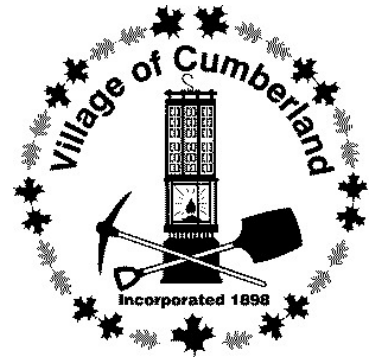


COUNCIL REPORT



REPORT DATE: Friday, August 29, 2025
MEETING DATE: Monday, September 15, 2025

File No. 3360-01

TO: Mayor and Councillors
FROM: Courtney Simpson, Director of Development and Bylaw Services
SUBJECT: Zoning Bylaw Review and Update

RECOMMENDATIONS

THAT Council endorse pre-zoning the Bevan Industrial Lands to align with the Village's long-term vision for this area, as established in the Bevan Industrial Lands Concept Plan (2020);

THAT Council direct staff to revise the Draft Zoning Bylaw to remove off-street parking and loading requirements for non-residential and non-hotel, hostel, and motel uses in the Village Core; and

THAT Council direct staff to revise the Draft Zoning Bylaw to remove cash-in-lieu of parking provisions for residential and hotel, hostel, and motel uses.

PURPOSE

This report provides an update on the Zoning Bylaw Review and Update process, including an overview of both the general purpose and objectives of the review, key changes being proposed, and opportunities for the community to provide feedback on the draft Zoning Bylaw.

It also seeks direction from Council regarding approaches for off-street parking requirements in the Village Core and pre-zoning the Bevan Industrial Lands.

PREVIOUS COUNCIL DIRECTION

Date	Resolution
March 24, 2025 COTW	THAT the Committee of the Whole receive the presentation by Kara Gross and Brittany Tuttle, community planners with Urban Systems Ltd, on the Village's Zoning Bylaw Review; THAT the Committee of the Whole recommend that Council approve the increase to expenditure of up to \$39,000 for increased scope in the Zoning Bylaw Review Project with

	• \$14,170 to be funded through Capacity Funding for Local Government Housing Initiatives grant reallocated from the Amenity Cost Charge Bylaw project; and • \$24,830 to be funded through Community Works Fund reserve. THAT the Committee of the Whole recommend that Council approve the reallocation of \$60,000 in funds from Growing Communities Fund to Community Works Fund reserve for the Zoning Bylaw review; and, THAT the Committee of the Whole recommend that Council direct staff to bring forward an amendment to the adopted 2025-2029 Financial Plan Bylaw to reflect the increase in expenditures and funding reallocation for the Zoning Bylaw Review project.
April 27, 2020	THAT the Committee of the Whole recommend that Council consider reducing the minimum setback to 0 meters and establishing a maximum setback of 2 metres for the Camp Road neighbourhood during the next zoning bylaw update.

BACKGROUND

In late 2023, the Province amended the *Local Government Act* to establish a suite of new housing-related requirements for local governments, including :

- Update zoning bylaws by June 30, 2024, to comply with new small-scale multi-unit housing (SSMUH) requirements (*not applicable to the Village, though proactive implementation is underway via the Zoning Bylaw Review and Update*);
- Complete an interim housing needs report (HNR) using a provincial methodology by January 1, 2025 (*completed by the Village in September 2024*); and
- Update official community plans (OCPs) and zoning bylaws to demonstrate that enough land has been designated and zoned to accommodate the Village's 20-year housing need identified in the interim HNR by December 31, 2025 (*currently underway*).

Urban Systems Ltd. was retained to support the Village in updating its Zoning Bylaw ahead of the December 31, 2025, deadline, with the bylaw review and update project commencing in February 2025.

DISCUSSION

Purpose and Objectives

The primary purpose of this Zoning Bylaw Review and Update is to ensure the Village can demonstrate that sufficient lands have been zoned to accommodate the 20-year housing need identified in the Interim HNR by December 31, 2025, per the requirements of the *Local Government Act*.

A secondary objective is to proactively implement SSMUH legislative requirements ahead of the 2026 Census, when it is anticipated that the Village's population will surpass 5,000. The SSMUH

legislation establishes a set of criteria for local governments that must implement density requirements, with population size being one. Given that the next Census period will occur next year in 2026, the Zoning Bylaw is being updated now to implement these requirements, rather than amending the bylaw again later in 2026. The additional infill density that will be permitted through SSMUH is one of the ways that the Village will accommodate its 20-year housing need.

This review and update will also ensure that the Zoning Bylaw is clearly aligned with the newly updated OCP (*in progress*), along with modernizing the Bylaw according to best practices to improve its overall clarity, transparency, and ease of use.

Proactive Implementation of SSMUH

Per Bill 44, local governments meeting a set of established criteria are required to accommodate additional residential density in 'restricted zones' (i.e., any residential zone that limits density to a single detached dwelling). The criteria are as follows:

- þ Within an Urban Containment Boundary, as established by the OCP and/or a Regional Growth Strategy;
- þ Serviced by municipal water and sewer systems;
- þ Lot size (three units for lots $\leq 280 \text{ m}^2$, four units for lots $> 280 \text{ m}^2$); and
- ý Population $> 5,000$ – current population of 4,447 (per the 2021 Census); expected to become applicable with the release of the 2026 Census.

To avoid having to complete another update to the Zoning Bylaw after the 2026 Census is published, the draft Zoning Bylaw has been revised to include SSMUH provisions. Additional discussion on this item is included in the *Residential Zones* section of this report, below.

Alignment with the Official Community Plan

Zoning bylaws are a regulatory tool that translate policy from a community's OCP into regulations that govern how land can be used. These bylaws are comprised of two components: a zoning map, which applies a zone to each property within a community, and a set of written regulations outlining the applicable land use rules. Zones typically correspond to broad land use categories that are defined in a community's OCP (e.g., residential, commercial, industrial, etc.). The higher-level policy direction for these land use categories found in the OCP is then implemented in the form of specific regulations applicable to the corresponding zone(s).

Undertaking concurrent review and updates of both the Official Community Plan Bylaw and Zoning Bylaw enables cohesive policy development that will improve regulatory consistency between the two bylaws. This approach also has administrative benefits, as it aims to reduce the number of future OCP and zoning amendment applications resulting from inconsistencies between the two bylaws.

Modernizing Zoning

The Village's Zoning Bylaw has been amended 16 times since it was first adopted in 2016. The resulting bylaw, which comprises 38 zones spanning 175+ pages, is lengthy and complex. As this complexity impedes the ability of both staff and the public to interpret and administer the bylaw, a significant aspect of the Zoning Bylaw Review and Update has been to simplify regulations, consolidate redundant terms and defined uses, and collapse like-zones to create a bylaw that is user-friendly.

Community Engagement

Community engagement initiatives are being supported by the Engage Comox Valley [Zoning Bylaw Update webpage](#) with project updates, social media posts including responses to comments, and Currently Cumberland newspaper advertisements.

A workshop geared towards the local development community was held by the Village on August 19, 2025. The purpose of the Development Community Workshop event was to highlight key changes being proposed to both the Zoning Bylaw and Development Permit Area (DPA) Guidelines (as part of the broader OCP Update process) that are most relevant to developers. Despite this narrower focus, many attendees voiced support for a modernized and simplified approach to zoning and appreciated the opportunity to share their experiences using the existing bylaw. Critical feedback received during this event that was most relevant to the Zoning Bylaw Update was largely focused on existing off-street parking requirements in the Village Core; such feedback has been addressed within the Draft Zoning Bylaw through overall reductions to parking requirements across the Village.

Other opportunities for the community to participate in the Village's Zoning Bylaw Review and Update process in advance of the public hearing held during the bylaw adoption process include:

- Online review of the draft Bylaw (including public comment board) – ongoing
- Meeting with K'ómoks First Nation – September 4, 2025
- Open House Events – October 7 (virtual) and 8 (in-person), 2025
- Online review of the proposed Bylaw (including public comment board) – following first reading (Fall 2025)

Key Changes

New Bylaw Format

The Village has adopted an updated, interactive bylaw format that consolidates like-regulations (e.g., zones, permitted uses, density permissions, siting standards, etc.) into tables to avoid duplicate regulations, shorten the document, and improve the Bylaw's overall readability and ease of use. Interactive features of the new bylaw format, such as the clickable content banner at the bottom of each page and defined terms linked to their associated definitions, are intended to improve navigation within the document. As a result, users will be encouraged to review all parts of the Zoning Bylaw rather than just the development regulations specific to an individual zone, thus reducing the likelihood that regulations are 'missed'. The new bylaw format has been applied throughout the draft Zoning Bylaw (Attachment 1) for review.

Changes to Zones

Under the new bylaw format, zone-specific provisions are now organized per zone category, rather than by individual zone. Moreover, existing zones have been reviewed, consolidated, and reorganized to better reflect existing uses, minimize redundancies, and improve alignment with the Village's new (draft) OCP Land Use Map. The total number of zones has been reduced to 26 from 38, as reflected in the table below. Changes to the zones have also been reflected in the draft Zoning Map (Attachment 2).

CURRENT ZONE BREAKDOWN	PROPOSED ZONE BREAKDOWN
Residential Zones (14)	Residential Zones (6)
Rural Zones (4)	Rural Zones (2)
Commercial and Mixed-Use Zones (4)	Mixed-Use Zones (3)
Industrial Zones (5)	Industry Zones (3)
Public Use and Assembly Zones (2)	Public Use Zones (3)
Interchange Zones (9)	Interchange Zones (9)

Residential Zones

The current Bylaw comprises fourteen residential zones: seven low-density residential zones, five multi-unit residential zones, and two mixed-use residential zones. Review of these existing zones revealed the presence of multiple redundant regulations (e.g., minimum setbacks, height and lot coverage maximums, etc. that are the same or similar). As well, most existing low-density residential zones may be classified as ‘restricted zones’ per SSMUH legislation. Further, those lots with such zoning meet the legislation’s established criteria for SSMUH applicability.

To implement SSMUH, applicable restricted zones (i.e., predominantly lots in the existing-1, R-1A, R-2, R-2A, R-4, and MU-1 zones) have been redesignated under a new Infill Residential zone which permits up to four dwelling units per lot. In addition to expanded density permissions, the new Infill Residential zone includes development regulations that largely align with the recommended standards set out in the Province’s SSMUH Policy Manual.¹ As well, the minimum lot size of the new Infill Residential zone has been set at 650.0 square metres to better reflect existing lot sizes (average lot size of affected parcels ranges from 628.0 to 1,613.0 square metres) and deter single-lot subdivisions that would reduce the viability of SSMUH development. These changes are intended to provide additional opportunities to develop a range of “missing middle” housing forms in support of the Village’s objectives related to housing attainability, diversity, and affordability – without compromising the community’s unique neighbourhood character.

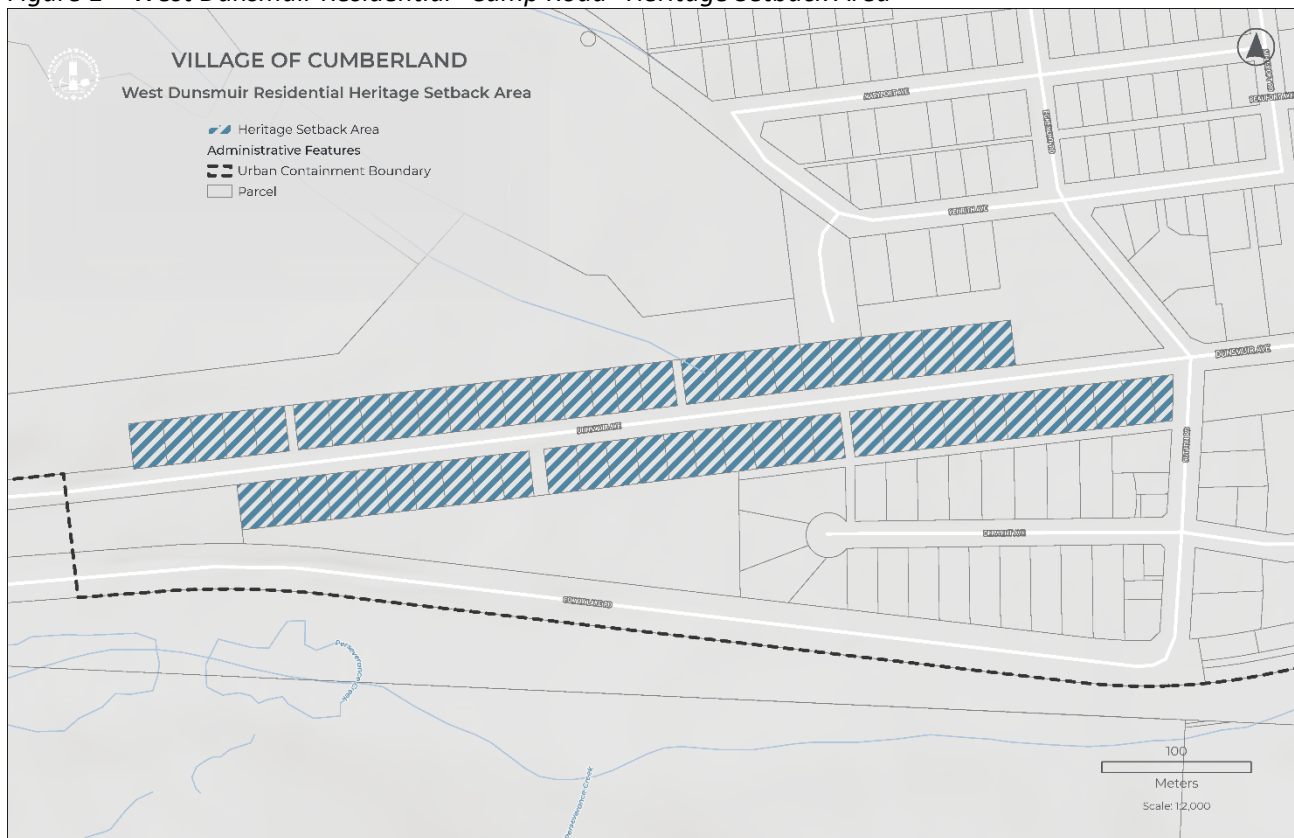
It should be noted that a small portion of restricted zones in the south-west portion of Dunsmuir Avenue are not included in the new Infill Residential zone, as known capacity limitations of existing sewer infrastructure in the area prevents higher levels of residential density. It is the intent of the Village to eventually include these parcels under the new Infill Residential zone once the necessary sewer infrastructure upgrades have been completed. The timeline for this upgrade is approximately 7-10 years. In the meantime, affected parcels will remain subject to existing development regulations but under a new zone name (West Dunsmuir Residential), and Village

¹ The [Provincial Policy Manual and Site Standards](#) is a comprehensive tool meant to support local governments in interpreting and implementing the SSMUH legislation in their communities by providing recommended siting parameters based on lot size and minimum unit requirements. Local governments are required to consider the Policy Manual when implementing SSMUH, and must be able to rationalize any regulations included in their zoning bylaw that deviate from the Site Standards.

staff will be required to apply to the Province for an extension regarding implementation of SSMUH in this area once Cumberland reaches a population of 5,000.

Another notable change is the introduction of a new Heritage Setback Area along the westernmost portion of Dunsmuir Avenue known as “Camp Road” (Figure 1). This change comes as the result of the report presented at the April 27, 2020, Committee of the Whole meeting ([item 2.1, p. 3](#)), which discussed a potential reduction to the minimum front setback (to 0.0 metres) and the potential introduction of a maximum front setback (of 2.0 metres) to better support the existing character of the street which is known for its homes and porches being close to the road. As such, lots within the new Heritage Setback Area are now subject to a minimum front setback of 0.0 metres and a maximum front setback of 2.0 metres – meaning future (re)development of these sites will better complement the heritage character of neighbouring properties. This change is also anticipated to reduce the number of variance applications received by the Village for renovations to existing homes sited near the front lot line.

Figure 1 – West Dunsmuir Residential “Camp Road” Heritage Setback Area



Finally, existing multi-unit residential zones have been consolidated into two distinct multi-unit zones: a Multi-Unit Residential zone and a Rental Tenure Multi-Unit Residential zone. The new Multi-Unit Residential zone, which consolidates the existing ‘RM’ zones, is intended to serve as a flexible zone that can be applied to, and thus streamline, future rezonings for multi-unit residential development exceeding four dwelling units per lot. Similarly, the Rental Tenure Multi-Unit Residential zone is intended to be applied to, and thus streamline, future rezonings for multi-unit development that includes all or a portion of units secured under rental tenure.

Mixed-Use Zones

Existing mixed-use zones previously categorized as either residential or commercial zones now comprise their own 'Mixed-Use' zone category for the purpose of more clearly distinguishing the unique, small-scale, and local character of mixed-use development within the Village. Where possible, development regulations within these zones have been reviewed and updated to better support the retention or conversion of heritage buildings. As well, to better align zoning with the future Land Use Designations included in the draft OCP, a new Neighbourhood Mixed-Use zone has been applied to lots between First and Fifth Avenues on both the south side of Penrith Avenue and the north side of Derwent Avenue to acknowledge the transition in development that may exist between the Village Core and adjacent residential neighbourhoods.

PROPOSED MIXED-USE ZONES	
Zone Name	Intent of Zone
Historic Village Commercial Core Mixed-Use (MU-1)	The intent of this zone is to support a vibrant, pedestrian-oriented Village Core through development comprised of commercial uses on the ground-level with residential uses above or to the rear.
Neighbourhood Mixed-Use (MU-2)	The intent of this zone is to promote mixed-use development which serves as a transition between the Village Core and surrounding residential neighbourhoods.
Coal Valley Estates Mixed-Use (MU-3)	The intent of this zone is to implement a Comprehensive Development Agreement which identifies a mixed-use node in the area known as Coal Valley.

Industry Zones

Review of the Bylaw's commercial and industrial zones against the future OCP Land Use Map identified misalignment between the zoning regulations currently applicable to lands used for larger-scale commercial and industrial uses and the Village's long-term vision for employment lands. As such, existing commercial zones applicable to single lots outside of the Village Core (i.e., the C-1, C-2, and C-3 zones) have been consolidated to create a new Service Industry zone which better aligns with the Service Commercial OCP Land Use Designation. The Service Industry zone is intended to accommodate a range of service commercial and low-impact industrial uses on larger lots and has been applied to lots both within and outside of the Urban Containment Boundary where there are less-intensive, 'light' industrial uses occurring. In addition, lands designated for intensive industrial development under the Industrial OCP Land Use Designation are now captured under a single Industrial zone. This new zone, which consolidates the existing heavy industrial (I-2), industrial resource (I-3), and industrial greenways reserve (IGR) zones, is intended to clearly designate and preserve land for intensive industrial development outside of the Urban Containment Boundary.

Public Use Zones

Existing public use and assembly zones have been reviewed and reorganized to create three distinct Public Use zones for the purpose of clearly separating uses intended to serve the whole community from other non-residential zone types, as summarized in the table below.

PROPOSED PUBLIC USE ZONES	
Zone Name	Intent of Zone
Parks and Open Space (PU-1)	This zone is intended to preserve and enhance the community's parks and open space assets while providing for a range of low impact recreational uses.
Civic Uses (PU-2)	This zone is intended to accommodate a range of civic functions, including both publicly and privately operated institutional, cultural, educational, and recreational uses.
Utility and Services (PU-3)	This zone is intended to accommodate emergency and protective services operations and public and private utilities.

Rural Zones

Review of the Bylaw's rural zones revealed that existing uses in these areas were not accurately captured by the applicable zoning regulations. As such, the four rural zones have been consolidated and reorganized into two distinct rural zones that more accurately represent current land use and better align with the future Land Use Designations included in the draft OCP.

Interchange Zones

Zoning regulations applicable to the Interchange Lands remain largely untouched, as existing development provisions were drafted to align with the Comprehensive Development Agreement (CDA) that is registered on title. Despite this, existing development regulations have been translated into the new zone format to ensure consistency throughout the Bylaw.

Revised Approach to Agriculture

Regulations related to agricultural activities have been broadened for the purpose of advancing the Village's goals related to food security. This includes:

- Permitting community gardens in all zones;
- Permitting urban agriculture in all residential and mixed-use zones to better facilitate small-scale and non-soil or non-land-based forms of agriculture; and
- Clarifying that commercial-scale greenhouses and rooftop hydroponics are permitted in all industry zones.

Restructuring of Home Occupation Regulations

Home occupation (HO) regulations are now presented as a tiered hierarchy of home occupation uses, as summarized in the table below.

HOME OCCUPATION CLASSIFICATION		DESCRIPTION
Minor		Minor home occupations are intended to be operated solely within a dwelling unit. Aspects of business operations shall not be detectable from outside the property.
Standard		Standard home occupations are intended to be operated within a dwelling unit or accessory building.
Major		Major home occupations are intended to be operated within a dwelling unit or accessory building. Home occupations under this classification can occupy additional floor area and employ more on-site, non-resident employees than other home occupation classification types.
Accommodation	Bed and Breakfast	Bed and Breakfast Accommodation home occupations are intended to be operated solely within a dwelling unit.
	Vacation Rental	Vacation Rental Accommodation home occupations are intended to be operated within a dwelling unit or secondary suite in accordance with provincial short-term rental regulation.

Generally, the revised regulations are intended to offer more flexibility to home occupation uses, while also clarifying requirements such as:

- The amount of space occupied by the home occupation (via floor area restrictions)
- Number of required off-street parking spaces
- Number of on-site, non-resident employees permitted
- Number of permitted visitors / non-employee users of the home occupation

This approach better acknowledges how various HOs may be suitable in different contexts or locations throughout the Village (e.g., a home office in an apartment versus a woodworking operation on a large, rural lot). It should be noted that permissions for Vacation Rental Accommodation, which is currently permitted only in the existing infill residential (R-1A) zone, have not been expanded to other areas. Conversely, Bed and Breakfast Accommodation – which is a new permitted use – has been permitted broadly in the new Infill Residential (R-1), West Dunsmuir Residential (R-2), and Large Lot Residential (R-3) zones.

New Landscaping, Screening, and Impermeable Surface Regulations

Prescriptive landscaping requirements (e.g., a minimum number of trees per dwelling unit, soft landscaping requirements along exterior property boundaries, etc.) have been introduced to:

- Support the retention and enhancement of the Village's existing tree canopy;
- Soften the impact of higher density infill development within existing neighbourhoods; and
- Streamline the development of SSMUH by offloading landscape requirements typically triggered through a Development Permit to the Building Permit.

As a result, development proposals for four or fewer dwelling units would not be required to provide a landscape security through the Development Permit process and instead would be subject only to the requirements of a Building Permit. This change adds a level of surety for property owners seeking to redevelop an existing low-density residential lot or add more dwelling units to a lot where there may be one or more dwellings already.

In addition, existing regulations pertaining to screening, fences, and retaining walls have been clarified to ensure that incompatible land uses are appropriately separated or transitioned. As well, impermeable surface maximums have been introduced to support on-site drainage and reduce surface run-off. As such, it is anticipated that the new landscaping requirements will support gentle densification of existing neighbourhoods through the provision of more diverse housing forms over time, while also improving the overall standard of landscaping throughout the Village.

Revisions to Parking and Loading Requirements

The Zoning Bylaw update has provided the Village with the opportunity to simplify existing parking and loading requirements to make them easier for both staff and the public to understand and implement. Accordingly, the revised parking and loading regulations:

- Establish clear parking and loading requirements per permitted use;
- Create distinct parking requirements for the Village Core;
- Reduce parking minimums and maximums across all permitted uses, particularly for non-residential uses in the Village Core;
- Clarify regulations for user-specific parking and loading types (e.g., modernized barrier-free parking standards, clarified visitor and courtesy parking requirements, and expanded electric vehicle parking requirements to better reflect current demand); and
- Introduce distinct requirements for short- and long-term bicycle parking and associated end-of-trip facilities.

In addition, existing cash-in-lieu provisions were updated to reflect the real cost of off-street parking and loading and to better support regional consistency, as summarized in the table below.²

² The Town of Comox permits cash-in-lieu of parking at a rate of \$11,500 per space only where the Town owns a parking lot or parkade within 700 metres of the proposed development and does not

PROPOSED CASH-IN-LIEU AMOUNTS PER PARKING SPACE, PER TYPE OF REQUIRED PARKING				
Area	Conventional Parking	Visitor Parking	Courtesy Parking	Electric Vehicle Parking
Village Core Parking Area	Non-Residential Uses: \$5,000.00 Residential Uses: \$10,000.00	\$10,000.00	~~\$11,760.00~~ \$10,000.00	\$24,900.00
All Other Areas	~~\$3,800.00~~ \$10,000.00	~~\$3,800.00~~ \$10,000.00		

Items for Council's Consideration

Pre-Zoning the Bevan Industrial Lands

At the March 24, 2025, Committee of the Whole meeting, Council received the Employment Lands Inventory Assessment and Fiscal/Economic Impact Analysis report ([item 4.1, p. 3](#)), which provided an overview and inventory of the Village's industrial, service commercial, and institutional lands – including fiscal and economic impact analysis associated with future development opportunities for the Bevan (Industrial) Lands. The Report recommended that the Village consider pre-zoning these lands as an industrial zone (rather than a 'holdings' type zone) and implement land use regulations that encourage building-intensive forms of industrial development.

The above recommendations are intended to support implementation of the [Bevan Industrial Lands Concept Plan](#) – the conceptual master plan for the Bevan Industrial Lands which was approved by Council in 2020. Per the Concept Plan, the Bevan Industrial Lands are to provide for a range of light and intensive industrial uses, including heavy industry, aggregate extraction and processing, silviculture, storage, food processing facilities, recycling and disposal facilities, etc.

Accordingly, the Bevan Industrial Lands have been pre-zoned under the new Service Industry (I-1) and Industrial (I-2) zones to better align with the Village's long-term vision for these lands. The Service Industry zone, which has been applied to areas on the east side of Bevan Road, is intended to promote less intensive industrial development. The Industrial zone, which has been applied to

allow cash-in-lieu for parking spaces associated with a residential use. The City of Courtenay permits cash-in-lieu of parking only within their Central Commercial (C-1) zone, at a rate of \$5,600 per parking space. It is important to note that both jurisdictions are currently undergoing comprehensive review and updates of their respective zoning bylaws, and it is anticipated that these rates may increase.

areas west of Bevan Road, is intended to designate and preserve land for intensive industrial development, permitting a range of intensive industrial uses such as industrial automotive and equipment services, natural resource extraction, silviculture, recycling facilities, and wrecking yards. The full, comprehensive development regulations being proposed for the Bevan Industrial Lands can be found in Part 12 of the Draft Zoning Bylaw (Attachment 1).

Additional Opportunities to Streamline Off-Street Parking and Loading in the Village Core

At the April 28, 2025, Committee of the Whole meeting, Council received a presentation from ISL Engineering on the findings of the 2024 Village of Cumberland Downtown Parking Study ([item 4.2, p. 14](#)). The objective of the Study was to establish the existing parking conditions for on-street parking within the historical downtown and identify potential parking demand issues.

The Study concluded that, in the Village Core, parking utilization is below the ideal utilization for a commercial area (ideal utilization is considered to be between 75-85%, whereas Village peak hour demand was 64% utilization) – suggesting that there is enough on-street parking to accommodate visitors to this area of Cumberland. Additionally, it was found that along Dunsmuir Avenue, only 19% of vehicles parked for periods longer than 1.5 hours – most of which were found to be vehicles belonging to individuals who reside in the area. These findings suggest that the existing capacity of on-street parking in the Village Core could support further reductions in off-street parking and loading requirements.

The following outlines two strategies for Council’s consideration:

- 1. Remove Parking and Loading Requirements for Non-Residential and Non-Hotel, Hostel, and Motel Uses in the Village Core**

To alleviate development constraints in denser, pedestrian-oriented commercial areas, other communities (e.g., Port Alberni, Campbell River) have opted to remove off-street parking and loading requirements altogether for non-residential and non-tourist accommodation type uses in their downtown/key growth areas. In the context of Cumberland, this approach would serve to reduce the overall cost of development in the Village Core while also reducing the number of parking variances received by the Village for changes of use within existing development.

- 2. Remove Cash-in-Lieu for Residential and Hotel, Hostel, and Motel Uses**

The current Bylaw permits developers to provide cash-in-lieu for required parking spaces associated with residential and tourist accommodation uses throughout the Village. However, as the Downtown Parking Study found that there are vehicles utilizing street parking for more than 8 hours at a time, staff are concerned that residents and overnight visitors of the area may be relying on on-street parking spaces due to a lack of availability in off-street parking spaces. To minimize the potential of new development to generate additional on-street parking demand, other communities (e.g., Comox) do not provide an option for cash-in-lieu of required off-street parking and loading spaces for residential and/or tourist accommodation uses. As such, removing cash-in-lieu for residential and tourist accommodation uses would help to ensure that future development of this nature can accommodate its user’s long-term parking needs.

FINANCIAL IMPLICATIONS

The project is funded by the Community Works Fund Reserve (\$60,000) and the BC Capacity Funding for Local Governments Housing Initiatives grant (\$59,000).

OPERATIONAL IMPLICATIONS

The Zoning Bylaw Review has required Development Services staff resources to manage the project, review drafts, assist with and participate in community engagement activities to-date. Additional staff resources will continue to be required to review revised drafts, support engagement activities, report to Council, and guide the new bylaw through the formal adoption process.

CLIMATE CHANGE IMPLICATIONS

The zoning bylaw review is not anticipated to have any direct implications on climate adaptation or mitigation.

ALTERNATIVES

1. THAT Council direct Staff to revise the Draft Zoning Bylaw and associated Draft Zoning Map as attached to the September 15, 2025 report from Courtney Simpson, Director of Development and Bylaw Services, as Attachment 1 titled “Village of Cumberland Zoning Bylaw - Draft” and Attachment 2 titled “Village of Cumberland Zoning Map – Draft”, respectively, and reschedule planned public engagement events accordingly.

STRATEGIC OBJECTIVE

- ☐ Diverse & Healthy Community
- ☐ Sustainable Service Delivery & Asset Management
- ☒ Community Planning

ATTACHMENTS

1. Village of Cumberland Zoning Bylaw - Draft
2. Village of Cumberland Zoning Map – Draft

Respectfully submitted,

Courtney Simpson
Director of Development and Bylaw Services

Michelle Mason
Chief Administrative Officer