



THE CORPORATION OF THE CITY OF COURTENAY

## STAFF REPORT

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**To:** Council  
**From:** Chief Administrative Officer  
**Subject:** Development Variance Permit for 1375 Piercy Avenue

**File No.:** 3060-20-2011  
**Date:** July 20, 2020

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### PURPOSE:

The purpose of this report is for Council to consider the issuance of a Development Variance Permit to waive the requirements to provide works and services required as part of a 12-unit multi-family development proposal.

### CAO RECOMMENDATIONS:

THAT based on the July 20<sup>th</sup>, 2020 staff report, "Development Variance Permit No. 2011 – 1375 Piercy Avenue", Council approve OPTION 1 and deny Development Variance Permit No. 2011.

Respectfully submitted,

David Allen, BES, CLGEM, SCLGM  
Chief Administrative Officer

### BACKGROUND:

The applicant proposes to construct a 12 unit multi-family housing complex on the subject parcel. A separate, concurrent staff report provides a detailed description of the proposal. In conjunction with the proposed OCP amendment and rezoning, the applicant has applied for a development variance to waive the requirement for works and services detailed below.

The *Local Government Act* gives municipalities the ability to require works and services when stipulated through bylaw. "Works and Services" is the legal term used to identify infrastructure more commonly referred to as "off-sites" or "frontage improvements". This includes a wide range of elements such as road surfacing, sidewalks, and street lighting which is all detailed within the City's Subdivision and Development Servicing Bylaw No. 2919 (SDS).

The SDS bylaw requires that works and services are provided as a condition of obtaining a building permit and starting construction. This means that the developer is required to upgrade all road frontage (including laneways) to the centre line or midpoint of the right-of-way. Throughout the City, works and services requirements can vary significantly based on the local infrastructure conditions. For example, in newer areas where the infrastructure has been newly constructed there may be minimal or no works and services requirements since the infrastructure meets current City standards. However, in other areas this can mean

the complete reconstruction of the abutting roads due to their condition and alignment with the SDS bylaw. This is particularly preannounced in older areas where the infrastructure is decades-old and missing key elements like sidewalks.

From a land development perspective works and services requirements can add significant costs to a development project. These development cost can be particularly challenging for lots with multiple frontages (such as corner lots), or long but shallow lots. The requirement to construct off-site works and services is not unique to Courtenay and is almost universal among local governments in the Province. In most municipalities in the Province, works and services are required with nearby municipalities such as Campbell River, Comox, Cumberland, Parkville and Nanaimo having similar bylaws and requirements of development.

In general, at the time of subdivision or building permit application, the City's Development Engineer assess the road frontages to determine what improvements are considered directly attributable to the project and required to be completed. The bylaw outlines the standard to which the improvements must be constructed.

The applicant has applied for a variance to waive the requirement for works and services to be constructed in conjunction with a 12 unit multi-unit development.



Figure 1: Subject Property and Context

The specific variance requests are detailed in the Preliminary Servicing Brief which was submitted in support of the proposal and attached in Attachment No. 2. Described in general terms, these include the following:

- 1. Onsite Stormwater Detention:** The SDS bylaw requires that onsite stormwater detention is provided to ensure predevelopment peak flows equal post development peak flows for the 1 in 2, 1 in 5, 1 in 10 and 1 in 25 year rainfall events. The applicant proposed to keep predevelopment

peak flows up to the 1 in 10 year storm events through the use of gravel parking areas, rock rain gardens, oversized storm pipe and amended topsoil. What this means is the rainwater from more severe storm events (beyond 1 in 10 years events) would not be detained onsite and instead run off into the City systems causing a spike in flows headed for the outfall locations in the estuary. Figures 1-5 of Attachment No. 2 provides a graph illustration of this spike in the five scenarios.

- 2. Installation of an Oil Grit Separator:** The SDS bylaw requires that that oil grit separators are installed for all parking areas greater than 11 stalls. An oil grit separator is a trap that separates contaminants and debris from parking lot rainwater runoff within catch basins before it is released into the City system and ultimately discharged at one of the outfall locations in the estuary. The applicant requests that they are not required to install and oil grit separator due to the use of permeable paving.
- 3. Offsite Stormwater:** The SDS bylaw requirements ensure that the flows from new development will not overwhelm the downstream system or adversely affect other downstream properties. The SDS bylaw requires applicants to show that excess flows up to the 100 year storm event may be safely conveyed overland without adversely affecting other downstream properties by showing the approximate water depth along the route as well as any backwater effects. The applicant has not provided the results for any offsite impacts for any rain event past the 10 years storm and would like to exclude the requirement to complete any additional downstream review or subsequent improvements. The applicant's analysis shows that existing 10 year peak downstream flows currently surcharge the existing pipes capacity but does not do this to the extent that stormwater exits the manhole structures. The applicant's consultant reports that additional flows up to the 10 year storm event will also not cause any surcharge past the top of the manholes. As a result, they are requesting that no further review of improvements are required as a result of the proposed development.
- 4. Roadwork:** The SDS bylaw requires that all frontages are upgraded to current standards to the centre line. The applicant requests that no asphalt paving, curbs, and drainage infrastructure is required for the Piercy Avenue frontage as well as the flanking lane. The developer proposed to regrade and supplement the gravel lane to ensure level transitions to the proposed development and other properties use the lane.
- 5. Off Street Parking Standards:** The applicant also proposes to vary standards outlined in the zoning bylaw relative to off-street parking requirements. The requests regarding access locations, the number of required stalls, and parking stall lines is encompassed within the concurrent rezoning proposal and Comprehensive Development Zone. However, the request to use a Core Gravel rather the required bituminous (asphalt/concrete/paver bricks) or other dust free surfacing is a further variance request. Core Gravel is a plastic honeycomb shaped grid system which is filled with gravel.

#### **DISCUSSION:**

The applicant's engineering consultant justifies the request based on the costs associated with providing this infrastructure and the fact that this not for profit housing developer is trying to keep costs as low as possible to in turn pass that savings onto the eventual homeowners.

While staff support the project and redesignation and rezoning of the subject property, the uniform and consistent application of the SDS bylaw is needed. With exemptions such as the one proposed here, the burden of improving the frontages is off-loaded onto the general tax payer rather than the developer. Granting this variance would mean that either the infrastructure is left in a deficient state or the City would have to allocate funds through general taxation to construct the improvements. Understanding that this is an affordable housing development, if this variance is granted it would be advisable to determine what improvement the City would undertake and how the off-site improvements would be integrated and financed through the City’s capital improvements program. One financing option could be the City’s affordable housing reserve fund. It should also be noted that the approval of this variance is in conflict with the Official Community Plan policies listed below.

**Staff recommend that the requested variances are denied.**

**FINANCIAL IMPLICATIONS:**

The discussion above provides details on the financial implications of this variance. Staff have completed an estimate of the cost of the works and services implicated in the variance totalling \$99,365 as shown below. These estimates are based on the cost of similar works undertaken by the City in the past and are subject to change based on detailed design and a clearer understanding of site conditions. These numbers do not include the onsite stormwater detention costs (such facilities are private) or any potential (but unidentified) offsite stormwater improvements between the development site and receiving watercourse, since upgrades to these facilities would be the result of further analysis. They also don’t include engineering/design costs.

<b>Requested Variance / Offsite Frontage Improvements: including reconstruction of the lane (property frontage only) and complete new sidewalk/curb on Piercy Ave</b>	
<b>1</b>	<b>Costs</b>
Laneway excavation and reconstruction	\$ 26,108.00
Laneway rollover curb (one side)	\$ 16,050.00
Laneway catchbasin	\$ 1,800.00
Laneway 200mm catchbasin lead (if CB located at Piercy Road)	\$ 7,700.00
Laneway 50mm Asphalt Pavement, laneway (entent of laneway front)	\$ 24,717.00
Piercy New 1.5 m wide sidewalk, highback curb and 0.6m asphalt strip	\$ 22,990.00
Replace laneway access sidewalk letdown	\$ 4,961.00
	<b>\$ 99,365.00</b>

Figure 2: Estimated Cost of Works and Services

As noted above, Council may wish to deny some or all of the variances requested but provide funding support from the Affordable Housing Reserve Fund to offset some of the costs. This reserve fund currently has a balance of approximately \$800,000.

The application fee for the DVP was \$1,500. However, in line with the City’s Affordable Housing Policy, the fees were reduced by 50% to \$750.

Development Cost Charges (DCCs) will be collected at the time Building Permit at the rates set out in the City and Comox Valley Regional District DCC Bylaws.

**ADMINISTRATIVE IMPLICATIONS:**

Processing development variance permits is a statutory component of the work plan. Staff has spent approximately 15 hours processing this application to date. Should the proposed development variance permit be approved, an additional two hours of staff time will be required to register the permit and close the file.

**ASSET MANAGEMENT IMPLICATIONS:**

The asset management implications are discussed above. Granting this variance would mean that either the infrastructure is left in a deficient state or the City would have to allocate funds through general taxation to construct the improvements.

**2019 - 2022 STRATEGIC PRIORITIES REFERENCE:**

- Communicate appropriately with our community in all decisions we make
- Focus on asset management for sustainable service delivery

**OFFICIAL COMMUNITY PLAN REFERENCE:**

5.3.9 The City will require sidewalks to be constructed a minimum of 1.5 metres from the back of curb with street trees planted in the boulevard along all arterial and collector roads outlined on the Road Network Plan.

6.3.1 For major new developments, the City shall consider the downstream capacity of existing sewer mains to ensure adequate capacity.

6.4.1 Large scale development projects shall be evaluated to determine the impact on downstream storm water facilities. On-site storm drainage retention is to be required as a means of stabilizing flows.

6.4.2 New development in the City shall satisfy the requirements of the latest City of Courtenay Storm Sewer Study. This includes the authority to inspect and enforce the installation and maintenance of oil and grit interceptors on land zoned for all uses requiring more than 10 parking spaces

6.4.3 The City shall continue to use existing natural drainage patterns as the primary storm drainage system. Natural watercourses shall be protected from encroaching development and enhanced and improved where necessary. The City will continue to use stormwater detention/retention as its principal means of meeting the objective of maintaining post development flows at predevelopment levels.

6.4.4 The City will continue to work towards reducing or mitigating the impacts of development on the drainage system to protect the quality of the river systems.

6.4.5 The City will implement the Water Balance Model of BC to manage the natural environment and the built environment as integrated components of the same watershed.

7.10.2 Proposed developments will be considered where a development:



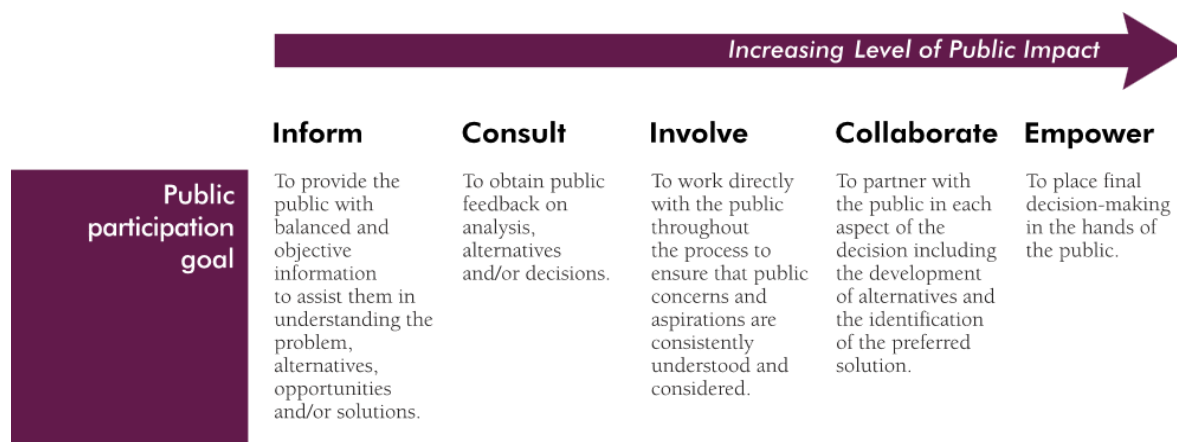
- a) provides substantial benefits to the City;
- b) will not negatively impact on the City's infrastructure, neighbourhood or environment
- c) new development that supports destination uses such as the downtown, Riverway Corridor or a Comprehensive Planned Community.
- d) Meets applicable criteria set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

**REGIONAL GROWTH STRATEGY REFERENCE:**

There are no direct references in the RGS concerning variances to City's Subdivision and Development Servicing Bylaw No. 2919.

**CITIZEN/PUBLIC ENGAGEMENT:**

As per Council's direction, under the IAP2 Spectrum of Public Participation the level of public input that has been undertaken is "Consult".



The applicant mailed out a public information meeting package on May 6, 2020 to adjacent property owners and occupiers. The notice concerned both the rezoning and the variance requests. As the responses overlap or are unclear which component of the proposal the respondent is referring to, the entirety of the responses are provided in both reports. The mail-out and the responses to the alternative public information process are provided in **Attachment No. 3**.

In accordance with *the Local Government Act*, the City has notified property owners and occupants within 100 metres of the subject property of the requested variances and provided the opportunity to submit written feedback. To date, staff has not received any responses.

**OPTIONS:**

**OPTION 1: (Recommended)**

THAT based on the July 20<sup>th</sup>, 2020 staff report, "Development Variance Permit No. 2011 – 1375 Piercy Avenue", Council approve OPTION 1 and deny Development Variance Permit No. 2011.

**OPTION 2:** Defeat the variance and provide Habitat for Humanity financial support through the Affordable Housing Reserve Fund, in an amount to be specified by Council, to assist in offsetting the cost of providing the required works and services.

**OPTION 3:** Approve Development Variance Permit No. 2011.

Prepared by:



Matthew Fitzgerald, RPP, MCIP  
Manager of Development Planning

Reviewed by:



Ian Buck, RPP, MCIP  
Director of Development Services

Concurrence by:



David Allen, BES, CLGEM, SCLG  
Chief Administrative Officer

Attachments:

- Attachment No. 1 Draft Development Variance Permit
- Attachment No. 2 Applicant's Letter of Intent and Proposed Subdivision Plan
- Attachment No. 3: Alternative Public Information meeting Summary

**Attachment 1: Draft Development Variance Permit**

**THE CORPORATION OF THE CITY OF COURTENAY**

**Permit No.** 3060-20-2011

**DEVELOPMENT VARIANCE PERMIT**

**To issue a Development Variance Permit**

**To:** Name: Habitat for Humanity Vancouver Island north Society, Inc. No. S-0047474  
Address: 1755 – 13<sup>th</sup> Street  
Courtenay BC V9N 7B6

**Property to which permit refers:**

Legal: Lot 7, District Lot 104, Comox District, Plan 5659  
Civic: 1375 Piercy Avenue

**Conditions of Permit:**

Permit issued to for the property legally described Lot 7, District Lot 104, Comox District, Plan 5659, waiving the requirement for works and services in accordance with *The Subdivision and Development Servicing Bylaw No. 2919* and the *City of Courtenay Zoning Bylaw No. 2500, 2007*:

*The Subdivision and Development Servicing Bylaw No. 2919*

**Section 4.3.3 Stormwater Detention Release Rates**

**From:** post-development peak flows to equal to the corresponding pre-development peak flows for the 1 in 2, 1 in 5, 1 in 10, and 1 in 25 year return period.

**To:** post-development peak flows to equal to the corresponding pre-development peak flows for the 1 in 2, 1 in 5, and 1 in 10 year return period.

**Section 4.11.8 Oil Grit Separator**

**From:** An oil grit separators is required to be installed for sites with parking for 11 or more vehicles.



**To:** No oil grit separator

**Section 11: Downstream Stormwater Review or Improvements**

**From:** Show that excess flows up to the 100 year storm event may be safely conveyed overland without adversely affecting other downstream properties by showing the approximate water depth along the route as well as any backwater effects

**To:** exclude the requirement to complete any additional downstream review or subsequent improvements.

**Section 11: Improvements to Piercy Avenues and Lane Right-of-Ways**

**From:** Upgrade all frontage to current standards

**To:** Not require any frontage improvements

*City of Courtenay Zoning bylaw 2500*

**Section 7.1.6 (1) Specification**

**From:** Every off-street motor vehicle parking area required by this Bylaw to accommodate two or more vehicles shall be surfaced with a bituminous or other dust free surface.

**To:** Allow use of Core Gravel permeable surface

**Time Schedule of Development and Lapse of Permit**

That if the permit holder has not substantially commenced the construction authorized by this permit within (12) months after the date it was issued, the permit lapses.

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Date

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Corporate Officer

**Attachment No. 2: Preliminary Servicing Brief**

Wedler Engineering LLP  
211-2459 Cousins Avenue  
Courtenay, BC V9N 3N6



March 10, 2020

File Ref: V20-0409/A

City of Courtenay  
830 Cliffe Avenue  
Courtenay, BC V9N 2J7

Attention: Rich Feucht, P.Eng., Development Engineer, City of Courtenay

**Reference: Habitat for Humanity North Island – Piercy Affordable Housing Project  
1375 Piercy Avenue, Courtenay, BC  
Preliminary Servicing Brief**

Per the requirements of the City of Courtenay, this letter presents an outline of the anticipated servicing needs for the proposed development located at civic address 1375 Piercy Avenue, legally described as Lot 7, District Lot 104, Comox District, PLAN 5659.

#### **Site Information**

The existing lot is approximately 2,274 sq.m. (0.227 ha) in size and is located along Piercy Avenue. At present, the site is zoned as R-2 Residential and identified as urban residential in the City's Official Community Plan. Previously the site contained a single-family residence, but at this time is vacant. The property is bounded by a gravel lane along the North West and South West, a single-family residence to South East, and Piercy Avenue to the North East. Surrounding properties are a mix of urban residential and multi-family residential and industrial across the street.

#### **Proposed Development**

The proposed development is comprised of three buildings, each containing 4 residential units, totalling 12 housing units. The buildings will be two storey wood frame buildings and units will be made up of a combination of two, three, and four bedrooms. Two of the units shall be single storey and fully handicap accessible units. As currently proposed, the building units will be constructed as Part 9 buildings in accordance with the BC Building Code.

Habitat for Humanity North Island is the developer and builder whose mission is to empower hard-working families and make homeownership affordable by mobilizing community spirit and generosity.

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March 10, 2020

File Ref: V20-0409/A

### Anticipated Servicing Needs

Wedler Engineering LLP has prepared the anticipated servicing requirements for the proposed site including waterworks, wastewater, stormwater, transportation, and erosion and sediment control. This has been based on the best known information at the time of preparation of this report. All servicing sizes proposed will be confirmed when the detailed design documents are prepared.

The preliminary servicing plan is included as Attachment 1, preliminary stormwater management plan is included as Attachment 2, and site servicing calculations are included as Attachments 4 and 5.

### Waterworks

The waterworks will include servicing all 12 residential units. Domestic water service to the units will be provided by a water service line which will tie-in to an existing 150 mm diameter watermain on Piercy Avenue. Per City requirements, a new water meter will be provided for the development as part of the installation of a new water service to the property. Sizing of the proposed meter will be completed when the detailed design documents are prepared.

In accordance with the City of Courtenay Subdivision and Development Servicing Bylaw 2919 (City of Courtenay SDS Bylaw) hydrants are to be no more than 90 m from a building. The nearest existing fire hydrant is located approximately 55m to the south of the subject property at the intersection of Piercy Avenue and Tull Avenue. Based on the proposed building layout the existing hydrant will not be within sufficient proximity to all proposed dwellings for firefighting purposes. It is therefore anticipated one new fire hydrant will be required to provide adequate fire protection for the proposed development.

The new hydrant is proposed to be located within City of Courtenay boulevard, fronting the subject property on Piercy Avenue. Attachment 1 shows the proposed location of new hydrant, along with 90m radius hydrant coverage.

Domestic water demands (including fire flows) calculated for the development are presented in Table 1 below.

TABLE 1: Estimation of Water Demand	
	L/sec
Average Annual Daily Demand	0.2
Maximum Day Demand	0.7
Peak Hour Demand	1.0
Fire Flows	97.4
Maximum Day Demand + Fire Flow	98.1



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Estimated domestic water demand was calculated in accordance with the City of Courtenay SDS Bylaw. Fire flows were estimated in accordance with the Fire Underwriter Survey standards. Water demand calculations have been provided in Attachment 4.

We request the City of Courtenay undertake water modeling and advise if there is sufficient capacity within the existing water system to accommodate this proposed development. If sufficient capacity is not available, the proposed development may consider constructing fire walls between the units to reduce fire flow requirements.

#### Wastewater

The sanitary works will include servicing of all 12 residential units from the existing 200 mm sanitary sewer located along Piercy Avenue. The calculated flow of wastewater from the proposed development is 0.57 L/s. This value includes the estimated infiltration into the system and assumes 2.4 people per residential unit. Sanitary loading calculations have been provided in Attachment 5.

Based on the estimated low sanitary discharge from the site, it is presumed the existing sewer and downstream system can accommodate the site development. However, we request the City of Courtenay perform sanitary sewer modeling of the downstream system to confirm.

#### Onsite Stormwater

Currently, stormwater drains overland in a general northerly direction off the site to the lane and Piercy Avenue. The storm water then enters the municipal system by way of catch basins located on Piercy Avenue. Developing this site will lower the quantity of overland run-off which flows onto the existing lane and will re-direct site run-off into the storm main running along Piercy Avenue. In general, the site subsurface soils are comprised of a shallow layer of topsoil overlaying a dense till. This dense till layer provides low suitability for stormwater infiltration and groundwater recharge.

The proposed site development will convey all stormwater for the minor system flows to an onsite inground storm sewer system which will manage stormwater and limit post-development peak flows to pre-development levels up to and including the 1 in 10 year rainfall event.

The City of Courtenay SDS bylaw section 4.3.3 Stormwater Detention Release Rates requires that all stormwater detention facilities shall be designed to limit post-development peak flows to equal to the corresponding pre-development peak flows for the 1 in 2, 1 in 5, 1 in 10, and 1 in 25 year return period storm events. **The developer is requesting a variance to City of Courtenay SDS bylaw 2919 subsection 4.3.3 to limit site detention requirements up to and including the 1 in 10 year rainfall event.**

The onsite stormwater management system will incorporate a combination of stormwater best management practices which include:

- The use of Core Gravel in parking areas as a substitute for impervious pavements to reduce rate of runoff and provide temporary inground stormwater storage.
- Installation of rock rain gardens augmented with subsurface gravel trenches to reduce rate of runoff, and provide opportunities for both surface and subsurface stormwater storage.
- Installation of oversized portions of the onsite storm sewer pipes to provide supplementary stormwater storage.



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- Placement of 300 mm deep amended topsoil medium in all grassed areas and 450 mm deep amended topsoil in all planting areas to promote inground stormwater retention and detention where feasible.

It is proposed to tie the onsite storm sewer into the existing 300 mm AC storm sewer fronting the property along Piercy Avenue. Please refer to the preliminary servicing plan in Attachment 1 and preliminary stormwater management plan in Attachment 2.

Onsite stormwater pre-development and post-development runoff conditions were analyzed using InfoSWMM modeling software. Runoff analysis modelling was completed in accordance with the City of Courtenay SDS Bylaw using hyetographs provided within the bylaw. Software parameters used to model the pre-development and post-development runoff conditions are presented in Table 2 below.

<b>TABLE 2: Site Stormwater Modeling Parameters</b>		
<b>Parameter</b>	<b>Existing Site</b>	<b>Proposed Site</b>
Area (ha)	0.231	0.231
Width (m)	80	80
Slope (%)	2	2
% Impervious	16	60
N Impervious	0.014	0.012
N Pervious	0.4	0.15
Dstore Impervious (mm)	2	2
Dstore Pervious (mm)	7.5	5
% Impervious w/ zero Dstore	38	60
Outlet Routing	Outlet	Outlet
Green Ampt Infiltration Values		
Suction Head (mm)	170	170
Conductivity (mm/hr)	5	5
Initial Moisture Deficit	0.4	0.4

Pre-development and post-development onsite runoff results are presented in Table 3 on the following page. The post-development runoff results include the proposed stormwater management practices to limit post development peak flows to pre-development levels up to the 10 year rainfall event. Figures 1 through 5 on the following pages provide graphical comparisons of the existing and proposed onsite runoff for the 2 year, 5 year, 10 year, 25 year, and 100 year 24 hour rainfall events.



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TABLE 3: Pre-Development and Post-Development Runoff Flows				
		Existing Site	Post-Development with BMP's	
24 Hour Rainfall Return Frequency	Total Precipitation (mm)	Peak Flow (l/sec)	Peak Flow (l/sec)	Total Storage (m <sup>3</sup> )
2 – Year	89	1.72	1.69	26.3
5 – Year	115	3.58	3.52	42.1
10 – Year	133	5.56	5.51	51.1
25 – Year	154	7.41	10.0	51.1
100 - Year	187	11.5	20.5	51.1

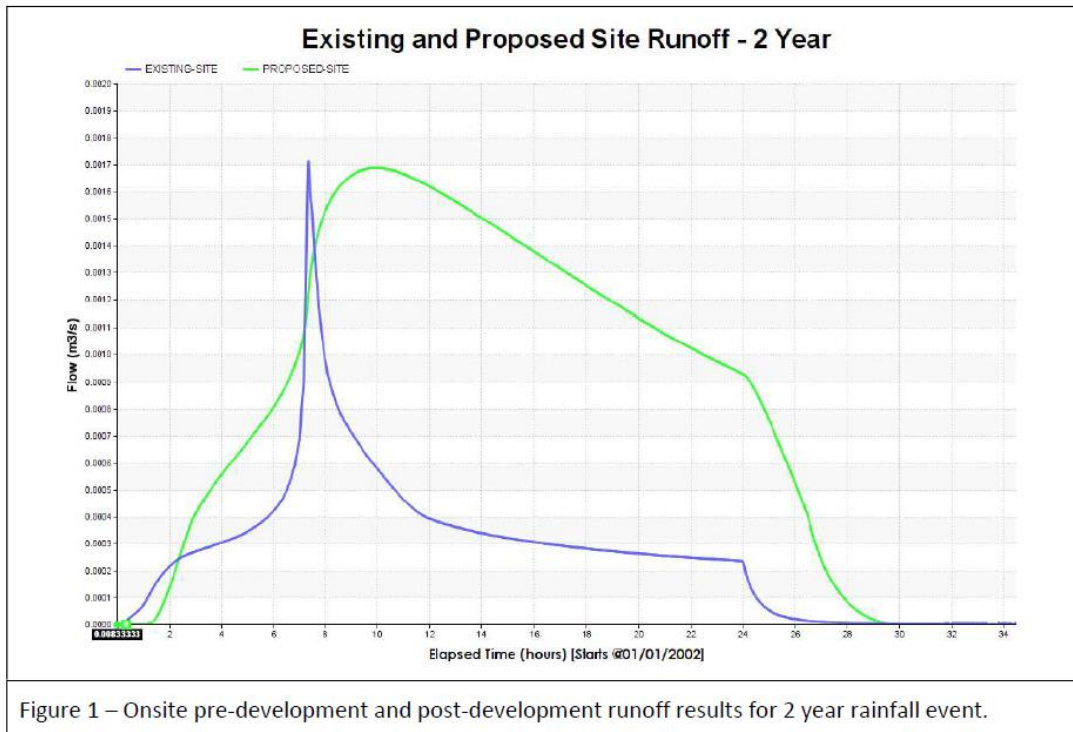


Figure 1 – Onsite pre-development and post-development runoff results for 2 year rainfall event.





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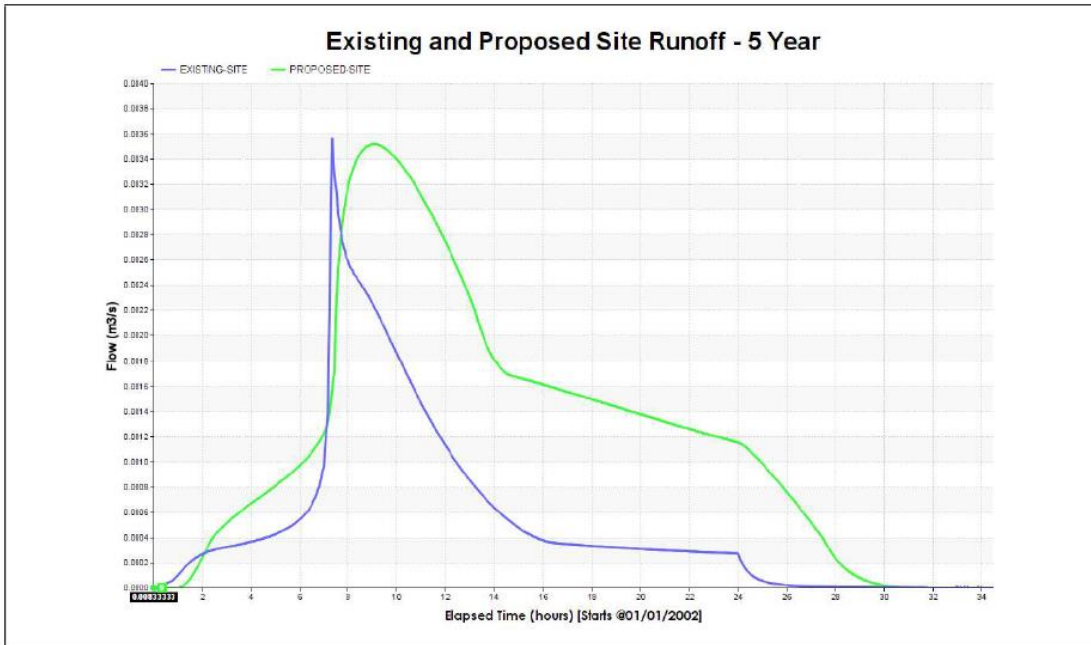


Figure 2 – Onsite pre-development and post-development runoff results for 5 year rainfall event

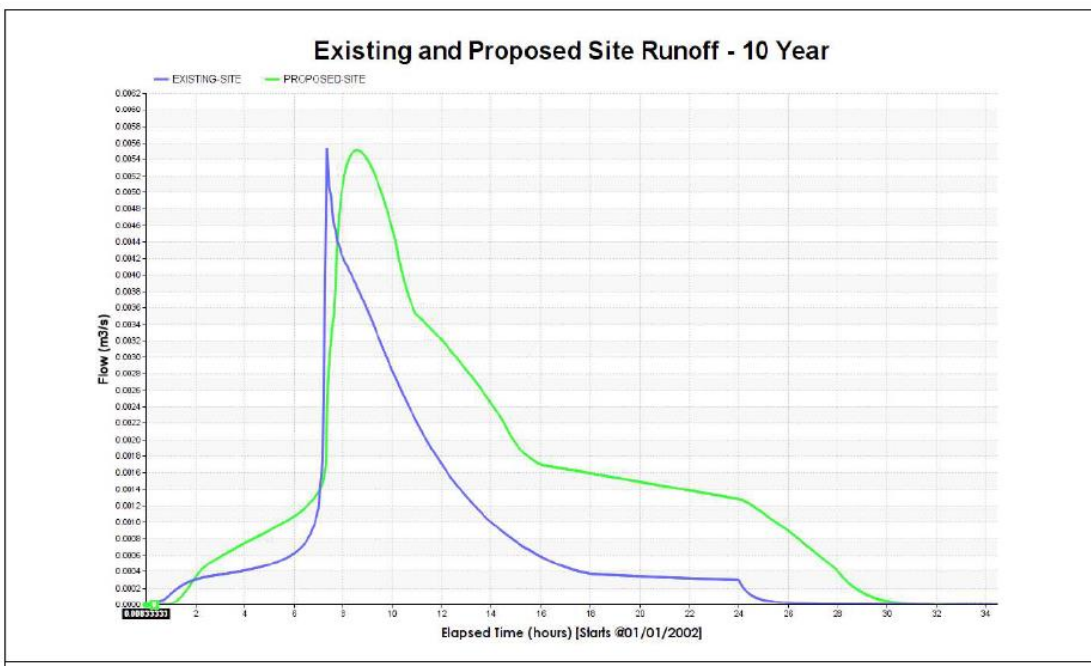


Figure 3 – Onsite pre-development and post-development runoff for 10 year rainfall event



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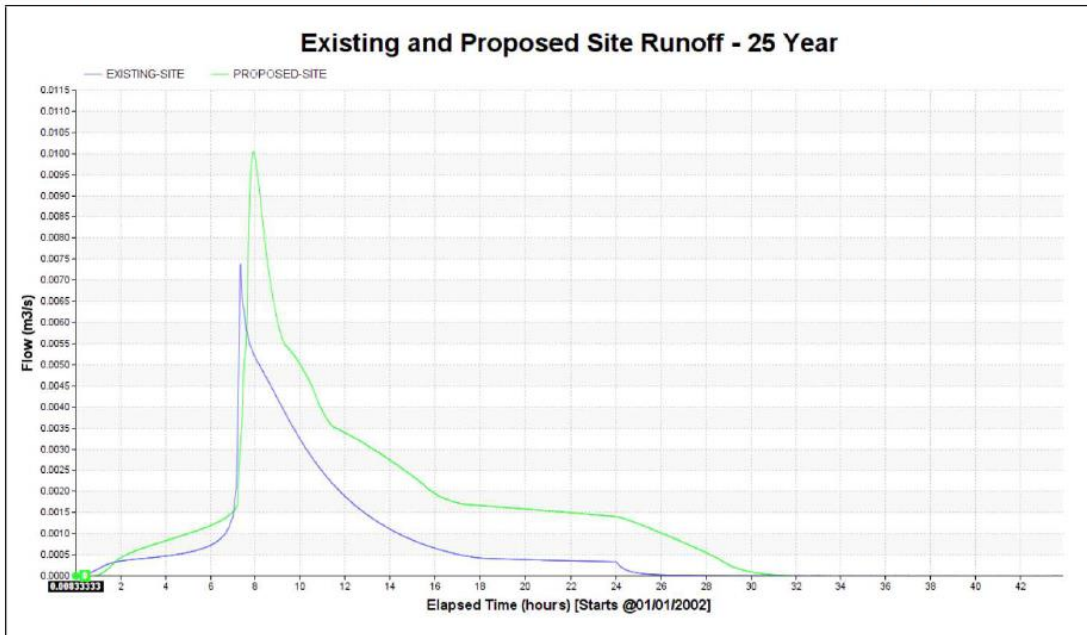


Figure 4 - Onsite pre-development and post-development runoff for 25 year rainfall event

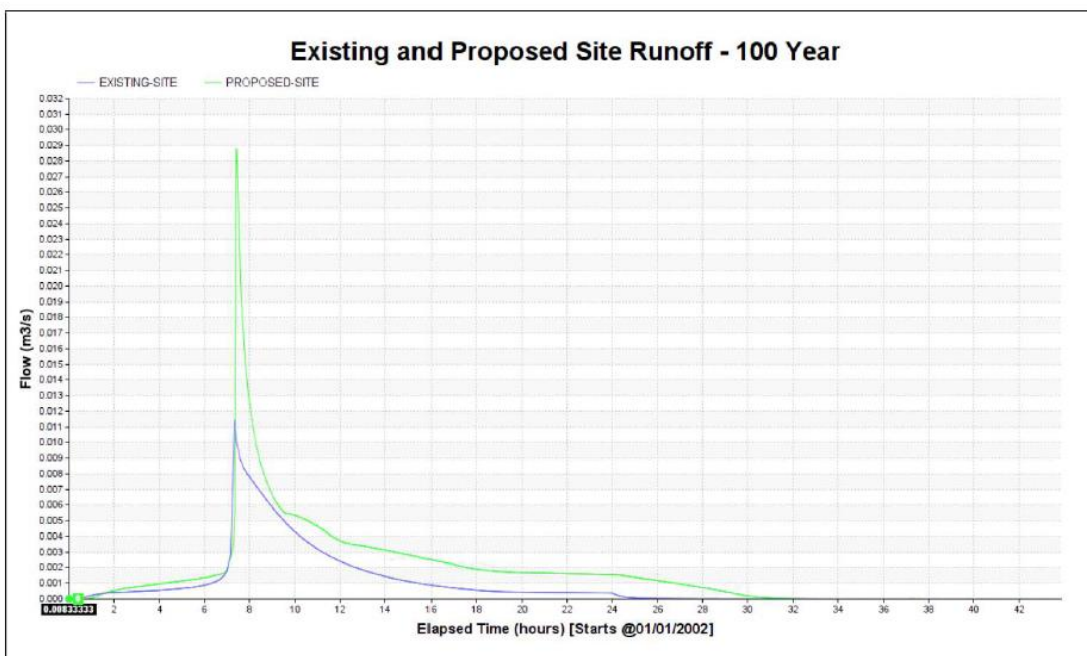


Figure 5 - Onsite pre-development and post-development runoff results for 100 year rainfall event



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All onsite runoff from impervious areas will be directed to catch basins and manholes with grit sumps upstream of stormwater detention facilities. The development is proposing a total of 14 vehicle parking stall. These parking stalls (with the exception of 2 handicap parking stalls) are proposed to be surfaced with a Core Gravel permeable parking surface.

The City of Courtenay SDS bylaw 2919 subsection 4.11.8 requires oil and grit separators be installed for sites with parking for 11 or more vehicles. **Considering the use of permeable paving, the developer is requesting a variance to City of Courtenay SDS bylaw 2919 subsection 4.11.8 to omit the requirement for an oil and grit separator for this proposed development.**

The onsite major stormwater flows will be managed by surface grading and directed to overland flow outlets along Piercy Avenue. The emergency overland flow routes will be designed to convey up to the post-development 100 year 24 hour rainfall event. The site stormwater design will incorporate three sub-catchments with separate outflow locations to Piercy Avenue to reduce concentration of overland flows and therefore potential erosion concerns at outlet locations. Major overland flow velocities will be reviewed for erosion concerns when the detailed design documents are prepared.

#### Floodplain Management Bylaw

Based on a review of the City of Courtenay floodplain management bylaw, the proposed site is not located within the floodplain boundary and, as proposed, is not impacted by the flood construction level requirements of the bylaw.

#### Offsite Stormwater

The proposed development site is located within stormwater catchment area 15 per the City of Courtenay's 1995 storm sewer study. Catchment 15 is approximated at 45.6 ha of land consisting of primarily residential use. The proposed development site area contributes approximately 0.5% of the total catchment area. See Attachment 3 – Offsite Stormwater Catchment Plan, which provides an overview of Catchment 15 including layout of existing storm mains, manholes, and sub catchments with percent imperviousness based on current land use.



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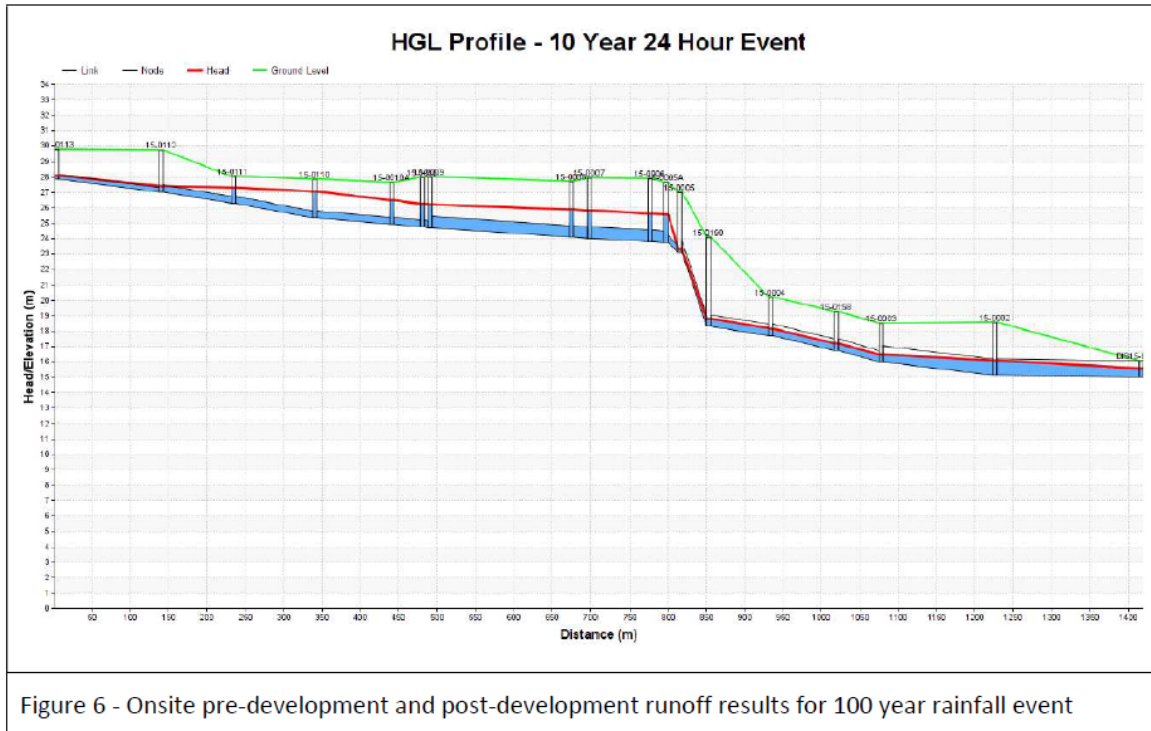


Figure 6 - Onsite pre-development and post-development runoff results for 100 year rainfall event

In accordance with the current City of Courtenay SDS bylaw, the downstream minor system has been analysed using InfoSWMM modeling software for the 10 year 24 hour rainfall event. Modeling results for indicate that during peak runoff of the rainfall event the existing storm system will surcharge within the existing manhole structures. Further analysis of the downstream storm system indicates that the surcharging will be contained below road grade within the existing manhole structures. Figure 6 below provides a graphical representation of the peak runoff event for the modeled 10 year 24 hour rainfall event within the downstream storm sewer system. The red line in figure 6 represents the hydraulic grade line and estimated level of surcharge within the storm system.

Considering that the surcharging is a pre-existing condition and the development is controlling peak flows to match pre-development rates up to the 1 in 10 year rainfall event, which is consistent with the offsite minor storm system design parameter, the development will have no substantial impact on the downstream minor storm system.

**The developer is requesting a variance to City of Courtenay SDS bylaw 2919 section 11 to exclude the requirement to complete additional downstream stormwater review or improvements to address overcapacity in the downstream minor and major storm systems.**

#### Erosion and Sediment Control

An erosion and sediment plan will be developed to manage the quality and the quantity of water runoff from the site during construction. The plan will be made in accordance with the criteria set forth by the City of Courtenay.





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File Ref: V20-0409/A

### Refuse collection

Each residential unit will include a private storage shed for weekly interim garbage and recycling storage. Garbage refuse and recycling pickup is proposed to be by way of weekly roadside pickup on Piercy Avenue. The final site grading design will provide safe accessible access for residents from each unit's storage shed to the roadside on Piercy Avenue for pickup and removal of garbage and recycling.

### **Roadworks**

Habitat for Humanity is requesting a relaxation on the following costly roadworks which will allow them to achieve their mission of providing affordable housing to hard working families:

- Piercy Road Improvements – Piercy Road fronting the development is identified as a collector road in the City of Courtenay Transportation Master Plan. The existing road does not comply to the current City of Courtenay SDS bylaw standards for collector roads. **The developer requests a variance to bylaw 2919 - Section 11 to exclude the requirement for the developer to alter the roadway works for the section of Piercy Avenue fronting the proposed development. The requested exclusions include alteration to the road structure, pavement, curbs, and sidewalks.**
- Intersection Improvements – The existing intersections of Piercy Avenue and lane, and Tull Avenue and lane, do not comply to the City of Courtenay SDS bylaw 2919. The bylaw identifies a requirement for curb returns with a 3:1 flare to property corners on intersections of lanes and collector roads. **The developer requests a variance to bylaw 2919 - Section 11 to exclude the requirement for the developer to alter the existing intersections of Piercy Avenue and lane, and Tull Avenue and lane.**
- Lane Improvements – The existing lane adjacent to the development does not conform to the current City of Courtenay SDS bylaw for lanes (Courtenay Supplementary Standard Drawing A3). **The developer requests a variance to bylaw 2919 section 11 to exclude the requirement for the developer to alter the existing lane between Piercy Avenue and Tull Avenue. The omitted alterations requested include dedication of road right of way, improvements to the existing lane road structure and addition of asphalt paving, curbs, and drainage infrastructure. As required, the developer proposes to regrade and supplement the crush gravel surface of the lane to ensure suitable grading transition between the proposed development site, lane and adjacent properties.**
- The developer requests a variance to City of Courtenay Zoning bylaw 2500 Division 7 with respect to off-street parking for the following items:
  - **Section 7.1.4 – Request variance to allow direct access from all proposed parking stalls to City lane.**
  - **Section 7.1.6 (1) – Request variance to allow use of Core Gravel permeable surface instead of bituminous surface.**
  - **Section 7.1.7 – Request variance to allow 1.25 parking stalls per unit.**
  - **Section 7.1.12 (4) – Request variance to allow the use of concrete curbs as parking stall lines instead of painted lines.**



Habitat for Humanity North Island | Piercy Affordable Housing Project  
March 10, 2020

File Ref: V20-0409/A

**Conclusion**

With the exception of the variances requested in the above report, the design of all proposed site services will conform to the City of Courtenay bylaws. The variances request are necessary to achieve financial feasibility of the project, and will allow Habitat for Humanity North Island to achieve their goal of providing affordable housing for hard working families.

Habitat for Humanity North Island will be the prime contractor for the development, and they will retain the services of qualified contractors where necessary to ensure quality and compliance with municipal and provincial standards.

Proposed servicing tie-ins completed within City of Courtenay right of ways will conform to the City of Courtenay's SDS bylaw 2919 standards.

If you have any further questions, please feel free to contact the undersigned.

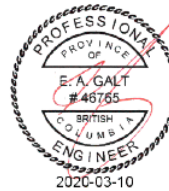
Yours truly,

Wedler Engineering LLP

Per:



Greg Merchant, B.Eng., EIT  
Project Manager and Engineer  
[gmerchant@wedler.com](mailto:gmerchant@wedler.com)



Eric Galt, P.Eng.  
Project Engineer  
[egalt@wedler.com](mailto:egalt@wedler.com)

cc: Wedler Engineering

**Listing of Attachments:**

- Attachment 1 – Preliminary Site Servicing Plan
- Attachment 2 – Preliminary Stormwater Management Plan
- Attachment 3 – Water Servicing Calculations
- Attachment 4 – Sanitary Servicing Calculations
- Attachment 5 – Offsite Stormwater Catchment Plan



### Attachment No. 3: Alternative Public Information Meeting Summary

**From:** Tom Dishlevoy [<mailto:tom@tda.ca>]  
**Sent:** Wednesday, June 10, 2020 11:06 AM  
**To:** Blamire, Susan <[sblamire@courtenay.ca](mailto:sblamire@courtenay.ca)>  
**Cc:** Logan Ronhovde <[logan@habitatnorthisland.com](mailto:logan@habitatnorthisland.com)>; Pat McKenna <[pat@habitatnorthisland.com](mailto:pat@habitatnorthisland.com)>  
**Subject:** HABITAT - Alternative Public Information Responses

[↑ Next](#)   [↕ Last](#)

Hi Susan

The time has well elapsed for the receiving of comments from our mailout for the HABITAT project on Piercy Avenue.

1. The mail out was sent 06 May 2020. We received a copy of the mail out sent to our office as a control about 6 days later. A copy of the mail out was also sent to the City of Courtenay. 4 of the mail outs were returned to sender.
2. We received 3 telephone calls: 1 of support from a senior citizen looking for a low cost place to live. 2 were opposed. Summaries of these calls are attached. My caller followed up with a letter of opposition (attached). Logan's caller was abusive. We had 6 letters of support;
3. A copy of the mail out letter is attached;
4. See letters attached. Some of the opposition points can be summarized as follows:
  - thought they had just recently won this battle to prevent a multi family, high density, from coming into the neighbourhood;
  - worried about projet parking from residents and visitors spilling out onto Tull. Wants the lane closed where it accesses Tull.
  - will lower single family home values;
  - will increase crime in the neighbourhood due to HABITAT precedent for providing affordable housing for single parent families.
  - zoning should never be changed, or not in their back yards anyways.

Please call me if you have any questions.

T

**Thomas Dishlevoy**, ARCHITECT AIBC, MRAIC, LEED® A.P.  
Studio 305 - 1819 Beaufort Avenue  
Comox, BC V9M 1R9  
P: 250.339.9528 M: 250.650.4777  
E: [tom@tda.ca](mailto:tom@tda.ca)  
W: [www.tda.ca](http://www.tda.ca)





06 May 2020

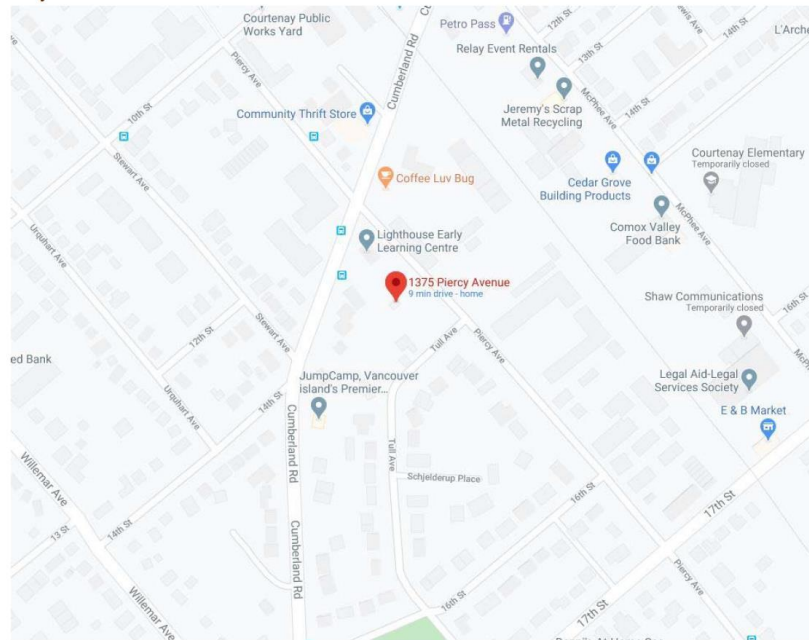
Dear Owner/Occupant

As part of the approvals process for new developments in the City of Courtenay, comments are sought by the City of Courtenay and the Applicant from all neighbouring properties deemed to be impacted by the proposed development. A new development project in your neighbourhood is pursuing a Re-zoning, and a Development Permit that includes a number of Development Variances.

**Project Description:**

Habitat for Humanity Vancouver Island North (HFHVIN) is continuing their mission to develop affordable housing in the City of Courtenay. They are seeking approval to develop the empty lot located at 1375 Piercy Avenue in Courtenay. The proposed residential development will consist of 12 dwelling units located in 3 buildings. Each building will include 4 townhouse type dwelling units. The buildings will be a maximum of 2 storeys in height. Two of the dwelling units will be one storey in building height, providing single level living with adaptable/accessible designs. Parking for 16 vehicles will be provided on the development property. A small accessory building is also planned at the rear of the lot.

**Project Location:**



**Project Information:**

Studio 305, 1819 Beaufort Avenue Comox, BC V9M1R9 250.339.9528 info@tda.ca



THOMAS DISHLEUOY ARCHITECTURE LIMITED

tda.ca

The complete application submission for this proposed development, including all details of the building and site development, can be viewed online at the City of Courtenay Development Tracker website:

[www.courtenay.ca/devapptracker](http://www.courtenay.ca/devapptracker)

(Search by file number or project address **1375 Piercy Avenue**)

**Applicant Information:**

Habitat for Humanity, 877 - 5<sup>th</sup> Street, Courtenay, BC, V9N 1K8  
Telephone: 250-202-3462, email: [logan@habitatnorthisland.com](mailto:logan@habitatnorthisland.com)  
Contact: Logan Ronhovde

Or

Thomas Dishlevoy Architecture Limited, Studio 305-1819 Beaufort Avenue, Comox BC, V9M 1R9  
Telephone: 250-650-4777, email: [tom@tda.ca](mailto:tom@tda.ca)  
Contact: Tom Dishlevoy

**Time Frame:**

Please return your Comments by: **May 22<sup>nd</sup>, 2020**

Comments and questions can be submitted directly to the applicant above, or to the City of Courtenay by one of the following methods:

- Drop your comment sheet off in the drop box located at the front entrance of the City of Courtenay, or;
- Mail your comments to: City of Courtenay  
Planning Services Department  
830 Cliffe Avenue  
Courtenay BC, V9N 2J7
- Email your comments to [planning@courtenay.ca](mailto:planning@courtenay.ca)
- Fax your comments to: 250-334-4241



[REDACTED]  
1050A Cumberland Road  
[REDACTED]

May 21, 2020

City of Courtenay  
Planning Department  
830 Cliffe Avenue  
Courtenay, BC V9N 2J7

Dear Sir or Madam:

Re: Proposed rezoning/development of property at 1375 Piercy Avenue

Last week I received a letter from Thomas Dishlevoy Architecture Limited regarding the above referenced property. Immediately, I went on to the City's Planning Department's website to view the information available there. I specifically checked for dates of meetings for community input, but nothing was scheduled at that point. I printed the documents and read them over the next few days. When I visited the website two days later to show a neighbour how to access the information, we were shocked to discover that a 'neighbourhood information meeting' had been held the day before. We also wondered why the meeting was omitted in the architect's letter. I have made a note to check your site daily so that I can be sure that neither I nor my neighbours miss any future meetings.

Upon viewing the application documents posted on your website, it is apparent that a lot of planning and expense has gone into the plans for the development, which to a non-resident looks like a viable, yet insular, plan that is dependent on The City accepting variances to several bylaws. As a 14-year resident of the area, I will address my concerns with some of those variance requests in this letter.

#### Building Setbacks (Zoning Bylaw 8.2.7)

- Reducing the building setback on Piercy Road from 7.5M to 1.0M. This, along with the planned trees and shrubbery in front of the proposed development, will severely impact visibility for vehicles exiting the lane at Piercy and checking for traffic travelling northwest on Piercy. There is a busy daycare on the corner of Cumberland Road and Piercy, so weekday traffic on Piercy includes parents with children destined for the daycare. Parents park their vehicles on Piercy and utilize the sidewalks to drop off/pick up their children. It goes without saying that impeding driver vision at the Piercy/lane intersection by having trees and two-storey buildings so close to the property line would be a great hazard to both pedestrians and vehicle traffic.
- Reducing the building setback on the side yard lane by 1.4M. This, in effect, reduces the width of the lane by at least that amount, depending on the size of the vehicles in the parallel parking spots. The proposal is for 11 parking spaces off of the side yard lane, eight of which are parallel parking spaces. Looking at the schematics, parallel parking spaces numbered eight and nine

.../2

(behind building three) are particularly narrow – a large SUV or pick-up truck parked in these spaces would impede lane traffic. At present, the lane is not wide enough for two-way traffic (one has to pull over onto Habitat’s vacant lot to let another vehicle pass) and the weekly garbage truck cannot turn the corner of the lane without cutting across Habitat’s lot. It should be noted that when a previous owner of the subject property installed fencing around the lane, I witnessed a garbage truck accidentally knock down the fence while trying to navigate this sharp corner. It would be impossible to have two-way traffic and garbage service in the lane if the width is narrowed. The lane is also the emergency access for fire trucks and ambulances, who would have trouble traversing a lane any narrower than the one in place.

#### Parking

- Request for variance to bylaw 2500 Division 7, Section 7.1.4 to allow direct access from all proposed parking stalls to City Lane. While it is tempting for developers to “exploit” the existing lane, it is to the detriment of existing residents whose properties are only accessible by vehicle through the lane (1020, 1030A, 1030B, 1050A and 1050B Cumberland Road). At two vehicles per property, ten vehicles currently using the lane on a daily basis (plus non-residents who drive through the lane from Tull to Piercy as a “shortcut” to Cumberland Road). Adding 16 lane parking spaces for the proposed development means that 26+ vehicles will be using the short, dusty, lane as the primary access to their homes. Cumberland Road is extremely busy, day and night, and adding heavy traffic/road noise at the rear of our small lots would detrimentally affect our property values, not to mention quality of life.
- No accommodation has been made for guest parking for the development, and having lived in my home for 14 years, I can state with certainty that guests visiting units at the back of the property in particular will not park on Piercy or Tull: they will pull over to the side of the lane, blocking access. This is an ongoing source of tension for existing residents, and will only be compounded by a development with vehicle access via the lane. Lane parking is not regulated, nor will tow trucks remove vehicles blocking lane traffic (I have checked).
- An additional concern with this variance request is that I have a “blind spot” when exiting my parking spot off the lane: my neighbour’s fence blocks my view of the lane for traffic entering off of Piercy. Adding traffic in the lane would only increase this hazard.

#### Lane Improvements

- Request for variance on lane improvements, specifically “to bylaw 2919 section 11 to exclude the requirement for the developer to alter the existing lane between Piercy Avenue and Tull Avenue. The omitted alterations required include dedication of road right of way, improvements to the existing lane road structure and addition of asphalt paving, curbs and drainage infrastructure.” While I object to lane access for parking for the aforementioned reasons, I will address ‘lane improvements’ in the event that the variance for lane-access parking is granted. It is almost negligent to propose increasing lane traffic by 16 vehicles and not make any improvements to the infrastructure other than upgrading the gravel surface. Gravel erodes with rain and traffic, and will be ‘kicked up’ by vehicles speeding around the corner of the lane (my parking area). Additionally, it should be noted that the dirt lane is in a different category for the

City Works Department and does not receive the same care and attention as that of paved streets. With current traffic levels, potholes regularly form at either end of the lane, which my 83-year-old father repairs several times a year. Current traffic levels stir up a lot of dust, which is a nuisance and adds to building and vehicle maintenance costs. I cannot imagine what the dust will be like with 16 more vehicles and their visitors traversing the lane on a daily basis. If the variance for lane-access parking is granted, the lane must be paved and, most importantly, include a drainage system: the grade of my lot is significantly lower than any other property bordering the lane, which puts me at risk of flooding from stormwater runoff (see next section).

#### Stormwater

- The Engineering Report states that “Currently, stormwater drains overland in a general northerly direction off the site to the lane and Piercy Avenue.” No mention is made of any stormwater draining off to the lowest graded nearby property, which is my lot, just off the corner of the lane. My property receives a significant amount of runoff from the lane and property in question. In fact, in the first few years of owning my property, I experienced a flood in my basement from lane runoff during a period of extended heavy rainfall (this is British Columbia, after all). While I am not an Engineer, I am surprised that the low grade of my lot was not mentioned in the report. I read with concern the Engineer’s comments that “...the site subsurface soils are comprised of a shallow layer of topsoil overlaying a dense till. This dense till layer provides low suitability for stormwater infiltration and groundwater recharge.” The report adds that “an onsite inground storm sewer system will manage stormwater and limit post-development peak flows to pre-development levels up to and including the 1 in 10 year rainfall event.” The table included in the report that details peak flow capacities for existing and post-development site detention conditions shows that the plan does not meet the 1 in 25 year return period storm event, thus the variance request to “SDS bylaw 2919 subsection 4.3.3 to limit site detention requirements up to and including the 1 in 10 year rainfall event.” Given the susceptibility of my low lot grade, the dense till layer of the subject property, and that its onsite inground storm sewer system will not meet the full peak flow requirements of the existing bylaw, I trust that The City will not approve this variance.

#### Roadworks/Intersection Improvements

- Variance request to SDS Bylaw 2919. The bylaw identifies a requirement for curb returns with a 3:1 flare to property corners on intersections of lanes and collector roads. As mentioned in my comment under ‘Building Setbacks’, the Piercy intersection of the lane is a concern because of daycare traffic and the obstruction created by the proposed greatly reduced building setbacks and landscaping/trees for traffic exiting the lane at Piercy. This intersection will need curb returns and the required flare to the property corners, in addition to adhering to the required building setbacks, to keep this area safe for residents and daycare patrons. The intersection at Tull and the lane should also be upgraded with the required flare to property corners because of increased population density in the residential homes on Tull. Currently, vehicles park on Tull extremely close to both sides of the lane, which makes it difficult to see oncoming traffic when exiting the lane.



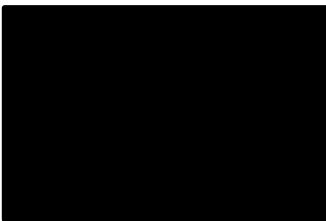
I noted with interest the architect's comment that there are no picturesque views from the site, which resulted in an insular design that focusses on creating a small community for Habitat for Humanity, while leaving the current residents off the lane with a view of the 'backside' of the development: a wall of vinyl siding, 16 parked cars, and 31 windows overlooking our properties.

While I appreciate the developer's plea to create affordable housing for hardworking families, bylaws are in place to protect the community as a whole, and especially to prevent developers from taking "shortcuts" to keep costs down. If the size of the project means it exceeds acceptable peak flow levels for stormwater drainage, the bylaw must be upheld for all developers, including non-profit agencies. The same holds true for lane improvement requirements, particularly when the plan involves parking access via the lane. Building setback variances must not be approved when safety for lane traffic and patrons of the daycare is compromised. A smaller development would help the developer meet the bylaw requirements, particularly those involving building setbacks, exploitation of the lane, and stormwater runoff flows.

I would support a design that mimics the Habitat Development just down the road, at 1580 Piercy, where community parking is accessed through a long driveway connected to Piercy Avenue only. This would direct all traffic away from the lane, allow residents to park in front of their units for both ease of access and security reasons, negate the need for lane upgrades (other than drainage concerns), and encourage their guests to park on Piercy. Completely fencing the property would ensure privacy for both existing residents and those of the Habitat for Humanity development.

Thank you for the opportunity to voice my concerns with the proposed development.

Regards,



Dear Courtenay Council and Staff,

May 6, 2020

I am writing this letter in support of Habitat for Humanity's proposed housing project on Piercy

Avenue. As a homeless outreach worker I am keenly aware of the housing needs for our community

and the vital role that Habitat plays in working to meet those needs. Habitat has a demonstrated

ability to provide housing for families that not only have a demonstrated need but are also part of the

solution.

I encourage Courtenay Council and staff to approve a project that will be a welcome addition to the

neighbourhood.

Sincerely,



Outreach, Dawn to Dawn Action on Homelessness Society





Unit 6C - 821 Shamrock Place, Comox, BC Canada V9M 4G4

Mayor and Council  
City of Courtenay  
830 Cliffe Ave  
Courtenay, B.C.  
V9N 2J7  
|  
May 25<sup>th</sup>, 2020

Dear Honorable Mayor and Council of the City of Courtenay

I write to you in support of the Habitat for Humanity development proposal for 1375 Piercy Road.

Habitat for Humanity has as had a huge positive impact on our community since its introduction to the Valley in 2004. They have helped marginalized families in the valley realize the dream of owning their own home. This project will allow 12 more families that opportunity.

The City of Courtenay has been a great supporter of Dawn to Dawn and the Coalition to End Homelessness and we appreciate the continued support. Habitat for Humanity is an important piece of our quest to end homelessness in the Comox Valley. More than ever we need more affordable housing in our city. Without affordable housing we will start to see a shortage of labour. This could have a drastic effect on our business community and in turn on the tax base in our city.

I know the current council is committed to provide more options for people. Therefore, I urge you all to say yes to this valuable project.

Sincerely

Sue Finneron  
President  
Dawn to Dawn Action on Homelessness

May 21, 2020

City of Courtenay  
Planning Services Department  
830 Cliffe Ave.  
Courtenay, BC V9N 2J7  
[planning@courtenay.ca](mailto:planning@courtenay.ca)

RE: Proposed Development at 1375 Piercy Avenue,  
12 Dwelling Units for Habitat for Humanity

To Whom It May Concern,

We are the homeowners at 1541 Tull Avenue and are **voicing our concerns for the 2<sup>nd</sup> time** in less than two years with regards to development of the above said property.

We are **STRONGLY Opposed** to this development! It is zoned for Single Family use for a reason. Our Street, Tull Avenue is zoned for Single Family use only. Putting in a Multi Unit dwelling at the corner of our street will have a serious negative impact on our current home values. We already have Multi Unit apartments on Piercy, we do not need any more in this neighbourhood.

In the last three years we have seen an increase in crime in this area, (stats would be available from the RCMP) mostly stemming from residents in the Piercy Road complex. After speaking with Tom Dishlevoy, Architect for the project, he informed me that the current demographic for Habitat for Humanity is mostly single mothers. We have grave concerns as to how this will translate into greater crime/mischief in our neighbourhood. I include a brief statement below:


**Analysis indicates that, in general, a 10 percent increase in the number of children living in single-parent homes (including divorces) accompanies a 17 percent increase in juvenile crime.**

**Taken from: [marripedia.org/effects\\_of\\_fatherless\\_families\\_on\\_crime\\_rate](http://marripedia.org/effects_of_fatherless_families_on_crime_rate)**

The other issue is the increase in parking. The current proposal on the table lists 12 dwellings which could have the impact of two vehicles per dwelling. This is not including any potential visitor parking. The current proposal allows for parking of only 16 vehicles. Where will the remaining 8 vehicles park?

We bought our home as it was in a SINGLE FAMILY USE area only. We have opposed the last proposal and feel that the current tax payers on Tull Avenue should not have to go through this every time a new application is submitted. **It is Zoned for Single Family Use Only, so should stay that way.** Sell the property to someone who is prepared to build ONLY single family homes in the allowable square footage for the vacant property.

Concerned Home Owner

  
1541 Tull Ave.  
Courtenay, BC  
V9N 3J4

Cc: Tom Dishlevoy  
[tom@tda.ca](mailto:tom@tda.ca)



May 25<sup>th</sup>, 2020

**RE: Habitat for Humanity Vancouver Island North's proposed development at 1375 Piercy Rd.**

Dear City of Courtenay Mayor and Council,

The Comox Valley Coalition to End Homelessness (the Coalition) works as a collective to plan, coordinate, recommend and implement community responses to homelessness. We are writing this letter in support of Habitat for Humanity Vancouver Island North's proposal to build three buildings, each containing 4 residential units on 1375 Piercy Rd.

The Coalition is committed to supporting and promoting initiatives such as Habitat for Humanity's proposed development, as they fill an affordable housing gap in our community through their unique model of affordable home ownership that helps local families build strength, stability, and independence. We are proud to have Habitat for Humanity Vancouver Island North as a member of the Coalition and have been pleased to recommend and support their past developments through the CVRD Homelessness Supports Service Fund as well as annual contributions from the Town of Comox. Habitat's plans are listed as part of the Coalition's larger 5 Year Plan to End Homelessness. Our 28 member agencies never hesitate to endorse Habitat for Humanity as they have a proven track record, an excellent reputation and successfully bring together members of the community including intended future home-owners, community groups, non profit agencies, business owners, faith organizations and municipal governments to build much needed homes.

We know from experience how the power of collaboration and partnership can provide much needed affordable housing for our community members, and we highly encourage the City of Courtenay to support Habitat's plan to build 12 affordable homes at 1375 Piercy Rd., Courtenay.

Should you have any questions about or wish to discuss further our support for this proposed development please do not hesitate to reach out.

Thank you,

Andrea Cupelli  
Coordinator for the Comox Valley Coalition to End Homelessness

May 25, 2020

RE: Habitat for Humanity Proposed Development at 1375 Piercy Rd.

Dear Mayor Wells and City of Courtenay Councillors:

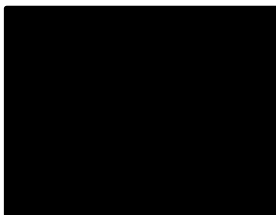
I am writing in support of Habitat for Humanities proposed housing project for 1375 Piercy Road

As I know you all appreciate, like many communities Courtenay and indeed the entire Comox Valley has a shortage of affordable housing, both rental and resident owned. H4H's proposed project will create twelve very needed affordable homes. And, with their proven approach to assisting families become home owners, it will very much be a hand-up, as opposed to a hand-out. This project will make a difference in the lives of 12 local families.

At the same time the project will be a much better use of the land and the City's existing infrastructure, than the single dwelling on the property has to date. Indeed this project seems to be an on point response to Article 2.3 in the City's Affordable Housing Policy "*Provision for small lot infill development in existing neighbourhoods through the Local Area Plan process*".

I would urge Council to approve this project and enable Habitat for Humanity to increase our stock of truly affordable housing and assist 12 families acquire a permanent home.

Sincerely,





5 June 2020

To whom it may concern:

I am writing from *L'Arche Comox Valley* in support of *Habitat for Humanity's* Piercy Avenue build.

L'Arche CV's role as a champion for people with developmental disabilities in the Comox Valley has evolved with a focus on housing, in addition to other program activities. As a local housing provider working with a disadvantaged population, we see on a daily basis the need for safe and affordable housing and struggle to meet the demand. Habitat's Piercy Avenue build seeks to address this demand for a different demographic - vulnerable families in our community - but the values are the same: We must find a way for people who disadvantaged to access the most basic of human needs, housing. The value of this project to the Comox Valley is unquestionable.

The Piercy Avenue build makes sense for many other reasons as well: walking distance to community amenities (downtown shops, parks, library, etc.), proximity to bus routes, and siting within an established residential neighbourhood, to name a few. And it is a perfect example of urban infill, that ultimately lessens the load on our shared municipal tax bill.

L'Arche CV stands behind Habitat in their desire to build on the Piercy Avenue property and is pleased to support them in whatever way we can.

Sincerely,

*Wendy Dyck*  
Housing Project Development Team  
L'Arche Comox Valley

100-1465 Grieve Avenue      Courtenay, BC  
[office@larchecomoxvalley.org](mailto:office@larchecomoxvalley.org)      250.334.8320



May 11, 2020

Mr. Pat McKenna  
Executive Director  
Habitat for Humanity

To whom it may concern,

RE: LETTER OF SUPPORT – 1375 Piercy Road project

This letter of support is to confirm the Chamber's long-term organizational support for Habitat for Humanity VI North. The Chamber of Commerce strongly supports Habitat's development application for the 1375 Piercy Road project. The Chamber of Commerce is a vibrant organization representing 500 members including over 60 non profit organizations of which Habitat for Humanity is a member. The Chamber knows the tremendous value and contribution Habitat for Humanity plays in our community in providing affordable homes for families.

The Comox Valley Chamber endorses Habitat for Humanity's application to build a 12 unit complex for families providing them with the opportunity to build equity as they pay their mortgage. The Comox Valley community has a great need for affordable housing, both for citizens and employers seeking employees, building the complex will ensure affordable housing will be, and continue to be, accessible in our community.

Habitat for Humanity plays a vital role in the economic and social well-being of the Comox Valley as well as builds community and pride through its build programs, restore program and involvement with other not-for-profits and businesses. Habitat for Humanity is a vibrant part of the Comox Valley and we as a community take great pride in their accomplishments and their role in our community.

As a result of Habitat for Humanity's collaboration and involvement in the business and not-for-profit sector, the Comox Valley has responded positively and supportively to the mandate and efforts of Habitat for Humanity Vancouver Island and recognizes the positive impact it has made in the Valley.

The Comox Valley Chamber asks that you support Habitat for Humanity Vancouver Island North by granting them their application request.

Sincerely,

Dianne Hawkins  
CEO

*Serving the business community since 1919*

2040 Cliffe Avenue, Courtenay, BC V9N 2L3 • T: 250.334.3234 • F: 250.334.4908

[www.comoxvalleychamber.com](http://www.comoxvalleychamber.com)



Tom Dishlevoy <tom@tda.ca>

**Comment - 1541 Tull - [REDACTED]**

1 message

Tom Dishlevoy <tom@tda.ca>

Thu, May 21, 2020 at 12:30 PM

To: Logan Ronhovde <logan@habitatnorthisland.com>, Pat McKenna <pat@habitatnorthisland.com>

Hi Guys

I had a decent chat this morning with [REDACTED] from 1541 Tull. [REDACTED] and a few of [REDACTED] neighbours are concerned about overflow parking all over their neighbourhood, spilling out from the lane onto Tull. I explained the situation at Lake Trail and the single parent ownership that has occurred there. I also let them know that there was plenty of closer parking on Piercy. They will be requesting that the City maintain the Piercy street parking (no more no parking areas) and close the lane at the Tull entrance.

There was no sense trying to explain that unless they barricaded the lane against pedestrians too, people could still park on Tull and walk in the back way to the project.

[REDACTED] was somewhat upset that [REDACTED] and [REDACTED] neighbours were going to have to rally their forces again, having only just vanquished the previous multi-unit project.

T

ps [REDACTED] was of the opinion that today was the last day for comments? Are we there already?

**Thomas Dishlevoy**, ARCHITECT AIBC, MRAIC, LEED® A.P.  
Studio 305 - 1819 Beaufort Avenue  
Comox, BC V9M 1R9  
P: 250.339.9528 M: 250.650.4777  
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To PlanningAlias

To Whom it May Concern,

We reside at 1525 Piercy Ave, and have quite a few concerns regarding the direction and maintenance on this street. We have only been here 3 yrs, originally from [REDACTED] and we have had three shooting incidents, as well as numerous issues with homeless people going through the garbage and drug use. I personally wrote an email over a year ago, regarding the lack of bylaw enforcement in this area, which has directly influenced the homeless and drug activity. I never received a reply or acknowledgement from the City, which speaks volumes. The bylaw concerns I wrote about was regarding the unsightly commercial/industrial yard on the corner of Piercy and Cumberland and the open dumpster at the Pacific Court condos on Piercy, this dumpster attracts many homeless, and although the commercial/industrial sight was developed before the green regulations were put in place, they are still operating and should be responsible for their appearance for the good of the community, frankly it is very embarrassing and shameful. Our property taxes went up at least 40%, yet Habitat for Humanity thinks this would be good for families to raise their children? right now its not good for anyone.

I understand the need for affordable housing and have seen the one being built across the street from Lake Trail, personally I would prefer to see this one with a 55 and over policy, as they are in desperate need of affordable housing as well, and as long as they keep their dumpster is locked and the grounds landscaped I would support it, which brings the question, who is they?? who is going to maintain the grounds etc on this property?

I would also strongly encourage that the City do what they can to enforce, encourage, and support the commercial/industrial property in cleaning it up. Perhaps plant cedars along the fence, landscape the Cumberland front, and close the gate on Piercy to restrict their traffic to use the Cumberland exit/entrance way only. This will help alleviate the extra traffic at the corner for those families and residence that are using that busy cross walk.

Kind regards,

[REDACTED]



May 18, 2020

To whom it may concern:

Re: Habitat for Humanity North Island 1375 Piercy Ave proposed development


We at St George's United Church, Courtenay, are pleased to be able to write a letter of support for Habitat for Humanity North Island's proposal to build three four-unit townhouse buildings (12 units in total) with 2 of the units accessible, at 1375 Piercy Avenue.

We are very aware of the work of Habitat for Humanity North Island, having selected them as our charity partner of the year in 2018. Our support for Habitat for Humanity involved donations (both financial and in-kind) as well as volunteer hours towards their Lake Trail project.

We support the provision of safe, affordable, and appropriate community-based housing for all, especially those who face difficulties in accessing that housing. It is important that there is a continuum of housing available to meet people's different needs, challenges, and resources. Habitat for Humanity fills an important gap on the continuum – that of housing for low-income working families, often those led by single parent. Habitat for Humanity's model of housing involves and empowers the new householder as they contribute volunteer hours in the creation of the housing in place of providing a down payment, usually beyond their means to provide. Habitat for Humanity, by building multi-family housing, generally townhouses, gives families a chance to live in a caring and supportive community with other families who understand the struggles they have been able to overcome.

We believe that God calls us to support the vulnerable in our society; those considered the "working-poor" often have few options and supports and are easily forgotten. Habitat for Humanity fills an important gap in meeting their housing needs. We enthusiastically support their application to house 12 more families in the Comox Valley.

Regards,



Ryan Siitka

Lead Minister, St George's United Church, Courtenay



Tom Dishlevoy <tom@tda.ca>

**Re: Record of Phone Comment**

1 message

**Tom Dishlevoy** <tom@tda.ca>  
To: Logan Ronhovde <logan@habitatnorthisland.com>  
Cc: Pat McKenna <pat@habitatnorthisland.com>

Thu, May 14, 2020 at 1:35 PM

Hi Guys

LOL!

No sooner did I get off the phone with you Logan than my phone rang and I got a lovely [REDACTED] and senior citizen who lives around the corner, in a not so ideal situation with [REDACTED] neighbour. [REDACTED] was very interested in the tenure of the units, and whether [REDACTED] would be eligible. I am not very well versed in the HABITAT selection criteria, so I directed her to the HABITAT offices for more information.

A lovely experience non the less and a question we should answer as I don't think any of our submission documents make mention of how these units find owners. Does HABITAT have this process nicely documented somewhere that we can use in the reply?

Awaiting your reply.

T

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On Thu, May 14, 2020 at 1:23 PM Logan Ronhovde <logan@habitatnorthisland.com> wrote:  
Phonecall from [REDACTED]

Comments from the caller:


Why are you doing this again?  
We've just been through this less than a year ago.  
We do not want multifamily.  
We do not want density.  
The neighborhood is already too dense.  
What the hell is Habitat for Humanity anyway.  
You're just going ruin our neighborhood and disappear.  
How the hell are they going to do the townhall meeting with the [REDACTED]-virus?  
[REDACTED]

Logan Ronhovde  
Build Coordination Volunteer  
Habitat for Humanity Vancouver Island North  
Cell: 250.202.3462



Virus-free. [www.avast.com](http://www.avast.com)

To PlanningAlias

 You forwarded this message on 5/15/2020 11:48 AM.



Hello,

As a neighbor for the proposed development at 1375 Piercy, I received a letter in the mail two days ago from Thomas Dishlevoy Architecture informing me of the proposed development. The letter explained that further details could be found through the City's Planning Department, which I duly looked up online that day. I looked at both the Zoning Amendment and the Development Permit w/Variations links, and particularly tried to find information about a public hearing. At that time, there was no information about a public hearing on either form.


This evening, when I was helping a neighbor navigate the site, I noticed that there was a 'Neighborhood Information Meeting' held yesterday about the Zoning Amendment! Why was this information not available as soon as all of the material was posted for public information? Are we supposed to check daily to make sure there isn't a meeting scheduled at the last minute that we may miss?

I have a few concerns about this development, primarily with the developer wanting 1.5 meters of the lane that is already too narrow to accommodate two-way traffic and the number of vehicles that will be using the short lane as the only access to their homes (26). I would have liked to see a development that is fenced all around and has their own parking within their property, with a long driveway out to Piercy (exactly like the other Habitat for Humanity Development less than a block away). The lane access cannot be narrowed; as it stand now, the garbage and recycling trucks can barely get around the 90-degree bend in the lane, which is just outside my property. The lane must also accommodate fire trucks for the safety of all residents.

I am keen to attend any and all public information sessions or hearing regarding this matter, so please let me know where on your site this information will be posted and how often I need to check for it.

  
  
1050-A Cumberland Road

To PlanningAlias

 You forwarded this message on 5/19/2020 9:33 AM.

Habitat for Humanity seeking approval for 1375 Piercy Avenue.

A couple of issues we have with the proposal. One is the gravel upgrade to the lane. The lane is a dust bowl with the traffic that now uses it. If you are adding 16 vehicles to the lane daily, I would like to see the lane paved and water run off handled properly. Also the noise from the vehicles on gravel. We have enough noise from Cumberland road.

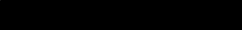
In your plans you want to take some of the lane 's width to be used for the site. Concern for that is, it is hard enough to pass another vehicle at this time, especially the garbage trucks. On the plans it shows parking for 16 vehicles. You have twelve units, so for visitors or for the families with two cars, where do they park? The lane has to be no parking other than on your property.

Please keep in mind, it is a lane not a road. We already have a busy road in front of our house. Not in favor of a busy lane also. Would like to keep some peace and quite.

We would rather see the people that would live there enter from Piercy and park within. That might mean they lose a unit or two for parking.

Also on the meeting that just passed, better notice please. It should of been on your mail out, as your mail gave us until May 22 for comments. We did not go on the site right away so we missed the notice on the meeting.


Regards

  
1040 Cumberland rd




To PlanningAlias

On behalf of the property at 1015 Tull Avenue, we have no objections to the proposed development.

  
Sent from my iPhone

To PlanningAlias


 We removed extra line breaks from this message.

comments regarding new development project pursuing a re-zoning and development permit:

Thumbs up. I'm for affordable housing and a mixture of housing in our neighbourhood

Occupant  
404 - 1045 Cumberland Rd  
Courtenay BC

To PlanningAlias

 You replied to this message on 5/12/2020 8:48 AM.

To whom it may concern,

I am wholeheartedly in favour of the proposal to develop the weed patch known as 1375 Piercy.



Owner of Suite 104 Arran house.