

February 4, 2008

File: 4667-01

Roti Industries  
3835 2<sup>nd</sup> Avenue  
Burnaby, BC V5C 3W7

Attn: Ms. Nirmala Raniga

**RE: PARADISE VALLEY THERAPEUTIC CENTRE – SQUAMISH, BC  
TRAFFIC IMPACT REVIEW – REVISED REPORT**

Dear Ms. Raniga:

We have completed our revised and final draft traffic review for the proposed Therapeutic Centre on Paradise Valley Road in Squamish, BC. The revised report considers campground traffic and summer traffic volume estimates, as well as slight changes in staffing shifts to offset peak traffic flows and reduce parking requirements.

**Transportation Planners  
and Engineers**

**Background**

The proposed facility is a residential treatment facility for individuals with addiction issues. Patients would be expected to be driven to the facility by staff, a friend or family member, and would remain at the facility for a period of about 4-6 weeks. In the first two years of operation, the centre would have a maximum of up to 16 residents, provided for in the existing buildings on-site. After 2010, the facility would be expected to incrementally increase in size to a maximum residency of 48 patients by 2018.

The purpose of our study is to estimate the amount of traffic to be generated by the facility, and the associated impact to the area.

**Staffing & Visitors**

The facility will operate with 24 hour staffing, and visitor hours would be limited to the weekends only. **Table 1** summarizes the staffing projections for the site, including the shift hours (times of day), as well as the number of people working during each shift.

*Bunt & Associates  
Engineering (B.C.) Ltd.*

**Table 1 – Staffing Schedule**

Shift Times	With 16 Residents		With 48 Residents	
	Mon – Fri	Sat – Sun	Mon – Fri	Sat – Sun
	# Staff	# Staff	# Staff	# Staff
6am – 1:30pm	5	4	11	8
6:30am – 2pm	5	4	11	7
1:30pm – 8:30pm	5	4	11	8
2pm – 7:30pm	2	--	--	--
2pm – 9pm	3	4	11	7
8pm – 7am	2	2	4	4

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With 16 resident patients on-site, the anticipated staffing levels would be a maximum of 12 staff at the facility between 6:30am to 7:00am, but for the majority of the day (7am to 8pm) up to 10 staff on-site, and only 2 staff on-site for the night shift.

With 48 resident patients on-site, the anticipated staffing levels would be a maximum of 26 staff at the facility between 6:30am to 7:00am, but for the majority of the day (7am to 8pm) up to 22 staff on-site, and only 4 staff on-site for the night shift.

**Tables 2&3** summarize the proposed visitor scheduling.

**Table 2 – Visitor Schedule – With 16 Residents**

<i>Times</i>	<i># Families at Once</i>	
	<i>Sat</i>	<i>Sun</i>
8am – 1pm	4	4
1:30pm – 6:30pm	4	4

**Table 3 – Visitor Schedule – With more than 16 Residents**

<i>Times</i>	<i>Shuttle Trips to Squamish</i>	
	<i>Sat</i>	<i>Sun</i>
9am	1	1
11am	1	1
1pm	1	1

Visitor hours at the facility will be limited to weekends only, and this would be a scheduled event, where family/friends would be expected to attend workshops with the patient they are visiting. In the first 2 years while the resident numbers are low, up to four families at a time would be allowed to visit for a 5 hour period. As the facility expands to more than 16 patients, visits with family/friends would be expected to take place off-site in Squamish. Patients would be transported into town by staff in a facility owned van, with three trips planned per day on Saturdays and Sundays. As shown, visitor related vehicle trips to/from the facility would be minimal.

***Trip Generation***

Patients will be expected to be driven to the facility by staff, a friend or family member, and will not have their own vehicles at the site. Patient stays would typically last 4-6 weeks, and they would not be allowed to leave the site, unless accompanied by staff and this is not expected to occur very often. Given the permanency of residents at the facility, the majority of traffic at the site will be generated through staff trips to/from the facility each day, as well as a component of visitor traffic on weekends in the early years.

Our trip generation estimate for the facility is based upon the facility's staffing and visitor schedule. Virtually no other vehicle trips are expected, other than occasional deliveries to the site expected 1-3 times per week, and mostly for food. Based on the staffing schedule and shift changeovers, we have identified three peak periods associated with the facility; Weekdays 6-7am, Weekdays 1-2pm, and Weekends 1-2pm. **Table 3** summarizes the anticipated trip generation for these peak hour periods at the facility.

**Table 3 – Trip Generation Estimate**

<i>Time Period</i>		<i>With 16 Residents</i>			<i>With 48 Residents</i>		
		<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Weekday	6am – 7am	10	2	12	22	4	26
	1pm – 2pm	10	10	20	22	22	44
Weekend	1pm – 2pm	12	8	20	17	17	34

We have conservatively assumed that staff arrivals and departures will actually happen right at shift start/end time, whereas it is more likely that staff may arrive a bit before their shift starts and leave a bit after their shift ends, meaning that peak hour volumes could be half of what is shown. Our trip generation estimates also assume that all staff will arrive in their own vehicle, when it is possible that some may carpool or ride their bicycles. Our trip generation estimates therefore represent a worst-case scenario and are likely higher than what could be expected.

Based on these assumptions, and with 16 residents on-site, the treatment facility could be expected to generate up to a maximum of 12-20 vehicle trips during the busiest one hour period, or approximately 1 vehicle every 3-5 minutes. With up to 48 residents on site, the facility could be expected to generate up to a maximum of 26-44 vehicle trips during the busiest one hour period, or about 1 vehicle every 1-2 minutes. At all other times of the day the site would be expected to generate considerably less traffic.

**Traffic Counts at an Existing Facility**

Bunt & Associates staff conducted traffic counts at a similar treatment facility in Maple Ridge, BC. The counts took place from 8am to 5pm on Thursday November 15, 2007 and on Saturday November 17, 2007, and document the traffic volumes in and out of the facility over the course of those two days.

The observed peak hour and daily traffic volumes are summarized in **Table 4**. As shown, the Maple Ridge facility generates peak hour trips of 15-16 vehicles per hour. Traffic volumes at all other times of the day are considerably less, as shown by the daily volumes of 66 vehicle trips on a weekday and 57 vehicle trips on a Saturday.

**Table 4 – Observed Traffic Volumes at the Maple Ridge Facility**

<i>Observed Peak Hour Periods</i>	<i>Peak Hour Volumes</i>			<i>Daily Volumes (8am-5pm)</i>		
	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Weekday 8:00–9:00 am	14	1	15	38	28	66
Weekday 3:30–4:30 pm	5	10	15			
Saturday 12:30–1:30 pm	3	13	16	33	24	57

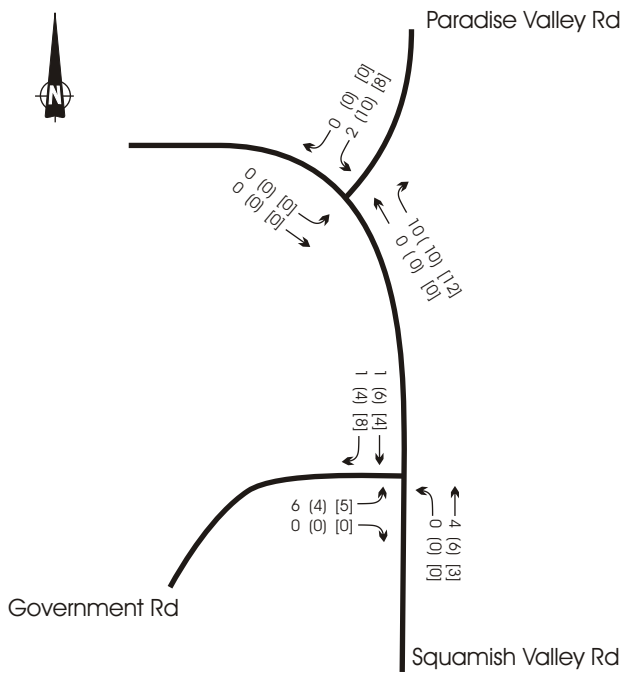
The Maple Ridge facility has approximately 50 beds, so is similar in size to the proposed facility in Squamish, and runs a very similar program, with residential patients that live on the site for a month without leaving, and with minimal visitors. These counts therefore document typical traffic volumes associated with a residential treatment facility, and illustrate that our trip generation estimates for the Squamish facility are within a similar range, and if anything are likely somewhat overstated.

***Traffic Volume Projections***

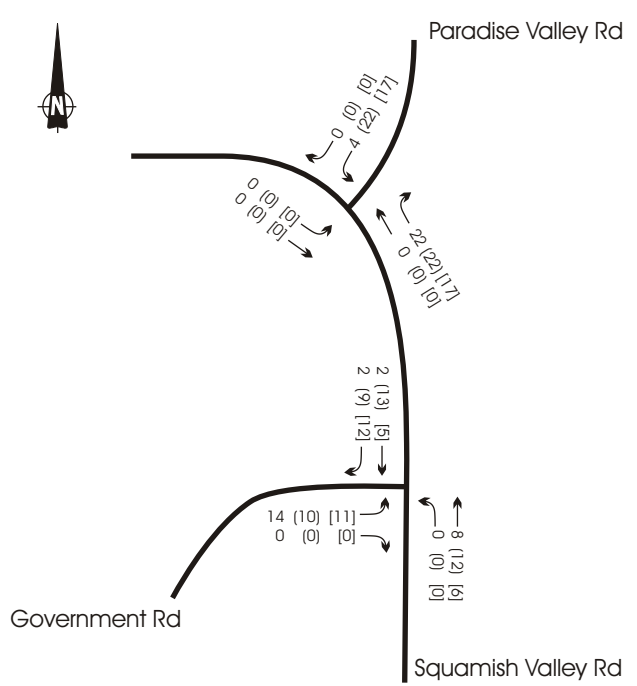
Bunt & Associates staff conducted traffic counts at the study area intersections on Wednesday October 24, 2007 (6am - 8am, and 12:30pm - 2pm) and on Saturday October 27, 2007 (12pm - 2pm). Counts were conducted at two intersections; Squamish Valley Road/Government Road, and Squamish Valley Road/Paradise Valley Road.

Traffic volume projections were estimated by adding the anticipated new traffic associated with the facility to the existing volumes recorded during our traffic counts. We have looked at two horizon years, the Opening Day 2008 Scenario and a Future Scenario at build-out conditions for the facility with up to 48 residents. For the purpose of this review, we have assumed that there will be no growth in background traffic volumes at the study area intersections, as little or no development is expected in the area.

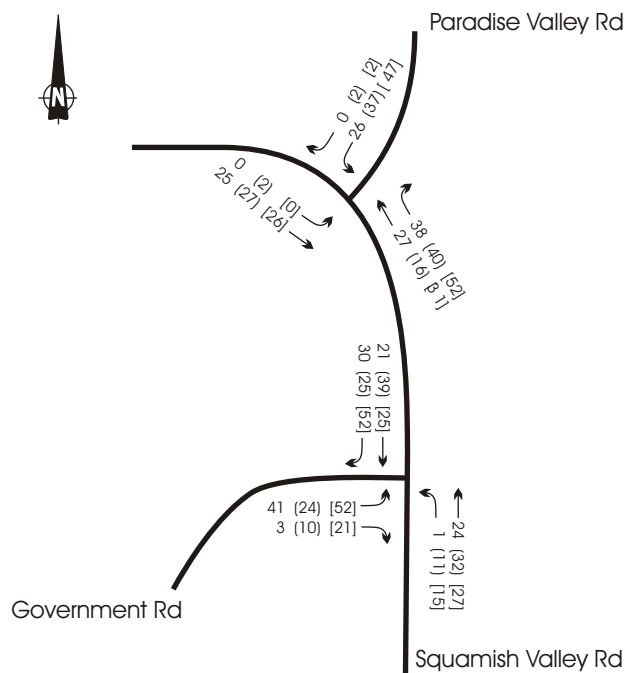
***Exhibit 1*** illustrates the estimated traffic volumes at the two study area intersections during the peak hour periods associated with the facility, for both the Opening Day 2008 Scenario with up to 16 residents and a Future Scenario with up to 48 residents. The exhibit illustrates the site generated traffic volume projections and the total traffic projections of combined existing and site traffic volumes.



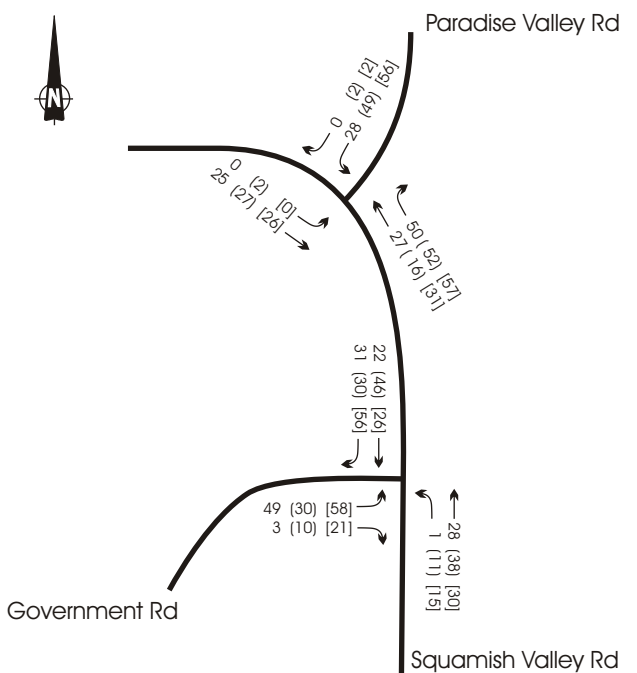
Site Generated Traffic - 2008



Site Generated Traffic - Future



Total Traffic - 2008



Total Traffic - Future

← 20(20)[20] AM Peak Hour (PM Mid-day Hour) [Saturday PM Peak Hour]

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### **Intersection Capacity Analysis**

Capacity analysis was carried out using Synchro Software version 6. The SimTraffic traffic simulation program was also used to view traffic operations as a further measure of traffic performance. The summary tables report the calculated Volume to Capacity (V/C) ratio, which is the predicted average vehicle delay in units of seconds per vehicle, and a corresponding delay-based traffic Level of Service (LOS) indicator ranging from ideal LOS A conditions with minimal delay through to LOS E 'near capacity' conditions and LOS F 'over-saturated' conditions. **Table 5** summarizes the capacity analysis for the Weekday AM peak hour.

**Table 5 – Summary of Capacity Analysis – Weekday AM Peak Hour**

<i>Intersection / Movement</i>	<i>Background Traffic</i>			<i>Total Traffic 2008</i>			<i>Total Traffic Future</i>		
<b>Squamish Valley Rd &amp; Government Rd</b>									
	<i>V/C</i>	<i>LOS</i>	<i>Q</i>	<i>V/C</i>	<i>LOS</i>	<i>Q</i>	<i>V/C</i>	<i>LOS</i>	<i>Q</i>
Government Rd - EBLR	0.04	A	1.1	0.05	A	1.3	0.06	A	1.5
Squamish Valley Rd - NBLT	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0
Squamish Valley Rd - SBTR	0.03	--	0.0	0.03	--	0.0	0.03	--	0.0
<b>Squamish Valley Rd &amp; Paradise Valley Rd</b>									
	<i>V/C</i>	<i>LOS</i>	<i>Q</i>	<i>V/C</i>	<i>LOS</i>	<i>Q</i>	<i>V/C</i>	<i>LOS</i>	<i>Q</i>
Paradise Valley Rd - SBLR	0.03	A	0.7	0.03	A	0.8	0.03	A	0.8
Squamish Valley Rd - EBLT	0.00	--	0.0	0.00	--	0.0	0.00	--	0.0
Squamish Valley Rd - WBTR	0.04	--	0.0	0.04	--	0.0	0.05	--	0.0

Notes: SBLR – Southbound Left & Right Lane, WBTR – Westbound Thru & Right Lane, Etc.  
 V/C – Volume to Capacity Ratio where 1.00 represents at capacity.  
 LOS – Level of Service Indicator, A-best/min delay, to E/F-worst/saturated conditions.  
 Q – Vehicle queue length in metres, where one vehicle is about 6.0 metres.

As shown, no operational concerns are identified for the AM peak hour. Both intersections currently operate at optimal conditions in terms of capacity, delay and queuing, and the added treatment centre traffic is not anticipated to impact operations.

**Table 6** summarizes the capacity analysis for the Weekday Mid-day peak hour and **Table 7** summarizes the capacity analysis for the Saturday peak hour.

**Table 6 – Summary of Capacity Analysis – Weekday Mid-day Peak Hour**

<i>Intersection / Movement</i>	<i>Background Traffic</i>			<i>Total Traffic 2008</i>			<i>Total Traffic Future</i>		
<b>Squamish Valley Rd &amp; Government Rd</b>									
	<i>V/C</i>	<i>LOS</i>	<i>Q</i>	<i>V/C</i>	<i>LOS</i>	<i>Q</i>	<i>V/C</i>	<i>LOS</i>	<i>Q</i>
Government Rd - EBLR	0.03	A	0.9	0.04	A	1.0	0.05	A	1.2
Squamish Valley Rd - NBLT	0.01	A	0.2	0.01	A	0.2	0.01	A	0.2
Squamish Valley Rd - SBTR	0.03	--	0.0	0.04	--	0.0	0.05	--	0.0
<b>Squamish Valley Rd &amp; Paradise Valley Rd</b>									
	<i>V/C</i>	<i>LOS</i>	<i>Q</i>	<i>V/C</i>	<i>LOS</i>	<i>Q</i>	<i>V/C</i>	<i>LOS</i>	<i>Q</i>
Paradise Valley Rd - SBLR	0.03	A	0.8	0.05	A	1.1	0.06	A	1.5
Squamish Valley Rd - EBLT	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0
Squamish Valley Rd - WBTR	0.03	--	0.0	0.04	--	0.0	0.04	--	0.0

Notes: SBLR – Southbound Left & Right Lane, WBTR – Westbound Thru & Right Lane, Etc.  
 V/C – Volume to Capacity Ratio where 1.00 represents at capacity.  
 LOS – Level of Service Indicator, A-best/min delay, to E/F-worst/saturated conditions.  
 Q – Vehicle queue length in metres, where one vehicle is about 6.0 metres.

**Table 7 – Summary of Capacity Analysis – Saturday PM Peak Hour**

<i>Intersection / Movement</i>	<i>Background Traffic</i>			<i>Total Traffic 2008</i>			<i>Total Traffic Future</i>		
<b>Squamish Valley Rd &amp; Government Rd</b>									
	<i>V/C</i>	<i>LOS</i>	<i>Q</i>	<i>V/C</i>	<i>LOS</i>	<i>Q</i>	<i>V/C</i>	<i>LOS</i>	<i>Q</i>
Government Rd - EBLR	0.08	A	2.1	0.09	A	2.4	0.10	A	2.5
Squamish Valley Rd - NBLT	0.01	A	0.3	0.01	A	0.3	0.01	A	0.3
Squamish Valley Rd - SBTR	0.04	--	0.0	0.05	--	0.0	0.05	--	0.0
<b>Squamish Valley Rd &amp; Paradise Valley Rd</b>									
	<i>V/C</i>	<i>LOS</i>	<i>Q</i>	<i>V/C</i>	<i>LOS</i>	<i>Q</i>	<i>V/C</i>	<i>LOS</i>	<i>Q</i>
Paradise Valley Rd - SBLR	0.05	A	1.2	0.06	A	1.5	0.07	A	1.8
Squamish Valley Rd - EBLT	0.00	--	0.0	0.00	--	0.0	0.00	--	0.0
Squamish Valley Rd - WBTR	0.05	--	0.0	0.05	--	0.0	0.06	--	0.0

Notes: SBLR – Southbound Left & Right Lane, WBTR – Westbound Thru & Right Lane, Etc.  
 V/C – Volume to Capacity Ratio where 1.00 represents at capacity.  
 LOS – Level of Service Indicator, A-best/min delay, to E/F-worst/saturated conditions.  
 Q – Vehicle queue length in metres, where one vehicle is about 6.0 metres.

As shown the study area intersections are expected to operate at optimal conditions, with minimal delays and queuing. In all cases the Level of Service would be 'A' and queues would be 1 vehicle or less. The proposed development is not anticipated to noticeably impact operations at either of the study area intersections, even assuming a worst case traffic generation scenario.

### ***Seasonal Variations & Campground Traffic Considerations***

Bunt & Associates were retained to conduct a traffic review for this project in early October. Our 2007 traffic counts therefore took place once the campground had closed, and at a time outside of the generally busier summer season.

To estimate the difference in background traffic between July/August and October, we have used MoT daily traffic volumes along Highway 99 at a count station located directly north of Squamish Valley Road. The Highway 99 data suggests that summer weekday volumes are generally about 35% higher than October weekday volumes, and that summer weekend volumes are about 45% higher than October weekend volumes. It should be noted that while these Highway volumes are indicative of the seasonal variations in traffic, they are likely somewhat on the high side given that traffic north of Squamish would be directly impacted by Whistler-bound trips, which have a considerable difference from summer to fall and which are somewhat unrelated to traffic in Squamish. We would expect seasonal variations in study area traffic to be less than this, certainly when taking into effect the absence of school related traffic for example. However, in the absence of summer traffic data for the study area, we have assumed these higher seasonal variation rates.

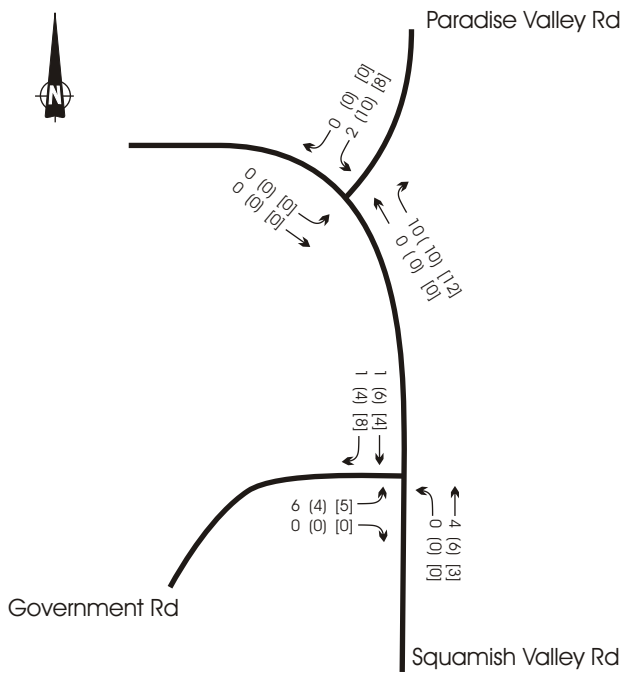
To project summer level traffic volumes, we have factored up the background traffic volumes to account for the seasonal variations as per MoT volumes, and have added in a layer of campground traffic. To estimate campground related traffic, we have based our estimates on the following assumptions:

- 49 campsites; 50% full on weekdays, 100% full on weekends;
- Departures between 8am-11am on weekdays (9 veh/hour);
- Departures between 8am-11am on weekends (16 veh/hour);
- Arrivals between 12noon – 9pm on weekdays (3 veh/hour);
- Arrivals between 12noon – 5pm on weekends (10 veh/hour);

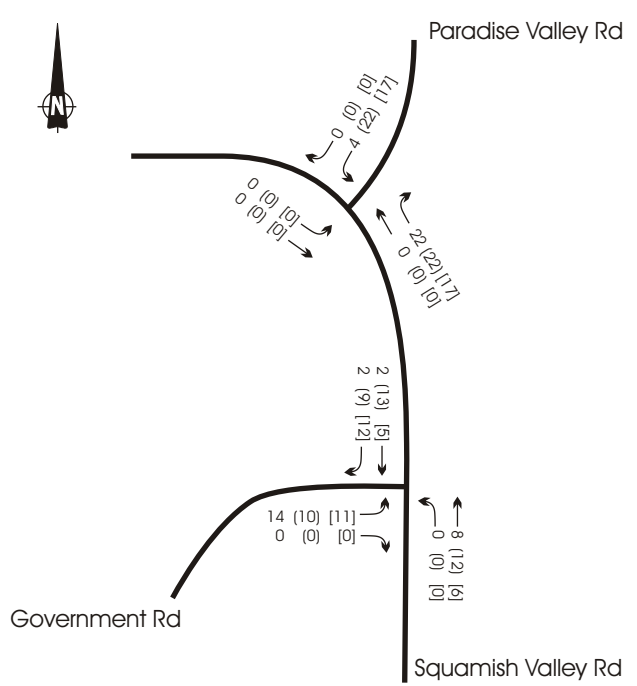
Industry standard ITE trip generation rates suggest peak hour rates of 0.2 trips/campsite during the AM peak hour (one hour between 7am and 9am), and PM peak hour trip rates of 0.3 trips/campsite (one hour between 4pm and 6pm). Our campground trip estimates are within the ITE guidelines, the AM trips are slightly higher than the ITE rates, and our Mid-day early afternoon rates are slightly lower, but this is to be expected as mid-day traffic is usually less than PM traffic.

***Exhibit 2*** illustrates the projected summer traffic volumes.

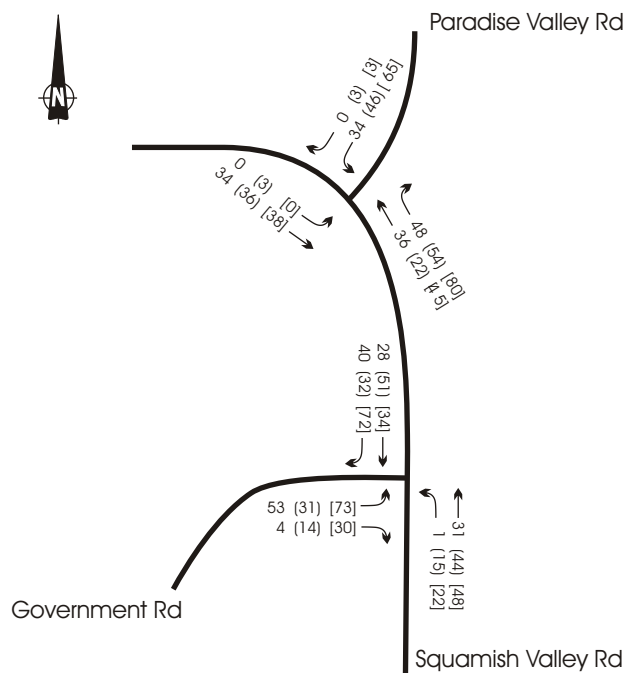




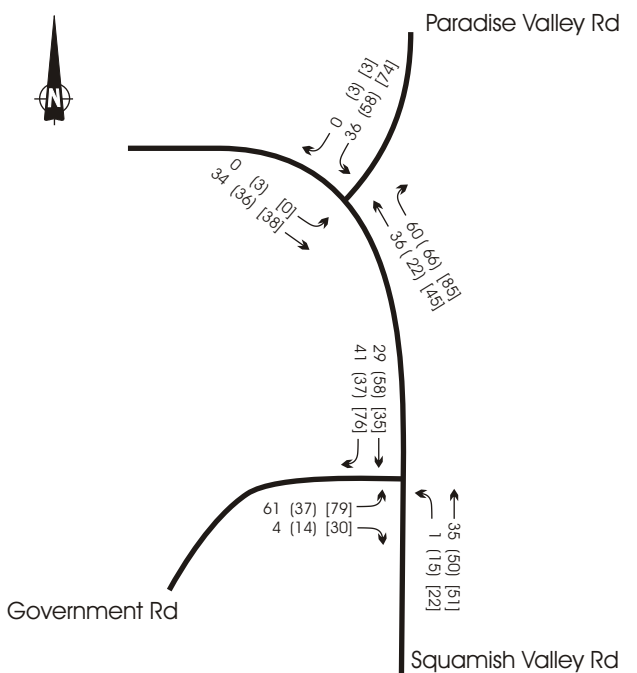
Site Generated Traffic - 2008



Site Generated Traffic - Future



Total Traffic - 2008



Total Traffic - Future

← 20(20)[20] AM Peak Hour (PM Mid-day Hour) [Saturday PM Peak Hour]

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**One Lane Bridge – Paradise Valley Road**

We have contacted BC Ministry of Transportation staff regarding safety and signalization guidelines for one-lane bridges that support two-way traffic. Although the MoT does not have specific guidelines that outline procedures to follow for one-lane bridge operations in terms of signalization and safety, MoT staff have suggested that traffic signals for one lane bridges are generally not warranted if daily traffic volumes are less than 3,000 vehicles per day. Most MoT one-lane bridges are assessed on a case by case basis for sight lines and traffic volumes and vehicle type use, in addition to the capacity guideline.

**Table 8** summarizes the anticipated overall two-way traffic volumes on Paradise Valley Road just north of Squamish Valley Road.

**Table 8 - Two-Way Traffic Volumes on Paradise Valley Road**

<i>Time Period</i>	<i>October</i>		<i>Summer</i>	
	<i>16 Beds</i>	<i>48 Beds</i>	<i>16 Beds</i>	<i>48 Beds</i>
Weekday AM (6am-7am)	64	78	82	96
Weekday Mid-day (1pm-2pm)	79	103	103	127
Saturday Mid-day (12noon-1pm)	101	115	148	162

Note: Numbers express vehicles/hour, both northbound and southbound travel combined.

The peak hour volumes suggest maximum daily traffic volumes (assuming a 48 bed facility) of 1,200 vehicles per day in October and up to 1,600 vehicles per day in the summer, along Paradise Valley Road just north of Squamish Valley Road. These volumes include the existing area traffic as well as site generated traffic. *It should be noted that the number of trips that actually cross the one-lane bridge would be even less, as some of these vehicles would stop at or originate from the Northshore Outdoor School or the Conference Centre.* The projected daily volumes are well within the 3,000 vehicle per day threshold, and based on a preliminary review of traffic volume loads alone, the bridge is not expected to have any operational issues.

In future, it may be worthwhile to conduct a more thorough review of sight lines at the bridge to confirm that current signage is appropriate for the traffic volumes. Our preliminary site visits indicate that sight lines are functional, although somewhat constrained given the high railings on the bridge and grade change from the road to the bridge deck. If safety concerns persist, in future it may be worthwhile for further consultation and possibly traffic signals, but based on the anticipated vehicle loads the bridge should function within capacity constraints.

### ***Site Access and Parking***

The proposed treatment centre site is located along an ‘S’ curve in Paradise Valley Road, not far from the one-lane bridge. It is recommended that signage be installed to the north and south of the ‘S’ curve to forewarn vehicles of the site accesses (treatment centre and campground) and slow-moving vehicles and to remind vehicles to slow down in this section of the road. Site observations have indicated a number of vehicles driving at excessive speeds through the ‘S’ curve, vehicles headed to/from the north.

### Existing Conditions

The site currently has two access points, one at the centre of the site, on the straight portion of road between the tight corners, and one at the north edge of the property. The centre driveway actually has decent sight lines, provided that vehicles are driving past the site at appropriate speeds. The north access has relatively restricted sight lines to the south, and is not a good location for vehicles turning left into the driveway, as vehicles tend to accelerate out of the second corner on their way north, setting up a potential conflict point for vehicles slowing to turn left into the driveway.

### Opening Day - 16 Bed Facility

During the first several years of operation, while the facility is at a maximum capacity of 16 patients, the existing site access located at the centre of the site and between the two bends, in combination with advance warning signs, will be sufficient to accommodate the anticipated traffic volumes. The only condition to this is that sufficient parking can be provided in this area on-site, enough to accommodate all facility related vehicles. It is imperative that all parking be provided on-site, as the visibility in this section of Paradise Valley Road would not allow for safe on-street parking nor would the width of road. Initial estimates would suggest the need for a minimum of 15 parking stalls to accommodate shift changeovers and several additional stalls to allow for the occasional administrative visitor, or courier, and up to 4 visitors at a time on weekends. It would also be recommended to provide all loading from this central access point. It is further recommended to limit access to the site at the north end of the property to emergency use access only (ie-firetruck pull-in).

### Future – Several years after opening

Upon expansion to beyond 16 beds, it is recommended to provide a staff entrance and staff parking at the southwest corner of the property. It is further recommended to restrict all loading to the central driveway, and to at this time reduce parking spaces in this central area to no more than approximately 5 stalls, enough to allow for the occasional administrative visitor, or courier as well as parking for 1-2 facility owned vehicles. The north access would remain closed at this time, limited to an emergency access use only.

Within the first several years of operation, even if the facility does not expand past a 16 bed capacity, it is recommended to shift the staff entrance and parking to the south end of the site. It is recommended that this entrance accommodate the bulk of vehicle trips in/out of the facility, as it has the best sight lines and capability to provide adequate parking. If sufficient parking

cannot be provided in the early stages of the project at the centre access, it would be necessary to implement the south access for opening day.

### ***Off-Site Road Operations***

Although the study area intersections are operating at well under their capacity thresholds, site observations have documented high speeds at the Squamish Valley Road & Paradise Valley Road intersection. There are numerous vehicles that barely slow down while turning to/from Paradise Valley Road, and this includes left turning vehicles from Paradise Valley Road onto Squamish Valley Road.

Given the relatively low volume of traffic in the area, this type of driver behaviour will likely only be changed by stepped up police enforcement and/or modification to intersection control or geometrics, should safety problems persist. It may be worthwhile for the District to consider a further study on this matter at a future date.

### ***Conclusions & Recommendations***

The proposed facility is expected to generate a maximum of up to 12-20 trips during it's peak hour, with up to 16 residents on-site. With up to 48 residents on-site, the facility could be expected to generate up to a maximum of 26-44 vehicle trips during the busiest one hour period. The peak hour of traffic generation at the facility is anticipated to occur between 1-2pm, and is associated with the change in shifts for staff. At all other times of the day the site would generate considerably less traffic.

The capacity and queuing analysis clearly indicate that the proposed development is not going to impact traffic operations at the two study area intersections, even assuming a worst case traffic generation scenario and even considering summer level traffic volumes. Both intersections are anticipated to operate at optimal conditions, well under capacity limits and with minimal delay and queuing.

The proposed development will marginally increase the traffic using the one-lane bridge on Paradise Valley Road, however daily volumes on the bridge would be expected in the range of 1,200 to 1,600 vehicles per day or less, and well under the 3,000 vehicles per day MoT threshold that would trigger the need for a signal. It may be worthwhile to further analyze sight lines and operations at this bridge, to ensure they work as intended. Preliminary analysis based on traffic volume loads, would suggest that no problems are anticipated with or without the treatment facility.

The site is located at a curve in Paradise Valley Road. It is recommended to implement signage to slow vehicles down in this area and to forewarn of the upcoming site accesses. It is further recommended to provide a site access and parking at the south end of the facility, certainly once the facility begins to increase in size from the initial 16 beds. Loading and all courier trips would be

expected to use the existing centre access, and it is recommended that the north access to the site be closed or restricted to emergency access use only. In the interim few years, while the facility is only 16 beds, and provided that sufficient parking can be provided in this area, it is anticipated that site could maintain the centre access as it's main access point.

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I trust this report will be of assistance to you. Should you have any questions, or wish to further discuss our findings, please do not hesitate to call me at 604.894.0121.

Yours truly,  
**Bunt & Associates**



Sarah Dirksen, P.Eng.  
Transportation Engineer



Peter Joyce, P. Eng.  
President