WOODGROVE AREA PLAN

Baseline Assessment Report

MARCH 2025

CITY OF NANAIMO
THE HARBOUR CITY

EXECUTIVE SUMMARY

The Woodgrove Area Plan (WAP) is a vital part of Nanaimo's broader initiative to develop complete communities in urban centres. Rooted in *City Plan: Nanaimo Relmagined*, which outlines six Secondary Urban Centres. Woodgrove is envisioned as a primary hub of high-intensity land uses and mixed-use development. As Nanaimo's northern gateway, Woodgrove serves both city-wide and regional commercial functions. In 2023, the City of Nanaimo and the Regional District of Nanaimo (RDN) began assessing the area's potential to fulfill its role as a secondary urban centre. In the same year, the B.C. government enacted Bill 47, which emphasized transit-oriented areas, aligning closely with the vision for secondary urban centres. Additionally, the City and RDN received a $200,000 Complete Communities grant to fund an assessment supporting Woodgrove's transformation into a complete community.

A complete community offers a broad range of elements designed to meet the diverse needs of its residents, ensuring long-term sustainability and enhanced quality of life. Key elements include:

- Housing Diversity: A mix of housing options that cater to various life stages, including apartments, townhouses, and single-family homes, ensuring inclusivity for all demographics.
- Mixed Land Use: A combination of residential, commercial, and recreational spaces within the same area, promoting vibrant neighbourhoods and reducing commuting needs.
- Employment Opportunities: Concentrating employment options within the community to minimize commuting, fostering a live-work environment.
- Proximity to Daily Needs: Ensuring essential services and amenities are within a 15-20 minute walk to reduce car dependency.
- Transportation Options: Providing diverse transportation modes, including walking, cycling, and public transit, to create an equitable, multi-modal transportation system accessible to all.

The Complete Communities Process is structured into three phases: Prepare, Assess, and Act. The *Baseline Assessment Report* informs the Assess phase by mapping indicators and conducting a spatial analysis to identify Woodgrove's strengths, opportunities, and challenges.

This report analyzes the current state of the Woodgrove Secondary Urban Centre in relation to:

1. Housing, office, and employment supply
2. Capacity of transportation and transit networks
3. Sewer, water, and stormwater infrastructure capacity
4. Access to parks and open spaces, recreation, and culture facilities

The analysis provides valuable indicators for guiding future growth scenarios, highlighting key opportunities and challenges in each area. The report's findings, broken down into four lenses—housing, transportation, daily needs, and infrastructure—are as follows:

HOUSING

- Mix of Housing Types: 92% of the housing stock in the Woodgrove Urban Centre is in apartment-style buildings under 5-storeys. This supports future densification by avoiding resident pushback when densifying from single-family dwellings to higher-rise apartment buildings.
- Housing Density: The current density of housing in the Woodgrove Urban Centre is approximately 6 units per hectare. The target for this secondary urban centre is 200 units per hectare. To achieve that level of density, over 18,000 units would have to be developed. This is a significant undertaking.
- Affordability of Housing: There is currently no non-market (subsidized) housing within the Woodgrove Urban Centre and the City will need to seek opportunities to protect affordable rental units, and increase non-market housing.
- Housing Tenure: In the Woodgrove Urban Centre, slightly more of the housing stock is rental units (52%) compared to owned (48%) properties. When focusing on apartment units specifically, there is a higher percentage of rental units (57%) than strata (ownership) units (43%).
- Bedroom Mix: 54% of all units in Woodgrove are two- or three-bedroom units. Notably, most three-bedroom units are found in apartment-style and duplex structures, with 29 such units, compared to only six in single-family dwellings.

TRANSPORTATION:

- Mode Split:
  - » Residents in the Woodgrove Urban Centre primarily rely on vehicle trips (85%) to access daily needs, followed by active modes of walking or cycling (10%) and transit (5%).
  - » These results are similiar to the current city-wide mode split, however with a slightly higher transit mode share (5% vs. 2%) and reduced vehicle mode share (85% vs. 88%), but the same active mode split (10%).
- Walk/Bike & Wait Time to Transit:
  - » The Woodgrove Urban Centre has good transit access in the northwestern portion, centered around the Woodgrove Exchange and Mall, which serves as a significant hub with eight bus routes.
  - » Transit is better during the AM peak period, likely serving commuter needs, with increased service frequencies along Metral Drive.

- Intersection Level of Service:
  - All intersections are performing within typical thresholds, indicating sufficient capacity to handle existing traffic volumes during peak periods.
  - The signalized intersections with the lowest Level of Service (LOS) rankings are Aulds Road & Nanaimo Parkway, Aulds Road/Hammond Bay Road & Island Highway, and Turner Road & Island Highway. These intersections carry the highest traffic volumes and feature longer signal cycle lengths and split phasing, which help manage high traffic but also increase travel time for vehicles and other modes.

DAILY NEEDS

- Walk & Cycle Distance to Daily Needs Destinations:
  - In terms of pedestrian infrastructure, all 55 residential units (100%) can access daycares and employment opportuntiies, while approximately half (51%) of residential units can access a pharmacy and a small portion (13%) a grocery store within 800 m or a 15-minute walk within the Woodgorve Urban Centre.
  - When considering cycling infrastructure, access to essential services drops significantly, with exception to access to employment opportunities (100%). Only 16% of residential properties can access a daycare, and just 3% can reach a grocery store or pharmacy within 800 m within the Woodgrove Urban Centre.
  - Access to parks and open spaces, recreation and cultural facilities, and schools is extremely limited by walking or cycling, as these destinations are not located directly within the Woodgrove Urban Centre.
- Proportion of Retailers: Service commercial retailers account for 12% of the total retail space, which consists of professional services (40%), financial institutions (21%), ambulatory health services (20%), personal services (13%), and childcare (6%).
- Retail Vacancy Rate: There is a retail vacancy rate of 3.7%, based on the overall floor area, where a healthy range is between 5 - 7%
- Local vs. Chain Retailers: The retail landscape in the Woodgrove Urban Centre is predominantly characterized by chain retailers, which hold 56.8% of all business licenses, followed by local retailers (30.5%) and vacant units (12.7%). The share of commercial floor area is predominantly occupied by chain retailers (78.7%), followed by local businesses (17.5%), and vacant units (3.7%).

INFRASTRUCTURE:

- Sanitary Sewer Infrastructure: The Sanitary sewer system serving the Woodgrove Urban Centre is nearing capacity. Adding additional population will require substantial investment in improvements to the system.
- Storwater Infrastructure: The storm sewer system within the Woodgrove Urban Centre is comprised of a mix of City owned and private infrastructure. The study area is heavily developed with approximately 90% impervious area.
- Water Infrastructure: The water system is nearing capacity and will require substantial investment in improvements to the system to accommodate additional population.

This *Baseline Assessment Report* provides a clear understanding of Woodgrove's current conditions, setting the stage for future planning phases. The insights gained from the baseline assessment will guide the creation of growth scenarios in subsequent stages of the Woodgrove Urban Centre, helping to shape a thriving, complete community.

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TERRITORIAL / LAND ACKNOWLEDGMENT

We respectfully acknowledge that the city boundary lies within the Traditional Territory of Snuneymuxw First Nation who have many significant ancestral village sites throughout the city including Stlilnup (Departure Bay) and Sxwuyum (Millstone River). We recognize the Snuneymuxw Treaty of 1854, a trade and commerce treaty that forever and always preserves and protects Snuneymuxw villages, waters, enclosed fields, harvesting and gathering sites, and the right to hunt and fish as formerly.

Our river Our mountain Our ocean

As a painter I have walked this land. I have tried to capture the spirit of this land
Our river
Our mountain
Our ocean
This land does not belong to you or I. It belongs to our great great grandchildren.
We need to
Take care of our rivers
Take care of our mountains
Take care of our ocean
We need to work collectively,
One body
One mind
One spirit
The legacy of our decisions today, our children will write tomorrow.

- Poem by Connie Paul,
Snuneymuxw Health Centre Nurse

A PROJECT OVERVIEW

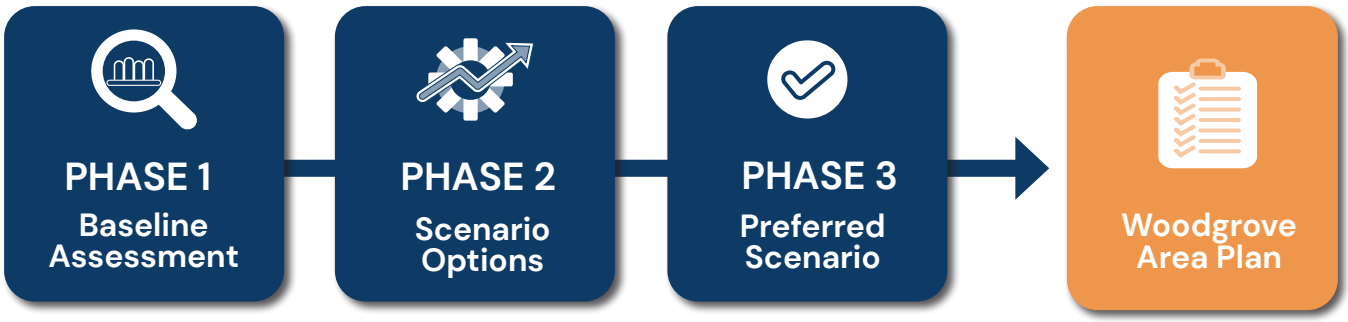
A1 Purpose

The Woodgrove Area Plan (WAP) is part of a broader initiative aimed at developing complete communities in Nanaimo's urban centres. Its context is rooted in *City Plan: Nanaimo Relmagined* (*City Plan*) which identifies six Secondary Urban Centres, including Woodgrove. This area is envisioned as a primary hub of activity characterized by high-intensity land uses and mixed-use development. Recognized as Nanaimo's northern gateway, the Woodgrove Secondary Urban Centre serves both city-wide and regional commercial functions.

In 2023, the City of Nanaimo and the Regional District of Nanaimo (RDN) began studying the potential of the Woodgrove Urban Centre to fulfill its role as a secondary urban centre. That same year, the B.C. government enacted housing density legislation (Bill 47), which identified transit-oriented areas—a concept that aligns closely with the objectives for secondary urban centres. In November 2023, the City of Nanaimo and RDN were awarded a $200,000 Complete Communities grant to fund an assessment that would support the transformation of Woodgrove into a complete community.

This *Baseline Assessment Report* is the first step in the Complete Communities process, as outlined below:

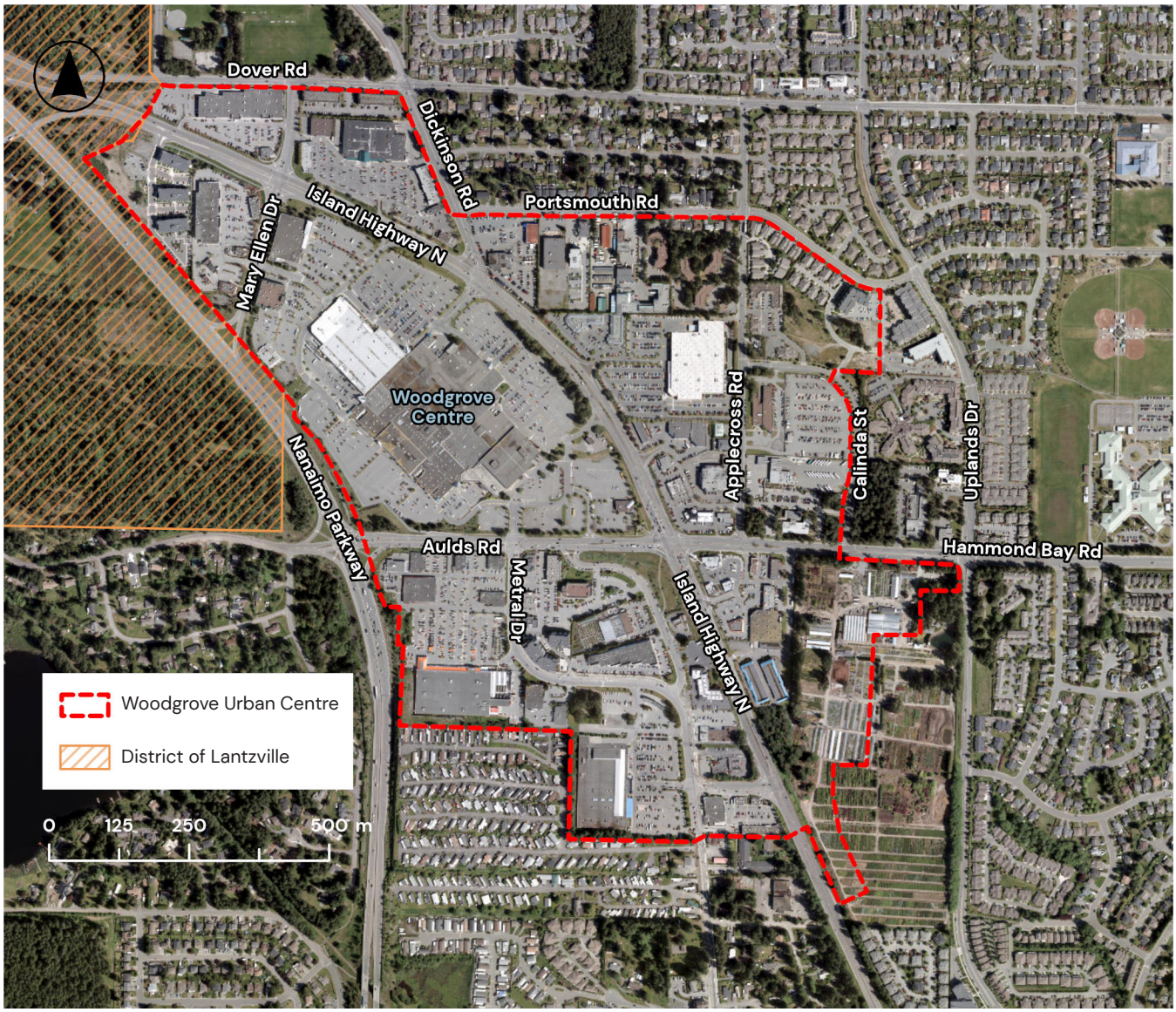
Figure 1: Woodgrove Area Plan Process



A2 Study Area Context

The Woodgrove Urban Centre is located in the northwest area of the City of Nanaimo. It functions as the City's northern gateway, sharing boundaries with the Regional District of Nanaimo and the District of Lantzville. The area prominently includes the Woodgrove Centre mall and its surrounding lands.

Figure 2: Woodgrove Area Plan Study Area



A3 UBCM Complete Community Program

The Union of British Columbia Municipalities (UBCM) Complete Communities Program is a $10 million grant initiative designed to support local governments and modern Treaty First Nations in British Columbia in developing more comprehensive and integrated community environments. Grant recipients are enabled to conduct in-depth assessments of community development to determine future growth scenarios.

The program's core focus is to help communities evaluate their "completeness" through four critical lenses; housing, transportation, daily needs, and infrastructure. By supporting evidence-based land use planning, the initiative aims to create more compact, efficient, and livable communities that align with broader provincial goals, such as the CleanBC Roadmap to 2030. Local governments (i.e. the City of Nanaimo) can use these grants to undertake comprehensive assessments that inform strategic decision-making about community development, housing supply, transportation options,

A1.3.1 What is a Complete Community?

A complete community, or specific areas within a larger community, offers a comprehensive range of

HOUSING DIVERSITY

A wide array of housing options is available to cater to the identified needs of the community. This diversity accommodates people at various life stages, from young adults to seniors, and includes different housing types such as apartments, townhouses, and single-family homes.

MIXED LAND USE

Complete communities advocate for a diverse land use mix, integrating residential, commercial, and recreational spaces within the same area. This integration helps create vibrant neighborhoods and reduces the need for long commutes.

EMPLOYMENT OPPORTUNITIES

A key goal is to concentrate employment options within the community, allowing residents to both live and work within the same geographic boundaries. This strategy helps mitigate the negative effects associated with commuter towns and long-distance commuting.

PROXIMITY TO DAILY NEEDS

Within a 15-20 minute walk, residents have access to a broader range of employment opportunities, amenities, and services. This proximity reduces car dependency and promotes a more walkable, sustainable urban environment.

TRANSPORTATION OPTIONS

These communities prioritize multiple transportation modes, including walking, cycling, and public transit, in addition to private vehicles. This approach aims to create an inclusive, multi-modal, and equitable transportation system that works for people of all ages, abilities, incomes, and racial demographics.

A1.3.2 Description of Lenses

Assessing the Woodgrove Secondary Urban Centre's completeness involves examining its current state and future potential in terms of housing supply, employment capacity, transportation network, infrastructure, and access to parks, recreational and cultural facilities. The Complete Communities Assessment (as part of the ongoing development of the Woodgrove Area Plan) aims to provide direction on integrating these elements effectively, ensuring that the area evolves into a truly complete community that serves both local and regional needs.

The most effective way to develop more complete communities is by considering these elements in conjunction with one another. Mapping and analyzing these key components and their interrelationships can support the advancement of a community's established objectives. Each element is assessed through a "lens", which includes the following:

DIVERSITY OF HOUSING OPTIONS

- A wide range of housing types, tenures, and affordability that cater to individuals at various life stages, supporting the concept of aging in place. Housing options may include apartments, townhouses, and specialized senior living facilities, housing that can be rented or owned, mix of unit sizes, and affordability levels.
- Residential areas strategically located within walking distance of key amenities that fulfill daily needs, such as grocery stores, pharmacies, employment, schools, and community centers, promoting a walkable and convenient lifestyle.
- Housing situated near multiple viable transportation options, including access to public transit hubs, well-maintained pedestrian pathways, bicycle lanes, and major roadways, ensuring residents have various choices for commuting and general mobility.
- Parcels that combine different land uses, often featuring buildings with ground-floor commercial or institutional spaces and residential units on upper floors. This may also include a thoughtful distribution of commercial, residential, and institutional uses throughout the area, creating a dynamic and multifunctional neighborhood.

PROXIMITY TO DAILY NEEDS

- A diverse mix of land uses within walking distance of housing and employment, integrated with a range of transportation options.
- Key daily needs located within walking distance of most residents, including daycares, grocery stores, pharmacies, and park, recreation, and cultural facilities. Land uses that support employment opportunities connected to sustainable transportation options and housing choices.
- Proximity of residential areas to essential services and amenities, reducing the need for long commutes and promoting a more walkable community.
- A balanced distribution of commercial, residential, and institutional uses throughout the area, creating a dynamic and multifunctional neighborhood.

TRANSPORTATION OPTIONS

- Grid street network with block lengths of approximately 200 m or less, promoting walkability and ease of navigation.
- Highly connected street networks that offer multiple route options for pedestrians, cyclists, and vehicles.
- Generous and wide sidewalks that can accommodate high pedestrian volumes.
- Frequent road crossing opportunities to enhance pedestrian safety and connectivity.
- Access to transit where feasible, with accessible transit stops to support public transportation use.
- All Ages and Abilities (AAA) cycling networks that provide safe and comfortable routes for cyclists of varying skill levels.
- Adequate bicycle parking and, where appropriate, end-of-trip facilities to encourage cycling as a viable transportation option.
- Support for micromobility, carsharing, and electric vehicle (EV) use through appropriate infrastructure.

EFFICIENT USE OF INFRASTRUCTURE

- Lifecycle infrastructure costing considered when making decisions regarding development, ensuring long-term financial sustainability.
- Investments made in good asset management practices to maintain and optimize community infrastructure.
- Strategic planning for infrastructure maintenance and replacement to minimize unexpected costs and service disruptions.
- Consideration of long-term operational and maintenance costs in addition to initial capital expenses when evaluating development projects.
- Implementation of sustainable infrastructure design practices that may have higher upfront costs but offer long-term savings and environmental benefits.

A1.3.3 Process

The Complete Communities Process consists of three main phases: Prepare, Assess, and Act. This *Baseline Assessment Report* informs the first two tasks of Phase 2: Assess by mapping indicators and completing a spatial analysis of the data for each lens to determine the Woodgrove areas strengths, opportunities and challenges.

PREPARE (PHASE 1)

In the Prepare phase, the focus is on reviewing the community context and identifying goals that support the development of complete communities. This phase involves preparing a scope of work, which includes identifying the project team, required resources, project goals, and engagement strategies. Additionally, data collection and compilation are essential, with an emphasis on updating spatial data and mapping to ensure accurate and current information.

ASSESS (PHASE 2)

The Assess phase involves conducting a spatial analysis of selected lenses, such as Housing, Transportation, Daily Needs, and Infrastructure, both individually and in relation to one another. This phase aims to assess the community's strengths, opportunities, and challenges in becoming more complete. Various scenarios are created to test potential actions, and an analysis is conducted to evaluate the trade-offs of different actions and how they may contribute to achieving the community's goals.

ACT (PHASE 3)

In the final Act phase, an implementation plan is developed based on the identified actions. A report is created, outlining key assessment findings, and detailing the strengths, opportunities, and challenges that need to be addressed to enhance community completeness. The implementation plan also includes potential future actions and establishes monitoring and reporting mechanisms to track progress, ensuring that the community moves toward becoming more complete over time.

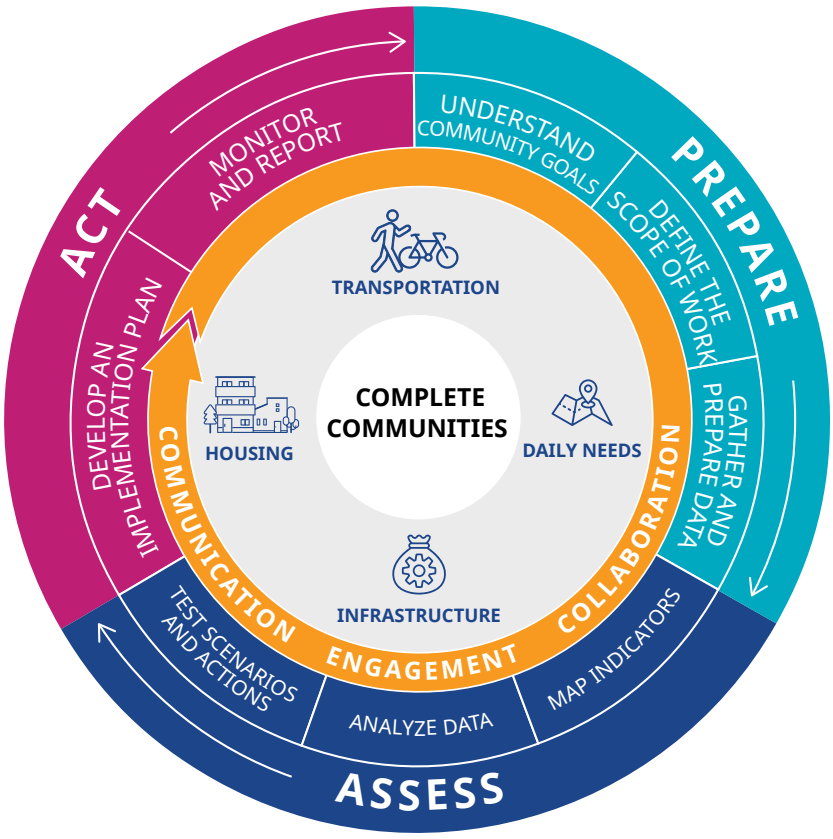


Figure 3: Assessment Process
Source: BC Complete Communities Guidelines

A4 Planning Framework

The proposed Woodgrove Area Plan is part of a comprehensive planning framework that spans municipal, regional, and provincial levels of government. At the municipal level, the plan is rooted in *City Plan,* which identifies Woodgrove as one of six secondary urban centres envisioned to be Nanaimo's primary hubs of activity. The *Integrated Action Plan* further prioritizes the preparation of an Area Plan for the Woodgrove Secondary Urban Centre, recognizing its importance as the City's northern gateway and its potential to develop as a complete community.

In 2023, the City of Nanaimo enacted the *Transit-Oriented Areas Designation Bylaw No. 7382*, aligning with the provincial government's housing legislation (Bill 47) that identified the Woodgrove transit exchange as a transit-oriented area. This bylaw set the stage for the Woodgrove Area Plan by reinforcing the importance of integrating land use and transportation planning.

At the regional level, the plan is informed by the Regional District of Nanaimo (RDN) *Regional Growth Strategy,* which provides a framework for coordinated planning across the region. The *RDN Transit Redevelopment Strategy* further supports the Woodgrove Area Plan by identifying the area as a key travel destination with a major transit exchange. Additionally, the *Housing Needs Report (2024)* provides crucial data on housing requirements that will inform the plan's approach to residential development. The following figure provides an overview of the 10-year housing need for Nanaimo.

Figure 4: 10-Year Estimated Housing Need
Source: Housing Needs Report (2024)

Provincial initiatives also play a significant role in shaping the Woodgrove Area Plan. The CleanBC Roadmap to 2030 and the *BC Climate Action Charter* set targets for reducing greenhouse gas emissions, which may influence the plan's approach to sustainable development and transportation. *The Homes for People Action Plan* initiative emphasizes the need for diverse and affordable housing options, a key consideration in the plan's vision for a complete community.

The *Planning Together BC (PTBC): Integrated Transportation and Land Use for Thriving Communities* framework further reinforces the importance of coordinating land use and transportation planning, aligning with the Woodgrove Area Plan's objectives to create a northern mobility hub where major regional and city-wide mobility networks connect.

Additionally, the Provincial Housing Target Order, (Order) for the City of Nanaimo, effective July 1, 2024, sets out a total five-year housing target to be met by June 20, 2029. The housing targets set out in the Order reflect 75% of the Province's total estimated housing need for the City of Nanaimo. The Order outlines the minimum number of net new units to be built each year, which the City is to strive in achieving 100% of the estimated housing need. Additionally, the Order includes a unit breakdown based on size, tenure, unit affordability and support housing with on-site support as interim guidance. The following figure outlines the housing targets as set out by the Order.

Figure 5: Provincial Housing Targets
Source: Provincial Housing Target Order (Schedule A)

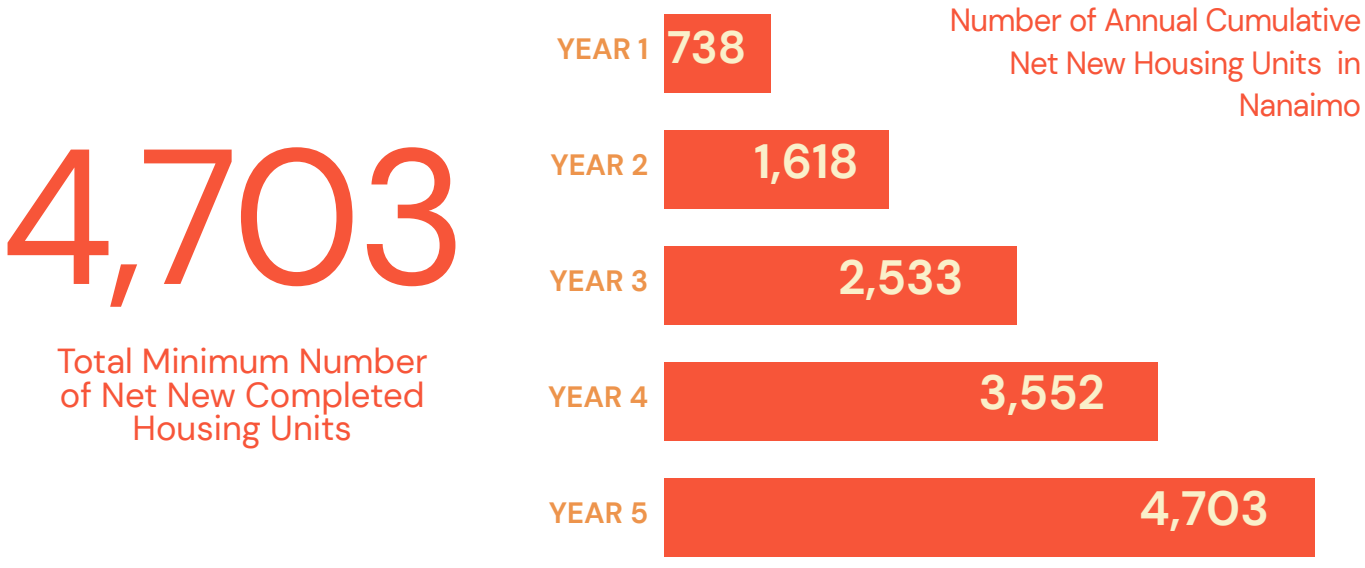


Figure 6: Order Housing Unit Breakdown Guidance
Source: Provincial Housing Target Order (Appendix B)

UNIT SIZE

3,124
Studio / 1-Bedroom

772
2-Bedroom

806
3 or more Bedroom

TENURE

2,772 rental units

1,931 owned units

RENTAL

1,929
Below Market Units

843
Market Units

108
Total Minimum Number of Supportive Rental Units with On-Site Supports

The Woodgrove Secondary Urban Centre is governed by *City Plan* and Zoning Bylaw No. 4500, establishing the regulatory planning framework to guide future development. The following provides an overview of the key policies and zoning regulations that govern the Woodgrove Urban Centre.

CITY PLAN

The Woodgrove Urban Centre is designated as a Secondary Urban Centre in *City Plan*. Secondary Urban Centres are intended to be large scale urban centres that serve the entire city. They are also characterized as being anchored by public or civic institutions and employment centres, offer a broad range of housing types, and have excellent transit access and walking, rolling, and cycling routes.

The following are key policies considerations that will guide future development in the Woodgrove Urban Centre:

- D4.3.35 Support the following typical uses: mixed-use, commercial, office, and residential; residential in apartment formats; civic / institutional uses; and, parks, plazas, and open spaces.
- D4.3.36 Support the following typical building forms: mix of low-rise, mid-rise, and high-rise buildings, typically in mixed-use forms with ground-floor commercial and residential / office above, or residential or live / work forms
- D4.3.37 - Typical building heights wil be two storeys to 12 storeys. Additional building height may be supported on key sites where a development proposed meets additional policy requirements.
- D4.3.38 Work towards an overall target density for the Secondary Urban Centre designation of 200 units per hectare.
- D4.3.39 Recognize Woodgrove Urban Centre as the city's northern gateway, serving a city-wide and regional centre function for commercial activity.
- D4.3.40 Develop Woodgrove Urban Centre as the northern mobility hub where major regional and city-wide mobility networks connect. Safe and accessible walking, rolling, cycling, and transit connections will be a priority in this centre.
- D4.3.41 Support development forms that contribute to the function of Woodgrove Urban Centre as a mixed use centre with an integrated mix of residential, commercial, recreational, and cultural components.

ZONING BYLAW NO. 4500

The majority of the study area is zoned **CC4 -** Woodgrove Urban Centre, which:

- Permits a wide range of housing options from single family dwellings to multi-family dwellings.
- Permits a wide range of commercial, office and institutional uses.
- Allows a floor area ratio (FAR) of 1.25, with the option for an additional 1.05 FAR via density bonusing
- Has no minimum required height, while allowing up to a maximum building height of 14 m (5 storeys).

B COMPLETE COMMUNITY BASELINE ASSESSMENTT

This Baseline Assessment Report describes the current state of the Woodgrove Secondary Urban Centre as it relates to the following:

- Supply of housing, office, and employment;
- Capacity of the transportation network and transit;
- Capacity of the sewer, water, and stormwater infrastructure; and,
- Access to parks and open spaces, recreation, and culture facilities.

The assessment includes a list of indicators that guide research, incorporate findings for each lens, and provide an overview of relevant opportunities and challenges that will be used to inform the creation of potential growth scenarios in the next phase of the project.

B1

HOUSING

A key component for the development of the Woodgrove area as a secondary urban centre is addressing housing needs and accommodating future growth through high-density and transit-oriented development. Housing is a fundamental human need, and creating a more complete community means offering a diverse range of housing types and tenures that meet the needs of people at different income levels, family sizes, ages, and stages of life. When housing is located near essential amenities and services, it enhances the quality of life for residents, ensuring that daily needs can be met conveniently. By incorporating housing as an assessment lens, the City can build on the *Housing Needs Report (2024)*, spatially analyze housing options, and align housing development with transportation infrastructure. This integrated approach ensures that new housing is well-positioned in areas that are close to both daily necessities and transportation options, supporting more efficient and inclusive community planning.

Table 1: Housing Indicators

INDICATOR	DATA CATEGORIES	WHY IS THIS INDICATOR IMPORTANT?
Mis of Housing Types	Spectrum from single-detached dwellings to apartments in mixed-use buildings	» Understanding the mix of existing housing to determine what the market has demanded in the past. » Determining if the current housing mix support the vision of a secondary urban centre.
Housing Density	Units per Hectare	» Measuring the current housing density to the housing density targets for a secondary urban centre. » Identifying the distribution of housing density throughout the Woodgrove Area.
Housing Tenure Mix	Rental vs. Ownership	» Understanding the current composition of owners vs. renters » Identifying housing tenures in higher-density housing typologies to begin to understand the demand for purpose-built rental or strata units.
Affordability	Market vs. Non-Market	» Identifying any non-market (subsidized) units in the Woodgrove Area.
Bedroom Mix	Spectrum from studio units to 3+ bedroom units	» Understanding the proportion of units that support family-friendly housing. » Understanding the proportion of units that are more suited for single residents, whether young adults or elderly residents.
Development Pipeline	Number of proposed units	» Assessing the potential impacts of upcoming development. » Identifying development trends in the area, including future density and spatial distribution of proposed development.

B1.1 Mix of Housing Types

A mix of housing types within a community has the potential to accommodate people of all ages, abilities, income levels, and household compositions. This indicator also provides insights into the current state of the Woodgrove area and how this relates to the vision and permissions outlined in higher level policies in *City Plan*.

FINDINGS

Overall, 92.3% of housing units in the area are located within apartment buildings. Nearly 68% of units are in low-rise apartment buildings, and there are no units in apartment buildings over five storeys.

Other forms of housing unit types within the scope area include single-detached (1.1%), duplex (6.5%), and other (0.2%). One residential unit is unconventionally located within a storage facility and has been categorized as 'other'.

APPLICABLE PLANNING FRAMEWORK

City Plan Policy:

- D4.3.36 Support the following typical building forms: mix of low-rise, mid-rise, and high-rise buildings, typically in mixed-use forms with ground-floor commercial and residential / office above, or residential or live / work forms.
- D4.3.37 Typical building height will be two storeys to 12 storeys.

OPPORTUNITIES & CHALLENGES

- There is a high proportion of existing multi-family housing, which is compatible with future densification of the area.

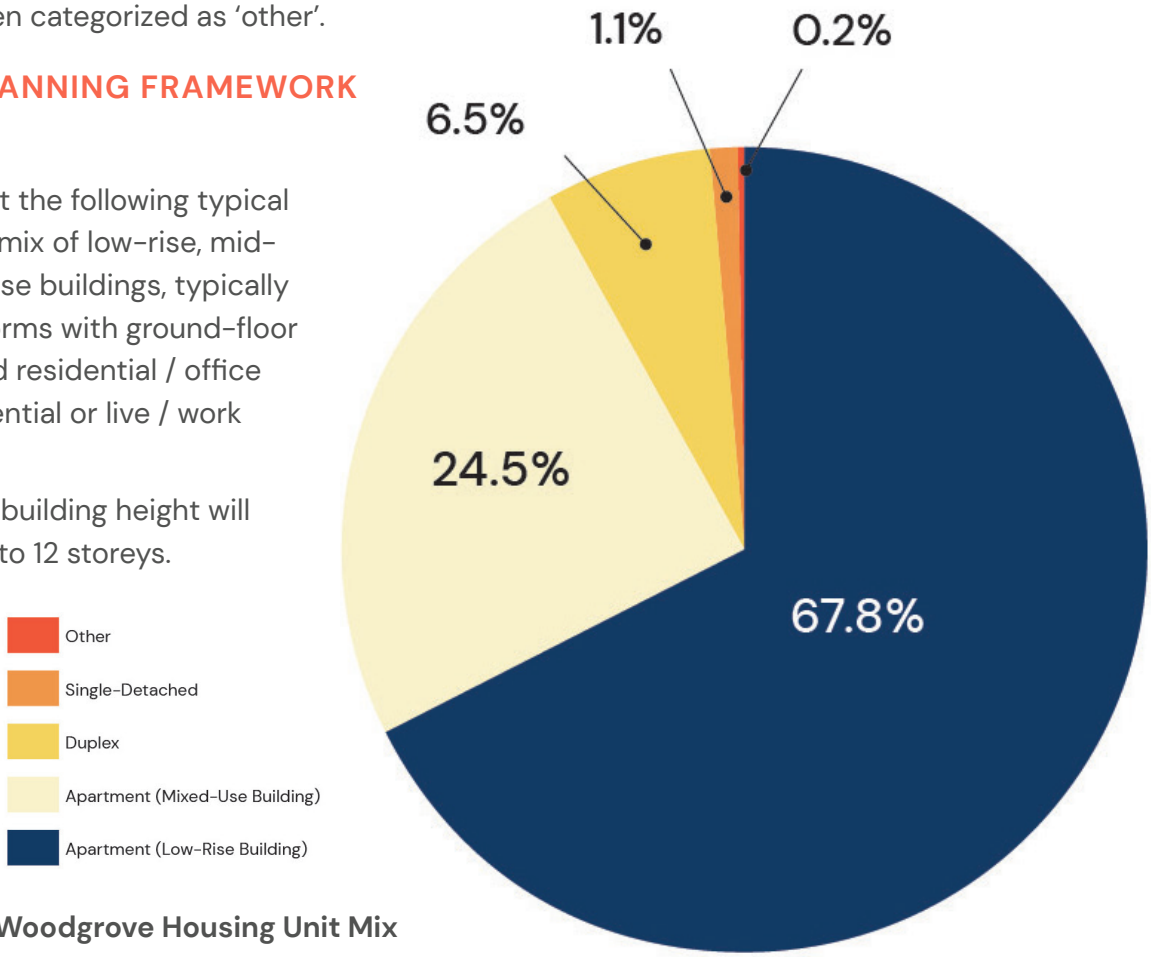


Figure 7: Woodgrove Housing Unit Mix

B1.2 Housing Density

Measuring housing density can mark how efficiently land is being used in urban areas. Knowing the housing density of an area allows communities to plan better for growth, manage resources effectively, and create livable spaces that meet residents' needs.

For the Woodgrove area, increasing housing density is important to align with the *City Plan* vision, broader urban planning goals and provincial requirements. The area is designated as a transit-oriented development site that will support higher densities to accommodate growth. By densifying around transit hubs like the Woodgrove exchange, Nanaimo can create more sustainable communities with better access to public transportation, reducing the need for personal vehicles and promoting a more efficient use of land.

FINDINGS

Woodgrove is currently characterized by a relatively low housing density, with most residential units concentrated along the northern edge of its boundary. The area spans approximately 94.73 hectares and contains a total of 568 housing units, resulting in an overall density of about 6.31 units per hectare. The target density is 200 units per hectare, to realize the complete community envisioned for the Woodgrove Urban Centre in *CIty Plan*.

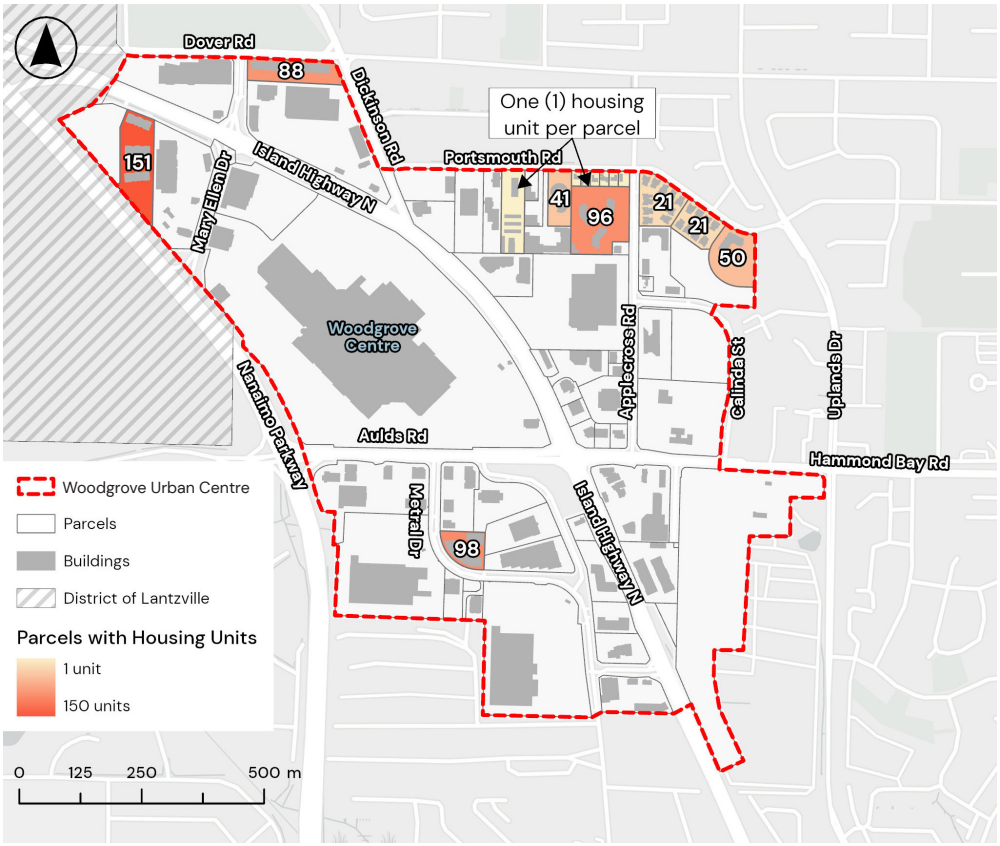
Some of the densest residential developments in the area include North Point Apartments and The Met (6540 Metral Drive). These newer developments contribute to higher densities compared to other parts of the Woodgrove area.

APPLICABLE PLANNING FRAMEWORK

City Plan Policy

- D4.3.38: Work towards an overall target density for the Secondary Urban Centre designation of 200 units per hectare.

Figure 8: Residential Units



OPPORTUNITIES & CHALLENGES

- There is an opportunity to densify housing across the Woodgrove area.
- Adding housing in mixed-use development can maintain retail uses while adding much-needed housing units to the area.
- In *City Plan,* to achieve the vision of a complete community, the target for Secondary Urban Centres (Woodgrove) is 200 housing units per hectare.
- To achieve 200 housing units per hectare, a total of 18,348 total units would need to be within the Woodgrove area.
- For context, the 2021 Census indicates that the City has a total of 43,164 dwellings.
- In the City of Nanaimo, over the past 10 years, an average of 1,054 housing units are issued building permits annually.
- An opportunity is that the Woodgrove area contains larger parcels, such that lot consolidation is less of a barrier to housing development.
- A challenge is that there are no vacant parcels, and redevelopment of existing sites would be required to achieve the target housing density

B1.3 Housing Tenure Mix

Understanding the tenure of housing in the area is important to ensure a balanced mix of rental and ownership options in the future that address affordability needs and to create a diverse community. Particularly in transit-oriented areas like Woodgrove, integrating various housing types with public transportation can enhance sustainability and livability. By knowing the tenure mix, Nanaimo can better plan for growth, meet housing targets, and support residents across different income levels.

FINDINGS

In the Woodgrove area, slightly more of the housing stock is rental units compared to owned properties. When focusing on apartment units specifically, a majority (57%) are rentals, while 43% are strata (ownership) units. Currently, all single-family and duplex homes in the area are owned, with no units leased on the primary rental market. These units may be listed on the secondary rental market, but this is likely to be a relatively small proportion of units based on preliminary research. This means that all purpose-built rental units are confined to apartment-style buildings, highlighting a clear distinction between low-density ownership buildings and higher-density rental buildings.

Figure 9: Housing Tenure (All Units)

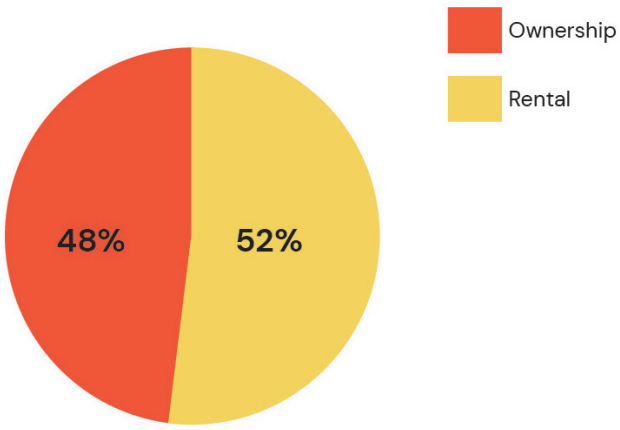
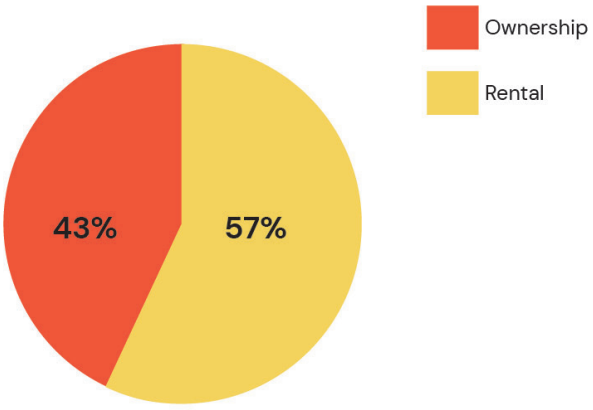


Figure 10: Housing Tenure (Apartment Units)



APPLICABLE PLANNING FRAMEWORK

Housing Needs Report (2024):

- Need for 55% rental and 45% ownership in the next 10 years.

City Plan Policy:

- C3.2.14 Restrict strata conversion of existing residential rental buildings of four or more units when the rental vacancy rate falls below 3% in the city.

OPPORTUNITIES & CHALLENGES

- This housing tenure mix appears relatively balanced, especially compared to the rest of Nanaimo (33% of households are renting, according to the 2021 census).
- The *Housing Needs Report (2024)* estimates a future need of 55% rental and 45% ownership. Overall, the purpose-built rental supply (excluding secondary suites) in the City increased from 3,522 housing units in 2012 to 5,083 housing units in 2023
- With some of residential rental units in the study area located in older buildings, one consideration is protecting the existing, affordable rental stock.

B1.4 Housing Affordability

By assessing the full spectrum of housing options, from affordable housing to market-rate homes, gaps in the housing continuum can be identified.

FINDINGS

All housing units in the Woodgrove area are market housing. Market housing for this assessment is defined as housing where no form of subsidization is offered.

There are no non-market housing units in the Woodgrove area. Non-market housing includes a range of housing options, where the cost of housing is lower than the average cost of market housing due to some level of subsidization. Non-market housing includes temporary housing, supportive housing, and social housing. It excludes community care facilities providing licensed care services, warming centres, and rooming houses.

100%

Market Housing Units in Woodgrove

APPLICABLE PLANNING FRAMEWORK

- *Housing Needs Report 2024*: 35% of all units built need to be non-market. (26% non- market rental, 9% deep subsidy)

OPPORTUNITIES & CHALLENGES

- Find ways to increase the non-market housing while meeting the needs of the community and creating a diverse and equitable urban centre.
- Consideration of tools such as inclusionary zoning and density bonusing to increase non-market housing.
- Continuing to work with BC Housing to identify opportunities for non-market housing in the Woodgrove area.

DID YOU KNOW?

- Approximately 50-100 non-market housing units are constructed in the City each year.
- The median rent for all unit types in the City has continued to rise between 2022 and 2023. Considering all units together, rents have approximately doubled since 2012 (+97%), with an increase of 6% in between October 2022 and 2023. Notably, for the first time, the median rent for two-bedroom units ($1,795) has exceeded that of three-bedroom units ($1,708). This does not imply that every two-bedroom unit rents for more than a three-bedroom unit, but rather that the midpoint rent (the median) is higher for two-bedroom units.
- Since 2013, most new purpose-built rental (89%) in the City have been 1- and 2-bedroom units.

B1.5 Bedroom Mix

Offering a range of unit sizes, with one, two, three, and three-plus bedroom units is important to ensure a complete community that meets the needs of various household sizes.

FINDINGS

The housing composition in the Woodgrove area is 54% of all units consisting of two- or three-bedrooms. This distribution suggests a strong focus on accommodating households of various sizes. Notably, most three-bedroom units are found in apartment-style and duplex structures, with 29 such units, compared to only six in single-family dwellings. This pattern indicates a shift towards market demand for higher-density family housing options. Notably, even when single-family dwellings are excluded from the analysis, the proportion of family-friendly housing remains largely unchanged.

APPLICABLE PLANNING FRAMEWORK:

Housing Needs Report 2024:

- The estimated bedroom unit mix that will be needed over the next 10 years is for 61% of 1-bedroom, 22% of 2-bedroom, and 11% of 3-bedroom units.

OPPORTUNITIES & CHALLENGES

- The Woodgrove area has a significant proportion of family-friendly housing, which is often a challenge to add to urban centres.
- Future development provides an opportunity to construct a mix of housing types as called for in the *2024 Housing Needs Report*.

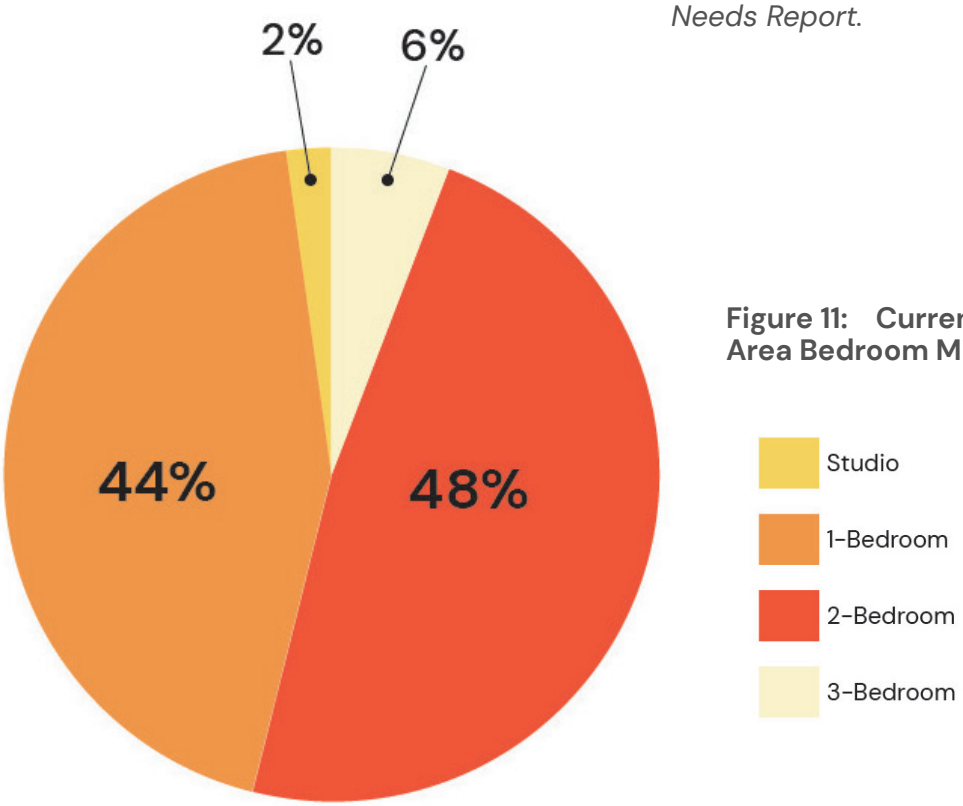


Figure 11: Current Woodgrove Area Bedroom Mix

B1.6 Pending Development

The Woodgrove area is undergoing significant transformation, with several major projects set to reshape the urban landscape.

FINDINGS

Woodgrove is poised for significant urban transformation with a proposed 3,685 new housing units. The majority of this development, approximately 88%, is concentrated in the Bowers District project, formerly known as the Green Thumb Nursery site. This large-scale, phased development aims to substantially increase density in the area, aligning with the city's vision for creating a compact urban village with mixed-use development and high-quality open spaces.

Most pending housing developments are apartment format multi-family constructions, indicating a strong trend towards higher density in this neighborhood. The focus on apartment format multi-family units suggests that developers see ongoing viability and demand for this type of housing in the Woodgrove area, potentially driven by factors such as changing demographics, affordability concerns, and the desire for more walkable, amenity-rich neighborhoods.

APPLICABLE PLANNING FRAMEWORK

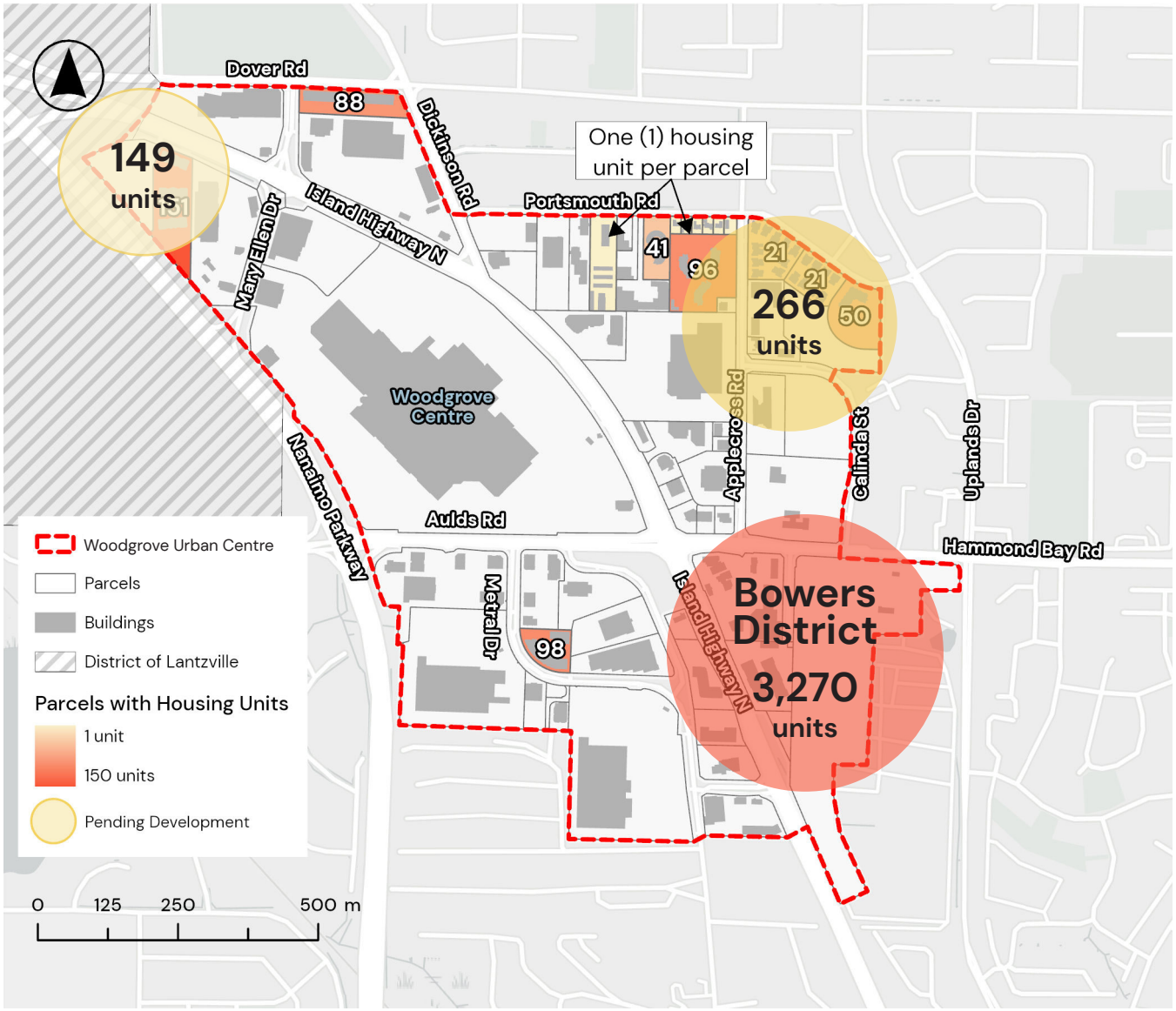
City Plan Policy:

- D4.3.36 Support the following typical building forms: mix of low-rise, mid-rise, and high-rise buildings, typically in mixed-use forms with ground-floor commercial and residential / office above, or residential or live / work forms
- D4.3.41 Support development forms that contribute to the function of Woodgrove Urban Centre as a mixed use centre with an integrated mix of residential, commercial, recreational, and cultural components
- D4.3.38 Work towards an overall target density for the Secondary Urban Centre designation of 200 units per hectare. This target density is intended to describe general unit density for the overall land use area

OPPORTUNITIES & CHALLENGES

- Bowers District has a proposed housing density of 184 units per hectare.

Figure 12: Future Proposed Development



B2 TRANSPORTATION

More complete communities encourage travel by walking, cycling, transit, and emerging transportation modes. By developing a connected, multi-modal transportation network, people are provided with a variety of options to meet their daily needs, which can help reduce reliance on motor vehicles and contribute to achieving mode shift and transportation related GHG reduction goals. It is essential that these transportation options are safe, convenient, and accessible for people of all ages and abilities. Proximity to daily needs and the comfort of the travel experience—whether individuals feel at ease during their trip—are important considerations, and is often determined by the quality of available infrastructure, such as sidewalks, bike lanes, trails, and access to transit. Further, as Woodgrove is a regional destination, ensuring an appropriate road network and traffic operations is important.

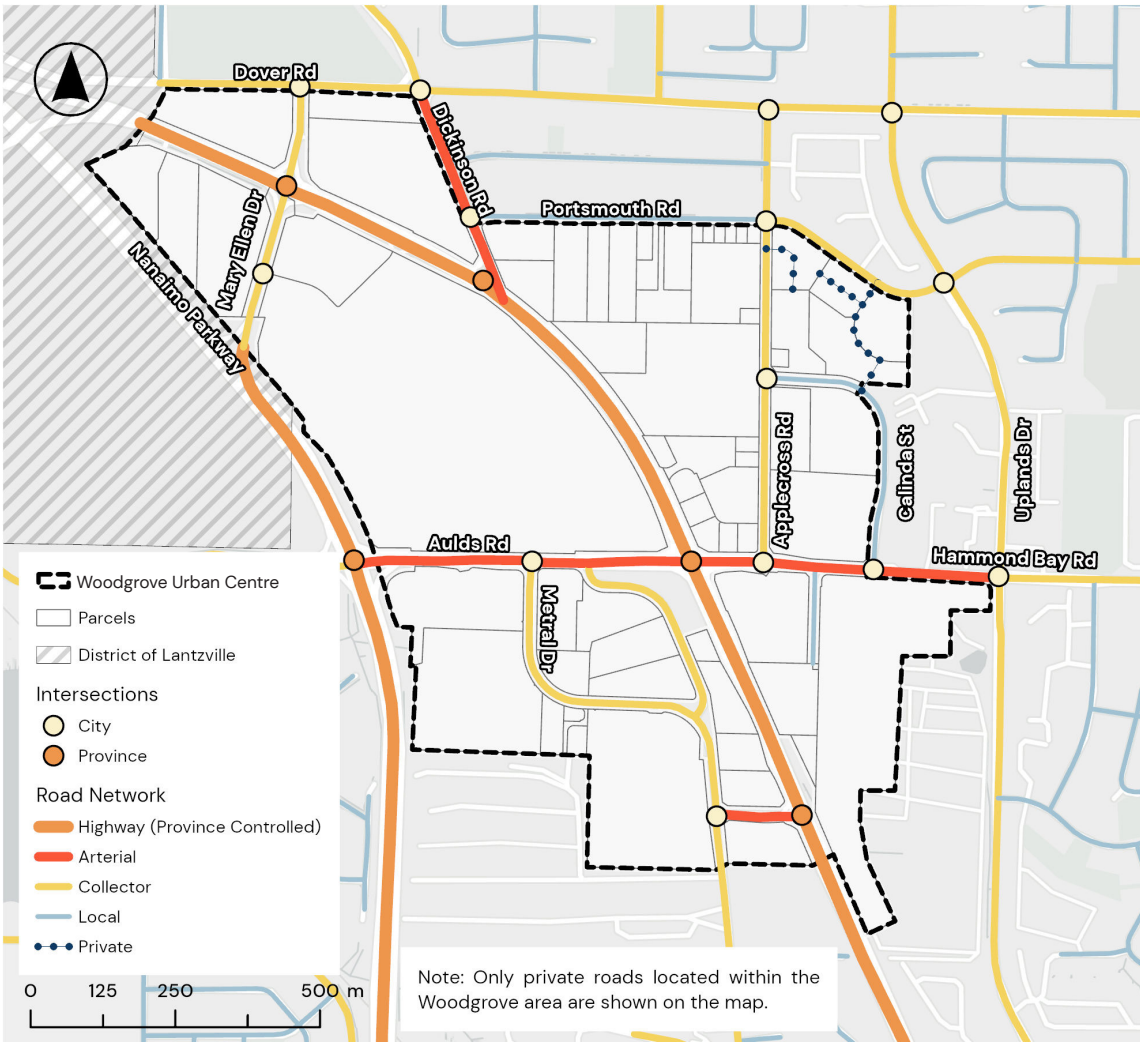
Table 2: Transportation Indicators

INDICATOR	DATA CATEGORIES	WHY IS THIS INDICATOR IMPORTANT?
Mode Split	Percentage of trips travelled using different transportation modes	» Understanding travel behaviors and what infrastructure improvements could impact how people travel
Walk/Bike & Wait TIme to Transit	Average time	» Determining appropriate access to transit » Understanding transit coverage during peak periods
Intersection Level of Service	Level of service thresholds for both signalized and unsignalized intersections	» Identifying peak hour intersection operations » Understanding traffic “pinch points” and areas for improvement

Overview

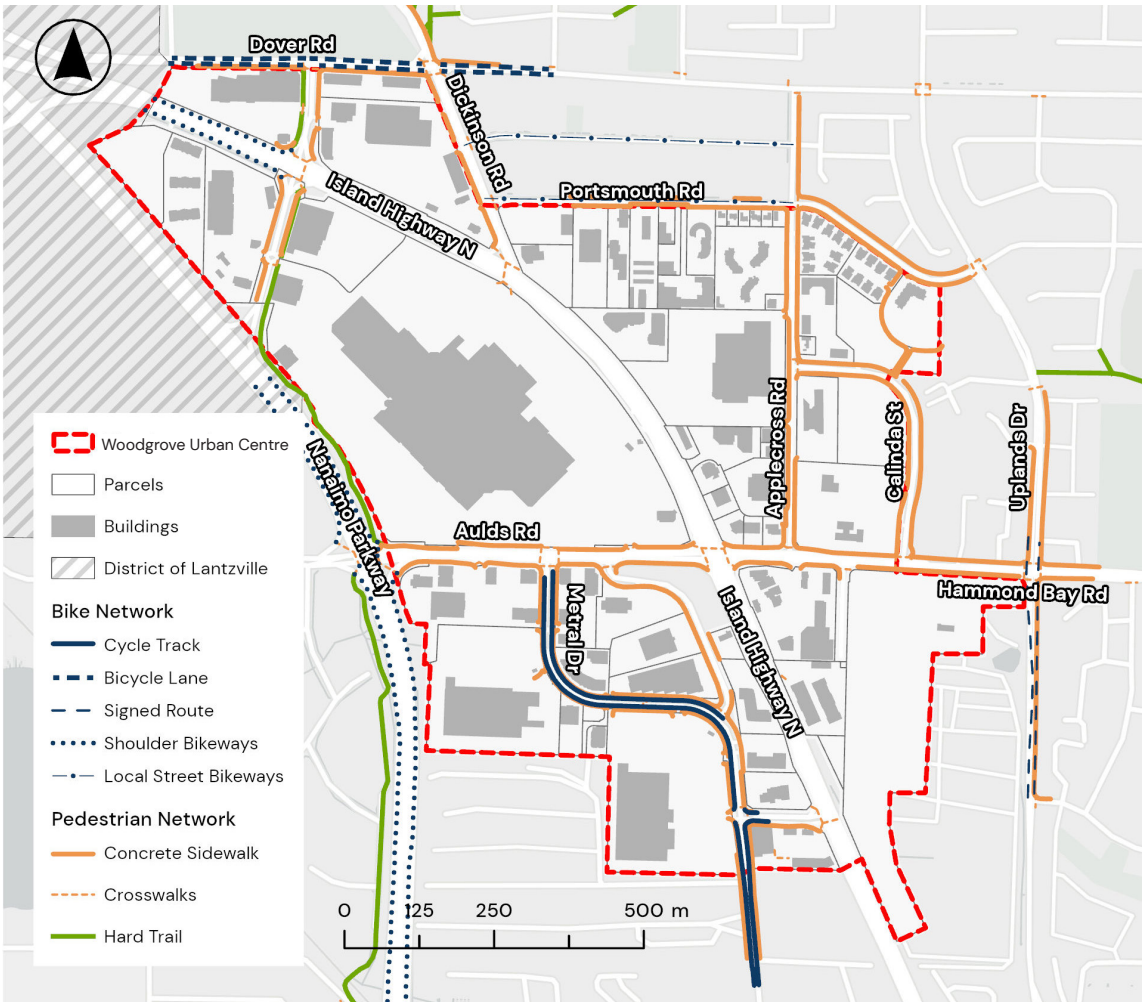
The existing active transportation network in the Woodgrove area faces several challenges, including highways, low-density development, and large block distances that create barriers for pedestrians and cyclists. However, a notable improvement is the Metral Drive project, which has been transformed into an All Ages and Abilities (AAA) active transport facility. This upgrade, completed in phases, has significantly enhanced the corridor's accessibility and safety for active transportation users.

Figure 13: Existing Road Network



In the Woodgrove Urban Centre, the existing active transportation network is comprised of a pedestrian and bike network. The pedestrian network consists of concrete sidewalks that are built to City standards (at the time of construction), and for the purposes of this assessment do not include asphalt or unpaved pathways. The bike network consists of numerous types of bicycle facilites, which are described as follows:

Figure 14: Existing Active Transportation Network



Cycle Tracks are bicycle only facilities physically separated from vehicle travel lanes but still located within the street. Cycle tracks can be one or two-way and combine the experience of an off-street path with the onstreet infrastructure of a conventional bicycle lane.

Bicycle Lanes are lanes designated by painted markings and signage for the exclusive use of bicycles.

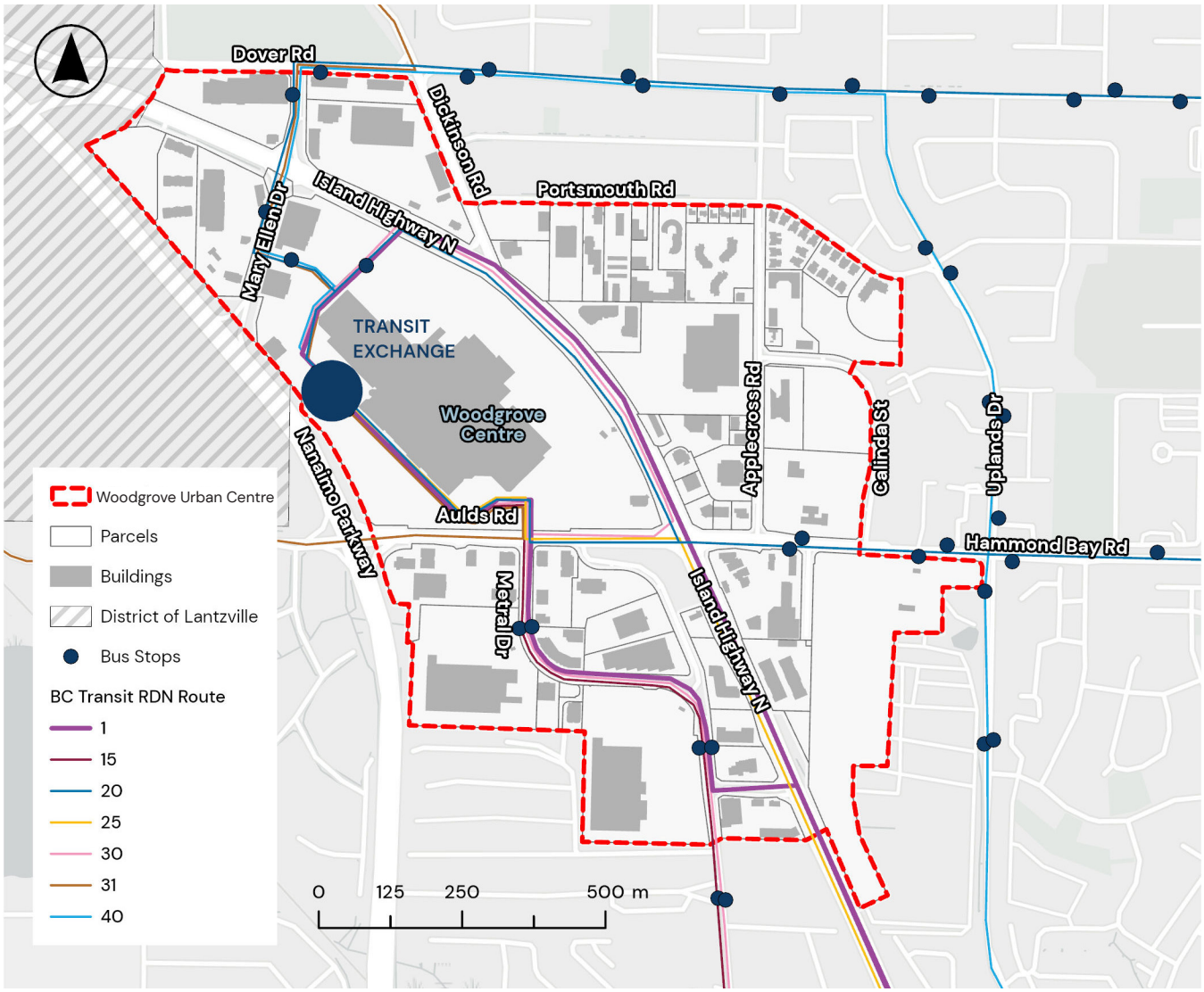
Local Street Bikeways are local streets with low vehicle speeds and volumes in which cyclists share the same space with vehicles. They often include traffic calming measures to keep speeds low and improvements at major road crossings to help cyclists cross safely.

Shoulder Bikeways or Paved Shoulders, are typically found on streets without curb and gutter, with shoulders wide enough for shared bicycle/pedestrian travel. Shoulder bikeways often, but not always, include signage alerting motorists to expect bicycle travel along the roadway.

Signed markings can be used intersections and driveways merge areas and other conflict zones to raise visiblity of cyclists and to highlight areas of potential conflicts

The public transportation system in the Woodgrove Urban Centre consists of a bus transit network. The Woodgrove Exchange, currently located at Woodgrove Mall, serves as a crucial hub for public transportation in the area. As of February 2025, the exchange accommodates eight bus routes, including the recently renamed Route 1 Nanaimo Rapid Line (formerly Route 50), which provides frequent service between Woodgrove and Downtown Nanaimo. The exchange has seen increased ridership, with plans to expand service hours and frequency. However, studies are ongoing to determine the future location a permanent Woodgrove Transit Exchange, which could potentially impact transit accessibility and integration with the broader transportation network in the Woodgrove Urban Centre.

Figure 15: Existing Transit Network



B2.1 Mode Split

Travel mode split refers to the distribution of different types of transportation modes used by people for their trips within a specific area or city. It quantifies the proportion of travelers using each transportation mode, including private vehicles, public transit, cycling, and walking. Mode split provides insight into how people are moving around and which modes of transportation are preferred or most commonly used.

It is an important concept in transportation planning and urban development as it helps cities understand travel behaviours, identify infrastructure needs, and inform policies aimed at reducing congestion and encouraging sustainable travel options.

FINDINGS

Residents in the Woodgrove Urban Centre primarily rely on vehicle trips (85%) to access daily needs including work, school, personal, and other trip purposes, followed by active modes by either walking or cycling (10%) and then transit (5%). These results are similiar to the current city-wide mode split, however with a slightly higher transit mode share (5% vs. 2%) and reduced vehicle mode share (85% vs. 88%), but the same active mode split (10%). The results confirm that there is strong auto-dependency in the Woodgrove Urban Centre and City.

Figure 16: Woodgrove Area Mode Split
Source: 2021 Canada Census

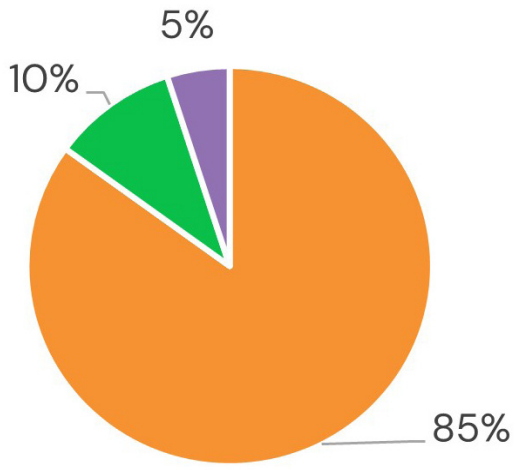
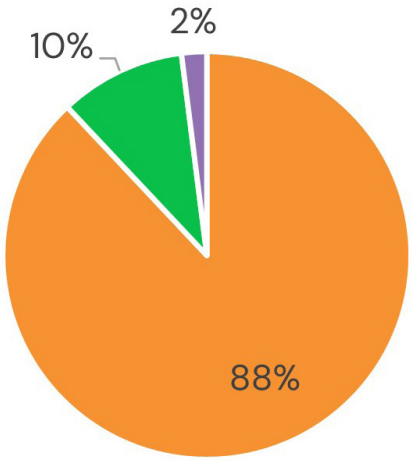


Figure 17: City-Wide Mode Split
Source: *CityPlan*



APPLICABLE PLANNING FRAMEWORK

City Plan Policy:

- C2.2.1: Prioritize expansion and enhancement of walking, rolling, cycling, and transit routes to create an integrated mobility network.
- C2.2.19: Work with the Regional District of Nanaimo and BC Transit to provide safe, reliable, and accessible transit service across the city, including rapid and frequent transit between Urban Centres and along Corridors, and connector routes that link transit service between Neighbourhoods and Urban Centres.
- C2.2.22 Prioritize transit improvements in Urban Centres, at community parks, and at other key destinations (e.g., hospital, university).

OPPORTUNITIES & CHALLENGES

- Existing mode splits indicate auto-oriented behaviours in Woodgrove and across Nanaimo, which highlights a need for non-vehicle infrastructure improvements.
- Monitoring future mode splits allows decision-makers to evaluate the impact of future infrastructure improvements on how people travel and understand where to prioritize funding to meet future mobility targets.
- Using mode splits as an indicator helps inform traffic modelling results and can provide a more holistic assessment of network operations and required infrastructure upgrades.
- Higher-density and mixed-use neighbourhoods typically exhibit lower auto mode splits with greater access to daily needs, reducing automobile dependence.
- Other influences beyond infrastructure improvements can play a part in how people travel.

Figure 19: City Wide 2041 Target Mode Split
Source: *CityPlan*

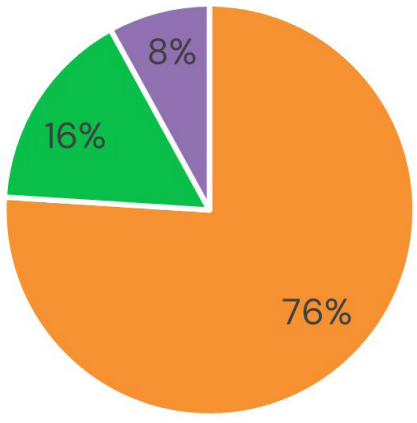
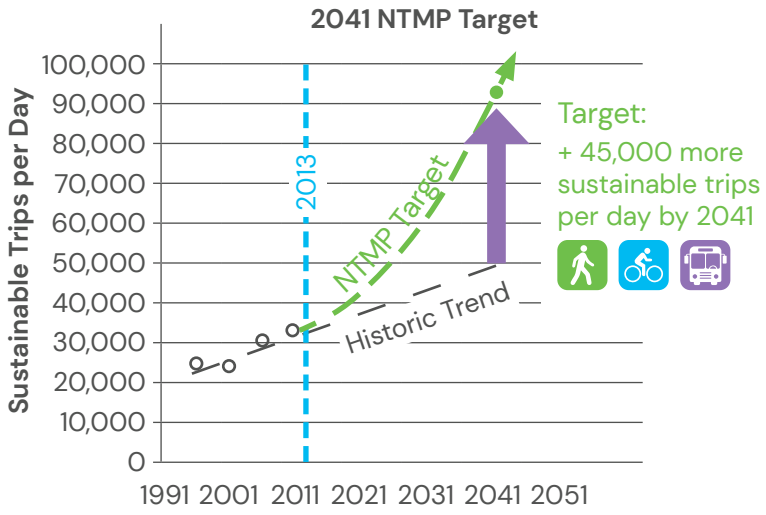


Figure 18: Target Sustainable Trips Per Day
Source: Adapted from the 2014 *Nanaimo Transportation Master Plan*



B2.2 Walk/Bike & Wait to Transit

Assessing the average time to access transit services through active modes can indicate the effectiveness and accessibility of Nanaimo's current transportation system in the Woodgrove area. This comprehensive metric assesses both the time spent walking or cycling to a transit stop and the typical waiting period at the stop, offering a holistic view of the user's journey in accessing public transportation.

This indicator helps evaluate how well transit services are integrated with active transportation infrastructure. It sheds light on the city's ability to support multimodal travel, which is essential for promoting sustainable transportation alternatives and decreasing reliance on private vehicles. When average times are low, it typically indicates a well-integrated system that makes public transit and active transportation more appealing options. This, in turn, can lead to reduced traffic congestion and lower greenhouse gas emissions, aligning with broader urban sustainability goals.

FINDINGS

The Woodgrove area presents a complex transit situation, with good transit access primarily concentrated in the northwestern portion, centered around the Woodgrove Exchange and Mall. This transit hub serves as a significant connection point, with the Woodgrove Exchange accommodating eight bus routes and handling over 1,000 daily passengers.

Table 3: Percentage of Woodgrove Area with Good Access to Transit

PEAK PERIOD	% OF WOODGROVE AREA WITH GOOD ACCESS TO TRANSIT
AM	54%
PM	44%

However, the area's current layout and land use patterns present challenges for effective transit utilization. The region surrounding the exchange is predominantly commercial, with limited residential development. This imbalance reduces the potential for transit-oriented development and limits the number of residents who can easily access public transportation services.

Furthermore, the area's design is not particularly conducive to active transportation modes such as walking and cycling. The presence of highways to the east and west of Woodgrove Centre creates barriers for pedestrians and cyclists, effectively isolating the transit hub from surrounding areas. The low-density development, especially west of the Nanaimo Parkway, further diminishes the effectiveness of the existing exchange by reducing the number of potential transit users within walking distance. These factors combined limit the overall value and utilization of the transit infrastructure in place, highlighting the need for integrated urban planning that better aligns transit services with residential development and active

The assessment of transit accessibility in the Woodgrove area uses a specific threshold to define 'good' access. This is characterized as a total of less than 12.5 minutes of combined walk and wait time to reach a transit stop.

This threshold was developed based on two key components: a 5-minute walk (approximately 400 meters) to reach the transit stop, and an average wait time of 7.5 minutes at a frequent transit stop (half of a 15-minute service interval).

The analysis also reveals that transit coverage is better during the AM peak period, primarily due to increased service frequencies along Metral Drive. This improved morning service likely caters to commuters and helps facilitate better connectivity during busy travel times.

APPLICABLE PLANNING FRAMEWORK

City Plan Policy:

- C2.2.1: Prioritize expansion and enhancement of walking, rolling, cycling, and transit routes to create an integrated mobility network.
- C2.2.22: Prioritize transit improvements in Urban Centres, at community parks, and at other key destinations (e.g., hospital, university).
- D4.3.40 Develop Woodgrove Urban Centre as the northern mobility hub where major regional and city-wide mobility networks connect. Safe and accessible walking, rolling, cycling, and transit connections will be a priority in this centre.

OPPORTUNITIES & CHALLENGES

- Opportunities to improve transit in eastern side of Woodgrove.
- Highways to the east and west of the area create obstacles for pedestrians and cyclists, making it less conducive to walking and cycling. For example, Island Highway presents barrier to active modes, which increases travel times.
- Future transit plans outlined within the *Transit Redevelopment Strategy* will improve overall access to transit with increased frequences and coverage.

How to Interpret Figures 20 & 21:

Areas with less time represent areas that require less time to walk to a bus stop and that have a shorter wait time for the next bus (higher bus frequency).

The darker areas represent areas that either require a longer time to walk to a bus stop, or if near a bus stop means that the there is a longer wait time for the next bus (less bus frequency).

Figure 20: Walk & Wait to Transit (PM Peak Hour)

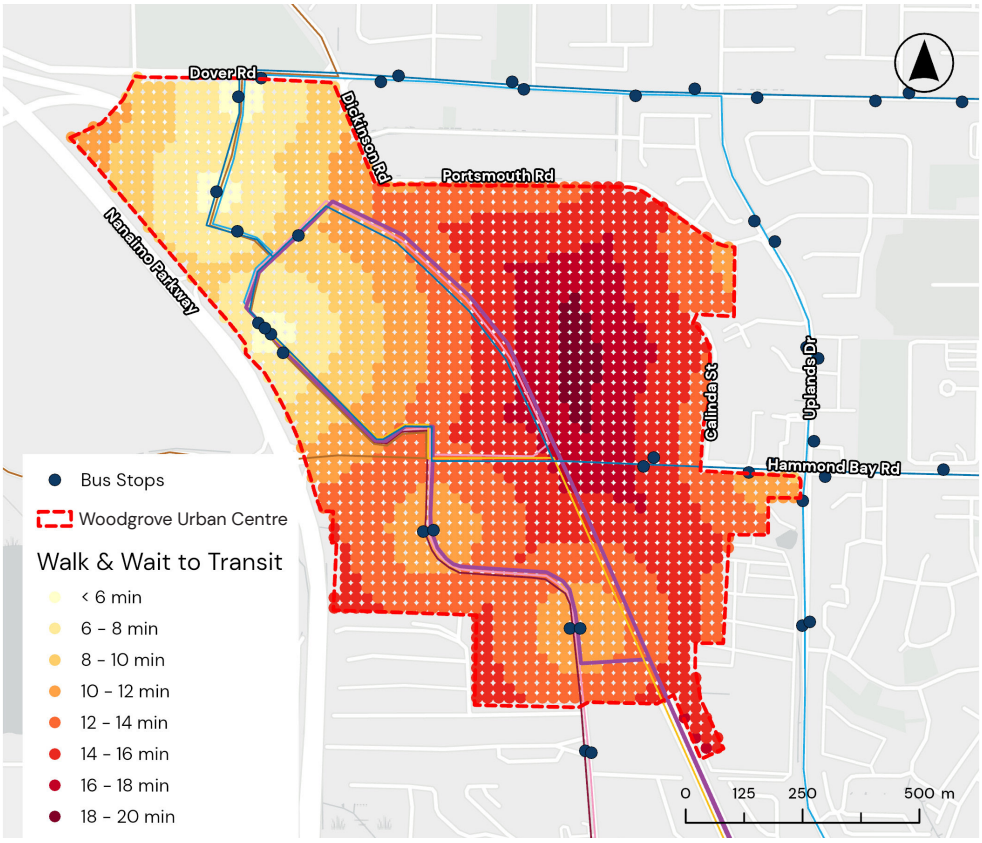
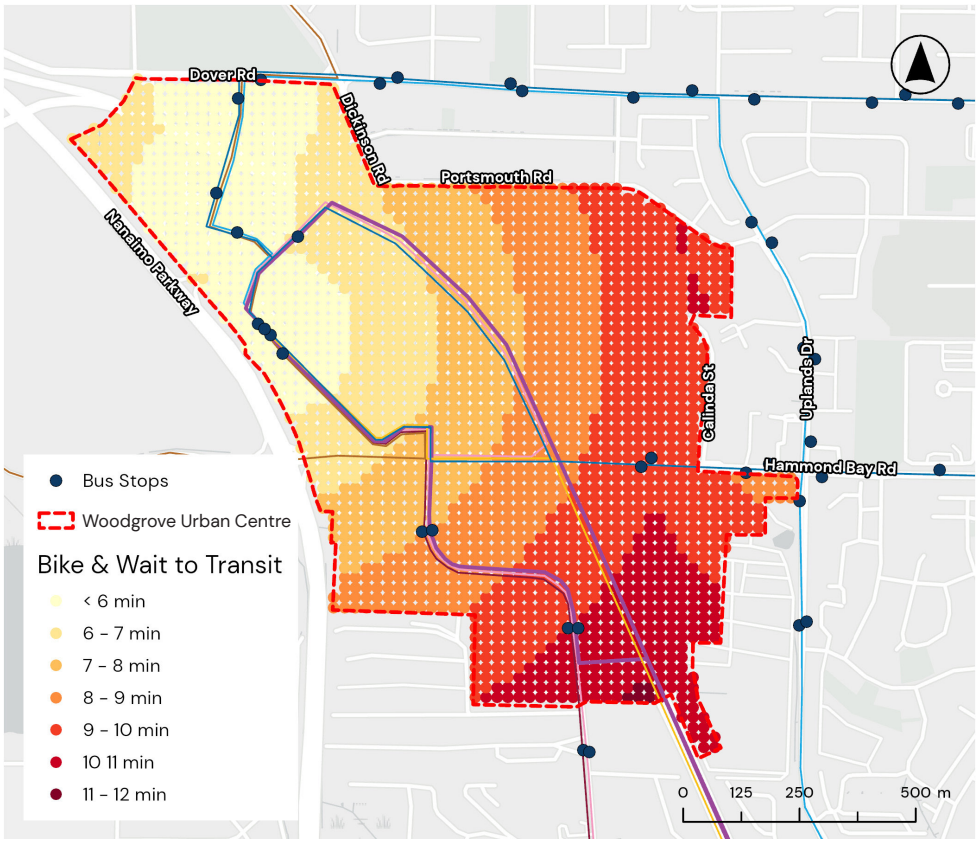


Figure 21: Bike & Wait to Transit (PM Peak Hour)



B2.3 Intersection Level of Service

This indicator provides a letter grade measure of intersection-level traffic operations. The Level of Service (LOS) rating is based on average vehicle delay and ranges from "A" to "F" based on the quality of operation at the intersection. Delay is calculated in seconds and is based on the average intersection delay per vehicle. While a LOS "A" represents the best traffic conditions, it is not always desirable given the road infrastructure required to achieve this performance, especially in busy urban areas. On the other hand, a LOS "F" represents significant congestion and is often associated with overcapacity conditions. A balance between cost and traffic performance must therefore be considered when using LOS to inform future infrastructure decisions.

The table below summarizes the LOS thresholds for the six (6) LOS, for both signalized and unsignalized intersections.

Table 4: Level of Service Thersholds

LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: Highway Capacity Manual

Calculating the LOS allows Nanaimo to identify congestion hotspots, particularly around high-traffic areas such as the Woodgrove Centre and nearby commercial zones. By analyzing LOS data, engineers and transportation professionals can make informed decisions about necessary infrastructure improvements, such as the recently completed Mary Ellen Drive roundabout, which was designed to address high traffic volumes and speeds near shopping areas. Additionally, LOS measurements assist in evaluating the performance of key intersections connecting to Highways 19 and 19A, which are vital for regional access to this commercial hub.

Since LOS only measures vehicle traffic, it should not be used as a standalone metric, but rather to complement other indicators in this assessment. By integrating LOS data with planning metrics for multi-modal travel, the City can work towards creating a transportation network that serves all users efficiently while supporting Woodgrove's overall development objectives.

FINDINGS

All study intersections were found to perform within typical performance thresholds. Broadly speaking, this indicates that all intersections have sufficient capacity to accommodate existing traffic volumes during typical peak periods.

Signalized intersections with the lowest LOS ranking were confirmed to be Aulds Road & Nanaimo Parkway, Aulds Road/Hammond Bay Road & Island Highway, and Turner Road & Island Highway. These intersections carry the highest traffic demands and all have longer signal cycle lengths (as well as split phasing), a common mitigation for signalized intersections handling high volumes – but one that will increase the amount of time spent for vehicles (and other modes) to travel through the intersection.

APPLICABLE PLANNING FRAMEWORK

City Plan Policy:

- C2.5.6: Work with the Ministry of Transportation and [Transit] to operate and maintain a transportation network that supports the needs of the community and the region, and aligns mobility and land use goals.

OPPORTUNITIES & CHALLENGES

- Opportunity to improve specfic individual intersection movements, particularily left turns.
- Many study intersections feature auto-oriented characteristics such as channelized right turns and long pedestrian crossing distances. With acceptable intersection performance today, there are opportunities to better serve alternative transportation modes without unduly impacting vehicles.
- Nanaimo Parkway and Island Highway are part of the provincial highway network and are under Ministry of Transportation and Transit (MoTT) jurisdiction. These highways carry the bulk of the study area traffic and serve a key purpose for north-south travel through Nanaimo and the surrounding communities. As the area develops, Island Highway will need to transition to more of an urban arterial roadway to provide better access via all transportation modes to the surrounding homes and businesses.
- There is a general lack of network permeability within the WAP. For example, Aulds Road/Hammond Bay Road is the only east-west road connecting through the area and correspondingly acts as a 'pinch point' with high existing volumes.
- Future development will create a more mixed-use environment, which will help temper traffic demands and trip distances. New development will also provide opportunities to provide new transportation infrastructure.

Figure 22: Woodgrove Intersections Level of Service

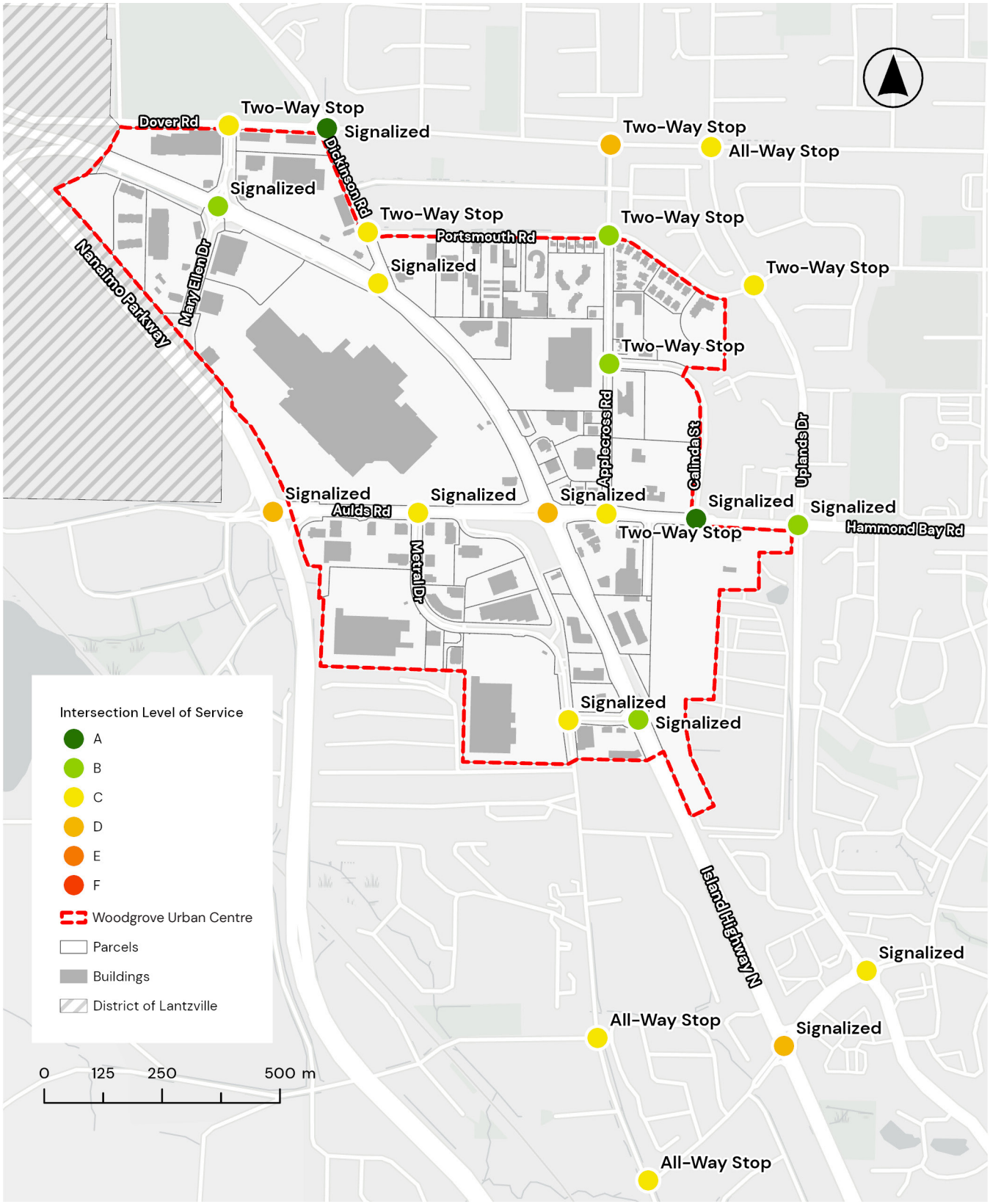


Table 5: Woodgrove Intersection Level of Service

INTERSECTION	TRAFFIC CONTROL	WORST MOVEMENT	LOS	V/C
Dover Rd & Mary Ellen Dr[1]	Two-way stop	NBL	C	0.36
Dover Rd & Dickinson Rd[1]	Signalized	SBL	A	0.32
Dover Rd & Applecross Rd[1]	Two-way stop	NBL	D	0.37
Dover Rd & Uplands Dr/Blueback Rd[1]	All-way stop	NBL	C	0.74
Island Hwy & Mary Ellen Dr[2]	Signalized	SBL	B	0.29
Portsmouth Rd & Dickinson Rd[1]	Two-way stop	WBL	C	0.26
Portsmouth Rd & Applecross Rd	Two-way stop	WBL	B	0.05
McRobb Ave & Uplands Dr[1]	Two-way stop	WBL	C	0.07
Mary Ellen Dr & Mall Access[1]	Roundabout	-	-	-
Island Hwy & Dickinson Rd	Signalized	EBL	C	0.46
Calinda St & Applecross Rd[1]	Two-way stop	WBL	B	0.02
Aulds Rd & Nanaimo Pkwy[2]	Signalized	SBL	D	0.73
Aulds Rd & Metral Dr	Signalized	NBR	C	0.49
Aulds Rd/Hammond Bay Rd & Island Hwy[1]	Signalized	SBL	D	0.61
Hammond Bay Rd & Applecross Rd[1]	Two-way stop	SBR	C	0.63
Hammond Bay Rd & Calinda St[1]	Signalized	SBL	A	0.32
Hammond Bay Rd & Uplands Dr[1]	Signalized	SBT	B	0.43
Enterprise St & Metral Dr[1]	Signalized	WBT	C	0.45
Enterprise St & Island Hwy	Signalized	EBR	B	0.41
Doumont Rd & Metral Dr[1]	All-way stop	NBT	C	0.73
Turner Rd & Island Hwy[1, 2]	Signalized	NBT	D	0.66
Turner Rd & Uplands Dr[1]	Signalized	SBL	C	0.58
Turner Rd & Metral Dr[1]	All-way stop	SBT	C	0.64

1 – Using older (pre-2020) traffic count data; 2 – Missing signal timing sheet

Note: For two-way stop-controlled intersections, LOS and V/C are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Note: Results above represent overall intersection performance; individual movement performance results will vary. For example, many of the left turns along the highways have protected-only signal phasing – resulting in higher delays and LOS on these movements compared to the overall intersection results.

B3

DAILY NEEDS

Complete communities are designed to support residents by ensuring greater proximity to daily needs. To achieve this, local governments should promote a mix of land uses, including residential areas, which makes it easier for people to choose walking, cycling, or transit to access essential services and amenities. "Daily needs" encompasses services that people commonly use on a daily or weekly basis, such as grocery stores, schools, daycares, and other community facilities. These destinations should ideally be within a reasonable walking or cycling distance from home, and when grouped together, they create convenient clusters of services.

Table 6: Daily Needs Indicators

INDICATOR	DATA CATEGORIES	WHY IS THIS INDICATOR IMPORTANT?
Access to Daily Needs		
Walk & Cycle Distance to Daily Need Destinations	Percent of residential units with access	» Understanding the quantity and quality of the existing sidewalk and cycling infrastructure available to access daily needs by walking or cycling
Retail		
Proportion of Retailers	Types of and percentage of retailers	» Understanding the current composition of retailers » Identifying diversity of retailers to begin to understand the demand for services and access to employment
Retail Vacancy Rate	Vacancy percentage	» Understanding the health of the retail market » Identifying supply vs. demand for indication of population trends and housing needs
Local vs Chain Retailers	Percentage of local vs. chain	» Understanding the current composition of local vs. chain retailers » Identifying impacts to the local economy

B3.1 Walk & Cycle Distance to Daily Need Destinations

This indicator measures the accessibility of daily needs within an 800 m walk or bike ride from a residential unit in the Woodgrove area, utilizing existing pedestrian or cycling infrastructure. It assesses the proximity of essential services and amenities, including daycares, employment opportunities, grocery stores, parks and open spaces, pharmacies, recreation and cultural facilities, and schools. Measuring this indicator is important because it helps determine how well-connected residents are to the resources they rely on for daily living. Proximity to these amenities is crucial for enhancing convenience, reducing reliance on cars, promoting active transportation, and improving overall quality of life. By understanding the availability and accessibility of these services, planners can identify areas where improvements are needed to ensure that the community is truly complete, equitable, and supportive of residents' diverse needs.

Figure 23: Total Number of Daily Need Destinations within Woodgrove Urban Centre

PEDESTRIAN INFRASTRUCTURE

In this analysis, pedestiran infrastructure includes concrete sidewalks built to City's standards, when constructed. It does not include asphalt or non-paved trails and pathways.

Refer to Figure 14: Existing Active Transportation Network for pedestrian infrastructure locations.

CYCLING INFRASTRUCTURE

Cycling infrastructre includes cycling facilties that meet the City's Manual of Engineering Standards and Specifications (MOESS). In the Woodgrove Urban Centre these include: cycle tracks, bicycle lanes, shoulder bikeways or paved shoulders, and local street bikeways.

Refer to Figure 14: Existing Active Transportation Network for cycling infrastructure locations

DAILY NEEDS DESTINATIONS

Daycare Facility means a facility providing group day care, family day care, nursing school, child minding, out of school care, or specialized day care in accordance with the provisions of the Community Care and Assisted Living Act or any subsequent Act or Acts which may be enacted in substitution therefor.

Employment means industrial, commercial, an office and institutional business that generate employment for 3 or more people.

Grocery Store means a store that is primarily engaged in retailing a general line of food, such as canned, dry and frozen foods; fresh fruits and vegetables; fresh and prepared meats; fish, poultry, dairy products, baked products and snack foods.

Parks & Open Spaces means outdoor spaces intended for recreation and environmental conservation purposes owned by the City, Province, Trusts, or other non-profit organizations. Examples include lands in a "natural" state such as parks, environmentally sensitive areas or a "developed" state such as playing fields, sports courts, playgrounds, water parks, skate parks, canoe and kayak docs, boulevards, trails, squares, plazas etc.

Pharmacy means an outlet which dispenses drugs by prescription.

Recreation, Culture, of Wellness Facility means a public owned building intended for recreational, cultural and wellness activities. Examples include recreational and wellness facilities such as arenas, pools, gymnasiums, sport courts, fitness centres and cultural facilities such as community centres, art galleries, museum, performing spaces, arts centres.

Schools means publicly owned lands and buildings, including elementary and high schools.

FINDINGS

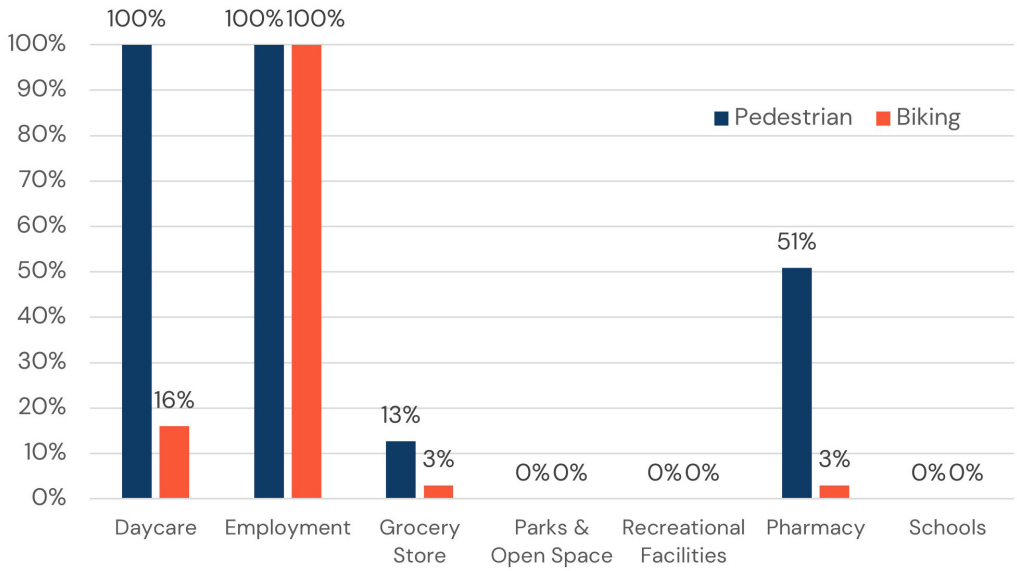
The analysis of daily needs accessibility within the Woodgrove area reveals a mixed picture for residents, with notable strengths in access to employment and daycare facilities, but significant gaps in access to parks, recreational facilities, and grocery stores, especially for those relying on cycling infrastructure. Gaps to parks and open spaces, recreation and cultural facilities, and schools exist due the lack of these destinations within the Woodgrove area.

In terms of pedestrian infrastructure, all 55 residential units (100%) can access daycares and employment opportuntiies, while approximately half (51%) of residential units can access a pharmacy and a small portion (13%) a grocery store within 800 m or a 15-minute walk. Specifically, daycares and employment destinations are easily accessible, with an average walking time of just over 8 minutes and 1.5 minutes, respectively. However, grocery stores and pharmacies are less accessible, with an average walking time of approximately 19 and 15 minutes, respectively. Furthermore, no residential properties have access to parks and open spaces, recreation and cultural facilities, and schools , as these destinations are not present within the scope area.

When considering cycling infrastructure, access to essential services drops significantly, with exception to access to employment opportunities. Only 16% of residential properties can access a daycare, and just 3% can reach a grocery store or pharmacy within 800 m. While employment destinations are easily accessible by bike, the lack of parks and open spaces, recreation and cultural facilities, and schools remains a consistent gap, as these destinations are not present in the Woodgrove area.

These findings highlight the need for enhanced pedestrian and cycling infrastructure, as well as parks and open spaces, recreation and cultural facilities, and schools in the Woodgrove area. Improving walking and cycling access to essential services would further support active transportation and increase the overall completeness of the community.

Figure 24: Percent of Residential Units with Access to Daily Needs



APPLICABLE PLANNING FRAMEWORK

City Plan Policy:

- C3.2.24 Encourage integration of community serving facilities within affordable housing projects, such as child / elder care spaces, health services, educational programs, and recreation and wellness programs.
- C3.3.1 Support the provision of affordable child care spaces to meet community needs in appropriate areas of the city, specifically close to employment, schools, and residential areas
- C3.6.1 Continue to provide recreation facilities and infrastructure to meet the demands of the community as it grows and that support overall recreation and wellness needs.
- C3.6.33 Support school sites in the Urban Centre, Corridor, and Neighbourhood Land Use designations.

OPPORTUNITIES & CHALLENGES

- Increase in access to daily needs would improve with the establishment of parks, open spaces, recreational and cultural facilities, and schools.
- Enhanced pedestrian and cycling infrastructure, particularily cycling, would improve access to existing destinations, such as grocery stores, daycares, and pharmacies.

B3.2 Proportion of Retailers

Measuring the broad retail landscape provides valuable insights into Woodgrove's economic health, guides future development decisions, and supports the creation of complete communities. With this data, Nanaimo can identify gaps in the market, evaluate the impact of urban regeneration efforts, and transform transportation and community design strategies.

As Woodgrove transforms into a Secondary Urban Centre, retail metrics are essential in shaping a mixed-use, self-sustaining hub that aligns with Nanaimo's vision for a vibrant, walkable neighbourhood.

FINDINGS

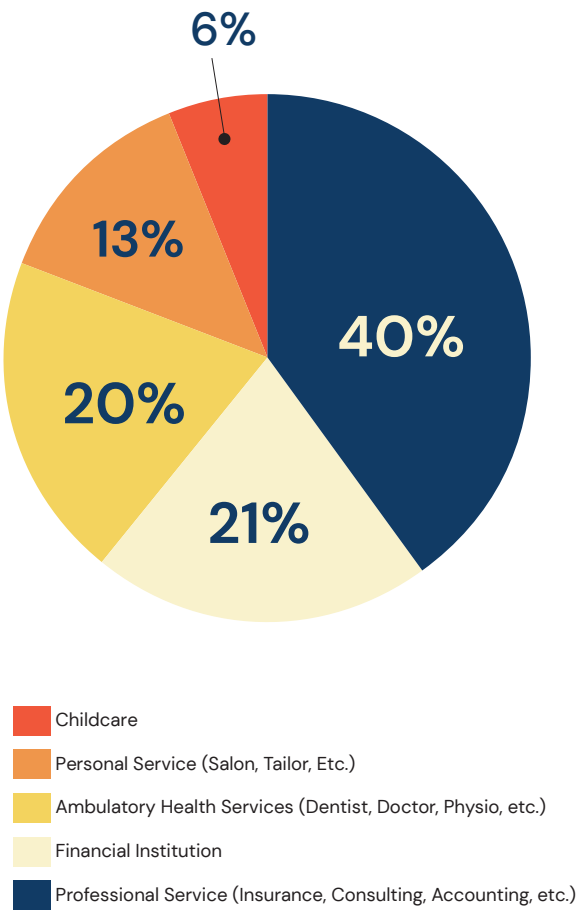
The retail landscape in the Woodgrove area is anchored by general retailers, which occupy nearly 20% of the overall retail space. These large-format, big-box stores like Walmart, Costco, Hudson's Bay, and Winners form the backbone of the area's retail offerings, providing a wide range of products to both local residents and visitors from the broader region.

Service commercial retailers account for 12% of the total retail space. Despite typically having smaller unit sizes, their substantial presence indicates a rich variety of services available to both residents and visitors in Woodgrove. This diverse service sector contributes to the area's appeal as a comprehensive shopping and service destination.

Clothing and accessories retailers occupy over 9% of the overall floor area, with most of these stores concentrated within the Woodgrove Centre. This concentration of fashion retailers serves as a regional draw, attracting shoppers from beyond the immediate Woodgrove Area. However, it's worth noting that this retail category is less focused on meeting the daily needs of local residents and more on providing a broader shopping experience.

The vacancy rate in the Woodgrove Area stands at 3.7% of the overall floor area, indicating a relatively healthy retail market with most spaces occupied and in use.

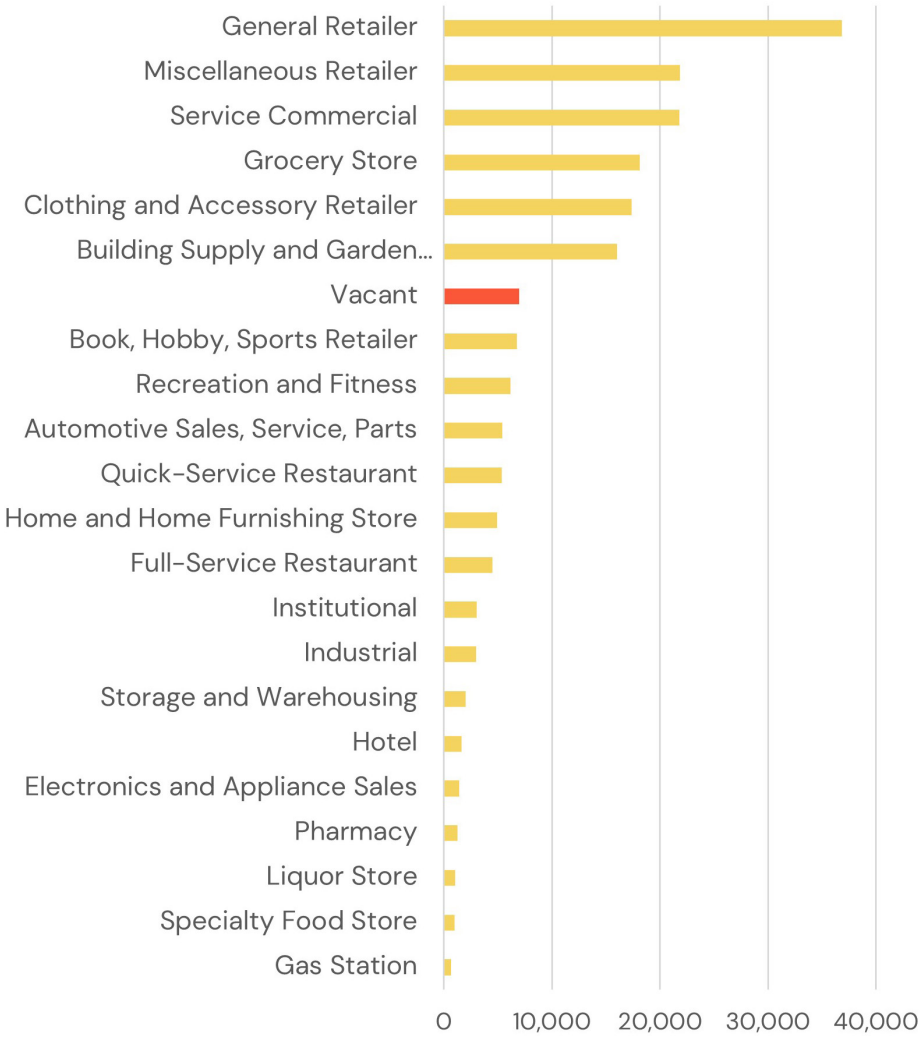
Figure 25: Type of Service Commercial



Within the service commercial sector, which comprises approximately 20,000 m2 of floor area, professional services dominate, occupying 40% of this space. These include businesses such as insurance agencies, consulting firms, and accounting offices, which likely serve clients from a wider geographic area beyond just the Woodgrove neighborhood. Ambulatory health care providers, including dentists, doctors, physiotherapists, and veterinarians, occupy 20% of the service commercial floor area, providing essential services that support the daily needs of current and future Woodgrove Area residents.

Notably, only 6% (1,145 m²) of the service commercial retail area is designated for childcare services. This relatively small allocation for childcare facilities could be an area for potential growth or development, especially considering the needs of families in the area.

Figure 26: Sum of Commercial Retail Unit (CRU) Size (m²)
Estimated by Colliers



APPLICABLE PLANNING FRAMEWORK

City Plan Policy:

- C5.1.5 Maintain an adequate supply of appropriately zoned land to support existing business expansion and new business operations.
- D4.3.39 Recognize Woodgrove Urban Centre as the city's northern gateway, serving a city-wide and regional centre function for commercial activity.

OPPORTUNITIES & CHALLENGES

- While the Woodgrove area appears to be over-supplied with retail floor area, this retail node is serving a broader retail trade area. It will be a challenge to balance the regional supply of retail space with the daily needs of future Woodgrove residents.
- There is an opportunity to add more smaller-scale retail units to augment the supply of big-box retailers.

B3.3 Retail Vacancy Rate

Vacancy rates serve as a crucial indicator of supply and demand, helping planners understand population trends, housing needs, and economic conditions. Low vacancy rates may signal a need for increased housing development or policies to address affordability issues, while high rates might prompt initiatives for urban revitalization or changes in zoning regulations. Vacancy rates also inform decisions about infrastructure development, public transportation, and community services.

FINDINGS

Woodgrove's retail vacancy presents an interesting dynamic. While only 3.7% of the overall floor area is vacant, a more nuanced picture emerges when considering the count of retail units, with 12.6% of units currently unoccupied. This discrepancy suggests that vacancies are concentrated in smaller spaces, as evidenced by the average size of vacant units (166m^2) being significantly smaller than the overall average unit size (566m^2). With a healthy retail vacancy rate typically ranging between 5% and 7%, the low floor area vacancy rate of 3.7% could indicate an undersupply of retail space for the broader trade area. However, the higher unit vacancy rate, particularly among smaller spaces, points to potential challenges for smaller businesses or specific retail segments. This situation warrants closer examination to understand the factors contributing to the vacancy of smaller units and to develop strategies that support a diverse and thriving retail ecosystem in the Woodgrove area.

APPLICABLE PLANNING FRAMEWORK

City Plan Policy:

- C5.3.4: Ensure that Nanaimo is competitive relative to other business locations in British Columbia.
- C5.3.6: Build understanding among business, political, and community leaders about the value of sustainable economic development in building a prosperous and healthy community

OPPORTUNITIES & CHALLENGES

- The low vacancy rate, combined with the overall composition of the retail supply, indicates that the Woodgrove area is a regional retail hub.
- As more housing is added to the Woodgrove area, there will likely be more demand for locally serving tenants who can occupy smaller units, which are more typically vacant in this area.

B3.4 Local vs. Chain Retailers

Local businesses tend to recycle a larger share of their revenue back into the local economy, creating what's known as the "local premium". They often contribute more to local employment, use local suppliers, and support community organizations. In contrast, chain stores can siphon profits out of the community. While chains may offer convenience and familiarity, an overabundance can lead to homogenization of neighborhoods, reducing their unique appeal and potentially harming long-term economic vitality. Urban planners must carefully consider this balance to maintain diverse, vibrant commercial districts that support local entrepreneurship, preserve neighborhood character, and ensure long-term economic sustainability.

FINDINGS

The retail landscape in the Woodgrove area is predominantly characterized by chain retailers, which hold 56.8% of all business licenses. However, their spatial footprint is even more significant, occupying 78.7% of the overall retail floor space. This disproportionate representation in floor area indicates that chain retailers tend to occupy larger units, such as those operated by Costco or Walmart. The disparity in store sizes is evident in the average floor areas: chain retailers average 785 m² per unit, more than double the 325 m² average for local retailers. This pattern of chain retailers occupying larger spaces while local businesses operate in smaller units is consistent with trends observed across various retail markets. The prevalence of chain retailers in larger spaces significantly shapes Woodgrove's retail environment, potentially influencing factors such as foot traffic patterns, parking needs, and the overall shopping experience for consumers.

Figure 27: Total Number of Businesses

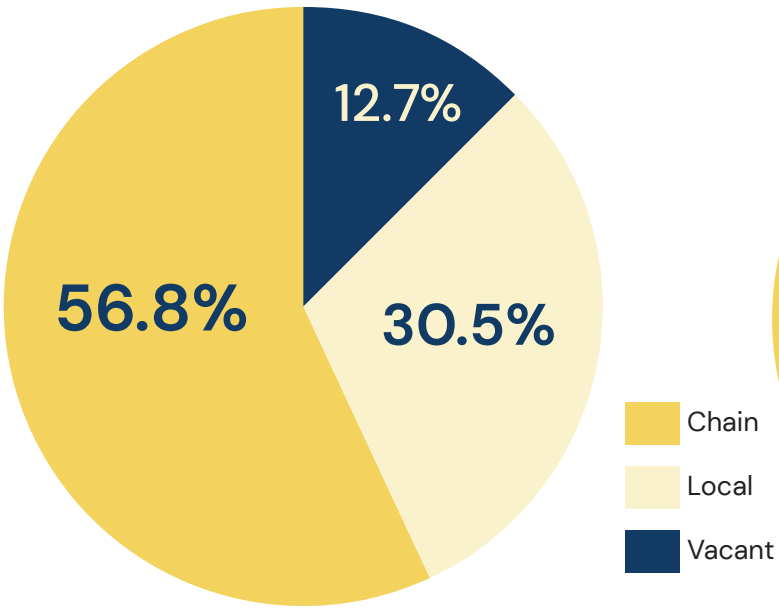
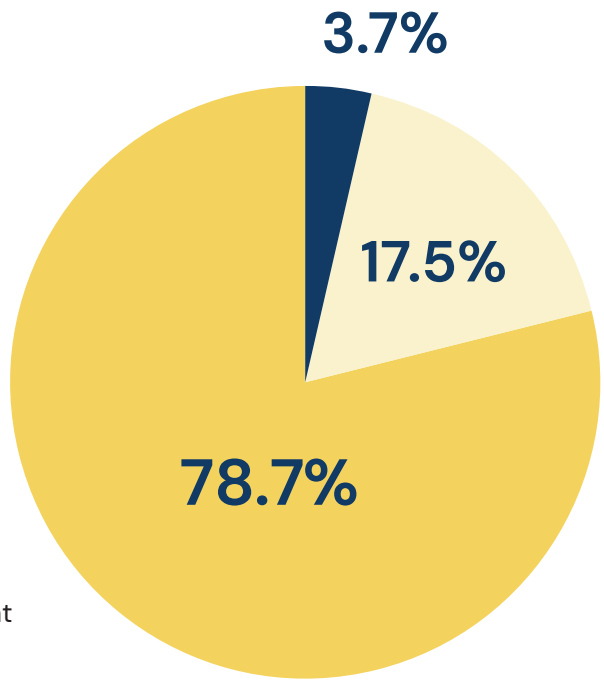


Figure 28: Share of Overall Floor Area



APPLICABLE PLANNING FRAMEWORK

City Plan Policy:

- C5.2.6 Support the development of the circular economy in Nanaimo to build on the principles of Doughnut Economics.
- C5.3.1 Enhance business development by supporting new entrepreneurs and through business retention and expansion. In business attraction initiatives, focus on economic driver industries
- D4.3.13 Encourage and accommodate growth of the creative community in Urban Centres, including but not limited to, live / work spaces and business related incubator spaces.

OPPORTUNITIES & CHALLENGES

- Local retailers typically generate a stronger connection to the community than chain retailers.
- There is an opportunity to curate more local retailers that serve the incoming Woodgrove area residents while also attracting spending from the broader trade area already visiting this regional retail hub. This opportunity can be communicated through the City of Nanaimo's *Economic Development Strategy*.

B4 INFRASTRUCTURE

Infrastructure is essential for delivering key services such as water, sanitary, stormwater, solid waste, and transportation to every community. The decisions made regarding community growth, the placement of important facilities, and transportation networks all have significant implications for the infrastructure required, as well as the costs involved in constructing and maintaining these systems. If the service needs and associated infrastructure costs are not thoroughly understood or adequately planned, it can lead to high upfront expenses, ongoing maintenance costs, and environmental impacts, including increased material use, energy consumption, and greenhouse gas emissions. Developing complete communities requires careful consideration of how land and infrastructure can be efficiently utilized. By understanding the relationship between infrastructure, its costs, and land use characteristics, local governments can make more informed planning decisions, helping to contain long-term costs, manage risks, and optimize the provision of municipal services to achieve the desired community goals.

Table 7: Infrastructure Indicators

INDICATOR	DATA CATEGORIES	WHY IS THIS INDICATOR IMPORTANT?
Sanitary Sewer Infrastructure	Capacity %	▶ Understanding the current capacity and performance ▶ Identifying ability to handle current and future sanitary sewer flow demands
Stormwater Infrastructure	Capacity %	▶ Understanding the current capacity and performance ▶ Identifying ability to handle current and future stormwater flow demands
Water Infrastructure	Capacity %	▶ Understanding the current capacity and performance ▶ Identifying ability to handle current and future fireflow and pressure demands

B4.1 Sanitary Sewer Infrastructure

Measuring sanitary sewer capacity is important for guiding sustainable development, informing infrastructure planning, and supporting future growth. This assessment helps municipalities prioritize upgrades, allocate resources effectively, and enhance system resilience. Understanding sewer capacity ensures that infrastructure can meet current and future demands, supporting the creation of livable, resilient urban environments. Ultimately, this knowledge is essential for balancing growth with infrastructure limitations, preventing issues like system overflows, and maintaining public health and environmental quality. This indicator assesses the existing sanitary sewer management system to determine if there is capacity remaining to accommodate projected growth.

FINDINGS

The sanitary sewer system within the Woodgrove area is comprised of a mix of city owned and private infrastructure, which is nearing capacity. Adding additional population will require substantial investment in improvements to the system.

APPLICABLE PLANNING FRAMEWORK

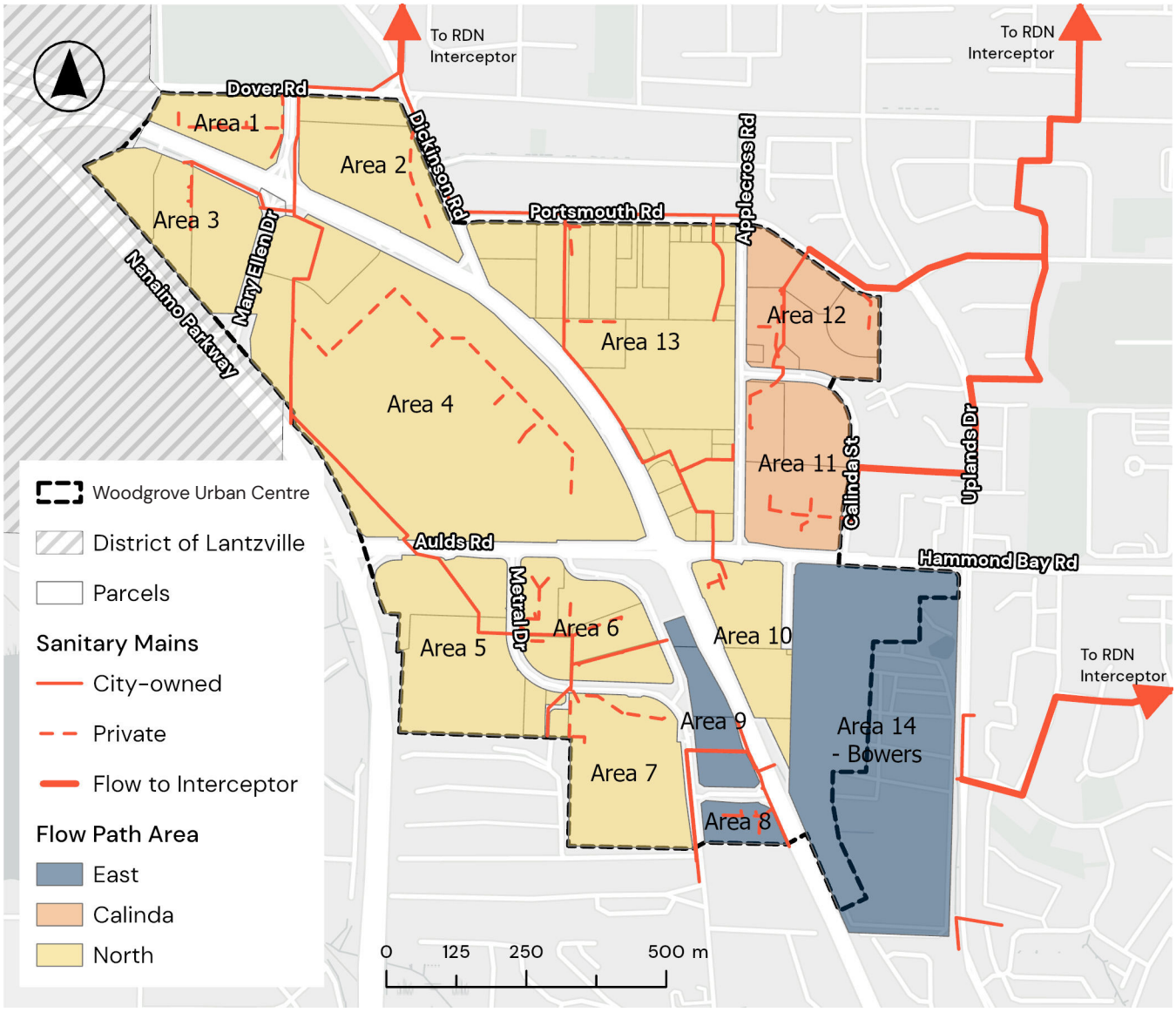
City Plan Policy:

- C1.5.3 Make land use, planning, and capital investment decisions with a long term life cycle asset management perspective for the design, maintenance, and renewal of servicing infrastructure, including natural assets.
- C1.5.7 Plan for future expansion and upgrading of water and sewer services to reflect: » servicing Urban Centres based on their priority designation (see policy D4.3.7)
- C1.5.8 Support the Regional District of Nanaimo's *Liquid Waste Management Plan (LWMP)*. The City's sewage collection system will continue to evolve to support the principles, goals, and objectives of the LWMP.
- C5.1.12 Prioritize servicing investments to align with the development of Urban Centres based on their priority hierarchy (see policy D4.3.7).

OPPORTUNITIES & CHALLENGES

- Once capacity limitations of the existing system are determined, there is an opportunity for the City to develop and refine conceptual and captial financial plans to address capacity shortfalls.

Figure 29: Woodgrove Sanitary Sewer Infrastructure



B4.2 Stormwater Infrastructure

Measuring stormwater capacity is crucial to ensure sustainable development and resilient infrastructure. It helps guide decisions on new developments, prioritize upgrades, and allocate resources effectively. Understanding capacity for implementation of sustainable stormwater management strategies, such as blue-green infrastructure, which can reduce runoff, prevent flooding, and alleviate strain on existing systems is essential for mitigating environmental impacts, like stormwater overflows and water pollution, while also supporting economic growth and improving urban livability. This indicator assesses the existing stormwater management system to determine if future stormwater flows can be accommodated.

FINDINGS

The storm system within the study area is comprised of a mix of City Owned and Private infrastructure. The study area is heavily developed with approximately 90% impervious area.

APPLICABLE PLANNING FRAMEWORK

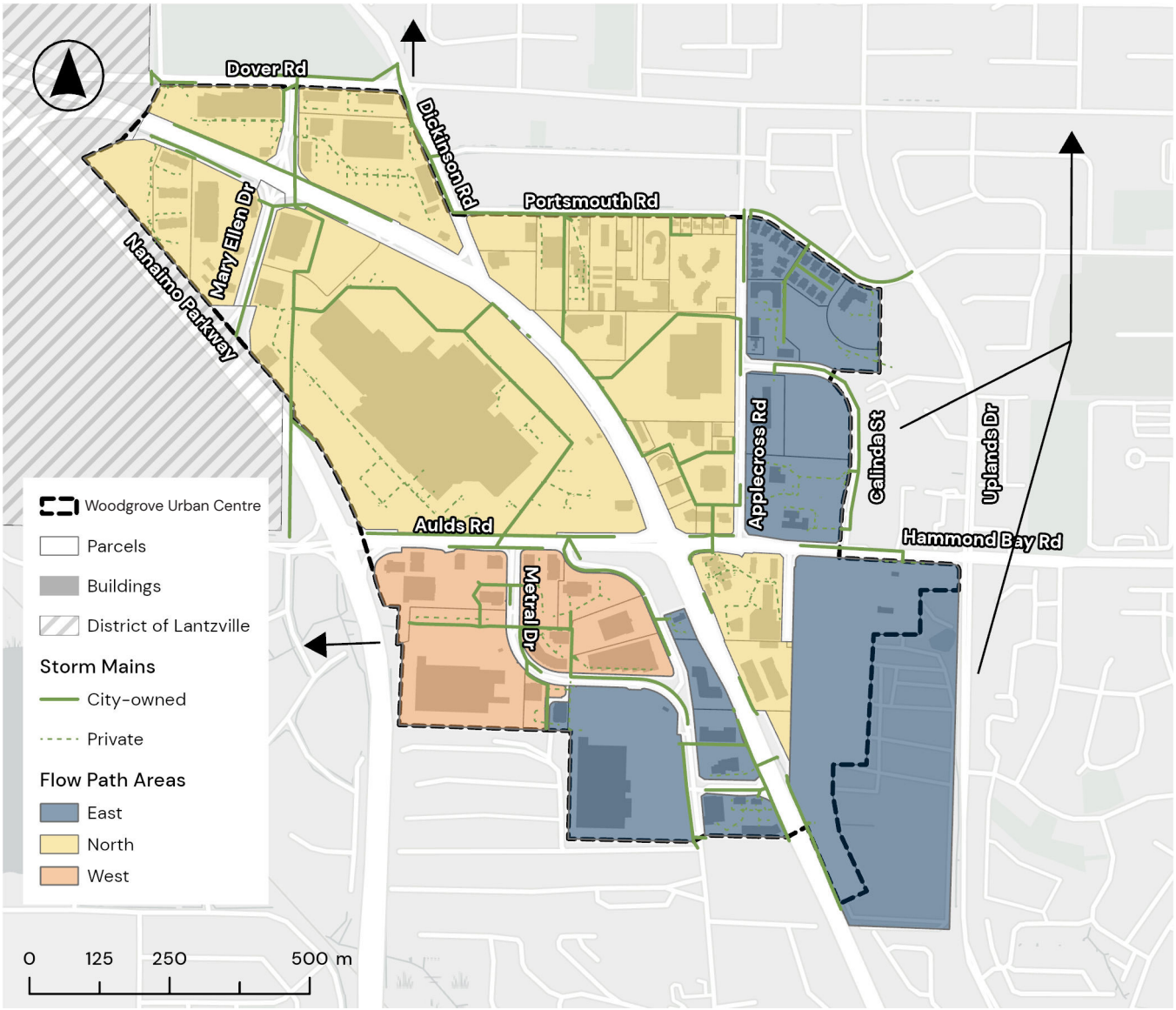
City Plan Policy:

- C1.5.11 Continue to maintain and update a Stormwater Management Policy, along with engineering standards and specifications for stormwater management, to support the goals and desired outcomes of City Plan.
- C1.5.15 Acknowledge that overland flooding resulting from heavy rainfall may increase with climate change and seek to identify, enhance, and establish overland flood paths, drainage basins, and protected rights-of-ways on private property to reduce potential impacts

OPPORTUNITIES & CHALLENGES

- New development can reduce the level of impervious surface by increasing permeable area with measures such as trees, rain gardens and swales.
- Reducing impervious areas will take time and be very costly. That opportunity will most likely happen at re-development of the properties and will most likely take decades to have a meaningful impact to the impervious areas.

Figure 30: Woodgrove Stormwater Infrastructure



B4.3 Water Infrastructure

Measuring water infrastructure capacity, including pipe capacity and fireflow demands, is essential to ensure sustainable development and resilient systems. Understanding the capacity of water pipes helps guide decisions about new developments, prioritize upgrades, and allocate resources effectively. It is crucial for ensuring that water systems can meet both everyday consumption needs and emergency demands, such as fire protection. By assessing pipe capacity and fireflow requirements, strategies can be implemented that optimize infrastructure, prevent system failures, and maintain public health and safety. This indicator assesses the existing water management system to determine water and pipe capacity and if fireflow demands for future growth can be accommodated within the existing system.

FINDINGS

The water system for the north end of Nanaimo is designed to manage water pressure and supply across different areas, known as pressure zones. The system ensures consistent water pressure and supply across different elevations and areas of Nanaimo, with backup options for emergencies. The system is nearing capacity and will require substantial investment in improvements to the system to accommodate additional population.

APPLICABLE PLANNING FRAMEWORK

City Plan Policy:

- C1.5.3 Make land use, planning, and capital investment decisions with a long term life cycle asset management perspective for the design, maintenance, and renewal of servicing infrastructure, including natural assets.
- C1.5.7 Plan for future expansion and upgrading of water and sewer services to reflect: servicing Urban Centres based on their priority designation (see policy D4.3.7)
- C5.1.12 Prioritize servicing investments to align with the development of Urban Centres based on their priority hierarchy (see policy D4.3.7).

OPPORTUNITIES & CHALLENGES

- Understanding the existing water supply system capacity for fire flow protection and potable water demand.
- Identifying the optimal timing for water system upgrades and determining the necessary financial budgets investment for these improvements.

Figure 31: Woodgrove Water System

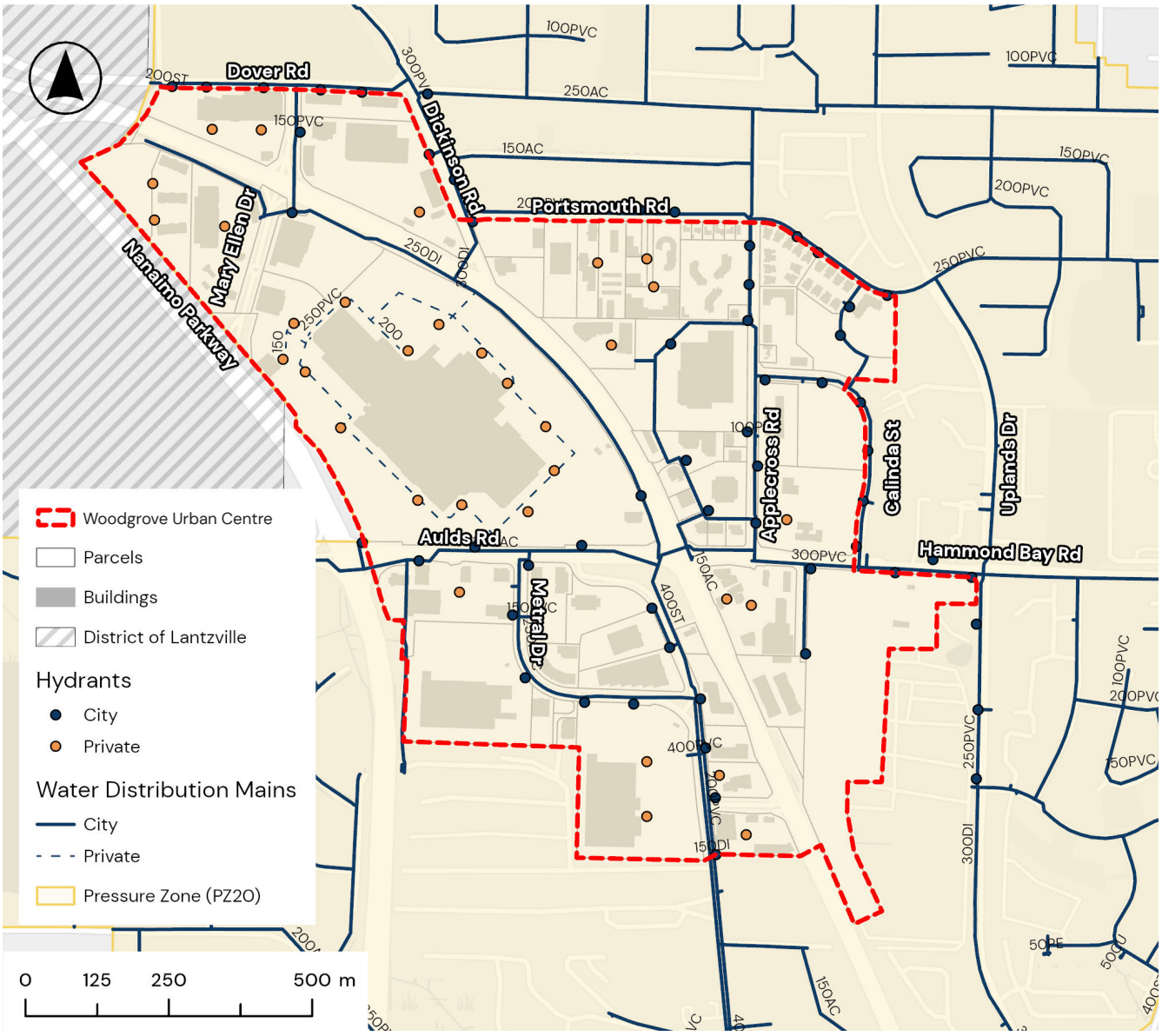
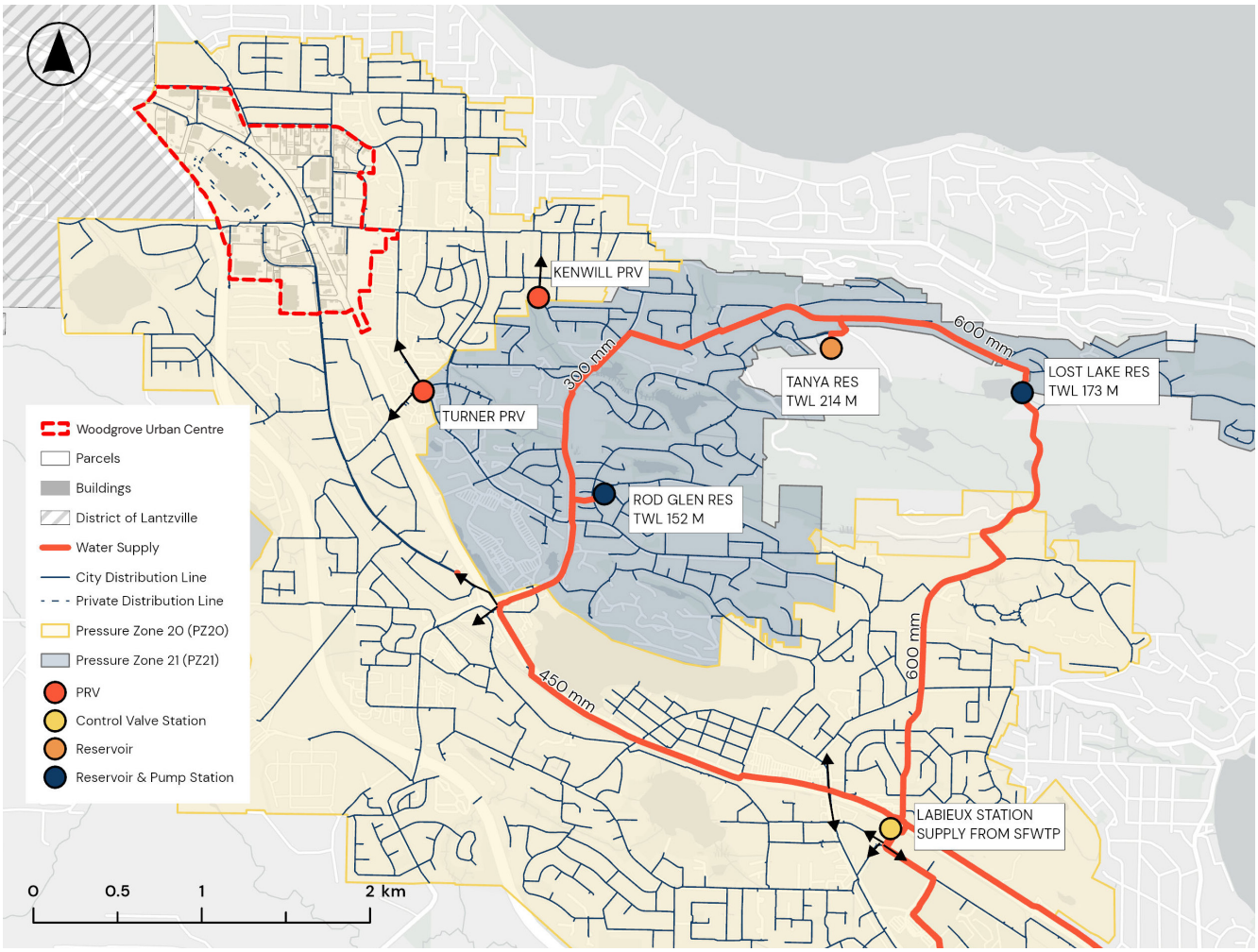


Figure 32: City Water System



C

COMPLETE COMMUNITY SUMMARY

C1 Key Insights

The following provides an overview of the key insights and findings determined through the indicator analysis of the four lenses: housing, daily needs, transportation, and infrastructure.

Housing

- 92% of the housing stock in the Woodgrove Urban Centre is in apartment-style buildings under 5-storeys. This supports future densification for higher-rise apartment buildings.
- The current density of housing in the Woodgrove Urban Centre is approximately 6 units per hectare. The target for this secondary urban centre is 200 units per hectare. There is significant potential for more housing.
- Bowers District proposes 184 units per hectare threshold.
- There is currently no non-market (subsidized) housing within the Woodgrove Urban Centre. The City will need to seek opportunities to increase non-market housing, and protect affordable rental housing.

Daily Needs

- Increase in access to daily needs would improve with the establishment of parks, open spaces, recreational and cultural facilities, and schools.
- Enhanced pedestrian and cycling infrastructure, particularily cycling, would improve access to existing destinations, such as grocery stores, daycares, and pharmacies.
- While it appears that the Woodgrove Urban Centre is oversupplied with retail floor area, the low vacancy rate of 3.7% indicates that the supply is just barely meeting the demand for retail space. This is largely due to the Woodgrove Urban Centre being a regional retail draw.
- The composition of retail tenants also indicates the area's status as a regional draw, with a much higher proportion of clothing retailers in Woodgrove Centre than in other urban centres that are not anchored by an enclosed mall.

Transportation

- The Woodgrove Urban Centre has good transit access in the northwestern portion, centered around the Woodgrove Exchange and Mall, which serves as a significant hub with eight bus routes. There is opportunity to enhance transit on the eastern side of Woodgrove.
- Transit is better during the AM peak period, likely serving commuter needs, with increased service frequencies along Metral Drive.
- All intersections are performing within typical thresholds, indicating sufficient capacity to handle existing traffic volumes during peak periods.
- The signalized intersections with the lowest Level of Service (LOS) rankings are Aulds Road & Nanaimo Parkway, Aulds Road/Hammond Bay Road & Island Highway, and Turner Road & Island Highway. These intersections carry the highest traffic volumes and feature longer signal cycle lengths and split phasing, which help manage high traffic but also increase travel time for vehicles and other modes.

Infrastructure

- The Sanitary sewer system serving the Woodgrove Urban Centre is nearing capacity. Adding additional population will require substantial investment in improvements to the system.
- The storm sewer system within the Woodgrove Urban Centre is comprised of a mix of City Owned and Private infrastructure. The study area is heavily developed with approximately 90% impervious area.
- The water system is nearing capacity and will require substantial investment in improvements to the system to accommodate additional population.

C2 Next Steps

After establishing a Baseline Assessment in the Complete Communities Assessment process, the next crucial step involves a comprehensive analysis of the current state and identification of opportunities for improvement. This phase, often referred to as the "Assess" stage, is critical for developing a strategic approach to community development.

The process begins with a thorough analysis of the data collected during the Baseline Assessment. The Project Team will examine the information to identify patterns, gaps, and areas of opportunity within the community. This analysis helps to pinpoint strengths that can be built upon, as well as weaknesses that need to be addressed to enhance the community's overall "completeness."

Following the data analysis, the next step involves testing potential actions through various scenarios. Based on the insights gained from the analysis, planners develop and evaluate different growth scenarios. These scenarios explore how various interventions and policy changes might impact the community's development and its progress towards becoming a more complete and sustainable urban area. This scenario testing is crucial for understanding the potential outcomes of different planning decisions and helps in formulating effective strategies for future development.

For the Woodgrove Area Plan specifically, this next phase will focus on identifying opportunities and constraints for future growth and development in the area. The Project Team will work on developing a future growth concept and policies for integrating new development into the scope area over time. This process will involve engaging with the community to seek input on the growth scenarios and potential actions, ensuring that the plan considers the needs and aspirations of residents and stakeholders.

By thoroughly assessing the current state and exploring potential future scenarios, this phase of the Complete Communities Assessment provides a solid foundation for developing targeted strategies and policies. These strategies aim to address identified gaps, capitalize on existing strengths, and guide the community towards a more sustainable, livable, and complete future.

APPENDIX A: DAILY NEED DESTINATIONS & WALK AND CYCLING INFRASTRUCTURE

To measure access to daily needs and amenities, a spatial analysis was conducted to determine how many housing units are located within a 800 m walk or cycle to each type of daily needs destination. The daily needs destinations include: daycare facilities, schools, employment opportunities, parks and open spaces, recreation and culture facilities, and pharmarcies.

Each figure includes the one type of daily need destination, housing unit locations (origin), and the location of the walking or cycling infrastructure used (ie. the route taken).

As there are no schools, parks and open spaces, or recreation and culture facilities located within the Woodgrove Urban Centre, no figures have been provided for these daily need destinations.

Figure A.1: Walking and Cycling Routes (800 m) to Pharmacies

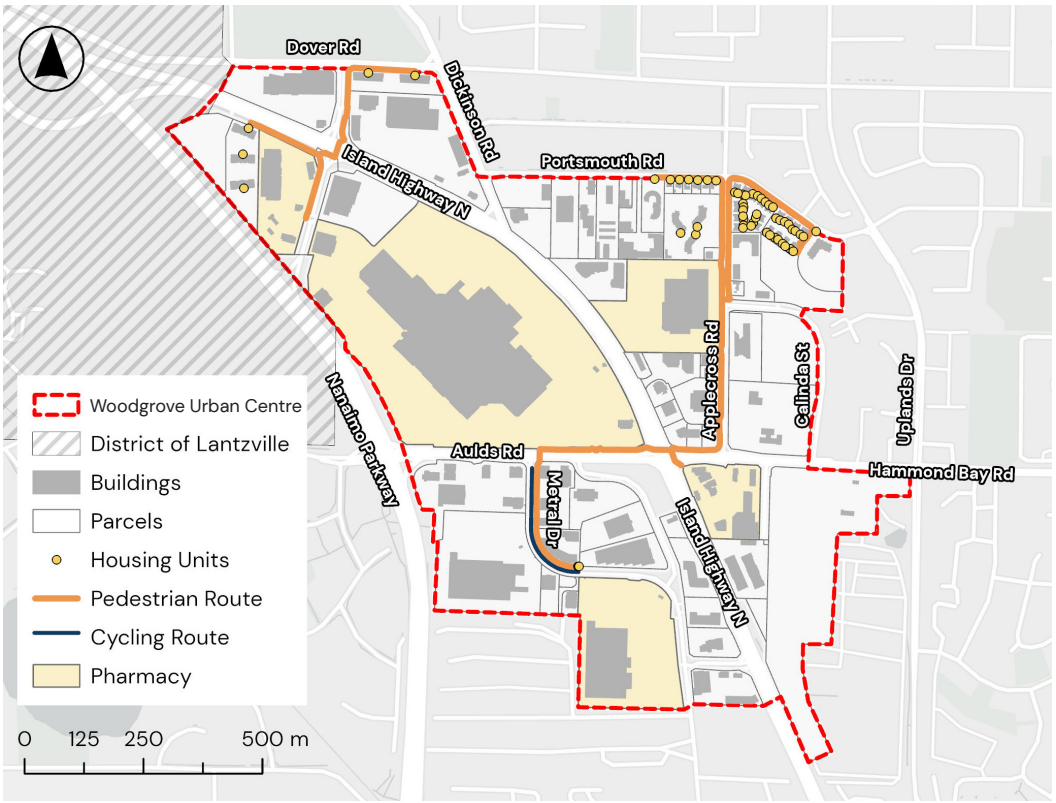


Figure A.2: Walking and Cycling Routes (800 m) to Daycare Facilities

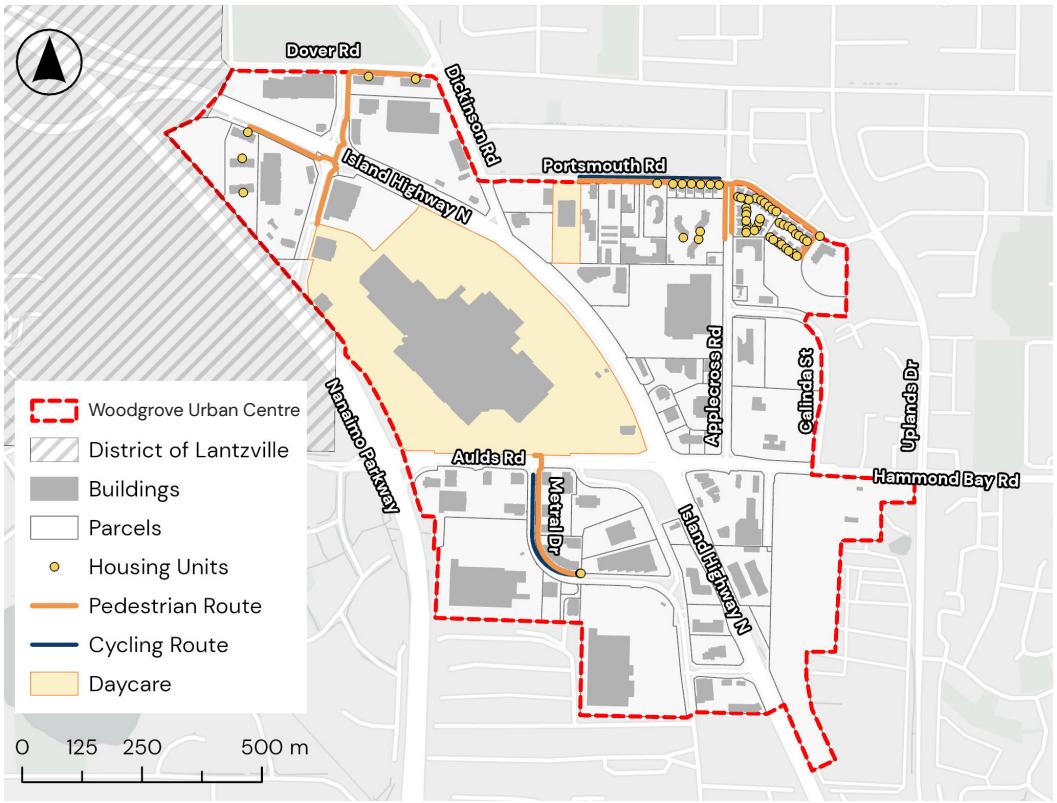


Figure A.3: Walking and Cycling Routes (800 m) to Grocery Stores

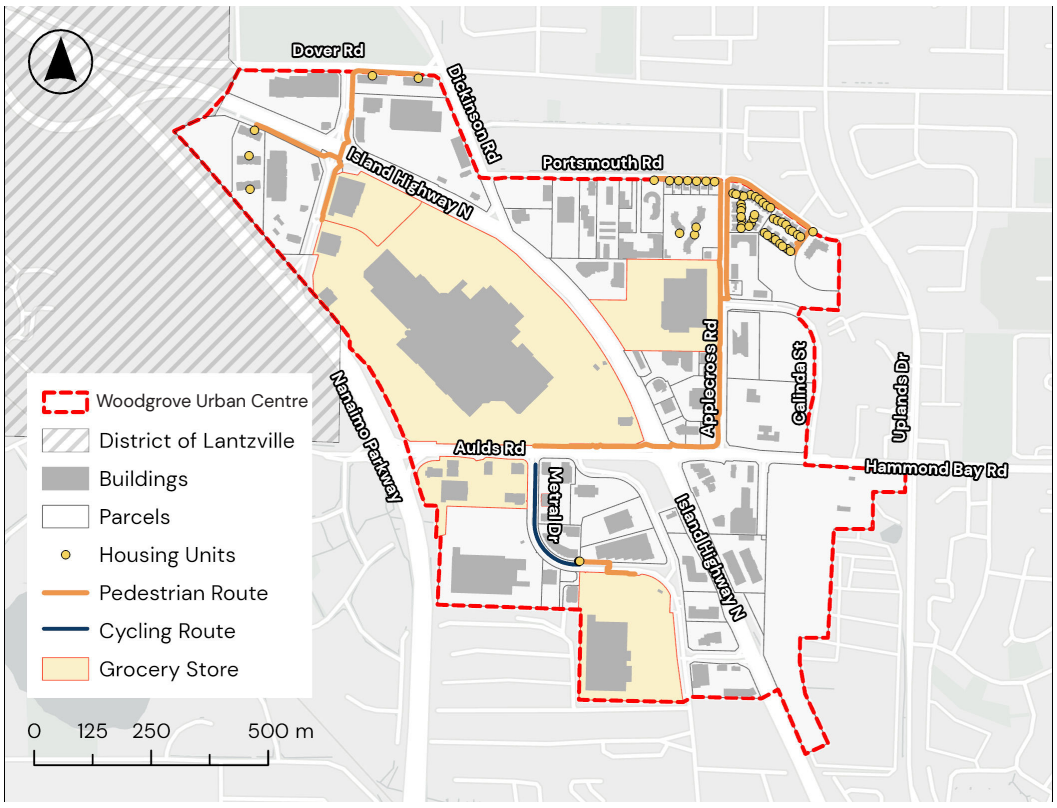


Figure A.4: Walking and Cycling Routes (800 m) to Employment Opportunities