

June 27, 2025

City of Courtenay
830 Cliffe Ave
Courtenay BC V9N 2J7

Attention: Marianne Wade, RPP MCIP, Director of Development Services

Future Ryan Road / Royal Vista Way Intersection

Update on Methodology and Process to Determine Timing of Intersection Construction

We understand that there are outstanding concerns regarding the specific triggers and timing for the future Ryan Road / Royal Vista Way intersection, as initially identified in McElhanney's Crown Isle Transportation Impact Assessment, December 20, 2021 (the "2021 TIA").

In the 2021 TIA, a future intersection at Ryan Road / Royal Vista Way (including the extension of Royal Vista Way from its current terminus) was assumed to be constructed by the 2036 horizon year. The selection of this horizon year was based solely on the location of a projected possible development build-out as outlined in Section 2.3 of the 2021 TIA. The staging of the development assumed in the 2021 TIA is shown on a markup of 2021 TIA **Figure 1**, attached to the end of this letter.

The horizon years represent only an assumed pace of development that is dependent on market conditions, regulatory changes, and many other factors, and is used to be able to estimate the background traffic growth that may occur in parallel with the proposed development.

The projection for development by 2036 (the assumed construction year of the Ryan Road / Royal Vista Way intersection) was:

- **Residential units:** approximately 190 north of Ryan Road, 410 south of Ryan Road, and 100 at Lannan Road (**total 700 units**)
- **Commercial area:** approximately 93,000 sqft in the Silverdale area, 115,000 sqft in the area adjacent to Silverdale, and 54,000 sqft at the Ryan Road / Anderton Road intersection (**total 262,000 sqft**)

The assumed development yield in 2036 was estimated to generate approximately **1,177 vehicle trips** in the peak hour (AM) and to include substantial development in the immediate vicinity of the proposed intersection.

A complete summary of the development assumptions and staging is included as **Table 1**, attached to the end of this letter.

The trigger for the construction of the future Ryan Road / Royal Vista Way intersection is a combination of the actual location of development with respect to the proposed intersection, as well as the trip demand generated by the development, combined with the background growth.

The intersection is dependent on the additional demand being generated by new development, rather than being bound by the specific year of analysis (i.e., if *no* new development were ever completed then the intersection would not be triggered at all). Since the 2021 TIA, the actual pace of development through to June 2025 has been considerably slower than was projected for the 2026 horizon year, with approximately 239 new units and only 12,000 sqft of new commercial space built at Crown Isle, as shown in red at the right-hand side of **Table 1**.

The actual development to date is estimated to generate **around 150 new trips** in the peak hour (AM) period, less than 13% of the demand projected for the 2036 horizon year. In addition, the location of actual development to date is not in the vicinity of the future Ryan Road / Royal Vista Way intersection.

Two additional development areas under current consideration – The Rise Phase 6 and Lannan Road – were discussed at length during a meeting with the City of Courtenay and Ministry of Transportation and Transit on April 8, 2025 (minutes circulated on April 28, 2025). The estimated size of these two developments is shown in blue at the right-hand side of **Table 1**. The combined total development size of the existing development through June 2025, The Rise Phase 6, and Lannan Road developments, is lower than the projected development through 2031 assumed in the 2021 TIA.

Furthermore, The Rise Phase 6 development is not in the vicinity of the future Ryan Road / Royal Vista Way intersection, while the proposed Lannan Road development is located some distance from the future Ryan Road / Royal Vista Way intersection, and the May 6, 2025 Lannan Road traffic memorandum (delivered under separate cover) confirmed that that development would be sufficiently serviced by the existing road networks south of Ryan Road.

One of the outcomes of the April 8, 2025 meeting was an agreement that the existing 2021 TIA was sufficient and acceptable as a basis for the developments at The Rise Phase 6 and Lannan Road, pending clarification on the intersection design at the Rise Phase 6 and an updated development yield of 330 units for the Lannan Road development. It was also agreed at the meeting that a comprehensive revision to the 2021 TIA would be completed in due course as part of the Town Centre rezoning proposed for the Silverdale area, and/or the Local Area Plan proposed for the Ryan Road / Anderton Road area. Furthermore, this TIA update would clarify and confirm triggers for the Ryan Road / Royal Vista Way intersection. This position was reiterated in the May 6, 2025 Technical Memo for Lannan, where Silverado committed to undertaking a complete update of the 2021 TIA in conjunction with the Town Centre rezoning application planned for 2025. The updated TIA will reassess the overall build-out of the remaining lands at Crown Isle, consider location and type of proposed development, and consider appropriate background growth parameters. The results of this updated TIA will answer, through a



defensible methodology, the trip generation volume and development location trigger for the future Ryan Road / Royal Vista Way intersection construction.

To clarify on the development areas still under consideration:

- With respect the Lannan Road development, McElhanney provided an updated Technical Memo dated May 6, 2025 (Appendix E of the Preliminary Infrastructure Master Plan (PIMP) dated May 22, 2025). Our revised analysis considered the full build out of the Lannan lands at 330 residential units, although Silverado's current concept plans anticipate a build-out of approximately 230 residential units. Our findings are that even at full build-out, neither the trip generation nor level of service at surrounding intersections warrants a need for the extension of Royal Vista Way or the construction of the new intersection.
- With respect to The Rise Phase 6, McElhanney has reviewed the trip generation and design standards for the Westminster Boulevard / Ryan Road intersection. Even at full build out of The Rise Phases 5 and 6, this intersection performs at acceptable levels of service and therefore there is no requirement for the construction of the Ryan Road / Royal Vista Way intersection to support The Rise Phase 6, nor would the location of the development require the inclusion of the intersection. An additional memorandum confirming this statement in support of this development will be issued imminently.

McElhanney confirms that the agreed approach of delivering The Rise Phase 6 and Lannan Road developments under the umbrella of the 2021 TIA is sound and reasonable. An update to the TIA will be completed as part of either the Town Centre rezoning application for the Silverdale area, or the Local Area Plan proposed for the Ryan Road / Anderton Road area, whichever occurs first, and this update will include, amongst other considerations, the anticipated construction trigger for the Ryan Road / Royal Vista Way intersection.

Sincerely,
McElhanney Ltd.

Reviewed by:



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MARKUP OF 2021 TIA FIGURE 1, SHOWING LOCATIONS AND STAGING OF DEVELOPMENT ASSUMED IN THE 2021 TIA

DU = Dwelling Units
sqft = Commercial development (square feet)

Crown Isle Development at Royal Vista Way Intersection TIA

Study Area

FIGURE 1

Not to Scale

Table 1: Development Projections as presented in 2021 TIA
 Including *June 2025 actual*; *Projection for The Rise Phase 6 and Lannan Road developments*

		2021 TIA Table 9: Distribution per five years						Actual 2021 - 2025	Projected The Rise Phase 6 & Lannan
		2021 - 2026	2026 - 2031	2031 - 2036	2036 - 2041	2041 - 2046	Total		
2021 TIA Table 3: Commercial Development (Silverdale / West Urban)									
Automobile Sales (New)	GFA	30					30	12	0
Automobile Care Centre	GFA	8					8	0	0
Furniture Store	GFA	25					25	0	0
Industrial Park	GFA	30					30	0	0
Multifamily Housing (Mid-Rise)	DU	96					96	96	0
2021 TIA Table 4: Adjacent Commercial Development									
Automobile Sales (New)	GFA		60				60	0	0
Shopping Centre	GLA		33				33	0	0
Medical-Dental Office Building	GFA		22				22	0	0
2021 TIA Table 5: Commercial Development (Anderton/Ryan)									
Convenience Market with Gas Pumps	GFA	4					4	0	0
Shopping Centre	GLA	50					50	0	0
2021 TIA Table 6: Residential Development (North of Ryan Road)									
Single-Family Detached Housing	DU	152	60	60	60	68	400	45	20
Multifamily Housing (Low-Rise)	DU	30	35	35	35	35	170	0	72
2021 TIA Table 7: Residential Development (South of Ryan Road excluding Lannan)									
Single-Family Detached Housing	DU	150	125	125	125	125	650	50	0
Multifamily Housing (Low-Rise)	DU	30	80	80	80	80	350	48	0
2021 TIA Table 8: Residential Development (Lannan Road)									
Single-Family Detached Housing	DU		30	30	30	30	120	0	122
Multifamily Housing (Low-Rise)	DU		15	15	15	15	60	0	208
Multifamily Housing (Mid-Rise)	DU		5	5	5	5	20	0	0
2021 TIA Totals									
Dwelling units	DU	458	350	350	350	358	1866	239	422
Gross floor area (1000 sqft)	GFA	97	82	0	0	0	179	12	0
Gross leasable area (1000 sqft)	GLA	50	33	0	0	0	83	0	0