bylaw.

DISCUSSION:

The “2026 Property Tax Rate Bylaw No. 3217, 2026” contains tax rates for the following organizations:

- City of Courtenay
- Vancouver Island Regional Library
- Comox Valley Regional District (General Assessment Based Services)
- Comox Valley Regional District (Hospital Assessment Based Services)
- Comox Strathcona Regional Hospital District
- Downtown Courtenay Business Improvement Area

The City collects taxation on behalf of Provincial School Tax, Municipal Finance Authority and BC Assessment Authority, however these organizations approve and provide their own tax rates and therefore are not included in the City’s tax rate bylaw. The City is responsible for distributing total taxes collected to all other taxing authorities.

POLICY ANALYSIS:

“2026-2030 Financial Plan Bylaw No. 3211, 2026” authorizes the revenue to be collected and spending to be completed in the year. The financial plan bylaw must be adopted prior to the tax rate bylaw.

FINANCIAL IMPLICATIONS:

The annual property tax rate bylaw sets the property tax rates per \$1,000 of assessed property value. The tax rate bylaw itself does not authorize spending or revenue collection it is simply the tool to provide the property tax rate that is applied to individual properties assessed values to calculate property taxes charged.

ADMINISTRATIVE IMPLICATIONS:

Once the property tax rate bylaw is adopted staff will prepare the annual property tax notices that are normally mailed out mid-May.

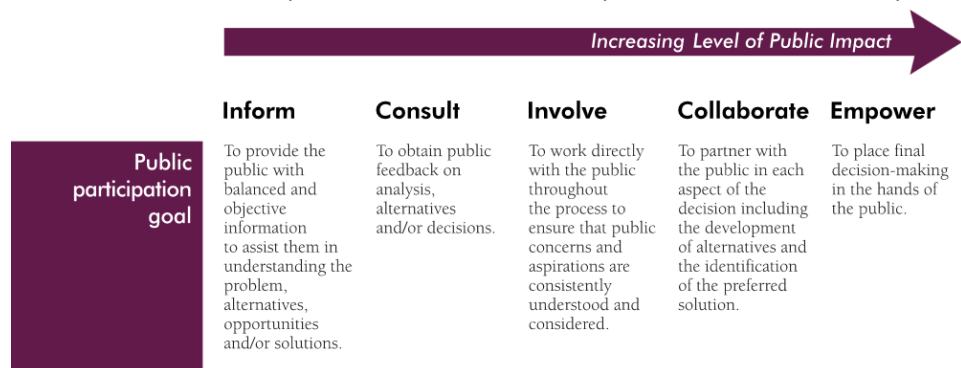
Once notices are mailed the annual collection process starts very quickly with a combination of in-person engagement with clerks at City Hall and electronic engagement coincident with the timing of mail delivery. The typical experience has an increase in activity in late May when property owners first receive their property tax notice, and then a final rush leading up to the deadline which is Wednesday July 2, 2026 (consistent with prior years).

If property taxes remain unpaid after the July 2 deadline a 10% penalty is applied to the outstanding balance on current year’s taxes. There is no daily interest charged on current year’s unpaid taxes until January 1st of the following year. Unpaid taxes from 2026 carrying over to 2027 are considered in arrears and are charged daily interest until paid. Unpaid taxes from 2025 carrying over to 2027 are considered delinquent and are also charged daily interest until paid. If delinquent property taxes are not paid by the September tax sale deadline the property will be put up for sale at the annual tax sale.

Interest is only charged on the outstanding balance of taxes. Interest rates are dictated by the Province and the effective interest rate as of April 1, 2026, is 7.45% with the next rate updated scheduled to occur on July 1, 2026.

PUBLIC ENGAGEMENT:

Staff would inform the public based on the IAP2 Spectrum of Public Participation:



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OPTIONS:

1. THAT Council give first, second and third reading to “2026 Property Tax Rate Bylaw No. 3217, 2026”.
2. THAT Council provide alternative direction to staff.

ATTACHMENTS:

1. 2026 Property Tax Rate Bylaw No. 3217, 2026

Prepared by: Adam Langenmaier BBA, CPA, CA, Director of Finance

Concurrence: Geoff Garbutt, M.PI., MCIP, RPP, City Manager (CAO)



The Corporation of the City of Courtenay

Bylaw No. 3217

A bylaw to impose rates on all taxable land and improvements

Whereas pursuant to the provisions of the *Community Charter*, the Council must each year, by bylaw, impose property value taxes on all land and improvements according to the assessed value thereof, by establishing rates to:

- a. Raise the municipal revenue proposed in the annual financial plan through taxation, and
- b. Collect the amounts required by the municipality to meet its taxing obligations in relation to other local governments and public bodies;

NOW THEREFORE the Council of the City of Courtenay, in open meeting assembled, enacts as follows:

Citation

1. This Bylaw shall be cited as “**2026 Property Tax Rate Bylaw No. 3217**”.

Application

2. The following rates are hereby imposed and levied for the year 2026 on the assessed value of land and improvements taxable for general municipal purposes, as shown in the attached Schedule, which forms part of this Bylaw:
 - A. General Municipal Purposes – Column “A”
 - B. Vancouver Island Regional Library – Column “B”
 - C. Comox Valley Regional District (General Assessment) – Column “C”
 - D. Comox Valley Regional District (Hospital Assessment) – Column “D”
 - E. Comox-Strathcona Regional Hospital District – Column “E”
 - F. Downtown Courtenay Business Improvement Area – Column “F”

Severability

3. If any portion of this Bylaw is declared invalid by a court of competent jurisdiction, then the invalid portion must be severed and the remainder of the Bylaw is deemed valid.

Read a first time this [day] day of April, 2026.

Read a second time this [day] day of April 2026.

Read a third time this [day] day of April 2026.

Adopted this [day] day of _____, 2026.

Mayor Bob Wells

Corporate Officer

Schedule

Tax Rates (dollars of tax per \$1000 taxable value)

| Property Class | <u>A</u> General Municipal | <u>B</u> Library | <u>C</u> Regional District (general assessment) | <u>D</u> Regional District (hospital assessment) | <u>E</u> Regional Hospital District | <u>F</u> Downtown Courtenay Business Improvement Area |
|---------------------------------------|---|-----------------------------|--|---|--|--|
| 1. Residential | 2.8343 | 0.1555 | 0.3345 | 0.4328 | 0.2473 | - |
| 2. Utilities | 40.0000 | 2.1936 | 4.7202 | 1.5148 | 0.8654 | - |
| 3. Supportive Housing | 2.8343 | 0.1555 | 0.3345 | 0.4328 | 0.2473 | - |
| 4. Major Industry | 30.0000 | 1.6455 | 3.5409 | 1.4715 | 0.8407 | - |
| 5. Light Industry | 10.1585 | 0.5566 | 1.1976 | 1.4715 | 0.8407 | 1.7439 |
| 6. Business / Other | 11.9225 | 0.6545 | 1.4084 | 1.0604 | 0.6058 | 1.7439 |
| 8. Recreation / Non-Profit | 5.5892 | 0.3063 | 0.6590 | 0.4328 | 0.2473 | - |
| 9. Farm | 3.0017 | 0.1648 | 0.3546 | 0.4328 | 0.2473 | - |



THE CORPORATION OF THE CITY OF COURTENAY

COUNCIL MEMBER REPORT

To: **COUNCIL**

File No.: 0540

From: Councillor Hillian

Date (MMM-YYYY): Apr-2026

Subject: **REPORT OF ACTIVITIES AND EVENTS**

| | DATE (MMM-DD) | EVENT/LOCATION | COMMENTS |
|----|------------------|---|---|
| 1. | Mar-04 | Downtown Business Association meeting | |
| 2. | Mar-05 | Comox Strathcona Waste Management Board meeting; City meeting with K'omoks Chief and Council | |
| 3. | Mar-06 | Meeting with Mayor and resident re traffic safety; BC Chapter Climate Caucus meeting | |
| 4. | Mar-09 | Kus-kus-sum Partner meeting; meeting with resident re Council role/structure | |
| 5. | Mar-10 | Meetings with Mayor and residents re 1) Food Bank support & 2) home retrofits; City presentation to Cumberland Rotary | |
| 6. | Mar-11 | Sewage Commission staff consult; City Council meeting | |
| 7. | Mar-12 | Hospital District agenda meeting; Safe School travel workshop; Standing in Empathy event | Standing in Empathy - an experiential workshop at the K'omoks Big House |
| 8. | Mar-13 | Meeting with Mayor and residents re 1) homelessness & 2) Ryan Road safety; | |

| | DATE <i>(MMM-DD)</i> | EVENT/LOCATION | COMMENTS |
|-----|--------------------------------|---|-----------------|
| 9. | Mar-16 | Community Justice Centre Board meeting; | |
| 10. | Mar-17 | CVRD Water Committee and Board meetings | |
| 11. | Mar-18 | City meeting with MP Gunn re infrastructure funding; Council agenda setting meeting | |
| 12. | Mar-19 | Comox Strathcona Regional Hospital District Board meeting; meeting with BC Finance Minister | |
| 13. | Mar-20 | National Climate Caucus meeting | |
| 14. | Mar-21 | Courtenay Fire Department Annual Dinner; March 23 - Cumberland Wastewater Treatment Plant opening | |
| 15. | Mar-24 | CVRD Recreation Commission and Board meetings; March 25 - City Council meeting | |
| 16. | Mar-27 | City Council meeting; March 28 - Mayor's Cup fundraiser for Kidsport | |
| 17. | Mar-29 | Community event re Jim Egan memorial | |
| 18. | Mar-31 | Meeting with resident re homelessness | |