AGENDA
Community Planning Advisory Committee

Wednesday, January 6, 2021 at 7:00 p.m.
via Zoom

Mandate*: *The mandate of the committee is to provide feedback to applicants and advice to Council on land use applications, policies, regulations and initiatives referred either directly by Council or through the Development Approval Procedures Bylaw.

1. **SELECTION OF AN ACTING CHAIR**

2. **AGENDA APPROVAL**

3. **ADOPTION OF DECEMBER 2, 2020 MINUTES***

4. **COUNCIL REFERRALS**
   a. **OCP and Zoning Bylaw amendment application* 3360-20-04 – 201/203 Dogwood Drive**

5. **NEW BUSINESS**
   None.

6. **MONTHLY BRIEFING**
   None.

7. **NEXT MEETING - TBD**

8. **ADJOURNMENT**

***Attachments**

MINUTES
Community Planning Advisory Committee
Wednesday, December 2, 2020 at 7:00 p.m.
via Zoom

PRESENT: Acting Chair – Jason Harrison; Members – Tamara Hutchinson, Jennifer Sibbald, Steve Frankel, Brian Childs; Council Liaison – Tricia McKay; Director of Development Services – Jake Belobaba; Senior Planner & Recorder - Julie Thompson

ABSENT: Members - Tony Beckett

The meeting was called to order at 7:02 p.m.

1. SELECTION OF AN ACTING CHAIR

In the absence of a Chair, it was moved, seconded and carried that Jason Harrison act as the meeting chair. Jason Harrison opened the meeting by recognizing the traditional territory of the Stz'uminus First Nation.

2. AGENDA APPROVAL

It was moved, seconded and carried that the Agenda of December 2, 2020 be approved.

3. ADOPTION OF MINUTES

It was moved, seconded and carried that the Minutes of October 7, 2020 be approved.

4. COUNCIL REFERRALS

None.

5. NEW BUSINESS

a. <u>Official Community Plan Steering Committee</u>

The Director of Development Services, Jake Belobaba, provided a brief presentation regarding the purpose of the Official Community Plan (OCP) Steering Committee. Mr. Belobaba noted that CPAC is being asked to nominate three of its members for the OCP Steering Committee, two of whom will be selected by Council to serve on the Committee.

CPAC asked questions regarding the OCP Steering Committee and discussed the nominations.

It was moved, seconded and carried that the Community Planning Advisory Committee nominates Brian Childs, Tamara Hutchinson and Jennifer Sibbald for the OCP Steering Committee.

6. MONTHLY BRIEFING

None.

7. NEXT MEETING – TBD

8. ADJOURNMENT

It was moved, seconded and carried that the meeting be adjourned at 7:46 pm.

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Acting Chair (J. Harrison)

RECEIVED:

_____

Corporate Officer (D. Smith)

CPAC Report

Report Prepared By: Julie Thompson, Acting Senior Planner
Meeting Date: January 6, 2021
File No: **ZBL 3360-20-04**
RE: **ZONING AND OCP AMENDMENT – 201/203 DOGWOOD DRIVE**

EXECUTIVE SUMMARY:

The applicant is proposing to amend the Official Community Plan (OCP) and Zoning Bylaw on the 1,409m² (0.1409ha) subject property (currently consisting of two lots), located at 201 and 203 Dogwood Drive, to allow a five storey, 25 unit multi-family residential development with the potential for local commercial uses on the first storey. The Community Planning Advisory Committee (CPAC) is being asked to provide comments regarding the proposal. Comments may include form, character, use, siting, community amenity contribution, etc.

PREVIOUS COUNCIL DIRECTION:

The application was considered by Council on October 6, 2020. Council directed that the following items be investigated further for the proposed five storey building:

- View corridors;
- Design controls related to height, scale form and massing; and
- Neighbourhood character and public concerns;
- Description of a rental covenant structure; and
- Description of a remediation plan.

Council also directed that:

- Staff work with the applicant regarding land use matters and report back to council specifically with regard to:
  - Submission of a Development Permit (DP) application;
  - Consolidation of the subject properties; and
  - Density bonus options.

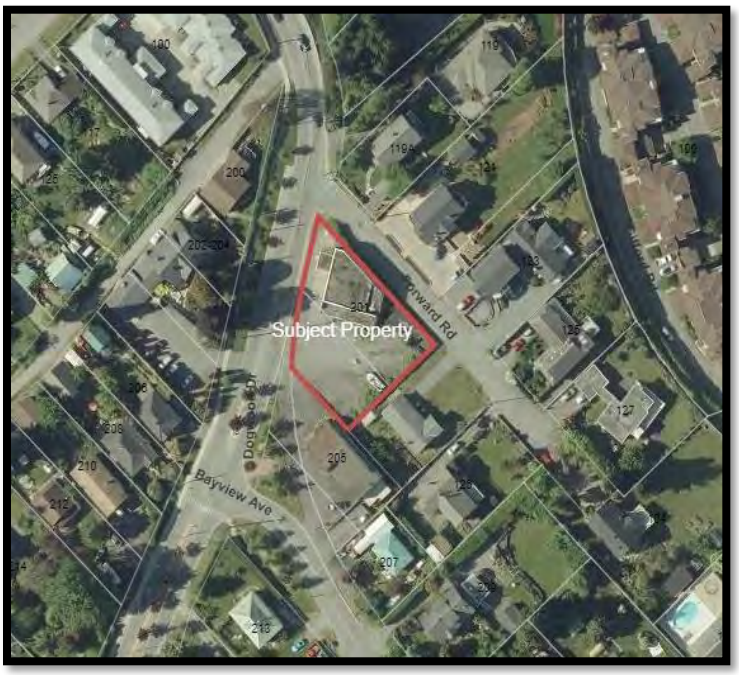

Figure 1: Subject property consisting of two parcels to be consolidated.

The October 6 Council minutes are attached (see Attachment A).

INTRODUCTION/BACKGROUND:

The 0.1409ha site area consists of two properties located at 201 and 203 Dogwood Drive (the "subject property") on the corner of Dogwood Drive and Forward Road. A vacant service station (Dalby's Automotive) is located on the site. The applicant has advised that the property is a contaminated site and is undergoing remediation.

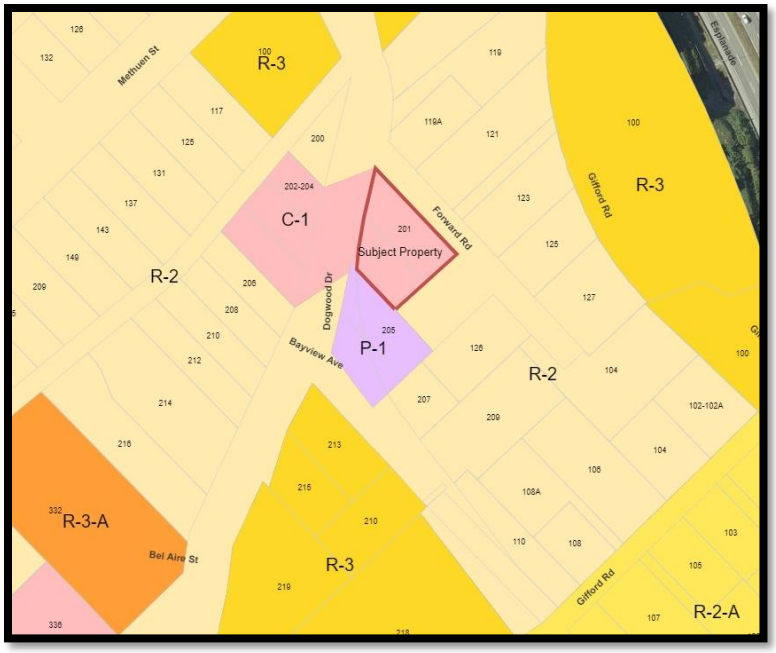

Figure 2: Surrounding zoning.

The subject property is located in a predominantly residential area, with a mix of single family and multi-family residential uses within its vicinity, and is located approximately 350m from the Town's downtown core. Table 1 describes the surrounding land uses.

Table 1: Surrounding land uses.

Direction	Use
North	Single family and multi-family residential
East	Single family and multi-family residential
South	Institutional zoned land (most recently containing a martial arts studio), multi-family residential, and single family residential
West	Local commercial (site of proposed micro-brew pub and existing barbershop) and single family residential

The applicant is proposing to amend the Official Community Plan (OCP) and the Zoning Bylaw to allow the proposed development consisting of a five-storey (approximately 18.5m) multi-family residential building containing 25 units. The building was originally proposed to be rental for residents 55+, however, the applicant is now proposing for-market units and has provided a letter describing the rationale for this change (see Attachment B). The proposed design features underground and surface parking, one "adaptable" unit with the potential for local commercial

uses, and a "stepped"—i.e. smaller and set-back fourth and fifth stories. At the direction of Council, the applicant has submitted a Development Permit (DP) application with designs for the proposed 5-storey building; figures 3 and 4 show the proposed Forward Road and Dogwood Drive elevations. All elevations and other documentation provided per the DP application is attached (see Attachment C).

Figure 3: North elevation as seen from Forward Rd.

ANALYSIS/DISCUSSION:

Official Community Plan Policies:

The subject property is currently designated Local Commercial under the OCP and the proposed development would not be permitted under this designation. An amendment to the OCP is required.

Figure 4: West elevation as seen from Dogwood Dr.

The proposed 25 unit building constitutes a density of approximately 177 units per hectare. There are no policies in any land use designation in the OCP that would allow the proposed density under this proposal. The two land use designations with the closest allowable densities are:

- the Multi-Family Residential OCP designation, which allows 60 units per hectare.
    - this designation also allows greater than 100 units per hectare for not-for-profit rental tenure, which is not applicable to the proposal.
- The Downtown Mixed Use designation, which allows 75 units per hectare.
    - This designation also allows up to 100 units per hectare through density bonusing.

Other OCP policies may support a higher density at this location including:

- S. 3.1.4(1) – encourages growth within the Urban Containment Boundary (the property is within the UCB).
- S. 3.1.4(3) – encourages residential infill.
- S. 3.1.4(9) – encourages increased residential densities.
- S. 3.2.3(7) – encourages infill near the downtown core.

- S. 3.3.3(20) – encourages residents to reduce reliance of private vehicles (the property is less than a five minute walk from the downtown core).

The proposed commercial area is supported by OCP policies including:

- S. 3.5.3(8) – encourages commercial development to be directed to the downtown core, with complementary commercial areas provided to serve local neighbourhoods.

Brownfield renewal, i.e. site remediation, is not addressed in the OCP. However, brownfield sites are considered infill sites and by extension, remediation and redevelopment can be considered in the context of encouraging infill.

Development Permit Area:

The subject property is currently located within the Local Commercial Development Permit Area (DPA 3). To facilitate the proposal, an amendment to the OCP to change the Development Permit Areas designation from DPA 3 to DPA 4 – Multi-Unit Residential is recommended. The applicant has submitted a DP application as directed by Council so that form and character matters can be considered in more detail in tandem with the rezoning application (see Attachment C for DP application submission). Table 2 provides a summary of the DPA 4 guidelines and staff observations.

Table 2: DPA 4 Guidelines Summary

Guideline Category	Staff Observations
Building Design	• The proposed five storey building is not consistent with massing and scale of surrounding residential buildings which are primarily single family residential and consist of 1-3 stories; however, Council has directed that the applicant proceed with the proposed five-storey building design for the rezoning application. • The building incorporates contemporary design aesthetics with some traditional elements such as brick cladding. • The overall building design is contemporary/modern, whereas the DPA 4 guidelines request neo-traditional, Pacific Northwest, or eco-responsive themed architecture. • The building is sited such that it has a narrow profile as seen from Dogwood Drive and to provide ocean views to the units from the north elevation. The building contains many windows which will aid in sunlight penetration and natural ventilation. • The building design is unique to the street.
Building Siting & Massing	• The proposed 5 storey building will be approximately 18.5m tall. Buildings immediately adjacent to the site are 1-2 stories tall whereas some taller 3-4 storey buildings are located within the neighbourhood. • The building provides variations in building heights. The 4th and 5th stories are stepped back, providing some modulated transition from neighbouring building heights. • The building is located on the corner of Forward Road and Dogwood Drive. The corner of the building is defined with a canopy on the north and west elevations, over the entrance to the proposed adaptable commercial unit. Other corner features encouraged by the DPA 4 guidelines, such as bay windows, recessed balconies, turrets, and a prominent public art element, are not provided. The corner of the subject property is proposed to be landscaped.

Guideline Category	Staff Observations
Building Frontage	• The building's frontages are articulated and visually broken up into smaller units. • The building's façade is modulated vertically and horizontally with step-back of the 4th and 5th stories, recesses, and changes in material and colour. • The building is oriented to Forward Road and Dogwood Drive. • The proposed building does not contain any significant unimproved blank walls. All elevations provide a variety of articulation, windows, doors, balconies, colours and materials.
Roof Form	• The proposed building has a flat roof and flat canopies, whereas the DPA 4 guidelines encourage sloping roof forms that reinforce the overall residential character of the street. • The proposed flat roof is modulated vertically as the 4th and 5th stories are setback. • Elevator penthouses are integrated into the design and stepped back to reduce visibility.
Windows & Doors	• Windows are architecturally compatible with the proposed contemporary/modern building architecture. • Window surfaces are recessed from the face of the building wall. • Dark and/or reflective glass for use in windows is not proposed. • The lobby entrance to the residential portion of the building is identified with signage. • The entrance to the adaptable commercial unit is not clearly distinguishable from the adjacent windows. • Doorways are inset from the brick facing.
Signs, Canopies & Lighting	• Signage appears compatible with proposed design of the building. • A canopy provides weather protection to the adaptable commercial unit and the main lobby entrance. • Exterior lighting is not shown on the plans.
Livability	• Visual privacy of interior living spaces on the lower stories are partially screened with proposed trees and/or balcony railings in front of large windows. • Each of the units has a private balcony. A shared roof-top deck on the 4th storey is also proposed.
Materials & Colours	• The proposed cladding materials consists of brick facing, lapped fibre cement siding ("hardie-plank") and panel fibre cement siding. The proposed colour palette consists of red brick, white and grey. The architect notes that the lighter colours on the upper stories are intended to decrease the apparent mass of the building. The DPA 4 guidelines request that building materials and colours ensure consistency and harmony with the character-defining materials and colours in neighbourhood buildings. Character defining buildings in the immediate vicinity include craftsman style single family homes with horizontal wood cladding in a variety of colours such as blue, yellow and red.
Mechanical, Electrical & Security Equipment	• No outdoor mechanical equipment is observed on the plans. More information may be required.
Accessibility & Connectivity	• At-grade entrances to the building are provided. A small plaza at the front entrance consists of scored concrete. • Internal corridor and doorway measurements are not provided. More information may be required. • The two main entrance points from Dogwood Drive are fully accessible.
Vehicle & Bicycle Parking	• Surface parking is located at the side of the parcel and underground. Access to parking is provided from Dogwood Drive and Forward Avenue. • Pedestrian and parking areas are distinguished by surface materials. • The surface parking area is proposed to be screened with landscaping. • Electric vehicle charging stations are proposed in the underground parking area.

Guideline Category	Staff Observations
	• Outdoor bicycle parking is provided near the building's primary entrance and one secondary entrance. Indoor bike storage is provided near the building's secondary entrance on the ground floor.
Landscape	• The site is mostly paved and does not contain any significant vegetation to be retained. New landscaping is proposed. • Landscaping in areas not used for resident or vehicle access in proposed. • Any existing wooden fence and retaining wall along the rear property line will be retained. • Surface parking areas will be screened with landscaping and fencing. • A landscape buffer on the rear property line will be required in accordance with the Zoning Bylaw. • Shade trees within the surface parking area are required in accordance with the Zoning Bylaw. • An automatic irrigation system is proposed. • All landscaping will conform to British Columbia Society of Landscape Architects' British Columbia Landscape Standards. • Monetary security to ensure the required landscaping is be completed will be required.
Energy Conservation	• Electric vehicle charging stations in the underground parking area are proposed. • The proposed building will incorporate natural light and ventilation in each suite, double glazed windows in thermally broken framing systems, roof and balcony overhangs to shade windows, well insulated exterior walls and roof, low flush toilets and faucets, LED lighting, and rough-in for future solar panels on the roof.
Rain Water Management	• Stormwater capture is proposed as shown in the attached site servicing plan (see Attachment C, DP application). • Permeable landscaping is proposed. • Permeable hardscape materials may be incorporated into the design. More information may be required.
Water Conservation	• An automatic irrigation system is proposed. • Greywater capture is to be determined. More information may be required.
Recycling, Organics & Solid Waste Management	• Waste storage areas are proposed to be located within the building.
Crime Prevention	• Building entrances, parking areas and pathways are defined with features, such as landscaping and surface materials, that express ownership. • Windows are places on all sides of the building, providing visibility throughout the site.

Zoning Bylaw:

The subject property is currently within the Local Commercial (C-1) zone. This zone does not permit the proposed multi-family residential use, therefore a zoning bylaw amendment is required. The Zoning Bylaw does not contain any existing zones suitable to this site that would allow the proposed density.[1]

Staff are exploring zoning options for the proposed building, which will be incorporated into the amending bylaw. Staff anticipate that the proposed zoning will include provisions for neighbourhood commercial uses, density bonus provisions, and special floor space ratio, setback,

[1] The Comprehensive Development 5 – Community Housing (CD-5) zone allows a maximum density of 180 units per hectare; however, this zone is not suitable for the proposal at 201-203 Dogwood Drive as the CD-5 zone is intended to accommodate rental tenure housing only.

height and roofline provisions to secure permitted form and massing aspects of the design, address community feedback, and ensure the site is redeveloped in a way that is compatible with the surrounding neighbourhood. It is anticipated that a new, high density residential zone will be created.

Site Remediation and Brownfield Development:
The applicant has advised that the site is a contaminated site and will require remediation. A Site Profile was submitted to the Ministry of Environment & Climate Change Strategy, as required under the *Environmental Management Act*. The Ministry has authorized the approval of the rezoning application but has frozen further permit approvals until site investigation and remediation are complete.

Though the OCP does not speak directly to brownfield renewal, the clean-up and redevelopment of this site is seen as a positive contribution to the community. The Province of BC notes that "cleaning up and redevelopment of these sites can generate significant economic, social and environmental benefits" noting that brownfield redevelopment does not contribute to urban sprawl, by utilizing land already available within the community, and that if brownfield sites are left as they are, they are of little economic value.[2]

Remediation costs can be substantial and the developer has indicated that the density, height and scale of the development are necessary to offset anticipated remediation costs for the development. It is noted that the applicant has not provided estimates of remediation costs to staff or a development pro forma and therefore staff have not evaluated remediation costs in the context of the requested density.

At Council's direction, the applicant has provided a remediation schedule/description, attached (see Attachment D).

Community Amenity Contribution Policy:
Through the Town's Community Amenity Contribution (CAC) Policy, Council encourages rezoning applicants to consider proposing CACs towards needed infrastructure and amenities as a way of ensuring that the proposed development makes a positive contribution to the neighbourhood and the community at large.

The applicant had originally proposed that the remediation of the subject property is a suitable CAC. However, staff and the applicant are currently investigating alternative options for a CAC based on the discussion at the October 6th, 2020 Council meeting. Alternative options may include:

- A housing agreement or covenant that requires any combination of rental tenure housing, seniors housing, energy efficient building design, etc. It is noted that the applicant is no longer proposing rental tenure housing.
- A cash contribution.

[2] https://www2.gov.bc.ca/gov/content/environment/air-land-water/site-remediation/brownfields

- Public infrastructure improvements such as construction of a sidewalk on the east/north side of Dogwood Drive, north of the subject property. The estimated cost of this work is unknown at this time.

Neighbourhood Information Meeting:

Subject to the Town's Development Procedures Bylaw 1667, the applicant has held two Neighbourhood Information Meetings (NIMs). The NIMs were held outdoors on the property, on July 15th and July 29th. The July 15th NIM was attended by approximately 42 people, while the July 29th NIM was attended by approximately 33 people. A 30 unit, six storey building with commercial uses on the ground floor and underground parking was originally presented at the NIMs. The five storey, 25 unit design described in this report was developed based on feedback from the NIMs and Council. The applicant's summary report of the NIMs and submissions from the public are attached (see Attachment E). A summary of the public concerns with staff comments is summarized in table 2.

Table 3: Summary of public concerns and staff comments.

Public Comments/Concerns	Staff Comments
Proposed height is too tall and number of storeys is too many. Will block views. Suggestions for 2-4 storeys being more suitable.	The applicant has reduced the proposed number of storeys to five. At the October 6th, 2020 Council meeting, staff recommended that the applicant be directed to investigate a four storey design; however, Council directed that a five storey design proceed for further consideration.
Precedent setting for future taller buildings	Each application is considered based on its own merits and there is no formal precedent set when a rezoning application is approved. However, if the zoning is approved the developer will be entitled to develop to the height and density in the zone.
Not enough parking	Parking on the site is constrained due to its size and configuration. Surface parking options are limited and the applicant is proposing a combination of underground and surface parking. The applicant is proposing 22 standard, 5 small car, 2 accessible and 4 visitor parking spaces (total of 29). The total required number of parking spaces is approximately 34. The site will be eligible for a reduction in parking under the DPA 4 guidelines.[3] The development is less than a five minute walk from the downtown core and is across the street from a bus stop which support reductions in parking.
Building design out of character for neighbourhood & the heritage character Ladysmith	The area is characterized by a mix of multi-family and single family residential development. The renderings originally presented at the NIMs contained limited design details. However, the applicant has since provided new design drawings for a DP application, which have more detail. Staff may request changes to the building design that are more compatible with the neighbourhood character and the DPA 4 guidelines.
Increase in traffic and resulting safety concerns	The applicant has submitted a Traffic Impact Assessment (TIA). The TIA concludes that the additional traffic generated by the proposed development can be accommodated by the existing adjacent road network and no additional transportation improvements are required to support the proposed development (TIA attached; see Attachment F). Based on feedback from Council, the applicant has also provided an addendum to the TIA with

[3] The DPA 4 guidelines state that the Zoning Bylaw parking regulations may be reduced or altered where it is determined that strictly meeting the Zoning Bylaw parking regulations would undermine the character of the area.

Public Comments/Concerns	Staff Comments
	some additional information, though the conclusions of the original TIA remain the same (see Attachment G for TIA addendum).
Too high density	No applicable zones exist that would accommodate the proposal at the desired density. However, the applicant has reduced the proposed number of units to 25 from 30. This also reduces the number of required parking spaces.
Consideration of the application should wait until the OCP can be updated	At the October 6, 2020 Council meeting, Council directed that the application proceed for further consideration.
Not enough retail space provided to make project viable	The proposed commercial space is an option which will be explored in more detail. The primary proposed use is residential.
Will current infrastructure be able to handle the development?	As noted in the TIA, no transportation improvements are necessary to support the proposed development. However, the application has been forwarded to Engineering for comment and service upgrades may be required.

Analysis:

Although the OCP does not have a policy explicitly supporting the proposed density of 177 units per hectare, it can be argued the increased density is necessary to offset remediation costs and is therefore consistent with OCP policies which support infill development. Further, higher densities may also be supported by the OCP through density bonuses.

The applicant has advised that a reason for maintaining a taller building is to have a narrower profile within the view corridor. Figure 5 illustrates the proposed building's approximate footprint relative to the view corridor.

Figure 5: Approximate location of view corridor relative to the proposed building footprint.

Any development on the site greater than two storeys can be expected to obstruct views of the ocean to some degree and as height increases, so too does the number of upslope properties where the building will enter the view corridor. At the October 6, 2020 Council meeting, staff recommended that the applicant be required to explore a four-storey building design which covered more of the site in order to achieve the desired density in a shorter building; however, Council directed that the applicant explore the five-storey design as proposed. The applicant has submitted some preliminary view corridor drawings which illustrate how the building would appear from two locations on Dogwood Drive (see Attachment H). However, a full view corridor study for the proposed five-storey design will be provided to CPAC as an addendum to the report when received.

Staff are exploring the following items prior to proceeding to Council for 1st and 2nd reading of the amending bylaws:

- *Building form and massing:* Zoning Bylaw regulations pertaining to building form and massing are being investigated to ensure compatibility within the neighbourhood. A combination of regulations such as maximum height, number of storeys, stepping and roof pitch may be appropriate. Setbacks and floor space ratio are also being evaluated.
- *Density bonus:* Based on guidance from the OCP, it is recommended that the applicant provide amenities to achieve the proposed density. Staff will work with the applicant to ensure that appropriate amenities can be secured as a condition of the rezoning application (such as a section 219 restrictive covenant). Examples of amenities considered suitable may include:
    - A combination of rental, seniors, and for-market housing;
    - Underground parking;
    - Brownfield redevelopment;
    - Accessible or adaptable units;
    - Energy efficient building;
    - Car sharing within the building to off-set the reduced parking.
- *Commercial uses:* the applicant is proposing an adaptable commercial unit. This is supported by OCP policies. Permitted uses within the adaptable unit will be explored further.
- *Lot consolidation:* Should the application proceed, the two properties that make up the site should be consolidated prior to adoption of the amending bylaws to avoid two separate parcels with the same permitted height and density.

ATTACHMENT(S):

- Attachment A – October 6, 2020 Council Meeting Minutes
- Attachment B – Applicant Market vs. Rental Housing Rationale Letter
- Attachment C – Development Permit Application
    - Building & Landscaping Plans
    - Design Rationale Letter
    - Shadow Study
    - Site Servicing Plan
- Attachment D – Site Remediation Schedule

- Attachment E – Neighbourhood Information Meeting Summary Report & Public Submissions
- Attachment F – Traffic Impact Assessment (TIA)
- Attachment G – TIA Addendum
- Attachment H – View Corridor Drawings

2. Direct staff to give notice of the Town's intent to lease the facility to Sealegs in accordance with the *Community Charter*; and

3. Rise and report on this item once the lease agreement has been signed by both parties.

6. MINUTES

6.1 Minutes of the Regular Meeting of Council held September 15, 2020

CS 2020-283
That Council approve the minutes of the Regular Meeting of Council held September 15, 2020.
Motion Carried

7. PROCLAMATIONS

7.1 Foster Family Month

Mayor Stone proclaimed the month of October 2020 as Foster Family Month in the Town of Ladysmith.

7.2 Waste Reduction Week

Mayor Stone proclaimed October 19 to 25, 2020 as Waste Reduction Week in the Town of Ladysmith.

8. DEVELOPMENT APPLICATIONS

8.1 Zoning and OCP Amendment for 201 and 203 Dogwood Drive

The applicants, Mr. Toby Seward and Mr. Frank Crucil, entered the meeting at 7:15 p.m. and responded to Council's questions regarding the proposed development.

CS 2020-284
That Council:

1. Direct that application 3360-20-04 (Amended Lot 10 (DD 21674N) District Lot 56 Oyster District Plan 1684 and Amended Lot 11 (DD 27179N) District Lot 56 Oyster District Plan 1684) proceed for further consideration to investigate a five storey building design option with consideration of the following:

i. view corridors;

ii. design controls related to height, scale, form and massing; and

iii. neighbourhood character and public concerns.

2. Having considered section 475 (consultation during development of an OCP) and section 476 (consultation on planning for school facilities) of the Local Government Act, direct staff to refer the application to:

   i. Stz'uminus First Nation pursuant to the Memorandum of Understanding

   ii. School District 68 (Nanaimo Ladysmith)

   iii. The Community Planning Advisory Committee;

   iv. The BC Ministry of Transportation and Instructure;

   v. BC Hydro; and

   vi. Fortis BC.

3. Direct that staff:

   i. Work with the applicant regarding land use matters and report back to Council, specifically with regard to the following items:

   ii. submission of a Development Permit application;

   iii. consolidation of the subject properties; and

   iv. density bonus options.

CS 2020-285
That resolution CS 2020-284 be amended to add the following considerations under item 1:

iv. description of a rental covenant structure
v. description of a remediation plan

Amendment Carried

Resolution CS 2020-284 as amended reads:
That Council:

1. Direct that application 3360-20-04 (Amended Lot 10 (DD 21674N) District Lot 56 Oyster District Plan 1684 and Amended Lot 11 (DD 27179N) District Lot 56 Oyster District Plan 1684) proceed for further

consideration to investigate a five storey building design option with consideration of the following:

i. view corridors;

ii. design controls related to height, scale, form and massing; and

iii. neighbourhood character and public concerns.

iv. description of a rental covenant structure

v. description of a remediation plan

2. Having considered section 475 (consultation during development of an OCP) and section 476 (consultation on planning for school facilities) of the Local Government Act, direct staff to refer the application to:

   i. Stz'uminus First Nation pursuant to the Memorandum of Understanding

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   iii. The Community Planning Advisory Committee;

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   v. BC Hydro; and

   vi. Fortis BC.

3. Direct that staff:
   i. Work with the applicant regarding land use matters and report back to Council, specifically with regard to the following items:

   ii. submission of a Development Permit application;

   iii. consolidation of the subject properties; and

   iv. density bonus options.

Main Motion, As Amended, Carried
OPPOSED: Councillors Johnson and McKay

Mr. Toby Seward and Mr. Frank Crucil, vacated the meeting at 8:31 p.m.

Attachment B

Attachment A – 201/203 Dogwood Drive, Ladysmith

Rental versus Sale of the Building Units

At their meeting October 6, 2020, Ladysmith Council directed that the proposed OCP and zoning bylaw amendment for the property at 201-203 Dogwood Drive proceed for further consideration, to investigate a five story building design option with consideration of the number of issues, including a rental covenant structure.

The owners request that Council reconsiders the requirement for a rental covenant on the property and instead allow the units in the building to be offered for sale, for the reasons noted below.

When the development of the site was originally proposed, the owners intent was to pursue a much simpler architecturally designed six story, 30 unit rental apartment building for seniors. The owners wished to build the 30 units, to help offset site remediation costs and provide seniors with another rental option in Ladysmith.

At the two neighbourhood Information meetings held in July, there were some concerns raised regarding the height of the six story building, impact on views and building massing. Given the comments that were received, the owners had their Architectural team revise the design to a five story building, with 25 units, that would be stepped back (terraced) on the 4th and 5th stories, to decrease the building massing and the impact on views.

The five storey design that has been prepared for a Development Permit application includes varied architectural design features (much more angles), a number of facade materials and landscaping, plus is a narrower building, with lesser units on floors four and five. In order to address the issues raised, the resulting building design is to a considerably higher architectural standard than previously planned and will be more expensive to build.

As part of their cost evaluation for the revised design, the owners have reviewed the proposed design with the architect, property appraisers, cost consultants and lending institutions to determine the best way to approach both the building design and whether building a higher end rental building is viable. Each of the professional consultants have advised that given the high end quality of the building design and the associated cost to construct, the building is more suited for sale of individual units.

Given that the owners originally proposed to build a 30 unit rental building for seniors, there is a concern that this change of direction from rental to sale of the units would be seen as inconsistent with the original stated intention. As the building design has been revised to 25 units and will be built to a considerably higher standard, consultants have advised that it is more viable to offer the units for sale.

Also, since the building has been proposed, the owners have received a number of inquiries from people in the area interested in purchasing units in the building. People have expressed an interest to purchase units, as it is walking distance to town and provides a secure and maintenance free home.

The owners are therefore requesting that in order to make the project viable that a rental covenant agreement is not considered as part of the OCP and rezoning amendment application, to allow for the building units to be marketed for sale instead of a rental.

bjk architecture inc.

Attachment C

Date: December 10, 2020

To: Town of Ladysmith
Development Services

201 & 203 Dogwood Dr. – Design Rational

Site Design

The building is located on the prominent corner of Dogwood Dr. and Forward Rd. The property slopes down, east to west, with the lowest portion being on Forward Rd.
We have used the sloping grades to create a lower-level access to the underground parking, with the buildings main entrance at the top of the slope on Dogwood Dr.
A second level of under-building and surface parking is accessed from Dogwood Dr.

The site is fully landscaped with both hard and soft landscaping features. Boulevard (city property) will be planted with lawn and new trees. The species of these trees will be determined in conjunction with the Ladysmith's Municipal Parks Dept.
The landscaping at the main entrance is composed of decorative concrete paving with integral site lighting, potted Dogwood trees and covered bicycle parking.
The final features of the landscape design including river rock at the building edge, groundcover planting, native and adapted shrubs, ferns and ornamental grass.
Decorative concrete planters are featured at each grade-level residential patio. A hedgerow is planned along the east side of the property, maintaining the neighbor's privacy.

Building Design - Planning

The building is designed to suit the sloping site. Secure underground parking is provided with direct access to the building's elevator lobby. Resident storage lockers and building service spaces are also planned for this level.
The main floor of the building includes at-grade residential suites, main entrance lobby and bicycle storage. The main entrance is barrier-free and with a covered portion facing Dogwood Dr. A corner, grade level unit could be either commercial or residential, to be determined by market conditions at the time of completion.

bjk architecture inc.
Brian Kapuscinski, Architect AIBC, MRAIC, M. Arch., LEED®AP

2122 Brandon Rd.
Shawnigan Lake, BC
V0R 2W3
T 250.277-2296
info@bjkarch.com
www.bjkarch.com

The upper levels (2 – 5) of the building are residential units, with views to the ocean to the east and mountains to the west. Each unit will have a balcony or access to a private roof deck.
The levels 4 & 5 have a smaller floor plate than the lower levels, creating roof-top patios with uninterrupted ocean views. One patio is planned to be an amenity open to all residents.
Level 5 contains 2 penthouse units accessible from level 4 with private stairs and a personal elevator. Units types range from 1-bedroom to 2-bedroom.

Exterior Façade Design

The massing of the building is intended to step-back as one goes up the building, creating a pleasing stepping appearance, decreasing the apparent mass of the structure. A variety of roof elevations, overhangs and trellis work gives the building an interesting massing, meant to fit within the scale of existing commercial buildings along Dogwood Dr.
These individual elements are further differentiated by the use of varying cladding materials including:

- Face brick
- Lap siding
- Panelized cladding

A finer grain of elements is overlaid onto the facades, creating further interest. These elements include:

- Significant roof overhangs
- Metal guardrails on upper balconies
- Ornament elements at street level
- Dark window frames on the lower levels
- Light window frames on the upper levels

Glazing is expansive in the living rooms, taking full advantage of the views. Bedrooms will have smaller, punched windows.
The main entrance and commercial unit will incorporate a storefront type glazing system, in keeping with commercial architectural design.
The buildings colours are driven predominantly by the red facebrick. This influences the lap siding colours on the lower levels. The upper levels are lighter in colour, decreasing the apparent mass.

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Green Design Features

- The primary green element of this project is the remediation of the of site itself. This brownfield site is being decontaminated as a part of this project.

The following design features will decrease the energy and water consumption over the building's life:

- Double glazed windows in thermally broken framing systems.
- Roof and balcony overhangs to shade windows.
- Well insulated exterior walls and roof.
- EV car chargers in the underground parking level
- Green roofs at roof-top patios
- Stormwater management techniques for the capture and controlled release of rainwater
- Natural light and ventilation to each suite, incorporating operable windows.
- Rough-in for future solar panels on roof
- Low flush toilets and faucets.
- LED lighting throughout

Brian Kapuscinski
Architect – AIBC

bjk architecture inc.
Brian Kapuscinski, Architect AIBC, MRAIC, M. Arch., LEED®AP

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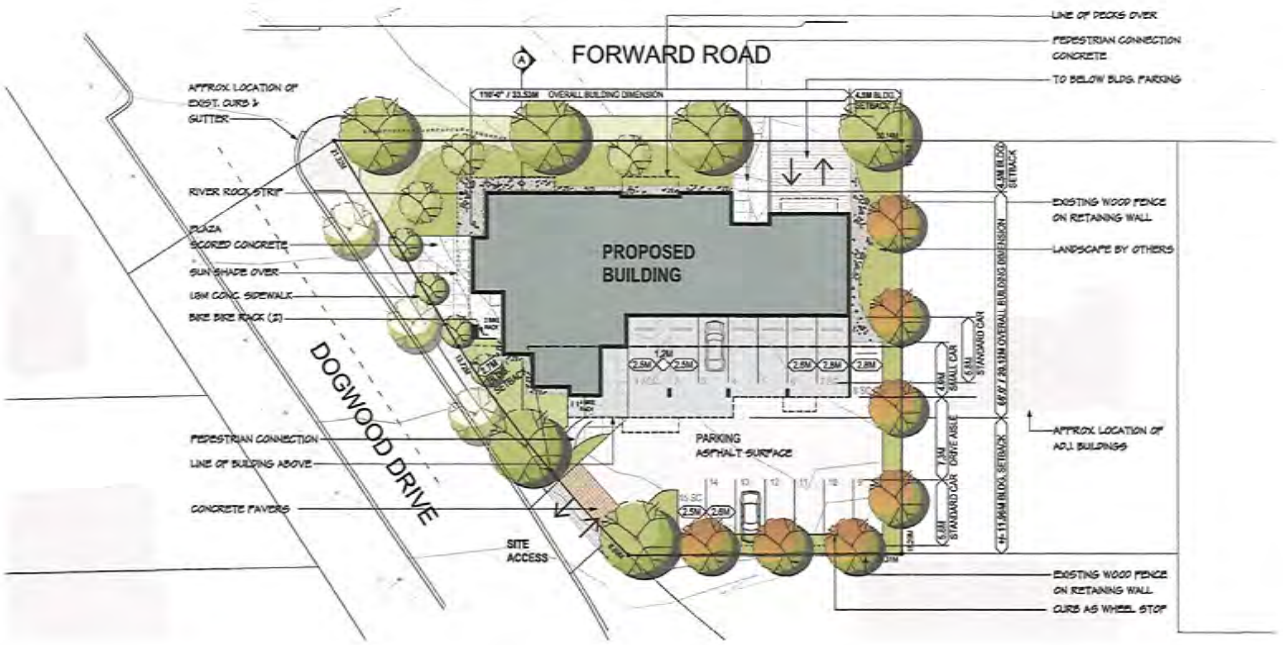
Signage


Signage


Signage


Signage
LOBBY



SITE PLAN

SCALE: 1/16" METRIC

BASE INFORMATION HAS BEEN SOURCED FROM DOCUMENTS PREPARED OTHERS. VERIFY ALL CONDITIONS PRIOR TO CONSTRUCTION.

AERIAL

NOT TO SCALE

PROJECT DATA

CIVIC:
201 DOGWOOD DRIVE, LADYSMITH B.C. - AMD, LOT 10
203 DOGWOOD DRIVE, LADYSMITH B.C. - AMD, LOT 11

LEGAL:
LOT 10, PLAN VIP1684, D.L. 56, LAND DIST. 43 AMD LOT10 (DD 215749I)
LOT 11, PLAN VIP1684, D.L. 56, LAND DIST. 43 AMD LOT11 (DD 271791I)

DEVELOPMENT PERMIT AREA: DPA 3 COMMERCIAL

ZONING: CURRENT C-1 LOCAL COMMERCIAL
PROPOSED TBD

SITE AREAS:

LOT 10:	+/- 852 SQ.M.
LOT 11	+/- 557 SQ.M.
TOTAL SITE AREA:	+/- 1,409 SQ.M.

PARCEL COVERAGE: 43 %

NO. DWELLING UNITS: 25

FLOOR AREAS: (SQ.M.)

	BUILDING:	G.F.A.: **
LEVEL PARKING:	130.0	—
LEVEL 1:	420.0	330.0
LEVEL 2:	600.0	510.0
LEVEL 3:	600.0	510.0
LEVEL 4:	475.0	385.0
LEVEL 5:	260.0	260.0
G.F.A.:	2,485.0 SQ.M.	1,995.0 SQ.M.
F.S.R:	1.76	1.41

HEIGHT: 5 STOREYS
16.50M ABOVE AVERAGE NATURAL GRADE

PARKING:

RESIDENTIAL: 25 @ 1/UNIT	= 25
VISITOR	= 4
LOADING	N/A
PROVIDED	= 29 STALLS

PARKING TYPES:

STANDARD CAR	22
SMALL CAR	5
ACC. STALL (2 REQ'D)	2

BICYCLE PARKING:

CLASS A- 1 PER 5 UNITS (LOCATED IN LEVEL 1)	5 REQUIRED / 5 PROVIDED
CLASS B - 0.2 PER UNIT	5 REQUIRED / 6 PROVIDED

** AS DEFINED BY TOWN OF LADYSMITH ZONING BYLAW 1860 S.14b
(I.E. NET STAIRWELLS, LOBBIES, ELEVATORS, CORRIDORS ETC.)

PROFESSIONAL CONSULTANTS LIST

ARCHITECT:	BJK ARCHITECTURE INC. BRIAN KAPUSCINSKI 2122 BRANDON ROAD SHAWNIGAN LAKE B.C. V0R 2W3	250-891-1602 BRIAN@BJKARCH.COM
CIVIL:	CASCARA CHARLES RAMOS 235 - 335 WESLEY STREET NANAIMO B.C. V9R 2T5	250-591-7384 CRAMOS@CASCARA.CA
LANDSCAPE:	LADR LANDSCAPE ARCHITECTS CHRISTOPHER WINDJACK #3-864 QUEENS AVENUE VICTORIA B.C. V8T-1M5	250-598-0105 CWINDJACK@LADRLA.CA
BCLS:	TURNER LAND SURVEYING INC. RYAN TURNER 438 TERMINAL AVENUE NORTH NANAIMO B.C. V9S -4J8	250-753-5778 RYAN@TURNERSURVEYS.CA

PROPOSED DEVELOPMENT
201 & 203 DOGWOOD DRIVE
LADYSMITH, B.C.

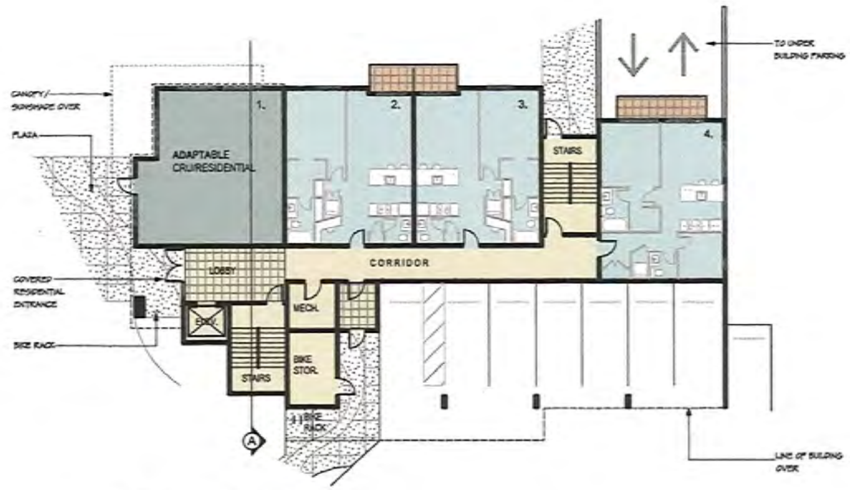
bjk architecture inc.
2122 Brandon Rd.
Shawnigan Lake B.C.
V0R 2W3
Ph: 250-891-1602

DRAWING: SITE PLAN

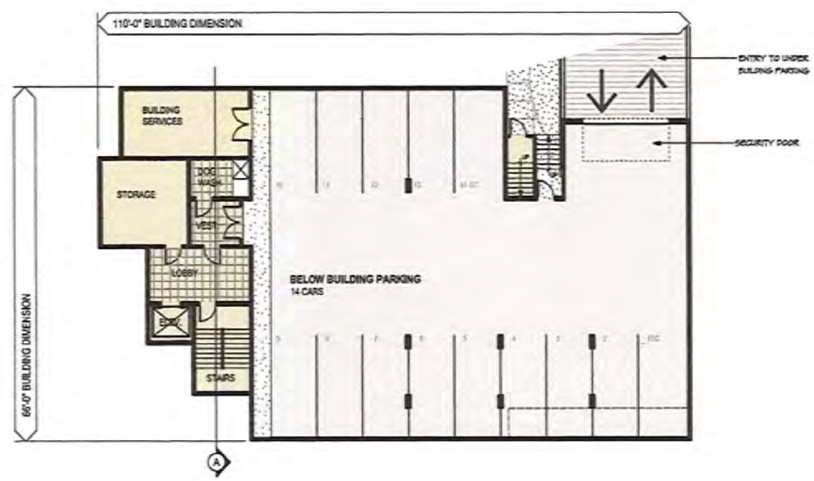
PROJECT #: 4556.23.19

MEETING	NOV.20.2023
D.P.A. REVIEW	08 DEC. 2023
D.P.A.	11 DEC. 2023

PR1



LEVEL 1 PLAN



BELOW BUILDING PARKING

PROPOSED DEVELOPMENT:
201 & 203 DOGWOOD DRIVE
LADYSMITH, B.C.

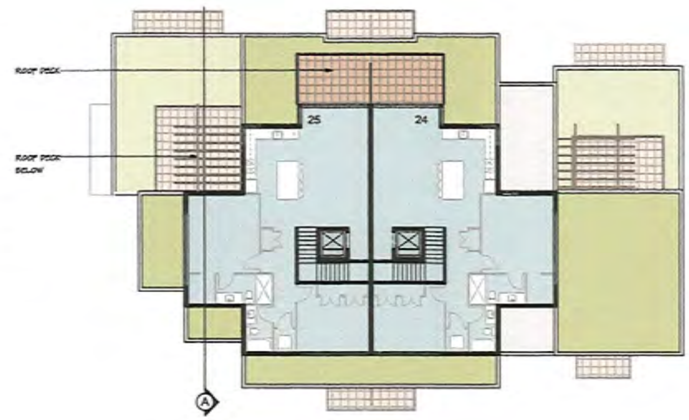
bjk architecture Inc.
2122 Brandon Rd.
Shawnigan Lake B.C.
V0R 2W3
Ph: 250-891-1602

DRAWING:
BELOW BLDG. PARKING
LEVEL 1 PLAN

PROJECT #:	#1556.20.19
MEETING:	NOV.20.2020
D.P.A. PCREW:	09 DEC. 2020
D.P.A.:	11 DEC. 2020

PR2

LEVEL 4 PLAN



LEVEL 5 PLAN

LEVELS 2/3 PLAN

PROPOSED DEVELOPMENT:

201 & 203 DOGWOOD DRIVE

LADYSMITH, B.C.

bjk architecture inc.

DRAWING: LEVEL 2/3/4/5 PLANS

PR3

NORTH ELEVATION - FORWARD ROAD

WEST ELEVATION - DOGWOOD DR.

SOUTH ELEVATION

EAST ELEVATION

PROPOSED DEVELOPMENT:
201 & 203 DOGWOOD DRIVE
LADYSMITH, B.C.

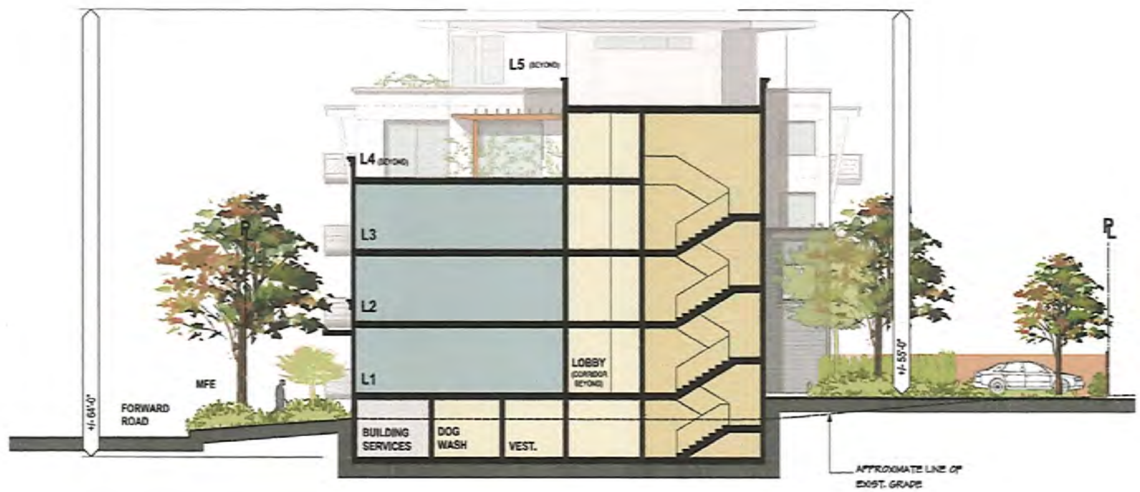
bjk architecture inc.
2122 Brandon Rd.
Shawnigan Lake B.C.
V0R 2W0
Ph: 250-891-1602

DRAWING:
EXTERIOR ELEVATIONS

PROJECT #: 0120A.21.19

MEETING: NOV.20.2020
D.P.A. REVIEW: 03 DEC. 2020
D.P.A.: 11 DEC. 2020

PR4



SCHEMATIC SECTION A

PROPOSED DEVELOPMENT:
201 & 203 DOGWOOD DRIVE
LADYSMITH, B.C.

bjk architecture inc.
2122 Brandon Rd.
Shawnigan Lake B.C.
V0R 2W3
Ph: 250-891-1602

DRAWING:
SCHEMATIC SECTION

PROJECT #	#15K.23.19
MEETING:	NOV.20 2020
D.P.A. REVIEW:	09 DEC. 2020
D.P.A.:	11 DEC. 2020

PR5

Recommended Nursery Stock

Trees
Total: 22

Botanical Name	Common Name	Size
Acer cronatum	Vine Maple	4cm cal/3 stem
Acer rubrum 'New World'	NewWorld Red Maple	6cm cal.
Acer rubrum 'October Glory'	October Glory Red Maple	6cm cal.
Cornus 'Eddie's White Wonder'	Eddie's White Wonder Dogwood	6cm cal.
Styrax japonica	Japanese Snowbell	6cm cal.
Street Tree (Species TBD)		6cm cal.

Large Shrubs
Total: 90

Botanical Name	Common Name	Size
Hydrangea macrophylla 'Blaumeise'	Blaumeise Lacecap Hydrangea	#7 pot
Mahonia aquifolium	Tall Oregon Grape	#5 pot
Philadelphus lewisii	Wild Mock Orange	#7 pot
Ribes sanguineum 'White Icicle'	White Flowering Currant	#7 pot
Taxus x media 'Hicksii'	Hicks Yew	1.2m ht.

Medium Shrubs
Total: 39

Botanical Name	Common Name	Size
Azalea japonica 'Herbert'	Herbert Evergreen Azalea	#5 pot
Rhododendron 'Dora Amateis'	Dora Amateis Rhododendron	#7 pot
Rhododendron 'Fantastica'	Fantastica Rhododendron	#5 pot

Small Shrubs
Total: 247

Botanical Name	Common Name	Size
Gaultheria shallon	Salal	#5 pot
Mahonia nervosa	Low Oregon Grape	#1 pot
Nandina domestica 'Fire Power'	Fire Power Heavenly Bamboo	#1 pot

Perennials, Annuals and Ferns
Total: 205

Botanical Name	Common Name	Size
Blechnum spicant	Deer Fern	#1 pot
Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	#1 pot
Helictotrichon sempervirens	Blue Oat Grass	#1 pot
Polystichum munitum	Sword Fern	#1 pot
Stipa tenuissima	Mexican Feather Grass	#1 pot

Groundcovers
Total: 408

Botanical Name	Common Name	Size
Fragaria chiloensis	Coastal Strawberry	#1 pot

Notes:
1. All work to be completed to current BCSLA Landscape Standards
2. All soft landscape to be irrigated with an automatic irrigation system


Eddie's White Wonder Dogwood


Vine Maple


Red Maple

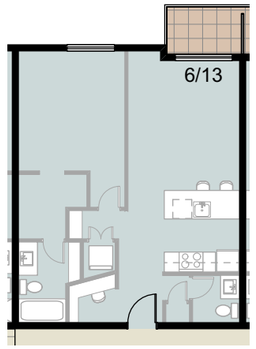

Japanese Snowbell

1:100

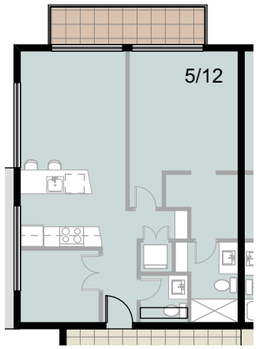
201-203 Dogwood Drive | Landscape Concept Plan

LADR LANDSCAPE ARCHITECTS
Project No: 0000 MMM-DD-YY
28-495 Dupplin Rd. Victoria B.C. V8Z 1G8
Phone: (250) 598-0105 Fax: (250) 412-0696

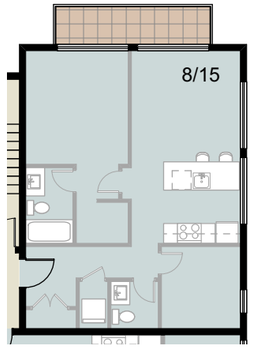
RESIDENTIAL UNIT AREAS		
TYPE	**UNIT NO.**	**AREA (+/-SQ.FT.)**
(A) 1 BEDROOM	2, 3, 6, 7, 13, 14, 19, 20	704
(B) 1 BEDROOM+DEN	5, 12	718
(C) 2 BEDROOM	4, 8, 15	719
(D) 1 BEDROOM+DEN	9, 16	812
(E) 1 BEDROOM	22, 23	564
(F) 2 BEDROOM	21	986
(G) 1 BEDROOM	10, 11, 17, 18	705
(H) 2 BEDROOM	24, 25	1,318



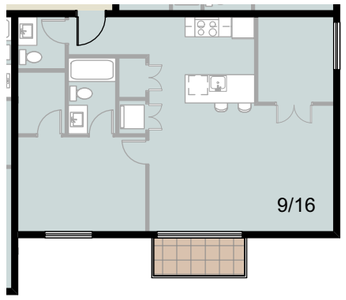
(A) 1 BEDROOM



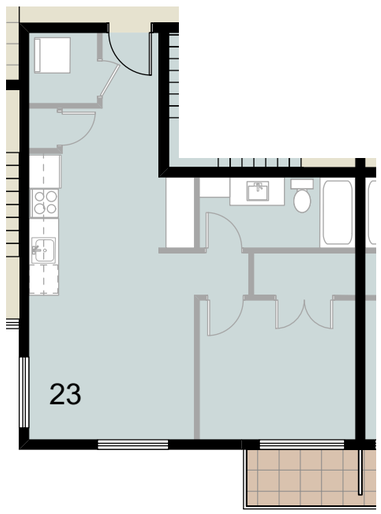
(B) 1 BEDROOM + DEN



(C) 2 BEDROOMS



(D) 1 BEDROOM + DEN



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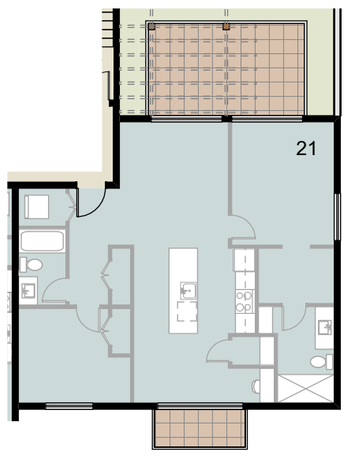

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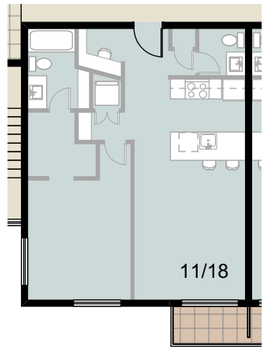
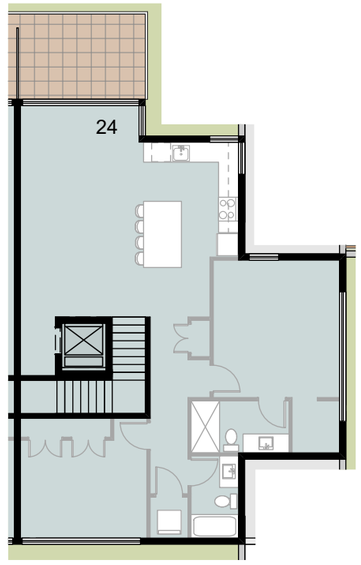


(G) 1 BEDROOM



(H) 2 BEDROOMS

PROPOSED DEVELOPMENT:

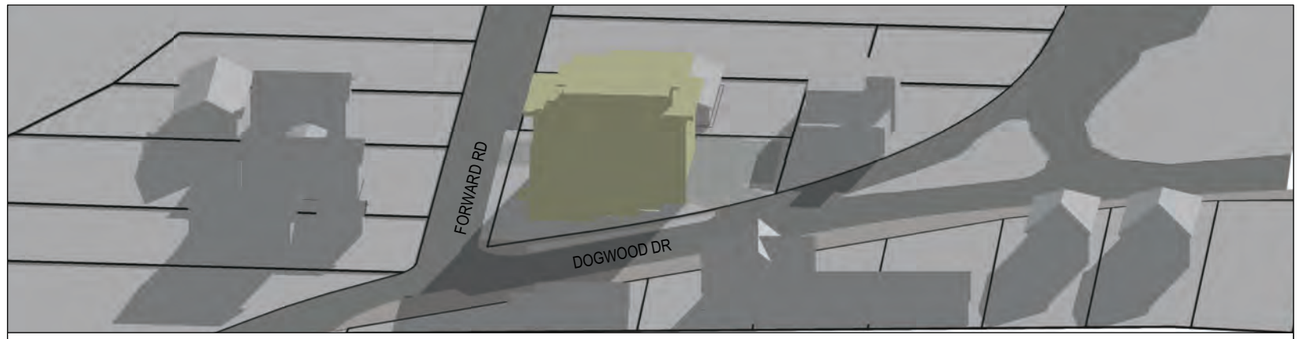
201 & 203 DOGWOOD DRIVE

LADYSMITH, B.C.

bjk architecture inc.
2122 Brandon Rd.
Shawnigan Lake B.C.
V0R 2W3
Ph: 250-891-1602

PROJECT #: d1556.23.19

ISSUED: DEC.10 2020



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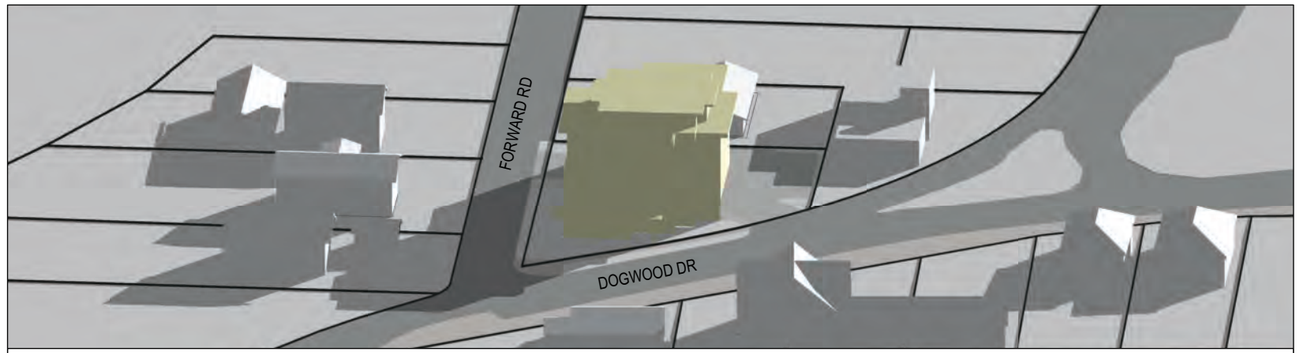
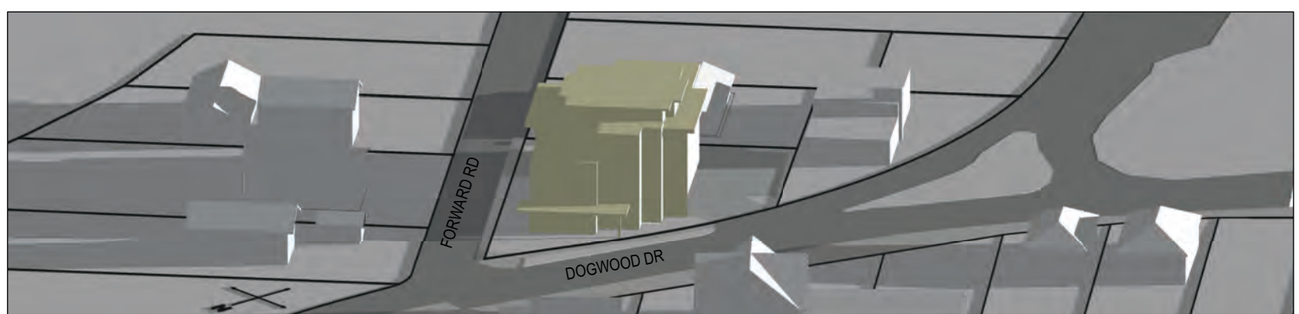


DECEMBER 21, 12:00 PM



DECEMBER 21, 3:00 PM

PROPOSED REZONING:

201 & 203 DOGWOOD DRIVE

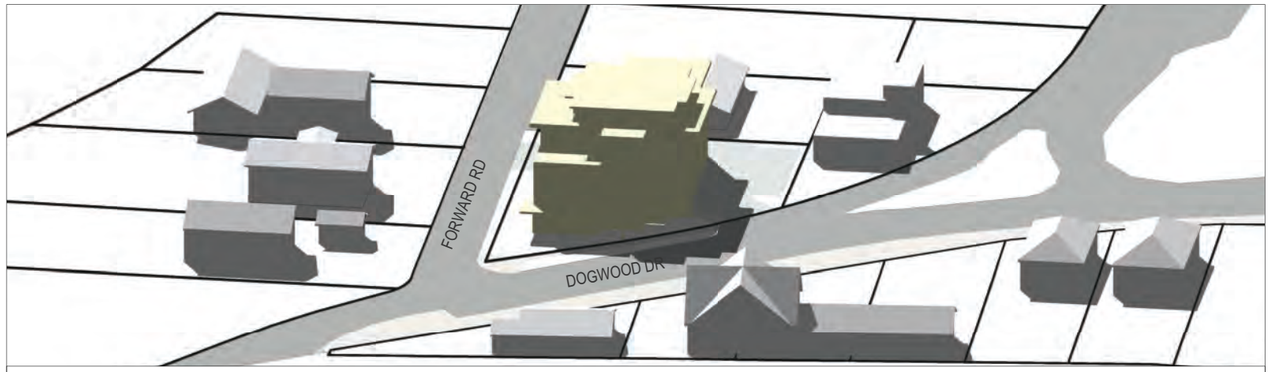
LADYSMITH, B.C.

bjk architecture inc.
2122 Brandon Rd.
Shawnigan Lake B.C.
V0R 2W3
Ph: 250-891-1602

DRAWING:
WINTER SOLSTICE

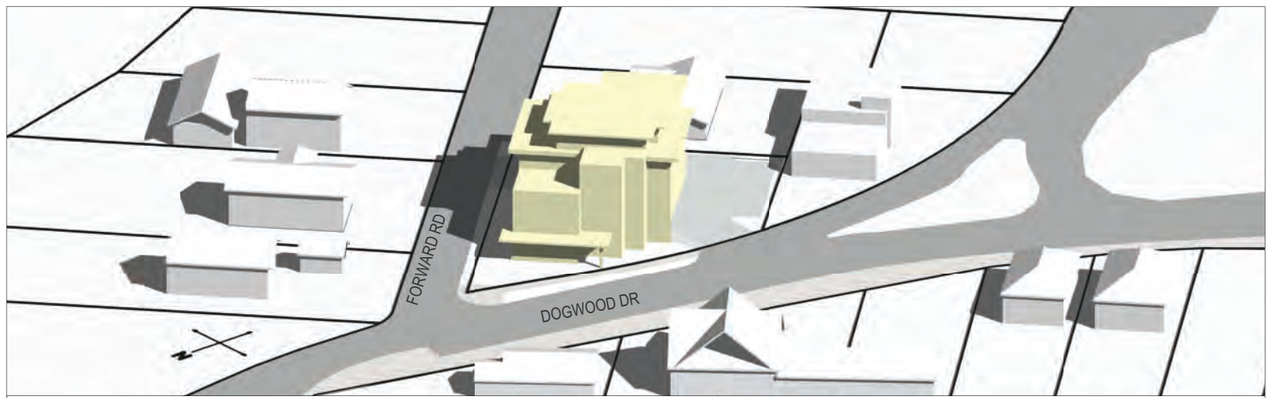
PROJECT #:	d1556.23.19
REZONING:	MAY 25 2020
ISSUED:	SEPT. 21 2020
REVIEW:	SEPT. 24 2020
REVISED SUBMITTAL:	SEPT. 25 2020

PR9



JUNE 21, 9:00 AM

JUNE 21, 12:00 PM



JUNE 21, 4:00 PM

PROPOSED REZONING:

201 & 203 DOGWOOD DRIVE

LADYSMITH, B.C.

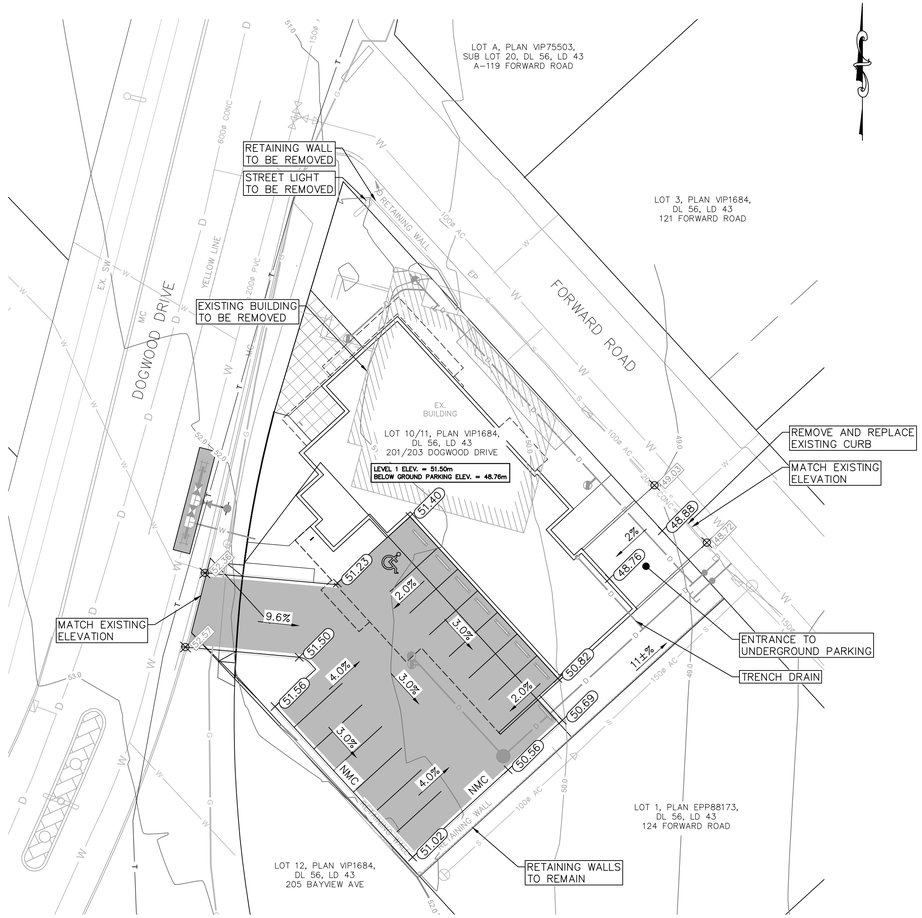
bjk architecture inc.
2122 Brandon Rd.
Shawnigan Lake B.C.
V0R 2W3
Ph: 250-891-1602

DELINEA

DRAWING:
SUMMER SOLSTICE

PROJECT #:	d1556.23.19
REZONING:	MAY 25 2020
ISSUED:	SEPT. 21 2020
REVIEW:	SEPT. 24 2020
REVISED SUBMITTAL:	SEPT. 25 2020

PR8

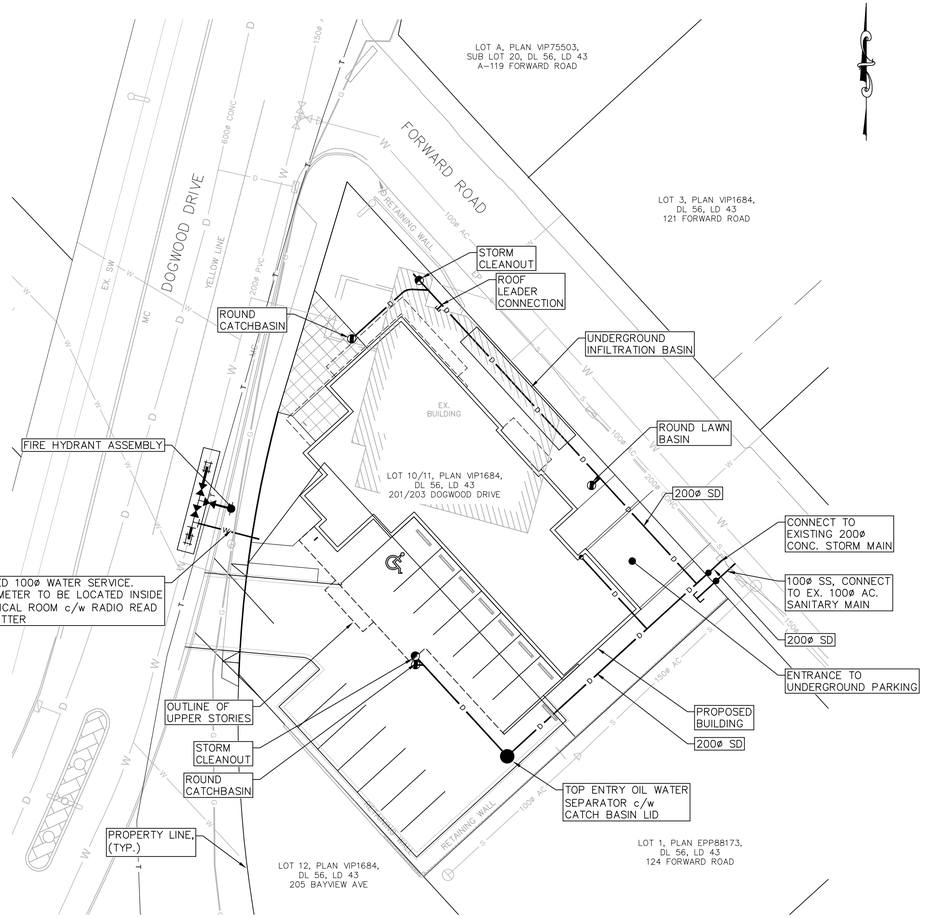


PRELIMINARY SITE GRADING

1:250 0 5 15m

LOCATION PLAN

NTS



PRELIMINARY SITE SERVICING

1:250 0 5 15m

NOTES:

1. ARCHITECTURAL PLAN PROVIDED BY DELINEA DESIGN CONSULTANTS LTD.
2. "NMC" DENOTES NON MOUNTABLE CURB AND GUTTER AS PER T.O.L. STD. DWG. No. C2

LEGEND

	EXISTING	PROPOSED		EXISTING	PROPOSED		EXISTING	PROPOSED
LAMP STANDARD	LS	LS	CLEANOUT	SSCO	SSCO	WATER	W	W
UTILITY POLE	UP	UP	CATCHBASIN			SANITARY	S	S
U/G HYDRO/TEL/CABLE			ROUND CATCHBASIN			STORM	D	D
JUNCTION BOX			MANHOLE			WATER METER		
GAS			INSPECTION CHAMBER	SSMH	SSMH	FLUSHOUT		
FENCE			MOUNTABLE CURB & GUTTER	MC	MC	GATE VALVE		
ELEVATION	113.78	109.28	NON-MOUNT. CURB & GUTTER	NMC	NMC	REDUCER		
EDGE ASPHALT			ASPHALT CURB	AC	AC	FIRE HYDRANT		
ASPHALT REMOVAL			TOP OF BANK/BOTTOM OF BANK	TB/BB	TB/BB	AIR RELEASE VALVE	A	A
PROPOSED ASPHALT			CULVERT OUTLET			DITCH		
PROPOSED CONCRETE			CULVERT HEADWALL			CENTERLINE ALIGNMENT		1+250

CLIENT

FMC HOLDINGS LTD.
1890 SCHOOL HOUSE ROAD
NANAIMO, BC

REV.	DATE	BY	DESCRIPTION	ENG
B	09DEC2020	GPD	FOR DEVELOPMENT PERMIT	CDR
A	15MAY2020	GPD	CONCEPTUAL SITE SERVICING	CDR

PROPOSED DEVELOPMENT: 201 & 203 DOGWOOD DRIVE

LADYSMITH, BC

DRAWING TITLE:

CONCEPTUAL
SITE SERVICING

CASCARA
CONSULTING ENGINEERS LIMITED
#206–335 WESLEY STREET NANAIMO, BC V9R 2T5
TEL: 250.591.7364 EMAIL: info@cascara.ca

DESIGN BY: CDR
DRAWN BY: GPD
CHECKED BY: CDR
APPROVED BY: CDR
SEAL:
SCALE: HORIZ: 1:250 VERT: N/A
DATE: 15MAY2020
SHEET: 1 OF 1
ENG. FILE NUMBER:
CITY DWG #:
PROJECT #: 1055-005
DRAWING NUMBER: SK1
REV: B

P:\PROJECTS\1055-005 201-203 DOGWOOD DRIVE\04 - DRAWINGS\1055-005 CIVIL

12.9.2020

TERRAWEST

Attachment D

Mailing
PO Box 58
Cowichan Bay, BC
V0R 1N0

Regional
5 – 1414 Hunter Court
Kelowna, BC
V1X 6E6

Town of Ladysmith
410 Esplanade, PO Box 220
Ladysmith, BC
V9G 1A2

October 23, 2020

Attn: Julie Thompson, *Acting Senior Planner, Town of Ladysmith*

Re: ***Remediation Schedule*** – 201/203 Dogwood Drive

TerraWest Environmental Inc. (TerraWest) was retained by FMC Holdings (the 'Client') to provide a brief schedule for the planned remediation activities for the Town of Ladysmith. The environmental investigations have been conducted at the Site and neighbouring properties since late 2019 and will continue until the Site is redeveloped. The tentative schedule is presented below:

Activity	Proposed Schedule
Groundwater plume stability confirmation, on and off-site	Fall 2020 Winter 2021 Spring 2021
Soil remediation: Soil excavation and off-Site disposal for subject property and potential soil excavation within Forward Road in conjunction with Town of Ladysmith utility upgrades.	June/July 2021 (tentative)
Post remedial groundwater and vapour assessments (confirmation of clean media on the subject Site)	July/August 2021 (tentative)
On-going off-Site groundwater and vapour sampling to support Risk assessment	July 2021 and onward – tentative based on results to date.
Reporting of all analytical results. Summary of remedial works report for submission to Approved professionals (CSAP) and Ministry of Environment for Certificate of Compliance (COC)	Fall/Winter 2021 (tentative)

It should be noted that these schedules are tentative and may change based on analytical results, permit processing times or other unforeseen events.

We trust this meets your requirements, and if there are any questions regarding the above please do not hesitate to contact the undersigned below.

Kind regards,

Sue Durnin, *P.Ag*
Project Manager
250-739-9803
sdurnin@terrawest.ca

CC: Frank Crucil, FMC Holdings

Toby Seward

Attachment E

From: Toby Seward
To: Julie Thompson
Cc: Christina Hovey
Subject: 201 Dogwood Drive, Ladysmith
Date: August 19, 2020 4:58:32 PM

2020-August-18

201 Dogwood Drive, Ladysmith
Neighbourhood Information Meeting (NIM) Summary
Re: Application to amend the OCP and Rezone the property.

Meeting Dates: July 15 & 29, 2020
Time: 4.00-6.00 PM
Location: Onsite at 201 Dogwood Drive

Hosts: July 15 - Toby Seward, Seward Developments Inc, owner's representative
- Property owners Frank and Mike Crucil of FMC Holdings

July 29 - Toby Seward

Public Attendees
July 15 - 36 people signed in (sign in sheet attached), approximately 42 people attended the meeting

July 29 - 29 people signed in (sign in sheet attached), approximately 33 people attended the meeting

A number of people attended both meetings. Mayor Stone and Councillors McKay, Johnson, Paterson, Stevens and Virtanen attended.

At the NIM, six display boards were used to show the plans that were submitted to the Town of Ladysmith, as part of the OCP and Rezoning Application. Copies of the following information was available for viewing: traffic study, servicing plan and site survey.

Meeting attendees were encouraged to fill out feedback forms at the meeting or email comments to the owner's representative by August 10. Many participants did not fill out feedback forms, resulting in nine written feedback forms and nine feedback emails.

Comments from the participants of the two NIM meetings generally focused on the following points:

-interest in seeing the existing building removed and the property redeveloped
-inquires regarding the status of the soil contamination remediation and the process/schedule for the remediation
-concerns about the proposed height of the building, impact on views and precedent for taller buildings elsewhere in the town
-questions if there was sufficient parking planned for the site and the resulting traffic
-interest in seeing additional rental options units in the area and the proposed unit size
-questions if the building was for seniors only and if the building will remain rental only

Attached are copies of:

-newspaper advertisement
-site signage
-invitation letter (by mail out and available on site)
-sign in sheets

-feedback forms and emails

Summary prepared by:
Toby Seward
Seward Developments Inc

From: Timothy Richards
Subject: Feedback re 201 Dogwood Drive
Date: Jul 16, 2020 at 9:35:55 AM
To:

Hello Toby, thanks for putting the boards up yesterday.

I live in this neighbourhood and have for nearly 20 years.
Think the site is suitable for a multi family block, and I support this type of use.

First Point: I found the renderings to be showing a featureless block building - although perhaps architectural details will be added later, I would emphasize that a literal apartment 'block' would be pretty ugly.
The apartment 'blocks' that we have now in town are no example to go by and I would hope that architecture would take a hold and produce something that would be a pleasure to look at. So let's hope for something attractive.

Second Point: The proposal is for apparently, 30 units based on the crude representations at the open house.
I feel that is too many for this site and would be more than is appropriate.
Considering the site is on a traffic curve and the size of the property, something more modest is appropriate.

Please keep me informed as appropriate.

Sincerely,

Tim Richards

Outside Circulation Area

From: Nicola Palmer
Subject: 201 Dogwood Dr Ladysmith
Date: Aug 10, 2020 at 9:00:33 AM
To:

Hi Toby
I'm writing regarding the proposed development at 201 Dogwood Drive Ladysmith, I met you at the second community information meeting.
I have some concerns regarding the development:
How high in meters with the proposed building be? I live in old town Ladysmith on White Street and am concerned about my ocean view being blocked.
How many parking spaces will there be for the tenants?
Will you propose the town change the layout of Forward Rd-Dogwood intersection with the increased traffic that the building would have.
How will the proposed building address the housing problem for residents of Ladysmith?
Thank you
Nicola Palmer
333 White St
Ladysmith

Participant Feedback Form - 201 Dogwood.

From : STANLEY SPARHAM Fri, Jul 31, 2020 04:11 PM
Subject : Participant Feedback Form - 201 Dogwood.
To : toby seward

I want to thank your for having the community meeting regarding the redevelopment of 201 Dogwood.

I truly believe it is important for Ladysmith's growth in include rental properties and to make then economically viable it is necessary to increase the height restrictions.

First there are more and more elderly people in the community and many of us are thinking we are getting of the age that we do not want to be doing home repairs and yard work and that we want a home that will give us the freedom to come and go and still be close to the downtown core and without the responsibility of a house and yard to care for.

I love Ladysmith and am very happy that the downtown core has grown and the rental spaces have been rented and that we can shop locally and dine locally without having to leave our community.

I do not want to leave Ladysmith and look forward to more rental developments and possibly patio homes, as well.

I fully support this development and hope that the town will consider more such projects.

Carol Sparham
111 B Gifford Road

Outside Circulation Area

From: KEITH DANKS
Subject: 201, Dogwood Drive-Proposed Development
Date: Jul 9, 2020 at 6:56:40 PM
To:

Hello,
Toby,

Just a couple of comments, as I will not be able to make the meetings.

I have a little concern about the 6 Storey height, as I would not want the town to use this as a precedent on all future proposed buildings, but I do think the area on the old Dalby Garage site could well accept this design.

It's nice to see an EYE-SAW area being developed, this site is a blight on lovely Ladysmith.....so good luck with the planning application.

With the up and coming 2 Brew-Pubs close by plus this development, the whole area is cleaned up and will add to the attractiveness for any future residents.

Well done, and good luck.

Keith Danks
10-100, Gifford Road, Ladysmith.

From: Bert or Evelyn
Subject: 201 Dogwood Drive
Date: Jul 31, 2020 at 2:09:16 PM
To: Toby Seward

Hello Mr Seward.

These are comments regarding the possible development at 201 Dogwood Drive.

My wife and I reside at 127 Forward Road.

I had a brief conversation with you some weeks ago regarding our desire to finalize the Natural Gas connection that was abandoned about 15 years ago. Fortis will no doubt want some assurance that the contamination has been dealt with before resuming the project. I imagine that they will want some documentation from tests verifying that the level of contamination is low enough to allow them to go ahead with the work.

- Are the new owners of the property willing to share test results with Fortis?
- Will the new owners provide remediation sufficient for Fortis to continue with the gas line installation?

We are somewhat concerned with the proposed 6 story height of building. It seems a bit intrusive and out of character for the area.
On the other hand, we are looking forward to the day that the existing structure is replaced.

When Dalbys was operating we often had difficulty safely exiting Forward Road. The sight-line looking west was usually obscured by boats or vehicles in front of the existing building (on Dalby property). This would also be a concern for the new residents leaving from Forward Road. Some consideration should be given to keeping the area clear of trees or other sight obstructions.

Thanks for holding the Neighbourhood Information Meeting. It was helpful.

Neighbourhood Information Meetings July 2020

201 Dogwood Drive, Ladysmith

I attended the Open House on July 15 and drove by on July 29th. I have a few concerns:

1. The two Open Houses were spaced too closely together with barely enough time between them to get a community conversation going. The two meetings were also scheduled at the same time of day (4-6 pm) pretty much guaranteeing that working people would not be able to attend. We are just coming out of The Covid 19 Lockdown and people are only beginning to venture out after being isolated for some time; I suspect that this type of meeting was not a high priority given the recent circumstances. Attendance appeared to be low and there can be no doubt many were put off by the extreme heat on the days of the Open Houses

2. The information notice given to surrounding houses and the advertisement for the Open House in the paper both referred to a residential building. At the Open House I was told the units would be Rentals. Subsequently an article in the *Ladysmith Chemanius Chronicle* further clarified that the units would be Rentals for persons over 55 only.

   Nothing makes a Town Council swoon faster than the '**R**' word ie.Rentals. I spoke to a Representative for the project about how I couldn't imagine that someone would be willing to make the amount of investment required to not only construct the building, but to also remediate the site for the level of returns Rentals would provide. During our conversation he conceded that they (the units) could be stratified. It is pretty obvious the big money is in the higher floor units due to the view, and my money says they are aiming for condos.

   I don't feel the owners/developers are being forthright about their intentions for the site.

3. I am very disturbed about how the building has been presented in Architectural renderings at the Open House meetings, but not because the building is being represented essentially by a block. I understand that the owners are not wishing to pay an Architect to develop design drawings until they have the go ahead. And I get that the sketches/photos are NTS (not to scale).

   But I am very troubled by how the actual height of the building has purposely been down played in 'Proposed Street view – Facing South' as shown on presentation board on display at the meeting.

   In the comparative '**Existing Street View** – Facing South' photo the existing **ONE** storey building is shown to be about a 1/4 of the height of an existing telephone pole (just to the north of the building).

In the '**Proposed Street view** – Facing South' photo the **SIX** storey building miraculously reaches a height of only about 3/4 of the height of the same existing telephone pole! Obviously the depiction is extremely misleading as to the devastating impact the 6 storey building will have on the neighbourhood. The photo makes it look as if the building will be considerably shorter than a telephone pole which may bring comfort to some people who are concerned about the height of the new building. In reality the proposed building will be at least 1/2 to 2/3 higher than the existing telephone pole.

The building shown does not include any height allowance for Elevator shaft, HVAC Units and other mechanical requirements.

The same misrepresentation of the impact of the height of proposed building exists with the 'North View'.

I think the visual impact of this proposed building has been purposely misrepresented so that people will feel more comfortable with the building going ahead.

Not only will this building destroy the views and livability of the surrounding neighbourhood it poses a threat to every neighbourhood in Ladysmith. The new owners of the building next door, which is currently up for sale, will be following this process closely, as will the owners of the site of former RCMP station. You can be sure that if this building is allowed to proceed at 6 storeys the next ask will be for 8 or 10. Current Permit applicants may well be encouraged to resubmit with increased height requests.

I think the issue of the height of future buildings in Ladysmith is way too important to decide on before the pending OCP review/update and therefore all requests for amendments to the OCP should be turned down at this time.

The citizens of Ladysmith that already live here deserve a say in the direction of the future built environment. Councils and Developers tend to give too much weight to the considerations of people who do not even live in a neighbourhood yet. It is incumbent upon the Council to determine what the community as a whole wants the future of Ladysmith to look like before entertaining an application such as this one.

If for some reason the Council deems it appropriate to carry on with the required re-zoning and OCP amendment process the town Development Department should direct the owners to submit pictorial representations that illustrate the actual height of proposed building. The Owners should be required to hold additional Open Houses which include accurate visual representations of the impact the proposed building will have on the neighbourhood.

Something this big should not be achieved by an amendment (read: exception) to the current OCP. Nor should it be snuck in behind the shadow of Covid.

Submitted by: Catherine Cartwright, Roberts Street,

201 Dogwood Drive, Ladysmith - Participant Feedback Form

From : Pat O Sat, Aug 08, 2020 04:22 PM

Subject : 201 Dogwood Drive, Ladysmith - Participant Feedback Form

2 attachments

To : toby seward

I am for placing rental space on the above mentioned property with a few amendments.
I feel that there should only be 2 to 3 levels allowed for the following reasons.
1. There will not be enough room for parking under the building for 5 floors with retail shoppers, residents, plus visitors. And additional overflow parking on Forward Rd and Bayview Rd. to accommodate them is unacceptable.
2. The corner on Dogwood Drive, Forward Rd. plus Bayview Rd. can not handle additional traffic turning in and out of that area.
3. Homes for blocks behind a 5 to 6 story building will no longer have ocean view, which will lower the value of their properties.
4.The height of this complex will set a precedent for future complexes which I am totally against.

Contact Info
Pat O'Shea,
36-100 Gifford Rd.

Please find two additional forms attached.

Laffin.jpeg
910 KB

Laffin 2.jpeg
980 KB

201 Dogwood Drive

From : Margot Lunney Paul Vautour Mon, Aug 03, 2020 01:30 PM

Subject : 201 Dogwood Drive

To : toby seward

Hi Toby,

Unfortunately we were unable to attend either of your information sessions regarding the OCP and Rezoning Application for 210 Dogwood Drive. Would it be possible to send us the information that was provided at the information sessions.

Thank you,
Margot Lunney

Sent from my iPad

Rezoning Application Questions

From : Steve Gold Wed, Jul 15, 2020 03:42 PM
Subject : Rezoning Application Questions
To : toby seward

Hi Toby,

I was wondering if I could get more information about the FMC Holdings Ltd. plan to build a six storey 30 unit residential building at 201 Dogwood Drive in Ladysmith.

Will the units be rentals or for sale?

What will be the approximate square footage range of the 30 units?

How many bedrooms will the units have?

If they will be rental units, what sort of price range do you expect them to rent for?

If they will be condo units, what sort of price range do you expect they might sell for?

What type of business do you envision in the commercial unit?

Why did you apply for a variance to exceed the current four story height limit?

Thanks,
Steve Gold
Ladysmith

Outside Circulation Area

Neighbourhood Information Meeting: July 15 & 29, 2020
201 Dogwood Drive, Ladysmith - Participant Feedback Form

Please provide your comments regarding the proposed rezoning and OCP amendment at the above noted address. If additional space is required, please use the backside of this sheet. If you prefer, please mail or email your comments.
Mail: Toby Seward, 1620 Argyle Ave., Nanaimo, B.C., or email: toby.seward@shaw.ca

1. 2 storey limit
2. not enough land available to accommodate enough parking for 30 units even with underground parking & guest parking
3. corner will be battle necked with traffic pulling in & out of complex
4. any business on premises will require many additional spots
5. not a lot of visibility on corner,
6. no crosswalk area
7. the height of this complex will set a precident for any other future complexes

Contact Information (optional)

Name: Happy & Donna Laffin
Address: 102 Gifford Rd., Ladysmith
Phone Number:
Contact Email:

Outside Circulation Area

Neighbourhood Information Meeting: July 15 & 29, 2020
201 Dogwood Drive, Ladysmith - Participant Feedback Form

Please provide your comments regarding the proposed rezoning and OCP amendment at the above noted address. If additional space is required, please use the backside of this sheet. If you prefer, please mail or email your comments.

Mail: Toby Seward, 1820 Argyle Ave., Nanaimo, B.C., or email: toby.seward@shaw.ca

6 Stories in my opinion is too many. The traffic and parking will be an issue in that area. Forward Rd will end up jammed with cars - When the look out complex was built they promised lots of parking yet cars are parked up and down Gifford Rd. They would need 2 car parking per unit plus guest parking.

The four storey apartment on Bayview has also proven to not have enough parking - cars are parked up and down Bayview and blocking visability for cars turning on Gifford.

I feel a maximum density for that corner should only be 2 stories with fewer units available.

Contact Information (optional)

Name: Darren Laffin

Address: 233, 227, 221 Bayview Rd.

Phone Number:

Contact Email:

Outside Circulation Area

Neighbourhood Information Meeting: July 15 & 29, 2020
201 Dogwood Drive, Ladysmith - Participant Feedback Form

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Mail: Toby Seward, 1820 Argyle Ave., Nanaimo, B.C., or email: toby.seward@shaw.ca

I think that putting an apartment building complex address would ruin the heritage feel of the homes in that area. It would also have limited parking due to the small size of the lot and this means that vehicles would be parked all down the road making it dangerous for road traffic and difficult to find parking for any exsisting businesses. Also the intersection (Bayview) is already a high traffic zone and difficult to see vehicles coming. I feel it would make it dangerous for traffic and cause mor accidents

Contact Information (optional)

Name: Natasha Toth
Address: 1232 Clok Rd
Phone Number:
Contact Email:

Outside Circulation Area

Neighbourhood Information Meeting: July 15 & 29, 2020
201 Dogwood Drive, Ladysmith - Participant Feedback Form

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Mail: Toby Seward, 1820 Argyle Ave., Nanaimo, B.C., or email: toby.seward@shaw.ca

NICE CONCEPT — WRONG LOCATION
WRONG AREA OF TOWN.

Contact Information (optional)

Name: B. Woods
Address: 1114 Cloke Rd
Phone Number:
Contact Email:

Outside Circulation Area

Neighbourhood Information Meeting: July 15 & 29, 2020
201 Dogwood Drive, Ladysmith - Participant Feedback Form

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Mail: Toby Seward, 1820 Argyle Ave., Nanaimo, B.C., or email: toby.seward@shaw.ca

I LIKE THE CONCEPT AND USE OF THE PROPERTY. REALLY OBJECT TO SIX STORIES. THAT WOULD LOOM OVER THE AREA. THREE OR FOUR WOULD WORK.

THIS GOES AGAINST THE TOWN'S OCP BUILDING DESIGN AND BUILDING SITING + MASSING. DO WE GRANT AN AMMENDMANT FOR EVERY NEW IDEA.

Contact Information (optional)

Name: ROB & TRICIA PINKERTON
Address: 108 A GIFFORD RD
Phone Number:
Contact Email:

Outside Circulation Area

Neighbourhood Information Meeting: July 15 & 29, 2020
201 Dogwood Drive, Ladysmith - Participant Feedback Form

Please provide your comments regarding the proposed rezoning and OCP amendment at the above noted address. If additional space is required, please use the backside of this sheet. If you prefer, please mail or email your comments.
Mail: Toby Seward, 1820 Argyle Ave., Nanaimo, B.C., or email: toby.seward@shaw.ca

6 stories ⇒ too high ? blocking residential views in old town ladysmith

? rentals ? will it be owned by one company or owned by indivuduals ? strata

? will enviro be done to industrial / commercial or residential stemdards

? is it safe to have entrance where it stands to be ?

Are there enough proposed # parking lots spots (one / bedroom)

Contact Information (optional)

Name: Nicola Palmer
Address: 333 White St
Phone Number:
Contact Email:

Outside Circulation Area

Neighbourhood Information Meeting: July 15 & 29, 2020
201 Dogwood Drive, Ladysmith - Participant Feedback Form

Please provide your comments regarding the proposed rezoning and OCP amendment at the above noted address. If additional space is required, please use the backside of this sheet. If you prefer, please mail or email your comments.
Mail: Toby Seward, 1820 Argyle Ave., Nanaimo, B.C., or email: toby.seward@shaw.ca

2 STOREYS TOO TALL !!

Does not fit in w/ neighborhood heights ⇒ SHADOW STUDIES, MASSING (IN WHITE) AND ARTIST RENDERINGS (IN WHITE) DO NOT give a proper impression

Not enough Retail Space to make it worthwhile.

Contact Information (optional)

Name: DON GARNIER
Address: 230 A BAYVIEW AVE
Phone Number:
Contact Email:

Neighbourhood Information Meeting: July 15 & 29, 2020
201 Dogwood Drive, Ladysmith - Participant Feedback Form

Please provide your comments regarding the proposed rezoning and OCP amendment at the above noted address. If additional space is required, please use the backside of this sheet. If you prefer, please mail or email your comments.
Mail: Toby Seward, 1820 Argyle Ave., Nanaimo, B.C., or email: toby.seward@shaw.ca

- I think you need to provide residents of Ladysmith a view back over the town from the roof level of the building. There will be many residents that will have this structure block or become a major impedence to the views they value highly from their homes.

- Put some flags up as high as the building?

Contact Information (optional)

Name: _____
Address: _____
Phone Number: _____
Contact Email: _____

Outside Circulation Area

Neighbourhood Information Meeting: July 15 & 29, 2020
201 Dogwood Drive, Ladysmith - Participant Feedback Form

Please provide your comments regarding the proposed rezoning and OCP amendment at the above noted address. If additional space is required, please use the backside of this sheet. If you prefer, please mail or email your comments.
Mail: Toby Seward, 1820 Argyle Ave., Nanaimo, B.C., or email: toby.seward@shaw.ca

I appreciate the effort to improve housing.

BUT as a homeowner on Bayview I believe 6 storeys in a building ...are out of character for the neighborhood.
Results: – bad precedent
– congestion
– retail space too minimal

Contact Information (optional)

Name: Laurie Drees
Address: 230A Bayview Ave
Phone Number:
Contact Email:

Received August 20, 2002

Outside Circulation Area

From: Margot Lunney Paul Vautour
Sent: August 20, 2020 11:28 AM
To: Julie Thompson <jthompson@ladysmith.ca>
Cc: toby.seward@shaw.ca
Subject: 201 Dogwood Dr. Submission of my concerns regarding the proposed development

Dear Julie,

Thank you for replying to my request for information regarding the OCP Amendment for the property located at 201 Dogwood Dr. I trust that my submission in this format is sufficient for consideration, if not can you please advise what I must do to have my concerns formally considered.

While I am glad that someone is interested in developing the property located at 201 Dogwoood Dr, I have concerns with the proposed development plan that I would like to outline below:

Historical Context
I live in this area and consider it a historic part of Ladysmith. There are numerous houses on First Avenue, Forward Road and Bayview Avenue that look to be about as old as the Town of Ladysmith itself. The proposed building would be located a very short distance from the very attractive and historic downtown. The building's proposed height and facade do not look to be in keeping with the historic downtown design nor reflect the historic nature of the surrounding area.

Seismology
Will the proposed 6 storey building be seismologically safe in this area?

Architectural Controls
Currently there are two 4 storey apartment buildings located on Bayview Avenue and Dogwood Drive. Neither building is attractive or historic even though they are located in the older, more historic part of Ladysmith. By allowing the proposed 6 storey apartment building to proceed as proposed it would continue to perpetuate housing and multiple unit density without a thought to architectural controls that reflect the historic nature of the area.

In looking at the drawings of the building, I was very concerned to see what I feel is a very misleading feature. Several of the drawings show an electrical utility pole in front of the building. I feel this is deceptive and suggests that the proposed 6 storey building will be either similar in height to the utility pole or not much higher.

Density and Infrastructure
A proposed 3 storey mixed use development is in the works for 336 Belaire Street, a brewpub at 202/204 Dogwood Drive and now a 6 storey development at 201 Dogwood Drive.

Can current infrastructure such as roads and off road parking support density in the area? Can First Avenue and Dogwood Drive manage the additional vehicle traffic from this development in addition to the proposed developments at 336 Belaire Street and 202/204 Dogwood Drive without the Town of Ladysmith incurring additional costs to support the additional traffic?

I appreciate that the Developer needs to have a certain number of units to make the development financially viable. I would like to suggest that the Developer consider purchasing the adjacent property that currently houses a day care center and is for sale. Perhaps the Developer could build town house units with garages that might be 3 stories high including garages with historically sympathetic facades that are reflective of the surrounding neighborhood.

Could the Town of Ladysmith provide property tax incentives to the Developer to make this financially feasible?

Thank you for your consideration of my concerns. If you wish to discuss my concerns I can be reached at

Your truly,
Margot Lunney
111A Gifford Road
Ladysmith, B.C.

Received August 26, 2020 **Outside Circulation Area**

From: Andrew Thomson
239 Bayview Avenue,
Ladysmith BC
V9G 1A8

To: Toby Seward, 1820 Argyle Ave., Nanaimo, B.C.

I am writing to express my concern over the proposed rezoning and OCP amendment at 201 Dogwood Drive, Ladysmith, B.C. I have lived in Ladysmith for over 13 years, the last 3 on Bayview Avenue, near the intersection of Dogwood Drive and near the new proposed development. I am very much in favour of some form of re-development at the former Dalby's location, however I have several concerns over the proposed design and its potential to negatively affect our neighbourhood:

1. The physical design of the building is out of character with the neighbourhood and of Ladysmith in general. The height far exceeds that of any of the nearby buildings or indeed of any building that I'm aware of in Ladysmith. The extreme height will impact neighbours via shading and sightlines into homes and backyards and will set a poor precedent for future potential developments. Further I find the deign to be rather bland and not in keeping with the historic character of downtown Ladysmith.

2. The proposed amount of parking for the number of units is far too few. While it may seem aspirational that we move to a car free society, that is not a reality in present day Ladysmith. The lack of supplied parking with the building will simply mean that every neighboring street and lane will become the parking for the residents of this new development, crowding those streets and impacting the current residents. Parking for so many units will overwhelm the area. Forward Road, Bayview Ave and others will become the defacto parking lot for the new development. I simply do not understand why the town should have to provide that parking area for a private developer.

3. The number of units in the building, coupled with the lack of proposed parking will create traffic and safety issues along Dogwood. The increase in traffic from the residents, and the requirement to turn around from the dead end of Forward road will mean that there are a larger number of car movements that will access one of the narrowest corners in Ladysmith (Dogwood Ave at Forward Rd). That corner is already dangerous due to the blind corner. I also fear that any increase in traffic will be a safety hazard for the likely increase pedestrian traffic in the area.

Please address these concerns in adjustments to the development plans for the former Dalby's site.

Thank you

Andrew Thomson

Received August 26, 2020 **Outside Circulation Area**

From: Catherine Thomson, PhD
239 Bayview Avenue,
Ladysmith BC
V9G 1A8

To: Toby Seward, 1820 Argyle Ave., Nanaimo, B.C.

I am writing to express my concern over the proposed rezoning and OCP amendment at 201 Dogwood Drive, Ladysmith, B.C. I have lived in Ladysmith for over 29 years, 7 years of that time on Bayview Avenue, which connects with Dogwood Drive one lot away from the proposed development site. I currently reside at 239 Bayview Avenue. I am not opposed to development at the former Dalby's location, but I am concerned that the proposed building and parking structure will negatively affect our neighbourhood in several ways:

1. The height of the development, at 8 levels (including parking), is completely out of character for both the Dogwood Drive neighbourhood and, more importantly, for all of Ladysmith. Six levels of the structure will be above ground on the Dogwood side, with an additional half level exposed on Forward road. This is much higher than any building in Ladysmith, since there are currently only 4 storey structures located at several sites. The highest building in the Dogwood Drive area is the Dogwood apartments, with 4 storeys, but only 3 ½ stories are above ground. Having such a tall building in a residential neighbourhood will change the character of the area, and set a precedent for other development projects in residential neighbourhoods.

2. Parking for so many units will overwhelm the area. The proposed development has fewer than a single parking space per unit, with only one visitor space for every five units. The location of the development means that extra vehicles will be extremely problematic. There is no street parking along Dogwood Drive for several block in either direction, so any extra vehicles will be parking along a single, dead-end block of Forward Road. This is unacceptable for the homeowners living there, since it will cause congestion and unsafe turn-around conditions. In addition, the main access to the designated parkade is from Forward Road, which accesses Dogwood Drive at a blind corner as First Avenue transitions into Dogwood Drive.

3. Along with parking, the increased traffic in the area will be a problem. As mentioned, Forward Road enters First Avenue at a blind corner, and increasing the traffic flow by 30 + vehicles will create a potential traffic hazard.

Please address these concerns in adjustments to the plans for the former Dalby's site.

Thank you

Catherine Thomson

Received October 14, 2020

From: korinna leach
Sent: October 14, 2020 8:35 AM
To: Town of Ladysmith <info@ladysmith.ca>
Subject: Re: Ladysmith Council Notebook for October 6, 2020

Dear Council

Please 'no'to high rises on Dogwood Drive, or anywhere else here!!! LADYSMITH has character, so please, let's keep it that way.

I grew up in quaint White Rock which was quickly ruined after the trend turned to high rises. I would grieve to see the same thing happen here.

Yours truly,

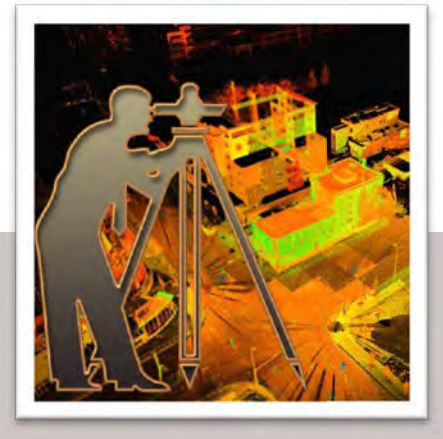
Korinna Leach

Attachment F

201/203 Dogwood Road Development

Transportation Impact Assessment

May 07, 2020



#501, 740 Hillside Avenue
Victoria, BC V8T 1Z4
Phone: 205.388.9877
F 250.388.9879
wattconsultinggroup.com

201/203 DOGWOOD ROAD DEVELOPMENT

Traffic Impact Assessment

Author: Mustafa. Al-Mirmar,C.E.T
Transportation Technologist

Reviewer: Nathan Carswell,P.Eng
Regional Lead

Prepared for: FMC Holdings Ltd.
Our File: 2815.B01
Date: May 07, 2020

#501-740 Hillside Avenue
Victoria, BC V8T 1Z4
T 250.388.9877
F 250.388.9879

wattconsultinggroup.com

TABLE OF CONTENTS

APPENDICES

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LIST OF TABLES

1.0 INTRODUCTION

1.1 STUDY BACKGROUND

Watt Consulting Group was retained by FMC Holdings Ltd c/o Seward Developments Inc. to undertake a traffic impact assessment (TIA) for the proposed 201/203 Dogwood Road mix-use development in the Town of Ladysmith, British Columbia. The proposed land use redesignation is to change the zoning to allow for a medium density, mixed-use project. It is anticipated the development, upon completion, will contain 30 multi-residential units and 101 m^2 commercial/ office units. This report examines the existing and long-term conditions within the study area, highlights any potential operational issues, and (if necessary) recommends mitigation measures to ensure accommodation of development traffic. The study also includes a review of the alternative transportation networks (pedestrian, cycling, and transit) within the vicinity of the development site.

1.2 STUDY AREA

The development site is bounded by Forward Road and Dogwood Drive in Ladysmith, BC. The proposed site access will be on Dogwood Drive and on Forward Rd. The study area includes the following key intersections:

- Dogwood Drive / Methuen Street
- Dogwood Drive / Forward Road
- Dogwood Drive / Bayview Avenue

Figure 1: Development Site and Key Intersections

2.0 EXISTING CONDITIONS

2.1 LAND USE

The development site is currently zoned as Local Commercial (C1). The surrounding land use is comprised of Single Dwelling Residential (R1), Medium Density Residential (R3), and Institutional (P1).

2.2 EXISTING ROAD NETWORK

There are four roadways within the study area as described below:

- **Dogwood Drive** is an undivided two-lane Urban Collector road bordering the west side of the development site. On-street parking is not permitted along Dogwood Drive. The roadway runs in a north-south direction. The segment of Dogwood Drive near the site has residential frontage and a speed limit of 50 km/h.
- **Forward Road** is a two-lane local road. The roadway runs in the east-west direction and it is approximately 100 m long. The posted speed limit is 50 km/h.
- **Methuen Street** is a two-lane undivided road that is classified as a local road. The posted speed limit is 50 km/h
- **Bayview Avenue** is a two-lane undivided road that is classified as a local road. On-street parking is permitted. The posted speed limit is 50 km/h

Figure 2 illustrates the existing lane configuration and traffic controls in the study area.

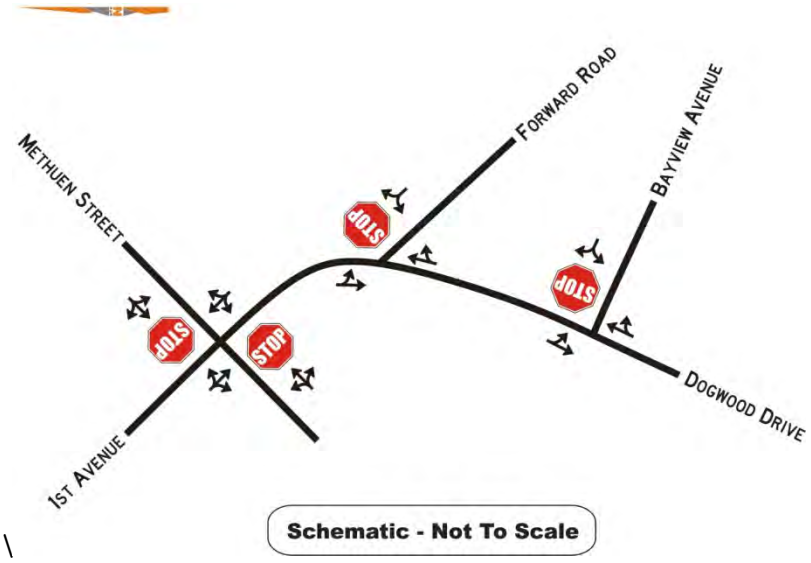


Figure 2: Existing Lane Configuration and Traffic Controls

2.3 EXISTING TRAFFIC VOLUMES

Intersection turning movement counts at the intersections of Bayview Avenue & Dogwood Drive, Forward Road & Dogwood Drive, and Methuen Street & Dogwood Drive, were undertaken on Wednesday March 4th, 2020. Passenger car, trucks, bicycles, and pedestrian movements were recorded at the intersection.

The raw traffic data for the survey is included in **Appendix A** of this report. **Figure 3** shows the peak hour traffic volumes.

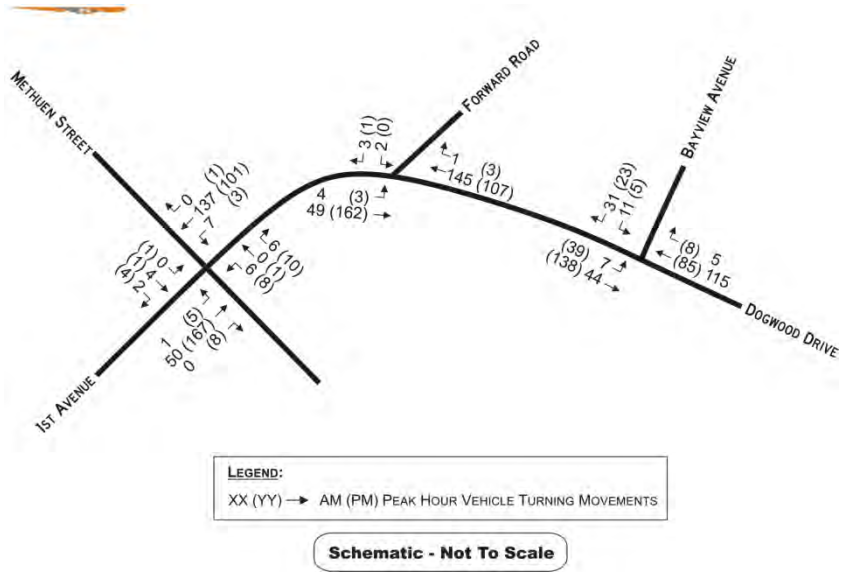


Figure 3: Existing Peak Hour Traffic Volumes

2.4 TRAFFIC MODELLING – BACKGROUND INFORMATION

Analysis of the traffic conditions at the study intersections was undertaken using Synchro Studio (Version 9). Synchro / SimTraffic is a two-part traffic modelling software that provides analysis of the traffic conditions based on the Highway Capacity Manual (2010) evaluation methodology.

For unsignalized (stop-controlled) intersections, the level of service (LOS) is based on the computed delay on each of the critical movements. LOS A represents minimal delays for minor street traffic movements, and LOS F represents a scenario with an insufficient number of gaps on the major street for minor street motorists to complete their movements without significant delays.

For signalized intersections, the methodology considers the intersection geometry, traffic volumes, the traffic signal phasing/timing plan, and pedestrian volumes. The

average delay for each lane group is calculated, as well as the delay for the overall intersection.

TABLE 1: LEVEL OF SERVICE CRITERIA

Level of Service (LOS)	Average Delay for UNSIGNALIZED Intersection Movements	Average Delay for SIGNALIZED Intersection Movements
A	0 – 10 seconds per vehicle	0 – 10 seconds per vehicle
B	> 10 – 15 seconds per vehicle	> 10 – 20 seconds per vehicle
C	> 15 – 25 seconds per vehicle	> 20 – 35 seconds per vehicle
D	> 25 – 35 seconds per vehicle	> 35 – 55 seconds per vehicle
E	> 35 – 50 seconds per vehicle	> 55 – 80 seconds per vehicle
F	> 50 seconds per vehicle	> 80 seconds per vehicle

2.5 EXISTING TRAFFIC CONDITIONS

Capacity analysis was conducted for the existing AM and PM peak hours using the existing configurations and traffic controls as shown in **Figure 2** for the road network and the volumes shown in **Figure 3**. The results of the existing intersection operation analysis are provided in **Table 2**. All software outputs for this analysis, and any subsequent analysis, are included in **Appendix B** of this report.

TABLE 2: EXISTING CONDITIONS

INTERSECTION / MOVEMENT			AM PEAK HOUR				PM PEAK HOUR			
			v/c Ratio	LOS	Delay (s)	Queue (m)	v/c Ratio	LOS	Delay (s)	Queue (m)
Bayview Ave / Dogwood Dr (Stop Controlled)	WB	Left/Right	0.07	A	10.0	2.0	0.04	A	10.0	2.0
	NB	Through/Right	0.08	A	0.0	0.0	0.09	A	0.0	0.0
	SB	Left/Through	0.01	A	2.0	1.0	0.03	A	2.0	1.0
	Intersection Summary		-	**A**	**3.0**	-	-	**A**	**2.0**	-
Forward Rd / Dogwood Dr (Stop Controlled)	WB	Left/Right	0.11	A	0.0	0.0	0.09	A	0.0	0.0
	NB	Through/Right	0.01	A	2.0	1.0	0.01	A	1.0	0.2
	SB	Left/Through	0.01	A	10.0	1.0	0.00	A	9.0	0.1
	Intersection Summary		-	**A**	**1.0**	-	-	**A**	**1.0**	-
Methuen St / Dogwood Dr (Stop Controlled)	EB	Left/Through/Right	0.00	A	1.0	1.0	0.10	A	1.0	1.0
	WB	Left/Through/Right	0.01	A	1.0	1.0	0.10	A	1.0	1.0
	SB	Left/Through/Right	0.02	A	10.0	1.0	0.05	B	11.0	2.0
	SB	Left/Through/Right	0.02	B	11.0	1.0	0.02	B	11.0	1.0
	Intersection Summary		-	**A**	**2.0**	-	-	**A**	**2.0**	-

The existing intersection capacity analysis results indicate that the study area intersections are currently operating within acceptable parameters during the AM and PM peak hours, and no improvements or expansions are needed. All intersections are operating at a LOS B or better and a maximum vol/ capacity ratio of 0.11 during the AM and PM peak hours.

3.0 PROPOSED DEVELOPMENT

3.1 PROPOSED LAND USE & SITE ACCESS

The 201/203 Dogwood Road development is proposed to have 30 unit multi-family residential units and 101 m^2 commercial/ office units. The site is proposed to have full movement accesses onto Dogwood Drive and another on Forward Rd. The site plan is shown below in **Figure 4**.

Figure 4: Site Plan

3.2 TRIP GENERATION

Site trips were estimated from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual (10th Edition)*. The *Trip Generation Manual* provides trip rates for a wide variety of land uses gathered from actual sites across North America over the past 40 years.

The proposed developments will generate 13 trips (5 inbound / 8 outbound) during the AM peak hour and 16 trips (9 inbound / 7 outbound) during the PM peak hour. The trip generation results for the proposed development in the AM and PM peak hour are summarized in **Table 3**.

Given the existing zoning for the property is C-1 local commercial which could allow for a coffee shop or convenience store and would conceivably generate 137 trips as compared to the proposed development, this development is seen as a downzoning.

TABLE 3: PROPOSED DEVELOPMENT TRIP GENERATION

Land use	Total Area sqft	Units	TRIPS GENERATED AM PEAK HOUR			TRIPS GENERATED PM PEAK HOUR			ITE Code
			TOTAL	IB	OB	TOTAL	IB	OB	
Residential (Multi-Family)		30	11	3	8	13	8	5	221
Commercial/Office	1088		2	2	0	3	1	2	712
Total	**-**		**13**	**5**	**8**	**16**	**9**	**7**	

*IB-OB refers to inbound and outbound movements

3.3 TRIP ASSIGNMENT

The trip distribution pattern for the proposed development was based on the existing traffic patterns and the existing and future land uses in the vicinity of the site. Based on these assumptions, the following traffic distribution pattern was estimated for the proposed development as summarized in **Figure 5**.

Figure 5: Trip Distribution

The development related traffic, based on the trip generation shown in **Table 3** and the distribution pattern indicated in **Figure 5**, is shown in **Figure 6**.

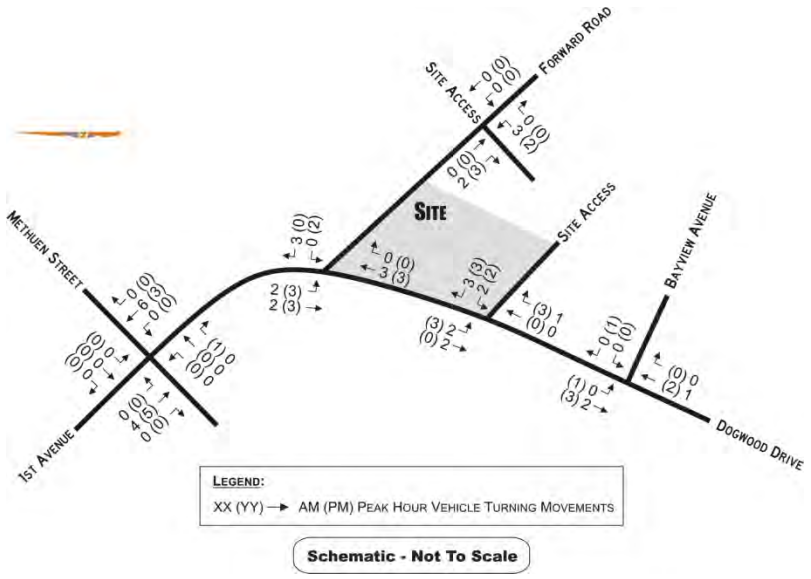


Figure 6: Site Generated Traffic Volumes

4.0 POST DEVELOPMENT OPERATING CONDITIONS

4.1 OPENING DAY TRAFFIC VOLUMES

The opening day vehicular traffic volumes were determined by superimposing the site generated volumes as shown in **Figure 6** on existing traffic volumes as shown in **Figure 3**. The resulting post development AM and PM peak hour volumes are illustrated in **Figure 7**.

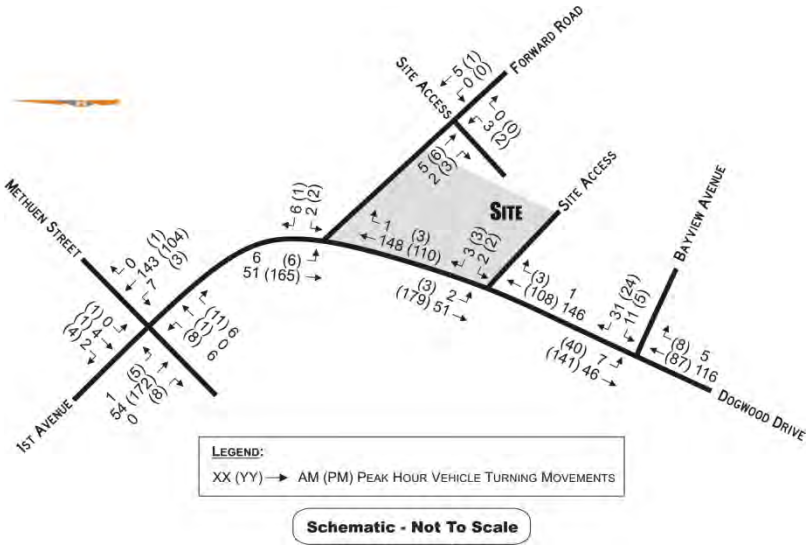


Figure 7: Opening Day Traffic Volumes

4.2 OPENING DAY ANALYSIS

The post development operating conditions were assessed based on the traffic volumes shown in **Figure 7**, and the road network as indicated in **Figure 2**. The results of the post development intersection capacity analysis using the existing lane configuration and traffic controls are summarized in **Table 4**.

TABLE 4: OPENING DAY OPERATING CONDITIONS

INTERSECTION / MOVEMENT			AM PEAK HOUR				PM PEAK HOUR			
			v/c Ratio	LOS	Delay (s)	Queue (m)	v/c Ratio	LOS	Delay (s)	Queue (m)
Bayview Ave / Dogwood Dr (Stop Controlled)	WB	Left/Right	0.07	A	10.0	2.0	0.05	A	10.0	2.0
	NB	Through/Right	0.08	A	0.0	0.0	0.09	A	0.0	0.0
	SB	Left/Through	0.01	A	2.0	1.0	0.03	A	2.0	1.0
	Intersection Summary		-	**A**	**3.0**	-	-	**A**	**2.0**	-
Access/ Dogwood Dr (Stop Controlled)	WB	Left/Right	0.01	A	10.0	1.0	0.01	A	10.0	1.0
	NB	Through/Right	0.10	A	0.0	0.0	0.10	A	0.0	0.0
	SB	Left/Through	0.01	A	1.0	1.0	0.01	A	1.0	1.0
	Intersection Summary		-	**A**	**1.0**	-	-	**A**	**1.0**	-
Access/ Forward RD (Stop Controlled)	EB	Left/Through	0.00	A	9.0	1.0	0.00	A	9.0	0.0
	NB	Through/Right	0.00	A	0.0	0.0	0.00	A	0.0	0.0
	SB	Left/Right	0.00	A	0.0	0.0	0.01	A	0.0	0.0
	Intersection Summary		-	**A**	**2.0**	-	-	**A**	**2.0**	-
Forward Rd / Dogwood Dr (Stop Controlled)	WB	Left/Right	0.11	A	0.0	0.0	0.09	A	0.0	0.0
	NB	Through/Right	0.01	A	2.0	1.0	0.02	A	1.0	1.0
	SB	Left/Through	0.02	A	10.0	1.0	0.02	B	11.0	1.0
	Intersection Summary		-	**A**	**2.0**	-	-	**A**	**1.0**	-
Methuen St / Dogwood Dr (Stop Controlled)	EB	Left/Through/Right	0.00	A	1.0	1.0	0.01	A	1.0	1.0
	WB	Left/Through/Right	0.01	A	1.0	1.0	0.01	A	1.0	1.0
	SB	Left/Through/Right	0.02	A	10.0	1.0	0.05	B	11.0	2.0
	SB	Left/Through/Right	0.02	B	11.0	1.0	0.02	B	11.0	1.0
	Intersection Summary		-	**A**	**2.0**	-	-	**A**	**2.0**	-

The opening day intersection capacity analysis results indicate that the study area intersections are currently operating within acceptable parameters during the AM and PM peak hours, and no improvements or mitigation is needed. All intersections are operating at a LOS B or better and a maximum capacity ratio of 0.11 during the AM peak hours.

5.0 LONG TERM CONDITIONS – 20 YEAR HORIZON

The long term conditions were analyzed assuming the existing roadway network. An annual growth rate was estimated at 2.0%. Therefore, the 2020 existing traffic volumes were projected with a 2.0% annual growth rate to obtain the 20 year background traffic volumes.

5.1 20 YEAR BACKGROUND VOLUMES

The expected future background 20-year volumes, using 2.0% growth factor, are shown in **Figure 8** below.

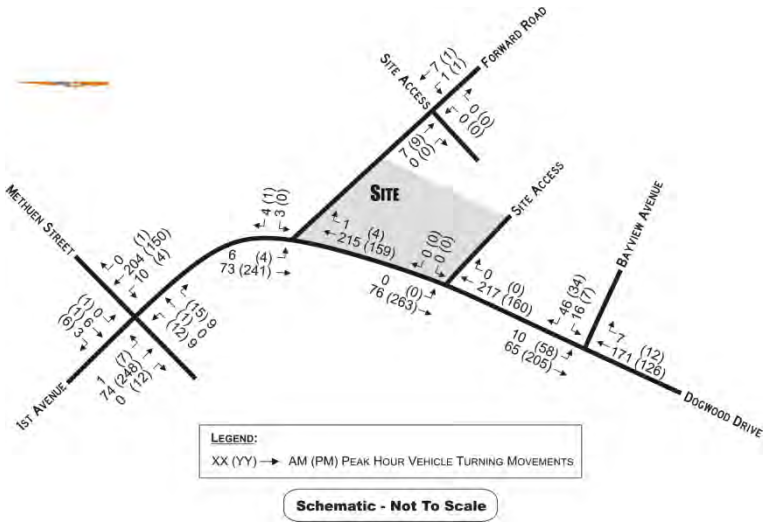


Figure 8: 20 Year Background Development Traffic Volumes

5.2 20 YEAR BACKGROUND OPERATING CONDITIONS

The 20 year background operating conditions of the existing road network was evaluated without the proposed development and the analysis was carried out using Synchro software and the existing lane configurations as shown in **Figure 2** and the future background traffic volumes as shown in **Figure 8**. The results are summarized in **Table 5**.

TABLE 5: 20 YEAR BACKGROUND CONDITIONS

INTERSECTION / MOVEMENT			AM PEAK HOUR				PM PEAK HOUR			
			v/c Ratio	LOS	Delay (s)	Queue (m)	v/c Ratio	LOS	Delay (s)	Queue (m)
Bayview Ave / Dogwood Dr (Stop Controlled)	WB	Left/Right	0.12	A	10.0	4.0	0.07	B	11.0	2.0
	NB	Through/Right	0.12	A	0.0	0.0	0.13	A	0.0	0.0
	SB	Left/Through	0.01	A	2.0	1.0	0.05	A	3.0	2.0
	Intersection Summary		-	**A**	**3.0**	-	-	**A**	**3.0**	-
Forward Rd / Dogwood Dr (Stop Controlled)	WB	Left/Right	0.16	A	0.0	0.0	0.14	A	0.0	0.0
	NB	Through/Right	0.01	A	2.0	1.0	0.01	A	1.0	1.0
	SB	Left/Through	0.02	B	11.0	1.0	0.00	A	10.0	1.0
	Intersection Summary		-	**A**	**1.0**	-	-	**A**	**1.0**	-
Methuen St / Dogwood Dr (Stop Controlled)	EB	Left/Through/Right	0.00	A	1.0	1.0	0.01	A	1.0	1.0
	WB	Left/Through/Right	0.01	A	1.0	1.0	0.01	A	1.0	1.0
	SB	Left/Through/Right	0.04	B	11.0	1.0	0.09	B	12.0	3.0
	SB	Left/Through/Right	0.03	B	11.0	1.0	0.03	B	12.0	1.0
	Intersection Summary		-	**A**	**2.0**	-	-	**A**	**2.0**	-

The 20 year background intersection capacity analysis results indicate that the study area intersections are currently operating within acceptable parameters during the AM and PM peak hours. All intersections are operating at a LOS B or better and a maximum capacity ratio of 0.16 during the AM peak hours.

5.3 20 YEAR POST DEVELOPMENT

The 20-year horizon post development vehicular traffic volumes were determined by superimposing the site generated volumes as shown in **Figure 6** on the 20-year background traffic volumes as shown in **Figure 8**. The resulting post development AM and PM peak hour volumes are illustrated in **Figure 9**.

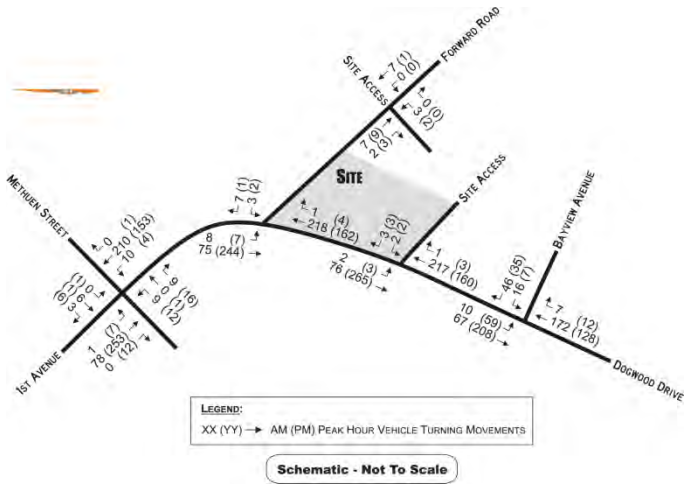


Figure 9: 20 Year Horizon Traffic Volumes

The 20-year horizon operating conditions were reviewed using the traffic volumes shown in **Figure 9**. The results of the post development intersection capacity analysis using the existing lane configuration and traffic controls are summarized in **Table 6**.

TABLE 6: 20 YEAR POST DEVELOPMENT CONDITIONS

INTERSECTION / MOVEMENT			AM PEAK HOUR				PM PEAK HOUR			
			v/c Ratio	LOS	Delay (s)	Queue (m)	v/c Ratio	LOS	Delay (s)	Queue (m)
Bayview Ave / Dogwood Dr (Stop Controlled)	WB	Left/Right	0.12	A	10.0	4.0	0.08	B	11.0	2.0
	NB	Through/Right	0.12	A	0.0	0.0	0.14	A	0.0	0.0
	SB	Left/Through	0.01	A	2.0	1.0	0.05	A	3.0	2.0
	Intersection Summary		-	**A**	**3.0**	-	-	**A**	**3.0**	-
Access/ Dogwood Dr (Stop Controlled)	WB	Left/Right	0.01	A	10.0	1.0	0.01	B	11.0	1.0
	NB	Through/Right	0.14	A	0.0	0.0	0.15	A	0.0	0.0
	SB	Left/Through	0.00	A	1.0	1.0	0.01	A	1.0	1.0
	Intersection Summary		-	**A**	**1.0**	-	-	**A**	**1.0**	-
Access/ Forward RD (Stop Controlled)	EB	Left/Through	0.00	A	9.0	1.0	0.00	A	9.0	0.0
	NB	Through/Right	0.00	A	0.0	0.0	0.00	A	0.0	0.0
	SB	Left/Right	0.01	A	0.0	0.0	0.01	A	0.0	0.0
	Intersection Summary		-	**A**	**2.0**	-	-	**A**	**2.0**	-
Forward Rd / Dogwood Dr (Stop Controlled)	WB	Left/Right	0.16	A	0.0	0.0	0.14	A	0.0	0.0
	NB	Through/Right	0.02	A	2.0	1.0	0.02	A	1.0	1.0
	SB	Left/Through	0.03	B	11.0	1.0	0.02	B	12.0	1.0
	Intersection Summary		-	**A**	**1.0**	-	-	**A**	**1.0**	-
Methuen St / Dogwood Dr (Stop Controlled)	EB	Left/Through/Right	0.00	A	1.0	1.0	0.01	A	1.0	1.0
	WB	Left/Through/Right	0.01	A	1.0	1.0	0.01	A	1.0	1.0
	SB	Left/Through/Right	0.04	B	11.0	1.0	0.09	B	12.0	3.0
	SB	Left/Through/Right	0.03	B	12.0	1.0	0.03	B	12.0	1.0
	Intersection Summary		-	**A**	**2.0**	-	-	**A**	**2.0**	-

The 20 year post development intersection capacity analysis results indicate that the study area intersections are currently operating within acceptable parameters during the AM and PM peak hours. All intersections are operating at a LOS B or better and a maximum capacity ratio of 0.16 during the AM peak hours.

6.0 ALTERNATIVE TRANSPORTATION MODES

6.1 PEDESTRIAN NETWORK

Dogwood Drive has a sidewalk along the west side of the road for the length of the road; zebra crosswalks are present at Bayview Avenue and Methuen Street. A sidewalk on the north side of the site frontage and zebra crosswalk at Forward Road and Dogwood Drive would provide a direct pedestrian connection to the bus stop across the street from the development. Therefore a sidewalk should be installed along the development property frontage.

Bayview Avenue has a sidewalk along the south side of the road for the length of the road; no painted crosswalks are present along the length of the road. No additional pedestrian network upgrades are recommended as a result of the proposed development.

6.2 CYCLING NETWORK

Currently, the section of Dogwood Drive adjacent to the proposed development site has no dedicated space for cycling, nor pavement markings or signage indicating it is a bicycle route. Bayview Avenue does not have dedicated space for cycling, nor pavement markings or signage indicating it is a bicycle route.

Dogwood Drive and Bayview Avenue have been identified as a Priority Bicycle Facility in the 2009 Ladysmith Bicycle Plan. Dogwood Drive does not have a specified cross-section, however, a section of Dogwood Drive to the south of the proposed development, near Holland Creek Park has on-street bicycle lanes. The proposed development is not proposing a change to the existing roadway cross-section and could still allow for the creation of on-street bike lanes adjacent to the site.

No additional cycling network upgrades are recommended as a result of the proposed development.

6.3 TRANSIT NETWORK

BC Transit operates bus service of the three routes on Dogwood Drive that include: Route # 31 – Ladysmith/Alderwood, #34 Ladysmith/Chemainus and Route # 36 - Ladysmith/Duncan Express. The nearest bus stop for the proposed development is located. on the west sides of Dogwood Drive and Forward Road. The bus stops are located approximately 15m west of the site and services transit passengers in the south bound direction. Transit Passengers heading northbound on Route # 34 and Route # 36 would need to walk 250m to the south of the proposed development to the existing stop on the east side of Dogwood Drive. No additional transit infrastructure is required.

7.0 CONCLUSIONS

Based on the results of the analysis presented in this report, the following conclusions were reached with respect to 201/203 Dogwood Drive:

- The results of the capacity analysis indicate that all of the individual movements at all the studied intersections should operate at LOS B or better with v/c ratios less than 0.16 for post development conditions.
- The additional traffic generated by the proposed development can be accommodated by the existing adjacent road network.
- No additional transportation improvements are required to support the proposed development.

The site is generally well provided for in terms of pedestrian facilities; however, a sidewalk is to be installed along the north (Dogwood Drive) frontage. The provision of bicycle lanes is not required. The site has access to transit within 15m of the site.

8.0 RECOMMENDATIONS

Based on these conclusions, no transportation network improvements are recommended to accommodate the construction of the proposed 201/203 Dogwood Drive development.

It is recommended, however, that pedestrian access to the existing sidewalk system on the west side of Dogwood Drive be provided through the completion of construction of the required sidewalks connections.

APPENDIX A: RAW TRAFFIC DATA

Intersection Turning Movement Count Summary

N/S Street: Bayview Ave
E/W Street: Dogwood Road
LOCATION: Ladysmith
DATE: March 4, 2020
WEATHER: Sun
JOB # : 2815.B01

TOTAL HOURS = 1

Observer: Matthew Lilly
Notes:

Speed Limit Major Street:	50 km/h
Speed Limit Minor Street:	50 km/h

Vehicles

TIME		Northbound			Southbound			Eastbound			Westbound			Total	Hourly	Pedestrians			
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	Volume	Volume	N	S	E	W
8:00	8:15	3		6					32	1	3	12		57					
8:15	8:30	2		13					32	2	0	9		58					
8:30	8:45	3		5					20	0	2	13		43					
8:45	9:00	3		7					31	2	2	10		55	213				
Peak Hour		**11**	**0**	**31**	**0**	**0**	**0**	**0**	**115**	**5**	**7**	**44**	**0**			0	0	0	0
PHF		**0.92**	**0.00**	**0.60**	**0.00**	**0.00**	**0.00**	**0.00**	**0.90**	**0.63**	**0.58**	**0.85**	**0.00**						

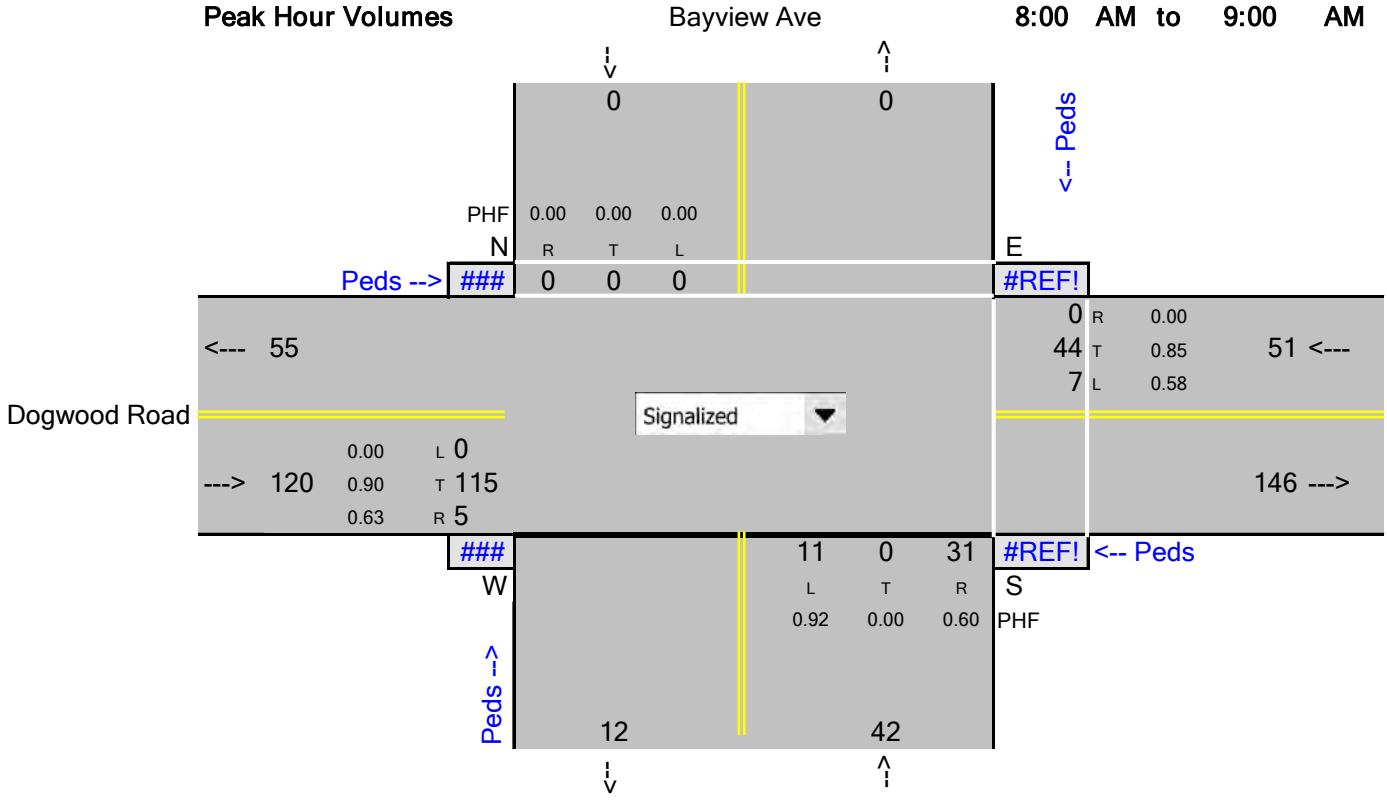
Heavy Vehicles

TIME		Northbound			Southbound			Eastbound			Westbound		
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
8:00	8:15	0		0					0	0	0	0	
8:15	8:30	0		0					2	0	0	2	
8:30	8:45	0		0					0	0	0	0	
8:45	9:00	0		0					0	0	0	0	
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**
% Heavy Vehicles		**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**2%**	**0%**	**0%**	**5%**	**0%**

Bicycles

TIME		Northbound			Southbound			Eastbound			Westbound		
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
8:00	8:15	0		0					0	0	0	0	
8:15	8:30	0		0					0	0	0	0	
8:30	8:45	0		0					0	0	0	0	
8:45	9:00	0		0					0	0	0	0	
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak Hour Volumes



Intersection Turning Movement Count Summary

N/S Street: Bayview Ave
E/W Street: Dogwood Road
LOCATION: Ladysmith
DATE: March 4, 2020
WEATHER: Sun
JOB # : 2815.B01

TOTAL HOURS = 1

Observer: Matthew Lilly

Notes: **8 Vehicles turned into the gas station inbetween sties (Bayview//Forward). EB - 4 WB - 4. Several of these turned left and did not go to both intersections**

Speed Limit Major Street:	50 km/h
Speed Limit Minor Street:	50 km/h

Vehicles

TIME		Northbound			Southbound			Eastbound			Westbound			Total	Hourly	Pedestrians			
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	Volume	Volume	N	S	E	W
16:00	16:15	1		7					33	5	12	37		95					
16:15	16:30	1		7					20	2	7	33		70					
16:30	16:45	1		5					15	0	11	39		71					
16:45	17:00	2		4					17	1	9	29		62	298				
Peak Hour		**5**	**0**	**23**	**0**	**0**	**0**	**0**	**85**	**8**	**39**	**138**	**0**			0	0	0	0
PHF		**0.63**	**0.00**	**0.82**	**0.00**	**0.00**	**0.00**	**0.00**	**0.64**	**0.40**	**0.81**	**0.88**	**0.00**						

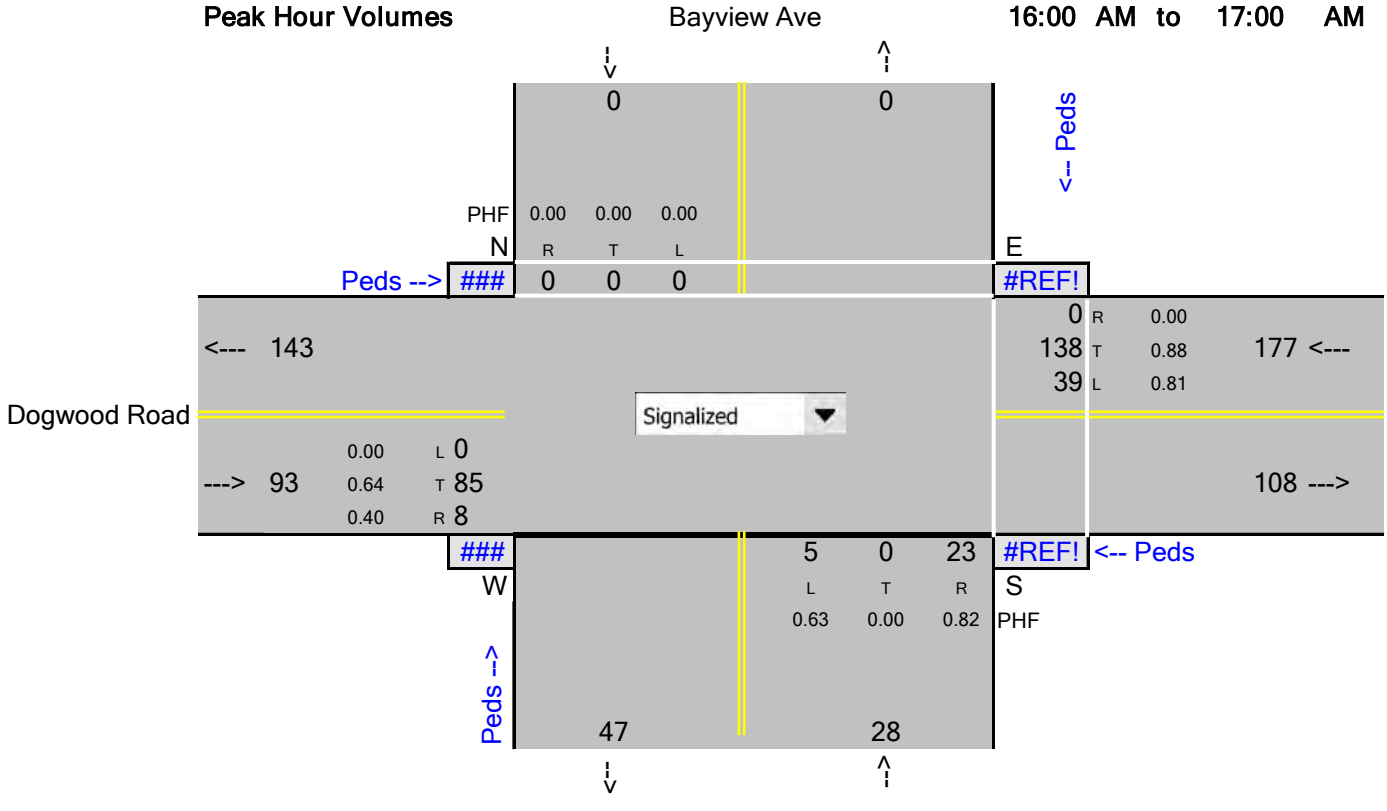
Heavy Vehicles

TIME		Northbound			Southbound			Eastbound			Westbound		
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
16:00	16:15	0		0					2	0	0	0	
16:15	16:30	0		0					1	0	0	1	
16:30	16:45	0		0					0	0	0	0	
16:45	17:00	0		0					0	0	0	0	
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**
% Heavy Vehicles		**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**4%**	**0%**	**0%**	**1%**	**0%**

Bicycles

TIME		Northbound			Southbound			Eastbound			Westbound		
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
16:00	16:15	0		0					0	0	0	0	
16:15	16:30	0		0					0	0	0	0	
16:30	16:45	0		0					0	0	0	0	
16:45	17:00	0		0					0	0	0	0	
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak Hour Volumes



Intersection Turning Movement Count Summary

N/S Street: Forward Road
E/W Street: Dogwood Road
LOCATION: Ladysmith
DATE: March 4, 2020
WEATHER: Sun
JOB # : 2815.B01

TOTAL HOURS = 1

Observer: Matthew Lilly
Notes:

Speed Limit Major Street:	50 km/h
Speed Limit Minor Street:	50 km/h

Vehicles

TIME		Northbound			Southbound			Eastbound			Westbound			Total	Hourly	Pedestrians			
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	Volume	Volume	N	S	E	W
8:00	8:15	0		0					38	0	1	15		54					
8:15	8:30	1		1					45	0	0	8		55					
8:30	8:45	1		0					25	0	3	14		43					
8:45	9:00	0		2					37	1	0	12		52	204				
Peak Hour		**2**	**0**	**3**	**0**	**0**	**0**	**0**	**145**	**1**	**4**	**49**	**0**			0	0	0	0
PHF		**0.50**	**0.00**	**0.38**	**0.00**	**0.00**	**0.00**	**0.00**	**0.81**	**0.25**	**0.33**	**0.82**	**0.00**						

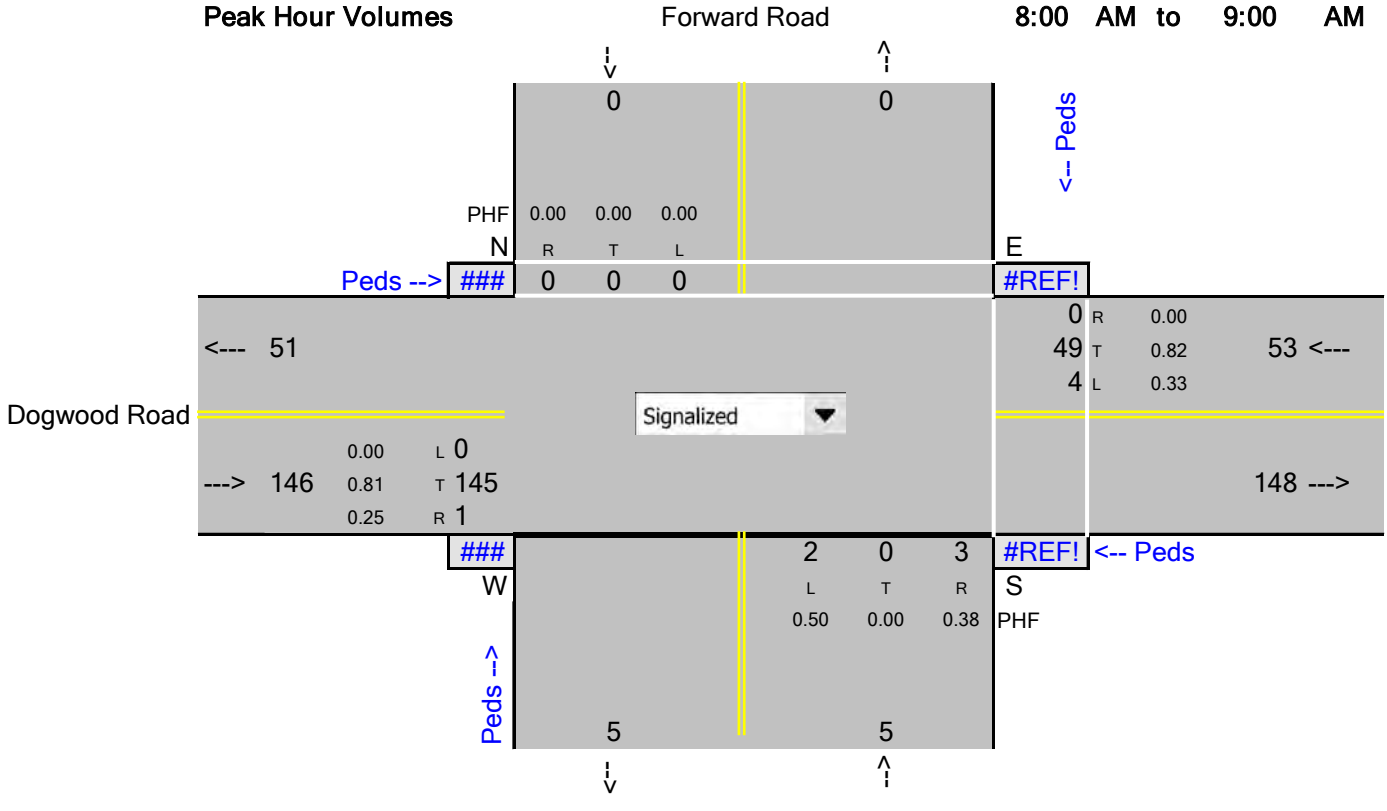
Heavy Vehicles

TIME		Northbound			Southbound			Eastbound			Westbound		
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
8:00	8:15	0		0					0	0	0	0	
8:15	8:30	0		0					2	0	0	2	
8:30	8:45	0		0					0	0	0	0	
8:45	9:00	0		0					0	0	0	0	
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**
% Heavy Vehicles		**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**4%**	**0%**

Bicycles

TIME		Northbound			Southbound			Eastbound			Westbound		
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
8:00	8:15	0		0					0	0	0	0	
8:15	8:30	0		0					0	0	0	0	
8:30	8:45	0		0					0	0	0	0	
8:45	9:00	0		0					0	0	0	0	
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak Hour Volumes



Intersection Turning Movement Count Summary

N/S Street: Forward Road
E/W Street: Dogwood Road
LOCATION: Ladysmith
DATE: March 4, 2020
WEATHER: Sun
JOB # : 2815.B01

TOTAL HOURS = 1

Observer: Matthew Lilly

Notes: **8 Vehicles turned into the gas station inbetween sties (Bayview//Forward). EB - 4 WB - 4. Several of these turned left and did not go to both intersections**

Speed Limit Major Street:	50 km/h
Speed Limit Minor Street:	50 km/h

Vehicles

TIME		Northbound			Southbound			Eastbound			Westbound			Total	Hourly	Pedestrians			
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	Volume	Volume	N	S	E	W
16:00	16:15	0		1					38	1	0	45		85					
16:15	16:30	0		0					27	1	0	41		69					
16:30	16:45	0		0					22	0	3	43		68					
16:45	17:00	0		0					20	1	0	33		54	276				
Peak Hour		**0**	**0**	**1**	**0**	**0**	**0**	**0**	**107**	**3**	**3**	**162**	**0**			0	0	0	0
PHF		**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.70**	**0.75**	**0.25**	**0.90**	**0.00**						

Heavy Vehicles

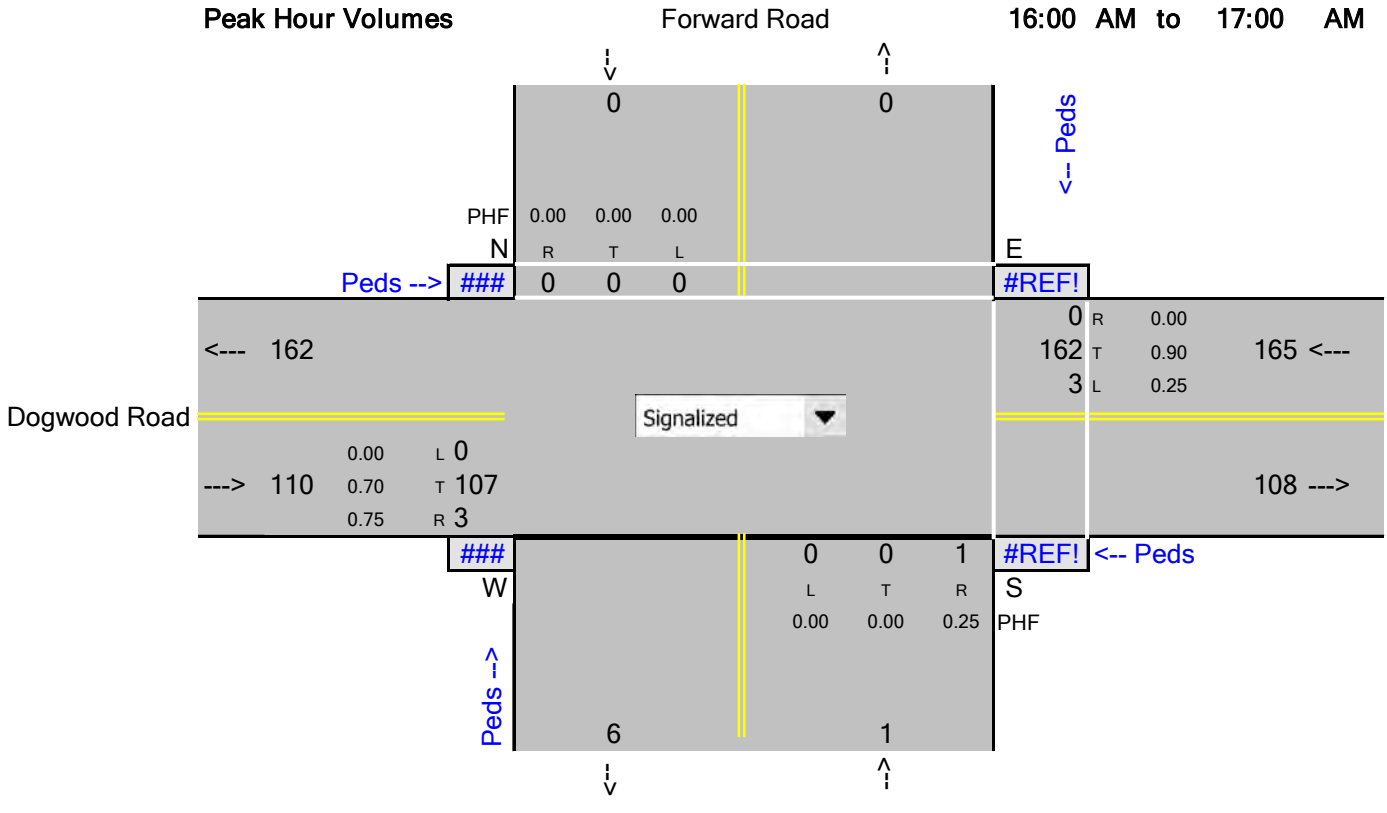
TIME		Northbound			Southbound			Eastbound			Westbound		
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
16:00	16:15	0		0					2	0	0	0	
16:15	16:30	0		0					1	0	0	1	
16:30	16:45	0		0					0	0	0	0	
16:45	17:00	0		0					0	0	0	1	
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**
% Heavy Vehicles		**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**3%**	**0%**	**0%**	**1%**	**0%**

39
28
22
21
110

Bicycles

TIME		Northbound			Southbound			Eastbound			Westbound		
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
16:00	16:15	0		0					0	0	0	0	
16:15	16:30	0		0					0	0	0	0	
16:30	16:45	0		0					0	0	0	0	
16:45	17:00	0		0					0	0	0	0	
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak Hour Volumes



Intersection Turning Movement Count Summary

N/S Street:	Dogwood Road	Observer:	Matthew Lilly
E/W Street:	Methuen Street	Notes:	
LOCATION:	Ladysmith		
DATE:	March 4, 2020		
WEATHER:	Sun	TOTAL HOURS =	1
JOB # :	2815.B01		

Speed Limit Major Street:	50 km/h
Speed Limit Minor Street:	50 km/h

Vehicles

TIME		Northbound			Southbound			Eastbound			Westbound			Total	Hourly	Pedestrians			
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	Volume	Volume	N	S	E	W
16:00	16:15	3	33	0	0	14	0	2	0	1	0	0	0	53		0	0	0	1
16:15	16:30	3	39	0	0	9	0	1	0	2	0	2	1	57		2	0	1	0
16:30	16:45	0	28	0	1	16	0	1	0	0	0	1	1	48		1	0	0	3
16:45	17:00	1	37	0	0	11	0	2	0	3	0	1	0	55	213	0	0	0	2
Peak Hour		**7**	**137**	**0**	**1**	**50**	**0**	**6**	**0**	**6**	**0**	**4**	**2**			3	0	1	6
PHF		**0.58**	**0.88**	**0.00**	**0.25**	**0.78**	**0.00**	**0.75**	**0.00**	**0.50**	**0.00**	**0.50**	**0.50**						

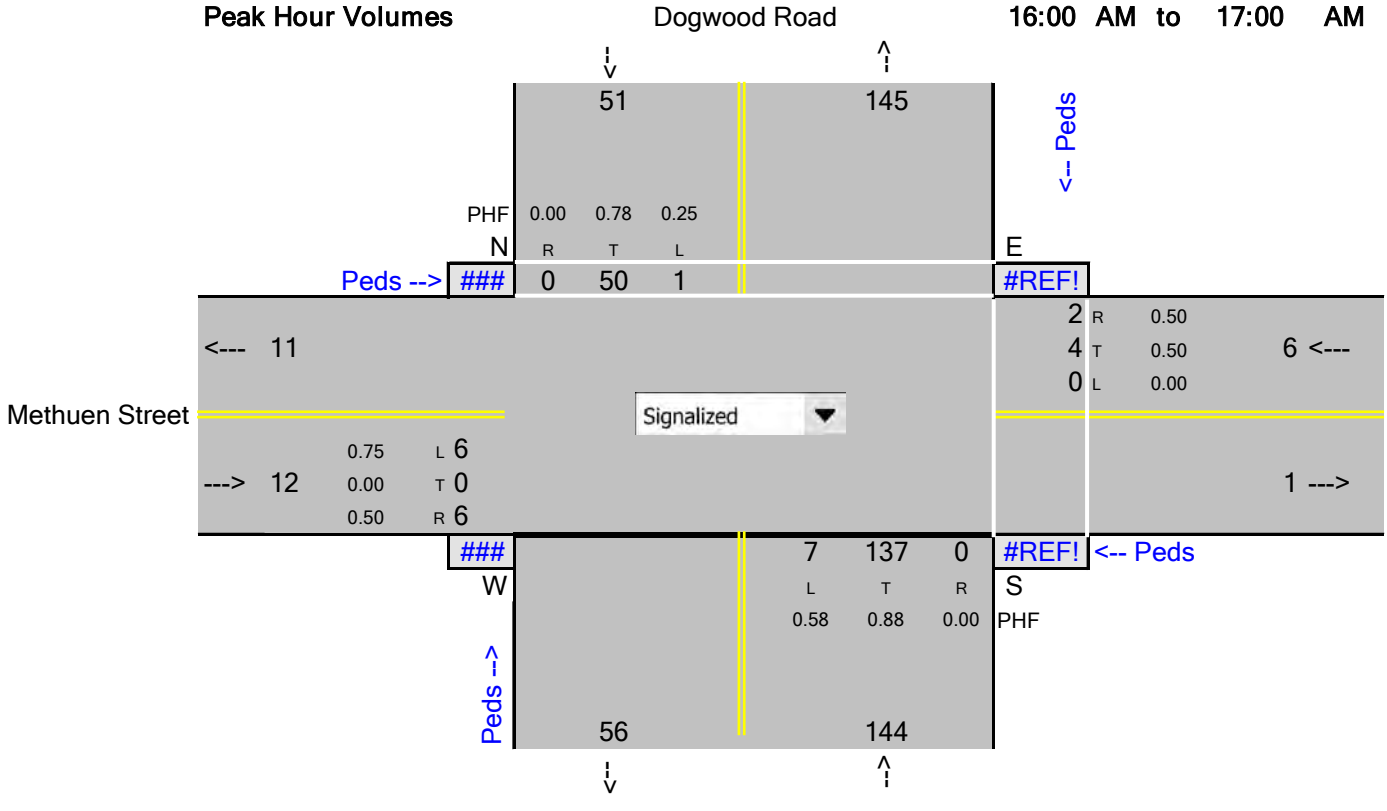
Heavy Vehicles

TIME		Northbound			Southbound			Eastbound			Westbound		
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:15	16:30	0	2	0	0	2	0	0	0	1	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
% Heavy Vehicles		**0%**	**1%**	**0%**	**0%**	**4%**	**0%**	**0%**	**0%**	**17%**	**0%**	**0%**	**0%**

Bicycles

TIME		Northbound			Southbound			Eastbound			Westbound		
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak Hour Volumes



Intersection Turning Movement Count Summary

N/S Street:	Dogwood Road	Observer:	Matthew Lilly
E/W Street:	Methuen Street	Notes:	
LOCATION:	Ladysmith		
DATE:	March 4, 2020		
WEATHER:	Sun	TOTAL HOURS =	1
JOB # :	2815.B01		

Speed Limit Major Street:	50 km/h
Speed Limit Minor Street:	50 km/h

Vehicles

TIME		Northbound			Southbound			Eastbound			Westbound			Total	Hourly	Pedestrians			
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	Volume	Volume	N	S	E	W
16:00	16:15	1	37	0	1	47	2	3	1	5	0	0	2	99					
16:15	16:30	2	25	0	2	50	2	2	0	2	0	1	1	87					
16:30	16:45	0	20	1	1	33	1	2	0	1	1	0	1	61					
16:45	17:00	0	19	0	1	37	3	1	0	2	0	0	0	63	310				
Peak Hour		**3**	**101**	**1**	**5**	**167**	**8**	**8**	**1**	**10**	**1**	**1**	**4**			0	0	0	0
PHF		**0.38**	**0.68**	**0.25**	**0.63**	**0.84**	**0.67**	**0.67**	**0.25**	**0.50**	**0.25**	**0.25**	**0.50**						

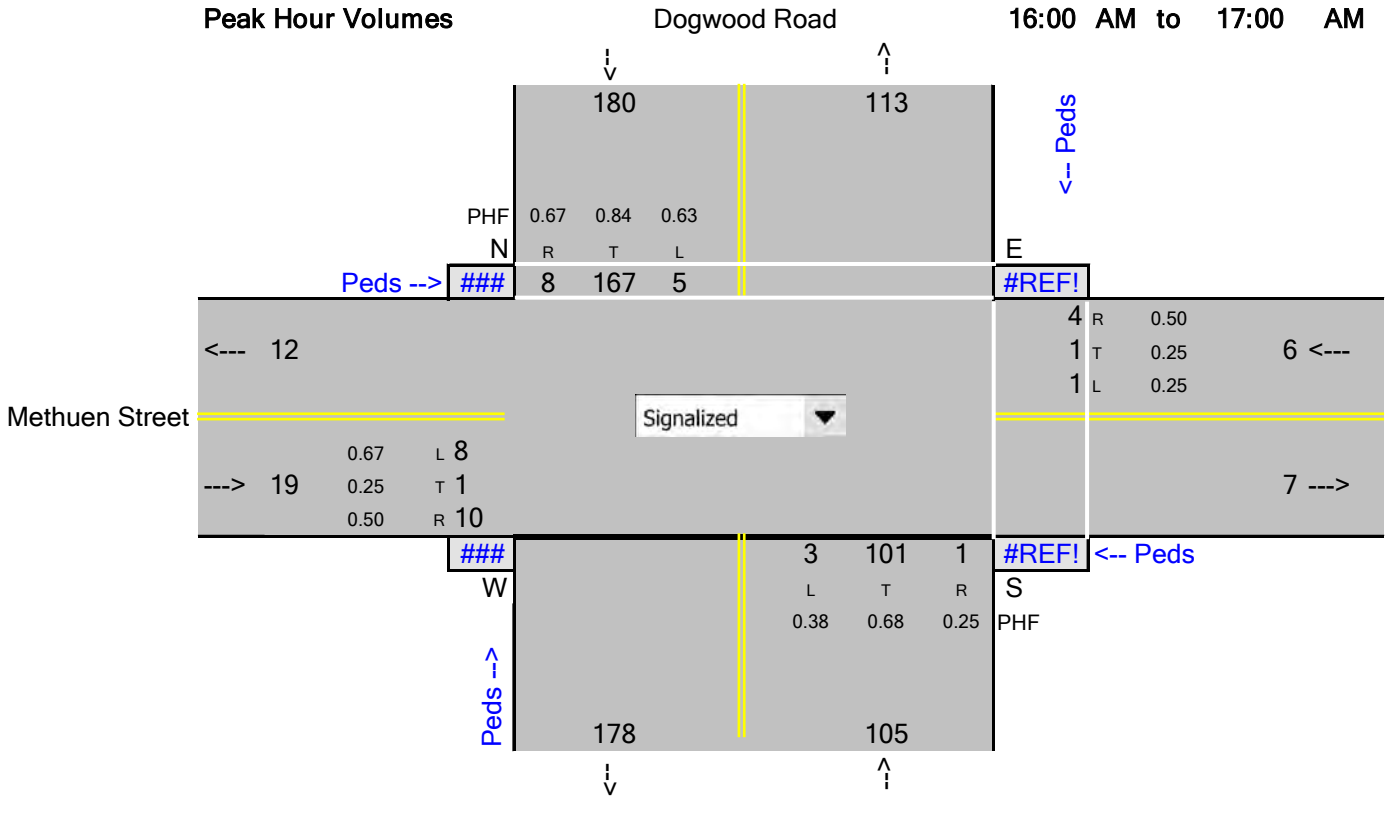
Heavy Vehicles

TIME		Northbound			Southbound			Eastbound			Westbound		
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
16:00	16:15	0	2	0	0	0	0	0	0	0	0	0	0
16:15	16:30	0	1	0	0	1	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	1	0	0	0	0	0	0	0
Peak Hour		**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
% Heavy Vehicles		**0%**	**3%**	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**

Bicycles

TIME		Northbound			Southbound			Eastbound			Westbound		
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak Hour Volumes



APPENDIX B: CAPAPCITY ANALYSIS OUTPUT

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	145	1	4	49	3	2
Future Volume (Veh/h)	145	1	4	49	3	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.25	0.33	0.82	0.50	0.38
Hourly flow rate (vph)	179	4	12	60	6	5
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			183		265	181
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			183		265	181
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	99
cM capacity (veh/h)			1404		718	862

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	183	72	11
Volume Left	0	12	6
Volume Right	4	0	5
cSH	1700	1404	777
Volume to Capacity	0.11	0.01	0.01
Queue Length 95th (m)	0.0	0.2	0.3
Control Delay (s)	0.0	1.3	9.7
Lane LOS		A	A
Approach Delay (s)	0.0	1.3	9.7
Approach LOS			A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	17.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	31	115	5	7	44
Future Volume (Veh/h)	11	31	115	5	7	44
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.60	0.90	0.63	0.58	0.85
Hourly flow rate (vph)	12	52	128	8	12	52
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	208	132			136	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	208	132			136	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	94			99	
cM capacity (veh/h)	774	917			1430	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	64	136	64
Volume Left	12	0	12
Volume Right	52	8	0
cSH	887	1700	1430
Volume to Capacity	0.07	0.08	0.01
Queue Length 95th (m)	1.9	0.0	0.2
Control Delay (s)	9.4	0.0	1.5
Lane LOS	A		A
Approach Delay (s)	9.4	0.0	1.5
Approach LOS	A		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	50	0	7	137	0	6	0	6	0	4	2
Future Volume (Veh/h)	1	50	0	7	137	0	6	0	6	0	4	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.78	0.25	0.58	0.88	0.25	0.75	0.25	0.50	0.25	0.50	0.50
Hourly flow rate (vph)	4	64	0	12	156	0	8	0	12	0	8	4
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	156			64			260	252	64	264	252	156
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	156			64			260	252	64	264	252	156
tC, single (s)	4.1			4.1			7.1	6.5	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.5	3.5	4.0	3.3
p0 queue free %	100			99			99	100	99	100	99	100
cM capacity (veh/h)	1436			1551			682	648	960	679	648	895

Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	68	168	20	12
Volume Left	4	12	8	0
Volume Right	0	0	12	4
cSH	1436	1551	825	713
Volume to Capacity	0.00	0.01	0.02	0.02
Queue Length 95th (m)	0.1	0.2	0.6	0.4
Control Delay (s)	0.5	0.6	9.5	10.1
Lane LOS	A	A	A	B
Approach Delay (s)	0.5	0.6	9.5	10.1
Approach LOS			A	B

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	23.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	107	3	3	162	0	1
Future Volume (Veh/h)	107	3	3	162	0	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.70	0.75	0.25	0.90	0.25	0.25
Hourly flow rate (vph)	153	4	12	180	0	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			157		359	155
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			157		359	155
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1435		638	896

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	157	192	4
Volume Left	0	12	0
Volume Right	4	0	4
cSH	1700	1435	896
Volume to Capacity	0.09	0.01	0.00
Queue Length 95th (m)	0.0	0.2	0.1
Control Delay (s)	0.0	0.5	9.0
Lane LOS		A	A
Approach Delay (s)	0.0	0.5	9.0
Approach LOS			A

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		20.9%	ICU Level of Service
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	23	85	8	39	138
Future Volume (Veh/h)	5	23	85	8	39	138
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.82	0.64	0.40	0.81	0.88
Hourly flow rate (vph)	8	28	133	20	48	157
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	396	143			153	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	396	143			153	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	97			97	
cM capacity (veh/h)	593	910			1440	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	36	153	205
Volume Left	8	0	48
Volume Right	28	20	0
cSH	813	1700	1440
Volume to Capacity	0.04	0.09	0.03
Queue Length 95th (m)	1.1	0.0	0.8
Control Delay (s)	9.6	0.0	2.0
Lane LOS	A		A
Approach Delay (s)	9.6	0.0	2.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	5	167	8	3	101	1	8	1	10	1	1	4
Future Volume (Veh/h)	5	167	8	3	101	1	8	1	10	1	1	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.84	0.67	0.38	0.68	0.25	0.67	1.00	0.50	0.25	0.25	0.50
Hourly flow rate (vph)	8	199	12	8	149	4	12	1	20	4	4	8
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	153			211			398	390	205	408	394	151
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	153			211			398	390	205	408	394	151
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			98	100	98	99	99	99
cM capacity (veh/h)	1440			1372			553	542	841	538	539	901

Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	219	161	33	16
Volume Left	8	8	12	4
Volume Right	12	4	20	8
cSH	1440	1372	697	674
Volume to Capacity	0.01	0.01	0.05	0.02
Queue Length 95th (m)	0.1	0.1	1.2	0.6
Control Delay (s)	0.3	0.4	10.4	10.5
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.4	10.4	10.5
Approach LOS			B	B

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	148	1	6	51	2	6
Future Volume (Veh/h)	148	1	6	51	2	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.25	0.33	0.82	0.50	0.38
Hourly flow rate (vph)	183	4	18	62	4	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			187		283	185
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			187		283	185
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	98
cM capacity (veh/h)			1399		698	857

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	187	80	20
Volume Left	0	18	4
Volume Right	4	0	16
cSH	1700	1399	820
Volume to Capacity	0.11	0.01	0.02
Queue Length 95th (m)	0.0	0.3	0.6
Control Delay (s)	0.0	1.8	9.5
Lane LOS		A	A
Approach Delay (s)	0.0	1.8	9.5
Approach LOS			A

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	17.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	31	116	5	7	46
Future Volume (Veh/h)	11	31	116	5	7	46
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.60	0.90	0.63	0.58	0.85
Hourly flow rate (vph)	12	52	129	8	12	54
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	211	133			137	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	211	133			137	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	94			99	
cM capacity (veh/h)	771	916			1429	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	64	137	66
Volume Left	12	0	12
Volume Right	52	8	0
cSH	885	1700	1429
Volume to Capacity	0.07	0.08	0.01
Queue Length 95th (m)	1.9	0.0	0.2
Control Delay (s)	9.4	0.0	1.4
Lane LOS	A		A
Approach Delay (s)	9.4	0.0	1.4
Approach LOS	A		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	54	0	7	143	0	6	0	6	0	4	2
Future Volume (Veh/h)	1	54	0	7	143	0	6	0	6	0	4	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.78	0.25	0.58	0.88	0.25	0.75	0.25	0.50	0.25	0.50	0.50
Hourly flow rate (vph)	4	69	0	12	163	0	8	0	12	0	8	4
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	163			69			272	264	69	276	264	163
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	163			69			272	264	69	276	264	163
tC, single (s)	4.1			4.1			7.1	6.5	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.5	3.5	4.0	3.3
p0 queue free %	100			99			99	100	99	100	99	100
cM capacity (veh/h)	1428			1545			670	638	954	666	638	887

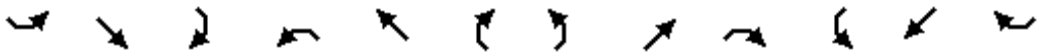
Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	73	175	20	12
Volume Left	4	12	8	0
Volume Right	0	0	12	4
cSH	1428	1545	815	704
Volume to Capacity	0.00	0.01	0.02	0.02
Queue Length 95th (m)	0.1	0.2	0.6	0.4
Control Delay (s)	0.4	0.6	9.5	10.2
Lane LOS	A	A	A	B
Approach Delay (s)	0.4	0.6	9.5	10.2
Approach LOS			A	B

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	24.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	146	1	2	51	2	3
Future Volume (Veh/h)	146	1	2	51	2	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.63	0.33	0.82	0.92	0.92
Hourly flow rate (vph)	162	2	6	62	2	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			164		237	163
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			164		237	163
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1402		748	882

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	164	68	5
Volume Left	0	6	2
Volume Right	2	0	3
cSH	1700	1402	823
Volume to Capacity	0.10	0.00	0.01
Queue Length 95th (m)	0.0	0.1	0.1
Control Delay (s)	0.0	0.7	9.4
Lane LOS		A	A
Approach Delay (s)	0.0	0.7	9.4
Approach LOS			A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	17.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	5	2	0	5	0	3	0	0	0	0	0
Future Volume (Veh/h)	0	5	2	0	5	0	3	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	2	0	5	0	3	0	0	0	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	5			7			11	11	6	11	12	5
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	5			7			11	11	6	11	12	5
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1616			1614			1007	884	1077	1007	883	1078

Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	7	5	3	0
Volume Left	0	0	3	0
Volume Right	2	0	0	0
cSH	1616	1614	1007	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (m)	0.0	0.0	0.1	0.0
Control Delay (s)	0.0	0.0	8.6	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	8.6	0.0
Approach LOS			A	A

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	110	3	6	165	2	1
Future Volume (Veh/h)	110	3	6	165	2	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.70	0.75	0.25	0.90	0.25	0.25
Hourly flow rate (vph)	157	4	24	183	8	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			161		390	159
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			161		390	159
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		99	100
cM capacity (veh/h)			1430		607	892

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	161	207	12
Volume Left	0	24	8
Volume Right	4	0	4
cSH	1700	1430	680
Volume to Capacity	0.09	0.02	0.02
Queue Length 95th (m)	0.0	0.4	0.4
Control Delay (s)	0.0	1.0	10.4
Lane LOS		A	B
Approach Delay (s)	0.0	1.0	10.4
Approach LOS			B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	25	87	8	40	141
Future Volume (Veh/h)	5	25	87	8	40	141
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.82	0.64	0.40	0.81	0.88
Hourly flow rate (vph)	8	30	136	20	49	160
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	404	146			156	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	404	146			156	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	97			97	
cM capacity (veh/h)	586	906			1436	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	38	156	209
Volume Left	8	0	49
Volume Right	30	20	0
cSH	813	1700	1436
Volume to Capacity	0.05	0.09	0.03
Queue Length 95th (m)	1.2	0.0	0.8
Control Delay (s)	9.6	0.0	2.0
Lane LOS	A		A
Approach Delay (s)	9.6	0.0	2.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	26.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	5	172	8	3	104	1	8	1	11	1	1	4
Future Volume (Veh/h)	5	172	8	3	104	1	8	1	11	1	1	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.84	0.67	0.38	0.68	0.25	0.67	1.00	0.50	0.25	0.25	0.50
Hourly flow rate (vph)	8	205	12	8	153	4	12	1	22	4	4	8
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	157			217			408	400	211	420	404	155
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	157			217			408	400	211	420	404	155
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			98	100	97	99	99	99
cM capacity (veh/h)	1435			1365			544	535	834	527	532	896

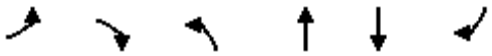
Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	225	165	35	16
Volume Left	8	8	12	4
Volume Right	12	4	22	8
cSH	1435	1365	696	666
Volume to Capacity	0.01	0.01	0.05	0.02
Queue Length 95th (m)	0.1	0.1	1.3	0.6
Control Delay (s)	0.3	0.4	10.4	10.5
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.4	10.4	10.5
Approach LOS			B	B

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	21.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	3	108	3	3	179
Future Volume (Veh/h)	2	3	108	3	3	179
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.64	0.40	0.25	0.90
Hourly flow rate (vph)	2	3	169	8	12	199
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	396	173			177	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	396	173			177	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	604	871			1405	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	5	177	211
Volume Left	2	0	12
Volume Right	3	8	0
cSH	740	1700	1405
Volume to Capacity	0.01	0.10	0.01
Queue Length 95th (m)	0.2	0.0	0.2
Control Delay (s)	9.9	0.0	0.5
Lane LOS	A		A
Approach Delay (s)	9.9	0.0	0.5
Approach LOS	A		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	21.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	0	0	1	6	3
Future Volume (Veh/h)	2	0	0	1	6	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	1	7	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	10	8	10			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	10	8	10			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1011	1073	1610			

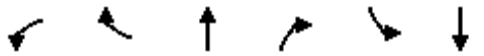
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	2	1	10
Volume Left	2	0	0
Volume Right	0	0	3
cSH	1011	1610	1700
Volume to Capacity	0.00	0.00	0.01
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	8.6	0.0	0.0
Lane LOS	A		
Approach Delay (s)	8.6	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	215	1	6	73	3	4
Future Volume (Veh/h)	215	1	6	73	3	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.25	0.33	0.82	0.50	0.38
Hourly flow rate (vph)	265	4	18	89	6	11
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			269		392	267
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			269		392	267
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	99
cM capacity (veh/h)			1306		604	772

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	269	107	17
Volume Left	0	18	6
Volume Right	4	0	11
cSH	1700	1306	703
Volume to Capacity	0.16	0.01	0.02
Queue Length 95th (m)	0.0	0.3	0.6
Control Delay (s)	0.0	1.4	10.2
Lane LOS		A	B
Approach Delay (s)	0.0	1.4	10.2
Approach LOS			B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	21.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	16	46	171	7	10	65
Future Volume (Veh/h)	16	46	171	7	10	65
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.60	0.90	0.63	0.58	0.85
Hourly flow rate (vph)	17	77	190	11	17	76
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	306	196			201	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	306	196			201	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	91			99	
cM capacity (veh/h)	678	846			1353	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	94	201	93
Volume Left	17	0	17
Volume Right	77	11	0
cSH	810	1700	1353
Volume to Capacity	0.12	0.12	0.01
Queue Length 95th (m)	3.1	0.0	0.3
Control Delay (s)	10.0	0.0	1.5
Lane LOS	B		A
Approach Delay (s)	10.0	0.0	1.5
Approach LOS	B		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	22.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	74	0	10	204	0	9	0	9	0	6	3
Future Volume (Veh/h)	1	74	0	10	204	0	9	0	9	0	6	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.78	0.25	0.58	0.88	0.25	0.75	0.25	0.50	0.25	0.50	0.50
Hourly flow rate (vph)	4	95	0	17	232	0	12	0	18	0	12	6
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	232			95			381	369	95	387	369	232
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	232			95			381	369	95	387	369	232
tC, single (s)	4.1			4.1			7.1	6.5	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.5	3.5	4.0	3.3
p0 queue free %	100			99			98	100	98	100	98	99
cM capacity (veh/h)	1348			1512			561	555	922	558	555	812

Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	99	249	30	18
Volume Left	4	17	12	0
Volume Right	0	0	18	6
cSH	1348	1512	733	621
Volume to Capacity	0.00	0.01	0.04	0.03
Queue Length 95th (m)	0.1	0.3	1.0	0.7
Control Delay (s)	0.3	0.6	10.1	11.0
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.6	10.1	11.0
Approach LOS			B	B

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	31.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	217	0	0	76
Future Volume (Veh/h)	0	0	217	0	0	76
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.90	0.63	0.33	0.82
Hourly flow rate (vph)	0	0	241	0	0	93
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	334	241			241	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	334	241			241	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	661	798			1314	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	241	93
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1314
Volume to Capacity	0.00	0.14	0.00
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	14.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	159	4	4	241	0	1
Future Volume (Veh/h)	159	4	4	241	0	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.70	0.75	0.25	0.90	0.25	0.25
Hourly flow rate (vph)	227	5	16	268	0	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			232		530	230
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			232		530	230
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1348		507	815

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	232	284	4
Volume Left	0	16	0
Volume Right	5	0	4
cSH	1700	1348	815
Volume to Capacity	0.14	0.01	0.00
Queue Length 95th (m)	0.0	0.3	0.1
Control Delay (s)	0.0	0.5	9.4
Lane LOS		A	A
Approach Delay (s)	0.0	0.5	9.4
Approach LOS			A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	25.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	34	126	12	58	205
Future Volume (Veh/h)	7	34	126	12	58	205
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.82	0.64	0.40	0.81	0.88
Hourly flow rate (vph)	11	41	197	30	72	233
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	589	212			227	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	589	212			227	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	95			95	
cM capacity (veh/h)	449	833			1353	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	52	227	305
Volume Left	11	0	72
Volume Right	41	30	0
cSH	705	1700	1353
Volume to Capacity	0.07	0.13	0.05
Queue Length 95th (m)	1.9	0.0	1.3
Control Delay (s)	10.5	0.0	2.2
Lane LOS	B		A
Approach Delay (s)	10.5	0.0	2.2
Approach LOS	B		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	7	248	12	4	150	1	12	1	15	1	1	6
Future Volume (Veh/h)	7	248	12	4	150	1	12	1	15	1	1	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.84	0.67	0.38	0.68	0.25	0.67	1.00	0.50	0.25	0.25	0.50
Hourly flow rate (vph)	11	295	18	11	221	4	18	1	30	4	4	12
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	225			313			585	573	304	602	580	223
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	225			313			585	573	304	602	580	223
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			96	100	96	99	99	99
cM capacity (veh/h)	1356			1259			411	425	740	392	421	822

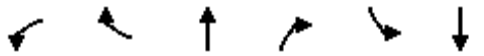
Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	324	236	49	20
Volume Left	11	11	18	4
Volume Right	18	4	30	12
cSH	1356	1259	565	583
Volume to Capacity	0.01	0.01	0.09	0.03
Queue Length 95th (m)	0.2	0.2	2.3	0.9
Control Delay (s)	0.3	0.4	12.0	11.4
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.4	12.0	11.4
Approach LOS			B	B

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	27.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	218	1	8	75	3	7
Future Volume (Veh/h)	218	1	8	75	3	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.25	0.33	0.82	0.50	0.38
Hourly flow rate (vph)	269	4	24	91	6	18
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			273		410	271
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			273		410	271
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		99	98
cM capacity (veh/h)			1302		587	768

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	273	115	24
Volume Left	0	24	6
Volume Right	4	0	18
cSH	1700	1302	713
Volume to Capacity	0.16	0.02	0.03
Queue Length 95th (m)	0.0	0.5	0.8
Control Delay (s)	0.0	1.8	10.2
Lane LOS		A	B
Approach Delay (s)	0.0	1.8	10.2
Approach LOS			B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	16	46	172	7	10	67
Future Volume (Veh/h)	16	46	172	7	10	67
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.60	0.90	0.63	0.58	0.85
Hourly flow rate (vph)	17	77	191	11	17	79
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	310	196			202	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310	196			202	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	91			99	
cM capacity (veh/h)	674	845			1352	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	94	202	96
Volume Left	17	0	17
Volume Right	77	11	0
cSH	808	1700	1352
Volume to Capacity	0.12	0.12	0.01
Queue Length 95th (m)	3.1	0.0	0.3
Control Delay (s)	10.0	0.0	1.4
Lane LOS	B		A
Approach Delay (s)	10.0	0.0	1.4
Approach LOS	B		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	22.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	78	0	10	210	0	9	0	9	0	6	3
Future Volume (Veh/h)	1	78	0	10	210	0	9	0	9	0	6	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.78	0.25	0.58	0.88	0.25	0.75	0.25	0.50	0.25	0.50	0.50
Hourly flow rate (vph)	4	100	0	17	239	0	12	0	18	0	12	6
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	239			100			393	381	100	399	381	239
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	239			100			393	381	100	399	381	239
tC, single (s)	4.1			4.1			7.1	6.5	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.5	3.5	4.0	3.3
p0 queue free %	100			99			98	100	98	100	98	99
cM capacity (veh/h)	1340			1505			550	547	916	548	547	805

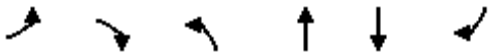
Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	104	256	30	18
Volume Left	4	17	12	0
Volume Right	0	0	18	6
cSH	1340	1505	724	612
Volume to Capacity	0.00	0.01	0.04	0.03
Queue Length 95th (m)	0.1	0.3	1.0	0.7
Control Delay (s)	0.3	0.6	10.2	11.1
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.6	10.2	11.1
Approach LOS			B	B

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	31.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	3	217	1	2	76
Future Volume (Veh/h)	2	3	217	1	2	76
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.90	0.63	0.33	0.82
Hourly flow rate (vph)	2	3	241	2	6	93
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	347	242			243	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	347	242			243	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	647	797			1312	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	5	243	99
Volume Left	2	0	6
Volume Right	3	2	0
cSH	729	1700	1312
Volume to Capacity	0.01	0.14	0.00
Queue Length 95th (m)	0.2	0.0	0.1
Control Delay (s)	10.0	0.0	0.5
Lane LOS	A		A
Approach Delay (s)	10.0	0.0	0.5
Approach LOS	A		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	0	0	7	7	2
Future Volume (Veh/h)	3	0	0	7	7	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	0	8	8	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	17	9	10			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	17	9	10			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1001	1073	1610			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	3	8	10
Volume Left	3	0	0
Volume Right	0	0	2
cSH	1001	1610	1700
Volume to Capacity	0.00	0.00	0.01
Queue Length 95th (m)	0.1	0.0	0.0
Control Delay (s)	8.6	0.0	0.0
Lane LOS	A		
Approach Delay (s)	8.6	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	162	4	7	244	2	1
Future Volume (Veh/h)	162	4	7	244	2	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.70	0.75	0.25	0.90	0.25	0.25
Hourly flow rate (vph)	231	5	28	271	8	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			236		560	234
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			236		560	234
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	100
cM capacity (veh/h)			1343		482	811

Direction, Lane #	NB 1	SB 1	NW 1
Volume Total	236	299	12
Volume Left	0	28	8
Volume Right	5	0	4
cSH	1700	1343	558
Volume to Capacity	0.14	0.02	0.02
Queue Length 95th (m)	0.0	0.5	0.5
Control Delay (s)	0.0	0.9	11.6
Lane LOS		A	B
Approach Delay (s)	0.0	0.9	11.6
Approach LOS			B

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		28.5%	ICU Level of Service
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	35	128	12	59	208
Future Volume (Veh/h)	7	35	128	12	59	208
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.82	0.64	0.40	0.81	0.88
Hourly flow rate (vph)	11	43	200	30	73	236
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	597	215			230	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	597	215			230	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	95			95	
cM capacity (veh/h)	444	830			1350	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	54	230	309
Volume Left	11	0	73
Volume Right	43	30	0
cSH	705	1700	1350
Volume to Capacity	0.08	0.14	0.05
Queue Length 95th (m)	2.0	0.0	1.4
Control Delay (s)	10.5	0.0	2.2
Lane LOS	B		A
Approach Delay (s)	10.5	0.0	2.2
Approach LOS	B		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	35.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	7	253	12	4	153	1	12	1	16	1	1	6
Future Volume (Veh/h)	7	253	12	4	153	1	12	1	16	1	1	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.84	0.67	0.38	0.68	0.25	0.67	1.00	0.50	0.25	0.25	0.50
Hourly flow rate (vph)	11	301	18	11	225	4	18	1	32	4	4	12
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	229			319			595	583	310	614	590	227
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	229			319			595	583	310	614	590	227
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			96	100	96	99	99	99
cM capacity (veh/h)	1351			1252			405	420	735	384	416	817

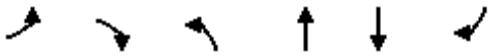
Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	330	240	51	20
Volume Left	11	11	18	4
Volume Right	18	4	32	12
cSH	1351	1252	564	576
Volume to Capacity	0.01	0.01	0.09	0.03
Queue Length 95th (m)	0.2	0.2	2.4	0.9
Control Delay (s)	0.3	0.4	12.0	11.5
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.4	12.0	11.5
Approach LOS			B	B

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	28.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	3	160	3	3	265
Future Volume (Veh/h)	2	3	160	3	3	265
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.64	0.40	0.25	0.90
Hourly flow rate (vph)	2	3	250	8	12	294
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	572	254			258	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	572	254			258	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	477	785			1313	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	5	258	306
Volume Left	2	0	12
Volume Right	3	8	0
cSH	624	1700	1313
Volume to Capacity	0.01	0.15	0.01
Queue Length 95th (m)	0.2	0.0	0.2
Control Delay (s)	10.8	0.0	0.4
Lane LOS	B		A
Approach Delay (s)	10.8	0.0	0.4
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	26.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	0	0	1	9	3
Future Volume (Veh/h)	2	0	0	1	9	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	1	10	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	12	12	13			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	12	12	13			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1007	1069	1606			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	2	1	13
Volume Left	2	0	0
Volume Right	0	0	3
cSH	1007	1606	1700
Volume to Capacity	0.00	0.00	0.01
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	8.6	0.0	0.0
Lane LOS	A		
Approach Delay (s)	8.6	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Attachment G

WATT OKANAGAN
#8 - 2483 Main Street,
West Kelowna, BC V4T 2E8
(778) 313-1014

FMC Holdings Ltd.
c/o Seward Developments Inc.
1820 Argyle Avenue
Nanaimo, BC, V9S 3K7

2020-12-08
Our File No: 2815.B01
Your File No:

To: Toby Seward
Re: 201/203 Dogwood Drive, Ladysmith, BC

WATT Consulting Group was retained by FMC Holdings Ltd c/o Seward Developments Inc. to undertake a Traffic Impact Assessment (TIA) for the proposed mixed-use development at 201/203 Dogwood Drive in the Town of Ladysmith, British Columbia.

Further to the submittal of the completed TIA and review by the Town of Ladysmith, Council has asked WATT Consulting Group to review and provide comment on two requests on this file. They are as follows:

1.) Is there a location where a crosswalk could be installed from the project site to the opposite side of the road, possibly with a pedestrian activated flashing crosswalk light?
2.) Confirm that the trip generation numbers reflected pre-COVID 19 numbers?

WATT can provide the following response to those requests:

1.) The Bayview intersection is an existing marked crosswalk and would service the pedestrian crossings in the area. Having other crosswalks in close proximity diminishes the safety aspects of crosswalks as drivers will ignore their relevance if they are common and too close together. Figure 1 shows the site proximity to the existing Bayview intersection.

Figure 1

2.) The data used in the TIA report was collected March 4, 2020, just before the pandemic had noticeable impacts on everyday life for Canadians. The Canadian Government and the British Columbian Government began to impose self-isolation rules in and around the third week of March 2020 and is marked as the point when traffic volumes began to change. We would expect these traffic counts collected to be reflective of 'existing conditions'. They can also be referenced in Appendix A of the TIA report, which details the counts completed as part of this study.

We trust the provides a detailed response to the two requests posed by the Town of Ladysmith Council members, but please let us know if you need anything else.

Sincerely,
WATT Consulting Group

Nathan Carswell, *P.Eng*
Regional Lead, Transportation

T 778-131-1014 ext. 431
D 778-313-1060 C 250-215-0544
E ncarswell@wattconsultinggroup.com

WATT CONSULTING GROUP
To: Toby Seward
RE: 201/203 Dogwood Drive, Ladysmith, BC

2020-12-08
Our File No: 2815.B01
Your File No:

Figure 1


Storage


Signage
Signage

Addendum to January 6, 2021 CPAC Report

Report Prepared By: Julie Thompson, Acting Senior Planner
Meeting Date: January 6, 2021
File No: **ZBL 3360-20-04**
RE: **ZONING AND OCP AMENDMENT – 201/203 DOGWOOD DRIVE**

EXECUTIVE SUMMARY:

The purpose of this report is to add additional information to the January 6th, 2020 CPAC agenda regarding the proposed Official Community Plan (OCP) and Zoning Bylaw amendment on the 1,409m² (0.1409ha) subject property (currently consisting of two lots), located at 201 and 203 Dogwood Drive.

BACKGROUND

The applicant has submitted additional view perspectives for CPACs consideration. Views of the proposed building from locations on Dogwood Drive, Bayview Avenue and Forward Road are attached. The applicant has been requested to provide view perspectives from upslope locations, such as Methuen Street, but these drawings have not yet been provided. If desired, CPAC can defer consideration of the application to a future meeting when all requested view perspectives have been received.

ATTACHMENTS

View perspective drawings


Signage
LOBBY


STOP