

# 241 and 251 Petersen Road

PID 003-187-276 and 009 676-261

Zoning Amendment Application

*December 4, 2025*

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

**Attention:** Development Services

## Contact

Corey Cooper  
778-647-2513  
ccooper@mcelhanney.com





## Zoning Amendment Pre-Application

PID 003-187-276 and 009 676-261

On behalf of our clients, McElhanney Ltd. is pleased to submit a zoning amendment application for the subject properties located at 241 and 251 Petersen Road in Campbell River. The following documents have been attached:

1. Development Application Form
2. Letter of Intent (*this document*)
3. Title Search & Charges
4. Site Plan
5. Zoning Bylaw Compliance Table (*within this document*)
6. BC Company Summary

These documents have been provided as appendices to this master document, as well as separated in electronic versions for ease of use and review.

We look forward to your review of the application. Please do not hesitate to reach out for any further information required for this application, we will be happy to assist.

Thank you for considering this proposal.

Sincerely,  
McElhanney Ltd.

Corey Cooper

[ccooper@mcelhanney.com](mailto:ccooper@mcelhanney.com)

T 250-338-5495



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## Appendices

- 1) Application Form
- 2) Title Search, Charges
- 3) Site Plan
- 4) BC Company Summary

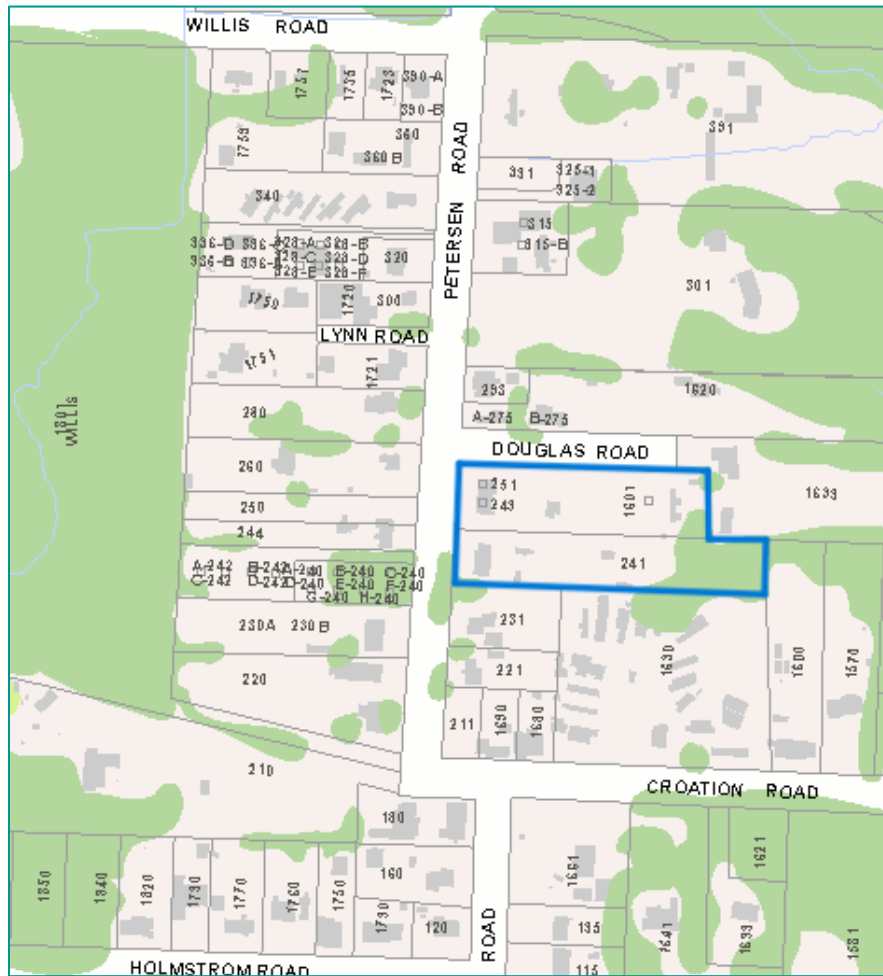
## Intent and Description of Proposal

Our client is proposing to submit a zoning amendment request for two properties on Petersen Road to facilitate the development of a phased purpose-built multi-unit housing. The proposed multi-unit and purpose-built rental development will span two existing residential lots and include 84 units, offering one-, and two-bedroom units. The concept plan includes primary and secondary amenity space, maximized planting areas along Petersen and Douglas Roads, and access off Douglas Road. It is our view that the proposal for 241 and 251 Petersen Road will result in more affordable housing units and aligns with policies and objectives of the Official Community Plan.

## Context and Location

The subject properties are located in the Quinsam Heights Neighbourhood, abutting Petersen Road between Willis Road and Croation Road.

Figure 1: Site Context – 241 and 251 Petersen Road



# Official Community Plan Review

## General Policy Framework

The City of Campbell River Official Community Plan (SOCP) envisions Campbell River to be a vibrant and lively community that supports and encourages community health, safety, economic prosperity, and recreational opportunities. Furthermore, the SOCP identifies neighborhood centers as a part of the land use mix to contain most growth and reinforce an easily identifiable character.

Key desired outcomes for land use and development within the OCP that align with this proposal are:

*“By 2020 70% of residents will be located in or within a 20-minute walk from a mixed use, compact, well-connected centres.”*

And,

*“By 2020 Long term residential growth is planned as mixed use, infill or redevelopment sites within existing urban areas.”*

And,

*“By 2060 50% of residents located within a 10-minute walk and 90% of residents are located in or within a 20-minute walk from a mixed use, compact, well connected node that include community services and amenities, diverse housing options and transit access.”*

And,

*“By 2060 New housing trends towards a balance between multi-family and single-family housing.”*

## Land Use Policies

The City's land use policies provide a vision for how and where development will occur. The City's Growth Management and Land Use Strategy identifies three areas for growth management. These are: Intended Growth Area, Integrated Infill Area, and Controlled Development Area.


The subject property falls within the Controlled Development Area and the vision of the SOCP is to permit modest multi-family development. Relevant objectives and policies that are stated in the SOCP which are directly linked to this application are:

*5.26 Permit sensitive infill development and promote walkable destinations within existing neighbourhoods.*

And considering recent development in the area:

*5.1.2.1 For development within the Urban Containment Boundary, promote an orderly pattern of development that is sequential in particular in undeveloped areas to maintain infrastructure efficiency and enhance livability associated with compact neighbourhoods.*





Furthermore, one of the objectives & policies for Growth Management is to “concentrate the majority of growth into designated areas and/or adjacent to these areas”. A strategy proposed for achieving this objective is for:

*“5.3.1 New residential uses, in particular multi-family residential development, will be encouraged in areas that are accessible to community services and facilities including walkways, schools, transit and recreational areas.”*

## Land Use Designation – Neighbourhood

The Controlled Development area consists of five (5) land use designations, and the subject property falls within the Neighbourhood land use designation. The vision is to maintain the existing character of these neighbourhoods and accommodate modest new growth through sensitive infill and redevelopment of appropriate underdeveloped areas.

Key policy objectives for these areas which the proposed development speaks to are:

*“Permit sensitive infill development and promote walkable destinations within existing neighbourhoods”.*

And

*“5.26.5 Permit small lot sub-division and clustered densification in established areas in an effort to increase affordable housing stock”.*

## Quinsam Heights Neighbourhood

The Property is situated in Quinsam Heights Neighbourhood which was incorporated into the City of Campbell River in June 1991 and sanitary sewer service was implemented in 1997. It is our understanding that a new area plan for the neighbourhood is currently underway.

## Housing Policies

The SOCP acknowledges that the provision of diverse, affordable housing options is essential for vibrant communities. In this regard, the City has developed housing policies that demonstrate that through mindful development actionable steps can be taken to support the City’s housing stock. Two intentions of the SOCP regarding housing policies are:

*“By 2020 A wide range of housing types support the needs of a diverse, multi-generational community”.*

And,





are zoned Residential Multiple Two (RM-2), while a solitary Mobile Home Park project abuts 241 Petersen Road.

*Table 1: Zoning Bylaw Compliance Table*

	Existing – RM-1 Zone	Proposed – RM-3 Zone
<b>Purpose</b>	This zone provides for the development of low-rise residences in multiple-family complexes within the low or medium density residential designation, typically one and two storey patio homes and townhouses, but may also include lower profile apartment style complexes.	This zone provides for the development of medium to high-rise residences in multiple-family complexes within the high density residential designation, typically three to six storey apartment style complexes.
<b>Permitted Uses</b>	<p>a) On any lot, the following uses are permitted:</p> <ol style="list-style-type: none"> <li>1) Dwelling unit;</li> <li>2) Apartment;</li> <li>3) Bed and Breakfast accommodations subject to the provisions of item 5.25.9 below;</li> <li>4) Acquired Injury Facility;</li> <li>5) Child Care Facility;</li> <li>6) Community Living Facility;</li> <li>7) Extended Care Residences;</li> <li>8) Hospice.</li> </ol>	<p>a) The following uses are permitted:</p> <ol style="list-style-type: none"> <li>1) Triplex or threeplex;</li> <li>2) Apartment;</li> <li>3) Single-family residential dwelling units existing prior to May 27, 2008, including single wide manufactured homes in accordance with Section 4.19 and identified on Appendix 2;</li> <li>4) Townhouses or row housing with or without secondary suites as defined by Secondary Suite or an apartment is permitted with a maximum building height of 15.0 metres at 497 Rockland Road (Legal Description: LOT 3, SECTION 29, TOWNSHIP 1, COMOX DISTRICT, PLAN VIP57725);</li> <li>5) Acquired Injury Facility;</li> <li>6) Child Care Facility;</li> <li>7) Community Living Facility;</li> <li>8) Extended Care Residences;</li> <li>9) Hospice.</li> </ol>

<p><b>Lot Area</b></p>	<p>The minimum lot area for “fee-simple lots” shall be 600 square metres, with a minimum average of 300 square metres per “strata lot.”</p>	<p>The minimum lot area shall be 400 square metres for “fee-simple” lots, or a minimum average of 135 square metres per bare land strata lot.</p>
<p><b>Density</b></p>	<p>The maximum density permitted is 25 dwelling units per hectare or four dwelling units per lot (whichever is greater) prior to density bonus for amenity provision for either of the following:</p> <ul style="list-style-type: none"> <li>a) A density bonus of up to five (5) additional dwelling units per hectare is permitted where 80% or more of the required parking is underground or integrated parking; or</li> <li>b) A density bonus of up to five (5) additional dwelling units per hectare is permitted where monetary contribution is made to the City for parkland development or for recreational or environmental greenways development or enhancement (exclusive of any environmental greenways enhancement provided in conjunction with a riparian area setback reduction), equivalent to 1% per unit of density bonus of appraised land value prior to development; to a maximum of 30 dwelling units per hectare.</li> <li>c) A density bonus of one additional dwelling is permitted for every five units of Affordable Housing provided, up to a maximum five additional dwelling units per hectare, to a maximum density of 30 dwellings per hectare. Affordable Housing must be secured through a covenant registerable under section 219 of the <i>Land Title Act</i> in favour of the City.</li> </ul> <p>Townhouse or row housing complexes are limited to a maximum of eight dwelling units per building.</p>	<p>The maximum density permitted is 75 dwelling units per hectare, prior to density bonus for amenity provision, as follows:</p> <ul style="list-style-type: none"> <li>a) A density bonus of up to ten (10) additional dwelling units per hectare is permitted where 80% or more of the required parking is underground or integrated parking; and/or</li> <li>b) A density bonus of five (5) additional dwelling units per hectare is permitted where monetary contribution is made for parkland development or for recreational or *environmental greenways development or enhancement (exclusive of any environmental greenways enhancement provided in conjunction with a riparian area setback reduction), equivalent to 1% per unit of density bonus of appraised land value prior to development; to a maximum of 90 dwelling units per hectare.</li> <li>c) A density bonus of one additional dwelling is permitted for every five units of Affordable Housing provided, up to a maximum 15 additional dwelling units per hectare, to a maximum density of 90 dwellings per hectare. Affordable Housing must be secured through a covenant registerable under section 219 of the Land Title Act in favour of the City.</li> </ul>
<p><b>Lot Coverage</b></p>	<p>The maximum lot coverage of all buildings is 50%.</p>	<p>The maximum lot coverage of all buildings is 50%.</p>



<p><b>Minimum Dimensions Required for Yards</b></p>	<p>Yards for fee-simple lots in this zone must have the following minimum dimensions:</p> <p>Front yard: minimum 7.5 metres</p> <p>Rear yard: minimum 7.5 metres</p> <p>Side yard: minimum 3.0 metres</p> <p>Side yard adjoining a local road: minimum 3.5 metres</p> <p>Side yard adjoining a highway, arterial or collector road: minimum 4.5 metres</p> <p>A zero (0.0) metre side yard is permitted for attached units on "strata lots", or 1.5 metres minimum side yard to a "strata lot line" for end units or detached units. Further, for "strata lots", the front yards are minimum 1.5 metres, provided that parking requirements are met, and rear yards are minimum 5.0 metres.</p>	<p>Yards in this zone must have the following minimum dimensions:</p> <p>Front yard: minimum 7.5 metres</p> <p>Rear yard: minimum 7.5 metres</p> <p>Side yard: minimum 3.0 metres</p> <p>Side yard adjoining a local road: minimum 3.5 metres</p> <p>Side yard adjoining a highway, arterial or collector road: minimum 4.5 metres</p>
<p><b>Building Height</b></p>	<p>The maximum height of a principal building is 10.0 metres.</p>	<p>The maximum height of a principal building is 20.0 metres. Notwithstanding this provision, for a lot along Island Highway 19A from 6th Ave. south to the Evergreen Road ROW, maximum building height shall be 8 metres above the height of the finished grade of the highway adjacent to that lot. For a lot along Island Highway 19A from the Evergreen Road ROW south to Simms Creek, maximum building height shall be measured to the highest roof peak, and shall not exceed a height of 3.0 metres below the "top of the ridge" adjacent to or within that lot. The geodetic height for the "top of the ridge" will be determined by the City and confirmed by</p>

<p><b>Conditions of Use</b></p>	<p>Bed and breakfast accommodations are only permitted in the RM – 1 zone on the following properties:</p> <ul style="list-style-type: none"> <li>a) Bed and breakfast accommodations within a single-family residential dwelling on Lot A, District Lot 66, Sayward District, Plan 14488 (2150 Campbell River Road) in accordance with the provisions of sub-section 4.10.</li> <li>b) Bed and breakfast accommodations within a single-family residential dwelling on Lot 3, Section 31, Township 1, Comox District, Plan 14488 (501 Trask Road) in accordance with the provisions of sub-section 4.10.</li> </ul> <p>The following provisions apply on at 130 Strathcona Way (Legal Description: Lot 25, SECTION 16, TOWNSHIP 1 COMOX LAND DISTRICT PLAN VIP85431):</p> <p>Notwithstanding the provisions of sub-section 5.25.1 above, the following permitted uses are only allowed:</p> <p>Single family dwelling</p> <p>Community care, or social care facility</p> <p>Notwithstanding the provisions of sub-section 5.25.6 above, the following minimum dimensions permitted are:</p> <p>Front yard: minimum 5.0m</p> <p>Side yard (for both): minimum 1.50m</p>	<p>The following provisions apply only at 854 Island Highway South (Legal Description: LOT 3, SECTION 32, TOWNSHIP 1 COMOX LAND DISTRICT PLAN VIP48714 EXCEPT PLAN VIP58597)</p> <ul style="list-style-type: none"> <li>a) A maximum base density permitted is 1.0 floor area ratio. A density bonus of up to 0.25 floor area ratio is permitted where monetary contribution is made for parkland development or for recreational or environmental greenways development or enhancement (exclusive of any environmental greenways enhancement provided in conjunction with a riparian area setback reduction), equivalent to 0.2% of appraised land value prior to development per 0.01 floor area increase under this provision; to a maximum of 1.25 floor area ratio.</li> </ul> <p>The following provisions apply only at 2221 Dalton Rd. (Legal Description: LOT 15, DISTRICT LOT 218 COMOX LAND DISTRICT PLAN VIP8401)</p> <ul style="list-style-type: none"> <li>a) A maximum base density permitted is 0.75 floor area ratio. A density bonus of up to 0.50 floor area ratio is permitted where monetary contribution is made for parkland development or for recreational or environmental greenways development or enhancement (exclusive of any environmental greenways enhancement provided in conjunction with a riparian area setback reduction), equivalent to 0.2% of appraised land value prior to development per 0.01 floor area increase under this provision; to a maximum of 1.25 floor area ratio.</li> </ul>
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The proposed development meets the regulations of the RM-3 zone, requiring no variances. The total number of proposed dwellings is 84, which is feasible through the use of the parkland monetary contribution density bonus as per the Density regulations of the RM-3 zone. The density bonus allows for up to 5 additional units, which permits the additional 3 units proposed.





## Summary

In conclusion, it is our professional opinion that the proposed rezoning is not only supported by the Official Community Plan but is also compatible with the surrounding community and is the best use of the lands. Our hopes are that Council receive this application and grant the rezoning of the subject properties. As the proposed rezoning remains consistent with both the land use designation and the surrounding community, it is our opinion that it should receive support and approval by the City.

We look forward to working with the Municipality to promote diverse housing options and support the ability of the community to benefit from development.

Thank you in advance for considering our proposal.

Sincerely,

Prepared by:



Corey Cooper, Planner  
[ccooper@mcelhanney.com](mailto:ccooper@mcelhanney.com)  
778-647-2513

Reviewed by:



Kevin Brooks, Division Manager - Planning  
[kbrooks@mcelhanney.com](mailto:kbrooks@mcelhanney.com)  
778-560-2371

# TECHNICAL MEMO

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**To**

Zen Dedekind  
Jagged Coast Asset Management Inc.

**From**

Josh Braun, P.Eng.  
McElhanney Ltd., Campbell River

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**Re**

241 & 251 Petersen Road, Campbell River  
Civil Servicing Overview - Rezoning

**Date**

January 6, 2026

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This report provides a brief servicing overview for the proposed rezoning and development at 241 & 251 Petersen Road. It is understood that a more in-depth review will be required as the application and permitting process advances. As of the date of this report, the proposed development consists of 84 townhouse units and rezoning the subject properties from RM-1 to RM-3.

This report provides an overview of the proposed rezoning and future development's impact on the City of Campbell River's existing water and sanitary infrastructure.

## 1. Water & Fire Protection

To support the rezoning application of the proposed development, a water system analysis was completed by Koers and Associates Engineering Ltd. (**Appendix B**). It was concluded that the system has sufficient capacity to support the domestic demands of the proposed development.

The available fire flows at the two nearest city hydrants are 62 and 75 l/s. It is noted that these available fire flows are less than the MMCD minimum recommended fire flow for multi-family developments (90 l/s). A Fire Underwriters Survey (FUS) calculation will be required at a future permitting stage to determine the site's specific fire flow requirements, which may be less than the MMCD minimum recommendation of 90 l/s. The FUS calculation will factor in the building's detailed design characteristics such as construction materials, interior sprinklers, firewalls, and proximity of buildings to one another. The result of the FUS calculation will need to meet the available fire flows as specified.

## 2. Downstream Sanitary Capacity Review

A downstream sanitary analysis has been completed from the subject property to lift station #11. The capacity assessment has been reviewed under a buildout model scenario to support rezoning. Based on McElhanney’s recently updated buildout model for the Quinsam catchment, the sanitary system peaks at 93% full in a 300mm diameter pipe between the subject property and Lift Station 11. The reviewed downstream critical flow path can be seen below in **Figure 1**.

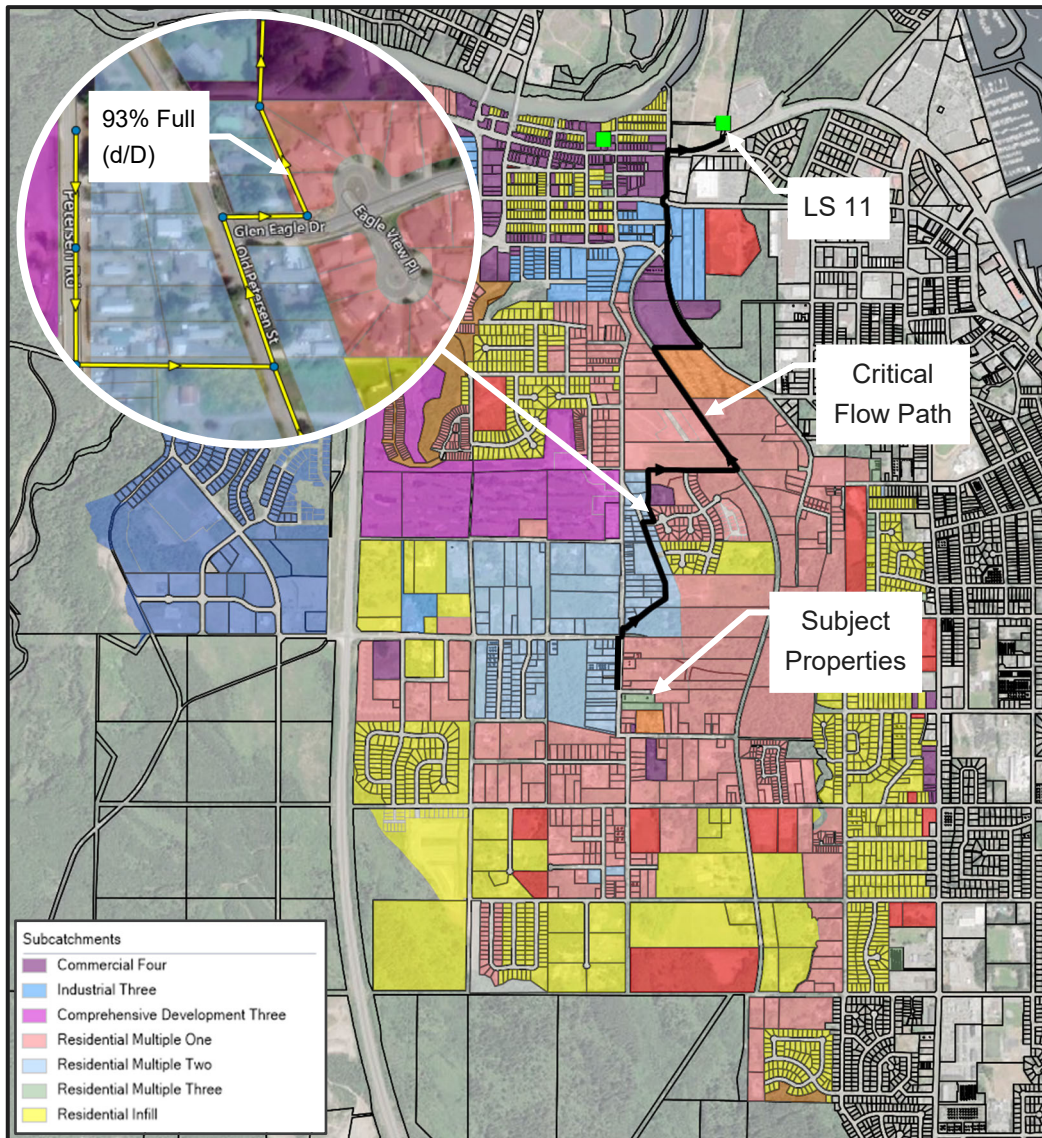


Figure 1: Downstream Sanitary Critical Flow Path

Based on this analysis, it is anticipated that there will be no negative impacts on the downstream sanitary system as a result of the proposed rezoning and development. Further details and assessment conditions will be available in a subsequent report as required.



### 3. Conclusion

In summary, the following conclusions were made:

- The existing water system has sufficient capacity to support the domestic demands of the proposed rezoning and the future development.
- The existing water system does not meet the MMCD minimum recommended fire flow of 90 l/s. However, through prescriptive building design and fire protection measures, the development may reduce its fire flow needs to within those available. A detailed Fire Underwriters Survey calculation of the future development must be completed to confirm what measures are necessary.
- A preliminary downstream sanitary analysis/review was completed (up to lift station 11) under a build out scenario, and no negative impacts on the downstream gravity sanitary system are anticipated as a result of the proposed rezoning.

#### CLOSING

Sincerely,  
McElhanney Ltd.

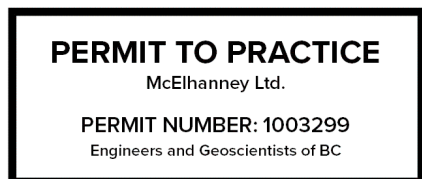
Prepared by:

Reviewed by:

*Dylan Modesto*

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[jbraun@mcelhanney.com](mailto:jbraun@mcelhanney.com)  
250-287-7799



# APPENDIX A

## Statement of Limitations

## Statement of Limitations

**Use of this Report.** This report was prepared by McElhanney Ltd. ("McElhanney") for the particular site, design objective, development and purpose (the "Project") described in this report and for the exclusive use of the client identified in this report (the "Client"). The data, interpretations and recommendations pertain to the Project and are not applicable to any other project or site location and this report may not be reproduced, used or relied upon, in whole or in part, by a party other than the Client, without the prior written consent of McElhanney. The Client may provide copies of this report to its affiliates, contractors, subcontractors and regulatory authorities for use in relation to and in connection with the Project provided that any reliance, unauthorized use, and/or decisions made based on the information contained within this report are at the sole risk of such parties. McElhanney will not be responsible for the use of this report on projects other than the Project, where this report or the contents hereof have been modified without McElhanney's consent, to the extent that the content is in the nature of an opinion, and if the report is preliminary or draft. This is a technical report and is not a legal representation or interpretation of laws, rules, regulations, or policies of governmental agencies.

**Standard of Care and Disclaimer of Warranties.** This report was prepared with the degree of care, skill, and diligence as would reasonably be expected from a qualified member of the same profession, providing a similar report for similar projects, and under similar circumstances, and in accordance with generally accepted engineering and scientific judgments, principles and practices. McElhanney expressly disclaims any and all warranties in connection with this report.

**Information from Client and Third Parties.** McElhanney has relied in good faith on information provided by the Client and third parties noted in this report and has assumed such information to be accurate, complete, reliable, non-fringing, and fit for the intended purpose without independent verification. McElhanney accepts no responsibility for any deficiency, misstatements or inaccuracy contained in this report as a result of omissions or errors in information provided by third parties or for omissions, misstatements or fraudulent acts of persons interviewed.

**Effect of Changes.** All evaluations and conclusions stated in this report are based on facts, observations, site-specific details, legislation and regulations as they existed at the time of the site assessment/report preparation. Some conditions are subject to change over time and the Client recognizes that the passage of time, natural occurrences, and direct or indirect human intervention at or near the site may substantially alter such evaluations and conclusions. Construction activities can significantly alter soil, rock and other geologic conditions on the site. McElhanney should be requested to re-evaluate the conclusions of this report and to provide amendments as required prior to any reliance upon the information presented herein upon any of the following events: a) any changes (or possible changes) as to the site, purpose, or development plans upon which this report was based, b) any changes to applicable laws subsequent to the issuance of the report, c) new information is discovered in the future during site excavations, construction, building demolition or other activities, or d) additional subsurface assessments or testing conducted by others.



***Independent Judgments.*** McElhanney will not be responsible for the independent conclusions, interpretations, interpolations and/or decisions of the Client, or others, who may come into possession of this report, or any part thereof. This restriction of liability includes decisions made to purchase, finance or sell land or with respect to public offerings for the sale of securities.



# APPENDIX B

Koers and Associates Report



**KOERS  
& ASSOCIATES  
ENGINEERING LTD.**  
*Consulting Engineers*

PO BOX 790  
194 MEMORIAL AVENUE  
PARKSVILLE, BC V9P 2G8  
Phone: (250) 248-3151  
Fax: (250) 248-5362  
www.koers-eng.com

October 1, 2025  
File No.: 2575-251-01

Jagged Coast Asset Management Inc  
4976 Prospect Lake Road  
Victoria BC V9E 1J5

**Attention: Zen Dedekind**

Re: Water Model Analysis for 241-251 Petersen Road, Campbell River

As requested, we have conducted a water model analysis for the proposed development. For this analysis it has been assumed that the proposed development will be serviced from the existing 150 mm dia. main on Petersen Road.

**Water System Demands**

Demands for the development are based on information provided and the City of Campbell River per capita design standards. A summary of the design demands is listed below.

Scenario	Demand
Peak Day Demand	7.85 lps
Peak Hour Demand	11.22 lps

A design fire flow has not been provided at this time.

**Results:**

Analysis of the current City of Campbell River Infowater model shows the expected peak hour pressures at the proposed development and the fire flow at the existing hydrants, in conjunction with peak day demands as follows:

**Peak Hour Pressure**

Location	Elevation	HGL	Pressure	
	(m)	(m)	(kPa)	(psi)
Proposed Connection	66.8	138.7	705	102

**Hydrant Flow**

Location	Elevation (m)	Available Fire Flow		Residual Pressure	
		(lps)	(usgpm)	(kPa)	(psi)
City Hydrant 1297 – Petersen Road	66.8	75	1,194	460	67
City Hydrant 1238 – Petersen Road	66.8	80	1,266	361	52
City Hydrant 305 – Douglas Road	66.8	62	977	505	73



October 1, 2025  
File No.: 2575-251-01

Jagged Coast Asset Management Inc  
Zen Dedekind

Notes:

- 1) It should be noted that the fire flow is evaluated individually at each node, not as a concurrent flow.
- 2) Available fire flow is based on the following criteria:
  - a. Minimum residual pressure at the hydrant of 150 kPa (22 psi)
  - b. Minimum residual pressure in the system during fire flow 35 kPa (5 psi)
  - c. Maximum velocity in the distribution system of 3.5 m/s.

The model was also evaluated without the 3.5 m/s velocity constraint to determine the maximum available fire flows at the noted hydrants.

Location	Elevation (m)	Available Fire Flow		Residual Pressure	
		(lps)	(usgpm)	(kPa)	(psi)
City Hydrant 1297 – Petersen Road	66.8	118	1,862	152	22
City Hydrant 1238 – Petersen Road	66.8	104	1,648	152	22
City Hydrant 305 – Douglas Road	66.8	107	1,696	152	22

Notes:

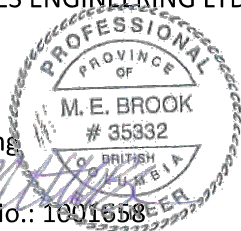
- 1) It should be noted that the fire flow is evaluated individually at each node, not as a concurrent flow.
- 2) Available fire flow is based on the following criteria:
  - a. Minimum residual pressure at the hydrant of 150 kPa (22 psi)
  - b. Minimum residual pressure in the system during fire flow 35 kPa (5 psi)

We trust this is the information you require. Please call if you have any questions.

Yours truly,

KOERS & ASSOCIATES ENGINEERING LTD.

Mitchell Brook, P.Eng.  
Project Engineer  
Permit to Practice No.: 1001658

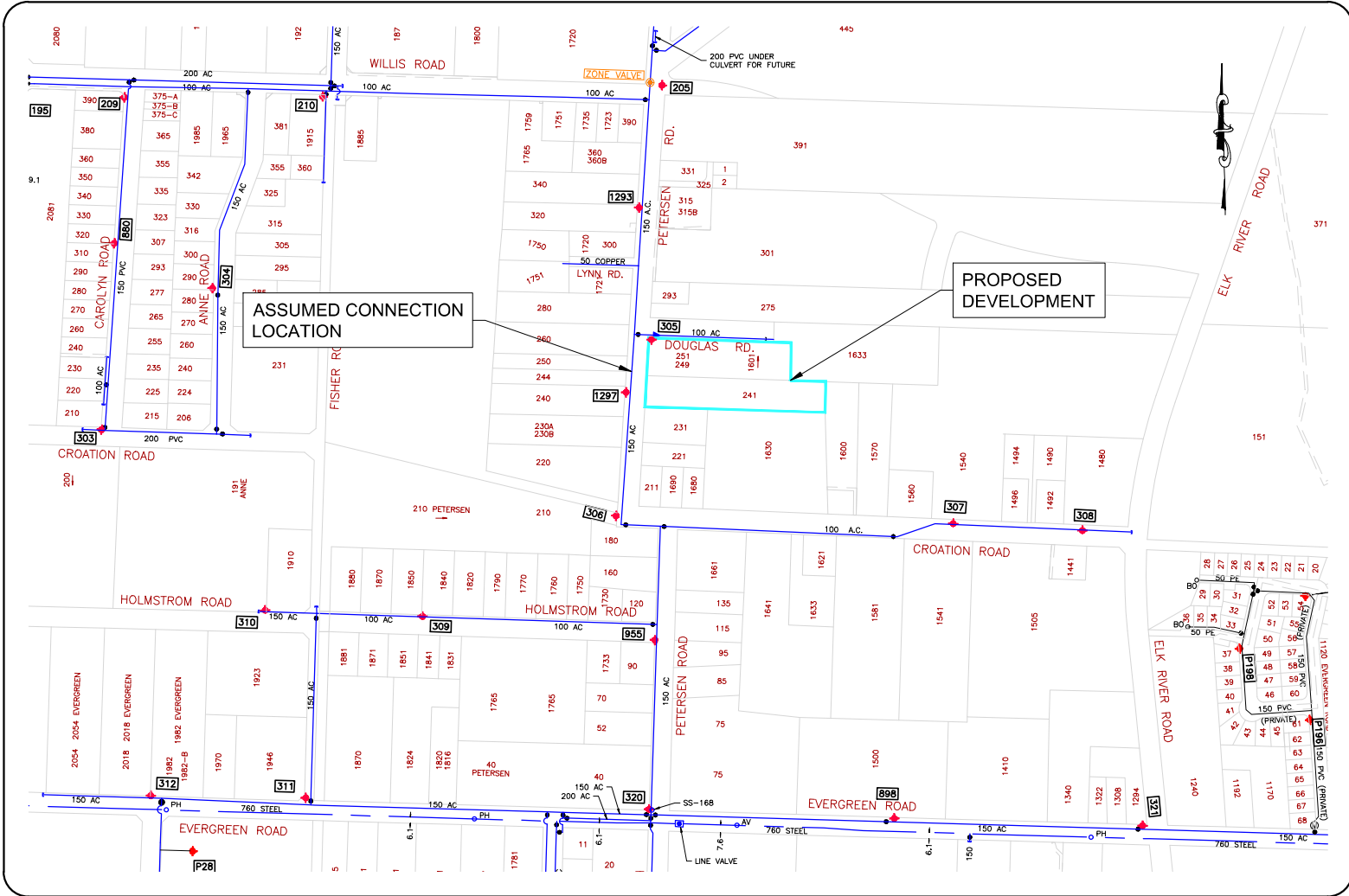


Enclosures

*This report was prepared by Koers & Associates Engineering Ltd. for the account of Jagged Coast Asset Management Inc. . The material in it reflects Koers & Associates Engineering Ltd. best judgement, in light of the information available to it, at the time of preparation. Any use which a third party makes of this report, or any reliance on, or decisions to be made based on it, are the responsibility of such third parties. Koers & Associates Engineering Ltd. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.*

KOERS & ASSOCIATES ENGINEERING LTD.





**KOERS & ASSOCIATES ENGINEERING LTD.**  
*Consulting Engineers*  
 710, Box 790, 194 Memorial Ave.  
 Parksville, BC V9P 3J8      www.koers-eng.com      Tel: 250-248-2151      Fax: 250-248-2362

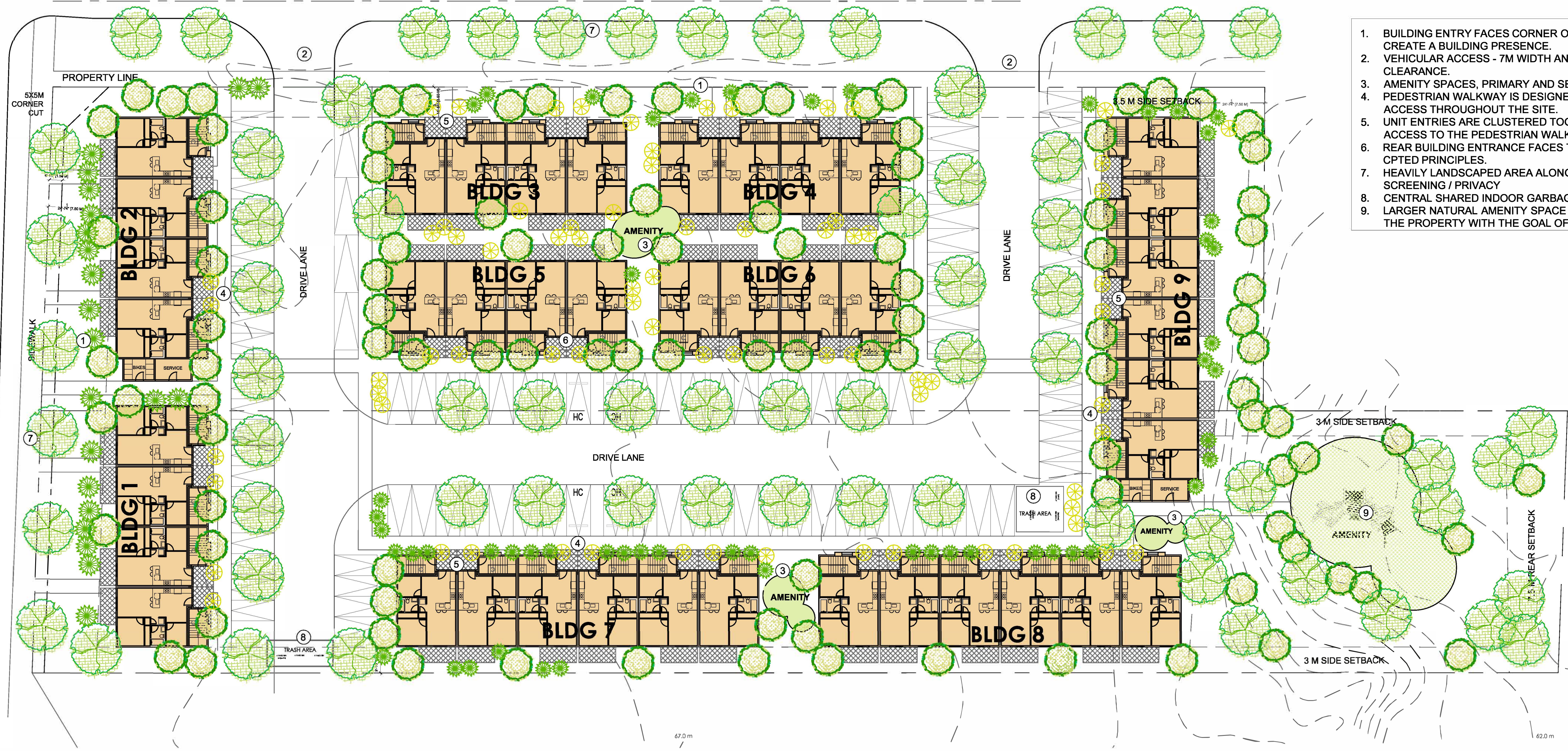
CLIENT	JAGGED COAST ASSET MANAGEMENT INC
PROJECT	WATER REVIEW

TITLE		241-251 PETERSEN ROAD	
APPROVED	MB	SCALE 1: 5,000 (8.5x11)	
DATE	SEPT 2025	DWG No. 2575-251-01	
PROJECT No. 2575-251			



DOUGLAS ROAD

PETERSEN ROAD



1. BUILDING ENTRY FACES CORNER OF PETERSEN & DOUGLAS TO CREATE A BUILDING PRESENCE.
2. VEHICULAR ACCESS - 7M WIDTH AND 12M TURNING RADIUS WITH 3M CLEARANCE.
3. AMENITY SPACES, PRIMARY AND SECONDARY.
4. PEDESTRIAN WALKWAY IS DESIGNED TO PROVIDE SAFE WALKING ACCESS THROUGHOUT THE SITE.
5. UNIT ENTRIES ARE CLUSTERED TOGETHER AND HAVE DIRECT ACCESS TO THE PEDESTRIAN WALKWAY.
6. REAR BUILDING ENTRANCE FACES THE PARKING TO SUPPORT CPTD PRINCIPLES.
7. HEAVILY LANDSCAPED AREA ALONG PETERSEN & DOUGLAS FOR SCREENING / PRIVACY
8. CENTRAL SHARED INDOOR GARBAGE / RECYCLING AREA
9. LARGER NATURAL AMENITY SPACE OR PET AREA TO THE REAR OF THE PROPERTY WITH THE GOAL OF RETAINING SOME TREES

C/L OF ROAD R.O.W.

5XSM CORNER CUT

PROPERTY LINE

2

1

2

1.5 M SIDE SETBACK

BLDG 2

BLDG 3

BLDG 4

BLDG 5

BLDG 6

BLDG 9

BLDG 1

DRIVE LANE

DRIVE LANE

3 M SIDE SETBACK

DRIVE LANE

8

AMENITY

AMENITY

1.5 M REAR SETBACK

BLDG 7

AMENITY

BLDG 8

3 M SIDE SETBACK

67.0 m

62.0 m

**JOYCE REID TROOST ARCHITECTURE**  
 2515 GLENAYR DRIVE  
 NANAIMO, BC V9S 3R9  
 joyce@jrtarchitecture.com  
 250.714.8749  
 jrtarchitecture.com

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ARCH. STAMP

241 & 251 PETERSEN ROAD  
 CAMPBELL RIVER, BC

CLIENT  
 JAGGED COAST ASSET  
 MANAGEMENT

REV. DATE	NUMBER	DESCRIPTION
APR 22, 2025	01	FOR PRELIM DISCUSSION
MAY 09, 2025	02	FOR PRELIMINARY REVIEW
JULY 24, 2025	03	REMOVE 5TH FLR
SEPT 18, 2025	04	FOR CLIENT REVIEW
OCT 06, 2025	05	REZONE
OCT 30, 2025	06	TOWNHOME OPTION
OCT 31, 2025	07	TOWNHOME OPTION rev1
NOV 13, 2025	08	TOWNHOME OPTION rev2
NOV 28, 2025	09	REZONE

DATE APR 21, 2025  
 SCALE 3/32" = 1"  
 DRAWN BY JRT CHECKED BY JRT

SITE PLAN  
**A 100**



PETERSON ROAD FACING | STREET ELEVATION | Scale 1/16" : 1'



DOUGLAS ROAD FACING | STREET ELEVATION | Scale 1/16" : 1'



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REV. DATE	NUMBER	DESCRIPTION
NOV 28, 2025	09	REZONE

DATE	NOV 28, 2025
SCALE	SEE DRAWING
DRAWN BY	JRT
DRAWN BY	JRT

STREET ELEVATIONS

**A200**



TOWNHOUSE STYLE BUILDINGS | AS SEEN FROM PETERSON ROAD



TOWNHOUSE BUILDINGS | AS SEEN FROM INTERNAL DRIVE LANE



TOWNHOUSE BUILDINGS | AS SEEN FROM INTERNAL DRIVE LANE



TOWNHOUSE BUILDINGS | AS SEEN FROM INTERNAL DRIVE LANE



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REV. DATE	NUMBER	DESCRIPTION
NOV 28, 2025	09	REZONE

DATE	NOV 28, 2025
SCALE	SEE DRAWING
DRAWN BY	JRT
DRAWN BY	JRT

PERSPECTIVES

A300



VIEW ON DOUGLAS



VIEW ON DOUGLAS ROAD



CORNER OF PETERSEN AND DOUGLAS



VIEW FACING THE INTERNAL LANE



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REV. DATE	NUMBER	DESCRIPTION
NOV 28, 2025	09	REZONE

DATE NOV 28, 2025  
 SCALE SEE DRAWING  
 DRAWN BY JRT DRAWN BY JRT

PERSPECTIVES  
**A301**