

**DATE:** May 5, 2021

**FILE:** 3360-20 /RZ 2C 20

**TO:** Chair and Directors  
Electoral Areas Services Committee

Supported by Russell Dyson  
Chief Administrative Officer

**FROM:** Russell Dyson  
Chief Administrative Officer

*R. Dyson*

**RE:** **Rezoning (M and C Leighton Holdings Ltd., and R. Leighton Holdings Ltd.)  
Puntledge – Black Creek (Electoral Area C)  
Lot 2, Block 29, Comox District, Plan VIP70241, PID 024-701-599 (2380  
Macaulay Road and 8723 Island Highway)  
Lot 2, Block 29, Comox District, Plan VIP58479, PID 018-677-487 (2305 and  
2295 Shiloh Road)  
Part Lot 2, Block 29, Comox District, Plan 5517, except VIP74773,  
PID 005-972-281 (unaddressed lot off Macaulay Road)  
Lot 1, Block 29, Comox District, Plan VIP70241, PID 024-701-581 (8699 Island  
Highway)  
Lot A, Block 29, Comox District, Plan EPP33408, PID 029-845-629  
(unaddressed lot off Macaulay Road)**

### **Purpose**

To advise the Electoral Areas Services Committee of an application to rezone five properties to allow for outdoor recreation, recreational vehicle (RV) camping, special events, and other related commercial and assembly uses (Appendix A); and to recommend external referral (Appendix B).

### **Recommendation from the Chief Administrative Officer:**

THAT the Comox Valley Regional District Board endorse the agency referral list as outlined in Appendix B of staff report dated May 5, 2021, and direct staff to commence the external agency referral process for properties known as:

- Lot 2, Block 29, Comox District, Plan VIP70241, PID 024-701-599 (2380 Macaulay Road and 8723 Island Highway)
- Lot 2, Block 29, Comox District, Plan VIP58479, PID 018-677-487 (2305 and 2295 Shiloh Road)
- Part Lot 2, Block 29, Comox District, Plan 5517, except VIP74773, PID 005-972-281 (unaddressed lot off Macaulay Road)
- Lot 1, Block 29, Comox District, Plan VIP70241, PID 024-701-581 (8699 Island Highway)
- Lot A, Block 29, Comox District, Plan EPP33408, PID 029-845-629 (unaddressed lot off Macaulay Road)

as part of a proposed amendment (RZ 2C 20, Leighton) to Bylaw No. 520, being the “Rural Comox Valley Zoning Bylaw No. 520, 2019”;

FURTHER THAT Comox Valley Regional District staff consult with First Nations in accordance with the referrals management program dated September 25, 2012;

AND FINALLY THAT the Comox Valley Regional District Board authorize staff to begin discussions on provision of community amenities as per Section 72 Community Amenity

Contributions of Bylaw No. 337, being the “Rural Comox Valley Official Community Plan Bylaw No. 337, 2014.”

**Executive Summary**

- The subject properties include the Saratoga Speedway lot, along with the residential lots to the north an undeveloped commercial lot to the south, amounting to approximately 21 hectares of land.
- The application seeks to amend the Zoning Bylaw to enable expanded commercial and outdoor recreation uses (e.g. auto-sports) and the development of a new RV park, as well as various amendments to other ancillary regulations applicable to the subject properties addressing signage and campground features. The applicant is proposing to develop a new comprehensive development zone.
- Staff recommends that the First Nations and agency referral process for this rezoning application be initiated. Once this process is completed, comments from these parties will be presented to the board for consideration of next steps.

Prepared by:

Concurrence:

Concurrence:

*J. MacLean*

*T. Trieu*

*A. Mullaly*

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Planner II

Ton Trieu, RPP, MCIP  
Manager of Planning Services

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General Manager of Planning  
and Development Services

**Government Partners and Stakeholder Distribution (Upon Agenda Publication)**

Applicant	✓
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**Background/Current Situation**

The five subject properties total approximately 21 hectares, located between the Island Highway and Macaulay Road in the Saratoga-Miracle Beach Settlement Node (Figure 1). The middle lot (PID 024-701-599) was developed with a race track in 1968 and the previous owner purchased the property in 1980 and had been operating until the recent sale of the property. The northern and southern subject properties (PIDs 005-972-281 and 029-845-629) are undeveloped but mostly cleared (Figure 2). The northernmost residential lot (PID 018-677-487) is developed with two dwellings off Shiloh Road. The residential lot (PID 024-701-581) off the Island Highway (between the commercial plaza and former sawmill) is also developed with a house. The subject properties are bounded by residential lands to the north and across the highway, agricultural lands across Macaulay Road, and commercial/industrial development to the south.

The owners of the subject properties are applying to rezone the lots for the purposes of developing an RV park (campground) and expanding existing uses related to outdoor recreation (e.g. auto-sports) while maintaining the footprint of the track. The applicants do not intend to expand the existing race track and submitted a conceptual site plan of what the development is intended to look like though the specifics may change as the development unfolds (Appendix A).

Zoning Bylaw Analysis

The Saratoga Speedway lot (PID 024-701-599) is currently split-zoned (Figure 3), with the side fronting Macaulay Road (where the race track is located) zoned as Tourist Commercial One (TC-1), and the Island Highway side zoned as Rural Eight (RU-8). The Zoning Bylaw, Bylaw No. 520, being the “Rural Comox Valley Zoning Bylaw No. 520, 2019”, categorizes race track and auto-sports as part of the Outdoor Recreation Use which the TC-1 zone allows only as accessory to a principal

campground or tourist accommodation use. The existing auto-sports facilities are lawfully non-conforming because the lot was lawfully developed and used for the outdoor recreation use, inclusive of a rezoning in 1983 that allowed for the race track’s expansion to its current size, but it was the 1986 comprehensive Zoning Bylaw update that moved outdoor recreation use from a permitted principal use to an accessory use that must be customarily incidental and subordinate to a principal use. The following table illustrates the zoning history of this lot:

Zoning Bylaw	Date	Zone	Permitted use related to race track
Zoning Bylaw No. 202	1974	Commercial Two	Open air commercial recreation uses
Zoning Bylaw No. 314	1978	Commercial Two	Open air commercial recreation uses
Zoning Bylaw No. 596	1982	Commercial Two	Open air commercial recreation uses
Zoning Amendment Bylaw No. 619	1983	Commercial Two	Open air commercial recreation uses
Zoning Bylaw No. 869	1986	Commercial Two	Outdoor recreation use (accessory only)
Zoning Bylaw No. 2781	2005	Tourist Commercial One	Outdoor recreation use (accessory only)
Zoning Bylaw No. 520	2019	Tourist Commercial One	Outdoor recreation use (accessory only)

The lot to the south (PID 029-845-629) is zoned Commercial One (C-1) which allows for general commercial uses (e.g. retail, service establishments, offices, restaurant, etc.) but similarly only allows outdoor recreation use as an accessory use to a principal commercial use. The proposal seeks to expand the existing outdoor recreation use to the entire middle and southern lots and add Special Events, Assembly Use and Performing Arts Facility to that list of permitted principal uses. The Zoning Bylaw defines Outdoor Recreation as “activities of sport and leisure that primarily take place outdoors, such as riding academies, golf courses, waterslides and auto racing and which may include related buildings or structures” while Special Events refers to public events likely to be attended by over 400 people.

The northern lots (PIDs 005-972-281, 029-845-629 and 024-701-581) (Figure 3) are currently zoned Country Residential One (CR-1) which allows for residential use to a maximum of two dwellings. The proposal seeks to develop approximately 8 hectares as a campground and RV park. The applicant estimates this could accommodate up to 168 campsites.

#### Regional Growth Strategy Analysis

The subject properties are designated as a Settlement Node in the Regional Growth Strategy (RGS), being the “Comox Valley Regional District Regional Growth Strategy Bylaw No. 120, 2010”. According to the RGS, the general direction for this Settlement Node is to be “largely geared toward coastal tourism and residential housing. An improved transit connection with the Campbell River area should be developed.” The proposal to accommodate new commercial, tourism-oriented development is consistent with the RGS policies and objectives. The applicants are also proposing to facilitate a transit connection in the design.

The RGS notes that the level of development must consider public infrastructure. As noted below the area is within the Black Creek – Oyster Bay Water Local Service Area and the applicants propose to supplement this with a private onsite water system to service the campground portion of the development.

#### Official Community Plan

The Official Community Plan (OCP), Bylaw No. 337, being the “Rural Comox Valley Official Community Plan Bylaw No. 337, 2014”, designates the subject properties as being within a Settlement Node. This designation does not address specific densities or uses, but states that the Settlement Nodes are “intended to be mixed density communities with a range of housing types, local service commercial uses and service industries to foster complete communities.” It is among

the objectives of this designation “to promote complete communities and neighbourhoods within settlement nodes where people can live, work, play and shop.” The general proposal to use land within this designation for outdoor recreation uses and RV Park is consistent with this objective.

Policy 33. (4) of the Settlement Node designation states “Apply the community amenity policy included in Part 4 of this OCP for development of the settlement nodes”. The Community Amenity Policy (Section 72 of the OCP) is applicable only if the board is satisfied that the proposal demonstrates sound planning practice, the community amenities offered directly assist in mitigating impacts associated with increased density and the amenities clearly benefit the community affected by the increased density and/or broader community. Examples of what may constitute community amenities include parkland, trails, affordable housing, protection or restoration of natural features, provision of green technology and sustainable building design, protection or enhancement of significant views, etc.

#### Black Creek – Oyster Bay Water Local Service Area

The subject properties are located within the Black Creek – Oyster Bay Water Local Service Area. This service provides drinking water from wells in the Oyster River but has experienced capacity concerns during the dry summer months. The Comox Valley Regional District (CVRD) Engineering Department has reviewed this proposal and has requested additional information to assess the impact to the service’s ability to provide water to clients with the addition of the proposed RV Park. In response, the applicants have proposed utilizing an on-site well to provide water to the campground. The CVRD Engineering Department is reviewing this proposal.

#### Noise Mitigation

Over the years, the CVRD Bylaw Compliance Officers have received complaints of excessive noise originating at the race track. In response, detailed in Appendix A, the applicants propose noise mitigation measures be implemented, including a 1.2 metre high concrete retaining wall around much of the track, corrugated steel paneling behind the grandstands and a 3 metre high earth berm along Macaulay Road.

#### Biophysical Assessment

In support of the proposal, the applicant provided a Biophysical Assessment prepared by Cindy Hannah, RP Bio. of Strategic Natural Resource Consultants, dated October 26, 2020. The report provides an assessment of the natural environment on the lots. While the land has been altered by clearing activities and resurfacing, the ditches (or straightened or constructed watercourses) that surround the lots contribute to fish-bearing watercourses and are subject to the *Riparian Area Protection Regulations* and should include a 5 metre protection and enhancement area. Any development within 30 metres of an identified watercourse will require a Development Permit in which the recommendations of the biologist become conditions of the permit.

#### Rainwater Management

As there is no drainage function for private properties in this area, Section 6.(1) of OCP specifies that the applicant must submit a rainwater management report with the objective of ensuring the pre-development or the natural hydrologic regime is maintained or restored by the development. The applicant submitted a Rainwater Management Plan prepared by Neil Penner, P. Eng., and Destry Glover, E.I.T., of McElhanney Ltd. dated April 8, 2021. The report identifies the existing system of rainwater management (such as ditches and soil infiltration) and performance targets (e.g. one in five year rain event) and provides recommendations that can be applied. Such recommendations include vegetation, amended soil cover, ditches with check dams, detention ponds and underground facilities. The CVRD Engineering Department has reviewed this and notes the

Rainwater Management Plan can achieve the performance targets for mitigating peak flow rates but not total volume. Revisions to the report can be made based on final design considerations.

### Roads

The conceptual site plan envisions the principal entrance to the RV Park and race track to be off the Island Highway via a driveway easement agreement along the southern boundary of the neighbouring Miracle Beach Market lot. There is currently an existing intersection there (opposite Miracle Beach Drive) with a BC Hydro street light and a left turn lane. The plan also envisions a secondary access on Macaulay Road, creating a throughway to the Miracle Beach Drive intersection, as well as a second gated access to Macaulay Road to the event parking area, and an emergency access from the campground to Shiloh Road. Policy 23(1) of the OCP directs that all new development proposals are to be assessed with respect to their emergency access design and states that “commercial development should have two separate and unobstructed accesses.” The proposed vehicular access plan is consistent with the OCP. In support of this, the applicant submitted a Traffic Impact Study prepared by Glenn Stanker, PEng, PTOE, of McElhanney Ltd dated March 2021, to the standards of the Ministry of Transportation and Infrastructure.

### **Policy Analysis**

Section 479 of the *Local Government Act* (RSBC, 2015, c. 1) (LGA) authorizes a local government to regulate the use, density, size and shape of land, buildings and structures through a Zoning Bylaw. Section 460 of the LGA states that a local government must define procedures by which a property owner may apply for a bylaw amendment. Section 464 states that a local government must hold a public hearing before adopting a Zoning Bylaw.

### **Options**

The board can:

1. Refer the application to external agencies and First Nations for review and to authorized staff to begin discussion with the applicants on provision of community amenities.
2. Deny the application to rezone the property.

Staff recommends option 1. This will enable staff to collect specific feedback on the application.

### **Financial Factors**

The applicants have paid for the rezoning application review in accordance with Bylaw No. 328 being the “Comox Valley Regional District Planning Procedures and Fees Bylaw No. 328, 2014”. If the application proceeds to statutory public hearing, additional fees will be required. Fees paid to date account for the rezoning only and not future subdivision or development permit fees.

### **Legal Factors**

This report and the recommendations contained herein are in compliance with the LGA and CVRD bylaws. The LGA authorizes a local government to regulate the use of land and buildings.

### **Intergovernmental Factors**

If the board opts to refer this application externally for comment, the government agencies and First Nations identified in Appendix B will be consulted and asked to provide feedback on the proposal. Feedback from the referrals will be reported at a future Electoral Areas Services Committee meeting.

### **Interdepartmental Involvement**

Planning staff is leading the review of this application. Input from other CVRD departments has been integrated into this report and will continue to be collected as the application moves through the review process.

**Citizen/Public Relations**

Staff recommends that the application be referred to the Area C Advisory Planning Commission and the Saratoga Miracle Beach Residents Association. If the application proceeds to bylaw preparation, community consultation will be held in accordance with Bylaw No. 328 (i.e. statutory mailing and public hearing).

Attachments: Appendix A – Development proposal  
Appendix B – Agency List

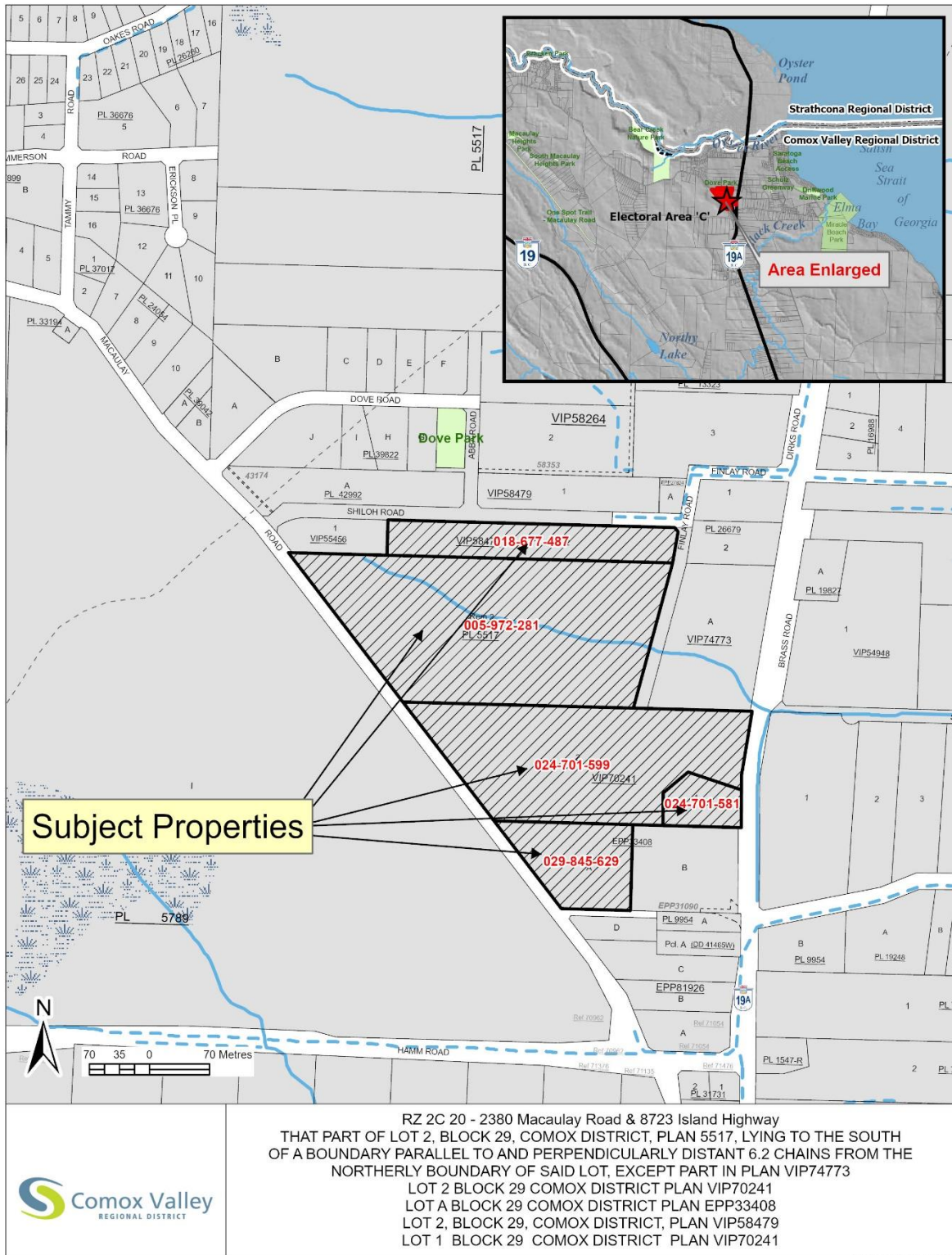
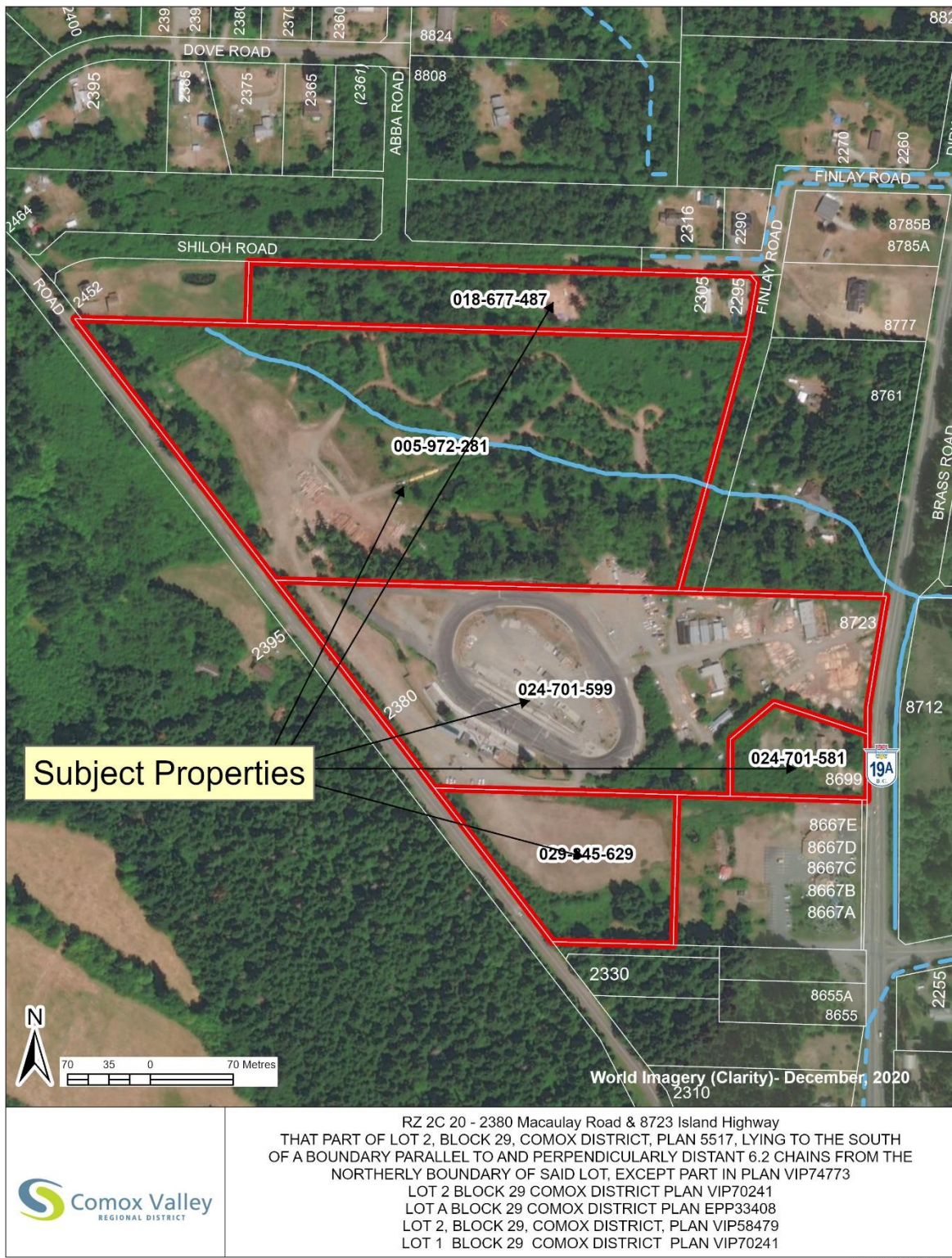


Figure 1: Subject Properties





RZ 2C 20 - 2380 Macaulay Road & 8723 Island Highway  
 THAT PART OF LOT 2, BLOCK 29, COMOX DISTRICT, PLAN 5517, LYING TO THE SOUTH  
 OF A BOUNDARY PARALLEL TO AND PERPENDICULARLY DISTANT 6.2 CHAINS FROM THE  
 NORTHERLY BOUNDARY OF SAID LOT, EXCEPT PART IN PLAN VIP74773  
 LOT 2 BLOCK 29 COMOX DISTRICT PLAN VIP70241  
 LOT A BLOCK 29 COMOX DISTRICT PLAN EPP33408  
 LOT 2, BLOCK 29, COMOX DISTRICT, PLAN VIP58479  
 LOT 1 BLOCK 29 COMOX DISTRICT PLAN VIP70241

Figure 2: Air Photo (2020)



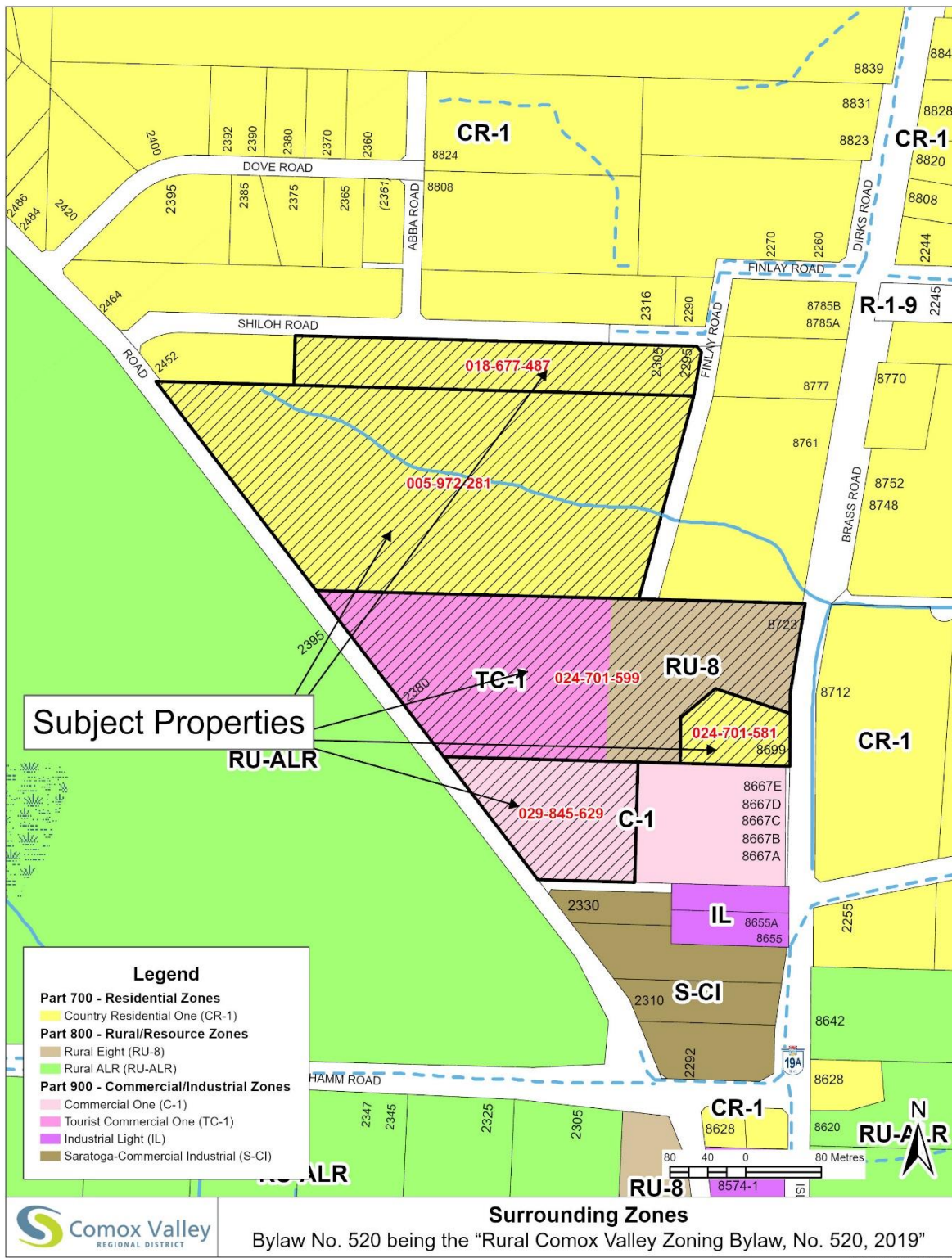


Figure 3: Zoning



Our File: 2211-47601

April 8, 2021

Comox Valley Regional District  
770 Harmston Avenue  
Courtenay, BC V9N 0G8

Attention: Ton Trieu  
Manager of Planning

## **Saratoga Speedway and Campground Proposed Rezoning – Resubmission**

### **Proposal**

To rezoning the properties 2380 Macaulay Road, 8723 Island Highway to a comprehensive development zone to regularize the existing speedway and accessory uses and to permit a new campground. The site plan has been revised to reflect two new areas that have been added to the project.

These include a portion of 2305 Shiloh Road and 8699 Island Highway as shown on the attached site plan.

### **Lot configuration and Consolidation**

We are proposing the expansion of the originally proposed rezoning area to include two additional adjacent parcels.

- 1) One parcel is located at 2305 Shiloh Road. This is a 5.51 acre parcel. The intent is to consolidate the parcel with the speedway lands and to transfer some land to create a ~ 1.5 acre residential property.
- 2) We have purchased the property at 8699 Island Highway. Our intent is to subdivide the parcel to create one lot that will be consolidated with the speedway property and a 1 acre parcel that will be created for future development opportunities. We are proposing access to the new 1 acre parcel be provided through an access easement along the main site access. This will reduce the number of driveways onto the Island highway. Intent is to zone to C-1 to be consistent with the exiting commercial area.

### **McElhanney**

1196 Dogwood Street, Campbell River BC Canada, V9W 3A2  
Tel. 250-287-7799 | Fax. 1-855-407-3895 | www.mcelhanney.com

## Campground Design

We are proposing a 168 site campsite. As previously noted, and outlined in the proposed zone, the use is intended to be restricted to temporary stay only. We are intending to service the campground with on-site services. Fyfe Well and Water Services has completed a well drilling program and produced a memo outlining the available water to support the campsite development.

## Water

It is our intent to supply water to the campground through an onsite well. As note above, Fyfe Well and Water Services has completed a testing program and report (see memo) that shows we are able to service the campground without connection to the Saratoga Beach water system. We have also included an estimate of demand from the existing speedway operations. Further testing will be competed as we proceed with the process.

## Traffic and Access

The intent is that the primary access will be off the Island Highway. We also proposed the use of a main access on Macaulay Rd. to provide additional access and egress. This was reviewed as part of the Traffic Impact Study with MoTI. To ensure efficient and safe traffic movement we will be dedicating a 10 m wide road dedication to MOTI to help formalize the connection between Highway 19 A and Macaulay Rd. Additional access/egress are proposed for along Macaulay with the intent that these will be primarily for event use and one from the proposed campground to Shiloh Road for emergency purposes.

## Rainwater Management Plan

Our QEP has attended the site and reviewed the culvert connectivity to address the questions raised by CVRD (Please see the attached memo). The rainwater management plan has also been updated to address the comments from the CVRD.

Staff requested a specific explanation for the use of the 31% lot coverage assumptions of the RWMP. This assumption is based on the existing hard surfaces on the property. When reviewing the site, we have applied weighted permeability based on the variety of on site surfaces (i.e., grassed area has greater permeability versus a graveled parking lot which has been packed down). This is explained in greater detail in the report. In addition, additional infiltration assessment was completed to confirm the assumption within the RWMP.

## Noise Mitigation

We understand the concern with noise from the site. No new noise will be created form this site however we are proposing to add noise mitigation in the following forms:

1. 1.2m high concrete retaining wall from the end of the front stretch wall all the way around to the middle of corner 3. The wall will have a 2.4m high 2" thick solid wood fence mounted at a 1.2m setback behind the wall. The fence will be double layered 1 x 8 fir boards, covered by 3mm



thick Alupanel for advertising signage. This will reduce the noise to the North, East and Southeast.

2. Corrugated steel paneling will be installed on the back of the grandstands and extended to the solid wood fence in corner 1. This will help to reduce noise to the West and South.

3. A 3m high earth berm is being installed along Macaulay Rd from the end of the existing wood fence to the Northwest property line then East to the edge of the campsite property. We are planning to plant a row of cedar trees along the top of the berm as well to further help with the noise travel. This will reduce noise to the West and Northern direction.

### Transit stops and Park and Ride

We are proposing a park and ride and a new transit stop on the main access as shown on the attached site plan. We have already reached out to BC Transit to request a stop with more frequent service to this area. We are happy to work with the CVRD and BC Transit to establish a transit stop at or near our site and further explore the possibility of a park and ride facility.

### Biophysical Assessment

Strategic Natural Resources has updated the Biophysical assessment to include the revised site boundaries and to reassess the implication of the RWMP and culvert locations. The fundamental findings of the report have not changed. The comments have been integrated into the RWMP.

### Community Amenity Contributions

As part of our rezoning, we are proposing the following community amenity contributions:

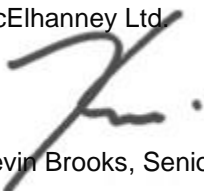
- 1) the donation of \$5,000 to support the purchase of specialized communications equipment for the Oyster River Fire Services
- 2) the dedication of land for a park and ride with the construction of a bus stop to be located as shown on the attached concept plan.

In addition to these contributions, we have agreed to dedicate a 10 m wide ROW to the Ministry of Transportation and Infrastructure to support more efficient and safer traffic movement through the areas.

We look forward to working with you on this project.

Sincerely,

McElhanney Ltd.



Kevin Brooks, Senior Planner, MPlan, MCIP, RPP

[kbrooks@mcelhanney.com](mailto:kbrooks@mcelhanney.com) | 778-560-2371





File: 2211-47601

November 5, 2020

Comox Valley Regional District  
 770 Harmston Avenue,  
 Courtenay, BC V9N 0G8

Attention: Ton Trieu  
 Manager of Planning

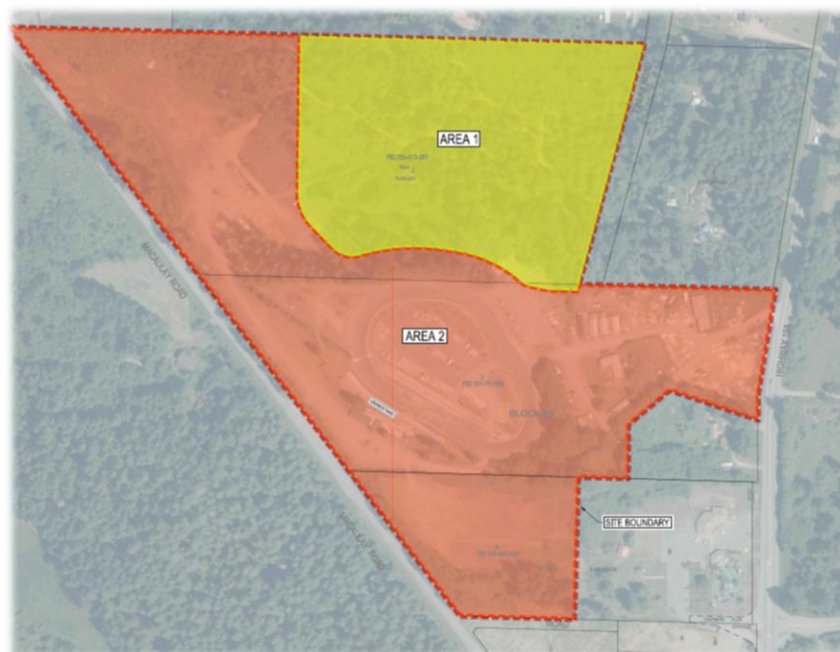
## 2380 Macaulay Rd/8723 Island Highway – Saratoga Speedway – Comprehensive Development Zone Proposal

### REQUEST

We are requesting a zoning amendment to the existing Saratoga Speedway and associated uses to regularize the zoning. The proposal is for a comprehensive development zone (CDZ) that permits the following two areas:

- Area 1) Campground, and;
- Area 2) Autosport competition and spectator grounds

**Figure 1: Comprehensive Development Zone Context Map**



## PROPOSAL

The proposed new comprehensive development zone will address the historical speedway use and clearly outline the type of permitted tourist accommodation uses in the form of a campground. In support of the proposal we are also proposing the following:

- 1) Close the existing mill;
- 2) Develop a park and play area open for public use.

In addition, we are proposing servicing conditions on all uses that have the potential to create increased water demand requiring confirmation of servicing capacity before the use is established.

The enclosed application package includes:

- Site plan
- Proposed zoning map
- Biophysical Assessment
- Rainwater Management Plan
- Proposed CD zone
- Application Package
- Title and Charges

The following letter summarizes the history, site context, and provides an overview of the Regional Growth Strategy, Official Community Plan (OCP), existing and proposed zoning.

## HISTORY AND SITE CONTEXT

Saratoga Speedway was originally established in 1968 and operated until 1978. The site was purchased at that time for a sawmill, however, the speedway facility reopened in 1981 due to the level of interest from the racing community and the sawmill was shifted to an area adjacent to the Island highway, where it remains today. The speedway had 16 race teams in 1981 and grew to over 300 teams competing in 22 divisions in 2019. The speedway has been in operation since that time and has recently sold to the applicant who wishes to bring the zoning into conformity with the existing historical uses.

The surrounding community is a mix of commercial, residential, agricultural, and rural uses and includes (see figure 2 below):

- Agricultural lands to the west, that remain in a forest
- Residential and rural properties to the north,
- Commercial and industrial to the south, and;
- residential and agricultural properties to the east

## POLICY REVIEW

### Regional Growth Strategy

The Saratoga Beach areas is designated as a core settlement area and settlement node in the Regional Growth Strategy (RGS). The RGS envision this settlement nodes as stated below:



*“Saratoga Beach is located in Puntledge-Black Creek – Electoral Area C. Its boundaries generally follow the Local Area Plan and include both rural and country residential lots. Saratoga Beach is part of the water service area and should be serviced by sewer. As a Settlement Node, growth would be largely geared toward coastal tourism and residential housing. An improved transit connection with the Campbell River area should be developed.”*

The RGS outlines policies to support local business. This is articulated in Objective 3-A: Support local business retention, development, and investment. Policy 3A-1 states:

*“Encourage responsible expansion of the economic base of the Comox Valley with the intent of enhancing wealth and employment opportunities.”*

The Saratoga Speedway is an entertainment tourism use in the area. The speedway activities will continue to support the area and provide for commercial and tourism activities that support the local economy and maintain both permanent and seasonal employment opportunities.

### Official Community Plan

The property is designated as a settlement node within the OCP. The OCP provides general guidance on the vision for the settlement nodes. The intent of the settlement nodes is to:

*“... to be mixed density communities with a range of housing types, local service commercial uses and service industries to foster complete communities.”*

The OCP envisions the CVRD “Promote [ing] community facilities within settlement nodes with programs and initiatives to promote or enhance cultural activities, social interaction, and educational opportunities.” The history of the speedway in Saratoga Beach has established the facility as a centre of racing culture for the surrounding areas and the Island. The proposal is to continue to operate the speedway that focuses on the speedway and supporting uses. This continued use supports the OCP policy:

*“To promote complete communities and neighbourhoods within the settlement nodes where people can live, work, play and shop.”*

Further, The economic development goals of the OCP state the intent is:

*“To permit a wide range of employment uses including those in the agricultural/aquaculture sector, industrial sector, commercial sector, innovation sector, culture and arts sector, tourism and service sector, and public service sector, within the plan area”*

The speedway is only one part of the existing and potential tourism activities in Saratoga. It draws hundreds of families from all over the Island, western Canada, Washington, and Oregon. The proposed campsite will further support this tourism use and help to support some full time and multiple seasonal job opportunities in Saratoga Beach. It is anticipated that during the season Saratoga Speedway will employ 60 staff for the operation of the speedway and an additional 5 staff for operation of the campground and go kart track.

## ZONING REVIEW

### Existing Zoning

The property is currently split zoned into four separate zones which include (see Figure 2 below):

- Tourist Commercial One (TC-1)
- Commercial One (C-1)
- Country Residential One (CR-1), and;
- Rural Eight (RU-8).

The historical uses on the property consist of a sawmill located along the Island Highway, the speedway, a driving range, and associated parking and outdoor storage uses. The current zones do not reflect historical and existing use on the site. Table 1 below summarizes the existing zoning.

**Figure 2: Existing Zoning and Context Map**

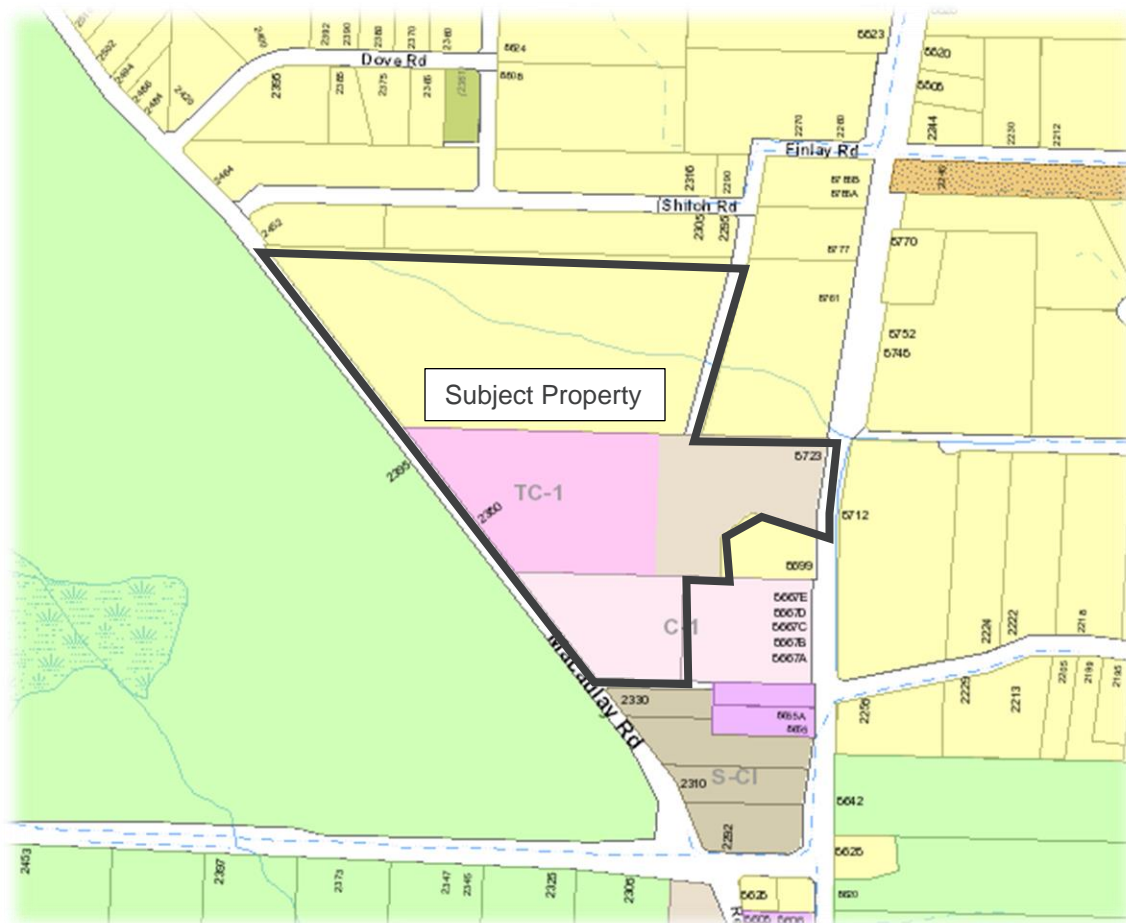




Table 1: Zone Summary

Existing Zones				
	TC-1	C-1	CR-1	RU-8
Permitted Uses	<ul style="list-style-type: none"> <li>-Campground</li> <li>-Recreational vehicle (RV) park</li> <li>-Tourist accommodation</li> <li>-Recreation facility</li> <li>-Marina</li> </ul> <p><b>Accessory Uses:</b></p> <ul style="list-style-type: none"> <li>- Restaurant</li> <li>- Liquor licensed establishment</li> <li>- Retail</li> <li>- Office</li> <li>- Outdoor recreation use</li> <li>- Outdoor storage</li> <li>- Residential use limited to one dwelling unit</li> </ul>	<ul style="list-style-type: none"> <li>- Service establishment</li> <li>- Retail and wholesale sale</li> <li>- Office</li> <li>- Veterinary establishment</li> <li>- Tourist accommodation</li> <li>- Restaurant</li> <li>- Craft beverage processing</li> <li>- Liquor licensed establishment</li> <li>- Assembly use</li> <li>- Institutional use</li> <li>- Recreation facility</li> <li>- Mini-storage</li> </ul> <p><b>Accessory Uses:</b></p> <ul style="list-style-type: none"> <li>- Residential use limited one dwelling unit</li> <li>- Warehousing</li> <li>- Outdoor recreation use</li> <li>- Outdoor storage</li> </ul>	<ul style="list-style-type: none"> <li>- Single detached dwelling</li> </ul> <p><b>Accessory Uses:</b></p> <ul style="list-style-type: none"> <li>- Carriage house</li> <li>- Secondary suite</li> <li>- Secondary dwelling</li> <li>- Home occupation use</li> <li>- Bed and Breakfast</li> <li>- Domestic agriculture</li> <li>- Domestic industrial use</li> <li>- Animal kennel</li> </ul>	<ul style="list-style-type: none"> <li>- Single detached</li> <li>- Agricultural use</li> <li>- Plant nursery and greenhouse</li> <li>- Riding academy</li> <li>- Silviculture</li> <li>- Aquaculture</li> <li>- Veterinary</li> <li>- Fish</li> <li>- Animal kennel</li> <li>- Wood processing</li> <li>- Crushing and screening of sand and gravel.</li> </ul> <p><b>Accessory Uses:</b></p> <ul style="list-style-type: none"> <li>- Carriage house</li> <li>- Secondary suite</li> <li>- Secondary dwelling</li> <li>- Home occupation</li> <li>- Bed and Breakfast</li> <li>- Domestic industrial use</li> <li>- Pet crematorium</li> </ul>
Height	8 m 10 m at 7.5 m from lot line 12 m at 12 m from lot line	8 m 10 m at 7.5 m from lot line 12 m at 12 m from lot line	10 m	10 m
Setbacks				
Front	4.5m	4.5m	7.5m	7.5m
Side	3.5m	1.75-4.5 m abutting a road	1.75-3.5 m	1.75-3.5 m
Rear	4.5m	4.5m	7.5 m	7.5 m

## Proposed Zoning

We are proposing a new Comprehensive Development Zone to replace the four zones that currently apply to the property. The proposed zone is outlined below:

### **Saratoga - Comprehensive Development Zone (S -CD)**

#### **1. Comprehensive Development Area 1 (CDA-1) - Campground:**

##### 1.1 Principal Use

Campground  
Recreational vehicle (RV) park

##### 1.2 Accessory Use

Office  
Outdoor storage  
Recreation facility  
Retail sales  
Service establishment  
Single detached dwelling for use by a caretaker

#### **2. Comprehensive Development Area 2 (CDA-2) –Autosport competition and spectator grounds:**

##### 2.1 Principal Use

Outdoor recreation  
Assembly use  
Performing arts facility  
Special events

##### 2.2 Accessory Use

Office  
Retail sales  
Craft beverage processing  
Restaurant  
Liquor licensed establishment  
Automobile repair  
Service establishment  
Outdoor storage  
Single detached dwelling for use by a caretaker

### **3. Conditions of Use**

- i) Prior to establishing any campground, or craft brewing use the following must be met:
  - a) confirmation of servicing capacity for both water and sanitary services.
- ii) All Campgrounds and recreational vehicle park uses, shall be subject to the following conditions:
  - a) Every camping site shall have a minimum area of 250.0 square metres.
  - b) No camping site shall be located within 3.0 metres of an internal access road.
  - c) Washrooms shall be provided for in accordance with Ministry of Health requirements.
  - d) A minimum of one container for every ten camping sites shall be provided for purposes of garbage disposal or a garbage collection facility of suitable capacity. Each container must be durable, insect-tight, water-tight, and rodent proof.
  - e) Occupancy shall be temporary in nature. At least 50 per cent of the camping site shall be limited to a maximum stay of 3 months in a 12 month period. The relocation of RVs within the campground does not constitute the start of a new stay.
  - f) Structural additions to recreational vehicles in campgrounds are not permitted.



- ii) No parking, loading or storage areas shall be located within 1.5 metres of any lot line.
- iii) All outdoor storage use shall be screened from any abutting property zoned under Part 700, Residential Zone, in accordance with Section 310.

#### **4. Signage**

- i. All free standing signs must comply with the following:
  - a. The maximum number of free standing signs is two per lot.
  - b. The maximum sign area for a single side of a sign is 12.0 square metres.
  - c. The height of a free standing sign shall not exceed 6 metres
  - d. A free standing sign may be digital and/or illuminated
  - e. The setback of every part of a free standing sign from all lot lines shall be at least 1.5 metres.
- ii. all other signs must comply with section 322 of this bylaw.

#### **5. Siting of Buildings and Structures**

- i) The minimum setbacks required for buildings and structures shall be as set out in the table below.

Type of Use	Required Setback			
	Front yard	Rear yard	Side yard	Side yard abutting road
Principal	4.5m	4.5m	4.5 m	4.5m
Accessory	4.5m	1.0m	1.0m	4.5m

#### **6. Height of Structures**

- i) The maximum permitted height of principal structures shall be:
  - a) At and beyond required side yard setback: 8.0 metres
  - b) At and beyond 7.5 metres from any lot line: 10.0 metres
  - c) At and beyond 12.0 metres from any lot line: 12.0 metres
- ii) The maximum permitted height of accessory buildings and structures shall be 8.0 metres.

#### **7. Lot Coverage**

- i) The lot coverage of all buildings and structures shall not exceed 50 per cent.

#### **8. Subdivision Requirements**

- i) The minimum permitted lot area for lands shown in the zoning bylaw layer at <http://imap2.comoxvalleyrd.ca/imapviewer/> is 4.0 hectares.
- ii) Minimum Lot Area for All Other Lands:  
The minimum average lot area permitted shall be 4000 square metres.



## SUMMARY

The proposed rezoning from the multiple split zoned parcels to a single parcel with a comprehensive development zone meets the goals and intent of the Regional Growth Strategy and the Official Community Plan. The continued operation of the Saratoga Speedway with a focus on the speedway and tourist commercial uses such as the campground, go carts, splash park and additional park and trails amenities that will contribute to the existing adjacent mini-golf and commercial retail. The on-going operation of this historic facility will continue a decades old tradition of auto sports in the Saratoga area which has attracted people from all over the island and Western Canada. The proposed rezoning will provide clarity for what is permitted on the lands and enable the diversification of uses that directly support both the speedway and surrounding tourism for Saratoga Beach area.

We look forward to working with you on this project.

Sincerely,  
McElhanney Ltd.

A handwritten signature in black ink, appearing to read 'K. Brooks', with a large flourish at the end.

Kevin Brooks, Senior Planner  
[kbrooks@mcelhanney.com](mailto:kbrooks@mcelhanney.com) | 250-287-7799





## Agency and First Nations Referral List

The following agencies will receive a referral of the proposal .

### First Nations

<input checked="" type="checkbox"/>	K'ómoks First Nation	<input checked="" type="checkbox"/>	Homalco First Nation
<input checked="" type="checkbox"/>	We Wai Kai First Nation	<input checked="" type="checkbox"/>	We Wai Kum First Nation
<input checked="" type="checkbox"/>	Laich-Kwil-Tach Treaty Society		

### Provincial Ministries and Agencies

	Agricultural Land Commission		Ministry of Municipal Affairs
<input checked="" type="checkbox"/>	BC Assessment		Ministry of Energy, Mines and Low Carbon Innovation
	BC Parks		Ministry of Forests, Lands, Natural Resource Operations & Rural Development
	Ministry of Environment & Climate Change Strategy	<input checked="" type="checkbox"/>	Ministry of Transportation and Infrastructure
<input checked="" type="checkbox"/>	BC Transit		Ministry of Jobs, Economic Recovery and Innovation
	Ministry of Agriculture, Food and Fisheries		Ministry of Indigenous Relations & Reconciliation

### Local Government

	Comox (Town of)		Alberni-Clayoquot Regional District
	Courtenay (City of)	<input checked="" type="checkbox"/>	Strathcona Regional District
	Cumberland (Village of)		Regional District of Mount Waddington
	Islands Trust		Regional District of Nanaimo

### Other

<input checked="" type="checkbox"/>	Puntledge – Black Creek Area C Advisory Planning Commission	<input checked="" type="checkbox"/>	Saratoga Miracle Beach Residents Association
	School District No. 71 (Comox Valley)	<input checked="" type="checkbox"/>	Vancouver Island Health Authority (Environmental Health)