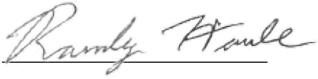
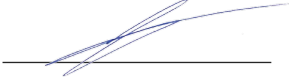




## STAFF REPORT

Meeting: July 16, 2025

|                                                            |                            |
|------------------------------------------------------------|----------------------------|
| <b>To:</b> Mayor and Council                               | <b>File:</b> 6480-20       |
| <b>From:</b> Randy Houle, Director of Development Services | <b>Date:</b> July 11, 2025 |
| <b>Subject:</b> Official Community Plan Update             |                            |

|                                                                                                                                                    |                                                                                                                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| Prepared by:<br><br>Randy Houle, Director<br>Development Services | Report Approved:<br><br>Jordan Wall, CAO |
|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|

**RECOMMENDATION(S) FROM THE CHIEF ADMINISTRATIVE OFFICER:**

1. THAT the land use designation for 2181 Comox Avenue (High Rise Residential) in the Draft OCP, as shown in Map A: OCP Land Use attached to the July 11, 2025 report from the Director of Development Services titled "Official Community Plan Update," be amended to include provisions requiring a tenant relocation strategy and redevelopment plan for the existing building as conditions of any rezoning application over six storeys.
2. THAT Map A as amended: OCP Land Use, of the Draft OCP attached to the July 11, 2025 report from the Director of Development Services titled "Official Community Plan Update," be approved by Council for inclusion in the draft OCP Bylaws to be submitted to Council in the future.

**ALTERNATIVE TO THE RECOMMENDATIONS:**

3. THAT the land use designation of 1805/1823 Beaufort Avenue from Harbour and Marina Comprehensive Development (**up to 12 storeys**) be amended to Harbour and Marina Comprehensive Development (**up to 6 storeys**) on Map A: OCP Land Use, of the Draft OCP (Attachment A).
4. THAT the land use designation of Downtown Comox be amended to reduce the maximum number of stories to 4 (or less) on Map A: OCP Land Use, of the Draft OCP (Attachment A).

## PURPOSE

This report provides an update on the Official Community Plan update process including what has been learned from recent community engagement. It also seeks Council support of primary sections of the Draft OCP (Community and Land Use Policies) and updated Land Use Map for further public engagement. Urban Systems will provide a presentation with additional detail at the July 16 Regular Council meeting.

## STRATEGIC PLAN LINKAGE

The 2022-2026 Strategic Plan identifies the following project/initiative that contributes to the Balanced Community Planning Strategic Priority:

- Update the OCP through community consultation to develop a vision for the future growth of Comox.

## BACKGROUND

The Comox Official Community Plan Bylaw 1685 (OCP) was adopted on July 20, 2011. Council held an OCP Scoping Workshop on December 13, 2023 to provide direction for a review and update. Urban Systems Ltd. was hired to assist with the project began working with staff in July 2024. There are six project phases as shown in Figure 1.

At the Regular Meeting on April 16, 2025, Council provided direction on the draft OCP Vision and Guiding Principles and Land Use Map, key potential development sites, and the approach to meeting requirements of provincial legislation. A public Open House was held on June 24, 2025, where staff engaged the public on these aspects of the OCP, in addition to active transportation, growth concept, and provincial legislation.

The project is in Phase 5 and would benefit from Council direction as the OCP is developed, and as further additional public engagement takes place.

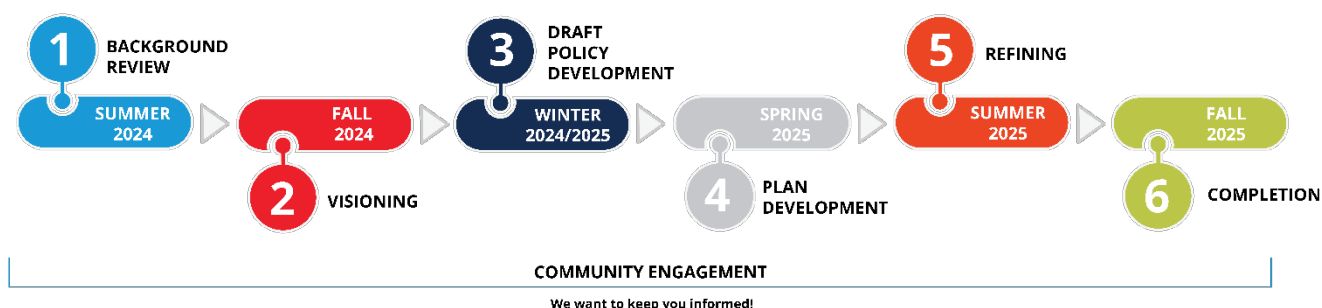


Figure 1: OCP Update project phases.

## ANALYSIS AND ISSUES

### Community Engagement

Community engagement initiatives held to date include a community survey, pop-up events, interest holder focus groups, and an open house with digital and online feedback forms. Engagement events have been supported by the Engage Comox Valley OCP update webpage with regular updates, social media posts including responses to comments, newspaper advertisements, and information boards in public facilities.

Following the April 16, 2025 regular Council meeting, additional work on a draft OCP took place, preceding an Open House held June 24, 2025. The Open House Boards form Attachment B to this report. The Open House had a strong attendance with approximately 400 attendees. An online feedback form was available at the Open House, and online for those not able to attend the Open House.

A high volume of Open House feedback was critical of building heights, density, and housing types that would be supported by land use designations on the Draft Land Use map. The most frequent concerns were around the High-Rise Residential (**up to 9 storeys**) and Harbour and Marina Comprehensive Development Area (**up to 12 storeys**) designations. The second most frequent concern was the Mid-Rise Residential and Mixed-Use designations (up to 6 storeys) in Downtown Comox, and west of Downtown along Comox Avenue. The Draft land use designations along Anderton Road and Guthrie Road were generally supported.

Though less frequent than comments expressing concerns, there were comments in favour of increased density and the typical associated benefits such as improvements to housing diversity and affordability, workforce housing options, business diversity, transit access, tax base diversification, and long-term reduction of urban sprawl. There were also comments in support of more ground-oriented housing options such as townhouses and patio homes in Comox.

### Building Heights

At the Regular Meeting on April 16, 2025, Council supported in principle the draft OCP land use map, subject to changing the land use designation of 1805/1823 Beaufort Avenue from Harbour and Marina Comprehensive Development (**up to 6 storeys**) to Harbour and Marina Comprehensive Development (**up to 12 storeys**), and the land use designation of 2181 Comox Avenue from Mid-Rise Residential (**up to 6 storeys**) to High-Rise Residential (**up to 9 storeys**) for the purpose of public input at the Open House scheduled for June 24, 2025.

There were several methods of receiving feedback at the Open House, including sticky note boards, hard copy feedback forms, and online feedback forms. A high proportion of comments were focused on opposition to building heights. Building heights were also a prominent topic of conversation at the Open House. Residents expressed concern that buildings above 4 to 6 storeys would negatively impact the character of Comox. Some participants noted that they are okay with mid-rise buildings up to 6 storeys, but not higher than that. Others drew the line at a 4-storey maximum. Some participants noted they would be okay with higher buildings where they do not impact Downtown Comox and view corridors.

A theme that arose from Open House engagement is concerns around view impacts resulting from the Mid-Rise Residential and Mid-Rise Mixed-Use designations in and west of Downtown Comox. As outlined in the April 16, 2025 Zoning Bylaw Update Staff Report, there is no intention for the Town to pre-zone to permit 6-storey buildings. Where parcels are not pre-zoned to the maximum supported height of the applicable land use designation, Council would retain full discretion when zoning amendments are proposed and there would be opportunities to mitigate impacts on the neighbourhood.

Due to comments received at and following the Open House, Council could direct staff to amend the designation of 1805/1823 Beaufort Avenue (Comox Valley Marina Ltd.) from Harbour and Marina Comprehensive Development (**up to 12 storeys**) to Harbour and Marina Comprehensive Development (**up to 6 storeys**) prior to the upcoming public review period, or in the Fall when considering first reading of the OCP bylaw after additional public review and feedback.

Though a high proportion of attendees and respondents were opposed to the High-Rise Residential (**up to 9 storeys**) designation at 2181 Comox Avenue, this designation has relatively lower public realm impacts compared to the Comox Valley Marina, and considerable public interest benefits of rental housing supply and mitigation of tenant displacement. 2181 Comox Avenue is outside of Downtown Comox and in a less prominent location than the Marina. As outlined in the April 16, 2025 OCP Report to Council, the smaller footprint facilitated by a taller building at 2181 Comox Avenue increases viability of retaining the existing rental building on the parcel throughout construction of a new building and offering right-of-first refusal to existing tenants in the new building. This is a strong public interest benefit that competes with concerns regarding public realm impacts of a building above 4 to 6 storeys.

### **Draft Community & Land Use Policies**

A Draft OCP forms Attachment A to this report. The current Draft OCP does not include the development permit area and regional context statement schedules that will be completed throughout the summer. The first section of the draft OCP is comprised of an introduction to Comox, the land use planning context, and an overview of background data and statistics. The second section will include the OCP Vision and Guiding Principles, and Community Policies. The third section of the draft OCP is comprised of Growth and Land Use Policies, which include context and rationale for each land use designation on the Draft Land Use Map, and the policies intended to implement the long-term land use vision. Growth Concept graphics and policies are also included within the third section.

Interest Holder Focus Group engagement held in Spring 2025 and recent engagement for several plans and strategies inform the Community Policies section of the draft OCP. The Interest Holder Focus Groups included targeted engagement on Transportation & Infrastructure and Community Connection and Wellness. Recent engagement for the Parks and Trails Master Plan and Climate Action Strategy inform the Parks and Open Space and Environment and Climate Action sections. Engagement completed for the Economic Development Strategy and Downtown Enhancement Action Plan inform the Economic Development section. Ongoing housing policy work under the Housing Accelerator Fund,

engagement relating to Bill 44, and input received at all the Interest Holder Focus Groups inform the Housing section.

Community Policy subsections are intended to provide concrete objectives, policies, and actions to achieve many of the OCP Guiding Principles. Community Policy areas cover broad categories and have included inter-departmental collaboration, aiming to integrate land use planning with transportation, infrastructure, parks and recreation, urban forest, environmental, and climate action planning.

Community Policy subsections include:

1. Housing
2. Economic Development
3. Transportation
4. Infrastructure
5. Community Connection and Wellness
6. Environment and Climate Action
7. Parks and Open Space
8. Implementation

#### OCP Growth Areas

The April 16, 2025 OCP Update Staff Report included a focus on the Draft Land Use Map. The Draft OCP expands on the land use framework with detailed policies for each land use designation on the map, and a draft Growth Areas map and associated objectives and policies. These identify a Growth Centre, Corridors, Infill Areas, and Mixed-Use Nodes in alignment with the findings of the Complete Communities Growth Assessment to improve community completeness as Comox grows. An Urban Containment Boundary is included to limit sprawl. Potential Boundary Expansion Areas are carried over from the existing OCP to identify areas that the Town may wish to consider in the long-term if growth is taking place slower than expected within the next decade.

The Growth Areas map and associated objectives and policies function as a growth management framework. The land use map and designations are more specific and outline the long-term land use of each parcel in the Town. The Growth Areas identify where most growth is and is not expected or encouraged, lending to strategic decision-making for infrastructure, services and amenities. Parcel-based land use designations still identify the land use on each parcel within a growth area.

Development can still occur outside of the Growth Areas, Infill Areas, or Mixed-Use Nodes within the Urban Containment Boundary, but is expected to be incremental where it is occurring. There are also parcels within the identified Growth Areas, Mixed-Use Nodes, and Infill Areas that are not expected to develop soon, but would be good locations for redevelopment in the long term given proximity to public and active transportation, services, amenities, and existing infrastructure.

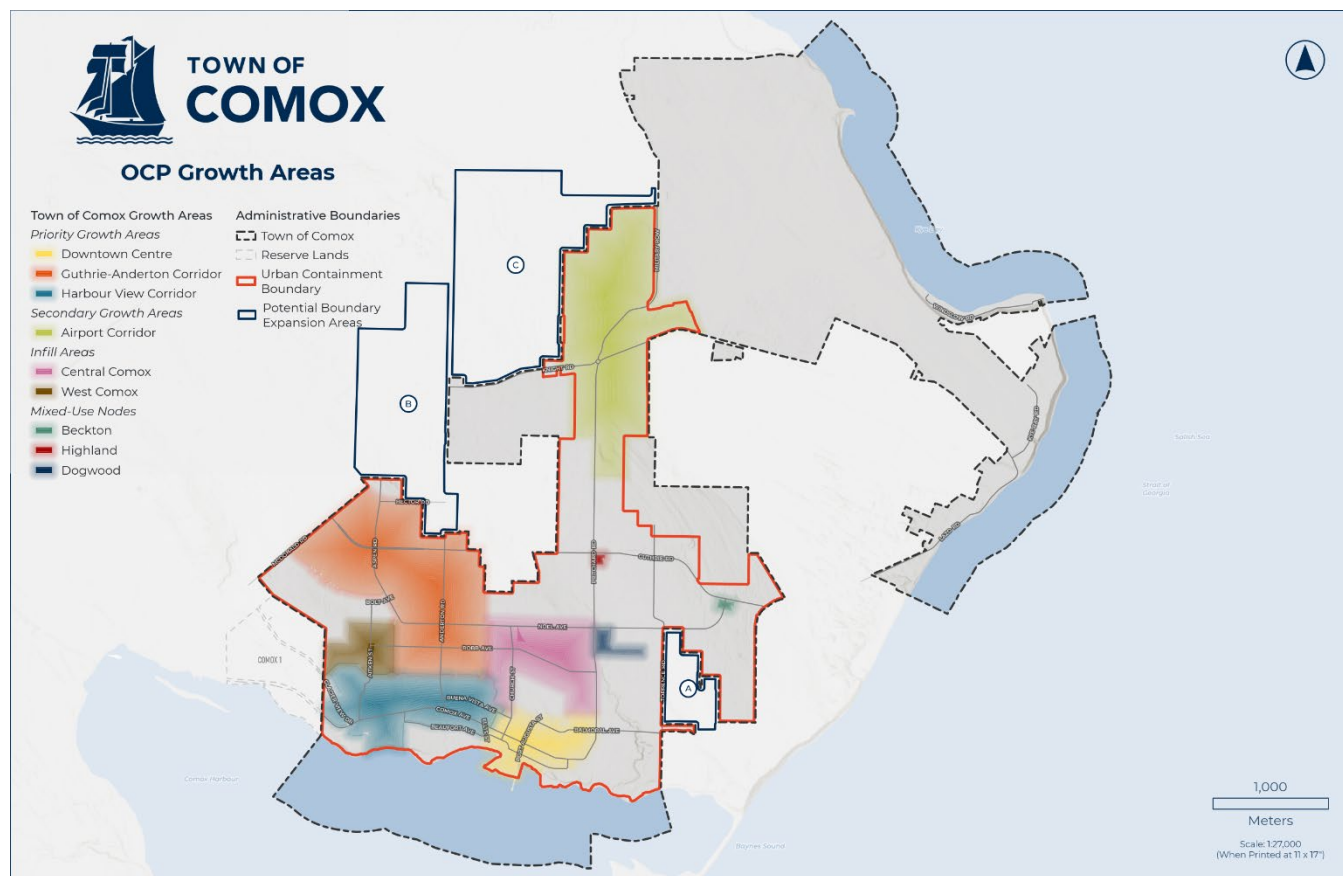


Figure 2: Draft OCP Growth Areas.

## NEXT STEPS

Further to Council direction, staff will make requested revisions and post the draft OCP Community and Land Use policies on the Engage Comox Valley OCP webpage for public review. Development Permit Areas and associated guidelines will be the focus of further work throughout the summer, including consultation with developers and industry professionals. There will also be opportunities for the public to comment on the draft Development Permit Area guidelines.

Following further refinements to the draft OCP and development permit area guidelines based on public and interest holder consultation, the compiled draft OCP will be presented to Council for bylaw readings in Fall 2025.

## GOVERNANCE CONSIDERATION

As Council considers decisions related to the OCP map, it is important to recognize that the proposed changes are intended to guide development over the next 10 to 20 years. In practice, it is unlikely that most, or even many, of these changes will lead to immediate development. Moreover, an OCP designation alone does not permit construction; rezoning applications will still be required in all cases.

When making decisions about the future of downtown Comox, Council should plan with a future population of 20,000 to 30,000 in mind — not the 10,000 to 15,000 population that informed the

current OCP. This shift in scale has important implications for land use, infrastructure, and economic sustainability.

The **Economic Development and Downtown Action Plan** identified increased residential density in the downtown core as a key driver of a vibrant, economically viable downtown. Council has previously discussed allowing taller buildings in the downtown, provided they include ground-floor retail. However, it is important to note that ground-floor retail will likely act as a “loss leader” for property owners and may only be feasible when paired with additional storeys of residential or commercial development above. While Council has the option to distribute higher-density development outside the downtown core, this may dilute efforts to create a lively and sustainable town centre.

Many public comments during the review of the downtown plan have emphasized a desire to retain Comox’s small-town character. However, it is important to confront the economic realities facing small towns across Canada. In many such communities, downtowns have become characterized by vacant commercial spaces or use by professional services largely due to the fact that the population needed to support retail in 2025 is far higher than it was in the 1990s.

#### **ATTACHMENTS:**

ATTACHMENT A: Draft OCP

ATTACHMENT B: OCP Open House Boards

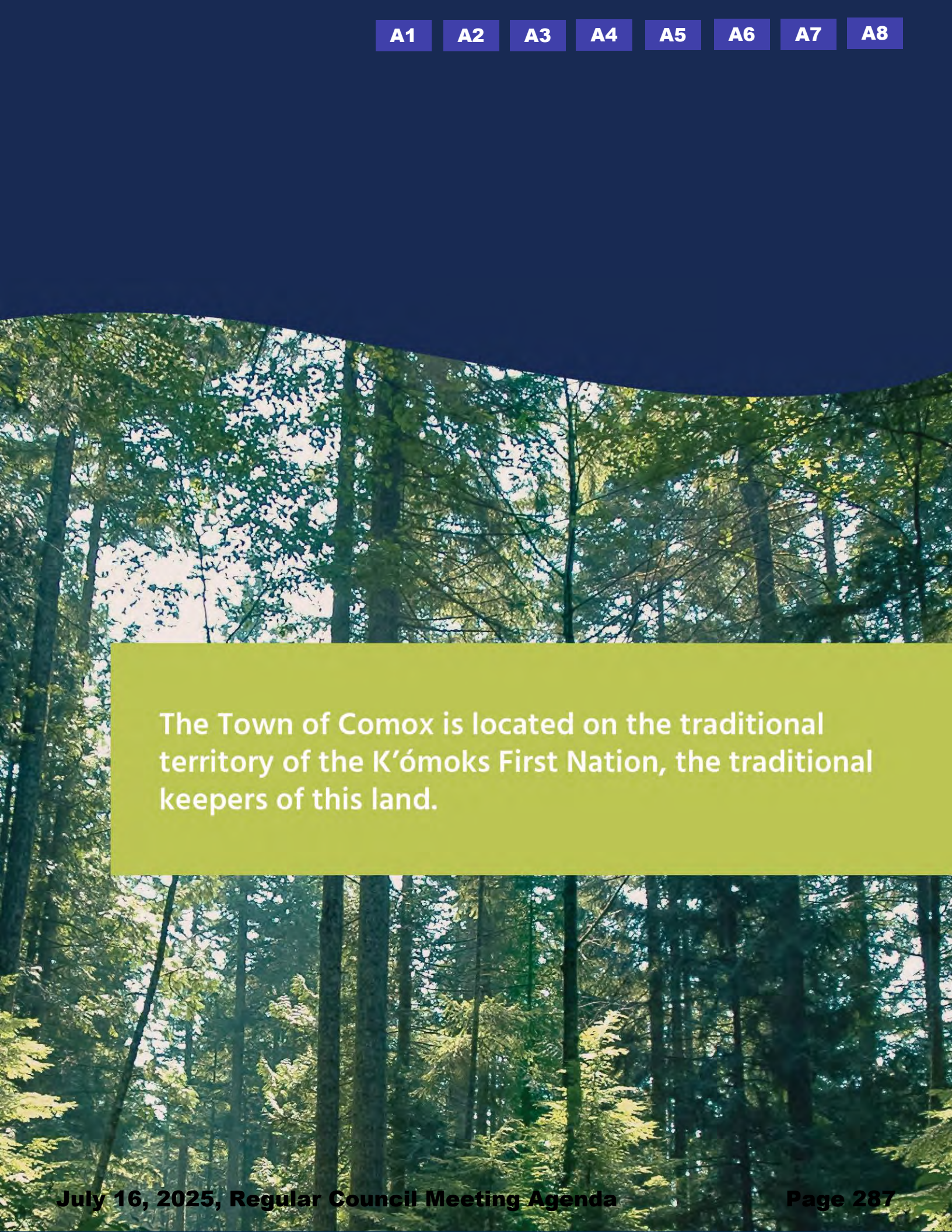
## TOWN OF COMOX

# Official Community Plan

July 2025

**This is a preliminary draft of the updated OCP presented to Council on July 16, 2025, for the purposes of early and ongoing engagement. Language and formatting will continue to be refined, and content will be added. This version is subject to change until Council provides first reading of the Bylaw, and subject to change as directed by Council following first reading.**





The Town of Comox is located on the traditional territory of the K'ómoks First Nation, the traditional keepers of this land.

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## PART 1

# OCP Context

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## Overview

The Town of Comox is located within the traditional territory of the K'ómoks Peoples and the Comox Valley Regional District on the east coast of Vancouver Island, British Columbia. The Town overlooks the Strait of Georgia to the east and Comox Harbour and Estuary to the south. Located in a glacial valley, the region consists of rich agricultural land and incredible recreational opportunities. The region was first occupied by the Coast Salish Peoples (including the Pentlatch and K'ómoks) in what was known traditionally as "the land of plenty". As the Salish phrase suggests, the region hosts abundant local resources, including fish, fertile land, fresh water, and forests.



Figure 1 - Context Map



The history of K'ómoks First Nation (KFN) dates back to the arrival of their ancestors at the end of the last Ice Age. KFN ancestors lived on these lands for thousands of years, managing and harvesting the rich natural resources of the region. The Nation today is composed of culturally related, but formerly separate tribes that have come together as a single modern Nation. Contact with Europeans in the late 18th century brought disease and warfare, devastating KFN ancestors, just before settlers arrived in their territories. Despite colonial efforts to separate KFN from their lands, resources, and culture, their ancestors persevered. Today, current generations continue to uphold their rights and title to their territory and are striving to reclaim cultural expression and relationship with the land.



Comox was an early focal point for development in the Comox Valley, attracting settlers for its agricultural potential, deep water access, and safe moorage. The Port of Comox was founded in the mid-1800's and was an important port for Royal Navy ships and transport steamers. The first wave of settlers arrived in the area in 1862 on the shores above Augusta Bay (now known as Comox Harbour). Farming, fishing, and logging were the basis for development in the region. Goose Spit became a Royal Navy Training Base in 1876. Roads began to be constructed in the late 1800's, along with schools and hotels, which brought increased development and eventually attracted tourism. CFB 19-Wing Comox was founded in 1942, bringing increased development to the region.

To this day, CFB Comox is the only Canadian Air Force Base on the west coast of Canada and is a major employer of community members across the Comox Valley.

The Town of Comox was incorporated as a village in 1946, and the area continued to grow and develop. Comox experienced a post-war housing boom until the 1970s, with large lots and simple houses on minimalistic streets with a grid pattern, and some rental apartments around the Downtown. The 1980s and 1990s brought conventional suburban development with medium sized lots, curving road patterns, and cul-de-sacs linked by walkways. There were also some townhouse developments in the 1990s. Since the 2000s, urban development has increased, including townhouses, apartments, and mixed-use buildings, but single-detached homes have continued to be a staple of new housing development.



## Vision and Guiding Principles

The Vision sets the framework for the entire OCP. It is informed by community input gathered as part of the OCP update process and will guide growth and development in the community to 2045.

### VISION

Comox embraces its natural areas and surroundings, recreational opportunities and the unique atmosphere of its seaside setting. The heart of Comox is the Downtown – a compact, pedestrian friendly area with a lively mix of housing, services, and amenities. New development diversifies housing and employment options throughout Comox and is accompanied by concerted efforts to minimize environmental impacts. Mixed-use nodes throughout the community allow residents to safely access education, services, amenities, and employment by walking, rolling, or using public transit.

The Guiding Principles add tangibility to implement the Vision. They are intended to help guide decision-making and reinforce key direction. All policies included in the document will align with at least one of the guiding principles. The Guiding Principles are as follows:

1. Prioritize integrated community planning, and neighbourhood nodes, with strong links between land use, infrastructure, active transportation, and community amenities.
2. Plan Comox to be a complete community with convenient access to services and amenities linked by multi-modal transportation options for all abilities.
3. Enhance Downtown Comox in partnership with the Comox Business in Action (BIA) and other interested community partners.
4. Continue to build a strong relationship with K'omoks First Nation.
5. Expand and enhance partnerships with agencies, organizations, and regional partners.
6. Protect, restore and enhance the natural environment.
7. Provide a connected and diverse network of parks, trails, and open spaces.
8. Contribute to achieving emissions targets and risk management objectives of the Climate Action Plan and Risk Assessment.
9. Enhance employment and economic development for the Town of Comox.



## PART 2

# Community Profile



TOWN OF  
COMOX

## Population Growth

The 2021 Census reported a total population of 14,806, representing a 5.5% increase from the 2016 Census. Population growth from 2016 to 2021 was lower in Comox than in the region. The Comox Valley Regional District experienced an 8.9% increase in growth. The population of Cumberland grew by 18.5% and the population of Courtenay grew by 10.8%.

Comox's population increased by approximately 3,700 people between 1996 and 2021. The Population grew by 33% from 2001 to 2021 and was higher from 2001 and 2011 (22%) than from 2011 and 2021 (9%).

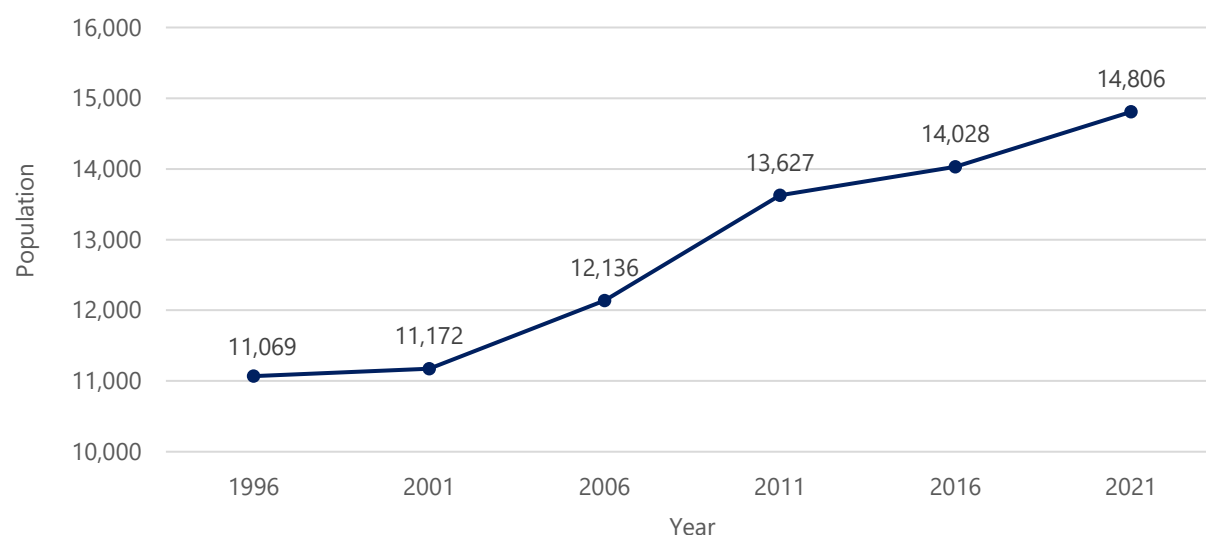
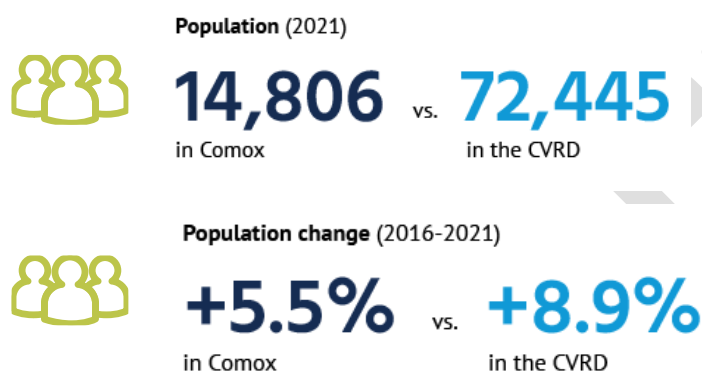


*Figure 2 - Population of Comox from 1996-2021, according to census data.*



## Age Comparison

The Comox Valley will likely be more impacted by an aging population than many other areas of the province. Comox may also be more impacted than the region, with the highest median age among CVRD municipalities. When splitting the population into 10-year age cohorts, the 65-74 cohort comprises the highest proportion of the population. The 55-64 age cohort comprises the second highest proportion of the population.

The dependency ratio is an age-population ratio of those typically not in the labor force (ages 0 to 14 and 65+) to those typically in the labor force (ages 15 to 64). In Comox, the dependency ratio is 84.7, much higher than the provincial ratio of 53.0. A high dependency ratio indicates a higher ratio of dependents to working-age individuals with a higher demand for services and lower supply of workers/taxpayers to provide services. A high dependency ratio can also lead to challenges with economic growth, since there is a lack of working age people starting businesses and spending on non-essential goods and services. As Comox grows, there is a need to attract working-age individuals to lower the dependency ratio and ensure there are sufficient essential service workers, in addition to continued economic development.

### Median Age (2021)

**52.4** vs. **50.8** vs. **42.8**  
in Comox in the CVRD in BC

### Median Age within the CVRD (2021)

**52.4** vs. **48.8** vs. **39.2**  
in Comox in Courtenay in Cumberland

### 65+ Demographic

**31.9%** vs. **20.3%** of the population  
in Comox in the CVRD are 65+

### Dependency Ratio (2021)

**84.7%** vs. **53.0%**  
in Comox in BC



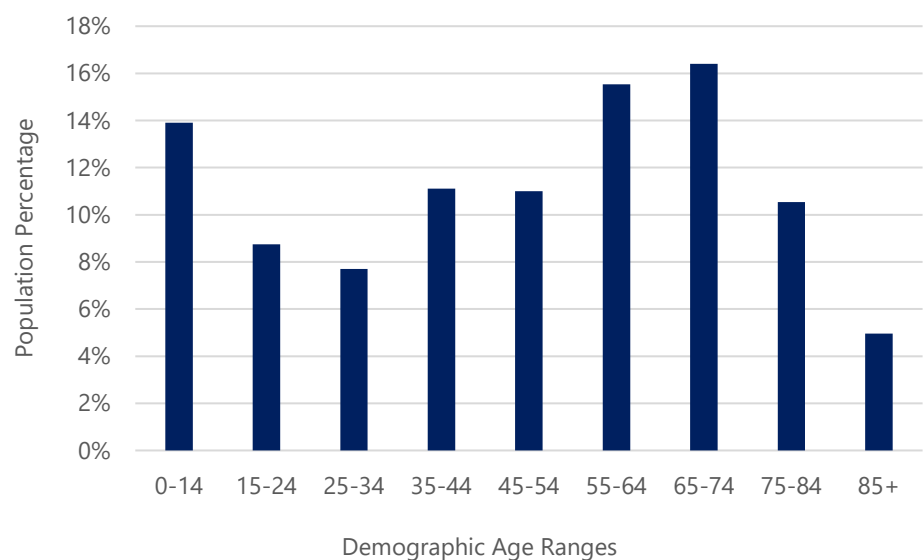


Figure 3 - Population structure by percentage of population in Comox, according to 2021 census data.

Housing

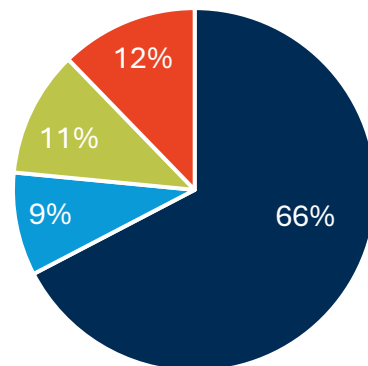
Single-detached houses are the most common housing type in Comox (65.8%) with a proportion much greater than in the province (42.4%). The remainder of the housing stock is split closely between other attached housing types.



As of 2017, the gap between median home price and what households earning the median income could afford grew considerably. Figure 7.1 in the 2024 Housing Needs Report (**replicated below as Figure 6**) identifies that median home prices were close to being affordable for couple households earning the median income from 2013 to 2016. The gap widened significantly in the years following, representing a large discrepancy in home price and household income. This indicates increasing demand for ownership housing at a rate that has surpassed new housing supply. The affordability gap will continue to challenge people from all life stages, but particularly young adults, who will continue to be needed as essential service workers and future business owners.

Increased housing diversity can provide market housing options at lower prices than single-detached dwellings of similar age and condition. Strata and rental apartment units have comprised the highest proportion of recent housing development at 72% of housing completions from 2018 to 2022. Single-detached homes were the second most common type of new housing at 22% of housing completions. As Comox grows, there will be a need for family-sized housing options at lower price points than single-detached homes, such as 3+ bedroom apartments, duplexes, and townhouses.

2021 Housing Stock



- Single-detached
- Rowhouse/Townhouse
- Duplex
- Apartment

Figure 4 - 2021 Housing Stock

Housing Completions 2018-2022

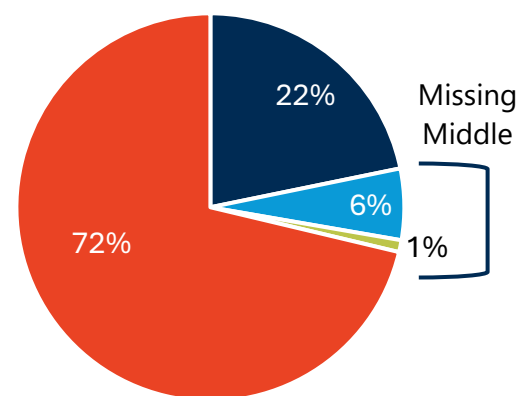


Figure 5 - Housing Completions



Figure 6 - 2024 Housing Needs



# Legislative Compliance

Placeholder

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## PART 3

# Community Policies



# 1. Housing Needs

OCP community engagement respondents noted housing choice and affordability as top improvement areas for Comox. As Comox grows, there is a focus on providing housing options for all types of residents including families, seniors, young adults, and single/couple households. By encouraging the creation of new rental housing and protecting existing rental housing, there is potential for more affordable and attainable housing options for residents. As land values increase, it is important to promote strategies and actions that limit displacement of low- or fixed-income residents currently living in Comox. Achieving many of the Town's housing goals will require partnerships with the non-profit sector, the development community and senior levels of government.

As of the 2021 Census, 66 percent of dwelling units in Comox were single-family dwellings. Construction of rental and multi-unit housing in Comox have steadily increased over the past decade. However, the gap between the cost of ownership housing and median household income has increased considerably and rental vacancy rates have remained extremely low, averaging 0.68% over the past decade and 1.7% in 2024. A large proportion of recent development has been apartments, and there will be a need for more ground-oriented multi-unit developments to accommodate families as Comox grows.

The 2024 Housing Needs Report identifies the need for 1,037 units from 2021 to 2026, and 3,358 units from 2021 to 2041. There are components of need that comprise housing need as shown in Table 1 below:

**Table 1 - 5- and 20-year Housing Need as Referenced in the 2024 Housing Needs Report, and Associated Population (Estimate)**

| Component                    | 5-year (by 2026) | 20-year (by 2041) |
|------------------------------|------------------|-------------------|
| A. Extreme Core Housing Need | 49               | 196               |
| B. Homelessness              | 38               | 76                |
| C. Suppressed Households     | 68               | 273               |
| D. Anticipated Growth        | 720              | 2,170             |
| E. Vacancy                   | 10               | 38                |
| F. Demand Buffer             | 151              | 604               |
| <b>Total Units</b>           | <b>1,037</b>     | <b>3,358</b>      |
| <b>Associated Population</b> | <b>1,867</b>     | <b>6,044</b>      |



The components of housing need are:

**A. Extreme Core Housing Need:** 20-year need is the total number of households currently in extreme core housing need as defined by Statistics Canada. 5-year need is 20-year need divided by four.

**B. Homelessness:** 20-year need is the total number of people experiencing homelessness in Comox in 2021 as determined by the provincial Integrated Data Partnership. Data is meant to determine homelessness throughout the year in contrast to point-in-time counts. 5-year need is 20-year need divided by two.

**C. Suppressed Households:** An indicator of households that would have formed if housing conditions in 2021 were similar to 2006.

**D. Anticipated Growth:** Status quo growth as determined by BC Stats by projecting past trends into the future. The theory behind the Housing Needs Report methodology is that if growth were to occur as per this component (similar rate to past growth), the other components of housing need would not be addressed.

**E. Vacancy:** 20-year need is derived by determining the number of vacant units that would increase the 2021 rental vacancy rate to 3%. 5-year need divides the 20-year need by 4.

**F. Demand Buffer:** A buffer to account for people that may move to, or around within a housing market.

The following objectives and policies provide strategies to meet housing need over the next 20 years, particularly relating to non-market housing forms. Land use designations in the OCP and pre-zoning of parcels in the Zoning Bylaw aim to fulfill the market housing component of housing need. Regulatory and development process improvements completed through the Housing Accelerator Fund and Development Approvals Process Review are also contributing to increasing the supply of market and non-market housing in Comox.

## Objectives

- 1(A.)** Increase development of ground-oriented multi-unit housing to provide housing choice for families.
- 1(B.)** Increase the supply of non-market and below-market housing, in addition to other alternatives to market housing such as co-op and affordable ownership.
- 1(C.)** Increase the diversity of housing types and tenures by supporting the development of small-scale multi-unit housing and purpose-built rental housing.
- 1(D.)** Minimize impacts of redevelopment on current rental tenants.



## Policies

- 1.1 Encourage a range of rental and ownership tenures that support a variety of households, income levels and life stages.
- 1.2 Encourage multi-unit housing design that incorporates private open space, rooftop patios, gardens, greenspace and children's play areas to foster social connections, inclusion and intergenerational relationships.
- 1.3 Ensure retention or replacement of existing rental units and the mitigation of impacts to existing tenants as redevelopment occurs through planning tools that may include, but are not limited to, inclusionary and rental only zoning, rental replacement policy, and tenant protection bylaw as permitted by the *Local Government Act and new provincial housing legislation*.
- 1.4 Ensure short-term rental accommodation limits impacts on the long-term rental housing supply.
- 1.5 Consider working with non-profit developers on leasing underutilized public lands for the construction of co-op, rental, subsidized rental, and/or supportive housing units.

## Actions

- 1.6 Consider adoption of a Development and Amenity Cost Charge reduction and/or waiver bylaw for non-profit housing and other eligible affordable housing.
- 1.7 Complete a comprehensive update to the Housing Affordability Strategy to guide housing actions following completion of the Housing Accelerator Fund. Include a monitoring framework to evaluate efficacy and review every five years and update as needed.
- 1.8 Complete a financial analysis to support the consideration of density bonus and/or inclusionary zoning bylaws by June 2026 as per recent Local Government Act revisions, with the intent to replace the existing Affordable Housing Amenity Contribution Policy.
- 1.9 Conduct a parking-use study and reduce minimum residential parking requirements if warranted, including the potential for the lowest rates in areas within a 400 metre radius of Route #1 bus stops.
- 1.10 Consider developing and adopting a Tenant Protection Bylaw to mitigate the impacts of redevelopment on existing rental tenants.



- 1.11** Consider an amendment to the Comox Reserve Fund Bylaw No. 2025, 2023 to provide additional options for how funds in the affordable housing reserve fund are used, including consideration for provision of grants available to non-profit developers for the construction of co-op, non-market, special needs, supportive, and/or other affordable housing units, including within developments that include a market housing component.
- 1.12** Consider amendments to the Zoning Bylaw to permit commercial childcare, adult day services, and/or special needs and supportive housing in all residential and mixed-use zones.
- 1.13** Review, and if required, update policies and bylaws to ensure that under-represented forms of tenure, including but not limited to co-housing, fee-simple row housing, and rent-to-own, are encouraged, with consideration for incentives if warranted.
- 1.14** Review the Zoning Bylaw and Building Bylaw, and consider the integration of Universal Design (as outlined by CMHC) incentives and/or requirements that exceed the BC Building Code.



## 2. Transportation

The multi-modal transportation network in Comox includes infrastructure for walking, rolling, public transportation, car sharing, and vehicular transportation. The relationship between the transportation network and land use planning will have a strong influence on whether residents and visitors utilize passenger vehicles or active and public transportation.

Next to housing, transportation can be one of the largest household costs. When households can own one vehicle rather than two, there are significant cost savings that improve quality of life. However, many Comox households will continue to own at least one passenger vehicle to visit recreation areas within the region and Vancouver Island that cannot be accessed by public transportation. Therefore, the multi-modal focus of this OCP is to make active and public transportation the easier choice for the majority of trips, recognizing that many households will still opt to own at least one vehicle.

As reported in the Climate Action Plan and Risk Assessment, transportation is the largest contributor to community emissions in Comox. Increasing the share of trips made by active and public transportation modes is a key aspect of climate action in Comox.

In addition to policies in this section, Maps C-E provide an outline of the future multi-modal transportation network in Comox.

### Objectives

- 2(A.)** Make it safer and easier to choose active and public transportation options when traveling to, from and within Comox.
- 2(B.)** Maintain a safe and efficient road network that is continually upgraded to accommodate growth and development.
- 2(C.)** Enhance partnerships with agencies, organizations, and regional partners to create a transportation network that benefits the movement of goods and people throughout and beyond the Comox Valley.
- 2(D.)** Ensure the transportation system respects the natural environment, minimizes climate impacts and improves the livability of the community.



## Policies

### General

- 2.1 Ensure that new development considers emergency access/egress where necessary.
- 2.2 Promote a higher degree of mixed land uses at higher densities in Downtown Comox, Anderton Road, and Guthrie Road west of Anderton Road, to reduce the need for vehicular travel and longer trips, support frequent public transit service, and encourage density and housing diversity near the transit network.
- 2.3 Encourage the development of mixed-use neighbourhood centres throughout the Town to provide services and amenities within walking distance of residents.
- 2.4 Incorporate strategies to reduce conflicts between all types of users, including pedestrians, cyclists, persons with disabilities and other forms of active and personal transportation in the design of roads, trails, and active transportation infrastructure.
- 2.5 Continue to pursue transportation infrastructure grant opportunities.

### Active Transportation

- 2.6 To encourage active transportation through ongoing implementation of pedestrian and rolling facilities and dedicated routes.
- 2.7 Create new pedestrian and rolling connections across the Town, and fill in gaps between existing connections, for a more permeable active transportation network, as a condition of subdivision and development approvals.
- 2.8 Maintain ongoing communication and cooperation with the Ministry of Transportation and Transit, regional partners, user and service groups, with respect to expanding, enhancing, and maintaining the Town's active transportation network.
- 2.9 Work with BC Transit to ensure walking and cycling connections to the new downtown Comox Transit Exchange on Port Augusta Street at Comox Avenue, including the potential for statutory rights-of-way through large parcels to improve connectivity.
- 2.10 Work with School District 71 and the Comox Valley Regional District to establish active school travel and safe routes to school programs for Comox schools.
- 2.11 Promote active transportation as a direct means of reducing reliance on motor vehicles and the environmental impact of Comox's transportation system, along with the physical, mental, and social benefits.



- 2.12** Require pedestrian and bicycle connections to be developed as a condition of development approvals as determined by the Town, including potential access through a development site to connect adjacent roads and pathways through dedication or statutory rights of way.
- 2.13** Consider integrating and expanding active transportation connections beyond what is within the Transportation Master Plan to complement new development.
- 2.14** Strive to make preferred modes of active transportation affordable, convenient, and safe throughout the year.
- 2.15** Require land dedication for planned active transportation infrastructure improvements or installations through rezoning and building permit applications fronting planned active transportation routes, even when such improvements are planned in the future.
- 2.16** Protection and acquisition of active transportation routes may include, but not be limited to, right-of-way dedication or parkland dedication at the Town's discretion.
- 2.17** Explore concepts for an active transportation route through the Comox Golf Club that connects Buena Vista Avenue to Port Augusta Street/Balmoral Avenue to improve east-west connections through Downtown Comox.
- 2.18** Work with partners to prioritize cycling infrastructure improvements on Pritchard Road to improve the ability of residents to cycle to and from CFB Comox, the Airport, Highland Secondary School and Park, and Downtown.
- 2.19** Provide wayfinding along all active transportation routes, integrating best practices for sign colour, placement, frequency, and scale, while ensuring that content is consistent with regional standards.
- 2.20** In addition to pedestrian and cycling infrastructure improvements identified in the Transportation Master Plan, prioritize sidewalk, cycling, and traffic calming improvements that provide safe access to schools.
- 2.21** As a key pedestrian route to Highland Secondary School, advocate to the Ministry of Transportation and Transit to improve Guthrie Road from Linshart Road to the Town of Comox boundary west of Nootka Street with safety standards that exceed the current shoulder.
- 2.22** Provide facilities such as bike shelters and accessible resting areas within public and semi-public spaces.



## Roads

- 2.23** Prioritize a well-connected grid road network; minimize dead-end streets or cul-de-sacs unless there is no feasible alternative as determined by the Town. The Town shall improve connectivity of the road network through the acquisition of land and road dedications where connections are warranted, and it is possible to do so.
- 2.24** Stewart Street serves as an important pedestrian and cycling route between central and downtown Comox. Stewart Street between Cedar and Balsam Avenues will be maintained as an active transportation connection but not be opened for vehicular travel.

## Site Access & Parking

- 2.25** On mid-block development sites fronting arterial and downtown roads as identified on Map E – Road Network, encourage parcel consolidation such that site access can be provided from a lower road classification.
- a) Where every reasonable effort has been made to purchase parcels or secure a right-of way that would provide access from a collector road, local road, or lane, the Town may consider permitting site access from an Arterial or Downtown Road where there may be a safe way to do so.
- 2.26** Encourage the design of multi-unit residential parking structures to accommodate work vans and pickup trucks to address the parking needs of residents that work in trades. Where this is not feasible for the entirety of the parking structure, consider providing increased-height parking stalls in a portion of the parking structure near the entrance that are available to rent rather than being assigned to a specific strata or rental unit that may not need an increased-height parking stall.



## Transit

- 2.27** Continue to regularly review transit demand and advocate to BC Transit to plan for local and regional service, infrastructure upgrades and facility expansions when appropriate.
- 2.28** Advocate for a future direct transit route from Downtown Comox to the Comox Valley Airport.
- 2.29** Consult CVRD and BC Transit on land that may be required for future transit stops when completing road improvements and facilitating land dedications for road improvements.
- 2.30** Work with CVRD and BC Transit to implement the Transit Future Plan and seek opportunities to advocate for improvements that are in the public interest of Town residents.
- 2.31** Work with BC Transit, CVRD, and large employers in the region to implement a program similar to the BC Transit ProPASS program, which provides discounted rates to employees deducted through payroll, to reduce demands for parking in Comox.

## Truck Routes

- 2.32** Designated Truck Routes consist of those arterial and major collector roads highlighted on Map G – Truck Routes.
- 2.33** All trucks are required to remain on designated truck routes until reaching a point that minimizes the travel distance on other roads to reach the truck's local delivery or collection location.

## Airport and Floatplane Access

- 2.34** Work with the Comox Valley Airport Commission to partner on strategies that enhance access to and from the Airport.
- 2.35** Encourage the continued expansion of service at the Comox Valley Airport and the seaplane terminal at the Comox Marina through advocacy and partnerships.
- 2.36** Recognize the importance of the continued operation of the existing float plane site at the Comox Marina in cooperation with Transport Canada and any seaplane companies.



## Actions

- 2.38** Continue to update transportation modelling every five years to ensure that infrastructure planning reflects current and future needs.
- 2.39** Complete a Town-wide Transportation Master Plan update based on OCP projections for population, housing, commercial, industrial, and institutional growth to inform the 2030 OCP Update, Development Cost Charges Bylaw and the Subdivision and Development Servicing Bylaw.
- 2.40** Develop a Sustainable Transportation Policy that provides reductions to minimum parking requirements in exchange for car-share spaces, zero-emission vehicle parking, EV charging stations, and/or cash-in-lieu, including guidelines for how cash-in-lieu funds are used. Include recommendations to update the zoning bylaw with consideration of requirements for end-of-trip facilities for commercial, industrial, and institutional uses.
- 2.41** Develop a long-term strategy for the consideration of a phased publicly accessible multi-use path along the waterfront as identified in the Parks and Trails Master Plan, helping to connect the Comox waterfront to Goose Spit Park (CVRD) and Kus-kus-sum.
- 2.42** Complete a review of parking requirements for different land uses, residential tenures, and areas of the Town, considering access to transportation and daily needs as identified in the Complete Communities Growth Assessment; amend the Zoning Bylaw based on findings of the study.
- 2.43** Update the 2018 Traffic Calming Policy and Procedures to be in line with best practice.



## 3. Economic Development

Long-term economic sustainability requires concerted efforts to provide an attractive business environment and ample employment opportunities. Economic development policies are focused on building and maintaining partnerships with the business community and public sector employers to increase employment options, contribute to an attractive business environment, and support local tourism. Policies also recognize the importance of the Comox Valley Airport and Canadian Forces Base 19 Wing Comox to the local economy and aim to facilitate ongoing collaboration with these organizations.

The 2024 Economic Development Strategy identifies a lack of non-residential tax revenues necessary for long-term financial sustainability in Comox. The Strategy identifies that an additional 26 hectares of industrial land should be designated beyond the 2012 OCP Light Industrial designation. This OCP designates an additional 13.3 hectares of Industrial land, approximately 6.4 hectares of which is developable. In addition to the long-term tax base, more industrial land will be needed for job creation to accompany residential growth and reduce the dependency ratio in Comox (discussed in Part 2 – Community Profile). There has been considerable vacant land designated for light industrial use in Comox for decades, with limited development uptake due to services constraints. Additional analysis could allow for targets strategies to increase industrial development if there is demand for it in Comox.

### Objectives

- 3(A.)** Increase the ratio of jobs to residents in Comox.
- 3(B.)** Base future land use planning for employment uses in evidence-based analysis.
- 3(C.)** Prioritize the enhancement of Downtown Comox to create a thriving complete community.

### Policies

- 3.1** Support economic diversification that is compatible with the OCP Vision, Guiding Principles, and land use objectives and policies.
- 3.2** Implement the 2024 Economic Development Strategy and Downtown Enhancement Action Plan (EAP) as feasible.
- 3.3** Collaborate with the development industry and other government partners to ensure a commitment to service, competitive costs, and a fair, transparent development process.



- 3.4** Ensure that the Business Park land use designation new and emerging industries via Zoning Bylaw text amendments to add new and emerging land uses for lands zoned I1.1 and I2.1 (light industrial and aeronautical industrial).
- 3.5** Vitalize and enhance downtown with boutiques, street-level retail, service and restaurants, tourist accommodation, and residential and offices above ground/ higher storeys.
- 3.6** Support the development of festivals and community events that will make Comox a tourist destination for a broad range of visitors year-round.
- 3.7** Support the Comox Valley Farmer's Market location in Comox to support local food security, agriculture, and community gathering.
- 3.8** Partner with and support the Downtown Comox BIA and non-profit organizations for community events and promotion of community identity.
- 3.9** Continue to engage the development community, Comox BIA and other business owners in engagement for Town-led initiatives and seek regular feedback on how Town bylaws and policies can enhance local business.
- 3.10** Encourage commercial and mixed-use zones as illustrated on the Land Use Map to improve access to daily needs, broaden economic opportunities, and stimulate employment growth.
- 3.11** Advocate to Comox Valley Regional District for the completion of a Regional Employment Lands analysis and/or strategy to identify opportunities and inform future planning for employment lands in Comox.
- 3.12** Support the efficient operation and expansion of the Comox Valley Airport and 19 Wing Comox Canadian Forces Base, including through prioritization of active transportation infrastructure to/from Downtown Comox, advocacy for more frequent public transit, and supporting development of hotel and conference centre space in North Comox.
- 3.13** Work with key partners, such as local and regional business and tourism associations, and provincial and federal tourism agencies to market Comox as a destination for visitors.
- 3.14** Support efficient operations of the Comox Marina, Comox Valley Marina and Comox Valley Harbour Authority, including continued engagement to seek alignment with Town plans and projects.
- 3.15** Work with marine-based businesses in Comox, such as charters, diving, sight-seeing, and wildlife viewing, to ensure their efficient operation.



- 3.16** Recognize that facilitating attainable housing options are a key ingredient of maintaining and attracting a stable workforce, supporting business operations.

## Actions

- 3.17** Complete an employment lands study that includes commercial and light industrial demand analysis to inform future OCP updates and employment land strategies.
- 3.18** Create an Economic Development Strategy Implementation Plan.
- 3.19** Consider the completion of financial analysis on the feasibility of Downtown revitalization initiatives to attract new business and development.
- 3.20** Consider creating a gateway feature on Comox Avenue at the western entrance of Downtown Comox as identified in the Downtown EAP.



## 4. Parks, Trails and Open Space

Comox is fortunate to have a wide variety of parks, open spaces, and scenic trails. The Town is home to 35 parks, ranging from community and neighbourhood parks to natural and linear green spaces. These are complemented by a regional park and trail network and that capitalizes on the area's natural beauty.

There is strong community support for a well-rounded parks and trails system that offers diverse recreational opportunities. Such a system not only promotes physical and mental well-being but also plays an important role in protecting the environment. Green spaces also help manage flooding, drought, wildfire risks, and sea level rise, while also restoring natural habitats and improving ecological connectivity. Further, they provide environmental services such as cooling and carbon sequestration.

As Comox continues to grow, careful planning for parks and open spaces is essential to maintaining a high quality of life. While the Town currently has a strong municipal parkland-to-population ratio of 9.7 hectares per 1,000 residents, future growth will require upgrades to existing services and the acquisition of new parkland. Investing proactively in a connected, inclusive, and adaptable parks and open space network will help ensure that Comox remains a vibrant and livable community for generations to come.

### Objectives

- 4(A.)** Provide a range of parks and open spaces to meet diverse needs and promote recreation, wellbeing, and community cohesion.
- 4(B.)** Create a connected system of forests, parks, trails, and open spaces that foster healthy and active living.
- 4(C.)** Increase community resilience to climate change through strategic location of parks and open spaces.
- 4(D.)** Ensure parks reflect their unique natural and cultural context.
- 4(E.)** Encourage partnerships with residents, neighbourhood associations, community organizations, and sports groups in acquiring, developing and managing lands for outdoor recreation and parks.



## Policies

### Planning and Design

- 4.1 Expand and improve existing parks to maximize existing infrastructure, flexibility and opportunity, as well as efficiencies during operation.
- 4.2 Integrate parks and landscaping initiatives with other infrastructure initiatives to maximize the multifunctional use of town assets—supporting recreation, enhancing aesthetics, providing cultural opportunities, and managing stormwater where appropriate.
- 4.3 Use the Five-Year Financial Plan to guide the development of parks and trails based on the Parks and Trails Master Plan and the CVRD Active Transportation Network Plan.
- 4.4 Use green infrastructure strategies, such as rain gardens, healthy tree canopy coverage, and ecosystem restoration, in parks and open spaces to improve the Town's climate resilience.
- 4.5 The location and design of public plazas in Downtown Comox should incorporate the following:
  - a) Optimum sunlight exposure
  - b) Primarily hardscape with planted areas and shade trees incorporated
  - c) Seating and gathering areas
  - d) Public art
  - e) Located within central areas as opposed to on the edges

### Acquisition

- 4.6 Support parkland targets as per the Parks and Trail Master Plan or future iteration thereof.
- 4.7 Incrementally increase the ratio of Comox's active parkland to residents to account for a higher proportion of new residential units being within multi-unit developments with limited access to private open space.
- 4.8 Consider a balanced approach between all park types when considering the acquisition of future parkland to acknowledge the wide diversity of park users and park needs.
- 4.9 Provide an equitable distribution of neighbourhood and community parks throughout the Town through new park acquisition and development.



- 4.10 Seek strategic dedication or acquisition of parkland and public access that provide significant environmental and recreational benefit as a condition of development such as trail linkages, waterfront access, and recreational opportunities.
- 4.11 Secure multiple public plaza spaces in Downtown Comox ranging from 0.2-0.4 hectares in size through zoning amendment processes or strategic acquisitions.
- 4.12 Target access to a playground/Active Parkland within ~5 minute (~400m) of home for Comox residents within the Urban Containment Boundary.
- 4.13 Incrementally acquire land within the Town through purchase, dedication, and statutory rights-of-way as feasible to develop a contiguous community waterfront trail/route that connects Pioneer Memorial Park to Goose Spit Park, advocating to CVRD to do the same.
- 4.14 Improve trail connectivity to provide a broader scale network from the ocean to the upland extents of the Town.
- 4.15 Pursue acquisition or statutory right-of-way as part of subdivision, rezoning, or redevelopment of lands that would support trail linkages for the Ocean to Upland Trail Network as identified in the Parks and Trails Master Plan, existing greenways, or identified active transportation linkages.
- 4.16 Continue to improve the existing node of harbour and marina node and waterfront access on the harbour as a priority recreation interest for the Town.
- 4.17 Continue to identify priorities for new trails and implement improvements to existing trails as per the *CVRD Regional Active Transportation Network Plan*.
- 4.18 Manage trails in a manner that minimizes their impact on the natural environment and adjacent residential areas.
- 4.19 Work with private landowners to obtain formal access to trail corridors for recreational use where appropriate.
- 4.20 Improve safety, accessibility, and wayfinding to parks, open spaces, and trails for community members of all ages and abilities.



## Placemaking

- 4.21** Highlight unique and culturally significant spaces in urban plazas and parks and provide spaces to celebrate a diversity of heritage, arts, and culture.
- 4.22** Consider the needs of diverse groups and cultures when designing public amenities and spaces.
- 4.23** Design for a variety of facilities and amenities that function for a diversity of ages and abilities in urban plazas and parks.

## Partnerships

- 4.24** Support the acquisition of regionally significant lands within the Town by the CVRD to fulfill regional park and trail goals.
- 4.25** Foster partnerships and collaboration with K'ómoks First Nation to build greater understanding, opportunities for education, and for celebrating culture within public parks and trails.
- 4.26** Encourage partnerships with other agencies and community groups to deliver high quality public space and park amenities, as well as maintenance agreements.
- 4.27** Promote shared public space in private developments for a variety of land uses through partnerships.
- 4.28** Continue collaborating with School District 71, Conseil scolaire francophone, and private schools on shared use agreements for community use of school sites on evenings and weekends.

## Actions

- 4.29** Update policy and requirements for parkland acquisition and dedication to ensure desirable parkland is secured through the Town's continued growth and development.
- 4.30** Implement and monitor progress on the Parks and Trails Master Plan.



## 5. Infrastructure

Most of Comox is serviced by a water system and sanitary sewer system as well as a storm water collection infrastructure. The responsibility for water and sanitary sewer systems is shared between the Town and the CVRD. The CVRD provides the Town with bulk treated water and storage while the Town provides the water distribution system. The Town provides the sanitary sewerage collection system and the CVRD is responsible for wastewater treatment needs. Comox has a municipal stormwater collection system and post-development flows are required to meet pre-development flows. Required system improvements to service the identified lands and land use designations in the Plan have been recognized in studies commissioned by the Town of Comox and are updated as needed.

Strategic investment and long-term infrastructure planning is required to support our growing community. Facilitating land use development in areas where infrastructure with servicing capacity already exists will improve the economic sustainability of infrastructure in Comox. Property tax revenues from low-density residential areas typically do not cover the costs of installing and maintaining publicly owned infrastructure, whereas revenues in high-density mixed-use areas typically exceed infrastructure costs. Property tax revenues from employment uses are also an important aspect of a sustainable and diversified tax based and can provide rationale for the infrastructure upgrades that can facilitate industrial development.

### Objectives

- 5(A.)** Ensure development funds infrastructure that contributes to the Guiding Principles of this OCP.
- 5(B.)** Require infrastructure upgrades and new installations required to service growth to be provided without subsidy from the Town or existing taxpayers.
- 5(C.)** Ensure that infrastructure planning is coordinated with ongoing development projections in addition to high level population, housing, industrial, commercial, and institutional growth projections.
- 5(D.)** Prioritize infrastructure investment decisions that align with community growth priorities and financial sustainability.
- 5(E.)** Work with regional partners to provide efficient infrastructure systems that capitalize on economies of scale.
- 5(F.)** Continually reduce daily per-capita water consumption.



## Objectives

- 5(G.)** Identify and value natural assets and incorporate into the Town's asset management plan.

## Policies

### General

- 5.1** Make infrastructure planning, investment, operations and maintenance decisions from an asset management perspective that considers long-term full life-cycle cost accounting. This includes design, maintenance and upgrades to infrastructure and utilities, including natural assets.
- 5.2** Design infrastructure to serve multiple purposes wherever appropriate. This includes coordinating with adjacent jurisdictions, other levels of government and utility service providers to ensure all infrastructure expansion and renewal projects consider multiple community objectives and agency needs.
- 5.3** Require the developer to fund costs of servicing growth to facilitate new development in Comox, and consider the use of front-end agreements, latecomer agreements, and similar cost-recovery tools where needed.
- 5.4** Collaborate and partner with K'ómoks First Nation, City of Courtenay, Comox Valley Regional District, and the Village of Cumberland in the planning, financing, and construction of infrastructure.

### Water

- 5.5** Continue to implement water conservation measures, including but not limited to:
- a) public education on installation of low-flow plumbing fixtures, drought-tolerant landscaping, rainwater catchment systems, and the use of grey water systems for toilets, lawns, and landscaping,
  - b) implementation of universal water metering, and
  - c) pricing on a user-pay basis.



## Sanitary Sewer

- 5.6 With the exception of parcels and building types exempt within the Subdivision and Development Servicing Bylaw, all new development and redevelopment must be connected to the Town's sanitary sewer system.
- 5.7 On-site private wastewater treatment will continue to be permitted where already in place, but strategic expansion of the Town's sewer service will be encouraged where needed, and funded by the developer, in support of removing on-site septic systems.
- 5.8 The Town will operate a sewerage collection system that will discharge into the CVRD regional trunk sewers and wastewater treatment operated by the CVRD. The Town does not envision the need for wastewater treatment or disposal within the Town's boundaries.

## Storm Water

- 5.9 Ensure the design and management of stormwater management systems will avoid impacts to downstream properties. Where development occurs, control should be included to limit runoff to pre-development conditions and not increase the flows to downstream infrastructure, creeks, streams or other natural environments.
- 5.10 Mimic natural ecosystem processes in rainwater system design and construction as much as possible. This includes minimizing runoff, maximizing infiltration, preserving and protecting the water absorbing capabilities of soil, vegetation and trees particularly along riparian corridors and minimizing impervious surfaces on both private and public lands.
- 5.11 Where a surface drainage system has been approved and designed to function within a park area or natural open space, it is not eligible as credit towards *Local Government Act* parkland dedication requirements at time of development, except at the Town's discretion; and must include appropriate maintenance access and landscaping.
- 5.12 Explore opportunities to retain excess stormwater through natural infrastructure.

## Other Services

- 5.13 The Town will continue to partner with Comox Strathcona Waste Management and utilize the Comox Valley Waste Management Centre for the disposal of organic material and landfill materials. Recyclables will continue to be delivered to the nearest Recycle BC approved Material Recovery Facility.
- 5.14 The Town will continue to support the implementation of various solid waste initiatives, including the provision of recycling and composting services for multi-unit development.



- 5.15** Collaborate with utility companies to coordinate the development and delivery of reliable, safe, and efficient electricity, natural gas, and other energy and communications infrastructure (e.g. solar, geothermal, etc.) to leverage efficiency, minimize costs, and mitigate negative impact to the community and to the environment.

## Actions

- 5.16** Update the Town's modelling and master planning every five years to inform capital planning, requirements for new development, and updates to the Development Cost Charge Bylaw.
- 5.17** Track development and building permit applications for proposed and approved units by housing type, number of units, and industrial/ commercial/institutional floorspace, by infrastructure servicing catchment, to track existing demand for services throughout the Town.
- 5.18** Update the Development Cost Charge and Amenity Cost Charge Bylaws annually based on the Consumer Price Index.
- 5.19** Complete comprehensive Development Cost Charges and Amenity Cost Charges Bylaw updates no less than every five calendar years.
- 5.20** Explore options such as subsidized or reduced utility and development fees/charges for water and sewer upgrades to support the viability of infill small-scale multi-unit housing development in the Ground-Oriented Residential designation to increase housing availability.
- 5.21** Develop and implement a fast-track stormwater management guide that provides standardized solutions to retention, detention, and filtration of stormwater on parcels within zones that permit SSMUH development to reduce burdens on municipal stormwater infrastructure from the increase of on-site impervious space.
- 5.22** Continue to seek grants and funding programs to implement mandatory water metering Town-wide.
- 5.23** Review and update the Flood Plain Designation Bylaw based on updated mapping of the 200-year floodplain that incorporates sea level rise modelling.
- 5.24** Explore potential amendments to the Zoning Bylaw and Highway Use Bylaw that would require the use of permeable and pervious materials in new parking lots and driveways.



## 6. Community Connection and Wellness

Community connection and wellbeing are fundamental aspects of a thriving society. When individuals feel connected to their community, they experience a sense of belonging and support that can significantly enhance quality of life. Wellbeing encompasses physical, social, mental, and emotional health. A community that prioritizes wellbeing ensures that its members have access to greenspace, healthcare, education, childcare, recreational facilities, diverse housing options, and more. Collaboration with government and other partners is vital to achieving long-term community connection and wellbeing.

### Objectives

- 6(A.)** Ensure that the built environment and community amenities are accessible and appropriate for all residents.
- 6(B.)** Increase opportunities to participate in place-making and community identity.
- 6(C.)** Continue to consult and collaborate with K'ómoks First Nation to advance reconciliation.
- 6(D.)** Support community and senior government partners in providing sufficient services such as special needs housing, childcare, education, healthcare and other social services.
- 6(E.)** Enhance resilience to climate change and environmental risks through emergency management and food security initiatives.

### Policies:

- 6.1** Plan for recreation facilities to be expanded in tandem with population growth to maintain long-term community livability, ensuring that costs are captured through the Amenity Cost Charge Bylaw.
- 6.2** When the Town's public facilities are due for upgrades, complete accessibility audits and implement recommendations as part of renovations and upgrades.
- 6.3** Design all future Town public facilities to be universally accessible.
- 6.4** Encourage the efficient use of community facilities through multi-purpose operations,



such as seniors' use during the morning/early afternoon, and youth use in the late afternoon/evening.

- 6.5** Continue to refer development permits applications to the Comox Valley Accessibility Committee for feedback on accessibility concerns.
- 6.6** Explore strategies to encourage the transformation of underused spaces into childcare facilities (e.g. schools, religious assembly spaces, and amenity spaces in strata developments).
- 6.7** Continue to support the operation of Filberg Heritage Lodge and Park by the non-profit Filberg Heritage Lodge and Park Association.
- 6.8** Work with K'ómoks First Nation to ensure protection of Indigenous cultural heritage.
- 6.9** Collaborate with the owners of properties with heritage buildings or features with high conservation values to consider heritage designation.
- 6.10** When streets are being upgraded, consider the inclusion of neighbourhood place-making design features such as light post banners, standalone signs at key intersections, and placards on street signs.
- 6.11** Refer significant residential subdivision (more than 10 new lots) and zoning amendment applications (for more than 10 residential units) to Island Health to receive comment on how public health interventions can be integrated into developments.
- 6.12** Collaborate with Island Health planners to incorporate healthy built environment best practices into infrastructure and public space development, maintenance and upgrades.
- 6.13** Continue working with community organizations to identify how the Town can provide recreation programming that meets the needs of all ages and abilities.
- 6.14** Continue to advocate that School District 71 locate childcare centers, and especially before- and after-school care programs, on existing and future school sites.
- 6.15** Continue relationships with local schools and seek opportunities to include students in community engagement processes.
- 6.16** The Town will seek the expertise of seniors with respect to age friendly initiatives at the regional level including for the Comox Valley Regional Growth Strategy when it is updated.
- 6.17** Promote the Neighbourhood Emergency Preparedness Program (NEPP) in partnership with Comox Valley Emergency Management.
- 6.18** Ensure regular collaboration with emergency service providers, including planning for a growing population.



**6.19** Enhance youth recreation opportunities to maintain livability for families.

## Actions

**6.20** Implement the Town of Comox Accessibility Assessment and Action Plan, and review and update every five years.

**6.21** Continue to provide temperature-related emergency services such as cooling stations and warming centers.

**6.22** Continue to provide equitable access to community recreation through the Leisure for Everyone Accessibility Program (LEAP) and the Town of Comox Resident Inclusion Program TRIP programs, or future iterations thereof.

**6.23** Continue to deliver youth recreation opportunities and support the Comox Youth Council.

**6.24** Continue to support Nautical Days and the Filberg Festival, Music in the Park, Operation High Jump, Polar Bear Swim and other special events.

**6.25** Continue to provide space for Pearl Ellis Gallery and CAMS.

**6.26** Continue to support community Halloween and Christmas Market events.

**6.27** Implement recommendations of the Comox Valley Child Care Action Plan.

**6.28** Explore potential incentives for the creation of new childcare spaces.

**6.29** Pursue provincial and federal funding opportunities for the creation of new childcare spaces.

**6.30** Consider leasing Town-owned space in public parks and buildings to be used for the creation of new childcare spaces.

**6.31** Consult with K'ómoks First Nation to identify appropriate areas for incorporating K'ómoks language, history and culture into naming, signage, and information in public spaces and parks.

**6.32** Consider permitting commercial childcare use in all residential zones in the Zoning Bylaw.

**6.33** Consider the creation of a neighbourhood placemaking policy that provides grants for events and activities such as block parties, and public events/gatherings in neighbourhood parks.

**6.34** Complete minor updates to the Amenity Cost Charge Bylaw every year to account for inflation as determined by the Consumer Price Index.



- 6.35** Complete major reviews and updates to the Amenity Cost Charge Bylaw every five years to ensure that amenities are commensurate with growth. Include public engagement to determine desired community amenities.
- 6.36** In addition to development application referrals, continue to inform School District 71 on projected growth to inform education planning.



## 7. Environment and Climate Action

Comox's natural environment is a diverse landscape that has long supported the cultural heritage of the K'ómoks First Nation and continues to sustain residents. The community is home to a wide variety of terrestrial and aquatic ecosystems, including upland forests, streams, wetlands, and intertidal zones. Coastal ecosystems play a crucial role in supporting biodiversity and are vital for migratory birds, particularly those traveling along the Pacific Flyway. The K'ómoks Estuary is designated as an Important Bird Area, recognizing its role as a vital stopover and wintering habitat for migratory birds along the Pacific Flyway. It is also identified as a Class 2 estuary, reflecting its regional importance for habitat conservation and ecological function on the B.C. coast. Additionally, the bluffs facing the Strait of Georgia and Comox harbour require special management due to their geological features. These areas also support rare Garry Oak ecosystems which are of high ecological value and require targeted conservation efforts.



Since the mid-1800s, lands within and around the Town of Comox have been significantly altered to accommodate development, resulting in smaller, disconnected patches of habitat separated by roads, infrastructure, and buildings. The degradation of ecosystems threatens biodiversity and increases costs for local governments by eliminating the 'free' services provided by healthy ecosystems—also known as natural assets—such as carbon sequestration, stormwater management, and cooling.

The OCP bolsters the Town's Climate Action Plan and Risk Assessment and the Urban Forest Management Strategy by ensuring that development mitigates environmental impacts and natural hazards.



## Objectives

- 7(A.)** Recognize and sustain the functional role of natural features such as wetlands, streams, forests, and shorelines in providing essential functions such as carbon sequestration, stormwater management, cooling that support community well-being and resilience to climate change.
- 7(B.)** Minimize the impacts of development on sensitive and other important ecosystems.
- 7(C.)** Identify, protect, restore, and connect sensitive and other important ecosystems, including municipal parks and conservation areas, to enhance biodiversity and ecological functions.
- 7(D.)** Foster climate action and increase the resilience of municipal facilities and infrastructure to climate change.
- 7(E.)** Work in collaboration with K'ómoks First Nation, government partners, and community groups to foster regional ecological connectivity and climate action objectives.
- 7(F.)** Protect, enhance, and expand the urban forest.

***An urban forest includes all the public and private-owned trees and the supporting vegetation in the Town of Comox. It includes all the individual trees and groups of trees located in natural areas, parks, backyards, on streets, and in commercial and industrial zones. It also includes other elements such as plants, water, soil, microorganisms, and wildlife. All these elements, the people, and the built environment can have a significant impact on the health of the urban forest.***

## Policies

### PLANNING AND DESIGN

#### Natural Assets

- 7.1** Plan, manage, and design municipal parks to support ecological processes that enhance watershed health, water quality, and the broader ecological and community benefits these systems provide.
- 7.2** Retain and restore native vegetation in coastal and riparian areas.



- 7.3 Encourage “soft” shoreline management techniques and “Green Shores” approaches through development processes to protect and restore coastal shorelines.
- 7.4 Seek opportunities to plant new trees on public lands, such as in parks and boulevards, in accordance with the Urban Forest Management Strategy.
- 7.5 Preserve and expand tree and vegetation cover on steep slopes to minimize erosion and enhance other ecological functions.

### Infrastructure and Buildings

- 7.6 As public infrastructure is maintained or renewed, assess potential risks from sea level rise and evaluate adaptation or risk mitigation strategies to enhance long-term resilience to sea level rise.
- 7.7 Encourage builders and developers that pursue green building certifications such as Passive House, Net Zero Home, and LEED.

### ACQUISITION

- 7.8 Seek public ownership of land adjacent to Brooklyn Creek to form a continuous, naturalized Streamside Protection and Enhancement Area as identified in the Parks and Trails Master Plan.
- 7.9 Seek public ownership of lands to connect Brooklyn Creek Park to Skeena Park and the Northeast Woods as identified in the Parks and Trails Master Plan to support biodiversity and enhance ecological connectivity.
- 7.10 Prioritize the acquisition of parcels that contain sensitive ecosystems or are vulnerable to flooding, such as those within riparian areas or coastal zones, to support long-term ecological health and climate resilience.
- 7.11 Enhance and maintain the ecological function and biodiversity of sensitive ecosystems such as the K’ómoks Estuary, Lazo Marsh, and Brooklyn Creek through restoration, land acquisition, lot consolidation, and dedication during development.

### PARTNERSHIPS

- 7.12 Collaborate with K’ómoks First Nation to understand and support their priorities for stewardship, restoration, and protection of sensitive and other important ecosystems.
- 7.13 Collaborate with K’ómoks First Nation, CVRD, City of Courtenay, Village of Cumberland, and other interest holders on regional initiatives including biodiversity corridors, climate change mitigation, and shared ecosystem management priorities such as the K’ómoks Estuary.



- 7.14** Collaborate with CVRD, K'ómoks First Nation, City of Courtenay, and Village of Cumberland to coordinate regional climate change mitigation and adaptation planning initiatives.
- 7.15** Support the regional Solid Waste Management Plan and initiatives for waste reduction, reuse, and recycling.

## Actions

- 7.16** Monitor progress toward achieving emissions targets and actions identified in the Climate Action Plan and Risk Assessment.
- 7.17** Monitor progress toward achieving canopy cover targets and actions identified in the Urban Forest Management Strategy.
- 7.18** Review and update Comox Tree Management and Protection Bylaw No. 1125, 1994, to include all lands in comox and ensuring tree replacement on development sites exceeds the existing number trees (e.g. 2:1 replacement ratio of mature trees).
- 7.19** Review and update Town of Comox Flood Plain Designation Bylaw No. 1474.
- 7.20** Encourage the development of Environmental Farm Plans, especially on ALR lands on which Brooklyn Creek is located, to improve the long-term health of Brooklyn Creek and the marine environment of the Comox Harbour, and increase efficiency, profitability, and new customers for farmers as a result of increased environmental sustainability. This includes the exploration of grant funding that could assist in the development of Environmental Farm Plans such as through grants offered by the Investment Agriculture Foundation of BC.
- 7.21** Collaborate with the CVRD to update environmental mapping that highlights critical information, such as sensitive ecosystems, watercourses and riparian areas, parks and greenways, and working landscapes, including in the Agricultural Land Reserve (ALR).
- 7.22** Consider completing a Town-wide assessment of riparian areas to classify streams and wetlands and update Development Permit Area X: Aquatic Conservation with clearly defined Streamside Protection and Enhancement Area provisions and requirements, which will ensure alignment with provincial regulations and improve clarity for applicants during development application processes.
- 7.23** Partner with Bee City Canada to facilitate habitat creation and management, education and engagement, and celebration during Bee City Pollinator Week.
- 7.24** Work with and educate private land holders on the benefits of protecting and enhancing sensitive and other important ecosystems.



# Growth and Land Use Policies



TOWN OF  
**COMOX**

## 8. Future Growth Concept

The Town undertook a Complete Communities Growth Assessment (CCGA) in 2024 that informs the Future Growth Concept of the OCP. Complete communities have ample daily needs (e.g. work, school, childcare, amenities, etc.) that can be accessed with active and public transportation from a diversity of housing options. The CCGA includes a geospatial analysis that identifies access to daily needs, existing housing density, likelihood of (re)development, and transportation access throughout the Town. The OCP identifies Growth Areas and Neighbourhood Mixed-Use Nodes in alignment with the findings of the CCGA to improve community completeness as Comox grows.



Growth management helps communities achieve sustainable development and maintain a high quality of life. By prioritizing new development in areas with infrastructure servicing efficiencies and limiting the impacts of development on natural areas, growth is environmentally responsible and economically viable. Establishing an Urban Containment Boundary (UCB) and limiting municipal services beyond that boundary helps to control urban sprawl and protect valuable agricultural and natural lands. Growth management also promotes increased density in areas with commercial and institutional uses, supporting walkability, transit service levels, and business health.



There are three types of Growth Areas identified in Figure 7, including Corridor, Centre, Infill Area, and Neighbourhood Mixed Use Node:

## CORRIDOR

### Guthrie-Anderton Corridor:

- The Comox Valley's most frequent Route #1 runs from Downtown Comox along Anderton Road and Guthrie Road to the North Island College/Hospital/Aquatic Centre area, through Downtown Courtenay, to Driftwood Mall in South Courtenay as shown on Map D – Transit.
- The Airport Zoning Regulation in Comox limits building height in much of this Growth Area to 15 metres, with some exempt sites up to 25 metres. There are development opportunities on large properties that are well-served by daily needs and public transit.

### Harbourview Corridor:

- The Harbourview Corridor is adjacent to Comox Avenue, west of Downtown. Most of the area does not have Airport Zoning Regulations and buildings up to six storeys are permitted in much of the Corridor. The future of the decommissioned St. Joseph's Hospital site is a key aspect of Harbourview that is envisioned to include market housing, supportive housing for seniors, and commercial services in a prime location on the waterfront. Residential densities will support commercial uses in Downtown Comox and future commercial uses in Harbourview that are a component of mixed-use developments.

### Airport Corridor:

- This Growth Area includes a variety of land uses and will function as a node providing commercial services, employment opportunities, and increased housing diversity in North Comox. The south end is adjacent to Northeast Woods Park, an expansive passive park area with a diverse trail network that connects to Lazo Wildlife Park and Marsh, Highland Secondary School, and Brooklyn Elementary School. East-west greenway connections are envisioned between Cambridge Road and Brighton Road that would connect Courtenay to Comox and Northeast Woods Park.
- This Corridor includes some of the last remaining greenfield parcels with development potential in the Town. It will require considerable investment to upgrade services to accommodate growth, which will be provided without subsidy from the Town. The inclusion of infrastructure projects to service this Corridor in the DCC Bylaw will be considered second priority compared to other Growth Areas, but higher priority than areas of the Town not identified as Growth Areas.

## CENTRE

### Downtown Centre:

- The Downtown Centre is envisioned as a character-rich mixed-use centre in the heart of Comox. There are many existing commercial services that draw visitors from throughout the Comox Valley, and tourists from beyond the Comox Valley. The Comox Valley marinas are also in Downtown Comox, making it a particularly lively



area in the warmer months. Filberg Heritage Lodge and Park is just east of Downtown and functions as a regional and tourist attraction.

- Residential and mixed-use development can make Downtown Comox a more vibrant centre during off hours and throughout the year, but it will require attention to detail to be compatible with the character that residents know and love. Buildings fronting Comox Avenue should include retail commercial units on building faces fronting Comox Avenue to create a lively, animated street.

#### **West Comox Infill Area:**

- This area is characterized by a grid road network with parcel sizes and building ages that indicate it may have a greater likelihood for infill small-scale multi-unit housing development compared to other areas of the Town. It is designated Ground Oriented Residential, which supports a variety of building types up to three storeys in height. There will be a need to consider the condition of services to accommodate potential infill growth.

#### **Central Comox Infill Area:**

- This infill area is just north of the Downtown Centre and close to the Comox Community Centre and multiple schools. There are large parcels in the area that are appropriate for parcel consolidation to facilitate townhouse development beyond four units on a parcel. Infill growth in this area will enhance business viability and vitality in Downtown Comox.

#### **Mixed Use Nodes:**

- Beckton
- Highland
- Dogwood
- There are three mixed-use nodes identified in east Comox to provide access to daily needs in what are currently residential neighbourhoods. The nodes include the Low-Rise Mixed-Use designation to sensitively add commercial services and housing diversity at key intersections in buildings up to four storeys. The preferred ground-level commercial uses are those that people use regularly, such as childcare, small grocery stores, pharmacies, restaurants, fitness centres, and cafés. Commercial office spaces that are used more sporadically, such as health and professional offices, are preferred above the first storey. Residential apartment units are also encouraged above the first or second storey with residential parking under the structure.



**Business Park:**

- The Business Park designation in this Centre is intended to provide regionally serving employment lands that contribute to the efficient operation of the Airport and 19 Wing Comox. Lands owned by the Department of National Defence are included in the Centre to identify the Town's support for continued growth, but this is ultimately up to the Department of National Defence. Department of National Defence lands include recreation uses and commercial services that benefit Town residents and have potential to be scaled up in collaboration with the Town as Comox grows.



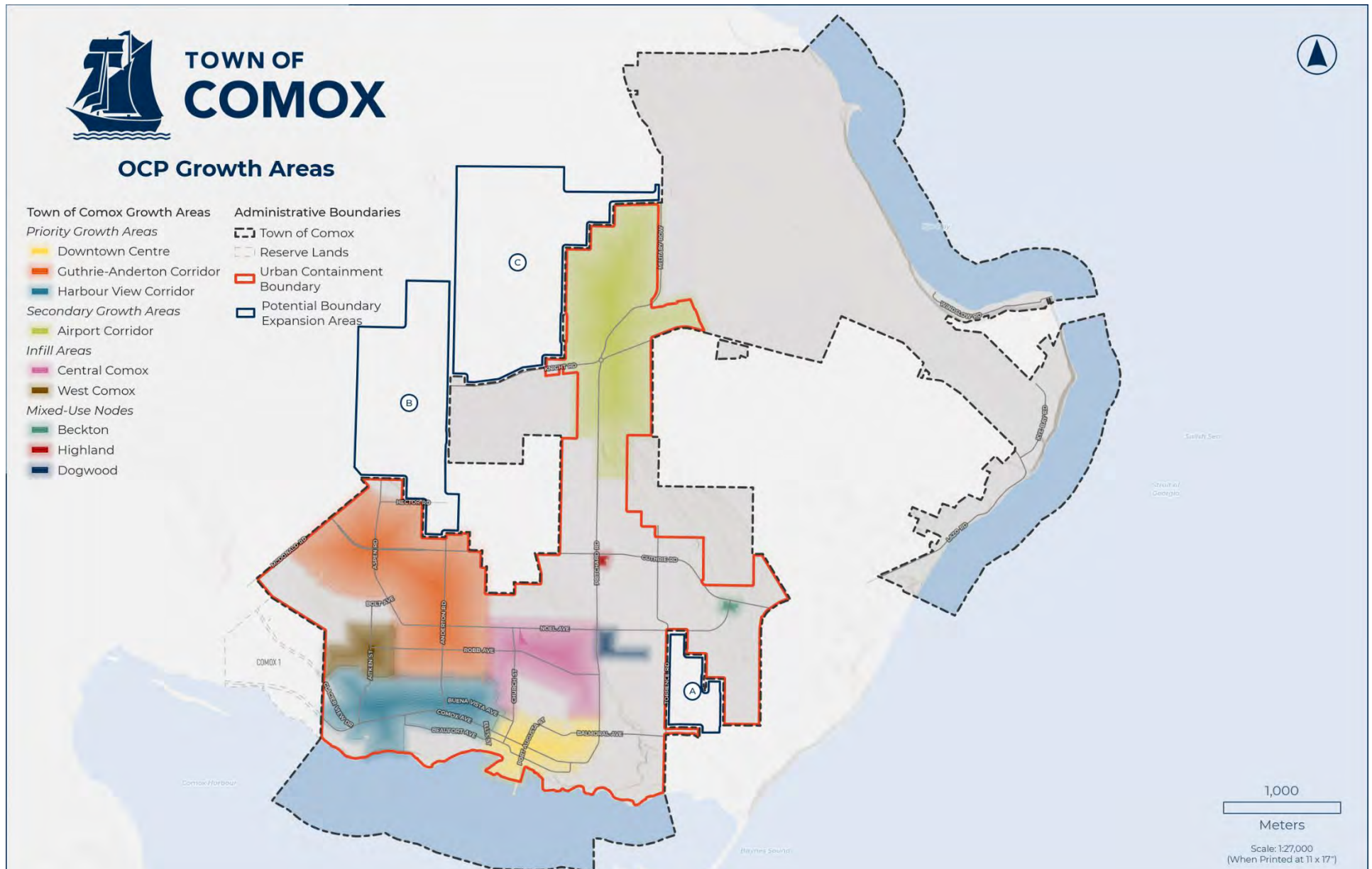


Figure 7 - OCP Growth Areas



## Objectives

- 8(A.)** Prioritize new development in areas that have infrastructure servicing efficiencies to support long-term financial sustainability.
- 8(B.)** Increase density in and around areas with concentrations of commercial and institutional uses, public amenities, and access to public and active transportation infrastructure to support walkability, increased transit service levels, and business health.
- 8(C.)** Minimize impacts of development on agricultural and natural areas by encouraging growth within the Urban Containment Boundary.

## Policies

- 8.1** Prioritize growth at the highest densities in the Harbourview Corridor and Downtown Centre, and moderate to high densities in the Guthrie-Anderton Corridor as identified on Map 1 – Land Use, and Map 2 – Growth Concept. Encourage development in these areas to be at the maximum potential buildout that is achievable with the applicable land use designation.
- 8.2** Prioritize Ground Oriented Residential growth in the West and Central Comox Infill Areas.
- 8.3** Support zoning amendment and subdivision applications that consolidate parcels for development of more than 4 units per parcel in the Central Comox Infill Area.
- 8.4** Consider growth within the Low-Rise Mixed Use and Residential designations in the Airport Corridor to be second priority for the Town compared to the other Growth Areas, Infill Areas, and Mixed-Use Nodes where there are competing interests.
- 8.5** Support mixed-use development in neighbourhood mixed-use nodes to provide convenient access to daily needs within walking distance.
- 8.6** In the Neighbourhood Nodes, ensure that ground-level commercial uses are those that people use regularly, such as childcare, small grocery stores, pharmacies, restaurants, fitness facilities, and cafés. Commercial office spaces that are used more sporadically, such as health and professional offices, should be above the first storey.
- 8.7** In Neighbourhood Nodes, residential apartment units are encouraged above the first or second storey with residential parking under the structure to provide for housing diversity within established neighbourhoods that are primarily single-detached residential.



- 8.8** Limit the extension of infrastructure services beyond the UCB as identified in Map B – Growth Areas, subject to Policies 8.12.--8.15 below.
- 8.9** Limit further subdivision of parcels within the Flood Extents as identified on Map X – Hazardous Conditions Development Permit Area, to mitigate the impacts of flooding to new buildings and septic systems.
- 8.10** Do not support Agricultural Land Reserve subdivision and exclusion applications unless it is demonstrated that there is a significant lack of future agricultural viability, and that there will be significant benefits to the community.
- 8.11** Continue to pursue an exemption of Kye Bay from provincial Small-Scale Multi-Unit Housing requirements due to servicing constraints, environmental impacts, geotechnical risks, flood hazard, physical separation of the area from the remainder of the Town, and the area being outside the UCB.

### Long Term Growth Reserve

The Town of Comox is bordered by the City of Courtenay on the west, and rural residential, agricultural, and natural areas within the CVRD on other borders. The Regional Growth Strategy identifies rural residential lands bordering the Town as Settlement Expansion Areas. The 2011 OCP identified three potential boundary expansion areas within the Settlement Expansion Areas. Where greenfield areas are available for development, public and private resources are directed to those areas and can detract from growth within other priority growth areas. This OCP is focused on growth within existing Town boundaries to prioritize sustainable development patterns and resource efficiencies.

### Partial Boundary Expansions

Partial Boundary Expansions incorporate a portion, but not all, of Area A, B, or C as shown on Figure 7. They can slowly expand Town boundaries, but are not guided by cohesive land use, environmental management, or engineering services plans. As a result, ongoing Partial Boundary Expansions can lead to patchwork growth that erodes future opportunities for cohesive planning. They may be considered in limited circumstances where aligned with the following policies.

- 8.12** Consider Partial Boundary Expansions that are contiguous with existing Town boundaries, within a portion of a Boundary Expansion Area identified on Figure 1, subject to compliance with the Regional Growth Strategy, and the following to be secured prior to subdivision approval and final reading of a zoning amendment bylaw:
- a) The extension of municipal services and installation of new infrastructure is required at the applicant's expense, unless the impetus for service extension is failing private services that present a significant public health risk as determined by Island Health.



- b) The provision of land for, and construction of, an active park that includes amenities that are needed in the community as identified in the Parks and Trails Master Plan at a rate of 3.2 hectares per 1000 residents based on build-out population for the area, or cash-in-lieu, in addition to minimum parkland dedication requirements.
- c) Restoration and land dedication of any environmentally sensitive areas as identified on Map X - Sensitive Ecosystem Inventory and Ecological Features within the proposed area, or adjacent to the proposed area that will be impacted by the proposed development.
- d) Completion of an environmental assessment report to identify any potential Sensitive Ecosystems in the proposed area that have not been previously identified, the impacts of proposed development on the Sensitive Ecosystems and wildlife in the area, and mitigation measures for the proposed development.
- e) Identification and provision of natural corridors that allow for wildlife movement through the area.
- f) Provision of a grid road network with greenway and cycling connections that tie into the Town's existing networks.
- g) Proposed land uses are compatible with adjacent land uses as identified on Map A – Land Use.

### Strategic Boundary Expansion

Figure 7 identifies Potential Boundary Expansion Areas A, B, and C that are outside of the existing UCB. These are potential greenfield development areas that would be guided by public engagement and analysis of existing environmental conditions to determine whether they are suitable for further consideration of incorporation into the Town. If it is determined that a Potential Boundary Expansion Area under consideration is suitable for greenfield development, comprehensive Local Area Plans and Engineering Services Plans would be created to guide development.

**8.13** Consider a Strategic Boundary Expansion to incorporate a Potential Boundary Expansion Area into the Town if needed in the future to meet housing need as identified in the Housing Needs Report, subject to compliance with the RGS, and the following:

- a) Completion of a feasibility analysis to determine the suitability of physical conditions for greenfield development, including but not limited to consideration of geotechnical and environmental conditions.



- b) Identification of watershed boundaries to refine the boundary expansion area and form future Local Area Plan boundaries.

**8.14** Where a Potential Boundary Expansion Area is incorporated into the Town, in addition to RGS policies, require the following to be completed prior to an OCP amendment that identifies land use designations for the area, and prior to consideration of subdivision and rezoning applications (except applications related to the use of land consistent with the existing land uses of the area):

- a) Completion of a Local Area Plan and Engineering Services Plan that outline a cohesive and financially sustainable growth framework that aligns with complete community planning principles, including consideration of employment lands.

**8.15** Require a new Local Area Plan to be mostly built out prior to consideration of any further Strategic Boundary Expansions to ensure timely completion of the road network, services, and amenities required to service growth in the area.



## Land Use Designations

Land use designations will guide growth and development in Comox over the next 20 years as shown on Map A – Land Use, and provide specificity to the Growth Concept outlined in Section 8 – Future Growth Concept, while contributing to fulfilling the Guiding Principles outlined in Part 1 – Context, and Objectives in Part 2 – Community Policies. The Development Permit Areas in Section X provide guidelines for the form and character of development as per the land use designations.

Land use designations provide a vision for the future that often differs from how parcels are currently used, while the Zoning Bylaw regulates the current use. Some parcels are currently suitable for development and others will require zoning amendments, subdivision, consolidation, and/or infrastructure upgrades to develop based on the land use designation.



As outlined in Part 1 – Context, there is a need for more missing middle housing in Comox. In June 2024, the Town amended zoning of most parcels that used to be limited to one single-detached dwelling and accessory dwelling unit to permit up to four dwelling units per parcel. As part of the 2025 OCP and Zoning Bylaw updates, select parcels in Growth Areas have been pre-zoned to facilitate townhouse development, a common form of missing middle housing.

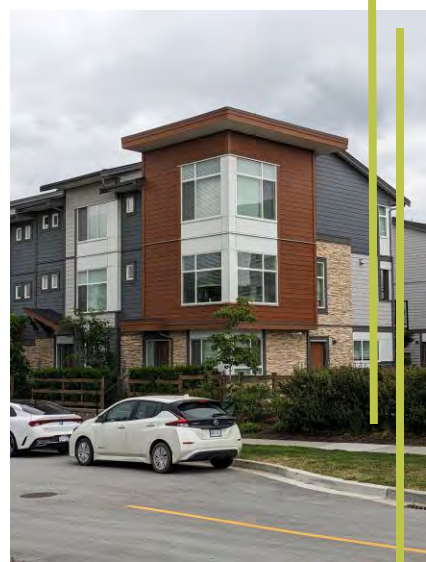
The Town will ensure coordination with other plans and bylaws as development takes place, such as infrastructure Master Plans, the Development Cost Charges Bylaw and the Subdivision and Development Servicing Bylaw. Strategic Planning documents such as the Climate Action Plan and Risk Assessment, Parks and Trails Master Plan, and Urban Forest Management Strategy provide actions the Town is taking to respect the environment, improve livability, and address climate change as Comox grows.



## Urban Land Uses

# 9. Ground Oriented Residential

The Ground Oriented Residential designation supports a variety of housing types such as single-detached dwellings, duplexes, townhouses, accessory dwelling units, and houseplexes, in buildings up to three storeys in height. Development within the Ground Oriented Residential designation encompasses small-scale multi-unit housing with 1-6 dwelling units on a parcel, as well as strata townhouses and fee-simple rowhouses, with more than 6 dwelling units on larger parcels.



## Policies

- 9.1 Consider support for parcel consolidation and zoning amendments for more than four dwelling units per parcel on sites that align with one or both of the following:
- 9.2 Frontage on a major collector or arterial road as shown on Map E – OCP Road Network.
- 9.3 Located within a Primary Growth Area, Mixed-Use Node, or the Central Comox Infill Area.
- 9.4 Where buildings with units accessed from an internal corridor are proposed under Policy 1, parcel frontage shall not exceed 60 metres.



- 9.5** Permit buildings up to three storeys in height.
- 9.6** In addition to small-scale multi-unit housing and strata development, encourage the development of fee-simple rowhouses with vertically separated units, where each unit fronts a public street, with parking accessed from a rear lane, and the land on which the units are located is divided into fee-simple lots with zero-lot line setbacks (except on end units).
- 9.7** For subdivision to create SSMUH parcels with a new road network, encourage vehicle parking to be provided from a rear lane unless not feasible, to provide the following benefits:
- a) Increased front-yard area to accommodate landscaping and trees.
  - b) A safer and more enjoyable pedestrian environment.
  - c) Increased on-street parking.
  - d) A more efficient use of parcel area for SSMUH buildings.

# 10. Low-Rise, Mid-Rise, and High-Rise Residential

The Low-, Mid-, and High-Rise Residential designations are intended to facilitate residential apartment development close to existing and planned mixed-use areas, transit routes, and the active transportation network. Townhouse development is also supported in the Low-Rise Residential designation, while apartment development is preferred in the Mid- and High-Rise Residential designations to provide sufficient density for commercial vibrancy and frequent transit viability. The locations and densities for this designation will contribute to facilitating vibrant mixed-use centres and increased transit service levels throughout the Town.



## Policies

**10.1** The Low-Rise Residential land use designation supports apartment, townhouse and rowhouse building forms.

**10.2** Building heights should be up to the following:

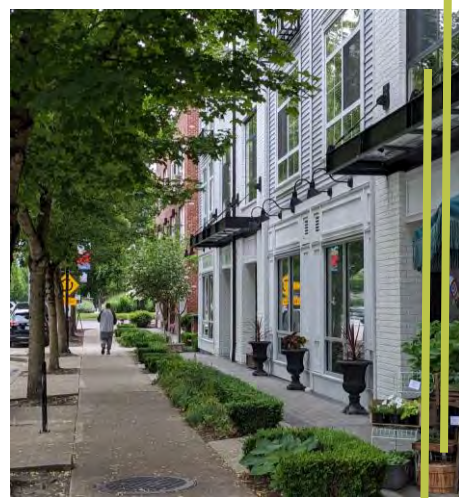
- a) **Low-Rise Residential:** 4 storeys
- b) **Mid-Rise Residential:** 6 storeys
- c) **High-Rise Residential:** 9 storeys



- 10.3** Building heights above four storeys in the Mid- and High-Rise Residential designations will be subject to density bonus and inclusionary zoning provisions if and when they are adopted.
- 10.4** Commercial child-care facilities are permitted on the first storey.
- 10.5** Encourage point-access block/single stair buildings on small parcels that might otherwise be consolidated; point access block/single stair buildings provide opportunities for a higher proportion of units with two or more exterior walls than typical double-loaded corridor buildings, resulting in improved cross ventilation and natural light.
- 10.6** Support the incorporation of ground-oriented units, including multi-storey townhouse-type units, in the design of apartment developments to support a variety of household types and sizes.
- 10.7** Encourage the incorporation of units with three or more bedrooms in apartment buildings that are within 400 metres of a school.
- 10.8** Support increased density provisions where more than 80% of parking required in the Zoning Bylaw is in under-building structures.
- 10.9** Within the Mid-Rise Residential Designation, buildings or portions of buildings that are directly adjacent to Ground Oriented Residential parcels should be a maximum of 4 storeys or step down to 4 storeys; for clarity, this does not apply where there is a public road separating the parcels.
- 10.10** Where a development application is submitted within the High-Rise Residential designation prior to the Town adopting a *Tenant Protection Bylaw* and *Inclusionary Zoning Bylaw*, require that any building proposed above 6 storeys includes mitigation measures to avoid displacement of existing tenants on the parcel before completion of a new building, and that tenants are offered right-of-first refusal for a unit with the same number of bedrooms at below-market rates in accordance with best practice.

# 11. Low- and Mid-Rise Mixed-Use

Mixed-Use designations support the development of nodes and corridors with multi-unit residential, commercial, and institutional uses serviced by active and public transportation infrastructure. As Comox grows, mixed-use development will be crucial for creating a complete community where residents can easily access daily needs such as work, education, childcare recreation, and health services without passenger vehicles.



## Policies

- 11.1** Maximum building height shall be up to 4 storeys in the Low-Rise Mixed-Use designation and six storeys in the Mid-Rise Mixed-Use designation.
- 11.2** Building heights above four storeys in the Mid-Rise Mixed-Use designation will be subject to density bonus and inclusionary zoning provisions if and when they are adopted.
- 11.3** Mixed-use developments with commercial or institutional uses on the first storey or first two storeys fronting a public street, with residential uses above, are the preferred development format in the Low- and Mid-Rise Mixed-Use designations.
- 11.4** Consider support for mixed-use developments with uses split into different buildings on large development sites with multiple buildings that are three or more storeys in height, such as but not limited to a four storey commercial building with retail at grade and office above, and a four storey residential building, on the same site.



- 11.5** Building faces on both street frontages of corner parcels of prominent intersections, such as Downtown/major collector, arterial/arterial, arterial/major collector, and major collector/major collector intersections as identified on Map E – OCP Road Network, shall include commercial or institutional uses at grade.
- 11.6** Zoning amendments for residential-only development on sites identified in policy 11.5 will be considered where the developer can demonstrate undue financial hardship associated with the development of commercial uses as identified in a report prepared by a reputable land economist (e.g. insufficient market size to support additional commercial uses in the proposed location at point-of-time of development).
- 11.7** Ground-floor commercial uses should be retail uses fronting the Downtown Road as delineated on Map E – OCP Road Network, to retain a lively, interactive street.
- 11.8** Zoning amendments for developments without a residential use component may be considered where:
- a) Mixed-use development is not feasible due to site constraints such as, but not limited to, irregular parcel size and shape, or insufficient parcel size.
  - b) Commercial-only or commercial/institutional buildings with multiple storeys and uses are proposed (e.g. retail at grade with service and office uses above; retail at grade with hotel above).
  - c) Residential uses are not compatible with the type of institutional use proposed.
- 11.9** Within the Mid-Rise Mixed-Use Designation, buildings or portions of buildings that are directly adjacent to Ground Oriented Residential parcels should be a maximum of 4 storeys or step down to 4 storeys; for clarity, this does not apply where there is a public road separating the parcels.



## 12. Marina Comprehensive Development Area

The Harbour and Marina Comprehensive Development Area designation applies to the privately-owned Comox Valley Marina and seaplane terminal. Adjacent to Marina Park, Town Hall, and Downtown Comox, the area is highly visible for residents and businesses in Comox, in addition to being visible from Royston and the City of Courtenay across the Comox Harbour. It has the potential for an exceptional contribution to economic development in the region by providing ocean-view hotel space and other tourist-oriented commercial uses, which could in turn increase the frequency of seaplane flights throughout the year. There could also be opportunities for public amenities on the parcel that would complement Marina Park.

### Policies

- 12.1** Support the development of mixed-use commercial buildings up to six storeys in height, with or without residential uses.
- 12.2** Provide tourist-oriented commercial uses at grade, such as restaurant, cafe, bar, spa, bicycle/stand-up-paddleboard/kayak rental shop, and/or boutique retail shops.
- 12.3** Consider support for buildings up to 12 storeys in height where:
  - a) Hotel space is a significant component of the development.
  - b) A privately owned and maintained public space is provided adjacent to the waterfront walkway on the south end of the designation.
- 12.4** Development should result in a high degree of pedestrian permeability to allow pedestrians to easily connect from the waterfront walkway to Marina Park, Beaufort Avenue, and Wilcox Street.
- 12.5** Given the prominent and highly visible location of this land use designation, buildings must display exemplary and unique architectural design that weaves into the Downtown Comox setting.
- 12.6** Attention to building design must be commensurate with the landmark location of the site and should involve early engagement with the Town.



# 13. Harbour and Marina

The Harbour and Marina area is an important cultural feature of Comox, facilitating public access to sea travel and activities. The Harbour and Marina land use designation supports the continued use of water parcels for commercial fishers, seaplane terminals, marina and ancillary uses.



## Policies

- 13.1** Continue the marina use of water parcels.
- 13.2** The potential for future expansion of the marinas should be retained subject to identification and mitigation of environmental impacts.
- 13.3** Continue to collaborate with the Comox Valley Marina to ensure safe and efficient operation with the Comox Municipal Marina.



# 14. Business Park

The Business Park designation is intended to provide more local jobs as Comox grows. In addition to light industrial uses, limited commercial uses will contribute to the efficient operation of Business Parks and the Comox Valley Airport in the Airport Corridor Business Park. All development will be sensitive to the surrounding rural context and compatible with adjacent institutional and residential uses.



## Policies

- 14.1** Encourage uses that have a high job-to-floorspace ratio, such as, but not limited to, scientific and technical development, light manufacturing, aerospace engineering and service, wholesale outlets, equipment servicing and repair, brewery and distillery, and packing and processing.
- 14.2** Support commercial uses that contribute to the efficient operation of the Comox Valley Airport, such as, but not limited to, taxi dispatch, vehicle rentals, hotel, and conference centre.
- 14.3** Discourage inefficient job-to-floorspace ratio light industrial and large-format commercial uses, such as, but not limited to self-storage, outdoor storage, truck/ trailer/RV/boat parking and salvage yard.
- 14.4** Support limited service commercial uses to contribute to the efficient operation of the Business Park, such as service stations, restaurants, cafes, showrooms, tasting rooms, and brewpubs.



# 15. Institutional

The Institutional designation applies to existing public, assembly, non-profit, health care, and special needs housing uses. As Comox grows, there will be a need to scale up services such as healthcare, education, childcare, parks, community centres, and emergency services. Concerted efforts to combine institutional uses will be needed to improve community completeness and the efficient use of land.



## Policies

- 15.1** Prioritize long-term institutional use of existing Institutional parcels to ensure there is sufficient land within the UCB to meet community needs. Consider support for zoning amendments that incorporate affordable homeownership and/or rental-tenure dwelling units on existing assembly use parcels with building heights that are compatible with surrounding uses.
- 15.2** Encourage the provision of non-profit housing on Institutional parcels where feasible, including future Institutional use parcels such as firehalls, police stations, recreation centres, healthcare facilities, places of worship, and civic buildings.
- 15.3** Encourage the continued institutional use of Institutional parcels between Rodello Street and Gladstone Street, north of Fairbairn Avenue (Lot 1, Section 76, Comox District Plan 15402 (Brooklyn Elementary); Lots 1 and 2 Section 1 Comox District Plan 40282 and That Part of Section 1, Comox District included within Plan 40909), as a future school/park, recreation centre, or other institutional use to accommodate residential growth in Comox.



**15.4** The development of new schools should include consideration for the following:

- a) Wherever possible, elementary schools should not be developed adjacent to arterial roads.
- b) Facilities should be designed and managed to maximize joint public use of recreational activities.
- c) Joint use agreements between the Town and the public school districts for use and maintenance of facilities are encouraged.
- d) Acquisition of land for municipal parks adjacent to schools.
- e) The provision of off-site road, sidewalk, boulevard, transit bay and utilities required to service a school use should be secured prior to rezoning or developing lands for school use.

**15.5** Encourage community gardens in the Institutional designation.



# 16. 19 Wing Comox / Comox Valley Airport

The 19 Wing Comox / Comox Valley Airport designation applies to lands owned by the Canadian Department of National Defence within the Town of Comox. The 19 Wing Comox Canadian Forces Base, Comox Airforce Museum and public Comox Valley Airport and Glacier Greens Golf Club are also located on these lands. A variety of military housing and services are within the designation, and some services have limited availability for public use, such as the 19 Wing Fitness and Community Centre. School District 71 also leases land for the public Airport Elementary School.

The Town of Comox recognizes the regional and national significance of 19 Wing Comox and the Comox Valley Airport, in addition the other current uses in the designation, and supports continued collaboration with the Department of National Defence and Comox Valley Airport Commission to enhance access and operations.

## Policies

- 16.1** Collaborate with 19 Wing Comox on the potential of shared use agreements for the public use of recreation facilities.
- 16.2** Enhance active transportation infrastructure on key routes to 19 Wing Comox and the Comox Valley Airport.



## Non-Urban Land Uses

The following land use designations are outside of the Urban Containment Boundary and not generally envisioned as supporting new development.

# 17. Agricultural

The Agricultural designation applies to Provincial Agricultural Land Reserve (ALR) parcels in Comox and is intended for long-term farm use to support the local economy and food security.

## Policies

**17.1** Do not support ALR subdivision or exclusion applications.

## Actions

**17.2** Review and monitor Town bylaws, policies, plans, and procedures to ensure consistency with ALC legislation and regulations.



# 18. Detached Residential

The Detached Residential designation applies to the Point Holmes and Kye Bay areas, and one parcel at the intersection of Anderton Road and Knight Road adjacent to ALR lands and rural CVRD lands. Growth and development on these lands will be limited due to the lack of adequate sewer services and unplanned future sewer services.

The Point Holmes and Kye Bay areas are home to exceptional public beaches, and a waterfront trail runs through Point Holmes. However, these areas are functionally separate from the Town of Comox and outside of the Urban Containment Boundary. Upgraded sewer services to accommodate growth would be financially prohibitive and not in the public interest of Town taxpayers. These lands also include hazardous steep slope and sensitive marine ecosystem conditions. For these reasons, zoning amendments to permit small-scale multi-unit housing are not appropriate and the Town will seek permanent exemption from provincial legislation requiring the adoption of SSMUH zoning in Point Holmes and Kye Bay.

## Policies

- 18.1** Limit support for zoning amendment applications that would permit non-residential uses or smaller residential parcel sizes than existing zoning, except for utility use, or where the Town determines that proposed zoning amendments would be in the public interest.

## Actions

- 18.2** Consider the feasibility of amending zoning in the Detached Residential designation to permit a secondary suite and two detached dwellings (3 total dwelling units) in collaboration with Island Health and the Comox Valley Regional District to account for potential private septic system implications.



# 19. Commercial: Tourist

The Commercial: Tourist designation applies to existing tourist accommodation uses in Kye Bay and Point Holmes. It is intended to support continued tourist accommodation use and related accessory uses such as seasonal retail and water sports equipment rentals. This designation provides an alternative to the use of residential units for short-term accommodation in a popular tourism destination.

## Policies

- 19.1** Continue the use of Commercial: Tourist parcels based on existing zoning in the Zoning Bylaw.



## 20. Parks and Open Space

The Parks and Open Space designation applies primarily to existing parks but includes potential future parks. It includes natural conservation areas in addition to active and passive parks. The Parks, Trails, and Open Space Objectives and Policies (Section 4) provide high-level guidance to plan for a complete parks and open space network that is incrementally expanded to accommodate a growing population.



### Policies

- 20.1** Ensure that community needs are met by requiring that all recreation, parkland and open space network components are identified, dedicated and constructed prior to the residential development that relies on them.
- 20.2** Develop a plan for the Comox Golf Club (Central Community Park) to guide its future role, form, use, and programs in the Town of Comox, considering that this property is in a prime location that should be programmed to appeal to the Town's long-term population.
- 20.3** Explore near-term opportunities to transition the southern portion of the Comox Golf Club to a public park as per Section 4.5 of the Downtown Enhancement Action Plan.
- 20.4** Where portions of a parcel are undevelopable but suitable for riparian protection, protection of the natural environment or for greenway purposes, the Town will encourage applicants to dedicate these areas in addition to any required 5% for parkland dedication.
- 20.5** Consider public ownership of parcels within significant riparian corridors to maintain their integrity, and designate Parks and Open Space.



# 21. General Land Use Policies

**The following policies apply for all land use designations.**

- 21.1** Ensure that development site layouts do not result in remnant parcels that cannot be serviced, accessed, or would be uneconomical or impractical to develop.
- 21.2** Site planning for new development should consider the character and scale of surrounding areas.
- 21.3** Building heights in the airport runway approach surface, as shown on Map A – Land Use, will be subject to approval of the Department of National Defence based on the Comox Airport Zoning Regulation.
- 21.4** Encourage the provision of mid-block land dedications or statutory rights-of-way to facilitate public pedestrian circulation through development sites, especially on large sites and street blocks, and areas where roads are not in a grid pattern.
- 21.5** Building heights associated with land use designations outline the maximum intended number of storeys; however, minor variations may be considered where appropriate based on the site context, including consideration of factors such as topography, road frontage and current and future adjacencies.
- 21.6** Zoning Amendments to a new Comprehensive Development Zone will be strongly discouraged; where proposed, there must be a strong rationale for why an existing Zoning Bylaw zone, with or without variances, is not sufficient to facilitate development as per the OCP land use designation and Development Permit Area guidelines.
- 21.7** Where a property is adjacent to land in the Agricultural Land Reserve (ALR), ensure that development limits associated negative impacts on adjacent agricultural operations by including appropriate buffers, setbacks and site planning, consistent with the BC Ministry of Agriculture Guide to Edge Planning, or future iteration thereof.



## 22. Sand and Gravel Extraction

Section 473 (1) of the Local Government Act requires OCPs to include statements and map designations for the areas covered by the plan respecting the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction. There are sand and gravel deposits within the Town boundaries, but future sand and gravel extraction within the Town would not be in the public interest.

Previous gravel extraction took place on Lots 1-3, Block A District Lot 194 Comox District, Plan 442 (900-920 Pritchard Road) by the Ministry of Transportation. Further gravel extraction would compromise environmental values in the area and make it difficult to service these lands with a gravity sanitary sewer.

Lot 4, Block A District Lot 194, Plan 442 (890 Pritchard Road), is heavily treed and would support gravel extraction but this would have a negative environmental impact, and the aggregate potential would be limited due to its proximity to residential development to the south and servicing constraints for future residential development.

Other sand and gravel deposits are located in the Northeast Woods and near Sand Pines Drive. There are severe limitations to extracting these deposits for off-site use. Due to the high environmental values of protected ecosystems, such as Garry Oak, older growth forests, and eagles and heron nesting sites in each of these areas, the highest and best use of this aggregate resource is considered for it to remain in its natural form.



## PART 5

# Implementing the Plan



## Implementing the Plan

Meeting long-term, community-wide plan objectives requires collective effort. In addition to residents, businesses, and workers in our community, interest holders include senior levels of government, community groups, boards and agencies. OCP policies are implemented through a range of strategies, regulations and plans that are approved through decisions of Comox Council, including area specific plans, housing strategies, infrastructure master plans, and park plans. Section 478 of the *Local Government Act* clarifies that an OCP does not commit or authorize a local government to proceed with any project specified in the plan. However, all bylaws and works must be consistent with the OCP upon its adoption.

Implementation of the OCP must include monitoring and evaluation of key indicators to determine whether the plan is meeting community needs. Many sections of the OCP include Actions the Town can take to implement the plan. A separate OCP Implementation Plan compiling all of the action items will be developed to accompany the OCP.

### OCP Reviews

The OCP must be reviewed every 5 years to consider the most recent housing needs report to ensure that at least 20-years of anticipated housing units are supported by the planned land use and housing policies in the OCP.

### OCP Amendments

The Official Community Plan is a living document that provides direction on how Comox will evolve to 2045. While policies and decisions should be consistent with the principles, objectives and the policies of the Plan, the Official Community Plan should be recognized as a flexible and adaptable document. The Town may amend the Plan in accordance with the *LGA* to adapt to new trends and changing conditions in the community at the discretion of Council.

Where such changes are consistent with the community vision and goals of the OCP, Council may wish to approve an amendment to the OCP. Where the changes are substantial or are inconsistent with the community vision and goals, Council may wish to conduct a comprehensive review and update of the OCP. The vision and goals will thus be utilized to consider and to evaluate applications for OCP amendments.

OCP amendments to the land use designations (Map A – OCP Land Use Map) shall be evaluated based upon the following criteria:

- (a) Consistency with the OCP vision, guiding principles, objectives, and policies.
- (b) Consultation with K'ómoks First Nation.
- (c) Consideration of information received through public consultation with impacted community members.



- (d) Impact on the natural environment, ecosystems and biological diversity and potential risk associated with hazardous conditions.
- (e) Demonstration of suitable transportation access and infrastructure servicing to accommodate the proposed development.
- (f) Identified community need and market demand for the proposed development.
- (g) Identification of how the public interest would be better-served by the proposed land use designation than the existing land use designation, including consideration of voluntary amenity contributions (or cash-in-lieu) above and beyond the Amenity Cost Charge Bylaw.

## Legislative Compliance

### Financial Planning

Section 477 of the *Local Government Act* requires a proposed OCP bylaw that has received first reading of Council to be considered in conjunction with the local government's financial plan. Following adoption, the Town's financial planning and budget process would then be conducted in alignment with the OCP.

### Liquid Waste Management Plan

Comox Valley Regional District is in the process of completing a Liquid Waste Management Plan under the *Environmental Management Act*. Section 477 of the *Local Government Act* requires a proposed OCP bylaw that has received first reading of Council to be considered in conjunction with any Liquid Waste Management Plan under the *Environmental Management Act*. On the next OCP update required by the *Local Government Act*, the OCP will have to be considered in conjunction with the CVRD Liquid Waste Management Plan if it is in place at that time. Alignment of the OCP with the CVRD Liquid Waste Management Plan should support the Town's broader watershed and habitat protection goals as outlined in the Environmental objectives and policies of this OCP.



## Development Approval Information

Pursuant to Section 485.1 of the *Local Government Act*, the entire Town of Comox is designated as a Development Approval Information Area in order to guide and support new development that contributes to the goals and objectives of the Official Community Plan. The Director of Development Services, or designate, may require development approval information pursuant to the *Local Government Act*. Information on the anticipated community impacts of a proposed activity or development, such as those related to transportation patterns, local infrastructure, public facilities, community services, or the natural environment requirements and procedures are set out in a separate bylaw. The conditions that justify this designation are as follows:

- Comox is a growing community and this growth will impact neighbourhoods, businesses, service provision and infrastructure. Information may be required to assess impacts on nearby and adjacent development, including shadowing, noise, visual impacts and scale, impacts on community services, such as parks, schools and protective services, socio-economic impacts, and impacts on the transportation and utility network and infrastructure.
- Comox's landscape includes hillsides, floodplains, forests and wildfire interface areas and other unique landscapes. Information may be required to assess impacts on these landscapes and to protect people, property and infrastructure.
- Comox is home to many sensitive terrestrial and aquatic ecosystems, a valley-wide airshed, forested areas, agricultural lands and water bodies, including the Salish Sea. Information may be required to guide and inform protection of this land, water and air.
- Comox is located in the traditional, ancestral and unceded territory of the K'ómoks First Nation, who have lived here since time immemorial. As such, the area is home to many important heritage assets. Settlement of the area by non-indigenous residents has also provided the town with many heritage assets. Information may be required to identify heritage value of these assets, including but not limited to landscapes, archaeological sites, buildings and properties, and to guide their protection and conservation.



## Temporary Use Permits

In accordance with *Local Government Act* Section 492, an Official Community Plan may designate areas where Council may consider allowing temporary uses, and may specify general conditions regarding the issuance of temporary use permits in those areas. The temporary use designation is intended to apply to operations that are temporary in nature and the designation does not in itself permit specific uses on the designated sites. Within these areas, Council may, by resolution, issue a Temporary Use Permit and specify the conditions under which the temporary use be carried on. Upon the expiration of a Temporary Use Permit, the permitted uses revert to those outlined in the Zoning Bylaw.

Temporary Use Permits may be considered on all lands within the Town of Comox. Temporary Use Permits should consider the fit within the character of the neighbourhood and surrounding uses to minimize conflicts and nuisances and as such should consider any mitigating strategies such as landscape buffering, screening and operational details. Terms and conditions of the permit should specifically address an appropriate time duration up to the maximum limit under the *Local Government Act*.

Temporary Use Permit applications shall be evaluated against the following criteria:

- a) Compatibility of the proposed use with the Land Use Designation of the subject land and the policy direction of this OCP.
- b) Completion and incorporation of any public consultation with impacted community members to address immediate concerns.
- c) Impact on the natural environment and potential destruction of valuable ecological services as a result of the development.
- d) Demonstration of impact mitigating strategies, suitable access and servicing to accommodate the proposed development.
- e) Identified community need and market demand for the proposed use.
- f) The proposed alterations to the site may be deemed temporary in nature.
- g) The proposed use is of a temporary or seasonal nature.





# TOWN OF COMOX

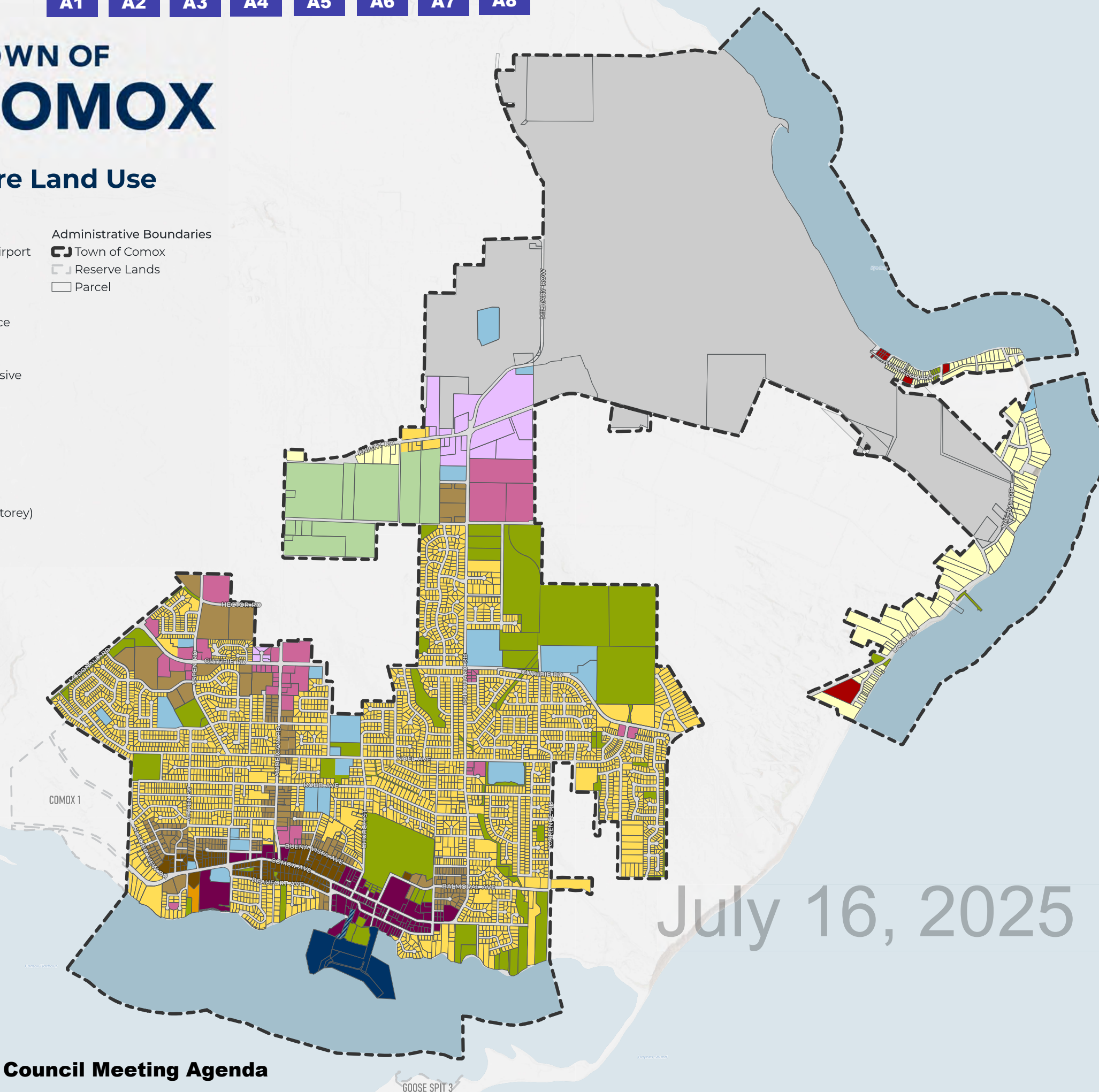
## OCP Future Land Use

### OCP Land Use (2025)

- 19 Wing Comox / Comox Valley Airport
- Agricultural
- Business Park
- Commercial: Tourist
- Parks, Greenways and Open Space
- Institutional
- Harbour and Marina
- Harbour and Marina Comprehensive Development Area (12-storey)
- Low-Rise Mixed-Use (4-storey)
- Mid-Rise Mixed-Use (6-storey)
- Low-Rise Residential (4-storey)
- Mid-Rise Residential (6-storey)
- High-Rise Residential (9-storey)
- Detached Residential
- Ground Oriented Residential (3-storey)

### Administrative Boundaries

- Town of Comox
- Reserve Lands
- Parcel



July 16, 2025 Draft

1,000  
Meters

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(When Printed at 24 x 36")



# TOWN OF COMOX

- A1
- A2
- A3
- A4
- A5
- A6
- A7
- A8



## OCP Growth Areas

### Town of Comox Growth Areas

#### Priority Growth Areas

- Downtown Centre
- Guthrie-Anderton Corridor
- Harbour View Corridor

#### Secondary Growth Areas

- Airport Corridor

#### Infill Areas

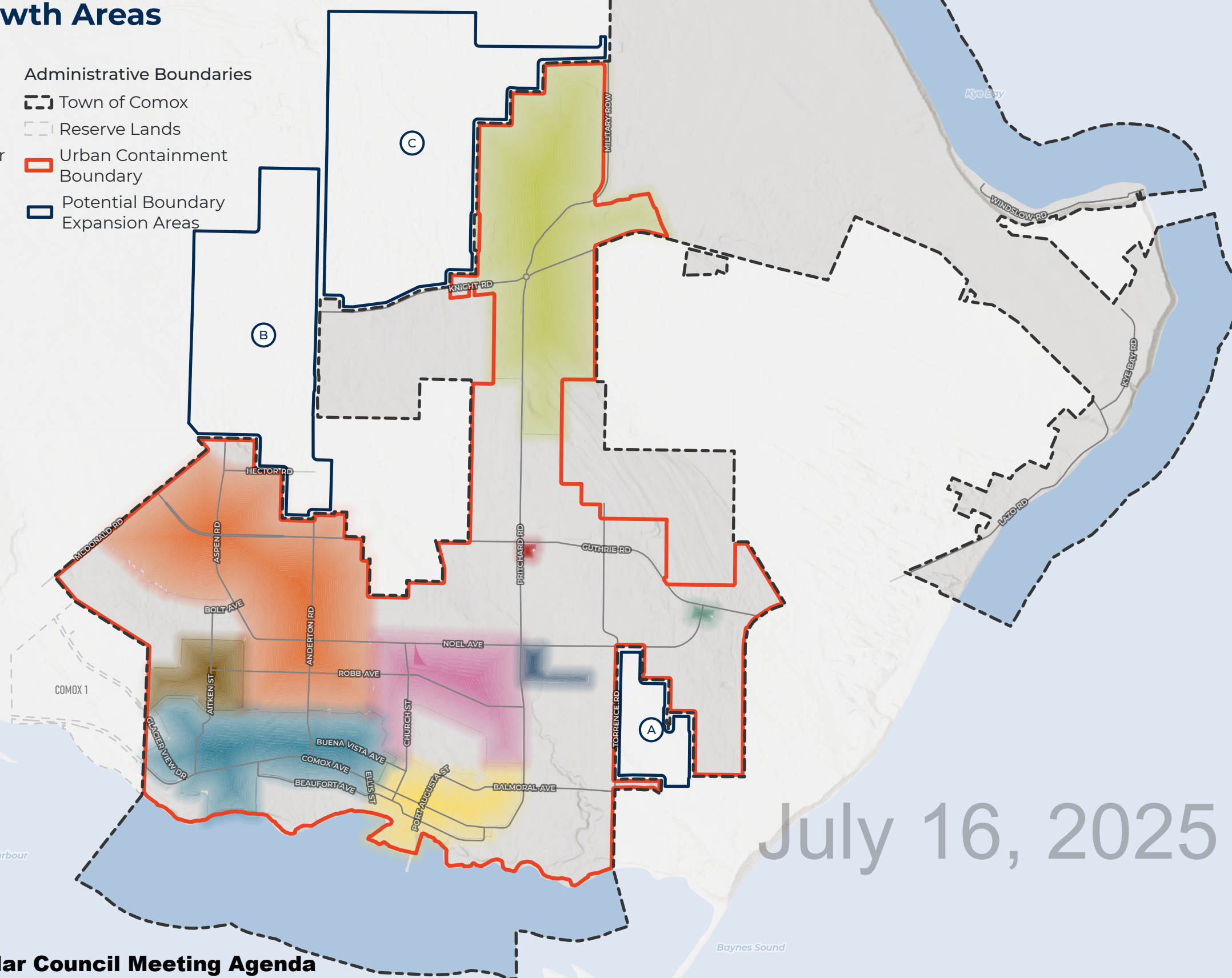
- Central Comox
- West Comox

#### Mixed-Use Nodes

- Beckton
- Highland
- Dogwood

### Administrative Boundaries

- Town of Comox
- Reserve Lands
- Urban Containment Boundary
- Potential Boundary Expansion Areas



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# TOWN OF COMOX

## OCP Active Transportation Network

### Active Transportation Network

status

- Existing Trail / Multi-Use Pathway
- Future Trail / Multi-Use Pathway
- CVRD AT Network

### Existing Cycling Network

- Existing Bicycle Lane
- Existing Shared Lane
- Existing Shoulder
- MOTT Buffered Accessible

### Future Cycling Network

- Future Bicycle Lane
- Future Multi Use Shoulder
- Future Waterfront Pathway

### Administrative Boundaries

- Town of Comox
- Reserve Lands

Comox Harbour

COMOX 1

HECTOR RD

ASPEN RD

BOLT AVE

AITKEN ST

GRACEVIEW DR

ROBB AVE

BUENA VISTA AVE

COMOX AVE

BEAUFORT AVE

15 SITE

NOEL AVE

CHURCH ST

PORT AUGUSTA ST

BALMORAL AVE

TORRENCE RD

CUTHRIE RD

PITCHER RD

KNIGHT RD

MILITARY ROW

WINDSLOW RD

KYE BAY RD

LAZARD RD

Kye Bay

Salish Sea

Strait of Georgia

Baynes Sound

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(When Printed at 11" x 17")



# TOWN OF COMOX

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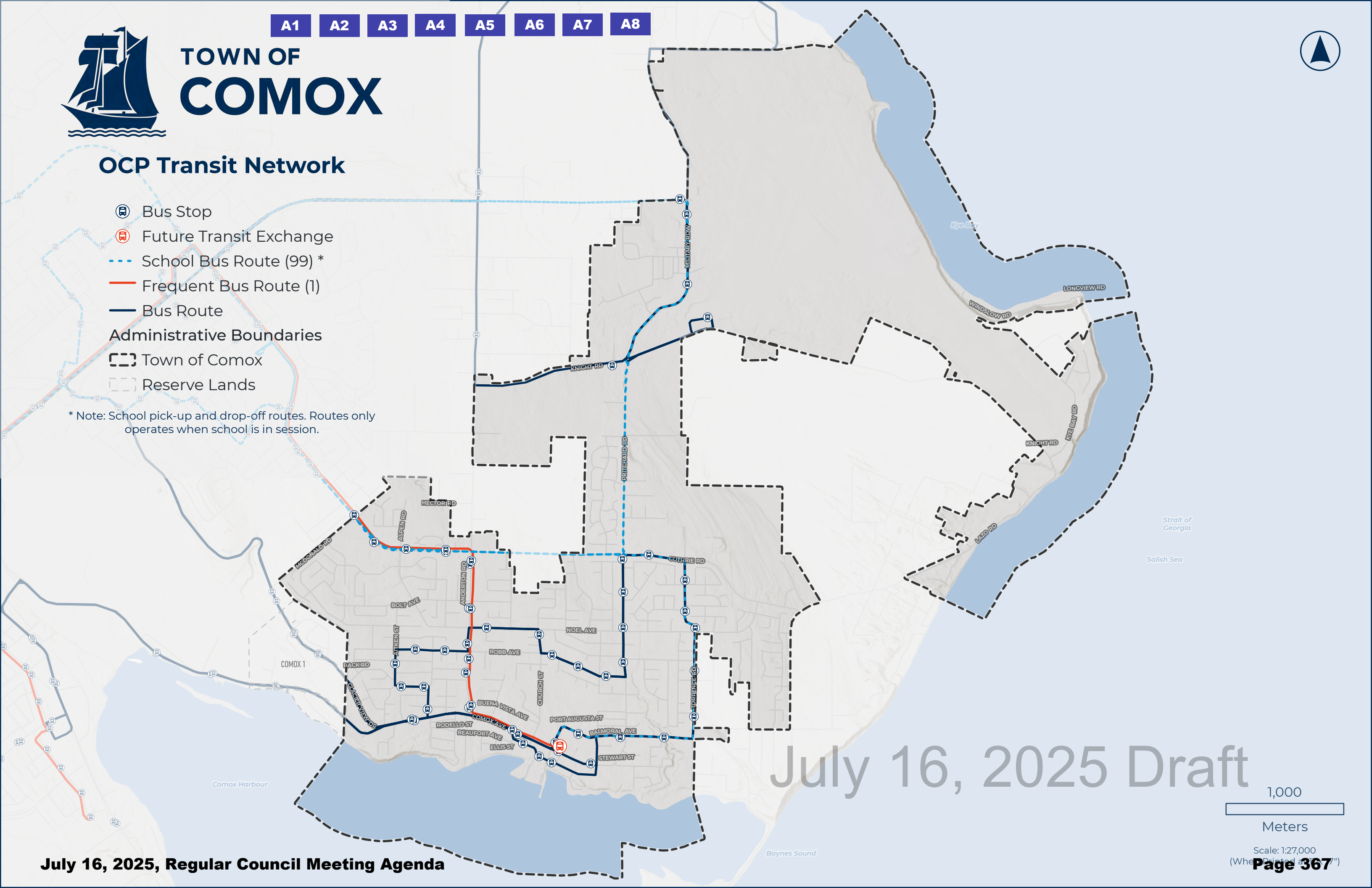
## OCP Transit Network

- Bus Stop
- Future Transit Exchange
- School Bus Route (99) \*
- Frequent Bus Route (1)
- Bus Route

### Administrative Boundaries

- Town of Comox
- Reserve Lands

\* Note: School pick-up and drop-off routes. Routes only operates when school is in session.



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# TOWN OF COMOX

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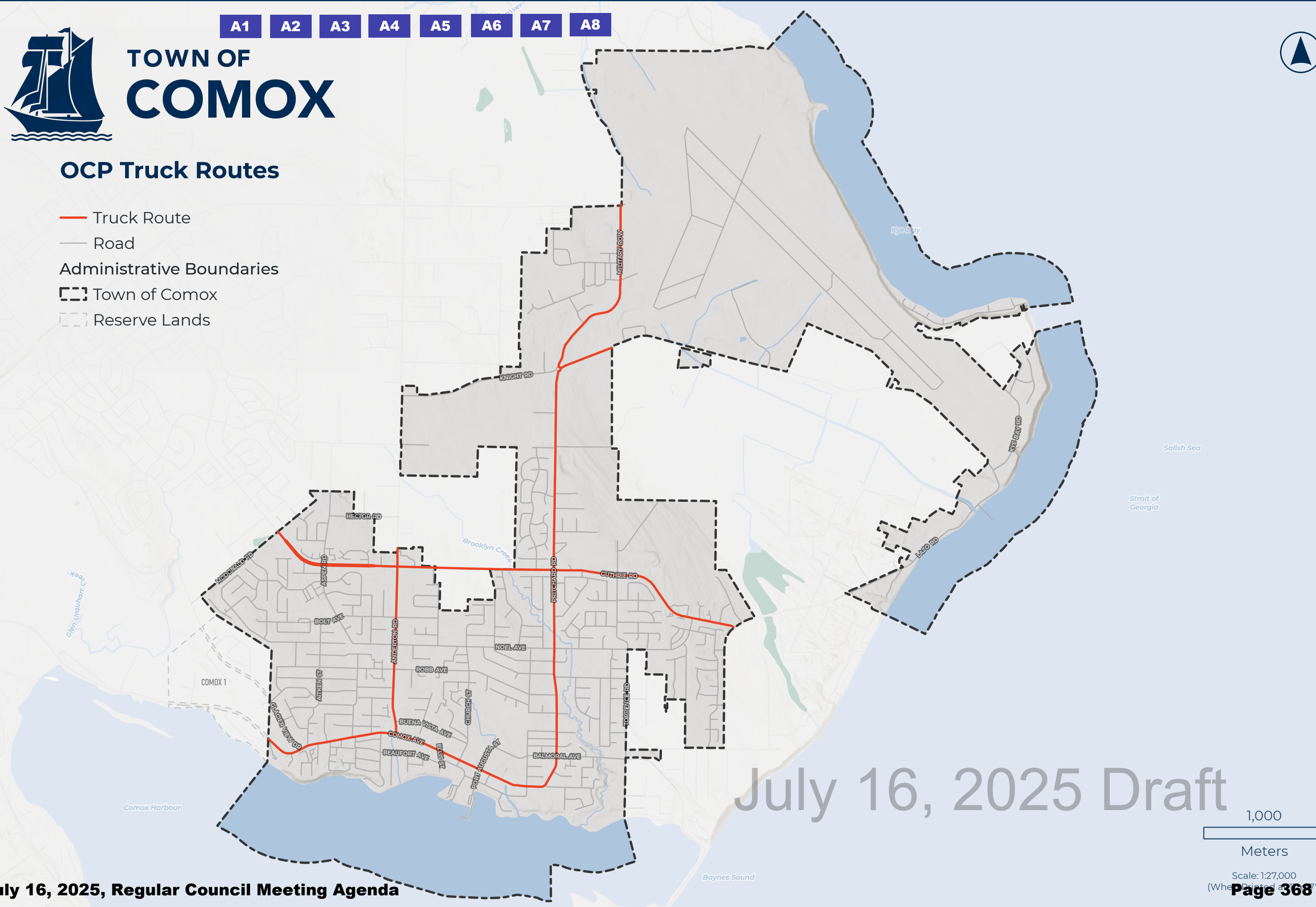
A7

A8



## OCP Truck Routes

- Truck Route
- Road
- Administrative Boundaries
  - Town of Comox
  - Reserve Lands





A8



- Arterial
- Arterial (MOTT)
- Major Collector
- Major Collector (MOTT)
- Minor Collector
- Seaside Road
- Rural
- Local
- Other

## Town of Comox



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## Water Infrastructure

— CVRD Watermain

— Private Watermain

## Administrative Boundaries

Town of Comox

Reserve Lands

Parcel



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Meters

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# TOWN OF COMOX

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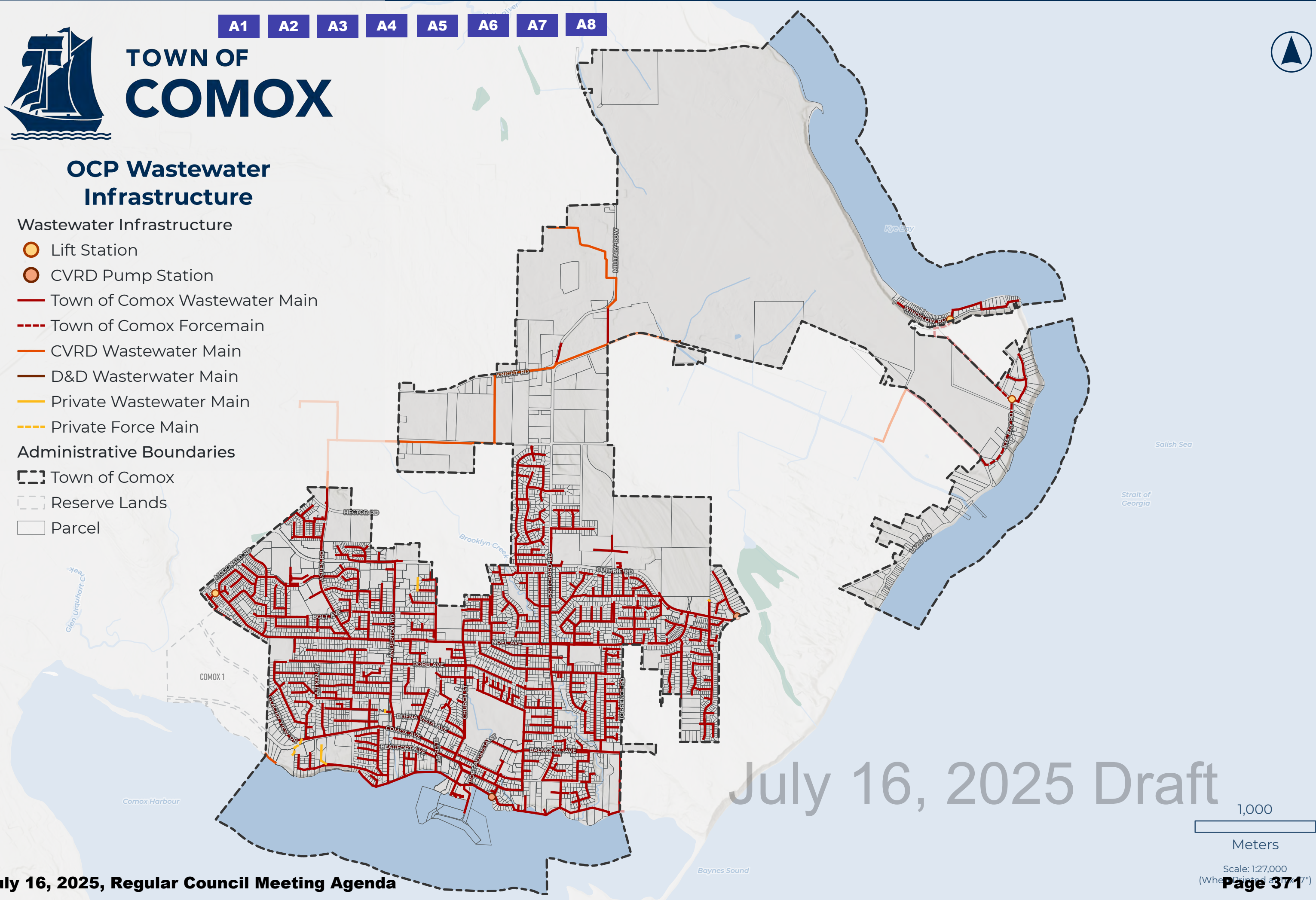
## OCP Wastewater Infrastructure

### Wastewater Infrastructure

- Lift Station
- CVRD Pump Station
- Town of Comox Wastewater Main
- Town of Comox Forcemain
- CVRD Wastewater Main
- D&D Wasterwater Main
- Private Wastewater Main
- Private Force Main

### Administrative Boundaries

- Town of Comox
- Reserve Lands
- Parcel



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