

**DATE: October 28, 2022**

**DETAILS:** The City has received an application for a Zoning Bylaw Amendment at 2079 and 2099 Merecroft Road. The amendment proposes to rezone the properties from Residential Estate (RE-1) Zone to Residential One A (R-1A) Zone and Residential Multiple Two (RM-2) Zone to allow for a future low- to medium-density residential subdivision, including single-family dwellings with suites and multi-family housing, totalling approximately 400 units. The proposed concept plan includes a public road, park space and environmental buffer areas.

**LEGAL DESCRIPTIONS:**

- LOT A SECTION 36 TOWNSHIP 2 COMOX DISTRICT PLAN VIP59256 (civically known as 2079 Merecroft Road)
- LOT 1 OF BLOCK 24 COMOX DISTRICT PLAN VIP81459 (civically known as 2099 Merecroft Road)

**VIEW A COPY OF THE BYLAW NO. 3830, 2021**

The Council Report and Bylaw are available online at: <https://bit.ly/3AaCo4h>  
Please contact the file manager for additional information on this application.

**File number:** P1800100

**PROVIDE COMMENTS**

- **Speak during the public hearing.**  
For more information, and to register, please contact the City Clerk's office by email to [info@campbellriver.ca](mailto:info@campbellriver.ca) or call 250-286-5700. The Public Hearing will be held in **Council Chambers, City Hall, 301 St. Ann's Road.**
- **Send written comments quoting file number P1800100 no later than 4 p.m., Friday, November 18, 2022**  
to the Development Services Department or email [planning@campbellriver.ca](mailto:planning@campbellriver.ca)

**PLEASE NOTE**

***Public hearings are recorded and broadcast through the City's website. All correspondence submitted will be published as part of the public record when this matter is before Council or a Committee of Council.***

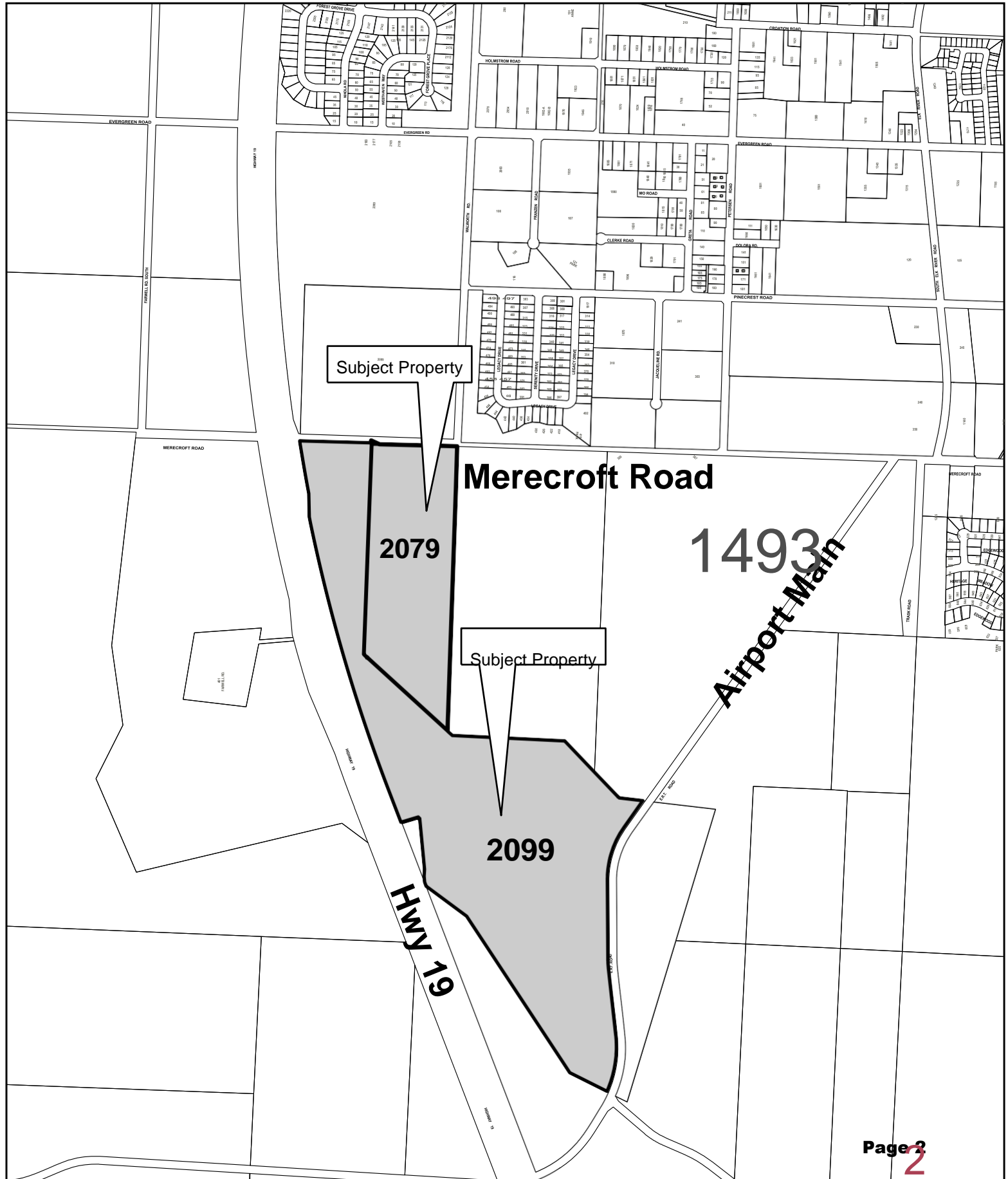
The author's address is considered relevant and will be included. Do not provide a phone number or email address if you wish to keep this personal information private.

***Council is prohibited from receiving any further information after a public hearing.***

For more information, please contact DAVE PADY at 250-286-5735 or via email at [dave.pady@campbellriver.ca](mailto:dave.pady@campbellriver.ca)



DAVE PADY, MCIP, RPP  
Development Planning Manager  
Development Services





## Zoning Amendment Bylaw No. 3830, 2021

ADOPTED \_\_\_\_\_, 2021

### PURPOSE

This bylaw sets out to amend Zoning Bylaw No. 3250, 2006.

The Council of the City of Campbell River enacts as follows:

**PART 1: Title**

1.1 This bylaw may be cited for all purposes as **Zoning Amendment Bylaw No. 3830, 2021 (2079 and 2099 Merecroft Road)**.

**PART 2: Amendments**

2.1 That Zoning Bylaw 3250, 2006 is hereby amended by:

- a) THAT, PID: 018-939-392, LOT A, SECTION 36, TOWNSHIP 2, COMOX DISTRICT PLAN VIP59256 and PID: 026-762-706, LOT 1 OF BLOCK 24, COMOX DISTRICT PLAN VIP81459 be rezoned from Residential Estate One (RE-1) Zone to Residential One A (R-1A) and Residential Multiple Two (RM-2) Zone;
- b) THAT the Zoning Map referred to as Schedule “B” of Zoning Bylaw No. 3250, 2006 shall be amended accordingly, as shown on Map Schedule ‘A’ attached herein and forming part of this Bylaw.

**PART 3: Severability**

3.1 If any section, subsection, paragraph, clause, phrase or word within this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

READ THE FIRST TIME this 18<sup>th</sup> day of October 2021

READ THE SECOND TIME this 18<sup>th</sup> day of October 2021

The Public Hearing was held this 23<sup>rd</sup> day of November 2022

A Notice that the Public Hearing is being held was advertised in the Campbell River Mirror this 9<sup>th</sup> day of November 2022

And this 16<sup>th</sup> day of November 2022

READ THE THIRD TIME this \_\_\_\_\_ day of \_\_\_\_\_ 2022

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_ 2022

Signed by the Mayor and City Clerk this \_\_\_\_\_ day of \_\_\_\_\_ 2022

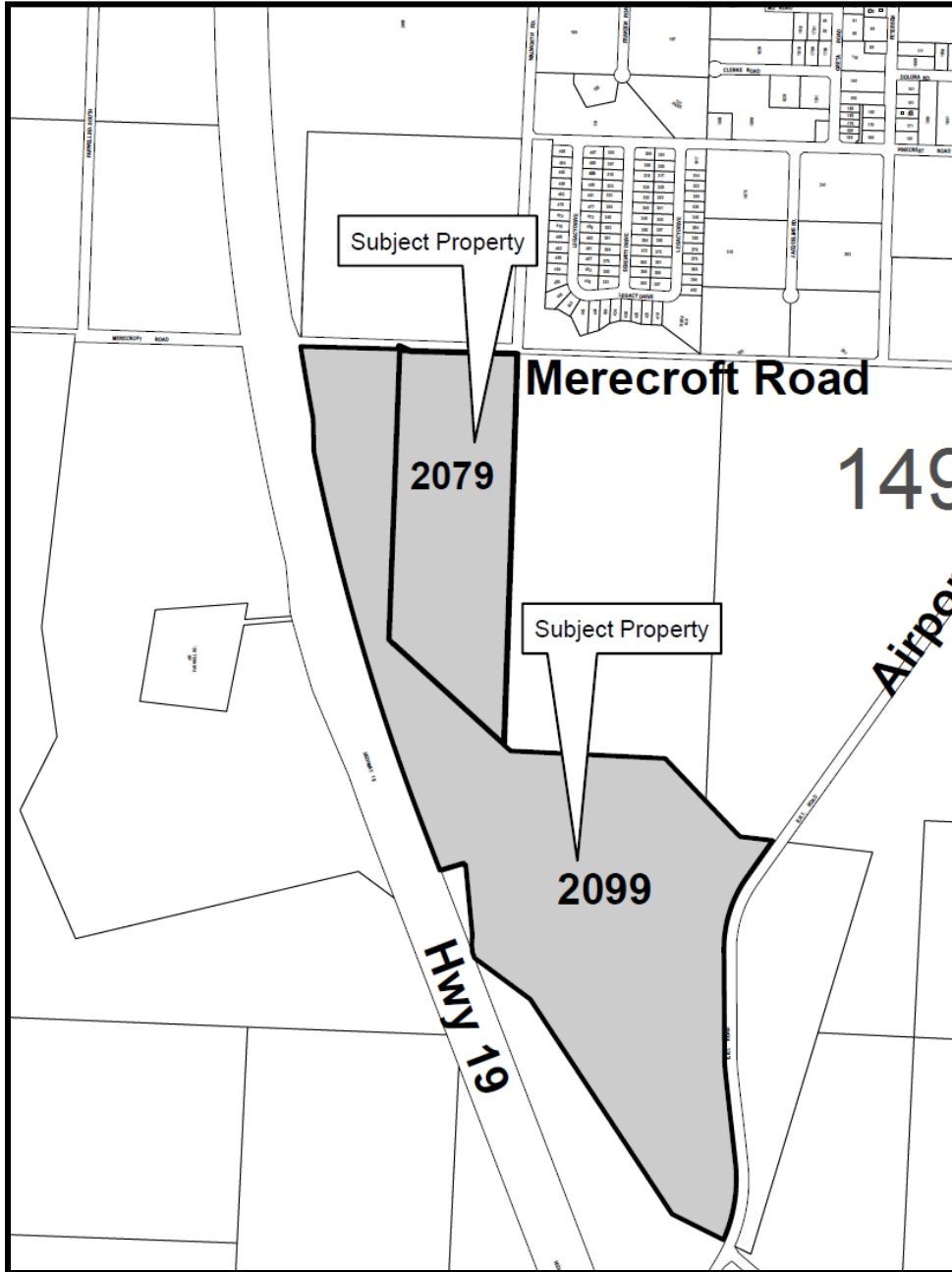
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Kermit Dahl, MAYOR

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Elle Brovold, CORPORATE OFFICER

# SCHEDULE 'A'



## **MEETING MINUTES**

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Project Name:	2079 and 2099 Merecroft Road – OCP and Rezoning Neighbourhood Public Meeting City File No: P18-100
Location:	Campbell River Community Center – Room 2 – 401 11 <sup>th</sup> Ave
Meeting Time	July 18, 2019: 7:00 pm to 9:00 pm.
Attendees:	Michael de Hart and Mark DeGagne, McElhanney Cassandra Marsh, Leah Irvine and Kevin Brooks – City of Campbell River Harold Long, Property Owner Attendees from Public (see attached sheet)
Distribution	City of Campbell River

TIME	ITEMS DISCUSSED
6:45 p.m.	Members of the public started to arrive
7:00 p.m.	Meeting completed with an open house format. McElhanney set up 3 boards and a video. The City set up ~8 boards to discuss the amendment process. Guests were invited to sign in and complete comment sheets.
7:00 p.m. – 8:30 p.m	Open to Questions/Comments:  Q: Where will the development be accessed? A: From Walworth via Pinecrest and South Petersen. Concerns were expressed regarding excess traffic on Pinecrest Road and South Petersen Road as well as at the corner of South Petersen Road at Pinecrest Road. Guests noted that they would prefer Walworth be constructed to Evergreen Road.  Q: How many units are proposed? A: Although it is hard to exactly determine the total number of dwellings in the development, the current proposed would be in the neighbourhood of 300-500 units.  Concerns were raised regarding organization of the zoning as proposed. Guests mentioned that they would prefer to see the less dense development adjacent to green spaces, wildlife corridors and the Beaver Lodge Lands.
	Additional Correspondence: An email was received from a neighboring resident. The email noted their objection to use Pinecrest Road as the main access to the property. See attached e-mail for reference.
8:45 p.m.	Meeting Adjourned

These Minutes are considered to be a true and accurate recording of all items discussed. If there are any errors or omissions they shall be brought to the attention of the writer within 10 working days; otherwise, these Minutes shall be deemed correct by all present.

# Please sign in



	NAME – PLEASE PRINT CLEARLY	ADDRESS
1		338 LEGACY.
2	<i>Thomas A. Bee</i>	490 LEGACY
3	FRANK MAGA	300 SERENITY DRIVE.
4	Jim Powell	303 ✓ ✓
5	Karen Westwood	1502 Pinecrest Rd
6	Gordham Westwood	✓
7	Jayne Hues	482 Legacy Drive
8	Grandm Hues	482 Legacy Drive
9	Deanna Stubbs	241 Jacqueline Rd.
10	Teresa Stubbs	1765 Pinecrest Rd.
11	Rick Hansen	494 Legacy Dr.
12	Phil Salter	434 Legacy Dr.
13	ED JARVIE	1641 DOLORA Rd.
14	Robert Simpson	375 Serenity Dr
15	DOUG SIMPSON	787 HOLM RD.
16	NELSON CHRISTENSEN	388 SERENITY DRIVE
17	Tracy Christensen	388 Serenity Drive.
18	EVERETT CHAPMAN	402 LEGACY DR.
19	ED WITCZAK	474 LEGACY DR.
20	Chuck DeSorg	220 ERICKSON RD.
21	BOB TONKIN	361 CANDY LANE
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# Please sign in



	NAME – PLEASE PRINT CLEARLY	ADDRESS
1	JOHN BECKETT.	481 LEGACY Dr. CR.
2	Andrea Charlton	1875 Pinecrest Rd CR
3	Ron Bunnell	844 Seabrook Rd CR
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# Please sign in



	NAME – PLEASE PRINT CLEARLY	ADDRESS
1	James Marisi	309 LEGACY DRIVE
2	Cindy Smith	1985 Bear Pl
3	Gwen SIMPSON	789 Holm Rd.
4	Stan MUMOT	450 LEGACY DRIVE
5	* Harold Long	1415
6	* Steven Long	1415
7	Sandra Milligan	688 Nature Park Drive. (Beaver Lodge Trust Committee)
8	SHERZY FLETCHER	2014 SIERRA DR, COLR
9	Ruth Witezak	474 Legacy Dr. CR
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## Marie Dube

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**From:** [REDACTED]  
**Sent:** July 9, 2019 2:57 PM  
**To:** [REDACTED]  
**Subject:** Lisa Gentry; planning  
2079 Merecroft Rd. Project

Pursuant to our telephone conversation of today's date please consider this email as our formal objection to using Pinecrest Rd as access to this project. We already have major traffic issues coming in to and out of Legacy Estates it being a 100 house subdivision with only the one access.

It is our opinion that the developer would be better served to use Walworth Rd. off Evergreen as the primary access to this very large subdivision.

I would like to bring your attention to the map that was supplied with the neighbourhood public meeting notice. It is very misleading because it shows Walworth and Merecroft as existing access in to this subdivision when in fact they are not!

Thank you,  
Don and Laura Sloan  
1917 Pinecrest Rd.  
Sent from my iPad



# Feedback Form

Public Open House – 2079 & 2099 Merecroft Rd.

JUL 23 2019  
City of Campbell River – CPDS  
File P18-100 OCZ

Thursday July 18, 2019

Name: Graham & Karen Westwood

Address: 1802 Pinecrest Rd. C.R.

The City has received an Official Community Plan and Zoning Bylaw amendment application to change the land use designation from "Estate" (low density residential with a semi-rural character) to "Neighbourhood" (low to medium residential with a urban character), to permit the development of a single family neighborhood.

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
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My reasons for this decision are set out below:

Since moving here 9 yrs. ago the traffic has doubled with the growth of Legacy Estates. Large trucks up & down the road during construction. There have been no road improvements just patching of the black top by the district. Is the developer not responsible for repairs to the road with respect to these large dumptrucks destroying an already beat up road? Wheres the districts' responsibility to this? Will Pinecrest be in worse shape with this new subdivision?

Feedback forms are due no later than: **August 19, 2019**. You can return feedback forms by email, mail or drop off:

Re: File P18-100 OCZ  
Development Services Department  
Attention: Jennifer McGowan  
City of Campbell River  
301 St. Ann's Road Campbell River, B.C. V9W 4C7

Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
Phone: 250-286-5725

over →

Pinecrest Rd. can't handle anymore traffic now let alone the traffic from 200-500 more homes. Parking on the corner of Peterson? Pinecrest is another issue making an already narrow corner even narrower. We have watched fire trucks slowly try to navigate that corner when there are 6-8 cars parked on the street some even under the no parking signs. Why not connect this subdivision with Forest Grove? feed traffic to Willis Rd? Also it's too close to Beaver Lodge trails? the impact that would have on the animals living there. There are no sidewalks on Peterson? Pinecrest Rds. many times I have almost had to jump in to the ditch to get off the road for traffic while walking my dog. Please rethink this.

Graham & Karen Westwood

# Feedback Form

Public Open House – 2079 & 2099 Mercroft Rd.

Thursday July 18, 2019

File P18-100 OCZ

Name: GERAD B. FLETCHER

Address: 2014 SIERRA DR.

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
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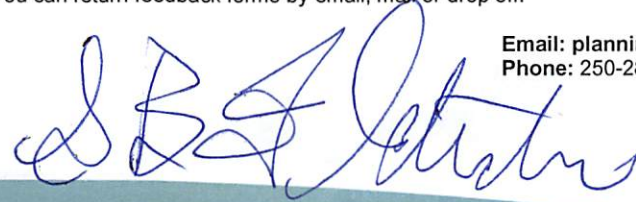
My reasons for this decision are set out below:

"DENSITY" TOO HIGH - IMPACT ON BEAVER LODGE LANDS "ROAD SYSTEM" INADAPATE PINECREST - PETERSEN ROAD - WILLIS ROAD - NO EMERGENCY EXIT ALSO EVERGREEN AND WALWORTH ROADS NEED TO BE UPGRADED.

JUL 25 2019  
City of Campbell River - CPDS

Feedback forms are due no later than: **August 19, 2019**. You can return feedback forms by email, mail or drop off:

Re: File P18-100 OCZ  
Development Services Department  
Attention: Jennifer McGowan  
City of Campbell River  
301 St. Ann's Road Campbell River, B.C. V9W 4C7



Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
Phone: 250-286-5725

# Feedback Form

Public Open House – 2079 & 2099 Mercroft Rd.

Thursday July 18, 2019

File P18-100 OCZ

Name: RON BURRELL

Address: 844 GALERNO RD. CR

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
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My reasons for this decision are set out below:

① DENSITY TOO HIGH FOR A WILDERNESS SETTING.

② ROAD ACCESS + DISPERSAL OF TRAFFIC IS TOO LIMITED FOR HIGH DENSITY AS OPPOSED TO ESTATE ZONING.

③ LANDS ADJACENT & ENCLOSED BY THE BEAVER LODGE TRUST LANDS DESERVE & SHOULD REQUIRE A COMPREHENSIVE PLANNING PROCESS DUE TO THE SENSITIVITY OF THE WETLANDS & PUBLIC INTEREST OF ALL WHO USE / RECREATE IN THE LODGE LANDS.

④ ZONING WAS SET AT ESTATE (MIN. OF 1 ACRE) TO MIXED THE ZONING OF QUINSMAN HEIGHTS & SHOULD BE RETAINED RATHER THAN CHANGING THE ZONING AT THIS TIME TO INCREASE THE "FOR SALE" PRICE.

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Attention: Jennifer McGowan  
City of Campbell River  
301 St. Ann's Road Campbell River, B.C. V9W 4C7



Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
Phone: 250-286-5725



**Marie Dube**

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**From:** [REDACTED]  
**Sent:** July 26, 2019 10:00 PM  
**To:** planning  
**Subject:** Re:FileP18-100CZ

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Development Services Dept

Attention: Jennifer McGowan

This rezoning proposal should not proceed. This area needs to remain R1Estate.

After attending the Meeting of July 18,2019 we wanted to reinforce the point that this major development has very limited access from the city of Campbell River roads. The only access at this time is Petersen to Pinecrest at present, is a bottle neck for traffic and emergency vehicles. There needs to be improvements along Petersen and Pinecrest regarding road improvements, roads widened, ditches filled.The corner needs to be improved. These points are for the existing present development.

The proposal of putting Walworth Road through to this major development does not appear a good plan for this increased amount of proposed housing. This area at this time should remain R1Estate only even if Walworth is extended through.

We suggest that a green corridor be extended along the Inland Island Hwy between ERT road and Willis road bordering Beaver Lodge Lands. These corridors should be large enough to accommodate wildlife, walking, biking trail, horse trail and quad trail. Which this area is presently being accessed for. Many residents in this area are and have been using for many years. These people are very respectful of each other and continue to care for the the area keeping there presence at minimum effect on the wildlife and habitat.

Please consider these suggestions.

Thank you

...Doug and Gwen Simpson



# Feedback Form

Public Open House – 2079 & 2099 Merecroft Rd.

Thursday July 18, 2019

File P18-100 OCZ

Name: William Young & Jim Marisi

Address: 338 & 309 Legacy Drive, Campbell River

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I <b>am undecided</b> on the proposal.
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**My reasons for this decision are set out below:**

1. The proposal calls for 200 to 500 units to be built. This would increase vehicle traffic by 400 to 1,000 vehicles in the area.
2. There is only one proposed road, Walworth, for access and egress to the subdivision. This could result in problems for emergency vehicles. It could also be a problem for residents if a major evacuation was ordered.
3. The proposal calls for Pinecrest and Evergreen to take traffic from Walworth and run it east. Pinecrest has a dangerous 90 degree corner where it meets Petersen. There is also a 4 way stop at Evergreen and Petersen, another dangerous junction.
4. Walworth would only be expanded from the sub-division to Pinecrest and Evergreen. Walworth does not go through to Willis Road making traffic go via Pinecrest/Evergreen and Petersen/Willis for Highway 19.
5. No mention of any proposed High density residential, commercial or industrial usage, schools, recreational facilities, parks, etc Although zoning requested would permit it.

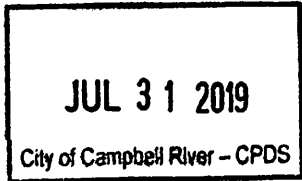
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Development Services Department  
Attention: Jennifer McGowan  
City of Campbell River  
301 St. Ann's Road Campbell River, B.C. V9W 4C7

Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
Phone: 250-286-5725

17

Graham and Jayne Hues  
482 Legacy Drive  
Campbell River, V9W 0A8



July 30, 2019

Re: Proposed Project: 2079 and 2079 Merecroft Road - Reasons for **Opposing** the Proposal.

1. There was insufficient information provided with the letter of the public meeting (July 18, 2019) and at the meeting to make an informed decision.
2. Information provided was very misleading and inaccuracies were noted on maps at the meeting. Example: Pinecrest Road was labelled Evergreen? Maps show Merecroft road going to Peterson, this is not a built road, only a map projection, which may never get built.
3. The meeting was set up as an Open House styled public session. It should have been run as a formal public meeting, during the evening there were a lot of small groups talking to city and McElhanney Ltd representatives which did not allow for a good flow of information.
4. The proposed access into the property/development is unacceptable as it is planned. It was disclosed that the developer would be responsible for the construction of Walworth road and the upgrading of Pinecrest and Peterson to Evergreen. However, the classification (road specifics) was not disclosed with the information/material provided.
5. This entire proposal has only one way entrance and exit – considering evacuation due to Wildfires, earthquakes, severe weather conditions etc, this could cause an extremely dangerous situation. Shouldn't an emergency route to the south be proposed and included for this proposed project?
6. With access routes into this development, *significant consideration* should be given to providing all residents within the vicinity with short term *straight forward* access to the Inland Island Highway and both the north and south sections of town.
7. There were no other alternate access routes proposed such as construction of Walworth to Evergreen or even more realistic, Walworth straight through to Willis Road. Not only would this be applicable and significant to the proposed development, but also to

the future development of the properties to the north and existing subdivisions of Legacy Estates and Forest Grove. The city should perhaps consider a joint venture with the developer of this proposal and with the property owner(s) of the north properties which is the same owner as Forest Grove?

8. Another access route that should be strongly considered (in conjunction with #7 above) would be the construction of Merecroft road to Trask road-S Mcphedran road.
9. The proposed route into this development should strongly consider the long term access and development of the entire area east of the Inland Island Highway and built it in the short term to accommodate

In situations such as this development the city should strongly consider modifying its bylaw/policy (?) *that the owner/applicant must provide information to all adjacent landowners with 100m (500m with this proposal) and a consideration should be given to the residents that will be most affected by the development.* In this case, the residents of Pinecrest and S. Peterson will be severely impacted and disturbed by the proposed access into the proposed project area.

The following comments on Wildlife and Environmental concerns is based on over two decades (as a Professional Forester) working closely with all levels of governments and wildlife, fisheries, other resources values biologist's and specialists in the preparation and planning for the protections of these core provincial values within the Coastal forest industry.

The Biological Report – *“Wildlife Corridor Considerations for the Development of the Merecroft/Walworth Roads Property”* (Strategic Professional Resources (SPR) -pages 83-86) that was part of this proposal stated “The property is heavily used by deer and Elk”.... And that the planning of wildlife corridors is providing naturally vegetated areas that connect to other vegetated areas.

It appears that the mapped Wildlife Corridors (WC) are projected for the convenience of the developer rather than the wildlife it's intended to be used by. Furthermore, the corridors appear way too narrow and both projected WC's even *cross two roads* within the development? Asking wildlife to cross roads within a subdivision at specific locations is just asking for accidents and incidents.

Much further field review needs to be carried out in order to properly manage the wildlife and fishery concerns noted by the two reports by SPR.

In order to facilitate the appropriate wildlife measures and considerations, on site advanced forested areas (see attached photos) should be closely examined and if deemed appropriate should be designed into the development as portions of the WC's.

Parking is indicated adjacent to the Beaver Lodge lands off of Road F. Is this large enough to accommodate the volume that could occur? Also a Park/pond is indicated on the North section of this conceptual property map but no parking is indicated adjacent to it? This should be addressed.

We believe that the city and the developer need a much stronger conceptual plan to accommodate the Wildlife and Fisheries concerns within this area (this development) but also the owners of the adjacent properties to the north so that a comprehensive wildlife/fisheries plan can be adopted.

Why not think outside of the box and draft/develop developments and subdivisions that consider and address the needs of Wildlife/fisheries as the major and first priority. Why are developments like this mostly straight roads and row upon row of homes? Why can we design and develop them differently?

We note that the city has an Official Community Plan but do they have a Comprehensive Wildlife/Fisheries Plan for the community.

Sincerely

Graham and Jayne Hues.





# Feedback Form

AUG 02 2019  
City of Campbell River - CPDS

Public Open House – 2079 & 2099 Mercroft Rd.

Thursday July 18, 2019

File P18-100 OCZ

Name: JOHN BECKETT  
Address: 481 LEGACY DR., CAMPBELL RIVER

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
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My reasons for this decision are set out below:

PLEASE SEE MY ATTACHED 4 PAGE REPORT.

John Beckett

Feedback forms are due no later than: August 19, 2019. You can return feedback forms by email, mail or drop off:

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Development Services Department  
Attention: Jennifer McGowan  
City of Campbell River  
301 St. Ann's Road Campbell River, B.C. V9W 4C7

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Phone: 250-286-5725



# Feedback Form

Public Open House – 2079 & 2099 Mercroft Rd.

Thursday July 18, 2019

File P18-100 OCZ

Name: Mary Beckett

Address: 481 Legacy Drive, Campbell River

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My reasons for this decision are set out below:

Please See my attached 4 Page Report

Mary Beckett

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City of Campbell River  
301 St. Ann's Road Campbell River, B.C. V9W 4C7

Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
Phone: 250-286-5725



Hello,

My name is John Beckett. My wife Mary Beckett and I live at 481 Legacy Drive, here in the City of Campbell River. We have resided in Campbell River since 1984. We moved into our current home in 2016.

In view of the fact that we live in a new sub-division, I think that it should be fairly apparent that we have no general issues with regards to new housing developments. The new housing development that is presently being proposed by Mr. Long at 2079 and 2099 Merecroft Rd does however cause me great concern. I do not support it at all in its present configuration.

I will leave the obvious environmental concerns about the project to the respective environmental experts. I am now retired, but my entire professional working career was in the area of Public Safety and Traffic safety, the safe and orderly movement of motor vehicle traffic. That area forms the crux of my concerns with this project.

At present, the Applicant Mr. LONG wants to develop the noted properties on Merecroft Rd. At the Public Consultation meeting on JULY 18, it was noted by the Applicant and by the City that traffic will not be able to enter and exit from the property by way of Hwy 19 because Dept of Hwys will not allow another intersection in this area. It was also noted by the City that traffic will not be able to enter and exit from the property from either the South or from the East due to the fact that the property abuts the Beaver Lodge Lands. Therefore, the only way into or out of the noted property is from the North, i.e. Walworth Rd which would have to be built up and developed in order to allow this to happen. It was also presented that the Applicant only wants to develop Walworth Rd as far as Pinecrest Rd where he would then join onto Pinecrest. All development traffic, construction traffic, and subsequent residential traffic from the new area would then come and go via Pinecrest St down onto South Peterson Rd. This is simply not acceptable for the safe movement of Motor Vehicle Traffic, nor is it acceptable to the safety of the residents who already live in the affected areas.

Legacy Estates, where we live, is an 89 lot sub-division that has recently been completed after about 5 years or so of development. It sits at the West end of Pinecrest Rd, which currently dead-ends near where it would later intersect with Walworth Rd. Presently, the only way into or out of Legacy Estates is via Pinecrest Rd which joins onto South Peterson Rd. There is only one way in, and only one way out of this sub-division. That alone is already cause for great concern for the local residents. The area of South Peterson at Pinecrest is already a very busy 90 degrees right angle intersection. The road is very skinny with no curbs, sidewalks, or shoulders. There are deep ditches on either side of the travelled portion of both roads at this location.

I think that most of us would agree that the majority of homes in the area of Legacy Estates have 2 vehicles that are used most days. A high percentage of the homes also have various trailers such as

boat trailers, travel trailers, R.V.'s etc that are constantly on the move. For whatever reason, a great number of the homes on South Peterson near this intersection have a lot more than 2 vehicles for each home. There are often 4 – 5 vehicles at each home there, and usually at any given time several of them are parked on the road. Some of these vehicles are often in various states of disrepair. Presently there is a small "No Parking" zone at the very south end of South Peterson Rd. That is a good starting point, but it should be extended much further North. There should obviously be another similar No Parking Zone on Pinecrest as it approaches South Peterson, but for some unknown reason such a zone has not been implemented by the City. The No Parking zone that does exist is very often ignored by some of the locals, but even when it is not ignored the resultant traffic that is parked is just moved slightly further up or down the road. This causes a huge traffic congestion that makes it impossible for the safe movement of traffic in that area at the present time. Traffic in either direction is constantly being forced to wait while traffic in the other direction proceeds through before they can proceed. For a lot of the day, and certainly most evenings and weekends, that area is simply a street with one-way alternating traffic and lots of parked vehicles blocking the views of both drivers and pedestrians. That does not happen just intermittently. It happens constantly, every day. That area is not safe in its present form with the present-day amount of traffic. If new construction and development traffic is now thrown into the mix, it now becomes a disaster waiting to happen. It will not be a question of IF. It will be WHEN.

When I was at the Public Consultation meeting, some of the Time charts from the Applicant were mounted upon easels. It appeared to state quite clearly some timelines for the project starting next year. It showed photos of the noted intersection at South Peterson and Pinecrest as being a nice quiet and safe little intersection. It went on to state that Phase One of the new development would continue until 2025. It would continue to use the same route through that construction period. Phase Two would continue development until 2030, and still use the present proposed route. Phase 3 development would continue until 2035, still with the same route. That is an incredibly presumptuous thought process, one that clearly shows that the developer has no interest whatsoever in the people who already live there, the people who are going to move into his new area, or for the safe and smooth flow of traffic into or out of the areas in question. How can the present proposal possibly be considered reasonable? There would be 15 years of development and construction traffic constantly travelling through the existing corridor of Pinecrest and South Peterson Roads. Additionally there would be hundreds of private vehicles travelling this same corridor. The number of private vehicles would be increasing dramatically year after year for the next 15 years as the new homes are being built, sold, and then occupied. Pinecrest Rd and South Peterson Rd were simply not designed nor built for that amount of traffic activity. This must be an obvious fact to anyone who is even reasonably in the know. Both roads in that area would have to be redesigned and rebuilt to accommodate that. After such a project was undertaken and then completed, there would still only be one way in and one way out of this area. How does that make sense?

I believe that the Applicant's present development proposal wants to build approximately 550 housing units in that new subdivision. That is almost exactly 6 times the number of homes already in the existing Legacy Estates. That is not a small undertaking. It will massively affect the people who already live here. It will massively affect the safe and orderly flow of traffic. For the next 15 years, there

will be an increase of hundreds of private vehicles per year entering and leaving from this area. That does not even take into consideration the number of development and construction vehicles.

To suggest that this much traffic can be safely sent up and down Pinecrest to South Peterson, and then along South Peterson, is either incredibly naïve or incredibly arrogant.

There is only one reason that the Applicant wants to direct the traffic to and from his sub-division by this route. That reason is money, pure and simple. He knows that he must develop Walworth Rd to the intersection of Pinecrest Rd. That is obvious. That is the cheapest way of doing it, no question about it. That is where he wants it to stop, even though that is clearly not the safe way to do it.

It is my submission that this is simply the wrong approach. It is my submission that he should continue developing Walworth Rd in a Northerly direction at least as far as Evergreen Rd, and probably even as far as Willis Rd. From my GPS measurements, the intersection of Evergreen would be an additional distance of 398 meters that the Applicant would have to develop Walworth Rd. That 398 meters would be far better for Public Safety, far better for the safe and orderly flow of traffic, and far better for a "Good Corporate Citizen" standpoint that I'm sure the applicant wants to be known as. I realize that there is an added cost to developing that extra 398 meters, but from a safety perspective, it simply must be done. Perhaps a cost sharing venture could be worked out between the City of Campbell River, Mr. Long (the current Applicant), and Mr. Giese at Crown Pacific who also owns neighbouring lands which are currently being developed and is also a relative of Mr. Long. Mr. Giese's property that is currently being developed will also eventually have to hook up with Walworth Rd, so it should be in everyone's best interest to get it done properly in first instance. A cost sharing agreement could get Walworth Rd developed properly. While it could be extended just to the intersection of Evergreen Rd where development traffic is already present, to be done properly, it should actually be done right the first time and extended North all the way to Willis Rd. That would clearly be the proper way to do it because of the fact that Willis Rd is already a connector road directly onto the Inland Island Hwy, Hwy 19. If Walworth Rd is not extended at least to Evergreen Rd, when, not if, but when a serious incident arises, it will be a lawyer's "dream come true" from a litigation perspective.

I have spoken with many people who live in Legacy Estates. Not one of them thinks that the Applicant should be permitted to have the only access into and out of his new development via Pinecrest Rd onto South Peterson Rd. Not one of them.

At this point, I think that I should also bring up the fact about the very poor manner in which the locals found out about the Public Consultation meeting. My wife and I did not receive anything in the mail advising us about the proposal, or about the meeting. Somehow my wife heard about it through word of mouth. She examined it further and found out about McElhanney's involvement. She phoned them and was told that everyone in Legacy Estates had been advised as per the name and address mailouts they had received from the City of Campbell River. My wife assured them that we had not been sent any info, and nor had any of our immediate neighbours. McElhanney then advised that they had not been given any addresses in the "high 400's" of Legacy Estates from the city. How about that??!! My wife and I then went down to City Hall and spoke with Mr. Brooks, Development Service

Manager. After much discussion with Mr. Brooks and one of his assistants, it was confirmed that a mistake must have been made where somehow due to a "computer glitch" numerous names and addresses of people living in Legacy Estates had not been brought forward to McElhanney. That issue was then quickly rectified, but the appropriate notifications were not sent out and received until only a day or two before the scheduled meeting. In some cases, this was not enough time for the recipient to arrange to be at the meeting.

With regards to the Public Meeting itself, I would like to make a few comments if I may. I was very surprised that there was no formal presentation by either the Applicant or the City. I would have expected that the Applicant or his representative would have made a presentation outlining his goals and objectives, and how he hoped to accomplish them. I would also have expected the City to then make a similar presentation detailing its position on the development. Then, members of the public could ask questions of both the Applicant and the City. These questions and subsequent answers would be heard by all in attendance. This was not done. Instead all that was there for a presentation were a few notice boards set up on easels. McElhanney had a few, and the City had a few. Only a few members of the public could get close enough to see what the boards said, and therefore only a few could ask a question or get an answer. Not many others could hear the question or the answer. I personally know a few people who attended the meeting but were not prepared to push their way to the front of the other participants in order to read the boards. As a result, these people left the meeting without having learned any information about what was being proposed. Again, it could reasonably be asked if this was really a proper and efficient way of getting the message out?

It should also be pointed out that the large plywood sign that was recently erected in order to advise of the proposed development is located at the very West end of Pinecrest Rd, just a few meters from the proposed intersection of Walworth Rd. In addition, the billboard sign is nicely tucked in behind a few trees that line the boulevard. The sign is not visible from much more than half a block away. The vast majority of people who live in Legacy Estates will never see that billboard, will never know what it says or what it proposes. They don't come that far into the development, with 2 of the 3 roads here entering and leaving the subdivision onto Pinecrest Rd long before the sign is visible. How could that possibly be thought of as meeting the fair responsibilities of notifying everyone?

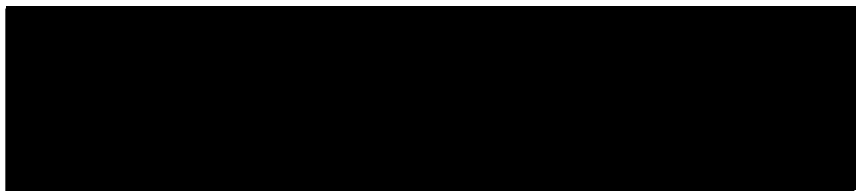
It is respectfully requested that this development proposal not be allowed to continue in its present form. As noted, I am not against development, but I am really opposed to this one in the way it is currently set out. Public safety must be number one, and if that costs a bit more by the developer, then so be it. Let's get it done safely, lets get it done right.

Thank You.

  
John and Mary Beckett

481 Legacy Dr, Campbell River, BC, V9W 0A8

EMAIL:  
CELL:





# Feedback Form

Public Open House – 2079 & 2099 Merecroft Rd.

AUG 07 2019  
City of Campbell River – CPDS

Thursday July 18, 2019

File P18-100 OCZ

Name: Crystal Coe + Shaun Jackson

Address: 372 Serenity Dr. Campbell River, BC  
V9W0A7

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The City has received an Official Community Plan and Zoning Bylaw amendment application to change the land use designation from "Estate" (low density residential with a semi-rural character) to "Neighbourhood" (low to medium residential with a urban character), to permit the development of a single family neighborhood.

<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
---	---	---

My reasons for this decision are set out below:

We oppose the proposal due to safety concerns regarding the entrance/exit to this development. We feel that the current entrance into Legacy Estates via Pinecrest is unsafe and not satisfactory for the current traffic in this area. The corner leading to this area is very sharp and not wide enough for 2 passing vehicles. There are no sidewalks in this area and with parked vehicles, narrow roads, sharp corners and current traffic it is unsafe for our children to walk to bus stops at Evergreen Rd & Petersen Rd. With only 1 entrance, exit we worry about how evacuation would →

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Re: File P18-100 OCZ  
Development Services Department  
Attention: Jennifer McGowan  
City of Campbell River  
301 St. Ann's Road Campbell River, B.C. V9W 4C7

Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
Phone: 250-286-5725

happen if a fire was to break out in the near by beaver lodge lands? How would the additional traffic and residents safely get out? How will residents exiting in recreational vehicles/boats pass heavy duty equipment and heavy duty vehicles at the already tight corner? Parked cars in the area can make pulling over in an already tight area impossible! Where is our 10 year old child suppose to walk/stand while vehicles are passing during her walk to school bus stop?

We strongly oppose the bylaw amendment until a secondary entrance/exit is put through and proper pedestrian sidewalks are installed at current entrance exit to accomodate current/exsisting traffic. The safety of our family and neighbours is our concern.

Thursday July 18, 2019

File P18-100 OCZ

Name: Andrea CharltonAddress: 1875 Pinecrest Rd.

The City has received an Official Community Plan and Zoning Bylaw amendment application to change the land use designation from "Estate" (low density residential with a semi-rural character) to "Neighbourhood" (low to medium residential with a urban character), to permit the development of a single family neighborhood.

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I **support** the proposal.I **oppose** the proposal.I am **undecided** on the proposal.

My reasons for this decision are set out below:

- the traffic congestion with only one way into the subdivision. As I understand, a second exit is not available, such as the subdivision between Highway 19A and Jubilee Parkway have had installed.
- access in winter, when it snows, for emergency vehicles or any other vehicle. One winter we were snowed in for 3 days. Residents called when vehicles/trucks were getting stuck and blocking the roadway, concerned if an ambulance would be able to access a person in need.
- there are problems with vehicles speeding up the straight roadway after they turn off Peterson onto Pinecrest. This will only

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AUG 16 2019

Thursday July 18, 2019

File P18-100 OCZ

Name: Andrea CharltonAddress: 1875 Pinecrest Rd

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I **support** the proposal.I **oppose** the proposal.I am **undecided** on the proposal.

My reasons for this decision are set out below:

increase with the population increasing five times more than the size of the legacy Estates. Residents did call in a complaint. The increase in traffic increases the danger to walkers, bikers, parents with strollers and horse back riders.

- the "heat island" caused by replacing vegetation with asphalt, concrete, buildings and the increase in air pollution. I believe we should be trying to do our best on minimizing our contributions to Global Warming.

- the impact on the Beaver lodge lands having a "heat island" beside it. Temperatures are

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Thursday July 18, 2019

File P18-100 OCZ

Name: Andrea Charlton

Address: 1875 Pinecrest Rd.

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
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My reasons for this decision are set out below:

warmer than usual causing stress on the area's systems. (see attached article) The Beaver lodge Lands may not be under the "big tree" protection but we need to protect the ecosystem that has been given to us.

-the displacing of animals, I have lived over 25 years on this property and didn't see a cougar until the new hospital property was cleared. Also the cougar food kills near Rockland Road and the Sportsplex have also increased. It is homes the animals are losing, which isn't replaced by a wildlife corridor.

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# Feedback Form

Public Open House – 2079 & 2099 Mercroft Rd.

AUG 16 2019  
City of Campbell River – CPDS

Thursday July 18, 2019

File P18-100 OCZ

Name: ED. JARVIE E. Jarvie

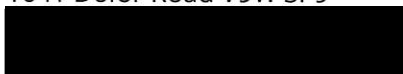
Address: 1641 DOLORA Rd.

The City has received an Official Community Plan and Zoning Bylaw amendment application to change the land use designation from “Estate” (low density residential with a semi-rural character) to “Neighbourhood” (low to medium residential with a urban character), to permit the development of a single family neighborhood.

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
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Ed Jarvie  
1641 Dolor Road V9W 3P9



City of Campbell River

In regards to the proposed development for Block 2079 & 2099

Below I have listed several concerns and recommendations to the proposed development:

- I am opposed to the use of Peterson South and Pinecrest Roads for the use of development of blocks 2079 and 2099.
- Residents have had 12 years of heavy truck use and traffic for the development of Legacy Estate. Peterson Road and Pinecrest Road were never designed for this kind of use.
- There is limited access for emergency vehicles, being only one point of entry to south Peterson and Legacy Estates.
- There is no exit road south of or east of blocks 2079 & 2099 in event of fire or disaster.
- Must push Walworth through from Willis to Blocks 2079 & 2099 AND Pinecrest and Mercroft from Dogwood to Blocks 2079 & 2099 before anymore development. This is for reasons of safety in event of emergency or natural disasters for residents and construction workers.
- Mercroft is best for connection to the proposed development because it has traffic lights on Dogwood already. Walworth is best connection for contractors since it is an easy access to the Inland Highway for material deliveries.

# Feedback Form

Public Open House – 2079 & 2099 Merecroft Rd.

AUG 15 2019

City of Campbell River – CPDS

Thursday July 18, 2019

File P18-100 OCZ

Name: EVERETT CHAPMAN.

Address: 402 LEGACY DR, CAMPBELL RIVER, BC V9W0A4

The City has received an Official Community Plan and Zoning Bylaw amendment application to change the land use designation from "Estate" (low density residential with a semi-rural character) to "Neighbourhood" (low to medium residential with a urban character), to permit the development of a single family neighborhood.

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
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My reasons for this decision are set out below:

There are insufficient means for safe movement of traffic into the proposed development.

The 90° corner at Pinecrest and Peterson is already very deficient in handling existing traffic to housing in the area. This corner has high amounts of resident parking, deep ditches, no sidewalks no shoulders, and the pavement is often broken up with large deep potholes. To add to the hazard many horses in the area use Pinecrest as a Riding area to Access trails.

In addition Emergency vehicles only have one Access to all the housing through a very deficient roadway.

Thank you. Everett Chapman

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# Feedback Form

Public Open House – 2079 & 2099 Merecroft Rd.

AUG 15 2019

City of Campbell River – CPDS

Thursday July 18, 2019

AUG 14, 2019

File P18-100 OCZ

Name:

PETER ZUMPA

Address:

466 LEGACY DRIVE, V9W 0A8

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
---	---	---

My reasons for this decision are set out below:

AS A HOMEOWNER LIVING CLOSE TO PROPOSED ZONING AMENDMENT, I'D LIKE TO RAISE FEW OBJECTIONS. FIRST OF ALL, EVEN THOUGH THE PLAN SHOWS PARK AREAS AND GREEN BELT BUFFER ZONE, THERE IS NOTHING ABOUT PLANNED DENSITY OF THE HOUSING. HOW MANY HOUSES AND WHAT TYPE ARE BEING PLANNED? WITH ONLY TWO NARROW ACCESS ROADS TO THE VERY END OF PROPOSED DEVELOPMENT, WHICH COULD BE EASILY LABELED 2.5 KM LONG DEAD END STREET, HOW THIS ACCOMODATES CITY SAFETY REGULATIONS INVOLVING FIRE RESPONSE, AMBULANCE AND POLICE EMERGENCY? ALSO IN CONSIDERATION SHOULD BE TAKEN POTENTIAL DISASTERS, IS FOREST FIRE OR AN EARTHQUAKE REQUIRING EVACUATION OF THE WHOLE AREA. ARE THERE ANY PLANS FOR PUBLIC TRANSPORTATION? IN MY OPINION, IT WOULD BE IRRESPONSIBLE TO ALLOW THIS DEVELOPMENT WITHOUT AN EXIT AT THE SOUTH END OF PLANNED REZONING.

YOURS TRULY  
PETER ZUMPA

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# Feedback Form

Public Open House – 2079 & 2099 Merocroft Rd.

AUG 09 2019  
City of Campbell River – CPDS

Thursday July 18, 2019

File P18-100 OCZ

Name: Matt & Shelley Roberts

Address: 360 Jacqueline Rd

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
---	---	---

My reasons for this decision are set out below:

Although we are not apposed to the development & growth of the area, we are strongly apposed to the developer using Pinecrest & Peterson as the exit for the development. The roads are already over used with the Legacy traffic, adding more traffic to these streets would be a nightmare. Unless the city is willing to do huge upgrades to the Peterson Rd area, the traffic needs to go to Evergreen or Willis or to the highway. We ride our horses, bikes and walk the road everyday. We have grandchildren in the area and already too many people are speeding down the road. Peterson/Pinecrest corner is a joke, its basically a one way area with all the vehicles parked along the road. I hope the developer will be responsible and come up with a better exit strategy for the traffic.

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Thank you

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# Feedback Form

Public Open House - 2079 & 2099 Mercroft Rd.

AUG 09 2019  
City of Campbell River - CPDS

Thursday July 18, 2019

File P18-100 OCZ

Name: Laura Howard

Address: 1810 Mo Road, Campbell River, V9W3R1

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
---	---	---

My reasons for this decision are set out below:

I cannot support this proposal with the only proposed exit of the development being through Pinecrest S. Petersen. The volume of traffic on that corner heading to Legacy Estates is already excessive and I do not believe that the corner of Pinecrest + S. Petersen could handle such a large increase in vehicles. I walk <sup>daily</sup> /often with my small children down those streets + there is barely a shoulder for safety. I would like to see a different or another proposed exit strategy for this development before I can support the proposal. Somebody will get hurt if this goes through as planned - there's lots of young kids in the area.

Feedback forms are due no later than: **August 19, 2019**. You can return feedback forms by email, mail or drop off:

Re: File P18-100 OCZ  
Development Services Department  
Attention: Jennifer McGowan  
City of Campbell River  
301 St. Ann's Road Campbell River, B.C. V9W 4C7

Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
Phone: 250-286-5725





I (Deanna Stubbs) attended a public meeting in response to an application to amend the Official Community Plan and Zoning Bylaw in regards to 2079 and 2099 Merecroft road. At this meeting I learned that developers want to create a large development at the West end of Pinecrest Road. Their plan is to run all of the construction traffic and eventually the local traffic off of Petersen and Evergreen Roads, around a wicked 90-degree corner at the South end of Petersen Road and up Pinecrest Road into their development.

As the property owner of 241 Jacqueline Road, my property is not only the corner of Pinecrest and Jacqueline Roads it is also the corner of Pinecrest and Petersen Roads. This means I can confidently tell you this plan is a disaster waiting to happen. Pinecrest and the South end of Petersen Road cannot support more traffic than they already have. The corner of Petersen and Pinecrest Roads is horrific. It is a sharp, narrow corner with cars parked all over the place. Developers showed a photo of that corner making it appear clear and open, this is not the case. I have attached some photos of this corner to show what it normally looks like. At the best of times it's a single lane corner and its used daily by people driving way too fast. Increased traffic around this corner is a bad accident waiting to happen.

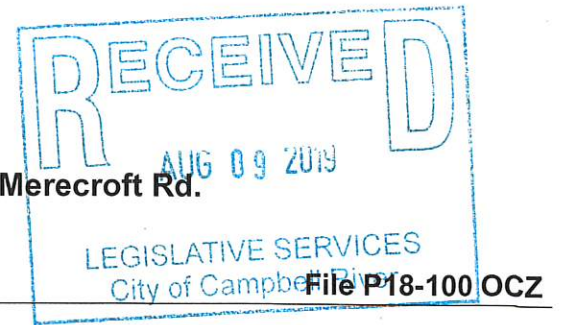
My fiancé (Mike Poitras) was in at the city a few weeks ago (before we were even notified about this proposal) to complain about the traffic on Pinecrest Road. Everyday people use Pinecrest Road as a highway; speeding up and down into Legacy Estates. Excess speed and dangerous driving are the norm. I have watched people's dogs almost get hit, we have towed people out of the ditch when they overshoot the corner, we have almost been run down while walking our dogs and I have even been thrown backward off my horse when he spooked at a speeding car. Increasing the number of people who can speed and drive dangerously on Pinecrest Road will end up killing someone. Developers did a traffic study at the intersection on Petersen and Evergreen Roads but nothing was studied at Petersen and Pinecrest. Unless you live in this area and experience that corner every day you have no idea how bad it is. Unless you sit on our property and watch cars all day you have no idea how fast they travel up our road.

Pinecrest Road is not a main road, Willis Road is a main road. Take the traffic out of this proposed development down Walworth and out Willis Road. It makes more sense for the access point to be from Willis Road via Walworth Road. Until construction is complete Pinecrest shouldn't be connected to Walworth, if it is it will be used as an access for construction and the corner of Pinecrest and Petersen is too tight to support the big trucks that construction will bring. At the meeting it was mentioned by your city representative that the rezoning could be approved before it was decided what road would be used as the access point for development. Road access needs to be set out prior to approval of the rezoning and all factors need to be considered.

Using Pinecrest as the only access point into all of this new development also means that if there is ever an emergency all of that traffic needs to make it away from danger by traveling down one road and around one tight corner. I know that with the size of the development at 'Little America' in Willow Point developers had to add a second access point at Jubilee Parkway to relieve the traffic using Maryland Road. With a proposed development of this size at least two access points should be required.

# Feedback Form

Public Open House – 2079 & 2099 Merecroft Rd.



Thursday July 18, 2019

Name: THOMAS R. BOE  
 Address: 490 LEGACY Dr. Campbell River BC  
V9W 0A8

Please note that all correspondence submitted to the City of Campbell River will form part of the public record and will be published when this matter is before Council or a Committee of Council. The City considers the author's address relevant to Council's consideration of this matter and will disclose this personal information. However, the author's phone number and email address are not required and should be omitted if the author does not wish this personal information disclosed.

The City has received an Official Community Plan and Zoning Bylaw amendment application to change the land use designation from "Estate" (low density residential with a semi-rural character) to "Neighbourhood" (low to medium residential with a urban character), to permit the development of a single family neighborhood.

<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
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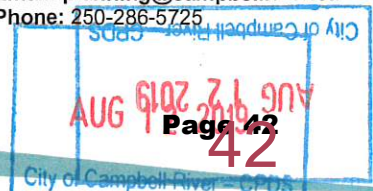
My reasons for this decision are set out below: FIRST-OF ALL THE MEETING WAS INADEQUATE FOR ACCESS

to all information, ORDER and Question & Answer so that all attendees could hear Pros + CONS  
applicant Mr Long wants to develop Walworth Rd as far as Pinecrest Rd, the one & only way in and out using Pinecrest. This is NOT acceptable for safe movement of vehicle traffic adding substantial more traffic to residents living here, causing a bottleneck of overload of traffic. Concern of fire & emergency traffic as well as potential disaster for wild fire escape. Our 89 Legacy Estate subdivision is hazardous enough with 90 deg right angle intersection of South Peterson & Pinecrest, a narrow Rd without shoulders & good part of the day or weekends only allows one way alternate traffic. 550 additional homes is too heavy for Pinecrest Rd & South Peterson Rd which was NOT built for this additional subdivision traffic

Feedback forms are due no later than: **August 19, 2019**. You can return feedback forms by email, mail or drop off:

Re: File P18-100 OCZ  
 Development Services Department  
 Attention: Jennifer McGowan  
 City of Campbell River  
 301 St. Ann's Road Campbell River, B.C. V9W 4C7

Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
 Phone: 250-286-5725



Thursday July 18, 2019

File P18-100 OCZ

Name: Roberta Bae

Address: 490 Legacy Dr. Campbell River BC V9W0A8

The City has received an Official Community Plan and Zoning Bylaw amendment application to change the land use designation from "Estate" (low density residential with a semi-rural character) to "Neighbourhood" (low to medium residential with a urban character), to permit the development of a single family neighborhood.

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
---	---	---

My reasons for this decision are set out below:

Applicant Mr. Long wants to develop Welworth Rd as far as Pinecrest Rd, the only way in & out from Pinecrest. This is not acceptable for safe movement of motor vehicle traffic and adding substantial more traffic to residents living here is NOT ACCEPTABLE and I feel dangerous bottleneck of overload traffic especially concerning a fire or emergency vehicles. There is only one way in & out on our 89 subdivision Legacy Estates which is hazardous enough. South Peterson & Pinecrest is already a busy 90° right angle intersection, a very narrow Rd without shoulders & a good part of day only one way alternating traffic. 550 homes is too

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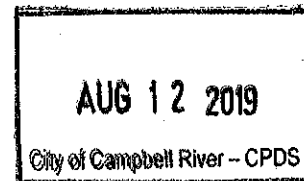
heavy traffic for Pinecrest & South Peterson Rd. which was not built for this size subdivision & traffic

Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
Phone: 250-286-5725



Jennifer McGowan  
Development Services Department

Email. [planning@campbellriver.ca](mailto:planning@campbellriver.ca)



Re: File P18-100 OCZ- Proposed OCP amendment for 2079 and 2099 Merecroft Road

We live at 454 Legacy Drive and were away when the information session took place in July. Our neighbour did attend the meeting and alerted us to the proposed changes, most notably the increase in traffic. After discussing the meeting and reviewing the information mailed by the developer we have concerns about the proposed OCP change.

The developer is proposing that all access to/from the Merecroft property be Walworth Road by Merecroft (which is not built at this time), then north onto Walworth (not built) to Pinecrest, then Pinecrest to South Petersen. We have been in contact with Melissa Heidema, City Transportation Specialist over the last year or so raising safety concerns about the the corner of Pinecrest and South Petersen Roads. Parking is an issue on South Petersen causing visibility issues at the sharp corner and narrowing of the roadway due to vehicles parked on the sides of the road near the corner. We personally have been almost hit head on on multiple occasions due to poor visibility. In winter with unplowed snow covered roads it becomes much worse with parked cars and ditches leaving no room to move over. There was also mention at the meeting of a traffic light at the Petersen and Evergreen Road intersection. What about turn lanes on those roads to facilitate right and left turns. Where do you get the land to expand the roadways? I understand from Melissa that the developer is required to do a Traffic Study with proposed upgrades etc to handle the increase in traffic. If they are proposing upwards of 600+ households and each home has 2 vehicles that is potentially 1200 vehicles at least twice a day and possibly more often daily in addition to the Legacy Estates vehicles and Pinecrest and Jacqueline Road traffic -- on one road. Obviously the road as it exists today cannot handle that amount of traffic. We would suspect that it would require a major improvement/expansion to the existing road to the detriment of the residents of South Petersen Road. As well, who pays for that improvement, taxpayers? We do not want an increase in our taxes to pay for a development we are not in favour of. As an alternative, why not build Walworth Road out to Evergreen and avoid the Petersen/Pinecrest corner altogether. There would still be the issue of the Petersen/Evergreen intersection.

The developer's lands are currently zoned "estate," which permits large lot rural type development. The proposal is to change it to "neighbourhood," which permits low to medium density residential with a more urban feel. With the current development of Jubilee Heights, Maryland Estates not fully built, the 38 acre and 50 acre parcels of land directly behind our home on Legacy Drive and north towards Forest Grove, does the City need the additional residential density proposed by the developer. In our opinion the OCP should be a mix of various types of zoning that compliments each other. In our small corner of the City, South Petersen Road is larger lots, some acreages on Pinecrest and Jacqueline Roads before reaching Legacy Estates. Forest Grove is now being completed and it is inevitable that the lands south of Forest Grove bounded by Evergreen Road, Inland Highway and Walworth Road will be developed into residential housing similar to Forest Grove and Legacy Estates. Is another potential 600+ residences immediately adjacent, with only one road access necessary, or is it simply so the developer can benefit? Perhaps, the current zoning should be left in place to allow residents choices between density such as we have on Legacy Drive and larger estate lots for a more rural lifestyle. The larger lots and acreages adjacent to Legacy Estates complement our subdivision making for a pleasant living environment.

There is also the question of the City's infrastructure (water, sewer, snow removal, etc) being able to support the additional density. Again, who pays for the additional services needed? We already hear of concerns about ground water dispersal in this area. What impact will further development have? We are a City that boasts of it's connection to the outdoors and outdoor activities, perhaps we shouldn't rush to develop every piece of land into residential dense lands to benefit the developers to the detriment of neighbouring properties.

In summary, we do not agree with the proposed amendment to the OCP for the above reasons. Expansion and

# Feedback Form

Public Open House – 2079 & 2099 Merecroft Rd.

Thursday July 18, 2019

File P18-100 OCZ

Name: ED + RUTH WITCZAK

Address: 474 LEGACY DR. 542 RESIDENTS

The City has received an Official Community Plan and Zoning Bylaw amendment application to change the land use designation from "Estate" (low density residential with a semi-rural character) to "Neighbourhood" (low to medium residential with a urban character), to permit the development of a single family neighborhood.

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
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My reasons for this decision are set out below:

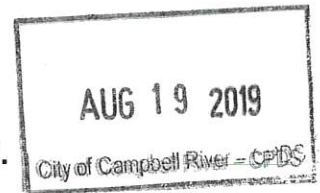
TO HAVE THAT LARGE OF A DEVELOPMENT AND ONLY ONE ROAD OUT, ROAD INFRASTRUCTURE IS IN ADEQUATE. PETERSON RD FROM EVERGREEN IS CONGESTED WITH PARKED VEHICLES, A SHARP CORNER, AND RESULTS IN SINGLE TRAFFIC LANE AT TIMES. ADDING CONSTRUCTION VEHICLES (GRAVEL TRUCKS CEMENT TRUCKS ETC) AND 600 PLUS MORE VEHICLES WILL MAKE CONGESTION WORSE. WE ARE SURROUNDED BY FOREST AND WITH DRYER CONDITIONS BECOMING THE NORM, IF THERE WAS A FOREST FIRE AND ONLY ONE ROAD OUT AND THAT ROAD BLOCKED, RESIDENTS WOULD BE TRAPPED. WALWORTH RD. NEEDS TO BE CONNECTED TO EVERGREEN RD. RIGHT AWAY NOT IN 2030! THIS GIVES RESIDENTS ANOTHER EVACUATION ROUTE AND PROVIDES ACCESS FOR EMERGENCY SERVICE VEHICLES AND EASE TRAFFIC CONGESTION. DO IT CORRECTLY NOW AND CONNECT WALWORTH RD TO EVERGREEN RD AND UPGRADE THE END OF PETERSON RD, FOR THE SAKE OF PUBLIC SAFETY!

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Re: File P18-100 OCZ  
Development Services Department  
Attention: Jennifer McGowan  
City of Campbell River  
301 St. Ann's Road Campbell River, B.C. V9W 4C7

Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
Phone: 250-286-5725





Thursday July 18, 2019

File P18-100 OCZ

Name: Dean + Teresa Stubbs

Address: 1765 Pinecrest Rd.

The City has received an Official Community Plan and Zoning Bylaw amendment application to change the land use designation from “Estate” (low density residential with a semi-rural character) to “Neighbourhood” (low to medium residential with a urban character), to permit the development of a single family neighborhood.

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
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My reasons for this decision are set out below:

There are no services or roads to the area. They need to run services and an arterial road before it is sub divided. We feel that the services should go along Walworth which should be made into an arterial road right to Willis.

Pinecrest is not a suitable access road to this area. It is already in bad shape and narrow.

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 301 St. Ann's Road Campbell River, B.C. V9W 4C7

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 Phone: 250-286-5725

AUG 19 2019

City of Campbell River – CPDS

Thursday July 18, 2019

File P18-100 OCZ

Name: TARA NELSON

Address: 478 LEGACY DRIVE, CAMPBELL RIVER

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
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My reasons for this decision are set out below:

ONE ROAD ACCESS COMING ONTO PINECREST ROAD IS UNSAFE!!  
 IS THERE A CONTINGENCY PLAN IF THE ROAD IS BLOCKED OR CUT OFF?  
 HAS A PROBABILITY VS SEVERITY RISK ANALYSIS BEEN COMPLETED?  
 PINECREST ROAD GOING ONTO S. PEDERSON IS A HAZARD ON THE BEST OF DAYS  
 THE INCREASE IN TRAFFIC & CONSTRUCTION EQUIPMENT WILL PUT THE SAFETY OF PEOPLES LIVES AT RISK!!

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 Development Services Department  
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 City of Campbell River  
 301 St. Ann's Road Campbell River, B.C. V9W 4C7

Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
 Phone: 250-286-5725



# Feedback Form

Public Open House – 2079 & 2099 Mercroft Rd.

Thursday July 18, 2019

File P18-100 OCZ

Name: Kathy Mascia

Address: 1898 Pinecrest Rd

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
---	---	---

My reasons for this decision are set out below:

- There will be too much traffic with there only being one road up to the new area.

- It will be a safety <sup>issue</sup> ↓ for my students at my dance school. As it is people travel too fast up this road & it is really busy with only having legacy estate traffic.

- It would take away the wilderness trails that so many people enjoy walking through.

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 Development Services Department  
 Attention: Jennifer McGowan  
 City of Campbell River  
 301 St. Ann's Road Campbell River, B.C. V9W 4C7

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 Phone: 250-286-5725

# Feedback Form

Public Open House – 2079 & 2099 Merecroft Rd.

Thursday July 18, 2019

File P18-100 OCZ

Name: Kirsty mascia

Address: 1898 Pinecrest Rd.

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
---	---	---

My reasons for this decision are set out below:

- As it is we already have so much traffic coming up & down the road & a lot of people speeding. I think adding more houses would just escalate the problem

- I also really enjoy having the wilderness & privacy of the forest

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Attention: Jennifer McGowan  
City of Campbell River  
301 St. Ann's Road Campbell River, B.C. V9W 4C7

Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
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# Feedback Form

Public Open House – 2079 & 2099 Mercroft Rd.

AUG 19 2019  
City of Campbell River – CPDS

Thursday July 18, 2019

File P18-100 OCZ

Name: NELSON CHRISTENSEN

Address: 338 SERENITY DRIVE

The City has received an Official Community Plan and Zoning Bylaw amendment application to change the land use designation from "Estate" (low density residential with a semi-rural character) to "Neighbourhood" (low to medium residential with a urban character), to permit the development of a single family neighborhood.

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
---	---	---

My reasons for this decision are set out below:

THERE IS NOT ENOUGH ROOM TO SUPPORT THE TRAFFIC ON PETERSEN ROAD NOW LET ALONE ADDING MORE TRAFFIC TO THE ALREADY CONGESTED PETERSEN / EVERGREEN CORRIDOR.

THIS KIND OF SUBDIVISION WOULD MAKE IT ALMOST IMPOSSIBLE TO SAFELY LEAVE THE EXISTING AREA'S IN THE MORNINGS AND EVENINGS.

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Development Services Department  
Attention: Jennifer McGowan  
City of Campbell River  
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# Feedback Form

AUG 19 2019  
City of Campbell River - CPDS

X2



Public Open House - 2079 & 2099 Mercroft Rd

Thursday July 18, 2019

File P18-100 OCZ

Name: Tracy Christensen

Address: 388 Serenity Dr

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
---	---	---

My reasons for this decision are set out below:

-The intersection at Petergen + Evergreen is already extremely dangerous. People don't stop. Add more homes + you have double the traffic, double the problems and one way in + out. Lights in 2030 - unacceptable

-I am concerned about Salmon bearing streams + wildlife.

-The plan notes that there will be parkland but did not indicate whether it is for public use or not.

\*There should have been a presentation at the "public meeting" + handouts with the information on the boards

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-I also felt the maps were deceiving, each one in different colors felt like it was designed to confuse

Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
Phone: 250-286-5725

# Feedback Form

Public Open House – 2079 & 2099 Mercroft Rd.

AUG 19 2019  
City of Campbell River – CPDS

Thursday July 18, 2019

File P18-100 OCZ

Name: Janet ESTABROOK

Address: 486 LEGACY DRIVE CR V9W 0A8

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<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
---	---	---

My reasons for this decision are set out below:

I oppose this decision because we need a secondary road to support the additional housing. It can be a concern for emergency vehicles. Example: A few years ago on the corner of Evergreen/Petersen Rd a truck (service truck) hit the telephone pole and no one in Legacy Estates could get out. Another reason I oppose the decision is the corner on Petersen/Pinecrest is too tight a corner for vehicles & service trucks etc. The difficulty of a truck & pup meeting a truck & boat for example on this corner would create a back up of traffic, and too add additional housing/traffic to this congested area is only going to create unsafe issues. There needs to be another road to handle the additional housing and the safety of these new homes/families. What if there is a fire! How do we escape that? →

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Phone: 250-286-5725

with Beaver lodge land as our neighbor, what if that was to catch fire. How would everyone get out if for some reason our one exit was jeopardized. We are not only looking at this one new development. There is going to be additional housing by Crown Pacific (Brett Giese) being added behind Legacy Estates. I strongly feel that there should be <sup>separate</sup> ~~an~~ road supporting this new area. If Walworth is going to be the main road for this area and eventually the area behind Legacy Estates, then the developers should extend Walworth to Evergreen or even better to Willis. I believe Willis will be a more accessible option to the highway and eventually, I heard, Willis will extend to 2nd, which would be greater access for an emergency to the hospital.

Foot and cyclist only have one way out of Legacy as well, and I personally would not feel safe with that much additional traffic, not to mention the big trucks. How could anyone with children make it leaving Legacy Estates on foot or bike? It's hard enough in a vehicle as the traffic stands today!

In fact Petersen / Evergreen / Willis all need upgrades to their current condition for pedestrians. Co Green!

Snow fall restricts multiple vehicles to make s. Petersen / nearest bigger trucks will have a issue making that corner with snow banks / parked cars / oncoming traffic etc.

**Marie Dube**

---

**From:** [REDACTED]  
**Sent:** September 20, 2019 1:09 PM  
**To:** planning  
**Subject:** P18-100 2079 and 2099 Merecroft Rd.  
**Attachments:** P18-100 2079 and 2099 Merecroft.pdf

Please see attached for your consideration.

Kind Regards,  
Valerie Masterman

September 19, 2019

Community Planning and Development Services  
City of Campbell River  
301 St. Ann's Rd.  
Campbell River BC  
V9W 4C7

**RE: Proposed landscape buffer and recreational trail as a condition to the re-zoning at 2079 and 2099 Merecroft Rd.**

Dear Council,

As a horseback rider who enjoys riding at Balance Equestrian on Shetland Road, one of the reasons I chose this barn was because of its close proximity to town as well as the trails in the Beaver Lodge lands. The Quinsam Heights is a rural gem in a developing urban city. Until a few weeks ago riders were able to follow a number of undeveloped right of ways to avoid the roads and then cut through a private property at the end of Jacqueline Road to access the ERT. This private access is now closed and the only alternatives for accessing the Beaver Lodge lands are via the busy Peterson Rd or along a very rocky path that follows the western extent of 2099 Merecroft Rd. Peterson Rd is not safe, especially for the younger riders, and the rocky path is hard on the horses. Therefore, I would like to propose that a condition of re-zoning for 2079 and 2099 Merecroft Rd. be the incorporation of a landscape buffer/recreational trail for safer and more convenient access to the Beaver Lodge lands.

The trail (a rural greenspace) would be in keeping with the City's vision for the Quinsam Heights area to "retain the unique semi-rural character by preserving areas with larger rural lots and green spaces while sensitively integrating new residential development to provide more housing options." (City of Campbell River Sustainable Official Community Plan 2012 – SOCP). The trail would also facilitate the Integrated Place Goals under Parks and Natural Environment in the SOCP by increasing safe access to the Beaver Lodge lands. The trail could also help satisfy section 5.26.1 of the SOCP by creating a landscape buffer between the new development and existing developments to facilitate wildlife passage and a more rural appeal.

On a separate and more general note about the development, it will be unfortunate if dense housing lots are approved throughout this development. A mix of both estate and smaller lots could be a reasonable approach, with larger estate lots bordering the protected lands to create more of a buffer between the protected area and the roads (in line with section 6.3.3 of the SOCP). Maintaining mature trees along the boundary of the protected area (where they already exist) would also go a long way to reducing the edge effect that will invariably result if that entire side of the Beaver Lodge lands suddenly becomes bare. Wildlife passage and connectivity should be key considerations as this large section of undeveloped area becomes fragmented.

Thank you for taking the time to consider my proposal, attached is a supporting letter from a young friend who also enjoys taking his pony out in the trails.



Kind regards,

A handwritten signature in black ink that reads "Valerie Masterman". The signature is written in a cursive style with a large, prominent 'V' and 'M'.

Valerie Masterman

2045 College Dr.  
Campbell River, BC

Dear City Council,

My name is Kyle and I am writing to you about the Beaver lodge Land trail. I have been riding for a year and a half on an awesome pony named Beaner at Balance Equestrian Centre. She and I love going on trail rides all the time. But when we found out that we could no longer safely access the Beaver Lodge Lands, we where really sad. The only way to get to there now, is by going down Evergreen, through all of the traffic. I find this very dangerous for Beaner and I. I would really love a safer and quicker route and I know that Beaner would appreciate this as well. A trail would be much safer and would be a lot better for Beaner.

Thank you,

Kyle Bilous and Beaner

Age 9



Five  
OCT 15 2019  
City of Campbell River - CPDS

Oct 10, 2019  
Community Planning and Development Services  
City of Campbell River  
301 St. Ann's Rd.  
Campbell River BC  
V9W 4C7

**RE: Proposed landscape buffer and recreational trail as a condition to the re-zoning at 2079 and 2099 Merecroft Rd.**

To Whom it may Concern

I am the owner and operator of Balance Equestrian Centre at 2105 Shetland Road. AS a coach, trainer and rider myself, the Beaver Lodge lands provide me with many benefits. Recently, it has been harder to get into the Lands, as there are 3 choices, all of which are undesirable for safety reasons or because they have been shut down. One route is very long and rocky, which is hard on the horses, while another route involves riding on and across busy roads, which is unnerving and unsafe for horses and riders. The third and fastest route has now been shut down by a property owner.

Therefore, I would like to join in the proposal for a condition of re-zoning for 2079 and 2099 Merecroft Rd. to incorporate a landscape buffer/recreational trail for faster and most importantly safer entrance to the Beaver Lodge lands. Thank you for your attention to this matter.

Sincerely,

  
Susan Gosnell

2105 B Shetland rd  
Campbell River, BC

# Feedback Form

Public Open House – 2079 & 2099 Merecroft Rd.

Thursday July 18, 2019

File P18-100 OCZ

Name: Kaylee Mascia

Address: 1898 Pinecrest rd.

The City has received an Official Community Plan and Zoning Bylaw amendment application to change the land use designation from "Estate" (low density residential with a semi-rural character) to "Neighbourhood" (low to medium residential with a urban character), to permit the development of a single family neighborhood.

*Please note that all correspondence submitted to the City of Campbell River will form part of the public record and will be published when this matter is before Council or a Committee of Council. The City considers the author's address relevant to Council's consideration of this matter and will disclose this personal information. However, the author's phone number and email address are not required and should be omitted if the author does not wish this personal information disclosed.*

<input type="checkbox"/> I <b>support</b> the proposal.	<input checked="" type="checkbox"/> I <b>oppose</b> the proposal.	<input type="checkbox"/> I am <b>undecided</b> on the proposal.
---	---	---

My reasons for this decision are set out below:

- It will be too much traffic and I'm tired of the amount of people who speed up and down our road as it is.

- Also we have so much wildlife here. Tearing down all the trees and bush would be destroying the animals home.

-

Feedback forms are due no later than: **August 19, 2019**. You can return feedback forms by email, mail or drop off:

Re: File P18-100 OCZ  
 Development Services Department  
 Attention: Jennifer McGowan  
 City of Campbell River  
 301 St. Ann's Road Campbell River, B.C. V9W 4C7

Email: [planning@campbellriver.ca](mailto:planning@campbellriver.ca)  
 Phone: 250-286-5725

**From:** [Leah Irvine](#)  
**To:** [Jennifer McGowan](#)  
**Subject:** FW: Re development of Merecroft Rd subdivision and extension of Pinecrest rd.  
**Date:** Monday, October 07, 2019 8:59:02 AM

---

Hello Jen,  
This is for P18-100 – Merecroft

Thanks,  
Leah

---

**From:** tomrboe@gmail.com [REDACTED]  
**Sent:** October 1, 2019 2:34 PM  
**To:** Leah Irvine <Leah.Irvine@campbellriver.ca>  
**Subject:** Fwd: Re development of Merecroft Rd subdivision and extension of Pinecrest rd.

Sent from my iPad

Begin forwarded message:

**From:** [REDACTED]  
**Date:** October 1, 2019 at 2:31:11 PM PDT  
**To:** [kevin.brooks@campbellriver.ca](mailto:kevin.brooks@campbellriver.ca)  
**Subject: Re development of Merecroft Rd subdivision and extension of Pinecrest rd.**

My name is Tom Boe 490 legacy drive , I was at forum concerning subdivision and talked to planner from city hall using Walworth rd. And Pinecrest rd. which runs behind our house we are 3rd house in from Pinecrest Rd. So progress and decision to use Pinecrest Rd. is a big concern to us. My wife and I would really appreciate some update and thoughts concerning the use of Pinecrest rd for new PROPOSED SUBDIVISION and approximate time line for start date. I talked to many neighbours who were not against subdivision but against the use of Pinecrest rd. For safety reasons. I was in to city hall today but you were unavailable. If possible email me update or a short meeting. Thank you Tom Boe

Sent from my iPad

## Jody Hagel

---

**From:** Dennis and Julie Gibbons [REDACTED]  
**Sent:** November 9, 2021 7:49 PM  
**To:** planning  
**Subject:** Application P1800100 and #P20-76 SUB

### "CAUTION: External Email"

We are residents of Legacy Drive in Legacy Estates. It has come to our attention that two development applications are before the City that will possibly impact the current enjoyment of our home.

Can you confirm for us that access to the property that is the subject of Application #P1800100 is to be provided by Waldron Road (not yet constructed) through to Evergreen Road, or is the intention for access to be Waldron Road turning onto Pinecrest Road turning onto South Petersen Road to the 4-way stop at Evergreen and South Petersen Roads?

Also, is the intention that there only be one road access to the subject property? If so, what will happen if occupants of 400 residences have to evacuate on one road in case of fire or some other reason requiring evacuation. Fire is an ever increasing risk and this property borders on the highway and Beaver Lodge Lands. Case in point the fire in the Juniper Ridge area of Kamloops this past summer. There is only one road into and out of the Juniper Ridge subdivision. There is an emergency gravel "road" that is gated and locked that was considered to be an emergency exit however anyone not driving a truck could not use that exit. Also, no official came to unlock the gate and the lock was cut by local residents in order to use the road. Residents were ordered to evacuate and it took close to 2 hours for residents to clear the area. A lucky shift in the wind direction saved evacuees from being caught in the fire on the road that would take them to safety. Begs the question how planners with the power to approve developments do not foresee the need for public safety in the event of danger. Hopefully our City will take this into consideration.

We also hope that as City Planners you have taken into consideration sewer and water requirements and that our infrastructure will provide for this development, unlike the recent problem in Willow Point. It would be unfortunate if the City did not learn from that mistake.

There is also an application before the City #P20-76 SUB that has redrawn the lots in the final Phase of Legacy Estates. This appears to be connected to the development of the property noted above in that construction of Waldron Road will be required and again raises the question of will Waldron Road be constructed through to Evergreen Road. It appears that the application has redrawn the lots to allow the construction of multi-family dwellings. When we purchased our lot in 2013 and built our home the lots were drawn as single family homes. Part of our decision to purchase here was the fact that development behind us would be consistent with Legacy Estates. Multi family homes are not a part of Legacy Estates. Under the current application what would the developer be allowed to build on the lots? If the original plan for Legacy Estates was approved with the single family homes shown, what would the reason be for the City to allow for a change to the original development approval? Can you just change the original approval after City taxpayers have invested in a development based on the original, approved plan thereby possibly impacting current residents? In this particular application if we had not seen the surveyors behind our house and neighbourhood gossip we would not have known about this application at all. The City needs to directly contact residents of changes that will impact their property and not through social media or website postings.

We look forward to your response to the questions we have asked. Thank you.

Dennis and Julie Gibbons

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September 6, 2022

City of Campbell River  
Planning Department

To whom it may concern:

**Re: File No. P1800100**

**Application to rezone 2079 and 2099 Merecroft Road to allow for a future low- to medium-density subdivision and Proposed Bylaw Amendment (Bylaw No. 3830, 2021)**

We are writing to express our concern regarding the proposed bylaw amendment and future development of the lands at 2079 Merecroft Road and 2099 Merecroft Road. While housing development is important for our growing city, we believe we must be prudent in order to protect the sensitive ecosystems which make our city a wonderful place to live for both people and wildlife (the same wildlife that attracts many tourists to our region annually).

After reading the report and bylaw online, we have serious concerns particularly regarding the proposed development of the property within 2099 Merecroft Road in Phases 4, 5, and 6. This section of the development would essentially isolate the northern portion of Beaver Lodge Lands from the natural forested area to the west with the potential to negatively impact a number of wildlife species which live in this area and/or transit through this area. While it is encouraging to see that SPEA set-backs and buffers are included in the plan, we were surprised to see that a proposed wildlife corridor was removed from the proposal. As regular walkers on the ERT through this section of Beaver Lodge Lands, we know that there are a number of important marsh areas and small creeks along this section. While some are identified in the report as non-fish bearing ditches, they all serve as tributaries to the marshes and larger creeks (such as Simms) which are fish-bearing. Our greatest concern is the possible negative impact this large proposed development would have on the water sources and small tributaries which are vital to the health of the local wildlife and overall integrity of Beaver Lodge Lands.

The recent issues of the City Currents Community Update in the Campbell River Mirror and the City website have indicated that the public meeting which had been scheduled for September 7<sup>th</sup>, 2022, has been cancelled but there is no mention of a new date for this public meeting. Can you please let us know when this public meeting will take place?

Yours truly,  
Coreen Hack, Roland Hack, and Michael Hack

CC: Mayor Andy Adams and Council Members Charlie Cornfield, Kermit Dahl, Colleen Evans, Ron Kerr, Claire Moglove, Sean Smyth



**From:** [Kelly Irwin](#)  
**To:** [planning](#)  
**Subject:** File Number P1800100  
**Date:** September 7, 2022 10:24:47 AM

---

**"CAUTION: External Email"**

To whom it may concern,

I am against the rezoning application P1800100. I believe this application goes against the OCP and literature found on the City of Campbell River website.

How can you, the city of Campbell River, call yourself a "Green City" while all development within the urban containment boundary is completely cleared, with zero regard for the Urban Forest Management Plan. When will the city of Campbell River pivot from urban sprawl to high density buildings WITHIN the urban forest? A clear example of this practice can be found in the recent developments of Maryland, Quinsam Heights, and Jubilee Heights to name a few.

The Urban Forest Management Plan was developed in consultation with the community. Of particular importance were storm water management, habitat, and more forested land left intact.

How does this development expect to meet key objectives of the report, such as maintaining canopy cover in the Urban Containment Boundary? As your website says, "If Campbell River's existing canopy cover is to be maintained for the continued benefit and enjoyment of citizens, then the actions in this plan will require implementation. Without action, canopy cover in the city will continue to decline." Where is your action regarding this rezoning application and/or all development in this city for that matter?

In addition, a biology assesment in 2017 noted there are small forest patches with large conifers that would be ideal for retention. Also, i'm not okay with the revision from 2 large parks and a wildlife corridor, to no wildlife corridor and a single large park consisting of 2.9% of the land. How is 2.9% even considered large, and will this park have a canopy?

Furthermore, where are provisions of affordable housing in this zoning application? Wouldn't it make sense to have higher density and smaller living accommodation so our nurses, care aids, and service industry workers can afford to live in our city? Wouldn't it make sense to check all the boxes by building up, rather than out? A few 10 story buildings INSIDE the forest would help maintain the urban forest, have amazing mountain views, assist in affordable housing, while some of the land could be utilized for single family homes.

---

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**From:** [planning](#)  
**To:** [Jim Powell](#)  
**Subject:** RE: Lot A Section 36 (2079 Merecroft Rd) & Lot 1 Block 24 (2099 Merecroft Rd)  
**Date:** September 7, 2022 2:45:27 PM

---

Thank you, Jim. I have forwarded onto Lyndsay.

Jody Hagel  
Administrative Assistant

Development Services Department  
301 St. Ann's Rd.  
Campbell River, BC V9W 4C7  
Phone: (250) 286-5725  
[www.CampbellRiver.ca](http://www.CampbellRiver.ca)

---

**From:** Jim Powell [REDACTED]  
**Sent:** September 7, 2022 2:35 PM  
**To:** [planning <planning@campbellriver.ca>](mailto:planning@campbellriver.ca)  
**Subject:** Lot A Section 36 (2079 Merecroft Rd) & Lot 1 Block 24 (2099 Merecroft Rd)

**"CAUTION: External Email"**

Lyndsay,

We (Melinda and Jim Powell) are residents of [REDACTED] near the above noted areas under the proposed By-Law Amendment. (File P1800100)

Our concerns stem from the density of development that is served by one road in and out. We feel that this bottleneck poses a considerable risk to the safety and well-being of the community through several levels of considerations. The foremost concern is access for emergency vehicles in case of fire, accident or other misadventure. If the access to the area is blocked by any means – fire, vehicle accident, fallen trees, etc. – there is risk to human harm. The least of our concerns is the volume of traffic through such a confined access corridor.

We are also concerned about the integrity of ecologically-sensitive areas, specifically Beaver Lodge Lands and the headwaters of Simms Creek. From forest fire potential to road run off, the area is very prone to impact.

While the need for housing is great, we feel an amendment to support this initiative is overshadowed by the risks. If the development cannot be economically viable without the proposed density and amendments, it is not the right location.

Respectfully,

Jim Powell, Ph.D.

[Redacted text]

---

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**From:** [Kaede Hill](#)  
**To:** [planning](#)  
**Date:** September 8, 2022 10:07:26 AM

---

"CAUTION: External Email"

To whom it may concern,

I am against the rezoning application P1800100. I believe this application goes against the OCP and literature found on the City of Campbell River website.

How can you, the city of Campbell River, call yourself a "Green City" while all development within the urban containment boundary is completely cleared, with zero regard for the Urban Forest Management Plan. When will the city of Campbell River pivot from urban sprawl to high density buildings WITHIN the urban forest? A clear example of this practice can be found in the recent developments of Maryland, Quinsam Heights, and Jubilee Heights to name a few.

The Urban Forest Management Plan was developed in consultation with the community. Of particular importance were storm water management, habitat, and more forested land left intact.

How does this development expect to meet key objectives of the report, such as maintaining canopy cover in the Urban Containment Boundary? As your website says, "If Campbell River's existing canopy cover is to be maintained for the continued benefit and enjoyment of citizens, then the actions in this plan will require implementation. Without action, canopy cover in the city will continue to decline." Where is your action regarding this rezoning application and/or all development in this city for that matter?

In addition, a biology assesment in 2017 noted there are small forest patches with large conifers that would be ideal for retention. Also, i'm not okay with the revision from 2 large parks and a wildlife corridor, to no wildlife corridor and a single large park consisting of 2.9% of the land. How is 2.9% even considered large, and will this park have a canopy?

Furthermore, where are provisions of affordable housing in this zoning application? Wouldn't it make sense to have higher density and smaller living accomodation so our nurses, care aids, and service industry workers can afford to live in our city? Wouldn't it make sense to check all the boxes by building up, rather than out? A few 10 story buildings INSIDE the forest would help maintain the urban forest, have amazing mountain views, assist in affordable housing, while some of the land could be utilized for single family homes.

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## City of Campbell River Report/ Recommendation to Council

Date: October 8, 2021 File No. P1800100  
Submitted by: Development Services Department, Community Development Division  
Subject: Application to rezone 2079 and 2099 Merecroft Road to allow for a future low- to medium-density subdivision

---

### Purpose / Introduction

The purpose of this report is to process a rezoning application.

---

### Recommended Resolutions

**THAT Zoning Amendment Bylaw No. 3830, 2021, to rezone the properties at 2079 and 2099 Merecroft Road from Residential Estate (RE-1) Zone to Residential One A (R-1A) and Residential Multiple 2 (RM-2) Zone to allow for a future low- to medium-density subdivision be given 1<sup>st</sup> and 2<sup>nd</sup> Reading; and**

**THAT an electronic Public Hearing be scheduled.**

---

### Executive Summary

A rezoning application has been received to rezone 142 ha of land (two adjacent properties) in the Quinsam Heights Neighbourhood from RE-1 Zone to R-1A and RM-2 Zones to facilitate a future subdivision of single-family dwellings with secondary suites and low- to medium-density multi-family housing. The proposed rezoning is considered aligned with City's Official Community Plan (OCP) and includes park and natural areas. Technical assessments submitted with the application and a comprehensive review of the submission demonstrates that the subject property can accommodate the proposed rezoning and future subdivision. The subdivision will be subject to phasing plan, as a result of a lack of a second access to the property, thereby limiting the number of initial dwelling units that can be constructed. A recommendation of approval has been provided, with conditions related to parkland dedication, Community Amenity Contributions, phasing and limitations of initial development, nearby transportation improvements, and conservation.

### Background

The City has received a rezoning application from Kevin Brooks from McElhanney Consultants, on behalf of his client Harold Long (Lisa Lynn Holdings) to rezone 142 hectares (two parcels) from the current RE-1 Zone to R-1A and RM-2 Zones (*Attachment 1*) to accommodate a future low- to medium-density subdivision.

Changes in planning policies have affected the proposed development site since the initial rezoning application submission in December 2018.

Proposed Development Timeline

Year	Application Submission/Revision or Policy Change
December 12, 2018	Initial submission: <ul style="list-style-type: none"> <li>• OCP amendment included to remove “Estate” designation and re-designate as “Neighbourhood”</li> <li>• Approximately 600 units in four different zones: R-1, R-1C, RM-1 and RE-1</li> <li>• Three park spaces of varying sizes</li> <li>• Environmental buffers with storm water retention</li> <li>• Wildlife corridor from Highway 19 to Beaver Lodge Lands</li> <li>• Two accesses: from Walworth Road and future access across Merecroft Road alignment to the west</li> </ul>
October 8, 2019	Application placed on hold by Council until June 2020 (Resolution No. cw19-0150), until City completes its Housing Growth Review study
November 16, 2020	“Estate” Designation removed from Quinsam Heights Neighbourhood in the Official Community Plan (Resolution No. 20-0575)
June 29, 2020	Revised concept plan submission received: <ul style="list-style-type: none"> <li>• Approximately 400 units in CD Zone: single-family, duplex and townhouse residential forms</li> <li>• Two large park areas</li> <li>• Natural/green space adjacent to Beaver Lodge Lands</li> <li>• Removal of wildlife corridor</li> <li>• Two accesses, similar to December 2018 submission</li> </ul>
March 21, 2021	Revised concept plan submission received: <ul style="list-style-type: none"> <li>• Approximately 400 units in two different zones: R-1A and RM-2</li> <li>• One large community park space</li> <li>• Natural/green space buffers along ERT and Beaver Lodge Lands</li> <li>• Two accesses, similar to previous submissions</li> <li>• Phasing plan included</li> </ul>

The applicant has directly involved the Beaver Lodge Lands Trust in all iterations of this proposal, with continued discussion to date.

**Discussion**

The subject property (shown in Attachment 2) is located immediately east of Highway 19 and south of the Merecroft Road alignment. For context, 2079 Merecroft Road is located ‘kitty-corner’ across Merecroft and Walworth Roads from the ‘Legacy Estates’ housing subdivision. The Beaver Lodge Lands surround the majority of these properties, to the east, south and southwest, with

2099 Merecroft Road bounded by the E.R.T Road to the southeast. Previously logged and used for gravel extraction, the site is a mixture of mainly deciduous trees and undergrowth, with stands of coniferous trees in some areas. It is gently sloped throughout, with greater slopes along the west side of the site.

### Proposal

A concept plan detailing zoning, phasing, parkland, natural/green spaces and road layout was submitted as part of the application (see Attachment #2). The proposed total number of units for the development site is approximately 400.

### Zoning

Two residential zones are proposed as part of the development. The concept delineates Residential One A (R-1A) for single-family housing with suites in two separate areas, within the north and south “bulbs” of the development site. The R-1A zone allows for single-family housing with or without secondary suites, on lots with a minimum size of 450 square metres (see Attachment #3). It is intended that single-family housing lots will be sold with an option for the inclusion of secondary suite space, at the discretion of the builder.

The remainder of the site is proposed as Residential Multiple Two (RM-2) zone, which is intended for the development of low to medium-rise housing in multi-family complexes, within the medium or high-density residential designation. Uses may include combinations of single-family with or without secondary suites, duplexes, triplexes and apartments. It should be noted that all of these housing forms can be located together within an RM-2 zoned area, rather than just one typology. Units may be located on fee-simple lots 600 square metres or larger, or within strata developments on lots 200 square metres or larger. The intention of the applicant is for a range of housing typologies within the lower-density designation, which may include patio-home and townhouse style development, as strata development, in order to limit larger than needed lot sizes and increase density in some areas of the development site.

### Parkland

A large, central park to serve the community was considered an important part of the proposed development. A 1.72-hectare park space is proposed on the north side of the development site, adjacent to the Merecroft Road dedication (see Attachment #2), because this is the flattest and most usable area of the site. The dedicated park space is 2.9% of the 5% required under Section 510 the Local Government Act. The remainder of the required dedication (up to 2.1% of the market value of the land) will be taken in cash for park space improvements on the site, as a Community Amenity Contribution. This could include turf, fencing, benches or tables, and/or playground equipment. The applicant has a desire to locate a sports field on the north (larger) portion of the park site (approximately 1.62 ha), and a playground and/or dog park on the south side (approximately 0.41 ha).

The dedicated community park space is intended to be constructed in the second phase of construction of the development site. Therefore, the requirement for a Parkland Agreement is included as a condition of the proposed Zoning Bylaw Amendment, to ensure this space is set aside for the future park and that amenities within the park space are provided.

### Natural/Green Space and Buffers

Additional setbacks are proposed in order to protect the riparian areas (discussed in detail below under *Technical Considerations*), outside of required SPEA setbacks. With respect to the Simms Creek riparian area (“Stream 1”, Attachments #2 and #4)), the required 15-metre setback is shown, with an additional 15-metre setback, requested by the Beaver Lodge Lands Trust (BLLT) during the initial consultation for the proposed development. A required 10-metre Streamside Protection Enhancement Area (SPEA) setback is shown along the Elk River Trunk Road and between the development site and Beaver Lodge Lands to the east (“Ditch 10”, Attachment #2 and #4). An additional 10-metre setback is also shown (again requested by the BLLT), therefore providing a continuous 20-metre buffer between these lands and the development site. “Ditch 10”, and thus this 20-metre SPEA setback extends west from the access point to the site along the Merocroft Road dedication. A 20-metre buffer was also requested by the BLLT along the south-western boundary of the site, closer to Highway 19. As this area is not within a mapped riparian area, a buffer between the development and Beaver Lodge Lands has not been included at this location. The required green space buffers for the development (SPEA setbacks) total 1.76 hectares, with proposed additional green space buffers (as agreed with the BLLT) of 3.67 ha.

### Access and Transportation

A conceptual road placement is proposed through the development site. As there is only one confirmed access point at present, the proposed road continues from this point through both the north and south portions of the site in a loop, with a connecting road near the north end, adjacent to the proposed community park space, and with two cul-de-sacs at the southern end of the site. One cul-de-sac includes a parking/staging area for pedestrian/bicycle access to the Beaver Lodge Lands. It is anticipated that smaller, local roads will be required from or between points on the proposed looped road.

### Phasing

A phasing plan was submitted as part of the concept plan, which delineates anticipated timing of development areas. Phase 1 includes the portion of land surrounding the initial singular access road, with the majority of the zoning for single-family housing with suites (Residential One A (R-1A)). Phase 2 includes the dedicated central community park space, and solely multi-family (Residential Multiple Two (RM-2)) housing typologies. The remaining Phases (three through seven) include a combination of the two proposed zones (with the exception of Phase 4), with a connecting main circular road.

An initial maximum of 100 units can be developed on the site, restricted by a Section 219 Covenant prohibiting development past these 100 units until a secondary vehicle access is provided, thereby meeting fire regulations requirements (*National Fire Protection Association Standard (1141) for Fire Protection Infrastructure for Land Development in Wildland, Rural, and Suburban Areas (2017)*). The initial 100 units will be constructed as part of Phase One and potentially some of the subsequent two phases.



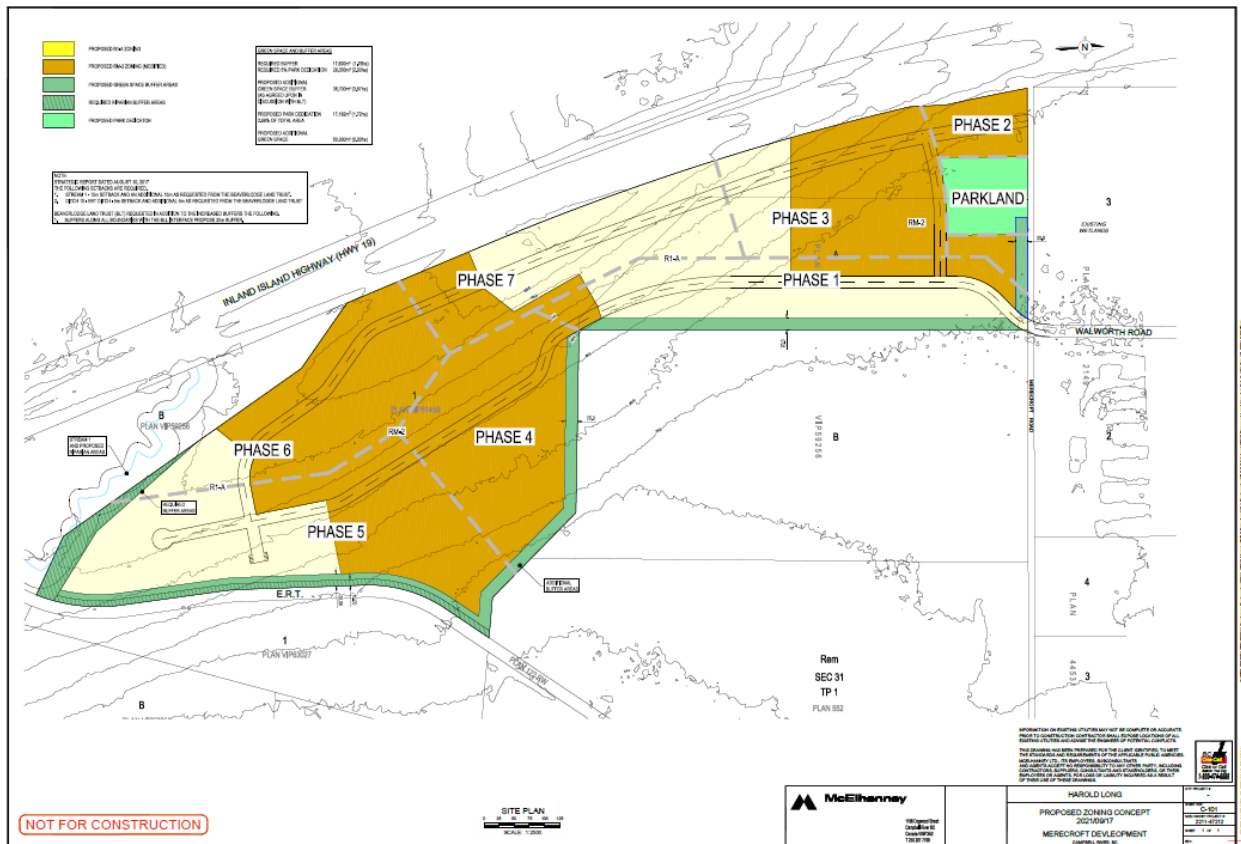


Figure 1: Proposed Concept Plan

### Official Community Plan

The OCP designates the property as a Neighbourhood Controlled Development Area. Section 5 includes policies which support low to medium density housing and encourages access to amenities such as parks and trails, which are integrated into the proposed neighbourhood concept plan. The designation specifically encourages:

- Clustered development to preserve green space around sensitive environmental features and trail corridors. The proposed development includes:
  - A green buffer adjacent to the Beaver Lodge Lands, as well as the provision of public access to these Lands.
  - Adjacent natural amenities such as the Beaver Lodge Lands and trails.
  - Relative proximity to existing and future amenities in the area, including a convenience store on Croatian Road, park space on Pinecrest road, and an existing undeveloped school site at the corner of Pedersen Road and Evergreen Road.
- A range of housing forms, including secondary residences, duplexes and townhomes, which diversify the housing stock. The proposed rezoning includes:
  - The provision for single-family dwellings with suites, therefore adding to the supply of market affordable rental housing in the City.

- Multi-family housing permitted under the RM-2 zone, which includes duplexes, triplexes and apartments to a maximum density of 50 dwelling units per hectare, thereby adding to the diversity of housing typologies.
- A wide range a housing types that will support the needs of a diverse, multi-generational community by 2020, as identified as desired outcomes in Section 7 of the OCP, Housing Diversity and Affordability,

The subject properties are within the Urban Containment Boundary, and therefore evaluated against the policies for Growth Management in Section 5 of the Official Community Plan. Although the proposed rezoning does not necessarily constitute an “orderly pattern” of development, given the isolated location of the properties as a result of the Beaver Lodge Lands, and the nearby constructed and proposed developments to the north and northeast (Legacy Estates), it is deemed reasonable to allow development in this area.

Growth Management policies in the OCP also speak to the upgrading of infrastructure servicing for new development. At the time of subdivision, the property owner will be required to contribute towards the costs of infrastructure capacity improvements, including improvements to Walworth and Merecroft Roads, as well as water and sewer installation and capacity upgrades.

Section 6 of the OCP encourages the maintenance and enhancement of natural spaces and the protection of the environment. Development would:

- Take place outside of identified Environmentally Sensitive Areas (ESAs) to the south.
- Provide a 20-metre natural vegetative buffer is proposed bordering the Beaver Lodge Lands and E.R.T. to the east.
- Provide a natural buffer to the north, adjacent to part of the Merecroft Road dedication, to protect the known wetland area on the property directly to the north.
- Provide a buffer adjacent to Simms Creek and adjacent riparian areas on the southern boundary of the site.
- Locate future parks and trails, used for recreational purposes, outside of ESAs to ensure any disturbance is avoided.

#### Quinsam Heights Neighbourhood Concept Plan

The Quinsam Heights Neighbourhood Concept Plan (the “Plan”), Appendix E of the Official Community Plan, includes key objectives pertaining to the clustering of development in order to preserve green space, protecting environmental sensitive areas with wide natural buffers, and integrating more trail connections, especially to access the E.R.T., all of which the proposed zoning concept plan ensures. In addition, the Plan specifies the need for more parks, as more residents and families move to the area. The proposed concept plan delineates a large central community park, which will include amenity and playground space. In lieu of further park space within the development, a Community Amenity Contribution will be allocated to the future acquisition or development of park space in the Quinsam Heights Neighbourhood (discussed in detail in the *Technical Considerations* section.

### Zoning Bylaw No. 3250, 2006

The existing parcels are zoned Residential Estate One (RE-1), which requires any new lot to be a minimum of 1000m<sup>2</sup>, Therefore, under the current zoning the maximum number of residential lots that could be created is 574, without consideration for roads, park space, or natural buffers.

The applicant is proposing to amend the Zoning Bylaw to enable a variety of housing types and lot sizes, while providing for park and natural space and contributing to the preservation of the surrounding environmental sensitive areas. The total estimate number of units in the proposed development is between 550 and 600, including secondary suites and multi-family units. This is consistent with the number of lots that could be subdivided under the current zoning, however with the addition of green/natural space, parks and roads.

### Technical Considerations

#### Water Servicing

A technical memorandum regarding watermain servicing requirements (Koers and Associates Engineering Ltd.) was submitted as part of the initial application for this property and was reviewed by the Development Engineering and Utilities departments. The memorandum recommended two different servicing options, onsite piping sizes, and evaluation of fire flows for the development. Overall, the review stated that the development would have no negative hydraulic impact on the City water distribution system, based on approximately 593 dwelling units.

Water service to the proposed development will require upgrades as per the recommended options in the analysis. Upgrades to water capacity and servicing for the area are feasible for the proposed development and can be considered in detail at subdivision stage. It is understood that the property owner will work with adjacent landowners to fund the construction of an upgraded water main on Walworth Road (south of Pinecrest Road) to service the development, which will include addressing redundancy in the system.

#### Sanitary Sewer Servicing

A Sanitary Sewer Analysis Memorandum (McElhanney Ltd.) was submitted with the initial application and was reviewed by the Development Engineering and Utilities departments. The analysis was based on a dwelling count of 626 units at maximum build-out, divided into a conceptual three phases. Build-out densities were based on maximum allowable densities in the Zoning Bylaw. The analysis concluded that the trunk sewer, lift station #11 and the NWECC treatment facility would all be sized appropriately for the proposed development, with the exception of a small section requiring upgrades near the upstream end of the catchment area in the last Phase of the development, which will require additional infrastructure. The utilities section has indicated that no public lift stations for sanitary sewer will be funded or constructed by the City.

#### Storm Water Servicing

A preliminary Stormwater Management Plan was submitted with the initial application for this property and was reviewed by the Development Engineering and Utilities sections. As land uses in this area would increase impervious areas, increases in both peak discharges and volumes

would be expected. A general mixed housing development (approximately 50% imperviousness) was assumed for the post development condition. The memorandum considered a preliminary stormwater system layout based on the expected changes in stormwater peaks, which included: maintaining a green belt along the E.R.T to maximize pervious area and forest cover, amended soils on lots and boulevards, infiltration/storage galleries, and a neighbourhood pond requirement at the foot of the development along the E.R.T. and Merecroft Road. As the development is intended on being developed in phases, temporary ponds or other low-impact development techniques may be required between phases.

The Ministry of Transportation and Infrastructure has specified that property drainage must not directly flow onto Highway 19, and an increase in drainage flow from the property to the Provincial drainage facilities is not permitted.

### Transportation

A Traffic Impact Study was submitted with the initial application (McElhanney Ltd.) and was reviewed by the Transportation section and the Ministry of Transportation and Infrastructure (MOTI). Direct emergency access to Highway 19 is not supported by MOTI.

The Study cited increased traffic volumes as a result of housing development on the subject property and in the Quinsam Heights Neighbourhood, and thus recommended a traffic signal at the corner of Petersen Road and Evergreen Road when development reaches 173 units. Left turn bays in the westbound and southbound directions at the Petersen and Evergreen Road intersection were recommended when development reaches an additional 196 units (total of 369 units developed on the subject property). Contributions to these improvements are included as a condition of the proposed development in the form of a Restrictive Covenant.

Additionally, the Transportation department has commented that the corner of Petersen Road and Pinecrest Road is currently developed to a rural road standard, without curbs. The Master Transportation Plan recommends upgrading Petersen Road from Pinecrest Road to 14<sup>th</sup> Avenue to an urban standard, as well as references building a new road along the Pinecrest Road alignment from McPhedran Road to Petersen Road. These potential upgrades would naturally result in the need to upgrade the Pinecrest Road and Petersen Road intersection. Increased traffic from the proposed development as well as from McPhedran Road in the future will necessitate that the corner is widened to accommodate two-way traffic. A requirement for these improvements to be carried out are included in a Restrictive Covenant when development reaches 100 units.

### Access

One vehicular access into the site is currently proposed, extending from the eventual build-out of Walworth Road and the Merecroft Road corridor past this point. Under the *National Fire Protection Association Standard (1141) for Fire Protection Infrastructure for Land Development in Wildland, Rural, and Suburban Areas (2017)*, the number of households in a residential area with only one access is limited to 100. If two access routes are provided, up to 600 households may be served. One of these accesses may be designated an emergency access only, when approved by the authority having jurisdiction.

Means of secondary access to the site have been reviewed. The Ministry of Transportation and Infrastructure (MOTI) does not support emergency access to Highway 19, located directly to the

west of the site. Additionally, the Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNRORD) will not permit vehicular access on the ERT Road (including emergency vehicles).

Therefore, under this Standard, units for up to 100 households may initially be developed on this site, as only one access has been proven viable at the current time. The applicant is aware of and understands the requirements for access and is working to gain a second access in order to serve future residential units.

### Environmentally Sensitive Areas

The subject properties are surrounded on by the Beaverlodge Forest Lands to the south and east, and undeveloped forested property located directly to the north. Simms Creek and associated Streamside Development Permit area run along the southern edge of 2099 Merecroft Road. A Hazard Conditions (Steep Slope) buffer area along Highway 19 overlaps slightly onto the western edge of 2099 Merecroft Road. The subject properties are also located within a Moderate Interface Fire Hazard area.

A summary memorandum outlining environmental features and considerations for the development of the property was submitted by Strategic Natural Resource Consultants Inc. as part of the initial application, with specific assessments conducted to determine watercourses requiring consideration under the Riparian Area Regulation (RAR) (including Simms Creek and several ditches).

The majority of the property has been previously cleared (for gravel extraction) with various ages of regenerating forests, predominantly with Alder trees. It is recommended that the existing small forest patches with larger conifers be retained, if possible. With respect to watercourses, in addition to Simms Creek, there are numerous ditches through and around the properties, with those on the northern property boundary connecting to streams which are tributaries to Simms Creek. Ditches along the southeast side of the property (ERT road) connect to a fish-bearing watercourse.

Further assessments will be required to locate and map waterways to determine Riparian Areas Regulation requirements as well as comments and recommendations regarding the upgrading of Walworth Road with respect to proximity to wetlands and fish habitat. This information would further guide the design of the development. Simms Creek and two ditches will require an RAR assessment report. In addition, ditches associated with the access road that drain into a Simms Creek tributary may require re-routing in order to upgrade roads to city standards. Works in this area will require approvals at both the federal and provincial levels. Streamside Development Permit approvals will be required for development within 30 metres of RAR-identified streams and ditches. The memorandum recommends several subsequent actions that should be considered, including preliminary access road design alternatives and comprehensive planning with respect to managing existing fish habitat.

A Wildfire Threat Assessment was submitted and separated the properties into two sections based on vegetation types. The northern section is comprised of wetter, swampy area with standing water and red alder regeneration. The southern section has drier soils with a mixture of red alder and coniferous forest regeneration. The report recommends FireSmart structures and

site principles, as there is a risk of wildfire “spotting” into yards and homes. It also makes specific recommendations for residual green areas (based on the original site plan but including similar buffer areas).

### Anticipated Conditions

Staff will be recommending the following conditions at 3<sup>rd</sup> Reading:

1. A restrictive covenant be placed on the lands requiring the developer to provide funding for:
  - A contribution to the installation of traffic signals at the corner of Petersen Road and Evergreen Road when development reaches 173 residential units;
  - A contribution to the installation of left turn bays in the westbound and southbound directions at the Petersen and Evergreen Road intersection when development reaches a total of 369 units;
  - The widening of and urban cross-section construction for the corner at Pinecrest Road and Petersen Road when development reaches 100 units;

to the satisfaction of the Transportation Department.

2. A restrictive covenant be placed on the lands (2079 and 2099 Mercroft Road), which allows for 100 new dwelling units to be created through subdivision but restricts further subdivision or development over 100 dwelling units until a secondary vehicular access is provided to the lands to meet the *National Fire Protection Association Standard (1141) for Fire Protection Infrastructure for Land Development in Wildland, Rural, and Suburban Areas (2017)*. Additionally, the restrictive covenant shall stipulate no subdivision or development over 600 dwelling units, as per the *National Fire Protection Association Standard (1141) for Fire Protection Infrastructure for Land Development in Wildland, Rural, and Suburban Areas (2017)*, unless three accesses can be provided to the site.
3. The City of Campbell River and the developer enter into a Parkland Agreement which will identify the approximate locations and sizes of park spaces, trail connections, anticipated park amenities and signage.

## Options

The following three options are available for Council's consideration for this Zoning Bylaw Amendment:

### **Option 1: (Recommended)**

**THAT Zoning Amendment Bylaw No. 3830, 2021, to rezone the properties at 2079 and 2099 Merecroft Road from Residential Estate One (RE-1) Zone to Residential One A (R-1A) and Residential Multiple 2 (RM-2) Zone to allow for a future low- to medium-density subdivision.**

**THAT an electronic Public Hearing be scheduled.**

This option is recommended as the proposal is consistent with the policy framework of the *Sustainable Official Community Plan (OCP) No. 3475, 2012*, including the land use designation of the property (Neighbourhood), and is generally aligned with other policies in the OCP. Support is also premised on high-level technical reports that suggest that the proposed land uses are feasible, with restrictions on the number of initial units due to access constraints, and recognizing that additional and more refined analysis will take place at time of subdivision.

### **Option 2:**

**THAT Zoning Bylaw Amendment Bylaw No. 3830, 2021, be postponed and additional information be requested.**

This option allows Council to request additional information prior to deciding on the application. Council is to outline what additional information is required prior to granting First and Second Reading.

### **Option 3:**

**THAT Zoning Bylaw Amendment Bylaw No. 3830, 2021, be denied.**

This option allows Council to deny bylaw consideration of the application. This decision would close the file and First and Second readings would not be granted.

## Financial /Operational Considerations

Although the developer will be required to contribute to funding upgrades to utility servicing and the installation of traffic signals, future ongoing financial and operational considerations will include the maintenance of this additional infrastructure servicing the proposed development. These include transportation routes to and within the development, additional sewer and water servicing costs, and expansion of emergency services.

## Communications

In accordance with Section 3.9 of the Planning Procedures Bylaw 3266, 2006, the requirement for a Neighbourhood Public Meeting is waived during the Provincial State of Emergency and/or physical distancing requirements prescribed by the Provincial Health Officer due to COVID-19.

Also pursuant to the *Planning Procedures Bylaw*, a Public Notification Sign for the rezoning has been posted on the property.

Should Council give First and Second Reading to the Zoning Bylaw Amendment and a Public Hearing be set, the City will advertise the Public Hearing in two consecutive issues of the local newspaper in addition to notifying property owners within a 100m radius of the site. Staff will respond to comments or concerns brought forward by neighbours and/or members of the public.


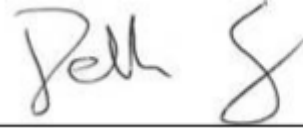
## Conclusion

The application is generally consistent with policies contained in the Official Community Plan and with the Quinsam Heights Neighbourhood Concept Plan (Appendix E), as it is located within the Urban Containment Boundary, proposes a variety of housing typologies and tenures, and provides park space and access to natural areas. Despite the lack of relative proximity of the proposed development site to community amenities, it proposes internal green spaces and trail connections, and it is considered that future growth in the Quinsam Heights Neighbourhood will result in nearby amenities. A recommendation of support, with conditions included at 3<sup>rd</sup> reading, has been provided. Alternative direction has also been provided in the options listed above for Council's consideration.

## Attachments

1. Subject Property Map
2. Proposed Concept Plan
3. Zoning Bylaw Compliance Table
4. Mapped Environmentally Sensitive Areas
5. Zoning Bylaw Amendment



<b>Prepared by:</b>	<b>Reviewed by:</b>
<hr/> <p>Lyndsay MacKenzie, MCIP Planner II</p>	 <hr/> <p>Peter F. Wipper Director of Planning</p>
<b>Reviewed for Form and Content / Approved for Submission to Council:</b>	
 <hr/> <p>Deborah Sargent, MCIP, RPP City Manager</p>	

**Attachment #1**  
**Subject Property Map**



**Attachment #2**  
**Proposed Concept Plan**

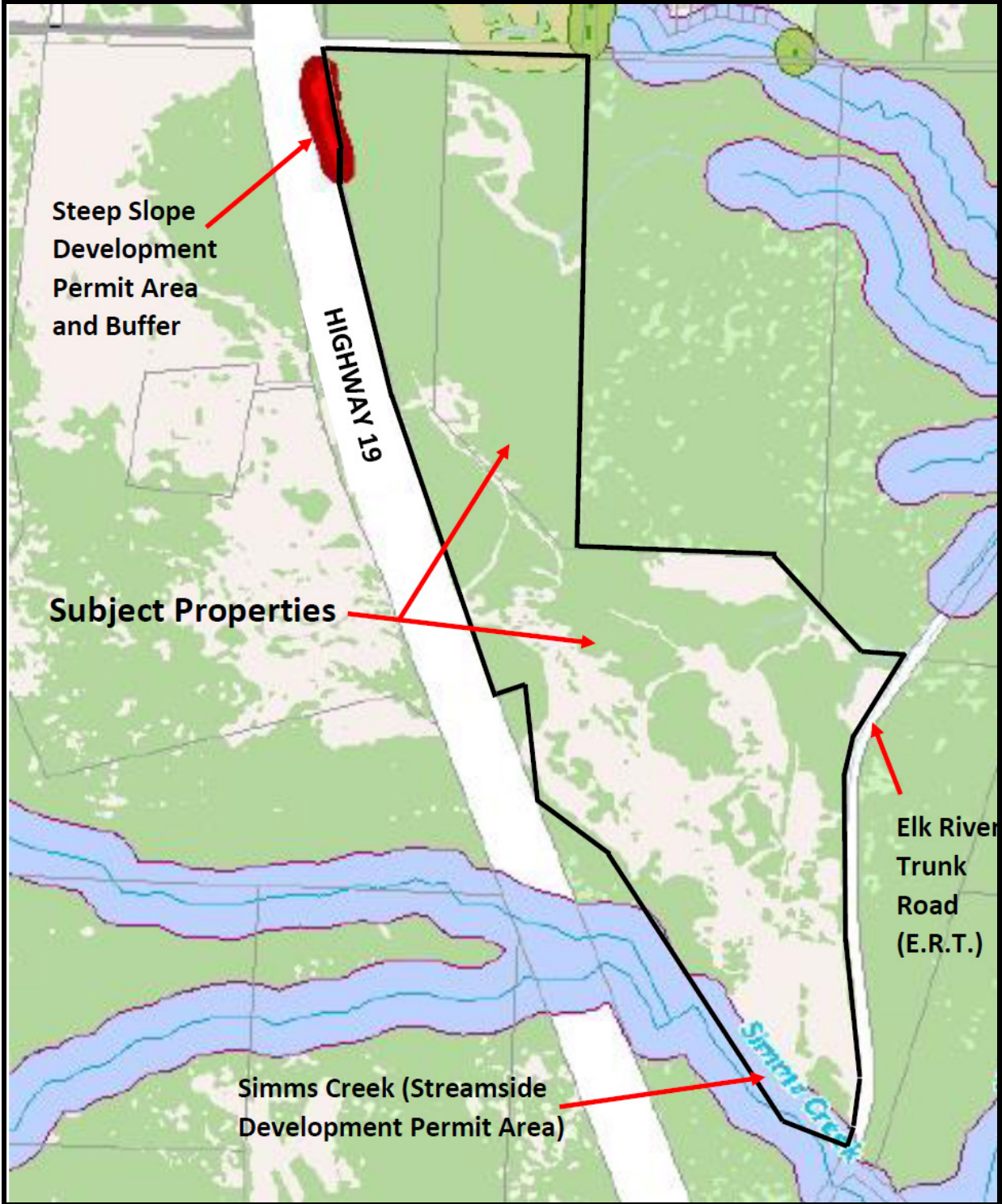


**Attachment #3**  
**Zoning Bylaw Compliance Table**

	Existing RE -1 Zone	Proposed R1-A Zone	Proposed RM-2 Zone
<b>Permitted Uses</b>	<ul style="list-style-type: none"> <li>• One Single Family Residential Dwelling</li> <li>• Bed and breakfast accommodations</li> </ul>	<ul style="list-style-type: none"> <li>• One Single Family Residential Dwelling, with or without a secondary suite</li> </ul>	<ul style="list-style-type: none"> <li>• Any combinations of single-family dwelling with or without a secondary suite, two family residential dwelling or duplex, to a maximum of three dwelling units per lot;</li> <li>• Triplex or threeplex;</li> <li>• Apartment;</li> <li>• Community care, or social facility, or both.</li> </ul>
<b>Lot Size (minimum)</b>	1000m <sup>2</sup> (0.1 ha)	450m <sup>2</sup>	600 m <sup>2</sup> for fee-simple lots Average of 200m <sup>2</sup> per strata lot
<b>Maximum Lot Coverage</b>	35%	35% for lots greater than or equal to 600 m <sup>2</sup> 40% for lots with less than 600m <sup>2</sup> lot area	50%
<b>Minimum Front Yard</b>	6.0 m	4.0 m	7.5 m
<b>Minimum Rear Yard</b>	8.0 m	7.0 m	7.5 m
<b>Minimum Side Yard</b>	3.0 m	1.5 m	3.0 m
<b>Minimum Side Yard adjoining local road</b>	6.0 m	3.5 m	3.5 m
<b>Minimum Side Yard adjoining a highway, arterial or collector road</b>	10.0 m	4.5 m	4.5 m
<b>Height</b>	10.0 m	8.0 m	15.0 m

**Attachment #4**  
**Environmentally Sensitive Areas (Mapped)**

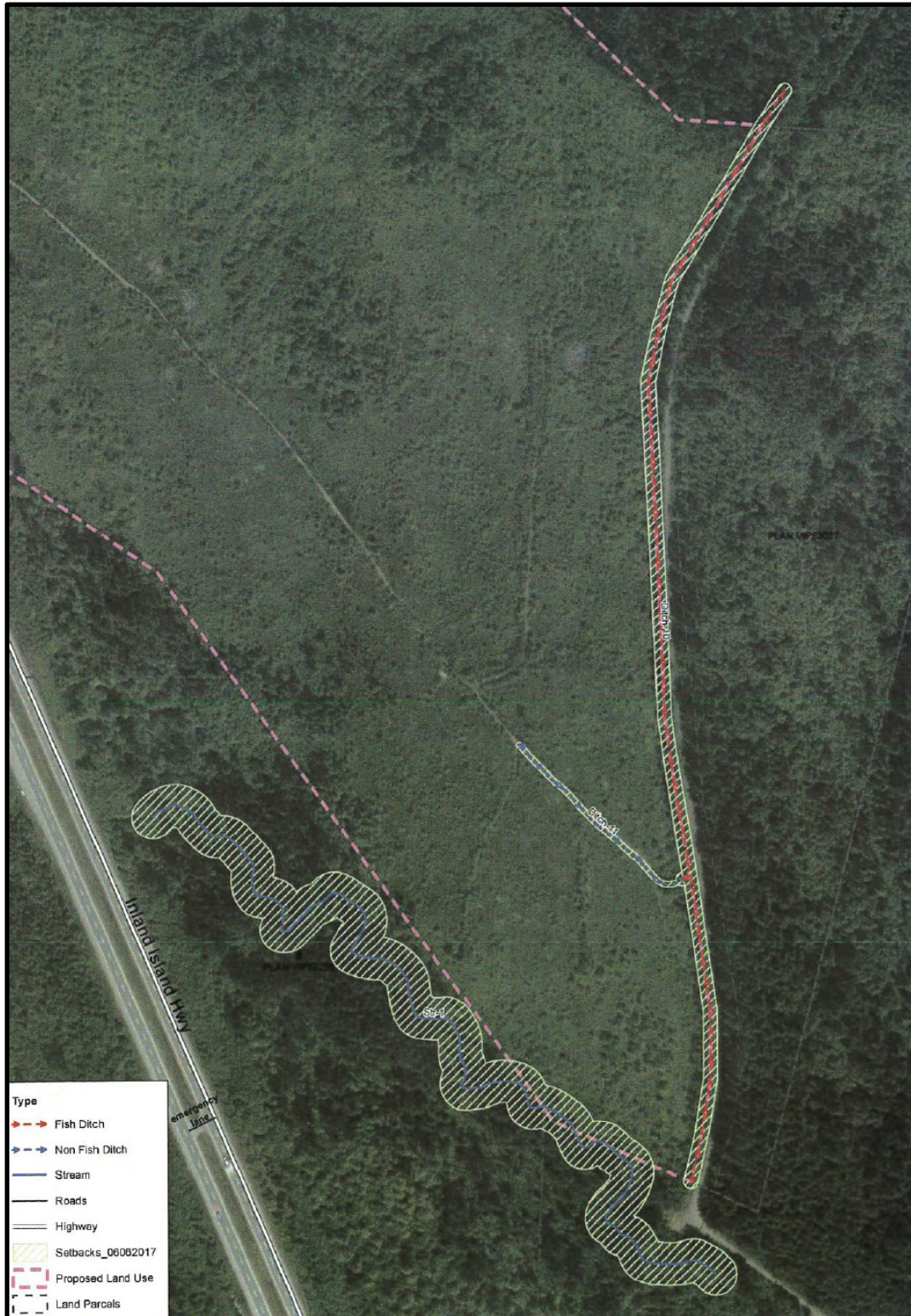




**Attachment #5**  
**Riparian Areas (Streams and Ditches)**



North portion of site



South portion of site

**Attachment #5**  
**Zoning Bylaw Amendment 3830, 2021**