



THE CORPORATION OF THE CITY OF COURTENAY

## STAFF REPORT

**To:** Council

**File No.:** 3360-20-2011/RZ000050

**From:** Chief Administrative Officer

**Date:** March 8, 2023

**Subject:** Updated Proposal – Zoning Amendment Bylaw No. 3017 – 801 Ryan Road (3<sup>rd</sup> Reading and Adoption)

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### PURPOSE:

The purpose of this report is to provide Council with an overview of updates to a proposal for a Zoning Amendment to rezone 801 Ryan Road from Commercial One A (C-1A) zone to Comprehensive Development Thirty-two (CD-32) zone to facilitate the development of a 247 unit rental apartment development as well as proceed to Adoption of the Bylaw. Since the last staff report, the requirement for a right turn lane/bus stop on Ryan Road has been replaced with a requirement for land for a future bus lane. In addition, the land dedication requirement to accommodate Tunner Road along the rear of the property impacts Zoning Bylaw requirements such as minimum lot size and maximum floor area ratio. Zoning Amendment Bylaw No. 3017 has been updated to reflect these changes and as such requires that Third Reading of the bylaw be rescinded and given Third Reading and Adopted as amended.

### CAO RECOMMENDATIONS:

THAT Council approve OPTION 1 and rescind Third Reading, give new Third Reading as amended, and adopt Zoning Bylaw No. 3017, 2023 (801 Ryan Road).

Respectfully submitted,

Geoff Garbutt M.Pl., RPP, MCIP

Chief Administrative Officer

### BACKGROUND:

The development proposal is for a 247 unit rental apartment in the form of three five-storey buildings. The proposal includes parkades within each building as well as surface parking. The primary access will be by a new roadway extending from the intersection of Hunt Road and Tunner Drive to the site. Additional accesses will be to Ryan Road from the intersection of Sandwich Road, as well as from a private road (driveway) on the east side of the subject property. A condition of rezoning is that the applicant dedicate land to the creation of Tunner Drive to the south, as well as construct Tunner Drive from Hunt Road to the subject property. A multi-use path is part of the road construction. The property is legally described as Lot 1, Section 14, Comox District, Plan 27905 Except Parts in Plans 38112 and VIP53727. **Figures 1 and 2** provide visual context.

The proposal was first presented to Council at the September 7<sup>th</sup> 2021 meeting where Council passed a motion to postpone consideration (staff report in **Attachment No. 3**). On October 4<sup>th</sup> 2021 the application passed 1<sup>st</sup> and 2<sup>nd</sup> Reading, following the applicant submitting a letter outlining proposed price-fixed rental units as affordable housing amenity contribution and an updated plan showing additional open space (staff report in **Attachment No. 2**). Third Reading was passed November 15<sup>th</sup>, 2021. Housing Agreement (801 Ryan

Road) Bylaw No. 3064, 2022 was adopted June 27<sup>th</sup>, 2022, detailing the 25 affordable rental housing unit requirement.



**Figure 1:** Conceptual rendering with context



**Figure 2:** Conceptual site plan showing Tunner Drive road and multi-use pathway general alignment as well as Tunner Drive land dedication as shown approximately in blue.

**DISCUSSION:*****Original and Current Covenant Conditions:***

The following covenant conditions were presented in the original September 7<sup>th</sup> 2021 Report. Unless otherwise modified as described below, original covenant conditions form part of the covenant that has now been signed by all parties.

1. **Dedication of Land for Tunner Drive:** Land must be dedicated to City to enable the construction of Tunner Drive behind this development and the future extension of Tunner Drive behind the Superstore mall.
2. **Construction of Tunner Drive:** Tunner Drive must be constructed to City standards prior to building occupancy and include a two lane roadway and multi-use pathway.
3. **City's Parks, Recreation Culture and Senior's Facilities Amenities:** The multi-use path adjacent to the Tunner Drive extension from the intersection with Hunt Road to the subject property as detailed on the site plan must be constructed.
4. **Legal Access to the private road on the north east side of the subject property:** Legal access must be secured for use of the private access driveway between this property and 1001, 1003, 1027, 1029, 1033 Ryan Road (BC Housing and Mex Pub). The applicant provides that an agreement has been drafted but will not be finalized until the rezoning is complete.
  - Update: This condition is now enshrined in the covenant to secure access.
5. **Restrictions on the Sandwich Road intersection access:** The access from this development to Sandwich Road intersection shall be exit only. As a result, the developer is required to design the egress from this development to prevent vehicles from entering from this intersection.
6. **Housing Amenity Reserve Fund:** Contribution to the reserve fund as outlined in the OCP.
  - Update: This condition is now no longer required as a Housing Agreement Bylaw outlining affordable housing amenity contributions was adopted on June 27, 2022.
7. **Right Turn Lane/ Bus Stop on Ryan Road:** As discussed, there is the potential for a right turn lane/bus stop as part of the development. While the applicant's traffic engineer contends it is not warranted based on Transportation Association of Canada (TAC) standards, this facility will have a positive impact on traffic flow. Council can require this facility as a condition of rezoning.
  - Update: This condition has been amended to become a highway reservation covenant and option to purchase, and is included in the covenant as described further below.

***Covenant change to Right Turn Lane/Bus Stop on Ryan Road***

Upon further consultation, the addition of a right turn lane/bus stop on Ryan Road (original Covenant Condition 7) was determined to be unworkable. A right turn lane cannot be built to the specifications that the Ministry of Transportation and Infrastructure (MOTI) would require due to the short frontage. MOTI and BC Transit bus stop preferences do not align with each other at this location so an agreeable short-term improvement could not be specified.

Instead, the applicant has agreed to a highway reservation covenant and option to purchase, signed by the property owner, for a 3-metre strip of land along the entire Ryan Rd frontage, helping to facilitate an eventual bus lane resembling that proposed in the May 2021 Comox Valley Transit Infrastructure Study. This covenant prohibits any development in said strip that would conflict with potential future Ryan Road widening and

also allows the City the right to purchase this land for \$1 at a future time at the City's discretion, within 80 years as limited by the Perpetuities Act.

While the Ryan Road highway reservation covenant and option to purchase does not require the developer to construct Ryan Road improvements at the time of residential construction, it secures more land than originally proposed for a more impactful long-term multi-modal transportation solution. The proposal is supported by City staff, the applicant, MOTI and BC Transit.

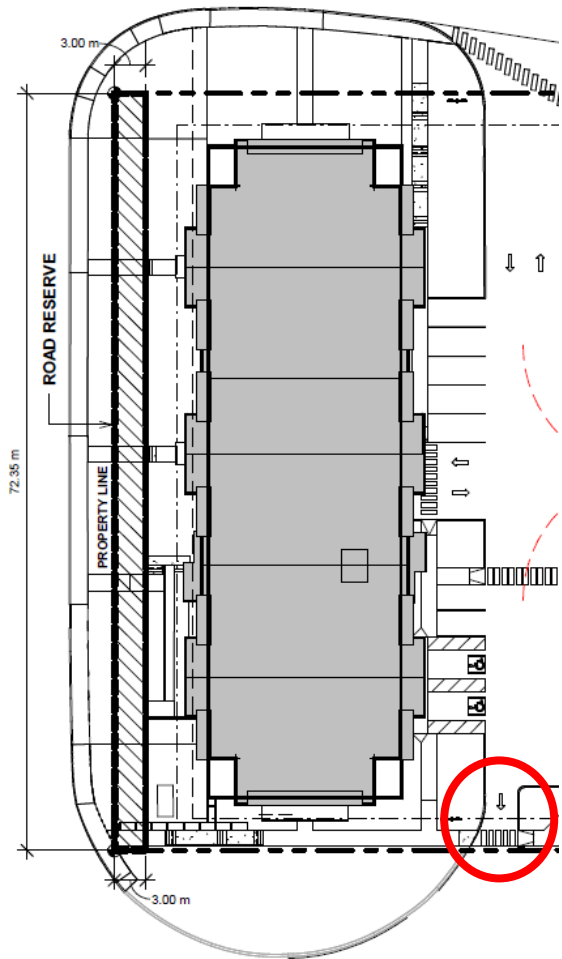
### **Zoning Bylaw 3017 Updates**

Covenant Condition 1, dedication of land for Tunner Drive extension behind the Superstore mall, is to be met as proposed, but in doing so will reduce the size of the remaining property.

As originally proposed, Bylaw 3017, Attachment A Section 8.54.5 reads "A lot shall have an area of not less than 2.0 hectares". This is the size of the subject property before Tunner Road dedication. However, the definition of lot area in Zoning Bylaw No. 2500, 2007 excludes any dedicated rights-of-way. The expected size after Tunner Road dedication is 1.81 hectares; therefore, the subject proposed bylaw section has been changed to "A lot shall have an area of not less 1.8 hectares". This does not affect the nature of the proposal or any other development permission on any other property as this is a zoning regulation within a comprehensive development zone specific to this project. Staff support this change as for administrative clarity.

Section 8.54.4 of the same proposed bylaw reads: "The maximum floor area ratio shall not exceed 1.25". Floor area ratio (FAR) as defined in Zoning Bylaw No. 2500, 2007 is calculated by dividing floor area by lot area. Therefore reducing the lot area (from 2 ha to 1.8 ha) for the same development proposal produces a higher FAR. The development as proposed has a floor area ratio of 1.22 before Tunner Drive dedication, expected to be 1.36 afterward. The subject proposed bylaw section has therefore been changed to "The maximum floor area ratio shall not exceed 1.4". Similar to making a minor adjustment to the lot size requirement, staff support this change as for administrative clarity.

Section 8.54.6 of the same proposed bylaw contained the clause "Notwithstanding the required front yard setbacks specified above the front yard may be reduced to 3.0m for that part of the building adjacent to a deceleration lane on Ryan Road". This was included in the zone in order to factor for the anticipated deceleration lane which would have been required to be dedicated prior to rezoning, therefore implicating front yard setback building requirements from a road. This is no longer needed due to the Ryan Road covenant condition change and has been removed. As the desired Ryan Road frontage dedication will now occur after the rezoning, the requirement to enshrine a reduction in the front yard setback is not critical.



**Figure 3:** Frontage detail showing road reserve for future Ryan Road expansion (grey hatching outlined in black) and exit-only to Sandwich Road intersection (shown in red).



Spaces have also been added throughout the proposed Bylaw 3017 in front of metre symbols to conform to International System of Units (SI) standards and the year of Third Reading has been updated to 2023.

The proposed updates to the zoning bylaw language allow the development to proceed as proposed and considered by Council and presented at Public Hearing in 2021.

Upon Council adoption of Zoning Amendment Bylaw No. 3017 (**Attachment No. 1**), staff would proceed with the registration of the three covenants as well as a notice of the adopted housing agreement bylaw on the land title.

**OPTIONS:**

**OPTION 1: (Recommended)**

THAT Council rescind Third Reading, give new Third Reading as amended, and adopt Zoning Bylaw No. 3017, 2023 (801 Ryan Road).

**OPTION 2:** Defer consideration of Bylaw No. 3017 with a request for more information.

**OPTION 4:** Defeat Bylaw No. 3017.

Prepared by:



Mike Grimsrud  
Planner 2

Reviewed by:



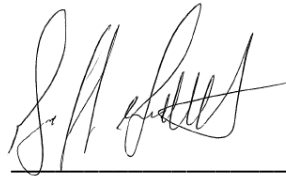
Nancy Gothard, RPP, MCIP  
Acting Manager of Development Planning

Concurrence by:



Rob Roycroft, RPP, MCIP  
Interim Director of Development Services

Concurrence by:



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

**Attachments:**

1. *Attachment No. 1: Draft Zoning Amendment Bylaw No. 3017*
2. *Attachment No. 2: October 4, 2021 Updated Staff Report to Council "Updated Proposal – Zoning Amendment Bylaw No. 3017 – 801 Ryan Road".*
3. *Attachment No. 3: September 7, 2021 Original Staff Report to Council "Zoning Amendment Bylaw No. 3017 – 801 Ryan Road".*

**THE CORPORATION OF THE CITY OF COURTENAY**

**BYLAW NO. 3017**

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

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

1. This bylaw may be cited for all purposes as “**Zoning Amendment Bylaw No. 3017, 2023**”.
2. That “Zoning Bylaw No. 2500, 2007” be hereby amended as follows:

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

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

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

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

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

Read a first time this 4<sup>th</sup> day of October, 2021

Read a second time this 4<sup>th</sup> day of October, 2021

Considered at a Public Hearing this 27<sup>th</sup> day of October, 2021

Read a third time this day of , 2023

Finally passed and adopted this day of , 2023

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Mayor

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Corporate Officer

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

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

# Attachment A

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

### 8.54.1 Intent

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

### 8.54.2 Permitted Uses

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

1. *Rental Apartment*

### 8.54.3 Lot Coverage

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

### 8.54.4 Floor Area Ratio

The maximum *floor area ratio* shall not exceed 1.4.

### 8.54.5 Minimum Lot Size

A lot shall have an area of not less than 1.8 hectares.

### 8.54.6 Setbacks

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

- (1) Front Yard (interpreted as the yard adjacent to the northwest property line): 7.5 m
- (2) Rear Yard (interpreted as the yard adjacent to the southeast property line): 6.0 m
- (3) Side Yard (interpreted as all other yards): 3.0 m

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

### 8.54.7 Height of Buildings

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

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

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

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

#### **8.54.10 Accessory Structures**

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

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

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

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

#### **8.54.12 Fencing**

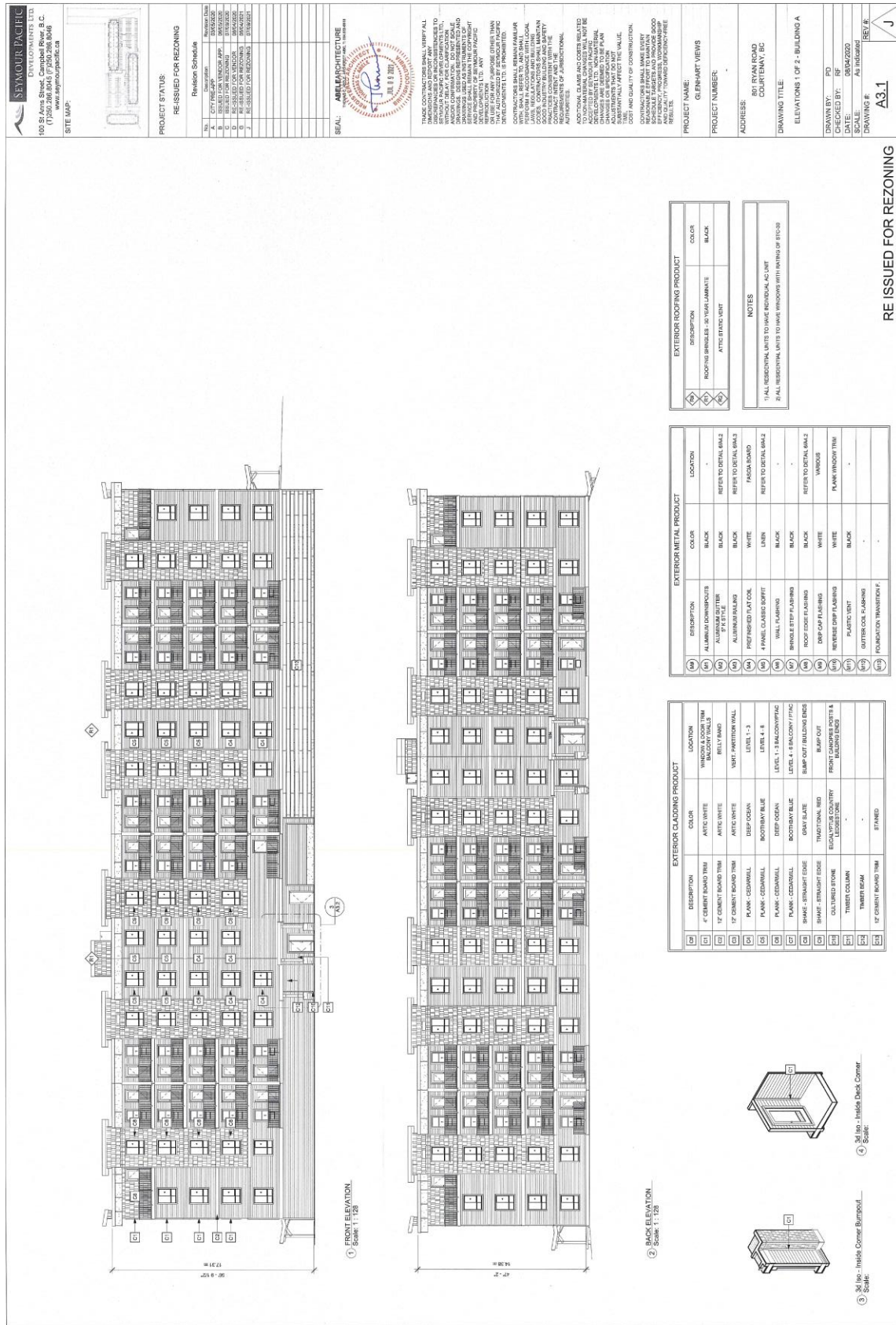
The maximum height of fencing along the side property line (southwest property line) is 4.0 m.

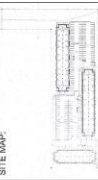


## 4



## SCHEDULE B





PROJECT STATUS:  
RE-ISSUED FOR REZONING

Revision Schedule	
No.	Revision
A	RE-DESIGN FOR REZONING
B	RE-DESIGN FOR REZONING
C	RE-DESIGN FOR REZONING
D	RE-DESIGN FOR REZONING
E	RE-DESIGN FOR REZONING
F	RE-DESIGN FOR REZONING
G	RE-DESIGN FOR REZONING
H	RE-DESIGN FOR REZONING
I	RE-DESIGN FOR REZONING
J	RE-DESIGN FOR REZONING

SEAL: ABLE ARCHITECTURE



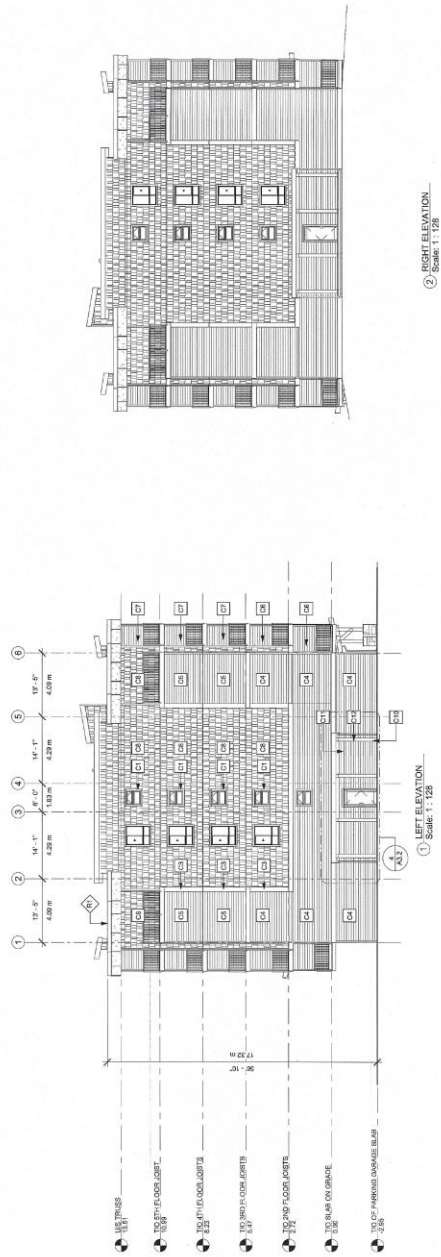
THAT CONTRACTORS SHALL VERIFY ALL DISCREPANCIES OR INCONSISTENCIES TO THE DRAWINGS AND SPECIFICATIONS WITHOUT DELAY FOR CLARIFICATION. CONTRACTORS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. CONTRACTORS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. CONTRACTORS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.

PROJECT NAME: GLENHART VIEWS  
PROJECT NUMBER:

ADDRESS: 801 RYAN ROAD  
COURTENAY, BC

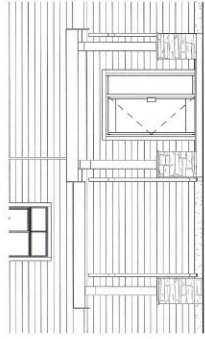
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CHECKED BY: J  
DATE: 05/04/2020  
SCALE: As indicated  
DRAWING #: A3.2  
REV: J

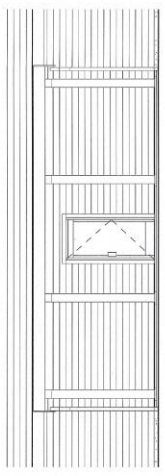


2 RIGHT ELEVATION  
Scale: 1:128

1 LEFT ELEVATION  
Scale: 1:128



3 FRONT ENTRY ELEVATION  
Scale: 1:48



4 SIDE ENTRY ELEVATION  
Scale: 1:48

EXTERIOR CLADDING PRODUCT		
DESCRIPTION	COLOR	LOCATION
4" CEMENT BOARD TRIM	ANTIC WHITE	WINDOWS AND DOORS
12" CEMENT BOARD TRIM	ANTIC WHITE	BELLY BAND
12" CEMENT BOARD TRIM	ANTIC WHITE	VERT. PARTITION WALL
PLANK - CEDARWALL	DEEP OCEAN	LEVEL 1 - 3
PLANK - CEDARWALL	BOOTHBAY BLUE	LEVEL 4 - 5
PLANK - CEDARWALL	DEEP OCEAN	LEVEL 1 - 3 BALCONY/PTAC
PLANK - CEDARWALL	BOOTHBAY BLUE	LEVEL 4 - 5 BALCONY/PTAC
SHANK - STRAIGHT EDGE	GRAY SLATE	RAMP OUT BUILDING ENDS
SHANK - STRAIGHT EDGE	TRADITIONAL RED	RAMP OUT
COLORADO STONE	EQUAL COUNTRY	FRONT CHIMNEYS ROOST & BUILDING ENDS
TIMBER COLUMN	LIQUOR TONE	
TIMBER BEAM		
12" CEMENT BOARD TRIM	STAINED	

EXTERIOR METAL PRODUCT		
DESCRIPTION	COLOR	LOCATION
ALUMINUM DOWNSPUTTERS	BLACK	
ALUMINUM GUTTER	BLACK	REFER TO DETAIL BMA.2
ALUMINUM FLASHING	BLACK	REFER TO DETAIL BMA.2
PREPARED FLAT COIL	WHITE	FASCIA BOARD
4 PANEL CLASSIC DORSET	WHITE	
WALL FLASHING	BLACK	REFER TO DETAIL BMA.2
SINGLE STEP FLASHING	BLACK	
ROOF EDGE FLASHING	BLACK	REFER TO DETAIL BMA.2
DAMP OUT FLASHING	WHITE	VARIOUS
REVERSE DAMP FLASHING	WHITE	PLANK WINDOW TRIM
PLASTIC VENT	BLACK	
GUTTER COIL FLASHING		
FOUNDATION TRANSITION F.		

EXTERIOR ROOFING PRODUCT	
DESCRIPTION	COLOR
ROOFING BRICKS 6" x 16" x 8" LAMINATE	BLACK
ATTC STAIRS UNIT	

NOTES

1) ALL RESIDENTIAL UNITS TO HAVE INDIVIDUAL A/C UNIT  
2) ALL RESIDENTIAL UNITS TO HAVE WINDOWS WITH RATING OF STC-30

RE-ISSUED FOR REZONING



SEYMOUR PACIFIC  
DEVELOPMENTS LTD  
100 Bloor Street West, Suite 2000  
Toronto, Ontario M5G 1B5  
Tel: (416) 593-8888  
www.seymourpacific.ca

SITE MAP

**PROJECT STATUS**  
RE-ISSUED FOR REZONING

No.	Revision	Date	By	Reason
A	REVISED FOR REZONING	03/05/2020		
B	REVISED FOR REZONING	03/05/2020		
C	REVISED FOR REZONING	03/05/2020		
D	REVISED FOR REZONING	03/05/2020		
E	REVISED FOR REZONING	03/05/2020		
F	REVISED FOR REZONING	03/05/2020		
G	REVISED FOR REZONING	03/05/2020		
H	REVISED FOR REZONING	03/05/2020		
I	REVISED FOR REZONING	03/05/2020		
J	REVISED FOR REZONING	03/05/2020		

**SEAL:** ABEL ARCHITECTURE  
Professional Architect  
No. 123456789  
Ontario  
Date: 03/05/2020

**PROJECT NAME:** GLENHART VIEWS  
**PROJECT NUMBER:** -  
**ADDRESS:** 801 RYAN ROAD  
CORPORATE #2  
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**DRAWN BY:** JPD  
**CHECKED BY:** JPD  
**DATE:** 03/05/2020  
**SCALE:** As Indicated  
**DRAWING #:** A3.3  
**REV #:** J

1 FRONT ELEVATION  
Scale: 1/160

2 BACK ELEVATION  
Scale: 1/160

3 3d Iso - Inside Corner Bumpout  
Scale:

4 3d Iso - Inside Deck Corner  
Scale:

**EXTERIOR CLADDING PRODUCT**

NO	DESCRIPTION	COLOR	LOCATION
01	4" CEMENT BOARD TRIM	ANTIC WHITE	WINDWARD CORNER TRIM
02	12" CEMENT BOARD TRIM	ANTIC WHITE	BELLY BAND
03	12" CEMENT BOARD TRIM	ANTIC WHITE	VERT. PARTITION WALL
04	PLANK - CEDARWALL	DEEP OCEAN	LEVEL 1-3
05	PLANK - CEDARWALL	ROCKBAY BLUE	LEVEL 4-6
06	PLANK - CEDARWALL	DEEP OCEAN	LEVEL 1-3 BALCONY/PFAC
07	SHAKE - STRAIGHT EDGE	BOOTHBAY BLUE	LEVEL 4-6 BALCONY/PFAC
08	SHAKE - 8" TIGHT EDGE	GRAY SLATE	RAUP OUT BUILDING END
09	SHAKE - 8" TIGHT EDGE	TRADITIONAL RED	BUMP OUT
10	12x12x1/2" BRICK	LOCAL WHITE COUNTRY LEDESTONE	FRONT CORNER PORTA A BUILDING END
11	TIMBER COLUMN	-	-
12	TIMBER BEAM	-	-
13	12" CEMENT BOARD TRIM	STAINED	-

**EXTERIOR METAL PRODUCT**

NO	DESCRIPTION	COLOR	LOCATION
01	ALUMINUM DOWNSPUTTER	BLACK	-
02	ALUMINUM GUTTER	BLACK	REFER TO DETAIL B4.2
03	ALUMINUM RAINING	BLACK	REFER TO DETAIL B4.3
04	PRE-PAVED PLAT COIL	WHITE	TASARA ROAD
05	4" PANEL CLASSIC ROPFIT	WHITE	REFER TO DETAIL B4.2
06	WALL FLASHING	BLACK	-
07	SHINGLE STEP FLASHING	BLACK	REFER TO DETAIL B4.2
08	ROOF EDGE FLASHING	BLACK	-
09	2" WP GAP FLASHING	WHITE	VARIOUS
10	REVERSE CRIP FLASHING	WHITE	PLANK WINDOW TRIM
11	PLASTIC VENT	BLACK	-
12	BUTTER COIL FLASHING	-	-
13	FOUNDATION TRANSITION F.	-	-

**EXTERIOR ROOFING PRODUCT**

NO	DESCRIPTION	COLOR
01	ROOFING SHINGLES - 35 YEAR LAMINATE	BLACK
02	ATTIC DRAIN UNIT	BLACK

**NOTES**

1) ALL RESIDENTIAL UNITS TO HAVE INDIVIDUAL AC UNIT  
2) ALL RESIDENTIAL UNITS TO HAVE WINDOWS WITH RATING OF ETC 30

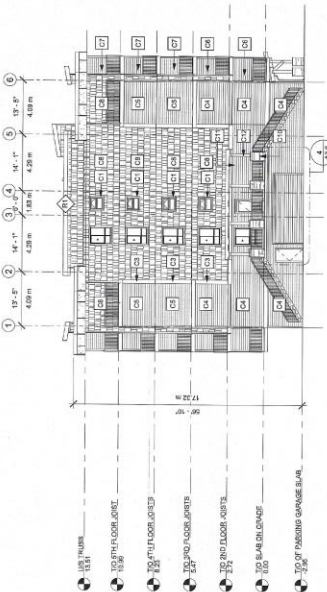
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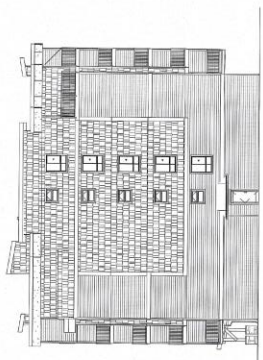


**SEYMOUR PACIFIC**  
DEVELOPMENTS LTD.  
100 B. Anna Street, Campbell River, B.C.  
(250) 835-1234  
www.seymourpacific.ca

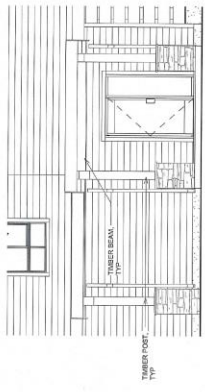
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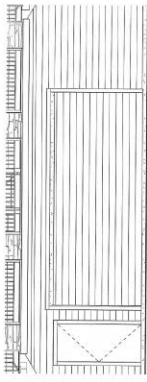
1 FRONT ELEVATION  
Scale 1:150



2 RIGHT ELEVATION  
Scale 1:150



3 SIDE ENTRY ELEVATION  
Scale 1:48



4 REAR ENTRY ELEVATION  
Scale 1:48

EXTERIOR CLADDING PRODUCT		
DESCRIPTION	COLOR	LOCATION
4" CEDAR BOARD TRIM	ARTO WHITE	WINDOVS ON MAIN FLOOR
12" CEDAR BOARD TRIM	ARTO WHITE	BELLY BAND
12" CEDAR BOARD TRIM	ARTO WHITE	VERT. PARTITION WALL
PAVING: CERAMIC	DEEP OCEAN	LEVEL 1-3
PAVING: CERAMIC	DEEP OCEAN	LEVEL 4-5
PAVING: CERAMIC	DEEP OCEAN	LEVEL 1-3 BALCONY/PAC
PAVING: CERAMIC	DEEP OCEAN	LEVEL 4-5 BALCONY/PAC
SHAKE: STRAIGHT EDGE	GRAY SLATE	BUMP OUT BUILDING ENDS
SHAKE: STRAIGHT EDGE	GRAY SLATE	BUMP OUT
CULTURED STONE	TRADITIONAL RED	FRONT CANOPES POSTS & BUILDING ENDS
TRIMMER COLUMN	-	-
12" CEDAR BOARD TRIM	STAINED	-

EXTERIOR METAL PRODUCT		
DESCRIPTION	COLOR	LOCATION
ALUMINUM DOWNPOUTS	BLACK	-
ALUMINUM GUTTER	BLACK	REFER TO DETAIL RM.2
ALUMINUM BALING	BLACK	REFER TO DETAIL RM.4
PREPARED PLAT COIL	WHITE	PASSED BOARD
4 PANEL CLASICO DOTTIE	WHITE	REFER TO DETAIL RM.2
WALL FLASHING	BLACK	-
SHINGLE STEP FLASHING	BLACK	-
ROOF EDGE FLASHING	BLACK	REFER TO DETAIL RM.4
DEEP COP FLASHING	WHITE	VARIOUS
REVERSE SHIP FLASHING	WHITE	PLANK WINDOVS TRIM
PLASTIC GUTTER	BLACK	-
GUTTER COIL FLASHING	-	-
FOUNDATION TRANSITION F.	-	-

EXTERIOR ROOFING PRODUCT		
DESCRIPTION	COLOR	
ROOFING SHINGLES - 30 YEAR LAMINATE	BLACK	
ATTIC STANDING VENT	BLACK	

NOTES  
1) ALL RESIDENTIAL UNITS TO HAVE INDIVIDUAL AIR UNIT  
2) ALL RESIDENTIAL UNITS TO HAVE WINDOWS WITH RATING OF R20 OR

PROJECT NAME:

PROJECT NUMBER:

ADDRESS:

DRAWING TITLE:

ELEVATIONS 2 OF 2 - BUILDING C

DRAWN BY: PD

CHECKED BY: RF

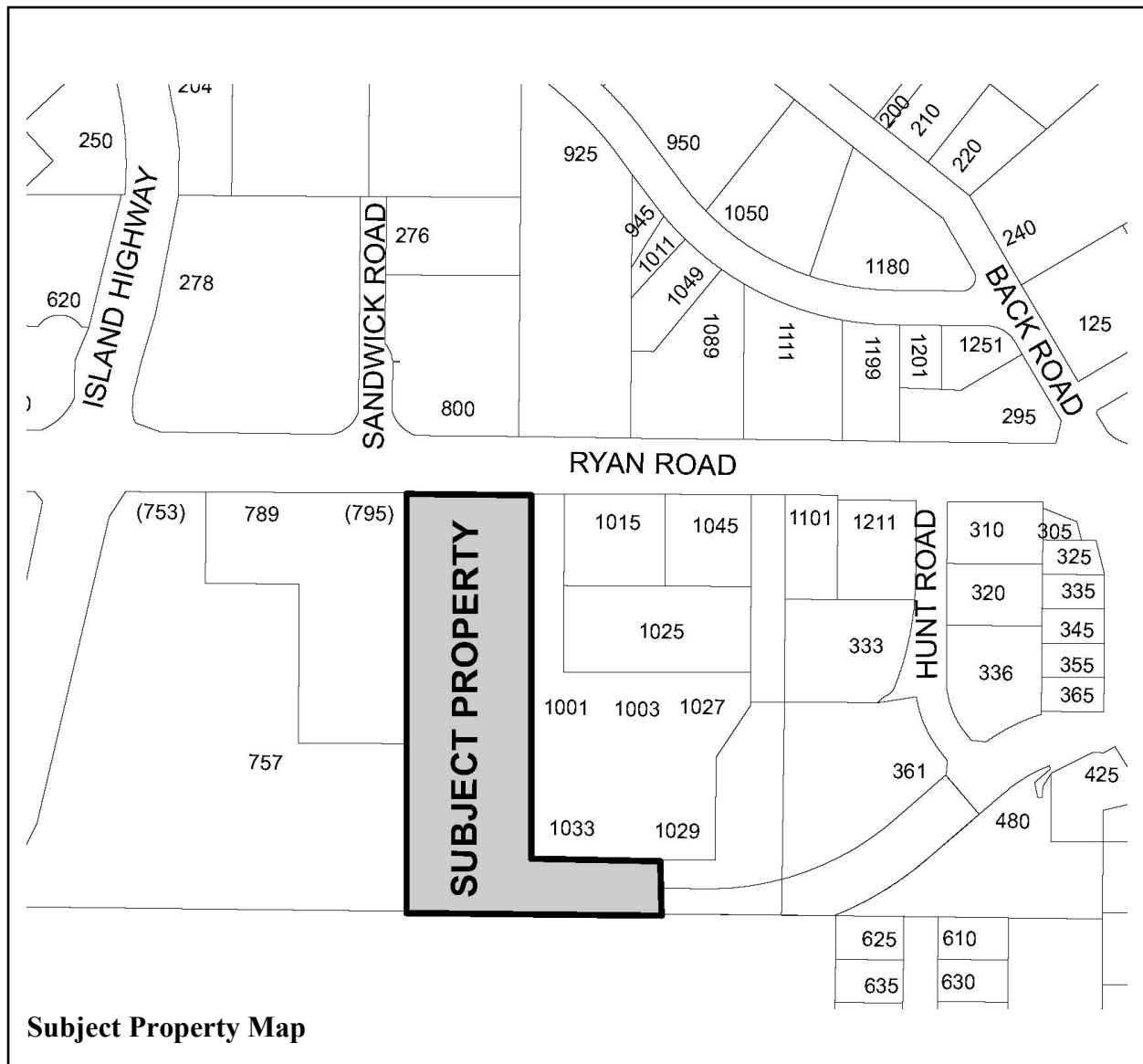
DATE: 08/04/2009

DRAWING #

A3.6

RE ISSUED FOR REZONING

## Attachment B





THE CORPORATION OF THE CITY OF COURTENAY

## STAFF REPORT

**To:** Council

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

**From:** Chief Administrative Officer

**Date:** October 4, 2021

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

### PURPOSE:

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

### CAO RECOMMENDATIONS:

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

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

Respectfully submitted,

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

### BACKGROUND:

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

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

### DISCUSSION:

#### *Affordable Housing Amenity Contribution*

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



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

#### *Green Space*

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

#### **OPTIONS:**

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

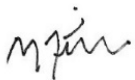
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1. That Council give First and Second Readings of Zoning Amendment Bylaw No. 3017, 2021;
2. That Council direct staff to schedule and advertise a statutory Public Hearing with respect to the above referenced bylaw; and,
3. That Final Reading of the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

Prepared by:

Reviewed by:

Concurrence by:



Matthew Fitzgerald, RPP, MCIP  
Manager of Development Planning



Ian Buck, RPP, MCIP  
Director of Development Services



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

#### Attachments:

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

Schedule No. 2: Updated Site Plan

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

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



September 15, 2021

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

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

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

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

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

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

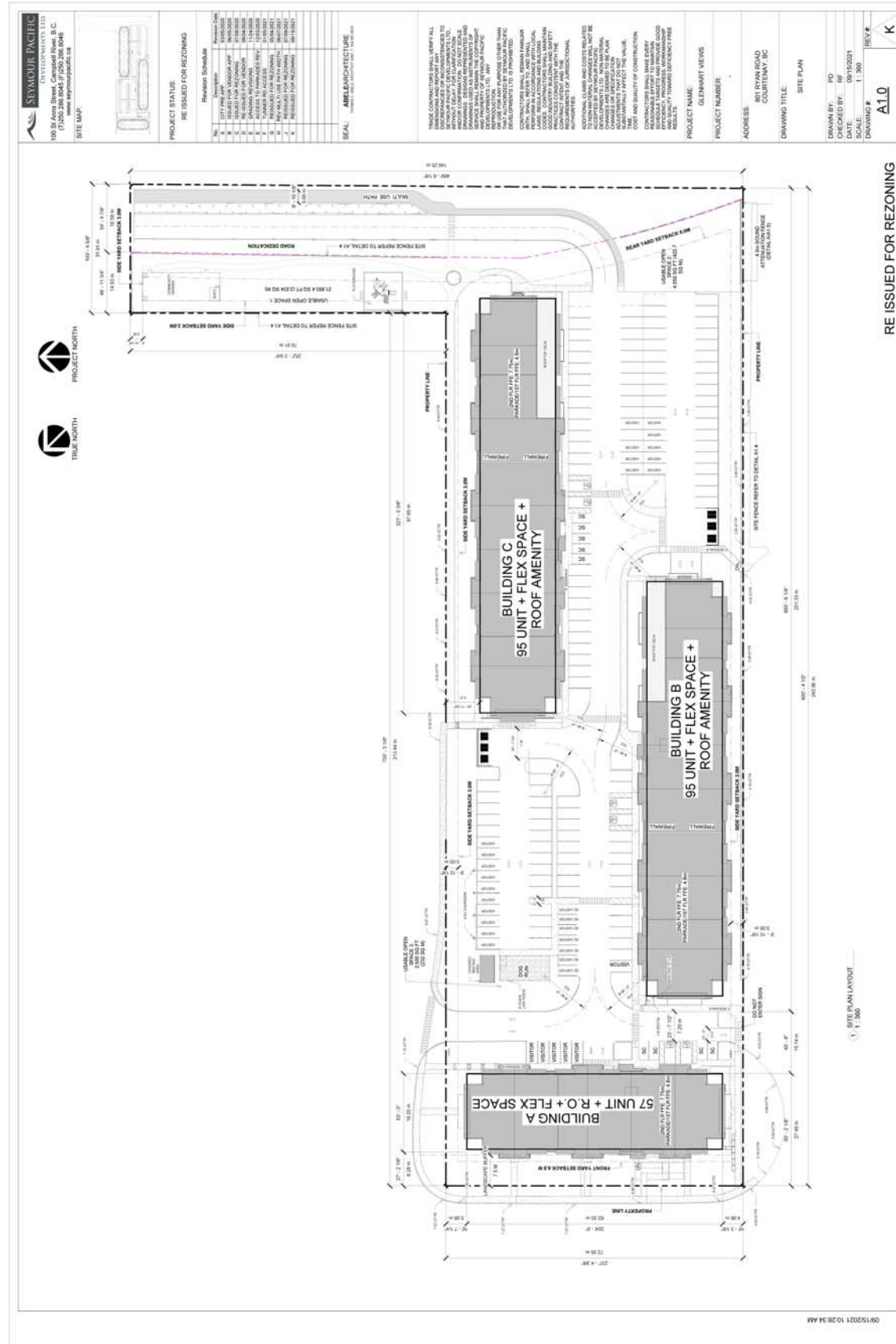
Thank you for the opportunity to submit this revised application and highlight the changes to our Affordable Housing contribution and site plan. We feel Glenhart Views will be a positive addition to the area and provide much needed rental housing to a broad cross section of the community. Should you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

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

Rachel Ricard  
Development Manager

## Schedule No. 2: Updated Site Plan

[illegible]







THE CORPORATION OF THE CITY OF COURTENAY

## STAFF REPORT

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**To:** Council  
**From:** Chief Administrative Officer  
**Subject:** Zoning Amendment Bylaw No. 3017 - 801 Ryan Road

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**File No.:** 3360-20-2011  
**Date:** September 7, 2021

### PURPOSE:

The purpose of this report is for Council to consider a Zoning Bylaw amendment application to create a new CD-32 Zone, and rezone the property legally described as Lot 1, Section 14, Comox District, Plan 27905 Except Parts in Plans 38112 and VIP53727 from C-1A to CD-32 to facilitate the development of a 247 unit rental apartment development.

### CAO RECOMMENDATIONS:

That based on the September 7, 2021 staff report entitled "Zoning Amendment Bylaw No. 3017 - 801 Ryan Road" Council approve OPTION 1 and complete the following steps:

1. That Council give First and Second Reading of "Zoning Amendment Bylaw No. 3017" to create a new CD-32 Zone and rezone the property legally described as Lot 1, Section 14, Comox District, Plan 27905 Except Parts in Plans 38112 and VIP53727 from C-1A to CD-32;
2. That Council direct staff to schedule and advertise a statutory Public Hearing with respect to the above referenced bylaw; and,
3. That Final Reading of the bylaw be withheld pending the registration of Section 219 covenant.

Respectfully submitted,

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

### BACKGROUND:

The proposed development area involves two properties. The first, 801 Ryan Road, is the planned site of the development and about 2ha. (4.9ac.) in area. It is currently vacant with informal parking areas and two informal asphalt lanes traveling across the site. There are no trees with isolated clusters of grass and blackberries across the site. The second property is owned by the City of Courtenay and intended as a future extension of Tunner Drive. It is approximately a half a hectare, vacant with large patches of blackberries and some young trees present.

The surrounding neighbourhood is a mix of retail, offices and multi-unit residential. The Superstore mall is immediately west and provides a diversity of commercial and retail services. To the east is a BC Housing apartment complex, a 118 unit apartment building (currently under construction), as well as bank and credit union offices. To the south is a network of creeks/wetlands and agricultural land. To the north is Ryan Road.



Figure 1: Subject Properties

The CVRD Regional Growth Strategy (RGS) supports high density, infill development in Municipal Areas such as this. It encourages increased housing, and more specifically, rental housing options with a range of sizes and types. The strategy specifies a target of 30% of the new development in Municipal Areas being developed at minimum density of 74 units/ha and that new development should be directed to areas where municipal services and service capacity is available.

The Courtenay Official Community Plan (OCP) designated the subject property as “Shopping Centre”. This designation is primarily intended for commercial shopping centres and big-box format retail but also allows higher density housing. The OCP encourages the intensification of infill sites such as this which benefit from a central location, has access to all municipal services as well as existing and planned multi-modal transportation connections to the rest of the City. Further, the plan supports the diversification of housing with policy support to encourage rental tenures as well as a mix of unit types designed to appeal to a wide set of demographics such as families with children and seniors.

The Transportation Master Plan identifies Ryan Road as a “Highway” abutting the north edge of the subject property. The plan identifies a new road to be constructed on the south edge of the property referred to as the Tunner Drive extension with the intent that the road is extended from the intersection with Hunt Road eventually connecting with the Highway 19A Bypass. The plan identifies Ryan Road as a key transit corridor with connections throughout the City.

Cycling connections near the subject property are currently only available on-street through the use of shared vehicle traffic lanes. The plan identifies multi-use path facilities being implemented along an extension of Tunner Drive, detailed above, as well as from the Tunner Drive extension to Ryan Road. The

same multi-use path facilities will also improve pedestrian connectivity. Additional pedestrian options will be enhanced with the implementation of sidewalks along both sides of Ryan Road which the plan identifies as a key gap in the network. The plan to construct sidewalks on the north side of Ryan Road from the RCMP detachment to Back Road is planned for 2022 subject to budget approval.

The Parks and Recreation Master Plan also identifies the Tunner Road extension as a key improvement to the City's trail network with no further recommendations pertaining to the subject property.

### **PROPOSAL:**

The applicant proposes rezoning the subject property to facilitate a 247 unit apartment development. The units will be divided into three, five storey buildings. Each building will contain a parkade with the remainder of the parking accommodated as surface parking. The site will be accessed by a new roadway extending from the intersection of Hunt Road and Tunner Drive to the site. This facility will provide the primary vehicular access as well as extend the multi-use path to the site. Additional connections will be from Ryan Road at the intersection of Sandwich Road and from a private road on the east side of the subject property.

The development is comprised of 47 - 1 bedroom, 174 - 2 bedroom and 26 - 3 bedroom units. There will be a roof top patio area on Buildings 2 and 3 as well as off leash dog park and community garden spaces (please see the applicant's letter of intent in Schedule A and development plans in Schedule B).

In support of the proposal, the applicant has provided a traffic impact assessment which examines vehicular transport as well as cycling, walking and transit modes (Schedule C). The study also examines the proposed parking allocation. In addition, an environmental impact assessment was prepared with much of the focus being on the Tunner Drive extension which runs parallel to a series of channelized streams and wetlands.

An Archaeological Overview Assessment was completed and the applicant is working with K'ómoks First Nation (KFN) to obtain the necessary permissions under their Cultural Heritage Permit process. Finally, as the southeast corner of the site is within the floodplain a geotechnical engineer's report was provided identifying the elevation of buildings located within this area of the site and other measures to minimize property damage in a flood event. The applicant is required to provide the City with a flood hazard assessment at the time of building permit submission in order to satisfy Section 56 of the Community Charter certifying that the site is safe for the use intended.

The applicant is offering amenity contributions as part of their proposal. Concerning the Parks, Recreation, Cultural and Seniors Facilities Amenity Reserve Fund the applicant is offering to fund the extension of the Tunner Drive multi-use pathway alongside their access road. This will be an approximately 300m by 3.0m wide multi-use path. Final design has not been completed but initial environmental and property restrictions are a limiting factor with the width of the path. Where possible it will be 4.0m wide and there may be options to reduce the space required for travel lanes in the road to increase the multi-use path width. In addition the applicant will be making a land dedication at the back of their property necessary to connect with the future extension behind the Superstore building.



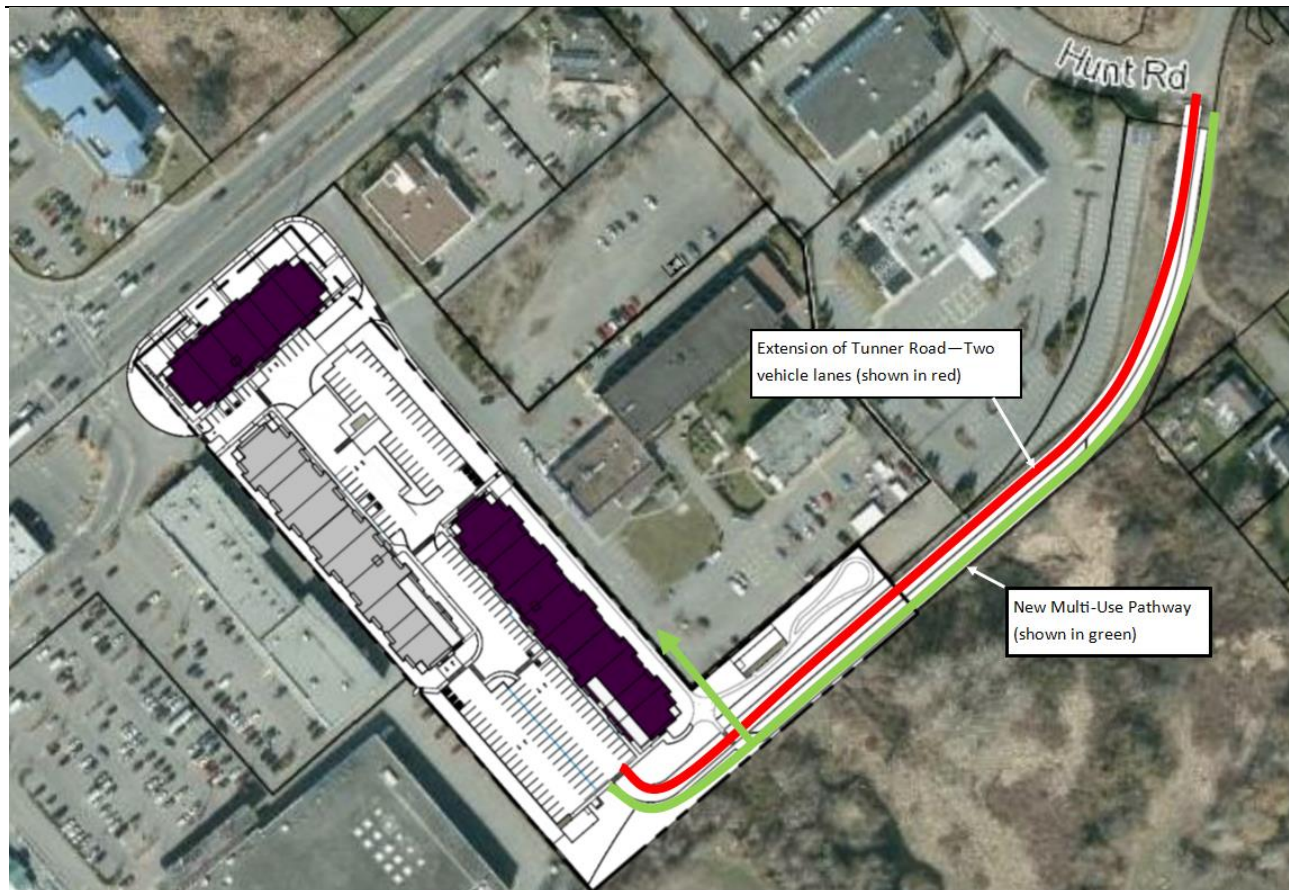


Figure 2: Tunner Road and Multi-Use Pathway Extension

Concerning Affordable Housing Amenity Fund the applicant will be making a contribution as outlined in the OCP based on the size of the units.

### Zoning Review

The proposed development requires rezoning as the current Commercial One A (C-1A) zone does not permit apartments or the desired density. In addition, the applicant proposes reduced parking requirements and increasing building height. The table below summarizes the proposal relative to the existing C1-A zone as well as the Residential Four A (R4-A) zone, a zone typically used for high density multi-family proposals.

	Existing Zone (C1-A)	Comparable Zone (R4-A)	Proposal (CD Zone)
FAR	N/A	1.33	1.22
Lot Coverage	40%	No requirement	25%
Front yard setback	15.0m	6.0m	Northwest: 7.5m
Rear yard setback	15.0m	6.0m	Northeast 6.0m
Side yard setback	15.0m	3.0m 4.5m – for fourth storey flanking street	Southeast: 3.0m Southwest: 3.0m
Building Height	9.5m	14.0m	17.32m
Usable Open Space	Not required	20m <sup>2</sup> /unit (2,360m <sup>2</sup> )	20m <sup>2</sup> /unit (4945m <sup>2</sup> )

Parking Base Requirement	1.5 stalls per unit (371 stalls)	1.22 stalls per unit (313 stalls)
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Table 1: Zoning Analysis

The new zone also contains a provision to allow for 4.0m high sound attenuation fence on the south edge of the site adjacent to the Superstore loading bays.

The proposal seeks to allow “Rental Apartments” as a permitted use, as well as an increase in the permitted density and building height and a decrease in the parking requirement.

## DISCUSSION:

The OCP’s Shopping Centre land use designation is intended to accommodate large format, shopping centres and big box stores. Since the last OCP was adopted in 2005, the Ryan Road/Island Highway commercial area has seen limited growth when compared with centres in East and South Courtenay. While the growth of commercial buildings has stagnated, the area has attracted new housing developments such as 911 Braidwood Road where a 79 unit apartment building was completed in 2020 and at 1025 Ryan Road where a 118 unit apartment development is currently under construction. Two further proposals, a 160 unit senior’s housing complex on Braidwood Road and a 93 unit hotel on Hunt Road are also expected to commence construction in this area over the next year further diversifying the area’s land uses. While the Shopping Centre land use policy enables the multi-unit development, in assessing this proposal five key themes emerged to guide the evaluation:

1. Housing needs
2. Land uses compatibility
3. Use of existing services
4. Connectivity, and
5. Form and character.

## Housing Need

The City’s apartment vacancy rate remains critically low at 1.1% for October 2020, which is the last report from CMHC. Table 2 below shows the rate has shown little improvement even as significant numbers of units have been added to the market. Improvement to the vacancy rate is expected as several large projects are completed and occupied as shown in Table 3. Increased supply and an improved vacancy rate will result in more tenant options and reduces pressure to increase rental rates.

The two tables further delineate the strain on specific unit types. Bachelor style units for example have remained consistently, fully occupied which may change once 71 bachelor units currently under construction are occupied. The vacancy rate for three bedroom units seems unlikely to change with just 35 additional units being added. In contrast, one and two bedroom units will experience considerable growth with 605 units being added to the market. While the vacancy rate for these unit types is currently very low, it is expected to improve over the next year.

Table 2: Vacancy Rates 2018-2020 (CMHC 2020 Rental Market Survey)

	Total Vacancy Rate	Bachelor	1 Bedroom	2 Bedroom	3 Bedroom
October, 2018	0.7%	0%	0.3%	1.1%	0.0%
October, 2019	1.4%	0%	1.3%	1.5%	1.8%
October, 2020	1.1%	No Data	1.6%	0.9%	0.8%

*Table 3: Recent Apartment Construction Status and Composition*

Address	Total Units	Bachelor/ Micro	1 Bedroom	2 Bedroom	3 Bedroom	Status
2700 Mission	36	4	10	16	6	Development Permit in-process
1025 Ryan	118	48	40	30	0	Under Construction
397 – 5 <sup>th</sup> St.	39	0	30	9	0	Building permit Review
2048 – 13 <sup>th</sup> St.	12	4	0	8	0	Building permit Review
1849 Riverside	94	0	46	44	4	Under Construction
621 Crown Isle	56	0	32	24	0	Under Construction
2600 Mission	94	0	32	46	16	Under Construction
911 Braidwood	79	0	20	59	0	Occupied
2525 Mission	65	15	35	15	0	Occupied
3070 Kilpatrick	118	0	22	87	9	Occupied
<b>Total</b>	<b>711</b>	<b>71</b>	<b>267</b>	<b>338</b>	<b>35</b>	
801 Ryan Road	247	0	47	174	26	Proposed

The proposed development adds significantly to the two bedroom unit supply while also adding three bedroom units as shown at the end of Table 3. This unit mix should appeal to multiple demographics including families with children.

As with the development at 1025 Ryan Road, a key element of this proposal is that the units will be restricted to rental tenure only. The “Rental Apartment” land use was recently added to the zoning bylaw and consequently strata conversion and owner occupation of any unit is not permitted without a subsequent rezoning application meaning the units will remain within the rental market.

### ***Land Use Compatibility***

The compatibility of a development proposal with the existing surrounding neighbourhood is a key aspect in the assessment of a rezoning proposal. As introduced, the RGS and OCP support multi-family development in this locations. Mixing land uses has many benefits including creating more walkable communities and reducing the reliance on private vehicles. However, the scale of this particular proposal needs to be highlighted. The buildings are large – Building B and C are five storeys in height and over 100m long which for comparison is the height, and roughly the same length of the apartment building currently under construction at 1025 Ryan Road. Building A is also five storeys but 62m in length.

The number of units reflects the overall scale at 247. This is considerably larger than most other recent multi-family proposal which average about 70 units per development. In addition, all units will be rental units, which while clearly needed, results in this immediate neighbourhood being entirely rental tenure forms of housing.

The scale of the proposal also leads to questions as to whether the development will impact surrounding properties specifically in terms of traffic generation and off-site parking. This area experiences periodic traffic congestion. The proposal does a good job of mitigating traffic impacts particularly as a result of the extension of Tunner Drive which provides an alternative access point from Ryan Road where congestion is most pronounced. As with other recent traffic studies for 1025 Ryan Road and the hotel at 310 Hunt Road,



the analysis concluded that the development will have a minor impact on traffic volumes in the immediate area with regional background growth (development throughout the City and region which travels through this corridor) eventually leading to additional congestion issues and delay along the Ryan Road corridor.

A parking study was supplied as part of the Traffic Impact Assessment. The study concludes that 1.25 stalls per unit satisfies the demand for the development and visitor parking. This represents a reduction of 58 stalls with the study arguing is justifiable given the central location of the development, opportunities for walking, cycling and transit and citing examples from other communities such as the Town of Comox which requires 1.25 stall/apartment unit.

As introduced above, the development is adjacent to a series of streams and wetlands in the adjacent agricultural lands. The impact assessment concludes recommending setbacks for development activities as well as the treatment of stormwater from the development prior to being released onto the adjacent stream. The conceptual design for Tunner Drive shows a series of swales designed to help treat and attenuate runoff prior to entering the stream and the overall site design plans for stormwater storage tanks to attenuate runoff from the parking and buildings before release into the creek. As with any parking lot of this size, oil/grit separators will be required throughout.

### **Use of Existing Services**

The proposal will utilize existing City services. In addition to existing road facilities, a capacity assessment will be conducted should Council give the bylaw First and Second Reading to confirm that the existing water and sanitary sewer capacity is adequate to service the development proposal. Infill development in serviced areas of the City is encouraged by the OCP and is a goal of the Regional Growth Strategy and results in a more efficient use of City services. This also includes recreational services such as the Aquatic Centre and Lewis Centre which are within 1.7km and 700m of the subject property respectively.

### **Connectivity**

The subject property has a central location and will benefit from excellent connectivity in terms of walking, cycling transit and by vehicle once gaps in the planned network are filled to key destination points such as downtown and the Upper Ryan Road node.

In terms of pedestrian connections, Downtown is just over a kilometre away with existing sidewalks in place on at least one side of the roadways. About two kilometres away is North Island College, the hospital and additional commercial and employment areas. While not necessarily an enjoyable walking environment due to the high volumes of fast moving traffic, Ryan Road does provide a narrow sidewalk connection with the gaps between Back Road and Sandwick Road being identified as a future capital project. Additionally, the Tunner Drive extension will provide a multi-use path and connection to neighbourhoods along Back Road.

Concerning cycling, the existing network is fragmented forcing cyclists to compete with vehicle traffic along Ryan Road to access the downtown area. Given the Tunner Drive extension is part of this proposal, cycling connectivity will immediately improve especially for destinations in East Courtenay. Connections to the downtown area will also incrementally improve as pieces of the network are completed behind Superstore crossing the Highway 19 Bypass and eventually connecting with Comox Road and into Downtown.

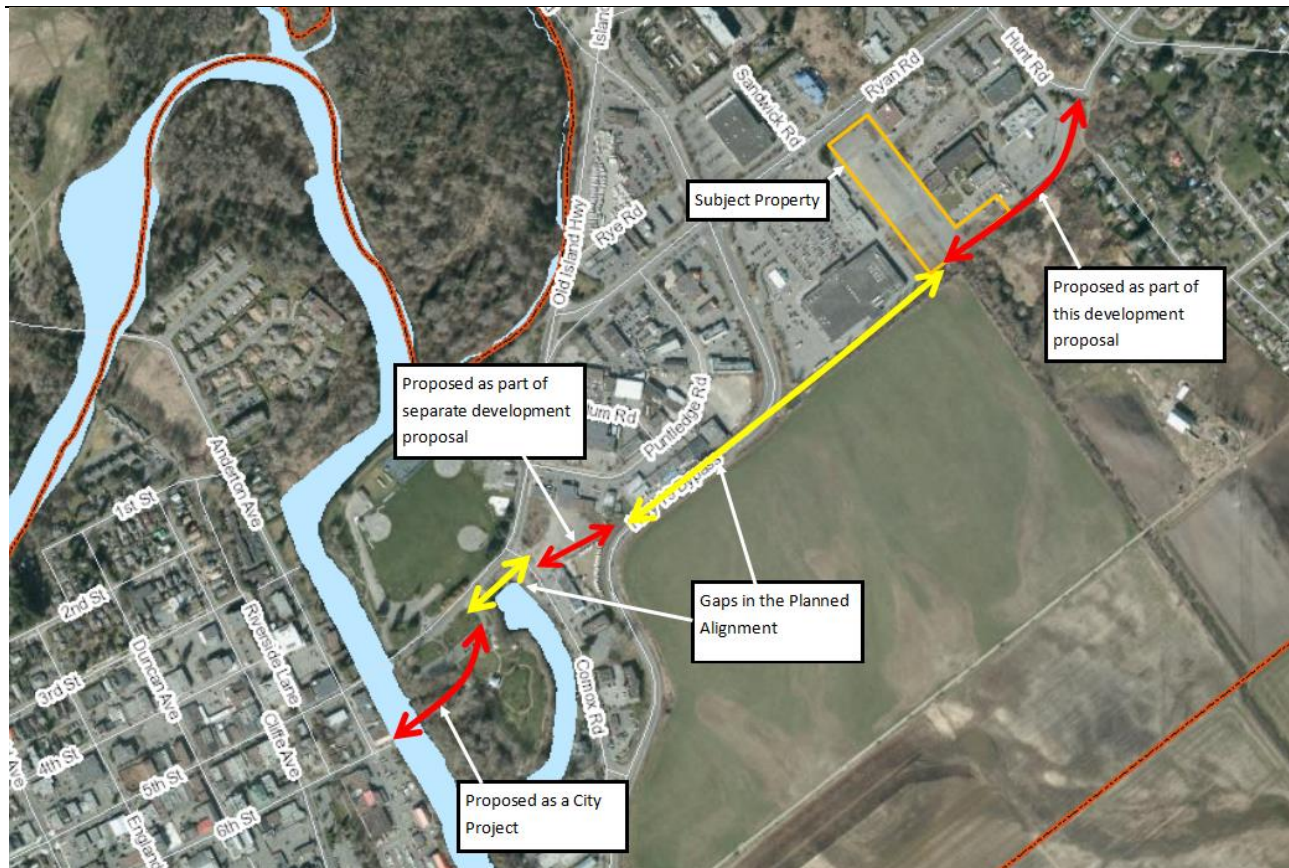


Figure 3: Cycling Network Corridor Spine Development

The proposal provides 254 secure bike parking stalls in the parkades of the buildings resulting in a ratio of just over 1 stall per unit. A further 32 short term stalls are provided.

There are well connected bus routes existing on Ryan Road with the nearest bus stop for east bound travel about 100m walk away and a bus stop about a 300m walk away headed west bound. During the review process staff identified a potential for a right turn lane/bus stop along Ryan Road. The applicant's Traffic Engineer has concluded that the facility is not necessary based on Transportation Association of Canada (TAC) standards. Council can still require this facility as a condition of rezoning as it will improve traffic flow along Ryan Road and allow buses to stop without obstructing traffic flow. Staff recommend Council require the dedication of land for this purpose which has been listed as one of the covenant conditions below.

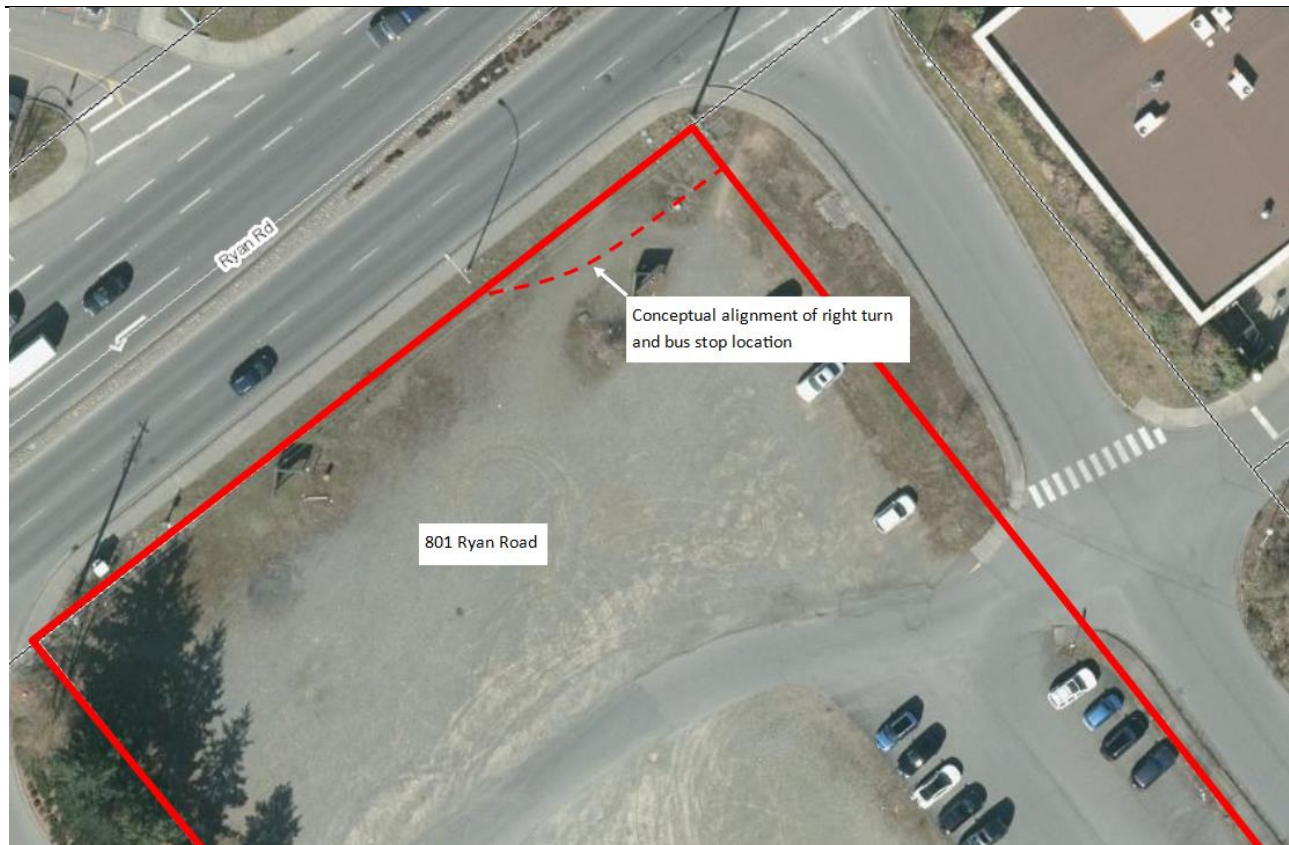


Figure 4: Conceptual location of bus stop/right turn lane

This specific stretch of Ryan Road suffers from periodic traffic congestion. As detailed above a traffic impact assessment was prepared in support of this proposal. Besides the periodic congestion and delays which occur in this corridor, this site will have excellent vehicle access to all areas of the City enhanced by the primary access point through the Tunner Road extension.

### ***Building Design and Massing***

The building contains a mix of 247 apartment units and will be one of the highest density developments in the city at a density of 124 units per hectare (50 units per acre). For context, a typical suburban style residential area of the city is around 25 units per hectare (10 units per acre). As summarized above density is regulated through Floor Area Ratio (FAR) which is a ratio of building floor area to lot area. In this case the proposal seeks an FAR of 1.22 which is less than the 1.33 permitted in a comparable R4-A zone. In contrast, building height will increase substantially from the current 9.5m to about 17.3m.

A contemporary, modern design has been utilized for the proposal. The building contains a diversity of siding materials which are utilized to break the large building into smaller components. Both the facades and roofline are articulated to avoid a box-like appearance. Residents will enjoy private amenity space in the form of a balcony integrated into the building to take advantage of the variations in the façade to establish private outdoor areas. The two roof top patios are situated to take advantage of views of the estuary, ocean, and mountains and provides additional open/amenity space for residents. The buildings are dispersed across the site which helps break up the overall site massing. Building siting also helps to screen surface parking which is located behind buildings in the centre of the site.

Subsequent to rezoning, the development will require a development permit. As this development will contain no variances due to the use of the CD zone, this will be considered administratively. Based on the plans submitted in support of the rezoning proposal, this building and site design are generally consistent with the direction established in the Multi-family Development Permit Guidelines.

***Covenant Condition***

As introduced a covenant will be required to secure various elements of the development proposal as summarized below:

1. Construction of Tunner Drive: Tunner Drive must be constructed to City standards prior to building occupancy and include a two lane roadway and multi-use pathway.
2. Dedication of Land: Land must be dedicated to City to enable the future extension of Tunner Drive behind the Superstore mall.
3. City's Parks, Recreation Culture and Senior's Facilities Amenity Reserve Fund: the multi-use path adjacent to the Tunner Drive extension from the intersection with Hunt Road to the subject property as detailed on the site plan must be constructed.
4. Legal Access to the private road on the north east side of the subject property: Legal access must be secured for use of the private access driveway. The applicant provides that an agreement has been drafted but will not be finalized until the rezoning is complete.
5. Restrictions on the Sandwich Road access: The plan is that this access is an exit only. As a result, the developer is required to implement facilities designed to prevent vehicles from entering from this intersection.
6. *Affordable Housing Amenity Reserve Fund*: As introduced above, the applicant will be making a contribution to the reserve fund as outlined in the OCP.
7. Right Turn Lane/ Bus Stop: As discussed, there is the potential for a right turn lane/bus stop as part of the development. While the applicant's traffic engineer contends it is not warranted based on TAC standards, this facility will have a positive impact on traffic flow. Council can require this facility as a condition of rezoning. As noted above staff recommend this be required as a condition of approval.

**FINANCIAL IMPLICATIONS:**

The development is subject to City and the Regional District Development Cost Charges.

**ADMINISTRATIVE IMPLICATIONS:**

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

**ASSET MANAGEMENT IMPLICATIONS:**

The developer is responsible for the cost of extending Tunner Drive to the subject property as well as the parallel multi use path. The facilities will be constructed to current City standards. Once the detailed design is completed there may be the need for additional offsite improvement and service connections as assessed through the building permit process.

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**2019 – 2022 STRATEGIC PRIORITIES REFERENCE:**

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

The November 2019 Strategic Priorities Check-in also identified the following references under the “Next Council Priorities” subsection:

- Housing Need Assessment

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

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

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

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



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8. Ensure all new development includes the provision of amenities including buffer areas along major roads, neighbourhood parks, sidewalks and trails, and public facilities.

**REGIONAL GROWTH STRATEGY REFERENCE:**

The development proposal is consistent with the RGS Housing Goal to “ensure a diversity of affordable housing options to meet evolving regional demographics and needs” including:

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

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

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

1A-3 Identify specific Town Centres in Municipal Areas through the OCP review process. These Town Centres are to be developed as walkable and complete communities, providing for a range of housing types focusing on medium and high density housing, employment and commercial uses. There will be a minimum of one Town Centre in the City of Courtenay, one Town Centre in the Town of Comox and one Town Centre in the Village of Cumberland.

1A-6 Increase housing opportunities in existing residential areas in Core Settlement Areas by encouraging multi-family conversions, secondary suites, and small lot infill.

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

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

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

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

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

1C-4 Encourage infill units and secondary suites in residential zones in the Core Settlement Areas.

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

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

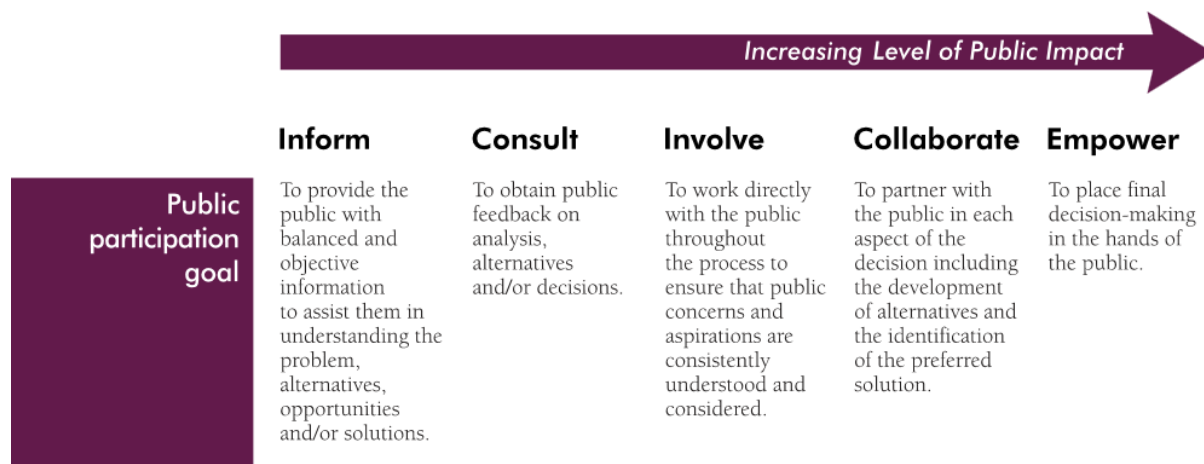


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1D-4 Encourage green building design through green building standards for new residential development that include water and energy efficiency practices.

### CITIZEN/PUBLIC ENGAGEMENT:

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



Should Zoning Amendment Bylaw No. 3017 receive First and Second Readings, a statutory public hearing will be held to obtain public feedback in accordance with the *Local Government Act*.

Prior to this application proceeding to Council, the applicant held a public information meeting on July 27<sup>th</sup>, 2020. According to the information provided by the applicant there were no attendees. One written comment was received and provided within the meeting summary in Schedule No. 4.

### OPTIONS:

#### OPTION 1: (Recommended)

That based on the September 7, 2021 staff report entitled “Zoning Amendment Bylaw No. 3017 - 801 Ryan Road” Council approve OPTION 1 and complete the following steps:

1. That Council give First and Second Reading of “Zoning Amendment Bylaw No. 3017” to create a new CD-32 Zone and rezone the property legally described as Lot 1, Section 14, Comox District, Plan 27905 Except Parts in Plans 38112 and VIP53727 from C-1A to CD-32;
2. That Council direct staff to schedule and advertise a statutory Public Hearing with respect to the above referenced bylaw; and,
3. That Final Reading of the bylaw be withheld pending the registration of Section 219 covenant.

**OPTION 2:** That Council postpone consideration of Bylaw 3017 with a request for more information.

**OPTION 3:** That Council not proceed with Bylaw 3017.

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Prepared by:



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Matthew Fitzgerald, RPP, MCIP  
Manager of Development Planning

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Reviewed by:



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Ian Buck, RPP, MCIP  
Director of Development Services

Concurrence by:



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

*Attachments:*

1. *Schedule No. 1 – Applicant's Letter of Intent*
2. *Schedule No. 2 – Development Plans*
3. *Schedule No. 3 –Traffic Impact and Parking Assessment*
4. *Schedule No. 4 – Public Information Meeting Summary*

### **Schedule No 1: Applicant's Letter of Intent**



July 9, 2021

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

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

Broadstreet Properties submitted a rezoning application in July of 2020 which proposed to rezone 801 Ryan Road from C-1A to a CD zone in order to facilitate the construction of multi-family residential buildings.

After extensive communication with the City of Courtenay, the Ministry of Transportation and our traffic consultant, we have revised our plan to include the construction of Tunner Drive from the south of the subject parcel to Back Road. The proposed Tunner Drive would lie within a future road designation on 801 Ryan Road and the existing road dedication located adjacent to Chances Casino parking lot.

With the proposed construction of Tunner Drive, intersection improvements are no longer necessary at the Sandwich/Ryan Road intersection and this change is reflected in our updated TIA. Access to the site is provided Tunner Drive, a private lane on the east side of the parcel and a private access on the west side of the parcel. The western access will be designated as a right out only with a single drive aisle to discourage vehicles from making illegal left hand turns from the Sandwich/Ryan Road intersection.

Broadstreet Properties has engaged Current Environmental to perform an environmental assessment and they have provided the required SPEA setbacks from Bonner Creek. We have confirmed that we are able to construct Tunner Drive without encroaching into the SPEA or altering any of the existing parking from Chances Casino.



### Proposed Rezoning to CD Zone

Broadstreet Properties is requesting a rezone to a CD zone in order capture height and parking variances into a new zone and streamline the approval process. The most appropriate residential zone that would suit our proposed project is R-4A, which falls under the Medium and High Density Multi Residential category. Below is a table comparing the R-4A requirements and our proposed apartment project.

	<b>R-4A</b>	<b>CD Proposed</b>
Min. lot size	1,250m <sup>2</sup>	2.0 Ha
Min. lot frontage	30m	72.35m
FAR	1.33	1.22
Front setback	6.0m	7.5m
Rear setback	6.0m	6.0m
Side setback	3.0m 4.5m – 4 <sup>th</sup> storey or side yard flanks street 6.0m – back of building facing street	3.0m Back of building C facing road, 8.2m
Height	14.0m	17.32m
Useable open space	20.0m <sup>2</sup> per DU	22.54m <sup>2</sup> per DU
Indoor Amenity space	None required	Dog wash stations 18.0m <sup>2</sup> Flex rooms 177m <sup>2</sup>
Parking	1.5 stalls per DU with 10% retained as visitor parking	1.27 per DU with 10% retained as visitor parking
Landscaping & Screening	3.0m wide on all property lines adjoining other properties 7.5m wide for lots fronting Ryan Road	3.0m or greater on west, east, and south property lines 7.5m fronting Ryan Road
Bike parking	None required	Class I (secured) - 254 Class II – 32
EV charging stations	None required	8 provided

There have been a few design changes since our original submission, due in part to the Tunner Drive connection and in response to the review comments received from Mike Grimsrud. The overall unit count has been reduced by four units to 247 units. The reduction in the total number of units has allowed us to reduce some of the surface parking and provide for a larger rain garden area to the south of the site and a larger green space around the covered seating area.

The rooflines of all three buildings have been revised to a flat roof style with shed projections, and the front and side entrance roofs have been revised to match. The change in roof style has reduced the overall height and massing of the buildings. Preliminary grading information has informed us that a retaining wall along Ryan Road is not required which has further reduced the height of Building A.





#### Conformance to Amenity Reserve Fund

If approved, the Tunner Drive extension along with the 3.0m multi-use path, form a significant amenity contribution to the City. Broadstreet's amenity contribution will complete more than half of the Tunner Drive extension from Back Road to Hwy 19A as outlined as a key recommendation in the City's Transportation Master Plan:

*"The extension of Tunner Drive to connect with Highway 19A is recommended to provide an alternative route for local area travel for residents between Back Road and Lerwick Road, south of Ryan Road. It will also form the spine of the pedestrian and cycling route between this area and downtown."*

The portion of the Tunner Drive extension that we are offering to construct will assist local vehicle traffic and provide a safe cycling and pedestrian route to a key destination area as envisioned in the City's Transportation Master plan in the Recommended Pedestrian Network Plan. The multiuse path will connect to the wider pedestrian network through a sidewalk connection on the east side of the subject parcel, adjacent to building B and will provide users with a safe transition from Tunner Drive to Ryan Road.

#### Conformance to Affordable Housing Policy

The definition of affordable housing in Canada is housing that costs less than 30% of a household's before tax income. Affordable housing can include rental and purchase tenure and come in the form of single-family homes, townhomes, condos, and apartments. As a private developer we have a specific product that is introduced to the market, and private developers are an important tool in the toolbox that's needed to address a community's housing needs.

Strategies outlined in the City of Courtenay's affordable housing policy include:

*"Density housing and/or comprehensive development zoning be used to increase densities...It can also encourage a variety of housing types and a more compact community."*

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

*"Evaluate current zoning designations throughout the City that are vacant or underutilized in order to reconsider zoning only when a project is brought forward to Council."*

Residential growth in Courtenay is expected to continue and Glenhart Views will be able to provide a mix of unit types and price ranges in all three buildings to Courtenay's market rental housing stock. Broadstreet Properties' apartments are suitable for students, seniors, couples, families, and pet owners and the site is within walking distance to a number of retail and professional services.

As part of the federal government's National Housing Strategy, CMHC has implemented an Affordable Housing program with the goal of providing 42,500 rental units from 2017 through to 2027. Broadstreet Properties will be using this Affordable Housing program which will designate 247 units as Affordable Housing for the City of Courtenay. This is done through a covenant registered on title and obligates Broadstreet Properties to provide rental rates that are a minimum of 10% below market value; and a minimum of 20% of the units must be affordable with maximum rents dictated by CMHC. Through the



registered covenant, affordability must be maintained for a minimum of 10 years from the date of occupancy.

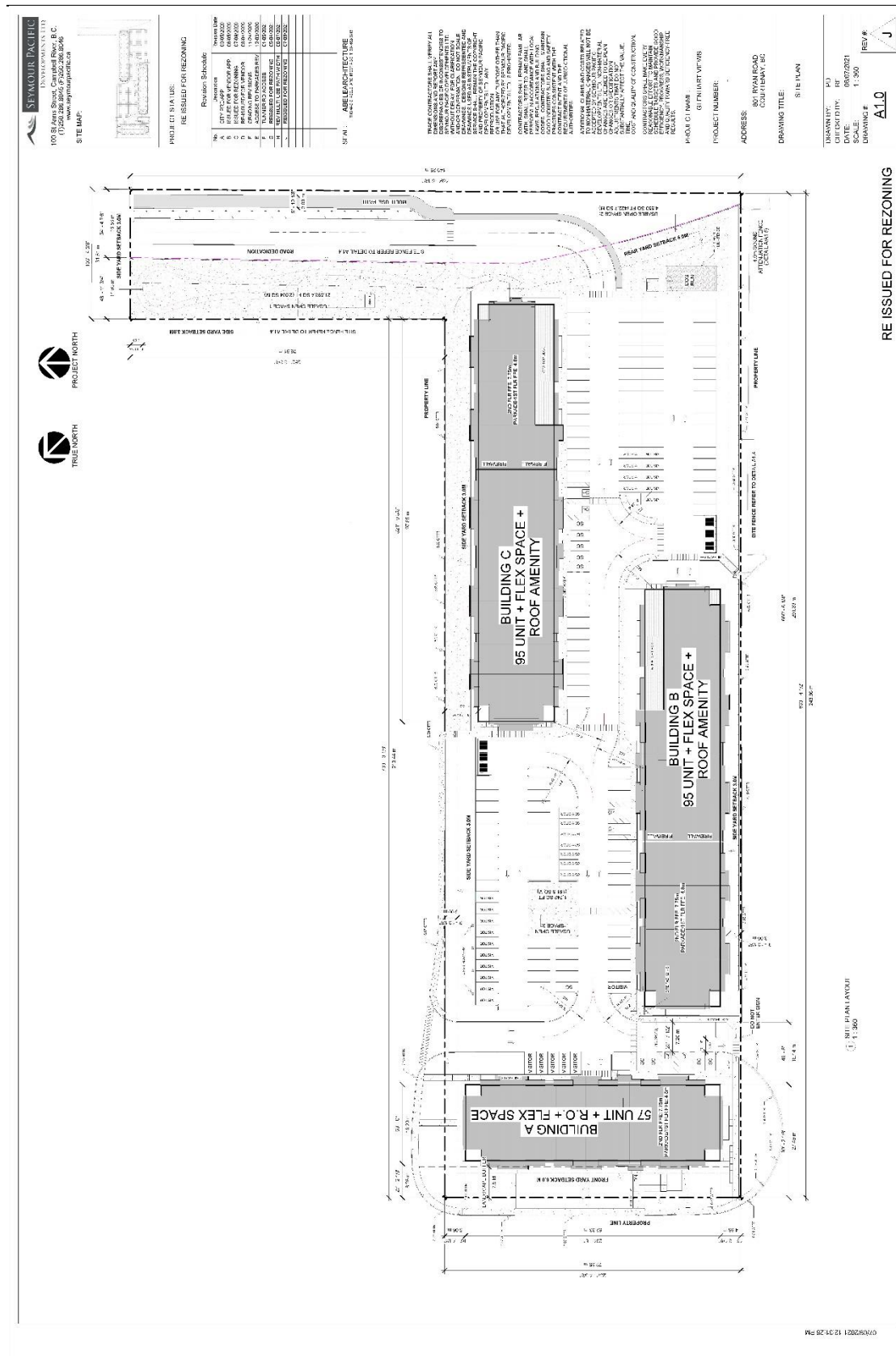
Thank you for the opportunity to submit this application and to provide detailed information on our proposed project. We feel Glenhart Views will be a positive addition to the area and provide much needed rental housing to a broad cross section of the community. Should you have any further questions, please do not hesitate to contact me at your earliest convenience.

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

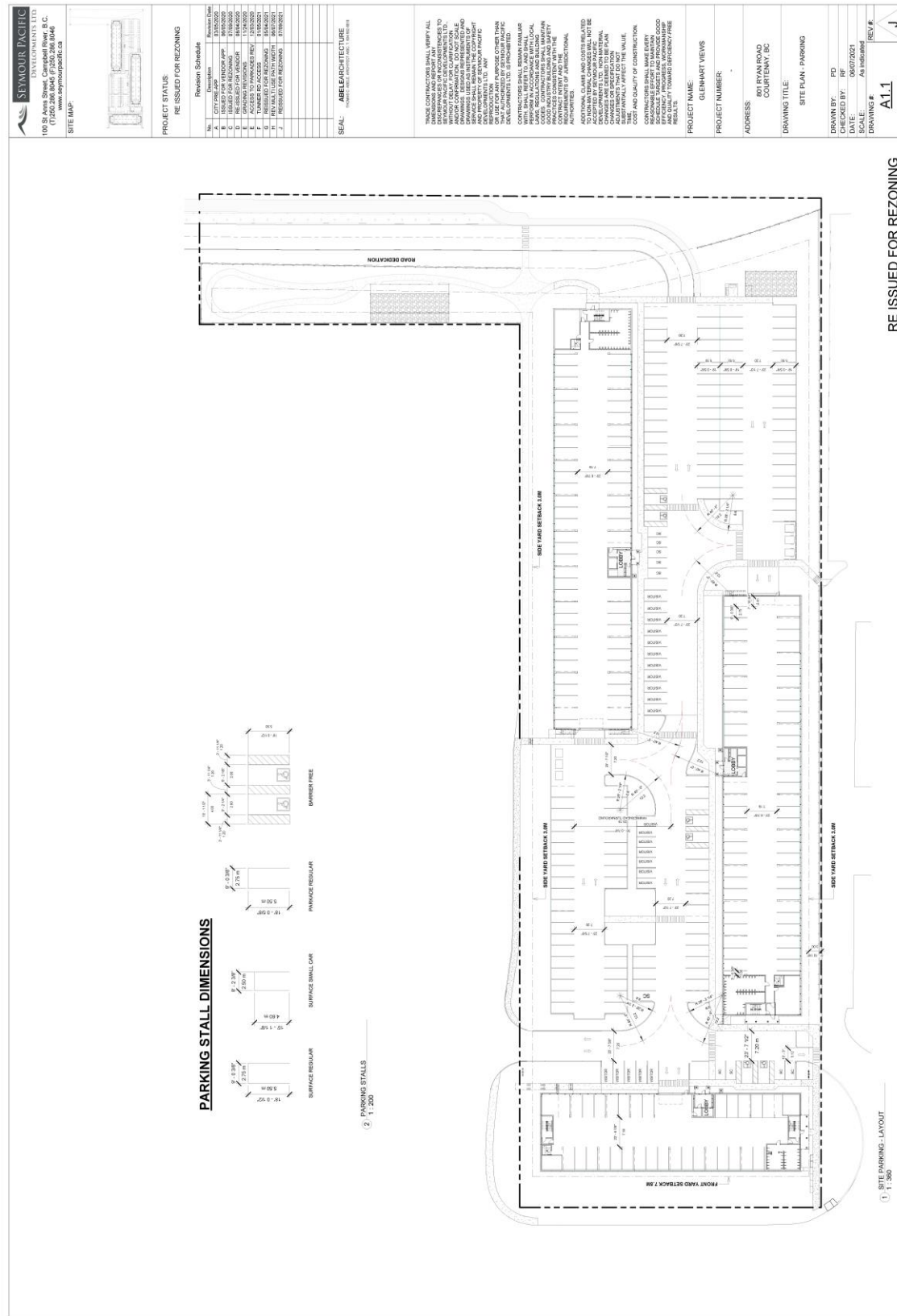
Rachel Ricard  
Development Manager

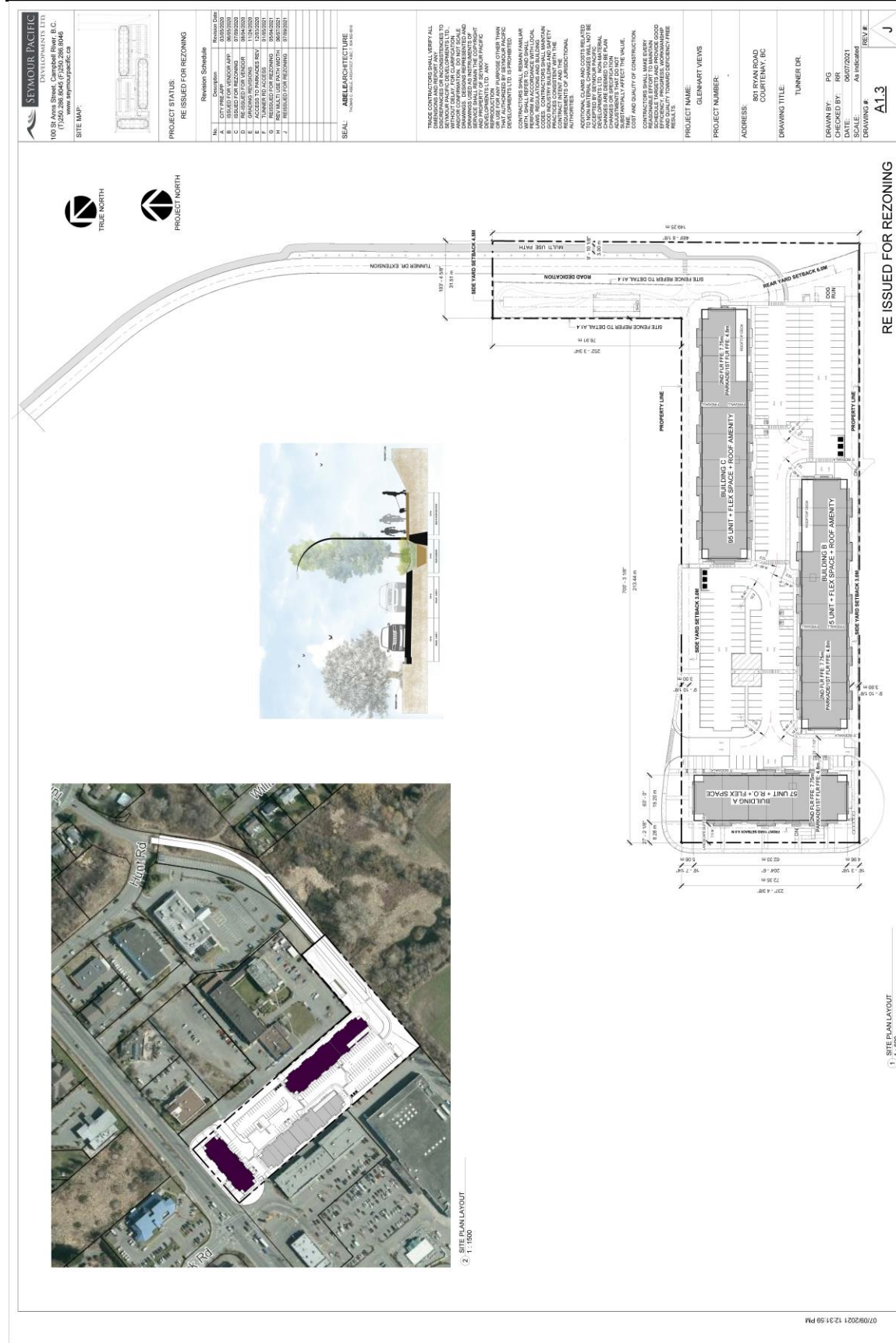
## **Schedule No. 2: Development Plans**

[illegible]









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[illegible]



[illegible]



[illegible]

[illegible]

[illegible]



[illegible]

**SENAQUOIR PACIFIC**  
ENVIRONMENTAL LTD.  
100 St Arna Street, Campbell River, B.C.  
(250) 266-8046 / (250) 266-8048  
info@senaquoirpacific.ca

**SITE MAP**

**PROJECT STATUS**  
RE-ISSUED FOR REZONING

No.	Description	Revision Date
A	CITY PERMIT	03/03/2020
B	RE-ISSUED FOR REZONING	01/03/2020
C	RE-ISSUED FOR REZONING	01/03/2020
D	RE-ISSUED FOR REZONING	01/03/2020
E	RE-ISSUED FOR REZONING	01/03/2020
F	RE-ISSUED FOR REZONING	01/03/2020
G	RE-ISSUED FOR REZONING	01/03/2020
H	RE-ISSUED FOR REZONING	01/03/2020
I	RE-ISSUED FOR REZONING	01/03/2020
J	RE-ISSUED FOR REZONING	01/03/2020

**SEAL** **ABEL ARCHITECTURE**  
1000 10th Avenue, Campbell River, BC

THESE DOCUMENTS SHALL BE KEPT AT ALL TIMES ON THE PROJECT SITE. ANY CHANGES TO THE ORIGINAL DRAWINGS SHALL BE MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE BC BUILDING ACT AND THE BC BUILDING REGULATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT.

**1 LEFT ELEVATION**  
Scale: 1:150

**2 RIGHT ELEVATION**  
Scale: 1:150

**3 FRONT ENTRY ELEVATION**  
Scale: 1:40

**4 SIDE ENTRY ELEVATION**  
Scale: 1:40

**EXTERIOR CLADDING PRODUCT**

ID	DESCRIPTION	COLOR	LOCATION
C1	4" CEMENT BOARD TRIM	ARTIC WHITE	WALLS AND ROOF
C2	1" CEMENT BOARD TRIM	ARTIC WHITE	WALLS AND ROOF
C3	1" CEMENT BOARD TRIM	ARTIC WHITE	WALLS AND ROOF
C4	1" CEMENT BOARD TRIM	ARTIC WHITE	WALLS AND ROOF
C5	1" CEMENT BOARD TRIM	ARTIC WHITE	WALLS AND ROOF
C6	1" CEMENT BOARD TRIM	ARTIC WHITE	WALLS AND ROOF
C7	1" CEMENT BOARD TRIM	ARTIC WHITE	WALLS AND ROOF
C8	1" CEMENT BOARD TRIM	ARTIC WHITE	WALLS AND ROOF
C9	1" CEMENT BOARD TRIM	ARTIC WHITE	WALLS AND ROOF
C10	1" CEMENT BOARD TRIM	ARTIC WHITE	WALLS AND ROOF
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C98	1" CEMENT BOARD TRIM	ARTIC WHITE	WALLS AND ROOF
C99	1" CEMENT BOARD TRIM	ARTIC WHITE	WALLS AND ROOF
C100	1" CEMENT BOARD TRIM	ARTIC WHITE	WALLS AND ROOF

**EXTERIOR ROOFING PRODUCT**

ID	DESCRIPTION	COLOR	LOCATION
R1	ROOFING SHINGLES - 30 YEAR LAMINATE	BLACK	ROOF
R2	ATG STATIC VENT	BLACK	ROOF

**NOTES**

1) ALL RESIDENTIAL UNITS TO HAVE INDIVIDUAL AC UNIT  
2) ALL RESIDENTIAL UNITS TO HAVE WINDOWS WITH RATING OF STC-38



SEYMOUR PACIFIC  
DEVELOPMENTS LTD.  
100 St Arns Street, Campbell River, B.C.  
(250) 836-2222  
www.seymourpacific.ca

SITE MAP

PROJECT STATUS  
RE-ISSUED FOR REZONING

Revision Schedule

SEAL: AMBLEARCHITECTURE  
ARCHITECTS INC. LICENSE # 123456789

NOTES

EXTERIOR CLADDING PRODUCT

EXTERIOR METAL PRODUCT

EXTERIOR ROOFING PRODUCT

PROJECT NAME: GLENHART VIEWS

PROJECT NUMBER: 1

ADDRESS: 801 RYAN ROAD  
COURTENAY, BC

DRAWING TITLE: ELEVATIONS 1 OF 2 - BUILDING C

DRAWN BY: PD  
CHECKED BY: RF  
DATE: 08/04/2020  
SCALE: As Indicated  
DRAWING #: A3.5

RE-ISSUED FOR REZONING

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DATE: 08/04/2020  
SCALE: As Indicated  
DRAWING #: A3.5

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SITE MAP

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ARCHITECTS INC. LICENSE # 123456789

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CHECKED BY: RF  
DATE: 08/04/2020  
SCALE: As Indicated  
DRAWING #: A3.5

RE-ISSUED FOR REZONING

100 St Arns Street, Campbell River, B.C.  
(250) 836-2222  
www.seymourpacific.ca

SITE MAP

PROJECT STATUS  
RE-ISSUED FOR REZONING

Revision Schedule

SEAL: AMBLEARCHITECTURE  
ARCHITECTS INC. LICENSE # 123456789

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[illegible]

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### **Schedule No. 3: Traffic and Parking Study**

TRANSPORTATION PLANNERS AND ENGINEERS



## 801 Ryan Road: Residential Development Transportation Impact Assessment

Draft

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Prepared for  
Seymour Pacific Developments

Date  
May 13, 2021

Project No.  
04-20-0120



The logo for Bunt & Associates, featuring the company name in a sans-serif font with a small red icon between the words.

May 13, 2021  
04-20-0120  
Rachel Ricard  
Development Manager  
Seymour Pacific Developments Ltd.  
100 St Ann's Road  
Campbell River, BC  
V9W 4C4

Dear Rachel:

**Re: 801 Ryan Road Residential Development  
Transportation Impact Assessment - Draft**

Please find attached our Transportation Impact Assessment draft report, for circulation to the City of Courtenay and the Ministry of Transportation and Infrastructure. We found that the development's modest vehicle trip generation is not anticipated to significantly affect the operations of nearby intersections. In addition, the development is extending Tunner Drive as envisioned in the City's Transportation Master Plan.

Please let us know if we can be of any further assistance.

Yours truly,  
**Bunt & Associates**

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

## CORPORATE AUTHORIZATION

Prepared By: Simon Button, P.Eng.

Bunt & Associates Engineering Ltd.  
530 – 645 Fort Street  
Victoria, BC V8W 1G2  
Canada

Reviewed By: Yulia Liem, P.Eng., PTOE  
Senior Transportation Engineer

Telephone: +1 250 592 6122

Date: May 13, 2021

Project No. 04-20-0120

Status: Draft

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## EXECUTIVE SUMMARY

Seymour Pacific Developments is proposing a 247-unit residential development on Ryan Road in Courtenay, BC. A Transportation Impact Assessment (TIA) is required for the development application and given the site location, both the City of Courtenay and the Ministry of Transportation & Infrastructure (MoTI) need to approve the study.

The development includes pedestrian connections to three sides of the property (Ryan Road and two private properties), as well as to the Tunner Drive extension which the development will construct. Vehicle connections are provided to the two adjacent private properties (through shared access agreements) and the Tunner Drive extension constructed by the development. The City's Transportation Master Plan envisions Tunner Drive extending from Hunt Road to Highway 19A including a multi-use pathway which is anticipated to have a positive impact on local circulation.

The development will provide 1 secure bicycle parking space per unit and short-term bicycle spaces will be provided outside each of the three buildings. The development will provide 1.26 vehicle parking spaces per unit (1.13 spaces/unit for residents and 0.13 spaces/unit for visitors). This is an appropriate vehicle parking supply for the site location given the demand for parking at similar rental buildings and the City's desire to reduce the vehicle mode share.

The development is anticipated to generate approximately 100 vehicle trips per peak hour which is forecasted to increase the volume of vehicles using nearby intersections by 2% or less. The development's vehicle trip generation is not anticipated to cause any noticeable impacts to the intersection operations or safety.

There are only a few isolated vehicle movements that do not meet the City's performance thresholds, mostly at the Ryan Road & Highway 19A intersection. All vehicle movements which do not meet the City's performance thresholds occur in the future background conditions without the proposed development. No additional off-site transportation infrastructure is required to accommodate the proposed development.

## 1. INTRODUCTION

### 1.1 Study Purpose & Objectives

Seymour Pacific Developments is proposing a rental residential development on Ryan Road in Courtenay, BC, which will include three buildings with a total of 247 rental units. The site is currently vacant. A Transportation Impact Assessment (TIA) is required as part of the Rezoning application and both the City and Ministry of Transportation & Infrastructure (MoTI) need to approve the study. The purpose of this study is to review the transportation implications of the proposed residential development and identify potential improvements.

### 1.2 Study Scope & Area

The study's Terms of Reference is provided in **Appendix A** which was approved by both road authorities. Since the original Terms of Reference was agreed upon, the development has agreed to extend Tunner Drive to the site and a hotel development was proposed nearby. Therefore, the study area was expanded to include the Back Road & Tunner Drive intersection and the vehicle trips generated by the hotel development were include in the background vehicle forecasts. **Exhibit 1.1** illustrates the study area.

### 1.3 Organization of Report

- Section 1.4 provides an overview of the proposed residential development;
- Section 2 reviews the existing conditions;
- Section 3 examines the proposed development site design;
- Section 4 assesses the future traffic conditions; and,
- Section 5 provides the study's conclusions and recommendations.

### 1.4 Proposed Development

**Exhibit 1.2** illustrates the proposed site plan which includes three vehicle access points:

- Shared access agreement with the shopping centre to the west (757 Ryan Road) such that vehicles can use the full-movement Ryan Road & Sandwick Road signalized intersection. Vehicle movements between the shopping centre and 801 Ryan Road will be limited to right turns only;
- Shared access agreement to use the existing right-in, right-out access on Ryan Road, immediately east of 801 Ryan Road; and,
- Access to the Tunner Drive extension at the south end of the site.

The multi-modal access arrangement, as well as the Tunner Drive extension, are discussed further in Sections 3.1 and 2.2.



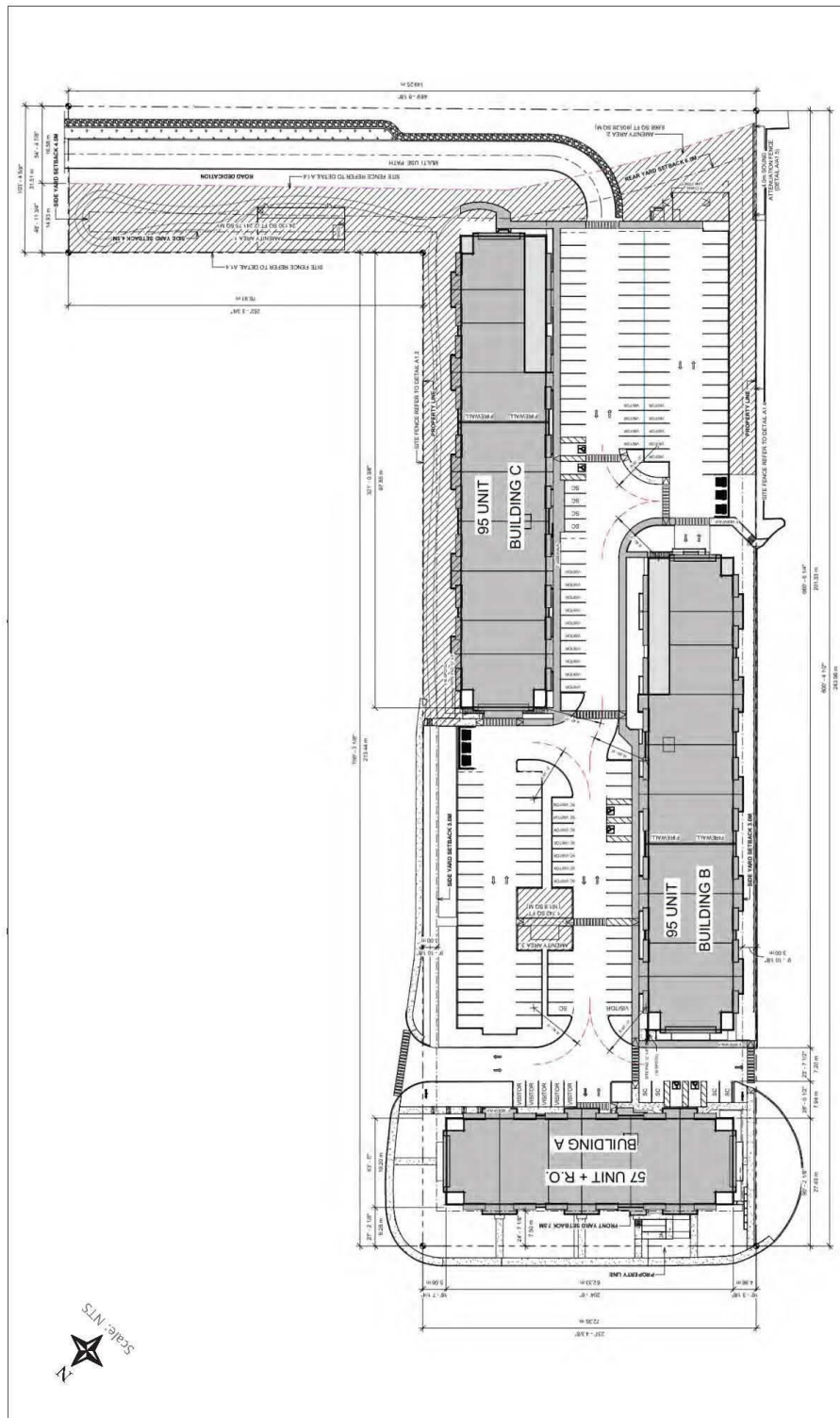
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**bunt**  
associates  
**Exhibit 1.1**  
**Study Area**

801 Ryan Road TIA  
April 2021

04-20-0120





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## Exhibit 1.2 Site Plan

801 Ryan Road TIA  
 April 2021

04-20-0120

## 2. EXISTING CONDITIONS

### 2.1 Existing Transportation Network

Exhibit 2.1 illustrates the surrounding transportation network. Ryan Road and Highway 19A each have four travel lanes whereas the remainder of the streets typically have two travel lanes. Speed limit signs are generally not provided so the speed limit throughout the study area is assumed to be 50 km/h.

Ryan Road has sidewalks on both sides between Hwy 19A and Sandwick Road and the south side of Ryan Road between Sandwick Road and Back Road. A sidewalk is also provided on limited sections of Hwy 19A.

Exhibit 2.2 presents the bus stops and pedestrian crossings on Ryan Road. Six bus routes provide service on Ryan Road (#4, 6, 11, 12, 34 and 99) with typical headways between 30 and 60 minutes.

Ryan Road east of Back Road, as well as Back Road south of Ryan Road, have shoulder bicycle lanes.

Back Road has sidewalks on both sides between Tunner Drive and Ryan Road, and sidewalks on one side beyond Tunner Drive and Ryan Road. Tunner Drive has a sidewalk on the south side of the road.

### 2.2 Municipal Plans

Courtenay's 2019 Transportation Master Plan sets the target of increasing the percentage of trips made by foot, bicycle, and transit from 15% to 30% over the next twenty years. The plan includes several infrastructure improvements in the study area including:

- Widening Back Road between Ryan Road and 10<sup>th</sup> Street East and improving cycling facilities;
- Limiting accesses on Ryan Road in the study area to right-turns only; and,
- Extending Tunner Drive from Back Road to Highway 19A (including a multi-use trail).

### 2.3 Crash History

Crash history was obtained from ICBC's crash map<sup>1</sup> from 2014 to 2018. The number of crashes at each study intersection during the five-year period is shown in **Table 2.1**. The intersections which have higher vehicle volumes generally have a higher number of crashes. Detailed crash histories were not provided by the road authorities.

<sup>1</sup> ICBC Vancouver Island Crash Map <http://www.icbc.com/about-icbc/newsroom/Pages/Vancouver-Island.aspx>



Table 2.1: Crash History 2014 to 2018

INTERSECTION	PDO	CASUALTY	TOTAL
Ryan Road & Highway 19A	101	100	201
Ryan Road & Sandwick Road	29	19	48
Ryan Road & Shared Access	0	0	0
Ryan Road & Back Road	49	68	117

PDO = Crash causing property damage only, Casualty = Crash causing injury or death

## 2.4 Data Collection

### 2.4.1 Traffic Data Collection Program

Bunt previously conducted turning movement counts at all study intersections during the weekday PM peak period on Thursday, September 7, 2017, from 15:30 to 17:30, with 16:15 to 17:15 identified as the peak hour. No ferries were arriving or departing Comox during the weekday PM traffic count.

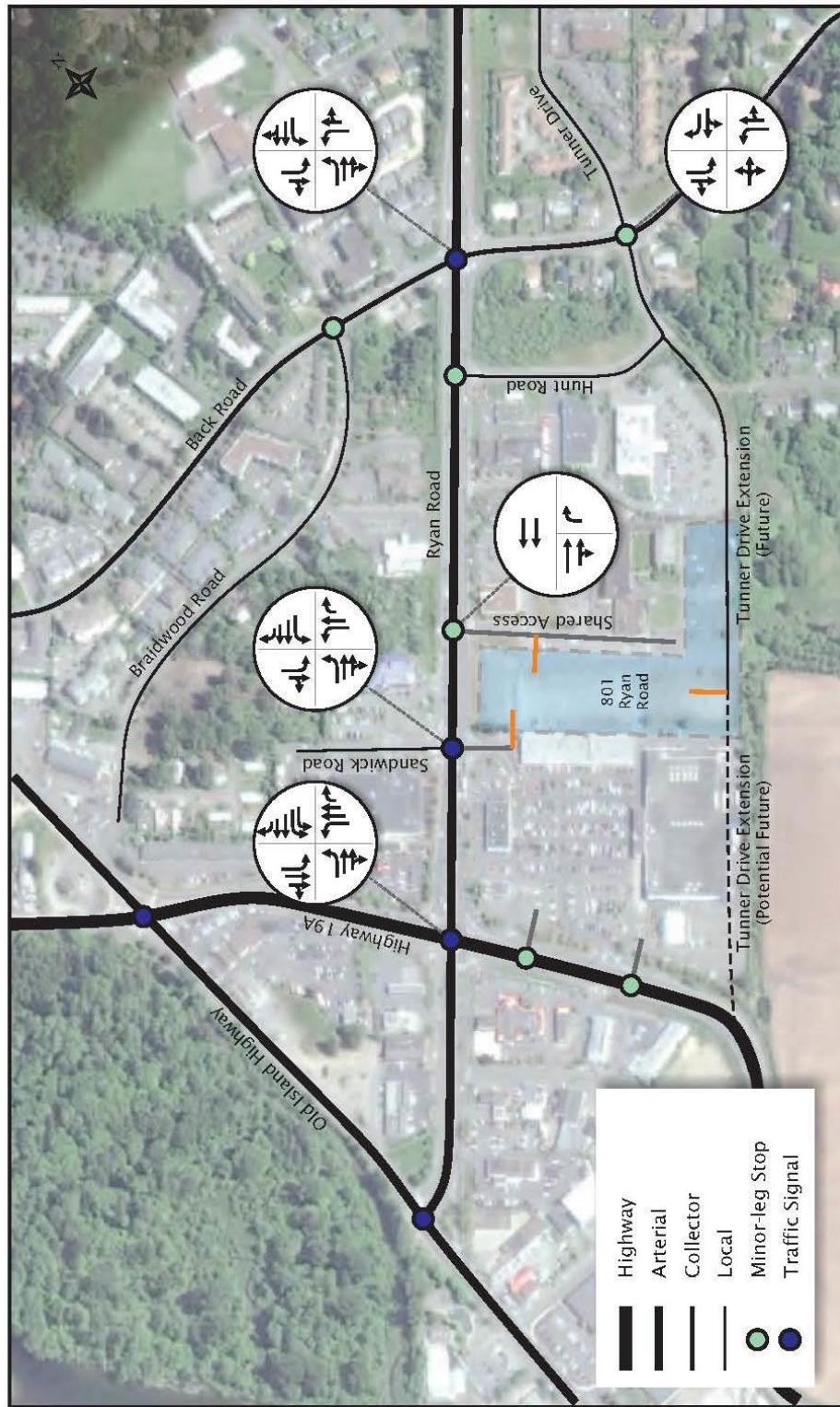
Bunt collected the weekday AM peak period vehicle volumes on Thursday, May 28, 2020. This survey was conducted during the COVID-19 pandemic which impacted travel behaviours. The data was adjusted towards more typical values by comparing the vehicle volume during the AM peak hour before the pandemic. The 1025 Ryan Road Traffic Impact Assessment by Watt Consulting Group indicates that the two-way vehicle flow on Ryan Road, immediately east of the development site was approximately 2,000 vehicles per hour on November 13, 2019. The data collected by Bunt during the pandemic was 67% of the data collected in November 2019. Therefore, all AM peak hour data collected by Bunt was increased by 49% (1 divided by 0.67) to match the November 2019 data which was assumed to reflect normal conditions.

Existing 2020 peak hour volumes for the intersection of Back Road and Tunner Drive were obtained from the 310/320/336 Hunt Road, Courtenay, BC Traffic Impact Study submitted by McElhanney in January 2021.

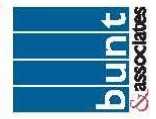
### 2.4.2 Peak Hour Vehicle Volumes

Exhibit 2.3 illustrates the peak hour vehicle volumes for the two study periods (weekday AM and PM). The AM volumes reflect the adjusted volumes previously discussed to estimate the 'normal' vehicle volumes. The PM volumes were adjusted by 2% annually to estimate the 2020 volumes from the 2017 data.

The PM peak hour is modestly busier than the AM peak hour. There are currently approximately 2,400 vehicles on Ryan Road during the PM peak hour versus 2,000 during the AM peak hour. This equates to approximately 24,000 vehicles per day on Ryan Road.



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## Exhibit 2.1 Transportation Network

801 Ryan Road TIA  
April 2021

04-20-0120





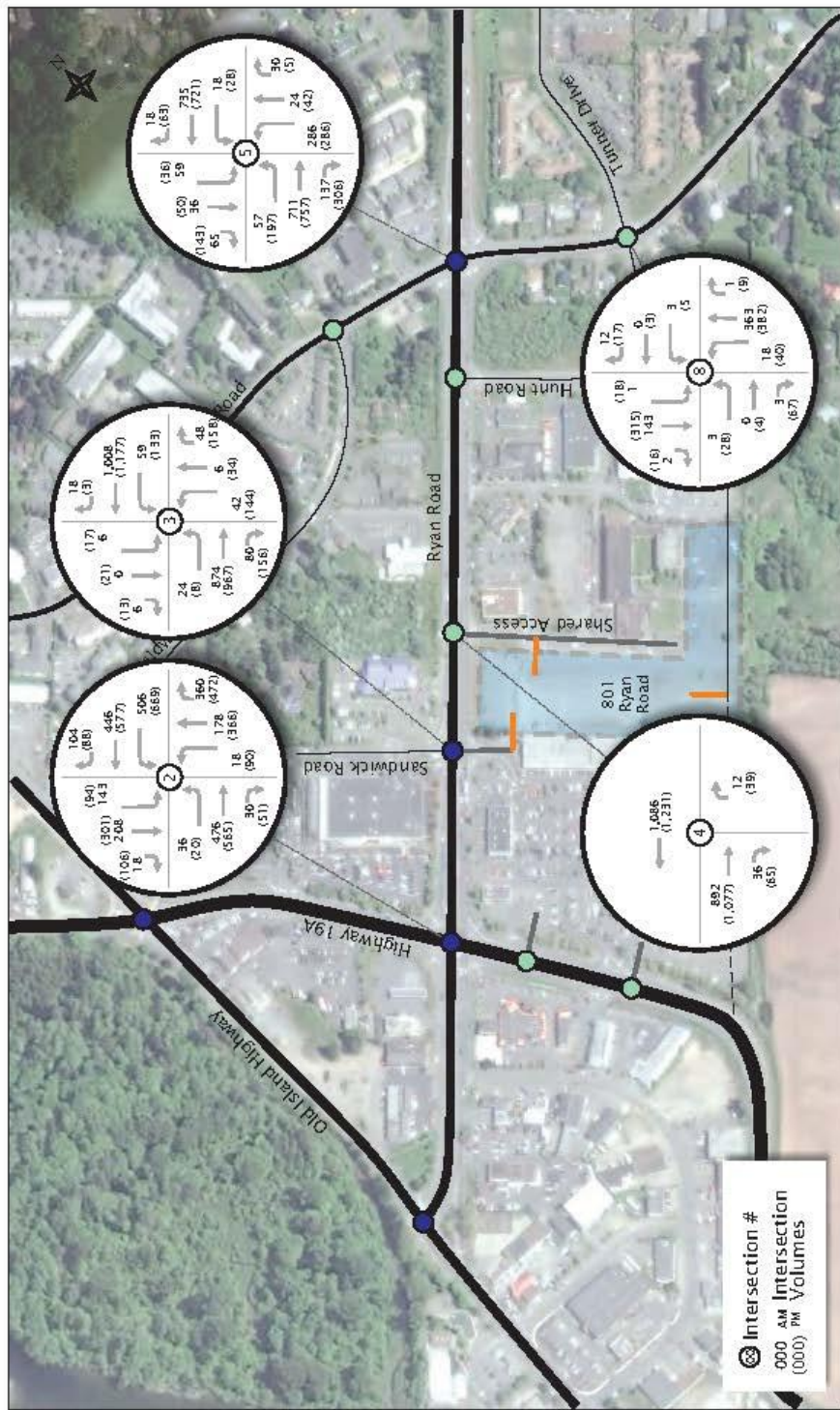
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## Exhibit 2.2 Bus Stops and Crosswalks on Ryan Road

801 Ryan Road TIA  
April 2021

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### Exhibit 2.3 Existing Peak Hour Vehicle Volumes

801 Ryan Road TIA  
 March 2021

04-20-0120



## 2.5 Existing Vehicle Operations

### 2.5.1 Performance Thresholds

The existing operations of study area intersections and access points were assessed using the methods outlined in the 2000 Highway Capacity Manual (HCM), using the Synchro 9 analysis software. The traffic operations were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (V/C) ratio.

The LOS rating is based on average vehicle delay and ranges from “A” to “F” based on the quality of operation at the intersection. LOS “A” represents optimal, minimal delay conditions while a LOS “F” represents an over-capacity condition with considerable congestion and/or delay. Delay is calculated in seconds and is based on the average intersection delay per vehicle.

Table 2.2 below summarizes the LOS thresholds for the five Levels of Service, for both signalized and unsignalized intersections.

Table 2.2: Intersection Level of Service Thresholds

LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: Highway Capacity Manual

The volume to capacity (V/C) ratio of an intersection represents the ratio between the demand volume and the available capacity. A V/C ratio of less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A V/C value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a V/C ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A V/C ratio over 1.0 indicates a very congested intersection where drivers may have to wait through several signal cycles. In downtown and Town Centre contexts, during peak demand periods, V/C ratios over 0.90 and even 1.0 are common.

The City noted a desire to maintain V/C ratios for through and shared through/turning movements to 0.85 or less and 0.90 for exclusive turning movements as well as for queues to remain within their turn lane capacity. As noted in the Terms of Reference, the objective of the analysis is to ensure that no new “problem” movements are created by the development and that “problem” movements that exist are not worsened with the additional vehicle trips generated by the development.



In interpreting the analysis results, note that the HCM methodology reports performance differently for various types of intersection traffic control. In this report, the performance reporting convention is as follows:

- For signalized intersections: HCM 2000 output for overall LOS and V/C, as well as individual movement LOS and V/C, are reported. 95th Percentile Queues are reported as estimated by Synchro;
- For unsignalized two-way stop-controlled intersections: HCM 2000 LOS and V/C output is reported just for individual lanes as the HCM methodology does not report overall operations.

The performance reporting conventions noted above have been consistently applied throughout this document and the detailed outputs are provided in **Appendix C**.

#### 2.5.2 Existing Conditions Analysis Assumptions

The existing signal timing plans for the signalized intersections were included in the analysis. The existing coordination between the Highway 19A and Sandwich Road intersections was also incorporated into the Synchro models.

During traffic data collection the number of heavy vehicles was recorded at select intersections, with on average 2% of all vehicles were considered heavy vehicles. As such a heavy vehicle percentage of 2% was assumed for all vehicle movements. The peak hour factor for each intersection was determined from the traffic data and was applied to all movements at the intersection.

#### 2.5.3 Existing Operational Analysis Results

Table 2.3 summarizes the vehicle operational analysis results for the existing conditions. The movements which do not meet performance thresholds established by the City are highlighted in orange. Only two movements at the Ryan Road & Highway 19A intersection exceed the City's V/C ratio threshold during the PM peak hour only. All turning movements have a 95<sup>th</sup> percentile queue below their storage capacity except for the westbound left from Ryan Road to Highway 19A which just exceeds its storage length. The movement's 50<sup>th</sup> percentile queue is less than the available storage length.

The Ryan Road and Highway 19A intersection currently experiences moderate levels of delay, particularly in the eastbound and westbound directions. The remaining intersections operate within their capacity.

Table 2.3: Existing Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Ryan Road & Highway 19A <i>Signalized</i>	OVERALL	F	0.54	-	E	0.65	-
	EBL	E	0.25	20	E	0.15	15
	EBT	D	0.65	85	E	0.86	115
	WBL	E	0.83	90	E	1.00	135
	WBT	D	0.57	80	D	0.80	100
	WBR	F	0.06	15	D	0.05	10
	NBL	D	0.08	10	D	0.42	40
	NBT	D	0.24	35	D	0.45	65
	NBR	D	0.22	30	D	0.29	30
	SBL	C	0.33	45	C	0.30	30
	SBT	C	0.18	30	C	0.32	50
Ryan Road & Sandwick Road <i>Signalized</i>	OVERALL	B	0.39	-	C	0.57	-
	EBL	A	0.07	5	B	0.04	0
	EBT/R	A	0.39	95	C	0.55	135
	WBL	A	0.15	10	B	0.42	20
	WBT	A	0.40	85	B	0.51	120
	WBR	A	0.01	0	A	0.00	0
	NBL	D	0.27	20	D	0.60	55
	NBT	D	0.03	5	D	0.10	15
	NBR	D	0.03	0	D	0.10	20
	SBL	E	0.17	5	E	0.26	15
Ryan Road & Shared Access <i>Minor-leg Stop</i>	OVERALL	A	-	-	A	-	-
	EBT/R	A	0.38	0	A	0.46	0
	WBT	A	0.35	0	A	0.39	0
	NBR	B	0.02	0	A	0.06	0
Ryan Road & Back Road <i>Signalized</i>	OVERALL	C	0.64	-	C	0.72	-
	EBL	B	0.18	15	C	0.61	40
	EBT/R	B	0.48	75	B	0.60	110
	WBL	C	0.09	10	C	0.18	10
	WBT/R	C	0.62	90	C	0.66	100
	NBL	C	0.59	70	C	0.69	70
	NBT/R	B	0.06	10	B	0.06	15
	SBL	D	0.35	25	D	0.20	15
Back Road & Tunner Drive <i>Minor-leg Stop</i>	OVERALL	A	-	-	A	-	-
	EBL/T/R	B	0.02	0	C	0.24	5
	WBL/T	B	0.02	0	B	0.03	0
	WBR	A	0.00	0	A	0.00	0
	NBL	A	0.02	0	A	0.04	0
	NBT/R	A	0.27	0	A	0.24	0
	SBL	A	0.00	0	A	0.02	0
	SBT/R	A	0.11	0	A	0.21	0

### 3. DEVELOPMENT PLAN REVIEW

#### 3.1 Site Design

Exhibit 3.1 illustrates the proposed site plan with the access routes highlighted. The site plan includes two sidewalk connections from the site to the Ryan Road sidewalk. Internal sidewalks are proposed connected to all three buildings, the surface parking area and Ryan Road. From Ryan Road, residents can access bus stops eastbound and westbound (by crossing Ryan Road at Sandwich Road). The development has approval from the neighbouring property owner to install a crosswalk connecting the site with the adjacent shopping centre.

The site includes three vehicle access points:

- Shared access agreement with the shopping centre to the west (757 Ryan Road) such that vehicles can use the full-movement Ryan Road & Sandwich Road signalized intersection or one of the two accesses on Highway 19A;
- Shared access agreement to use the existing right-in, right-out access on Ryan Road, immediately east of 801 Ryan Road; and,
- Access to the Tunner Drive extension.

#### 3.2 Bicycle Parking

The development will provide one bicycle parking space for each residential unit. Short-term outdoor bicycle racks will also be conveniently located at the main entrance to each building.

#### 3.3 Vehicle Parking

The development is right-sizing its vehicle parking supply by providing 1.26 vehicle parking spaces/unit which is less than the typical City requirement of 1.5 spaces/unit (1.35 spaces/unit for residents and 0.15 spaces/unit for visitors) for multi-family dwellings. Bunt supports the proposed parking supply for the following reasons:

1. The City has a target of reducing the vehicle mode share by 15% over the next 20 years. Right-sizing vehicle parking supply is a cost-efficient strategy to support a shift towards more walking, cycling, and transit.
2. There are several amenities nearby including shops, services, and employment opportunities. There is also direct access to bus service on Ryan Road which will allow residents to travel more often without a vehicle.
3. All homes will be rental units which typically always have a lower parking demand than strata units. The Metro Vancouver Apartment Parking Study found that the parking demand from rental units is

- 20% lower than strata units. The current Courtenay bylaw does not differentiate between strata and rental tenure.
4. Many municipalities have or intend to update their off-street parking requirements such that they align with municipal objectives to reduce vehicle use and/or such that they reflect actual current parking patterns. This generally results in municipalities lowering their parking requirements. Vehicle parking requirements for other Vancouver Island municipalities include:
    - a) The City of Victoria recently updated its off-street parking requirements to reflect the difference in vehicle ownership between strata and rental units as well as proximity to amenities. Rental units have a resident parking requirement of 0.5 to 1.3 spaces/unit based on location and unit size. The minimum visitor parking requirement is 0.1 spaces/unit for all scenarios.
    - b) The City of Nanaimo recently updated its off-street parking requirements based on the proximity to amenities but did not stratify between strata and rental units. In a similar land use context to 801 Ryan Road, residential buildings have a parking requirement of 0.90 to 1.68 spaces/unit (inclusive of visitor parking) depending on the number of bedrooms.
    - c) The Town of Comox requires 1.0 residential space/unit and 0.25 visitor spaces/unit outside of downtown. This total parking requirement of 1.25 spaces/unit equals the proposed supply, however, the mix of resident versus visitor spaces is different.
  5. The developer provided Bunt with the number of parking spaces rented by tenants in its existing rental buildings. The four buildings on Vancouver Island (Comox, Campbell River, Nanaimo, and North Cowichan) have an average parking space rental rate of 1.0 spaces/unit. Bunt validated this data by reviewing the parking demand late one evening. In addition, five buildings in Interior BC owned by the developer have an average rate of 1.1 spaces/unit. Therefore, the proposed building with a similar tenant mix is anticipated to have a similar parking demand from residents of approximately 1.0 spaces/unit.
  6. The supply of 0.13 visitor spaces/unit is higher than the anticipated demand. Bunt typically recommends between 0.05 and 0.10 visitor spaces/unit for locations across BC depending on the local context. This recommendation stems from the Metro Vancouver Residential Apartment Parking Study<sup>2</sup> which found that visitor parking demand never exceeded 0.06 vehicles per dwelling unit during the study period. These rates have been further substantiated by previous Bunt studies on Vancouver Island and in Greater Vancouver.

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<sup>2</sup> The visitor parking demand results from the Metro Vancouver Residential Parking Study was obtained from suburban sites in Burnaby, Port Coquitlam and Richmond which had varying levels of transit service. The visitor parking demand was not correlated with proximity to the Frequent Transit Network; in fact the site with the worst transit service had the lowest peak visitor parking demand of 0.02 visitor vehicles per dwelling. Therefore the results from the Metro Vancouver Residential Parking Study are seen as applicable to the proposed development.

TRANSPORTATION PLANNERS AND ENGINEERS

There are multiple reasons to support a parking supply of 1.26 spaces/unit from which 1.13 spaces/unit should be reserved for residents and 0.13 spaces/unit should be reserved for visitors. Many municipalities have or intend to update their vehicle parking requirements to either align them with their strategic plans to reduce the vehicle mode share and/or to reflect current parking patterns.

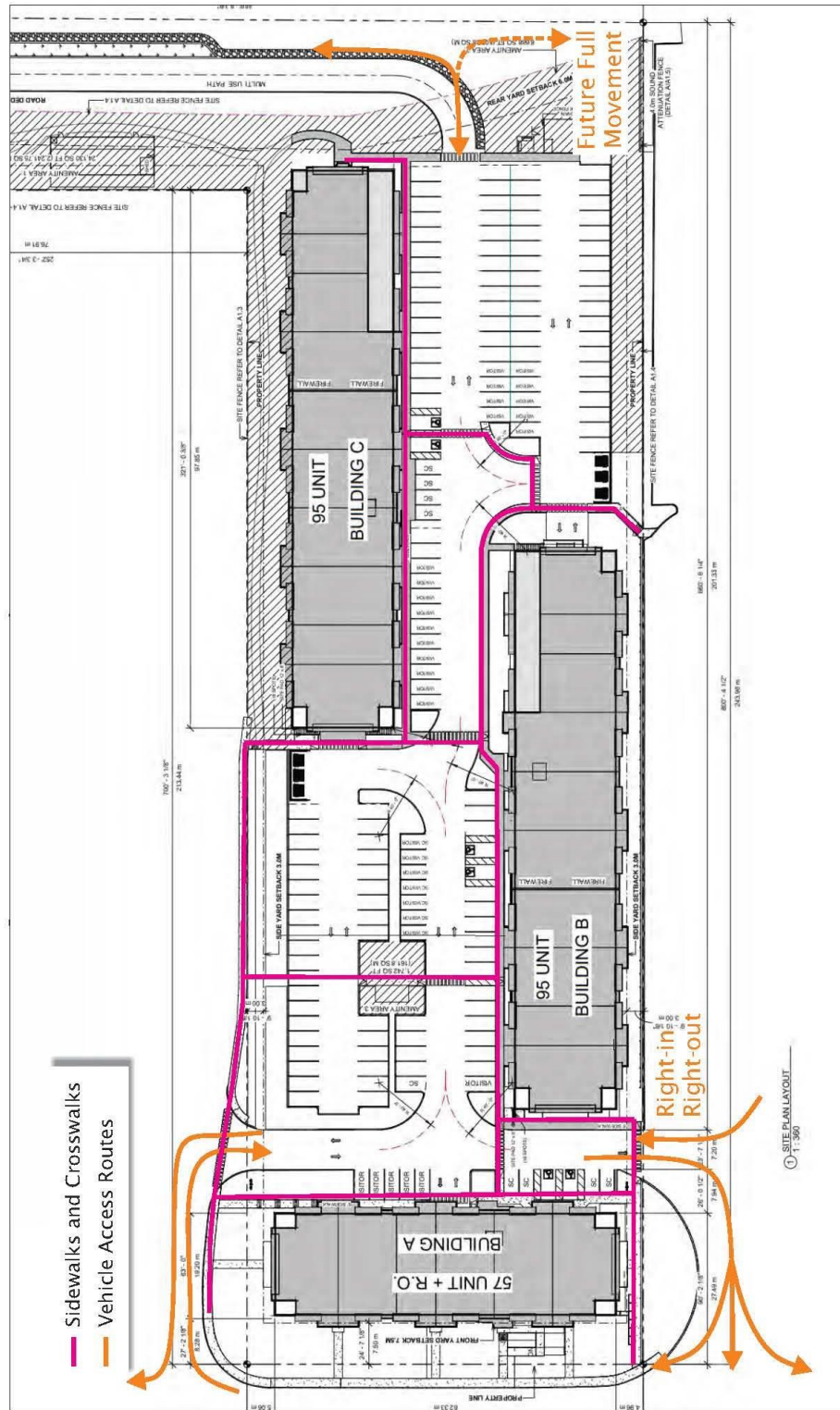
The supply of 1.13 residential spaces/unit is not anticipated to cause any negative impacts since it is 13% above the developer's average parking space usage rate from similar buildings. The development is seeking a minor reduction in visitor parking of six spaces from 0.15 spaces/unit to 0.13. This supply is still anticipated to accommodate peak visitor parking demands which rarely ever exceed 0.10 vehicles/unit.

### 3.4 Safety Impacts

The safety impacts that the development could cause would be the result of modest increases in vehicle traffic (discussed further in Section 4). Research has found that increasing vehicle traffic on arterials (such as Ryan Road and Highway 19A)<sup>3</sup> decreases the crash rate (the number of crashes per vehicle). Therefore, the proposed development is not anticipated to have substantial safety impacts on the adjacent roadways.

<sup>3</sup> The Relationship between Congestion Levels and Accidents, *Maryland State Highway Administration*, 2003





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## 4. FUTURE VEHICLE CONDITIONS

### 4.1 Vehicle Forecasts

#### 4.1.1 Background Vehicle Forecasts

Background traffic is traffic that would be present on the road network if the Residential Development did not get built. Background traffic was estimated for the 2022 and 2032 horizon years which represent the target 'opening day' and 'opening day + 10 years'. Exhibits 4.1 and 4.2 illustrate the background vehicle forecasts.

Background traffic was estimated by increasing existing vehicle volumes by 2% annually. This is a conservative (high) assumption since the critical intersection (Ryan Road & Highway 19A) is nearing capacity during peak hours and that the City's Transportation Master Plan sets a target of reducing the vehicle mode share from 85% to 70% over the next 20 years. The background vehicle forecasts also account for the nearby planned 118-unit residential development at 1025 Ryan Road and the planned 93-room hotel at 310/320/336 Hunt Road. The vehicle trip assumptions for 1025 Ryan Road are similar to the assumptions for 801 Ryan Road which are described in Section 4.1.2. The vehicle trip assumptions for 310/320/336 Hunt Road were obtained from the Traffic Impact Study submitted by McElhanney and extrapolated through the road network.

#### 4.1.2 Site Vehicle Trips

##### *Trip Generation*

The vehicle trip generation for the Residential Development was forecasted using the average vehicle trip rate for mid-rise residential buildings from the Institute of Transportation Engineers (ITE), 10<sup>th</sup> Edition. Table 4.1 demonstrates the ITE trip rate and resulting vehicle trip generation for 247 residential units. The assumed trip rate results in 90 vehicle trips during the AM peak hour (1.5 vehicles per minute) and 110 vehicle trips during the PM peak hour (less than 2 vehicles per minute).

Table 4.1: Peak Hour Vehicle Trip Generation

LAND USE	UNITS	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
Trip Rate	Vehicles / Dwelling Units	0.36	26%	74%	0.44	61%	39%
Trip Generation	Vehicles	99	23	66	109	66	43

1: ITE Trip Generation Manual 10<sup>th</sup> Edition; Multifamily Housing, Mid-rise (221), General Urban/Suburban Location

#### *Trip Distribution & Assignment*

Table 4.2 summarizes the assumed trip distribution which was estimated by analyzing existing vehicle travel patterns through the study area.

**Table 4.2: Assumed Trip Distribution**

ORIGIN/DESTINATION	AM PEAK HOUR	PM PEAK HOUR
Ryan Road East	30%	25%
Old Island Highway (North and South)	20%	25%
Highway 19A North	15%	15%
Highway 19A South	30%	30%
Back Road North	5%	5%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

Exhibit 4.3 illustrates the assumed vehicle trip generation assigned to the street network. It was assumed that a minority of drivers destined for 801 Ryan Road and more so for 1025 Ryan Road may choose to travel through the private lands west of Hunt Road through the casino as a more direct route if they are coming from the east.

Table 4.3 summarizes the increase in vehicle volume caused by the proposed development. As shown, the increases range from 1% to 2% which is within the daily fluctuations of daily traffic patterns.

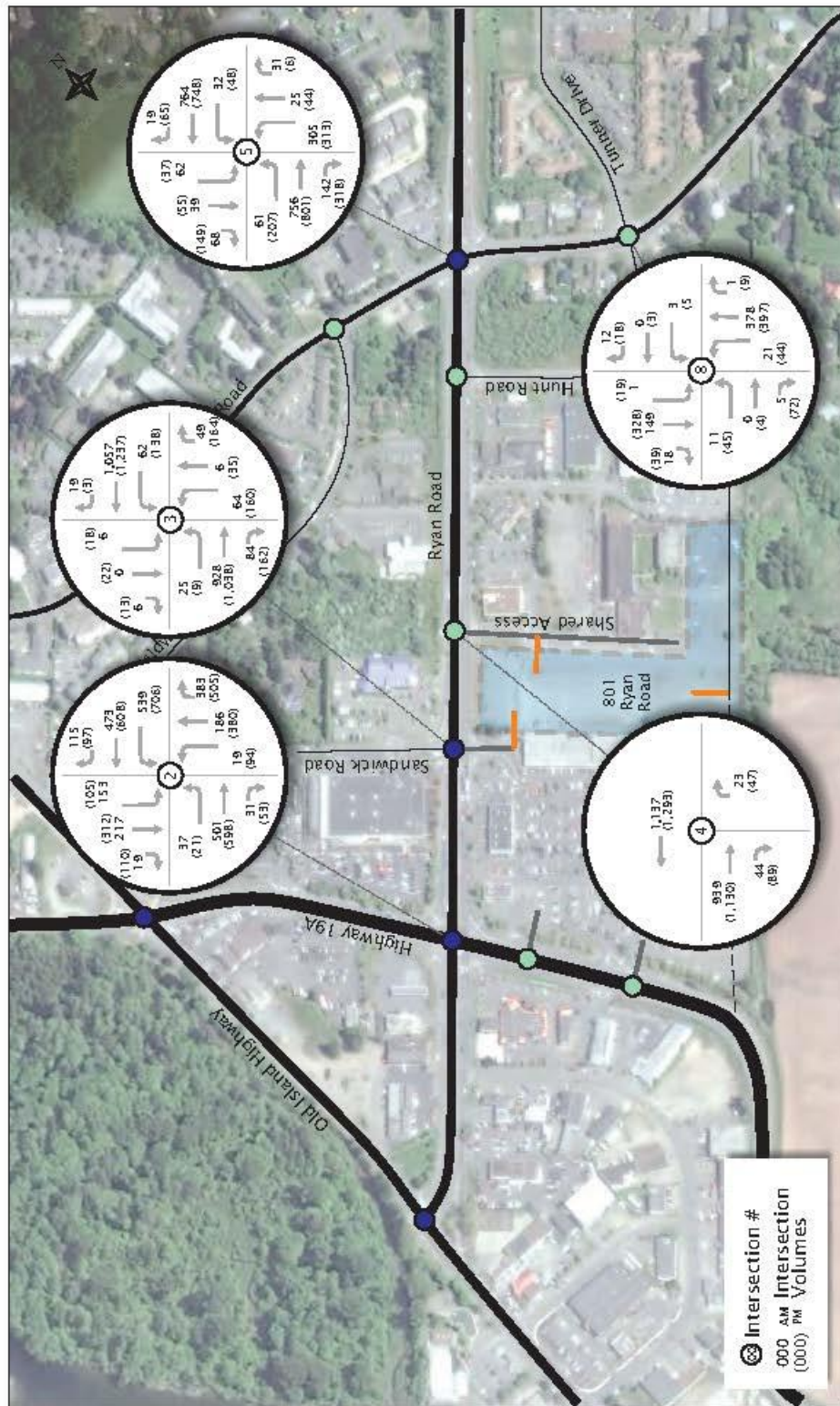
**Table 4.3: 2032 Net Change in Future Intersection Vehicle Volumes with New Site Trips**

INTERSECTION	AM PEAK HOUR VOLUMES			PM PEAK HOUR VOLUMES		
	BACK-GROUND	SITE	% CHANGE	BACK-GROUND	SITE	% CHANGE
Ryan Road & Highway 19A	3,175	59	1%	4,215	77	2%
Ryan Road & Sandwick Road	2,739	58	2%	3,518	77	2%
Ryan Road & Back Road	2,738	32	1%	3,273	41	1%
Back Road & Tunner Drive	709	8	1%	1,149	28	2%

#### **4.1.3 Total Vehicle Forecasts**

Exhibits 4.4 and 4.5 illustrate the total vehicle forecasts which are the sum of the background and site vehicle trip forecasts.





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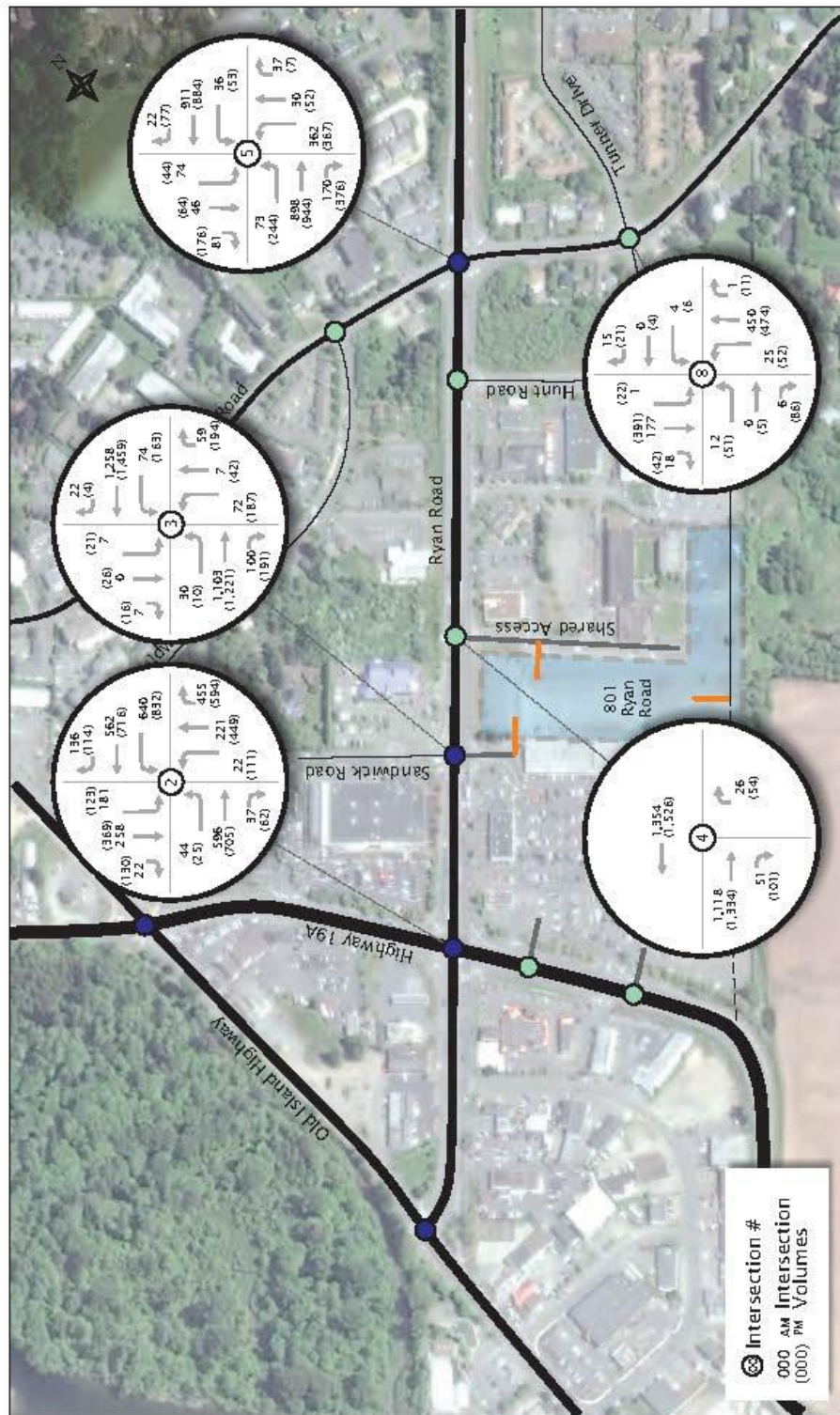
**Exhibit 4.1**  
 2022 Background Vehicle Forecasts

801 Ryan Road TIA  
 March 2021

04-20-0120

**bunt**  
 800-226-0606





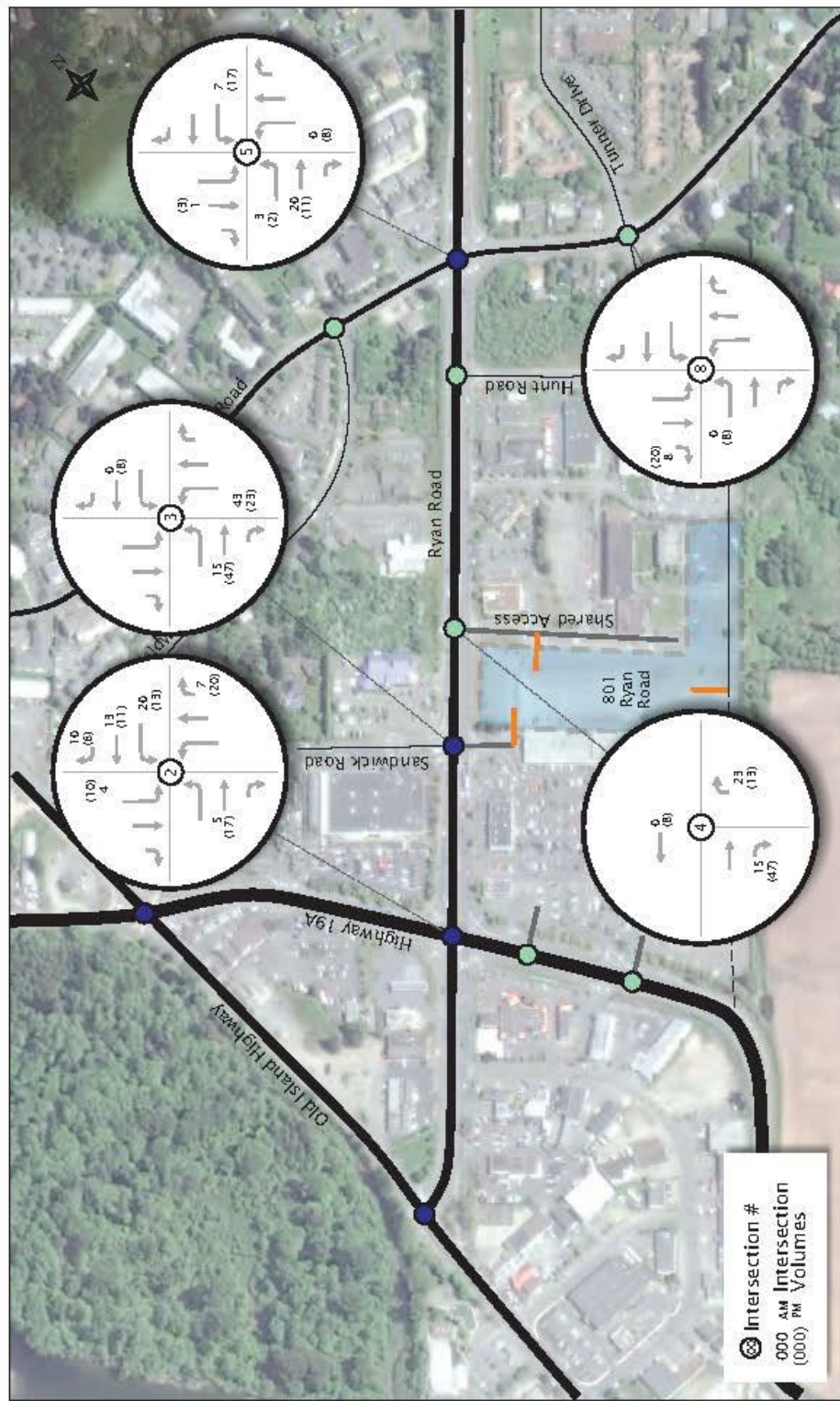
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**Exhibit 4.2**  
**2032 Background Vehicle Forecasts**

**bunt**  
 CONSULTING

801 Ryan Road TIA  
 March 2021

04-20-0120



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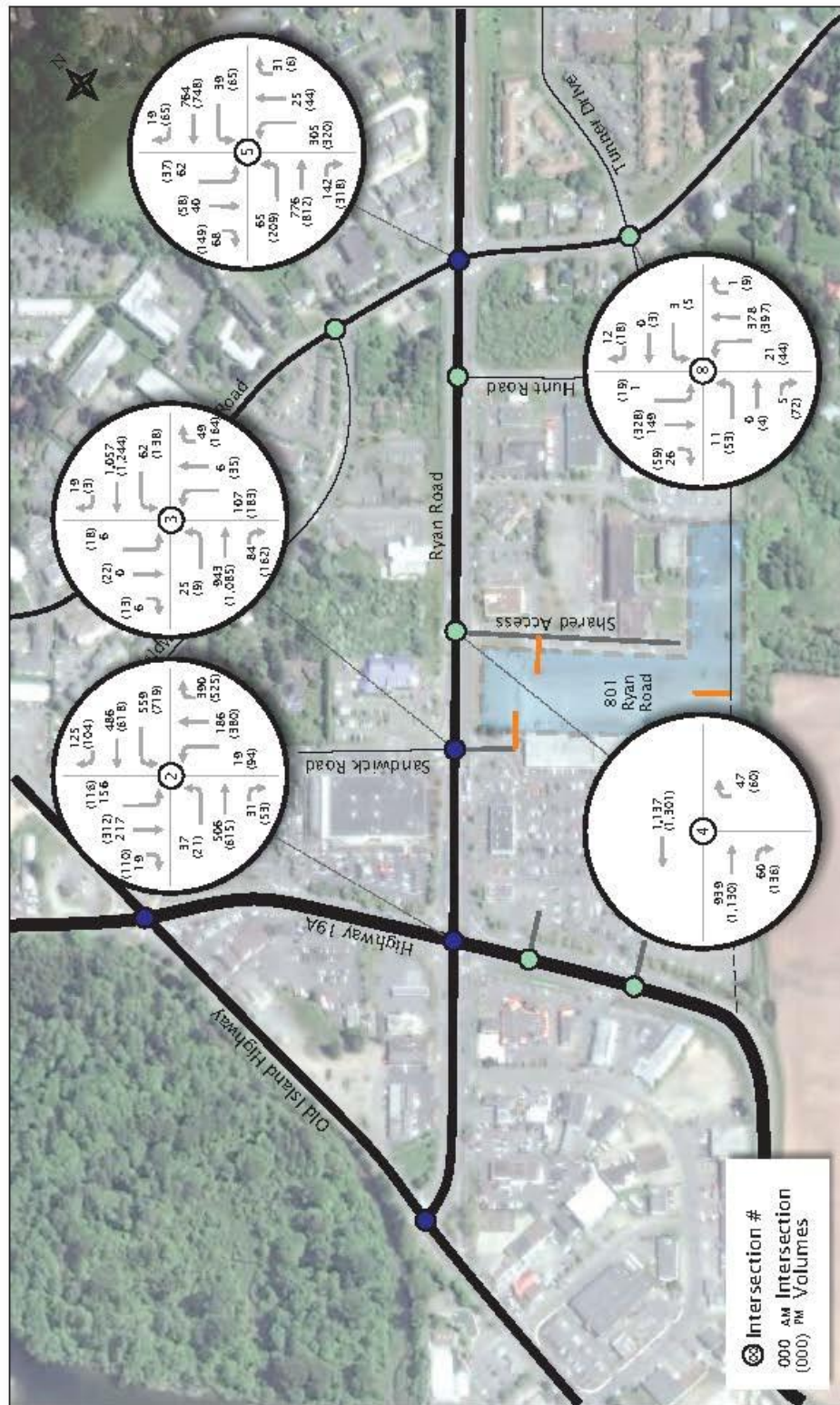
**bunt**

**Exhibit 4.3**  
**Site Vehicle Forecasts**

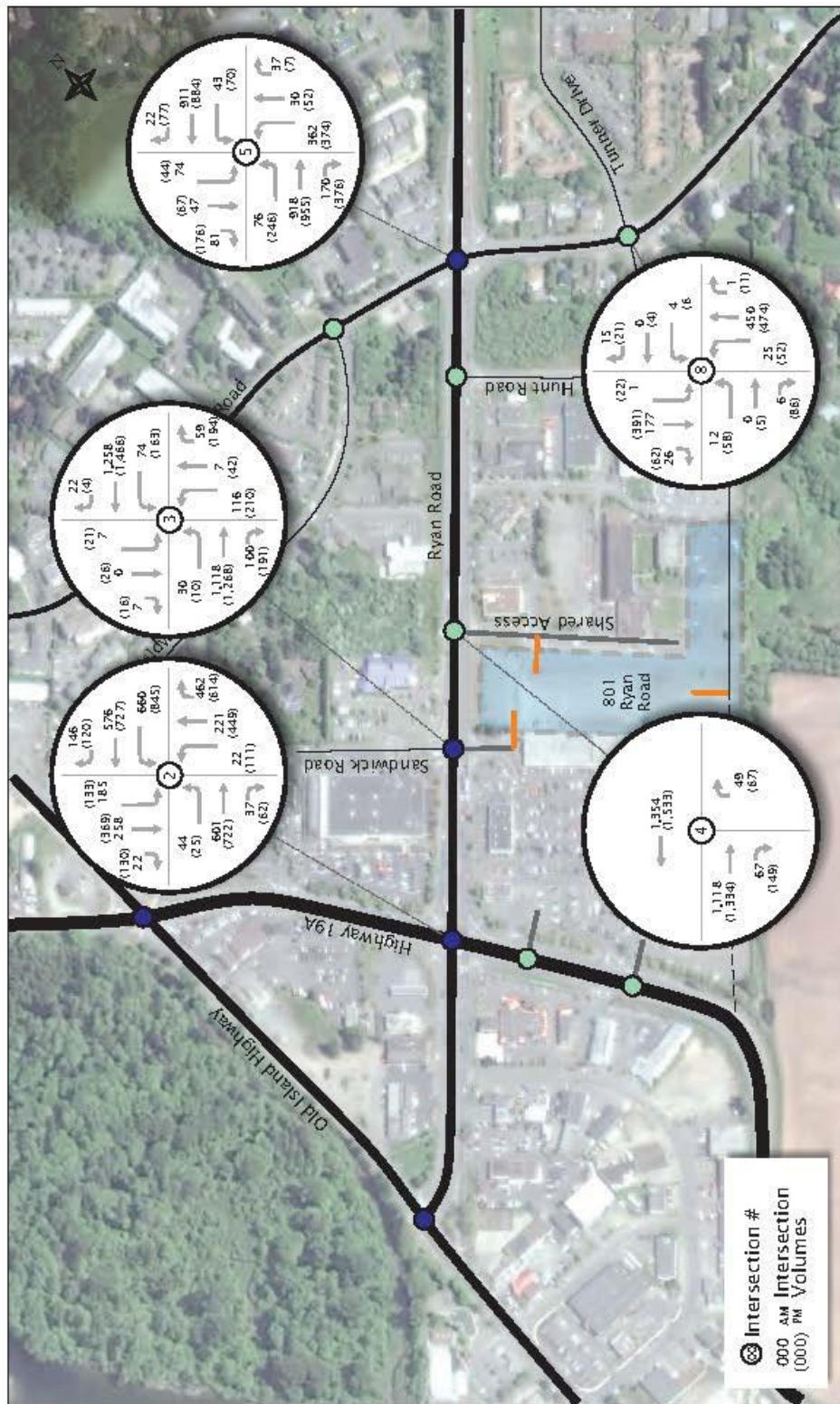
801 Ryan Road TIA  
 March 2021

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**Exhibit 4.5**  
**2032 Total Vehicle Forecasts**

801 Ryan Road TIA  
 March 2021

04-20-0120

**bunt**  
 ASSOCIATES



## 4.2 Future Vehicle Operations

### 4.2.1 Future Conditions Analysis Assumptions

For the future conditions analysis, the cycle length, split length and intersection offset was optimized for each signalized intersection to adapt to the traffic growth over time. As with the existing conditions analysis, a heavy vehicle percentage of 2% was assumed. Peak hour factors were increased to match the increased congestion over time. For the 2022 horizon year, it was assumed that the peak hour factors would increase by 0.01 from the existing conditions. For the 2032 horizon year, it was assumed that the peak hour factors would increase by 0.03 from the existing conditions.

### 4.2.2 Future Background Vehicle Operations

Tables 4.4 and 4.5 summarize the background vehicle operational analysis results for horizon years 2022 and 2032, respectively. The results are largely similar to the existing conditions. Key findings include:

- The optimized signal timings at the Ryan Road & Highway 19A intersection improve the intersection's operations compared to the existing signal timings;
- The 95<sup>th</sup> percentile northbound left-turn queue from the shopping centre at 757 Ryan Road onto Ryan Road (at the Sandwich Road intersection) reaches its storage capacity during the PM peak hour. This queue is on private property which can be accommodated within the on-site parking lot; and,
- The northbound left turn from Back Road onto Ryan Road exceeds the storage capacity. The operations of this movement should be reviewed regularly as a growing number of drivers will rely on this movement to exit the neighbourhood and travel towards Downtown Courtenay. Alternatively, extending Turner Drive to Highway 19A (including an eastbound left turn onto the highway) would relieve some of the pressure on this movement.

### 4.2.3 Future Total Vehicle Operations

Tables 4.6 and 4.7 summarize the total vehicle operations which are not noticeably different from the background conditions. The same congested movements exist within both sets of scenarios and the development does not significantly worsen any movements.

The critical vehicle movements for the background and total scenarios mostly include:

- Westbound left-turn movements on Ryan Road at Highway 19A with v/c ratio near or above 1.0;
- The eastbound and westbound through movements on Ryan Road at Highway 19A with v/c ratio near or above 0.90;
- The 95<sup>th</sup> percentile northbound left-turn queue from the shopping centre at 757 Ryan Road onto Ryan Road (at the Sandwich Road intersection) reaching its storage capacity during the PM peak hour; and,
- The northbound left turn from Back Road onto Ryan Road with v/c ratio near or above 1.0 and the 95<sup>th</sup> percentile queue reaching its storage capacity.

TRANSPORTATION PLANNERS AND ENGINEERS

Table 4.4: 2022 Background Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Ryan Road & Highway 19A <i>Signalized</i>	OVERALL	F	0.66	-	F	0.74	-
	EBL	D	0.32	15	D	0.20	10
	EBT	D	0.63	60	D	0.85	95
	WBL	F	1.05	110	F	1.14	125
	WBT	C	0.56	55	D	0.79	80
	WBR	C	0.07	0	C	0.06	0
	NBL	C	0.07	10	D	0.47	35
	NBT	C	0.22	25	D	0.50	50
	NBR	C	0.23	20	D	0.31	30
	SBL	C	0.38	45	C	0.41	30
Ryan Road & Sandwich Road <i>Signalized</i>	OVERALL	D	0.42	-	B	0.60	-
	EBL	A	0.07	5	B	0.04	0
	EBT/R	A	0.41	95	B	0.57	145
	WBL	A	0.17	10	B	0.46	20
	WBT	A	0.42	95	B	0.51	125
	WBR	A	0.01	0	A	0.00	0
	NBL	E	0.37	30	E	0.67	65
	NBT	D	0.02	5	D	0.10	20
	NBR	D	0.03	0	D	0.11	20
	SBL	E	0.15	5	E	0.28	15
Ryan Road & Shared Access <i>Minor-leg Stop</i>	OVERALL	A	-	-	A	-	-
	EBT/R	A	0.39	0	A	0.47	0
	WBT	A	0.36	0	A	0.40	0
	NBR	B	0.03	0	A	0.06	0
Ryan Road & Back Road <i>Signalized</i>	OVERALL	B	0.79	-	C	0.93	-
	EBL	B	0.23	10	B	0.68	40
	EBT/R	B	0.52	60	B	0.61	75
	WBL	B	0.12	10	B	0.24	10
	WBT/R	C	0.70	70	C	0.72	45/75
	NBL	D	0.86	65	F	1.03	80
	NBT/R	B	0.06	10	B	0.08	10
	SBL	C	0.30	15	C	0.18	10
Back Road & Tunner Drive <i>Minor-leg Stop</i>	OVERALL	A	-	-	A	-	-
	EB/L/T/R	B	0.05	0	C	0.33	10
	WBL/T	B	0.03	0	B	0.04	0
	WBR	A	0.00	0	A	0.00	0
	NBL	A	0.02	0	A	0.04	0
	NBT/R	A	0.28	0	A	0.25	0
	SBL	A	0.00	0	A	0.02	0
	SBT/R	A	0.12	0	A	0.23	0

Table 4.5: 2032 Background Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Ryan Road & Highway 19A <i>Signalized</i>	OVERALL	D	0.77	-	E	0.83	-
	EBL	E	0.42	20	E	0.26	15
	EBT	D	0.81	85	F	1.01	130
	WBL	F	1.02	105	E	0.99	135
	WBT	D	0.72	75	E	0.94	115
	WBR	C	0.08	0	D	0.07	0
	NBL	C	0.09	10	D	0.63	45
	NBT	D	0.28	30	D	0.63	65
	NBR	D	0.27	25	D	0.36	35
	SBL	C	0.50	45	C	0.56	35
Ryan Road & Sandwich Road <i>Signalized</i>	OVERALL	B	0.49	-	C	0.71	-
	EBL	A	0.11	5	B	0.06	5
	EBT/R	B	0.50	120	C	0.68	195
	WBL	A	0.24	10	C	0.59	35
	WBT	A	0.50	120	B	0.61	160
	WBR	A	0.01	0	A	0.00	0
	NBL	E	0.36	30	E	0.74	70
	NBT	D	0.03	5	D	0.12	20
	NBR	D	0.04	5	D	0.13	20
	SBL	E	0.17	5	E	0.32	15
Ryan Road & Shared Access <i>Minor-leg Stop</i>	OVERALL	A	-	-	A	-	-
	EBT/R	A	0.46	0	A	0.55	0
	WBT	A	0.42	0	A	0.47	0
	NBR	B	0.04	0	A	0.07	0
Ryan Road & Back Road <i>Signalized</i>	OVERALL	C	0.95	-	C	1.06	-
	EBL	B	0.27	10	C	0.80	65
	EBT/R	B	0.59	75	B	0.71	115
	WBL	B	0.22	10	C	0.51	25
	WBT/R	C	0.76	85	C	0.80	115
	NBL	E	0.99	85	F	1.15	110
	NBT/R	B	0.07	10	B	0.08	15
	SBL	C	0.34	20	C	0.20	15
Back Road & Tunner Drive <i>Minor-leg Stop</i>	OVERALL	A	-	-	A	-	-
	EBL/T/R	C	0.06	0	D	0.47	20
	WBL/T	B	0.03	0	C	0.06	0
	WBR	A	0.00	0	A	0.00	0
	NBL	A	0.02	0	A	0.05	0
	NBT/R	A	0.32	0	A	0.29	0
	SBL	A	0.00	0	A	0.02	0
	SBT/R	A	0.14	0	A	0.26	0

TRANSPORTATION PLANNERS AND ENGINEERS

Table 4.6: 2022 Total Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Ryan Road & Highway 19A <i>Signalized</i>	OVERALL	F	0.68	-	E	0.75	-
	EBL	D	0.32	15	ED	0.20	10
	EBT	D	0.64	65	D	0.88	100
	WBL	F	1.81	110	F	1.17	125
	WBT	D	0.58	60	D	0.81	85
	WBR	C	0.08	0	C	0.06	0
	NBL	C	0.07	10	D	0.47	35
	NBT	C	0.22	25	D	0.50	50
	NBR	C	0.24	3020	D	0.32	30
	SBL	C	0.39	35	C	0.42	30
	SBT	C	0.18	25	C	0.34	45
Ryan Road & Sandwick Road <i>Signalized</i>	OVERALL	B	0.45	-	C	0.64	-
	EBL	A	0.08	5	B	0.04	0
	EBT/R	B	0.44	95	B	0.60	160
	WBL	A	0.18	10	B	0.47	20
	WBT	A	0.44	95	B	0.53	125
	WBR	A	0.01	0	A	0.00	0
	NBL	E	0.49	45	E	0.74	70
	NBT	D	0.02	5	D	0.10	20
	NBR	D	0.03	0	D	0.11	20
	SBL	E	0.15	5	E	0.28	15
	SBT/R	E	0.00	0	E	0.28	20
Ryan Road & Shared Access <i>Minor-leg Stop</i>	OVERALL	A	-	-	A	-	-
	EBT/R	A	0.40	0	A	0.48	0
	WBT	A	0.36	0	A	0.41	0
	NBR	B	0.07	0	A	0.08	0
Ryan Road & Back Road <i>Signalized</i>	OVERALL	C	0.82	-	C	1.00	-
	EBL	B	0.22	10	C	0.72	45
	EBT/R	B	0.51	60	B	0.63	80
	WBL	B	0.21	10	C	0.44	20
	WBT/R	C	0.65	65	C	0.69	75
	NBL	D	0.86	70	F	1.06	85
	NBT/R	B	0.06	10	B	0.08	10
	SBL	C	0.30	15	C	0.18	10
Back Road & Tunner Drive <i>Minor-leg Stop</i>	OVERALL	A	-	-	A	-	-
	EBL/T/R	B	0.05	0	C	0.38	15
	WBL/T	B	0.03	0	B	0.04	0
	WBR	A	0.00	0	A	0.00	0
	NBL	A	0.02	0	A	0.04	0
	NBT/R	A	0.28	0	A	0.25	0
	SBL	A	0.00	0	A	0.02	0
	SBT/R	A	0.13	0	A	0.24	0



Table 4.7: 2032 Total Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Ryan Road & Highway 19A <i>Signalized</i>	OVERALL	D	0.76	-	E	0.86	-
	EBL	E	0.42	20	E	0.26	15
	EBT	D	0.82	90	F	1.07	140
	WBL	F	1.05	110	E	0.98	135
	WBT	D	0.74	75	E	0.99	125
	WBR	C	0.09	0	D	0.07	0
	NBL	C	0.09	10	D	0.63	45
	NBT	D	0.28	30	D	0.63	65
	NBR	D	0.28	25	D	0.37	35
	SBL	C	0.51	45	D	0.61	40
Ryan Road & Sandwich Road <i>Signalized</i>	OVERALL	B	0.52	-	C	0.75	-
	EBL	A	0.12	5	B	0.06	5
	EBT/R	B	0.52	125	C	0.71	205
	WBL	A	0.25	10	C	0.62	40
	WBT	B	0.51	120	B	0.62	160
	WBR	A	0.01	0	A	0.00	0
	NBL	E	0.51	45	E	0.82	85
	NBT	D	0.02	5	D	0.11	20
	NBR	D	0.04	5	D	0.13	20
	SBL	E	0.17	5	E	0.32	15
Ryan Road & Shared Access <i>Minor-leg Stop</i>	OVERALL	A	-	-	A	-	-
	EBT/R	A	0.46	0	A	0.55	0
	WBT	A	0.42	0	A	0.47	0
	NBR	B	0.07	0	B	0.09	0
Ryan Road & Back Road <i>Signalized</i>	OVERALL	C	0.95	-	C	1.06	-
	EBL	B	0.28	10	D	0.83	70
	EBT/R	B	0.60	75	B	0.74	125
	WBL	B	0.26	15	D	0.74	35
	WBT/R	C	0.76	85	C	0.82	120
	NBL	E	0.99	85	F	1.09	110
	NBT/R	B	0.07	10	B	0.08	10
	SBL	C	0.34	20	C	0.19	15
Back Road & Tunner Drive <i>Minor-leg Stop</i>	OVERALL	A	-	-	A	-	-
	EBL/T/R	C	0.06	0	D	0.52	20
	WBL/T	B	0.03	0	C	0.06	0
	WBR	A	0.00	0	A	0.00	0
	NBL	A	0.02	0	A	0.05	0
	NBT/R	A	0.32	0	A	0.29	0
	SBL	A	0.00	0	A	0.02	0
	SBT/R	A	0.14	0	A	0.27	0

#### 4.2.1 Right-Turn Lane Warrant

The City requested that Bunt conduct an auxiliary (also called continuous) right-turn lane warrant for the eastbound direction on Ryan Road. Ryan Road currently has three private accesses between Sandwich Road and Hunt Road which covers a 300-metre distance, equating to an average access spacing of 100 metres.

The Transportation Association of Canada Design Guide for Canadian Roads does not provide specific guidance regarding when auxiliary right-turn lanes should be provided, however, a variety of positive and negative impacts are noted. NCHRP notes a range of requirements for an intersection right-turn lane based on State Transportation Departments. The requirements range from 5 right-turning vehicles per hour to 120 vehicles per hour. The 2032 total vehicle forecast for the PM peak hour results in 95 vehicles turning right into the shared access.

Bunt does not recommend a right-turn auxiliary lane on Ryan Road as it does not appear to produce any significant benefits, i.e. considerable operation performance, in exchange for the space it would occupy. In addition, the City's Transportation Master Plan does not mention widening Ryan Road.

#### 4.2.2 Tunner Drive Extension

The Tunner Drive Extension from 801 Ryan Road to Back Road provides the site with a full-movement access point such that vehicle movements in all directions can be accommodated without requiring access to private property. The Tunner Drive Extension access provides an alternate route for trips to the west to bypass traffic from the shopping centre which could be particularly valuable during busy shopping periods.

More generally, the full Tunner Drive Extension from Back Road to Highway 19A will likely have a positive transportation impact as it will alleviate traffic travelling on Ryan Road; however, its exact impact is out of the scope of this study as it is dependent on its future intersection configuration with Highway 19A (not known at this time) as well as the redevelopment plans for the private properties needed to make space for it (such as the neighbouring shopping centre at 757 Ryan Road).

The Tunner Drive Extension will provide additional east-west travel opportunities within the local network, which is much needed as multiple properties do not border a public street. Many properties (such as 801 Ryan Road) do not and will not have direct access to a public street. The City's Transportation Master Plan also notes a desire to limit private access points on Ryan Road to right-turns only. Thus, additional public streets south of Ryan Road will provide more travel opportunities and connections to make left-turns into and out of the neighbourhood without relying upon private shared access agreements. In addition, it will provide a new east-west active transportation connection important to the City's long-term bicycle network.



## 5. SUMMARY & RECOMMENDATIONS

### 5.1 Summary

1. The proposed development includes 247 rental residential units. The development will extend Turner Drive through the site, creating a new public street with a multi-use path. The development will also have shared access agreements to the properties on either side.
2. The development plan includes a series of internal sidewalks to connect the three buildings to Ryan Road, adjacent properties, and to the future Turner Drive extension, the development is constructing.
3. Bicycle parking will be provided at a rate of one secure bicycle parking space per unit. Short-term bicycle racks will also be provided outside each of the three buildings.
4. Vehicle parking will be provided at a rate of 1.26 vehicle parking spaces per unit (1.13 spaces/unit for residents and 0.13 spaces/unit for visitors) as opposed to the bylaw rate of 1.5 vehicles per unit. Bunt considers this rate to be appropriate for the proposed rental tenure and local context and is above the typical parking demand at the developer's existing rental buildings on Vancouver Island.
5. The development is anticipated to generate approximately 100 vehicle trips per peak hour which is forecasted to increase the volume of vehicles using nearby intersections by 2% or less. This quantity of change is within daily variations in vehicle traffic. The development's vehicle trip generation is not anticipated to cause any noticeable impacts to intersection operations or safety.
6. The eastbound through, westbound through, and left-turn movements at the Ryan Road & Highway 19A intersection will not meet the specified performance thresholds in the future background traffic conditions without the proposed development. The northbound left-turn from Back Road onto Ryan Road is also anticipated to become more critical over time, however, only a small number of development-generated vehicles are anticipated to use this movement.
7. The Turner Drive extension constructed by the development is anticipated to have a positive impact on local circulation for all transport modes as it will provide a parallel route to Ryan Road and include a multi-use pathway. Additional benefits may be realized if it is extended to Highway 19A in the future, however, a detailed analysis is not included in the scope of this study.

### 5.2 Recommendations

8. Updates on the signal timing plans should be done regularly to improve vehicle operations (with or without the proposed development) to keep abreast of the traffic changes. This is anticipated to keep most operational concerns at a manageable level.
9. No additional off-site transportation infrastructure is required to accommodate the proposed development.

#### **Schedule No. 4: Public Information Meeting Summary**





**Glenhart Views, 801 Ryan Road, Courtenay BC  
Multifamily Rental Development Proposal – OCP & Zoning Amendments Application  
RZ000050**

**Date: 8/17/2020**

**RE: Public Information Notification Summary Report**

Date of mail out: July 27<sup>th</sup>, 2020

Method	Number of Comments Received
Mail	0
Phone	0
Email	1

One comment was received from Ricky's All Day Grill (795 Ryan Rd #1 Courtenay BC V9N 3R6) via email: "As a tenant of the adjoining property we wanted to pass on our comments about the proposed development at 801 Ryan Rd we believe that the rental property development will be a great asset for the area and the economy."

For information provided in mail out please see the attached letter.

Sincerely,  
Rachel Ricard  
Development Manager  
Seymour Pacific Developments and Broadstreet Properties



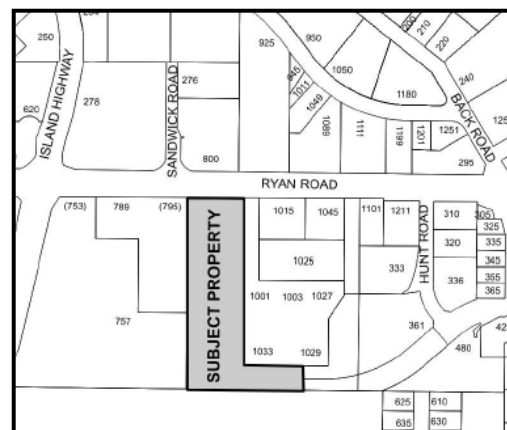
July 27<sup>th</sup>, 2020

To whom it may concern,

This letter is to inform you of a new development proposal located at 801 Ryan Road, Courtenay, BC V9N 3R6. The proposed project consists of 3 rental apartment buildings. One 59-unit building and two 96-unit buildings.

For the subject property at 801 Ryan Road, Courtenay BC, Broadstreet Properties has applied for:

- An application to rezone the subject property from a C-1A Zone to a site-specific Comprehensive Development (CD) Zone



SUBJECT PROPERTY – 801 Ryan Rd

You can view relevant documents on The City of Courtenay website:  
[www.courtenay.ca/devappttracker](http://www.courtenay.ca/devappttracker) (search by file number RZ000050 or by address 801 Ryan Rd)

Comments can be submitted to Broadstreet Properties by one of the following methods:

- By mail: Attn: Rachel Ricard at 100 St. Ann's Rd, Campbell River, BC V9W 4C4
- By email: [rachel.ricard@seymourpacific.ca](mailto:rachel.ricard@seymourpacific.ca)
- By phone: 250-850-3212

Please return your comments by **August 14<sup>th</sup>, 2020**