## ADDOZ ENGINEERING INC

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October 8, 2020

## ATTENTION: John Rosenberg, Director of Engineering& Parks Town of View Royal, 45 View Royal Ave. Victoria, BC V9B 1A6

RE: 298 Island Highway Traffic Impact Assessment Report, Responses to Bunt & Associates Review Comments Dated August 21, 2020

Addoz Engineering Inc. (AEI) reviewed Bunt & Associates TIA Review comments in details and prepared the following responses to address the comments and to explain report revisions that were made because of the comments. Each comment has been paraphrased and our response followed:

**Comment 1:** Page 7, Historical Roadway Traffic Volumes – The report references 2017 summer period Helmcken Road traffic volumes. Seasonal factors should be considered to calculate non-summer conditions.

**Response 1:** We agree with the comment, however, utilizing the summer traffic volumes would make the completed analysis more conservative as summer counts are usually higher than other seasons.

**Comment 2:** Page 9, Existing Traffic Volumes and Conditions -. Did the 2017 volume dataset include Helmcken Road & Island Highway intersection turn volumes? Supplemental 2020 intersection counts were conducted during the COVID-19 pandemic period (June 3, 2020), while factors were applied to account for lower pandemic period through volumes, it is unclear if the established base 2020 volumes were based on the 2017 or 2020 dataset. It is noted that turn distributions at the intersection are likely to have been impacted by the pandemic.

**Response 2:** No, unfortunately only the Helmcken Road north/south volumes were available in 2017. The established base 2020 volumes were based on the 2020 dataset but were grown with the calculated factors.

**Comment 3:** Page 9 - Applied background growth rates are consistent with expectations. **Response 3:** Noted, thank you.

**Comment 4:** Page 11 – Clarification should be provided regarding factors accounting for COVID and typical background growth factors. The report on page 11 presents AM and PM "growth factors", however these would appear to be factors to account for the impacts of COVID-19. There should be two applied factors, one for background growth and one to adjust for COVID-19 impacts.

**Response 4:** Yes, we agree with you and this is exactly what was done. If you look at the headings of Table 2 and Table 3, in the second set of columns, you will see statement says (with 1.4% Annual Growth Applied on 2017 Data). Of course, growth rate was applied for 3 years. The factors under the tables are the calculated factors to account for the COVID-19 conditions.

**Comment 5:** Page 19 – The calculated vehicle trip generation of the site is considered to be within reason.

Response 5: Noted!

**Comment 6:** Page 21, Site Trip Distribution – The 13% of entering traffic from Helmcken Road (southbound to eastbound) appears to be low. Additional support should be provided to support this distribution. However, it is noted that in consideration of total trips this item is unlikely to have impact on the analysis.

**Response 6:** Noted! No changes to distribution as we believe most of the traffic would approach the site from Island Highway.

**Comment 7:** Pages 26-31, Capacity and Level of Service Analyses -The report should examine the impact of the development by comparing background to total conditions in 2023 and again in 2033. The structuring of the analysis places onus on the Town to improve background conditions, then assumes the Town will provide the suggested mitigation when evaluating future total conditions. This approach fails to properly evaluate the marginal impact of the proposed development.

**Response 7:** The future capacity analysis with site traffic for the major study intersection was repeated without background improvements and a comparison of the background 2033 without site traffic and with site traffic was completed to identify the proposed development's impact. Please refer to new <u>added section 4.2.5</u> for the details in the updated TIA report. The results indicated the percentage increases in the considered measures of effectiveness are very low and are considered insignificant, all were below 5%.

**Comment 8:** Page 27, Table 11 – Traffic operations that exceed offered thresholds should be consistently identified. Table 9 used red text to show operations that exceed thresholds however this is not continued in Tables 11 or 12.

Response 8: We have used red text in Tables 11 and 12 in the updated TIA report.

**Comment 9:** Page 28, Suggested Mitigations for the Background 2033 Conditions – The proposed mitigation is very extensive, and the potential impacts of the proposed mitigations are not examined. If analysis compared background to total conditions, they would likely indicate a minor development impact over existing traffic operations due to the low expected traffic generation of the proposed development. Figure 12 on page 29 illustrates the extensive road infrastructure mitigation, but there is no analysis or discussion of impact to the area's bicycle or

pedestrian networks or the Town's plans for Island Highway frontage improvements. The proposed mitigation may improve traffic operations at the examined intersection but the report offers no discussion in regard to whether these changes are possible (they appear to encroach on neighbouring land and adjacent sidewalks) or what impacts may be encountered beyond the intersection. For example, creating a two to one lane merge west of the intersection on Island Highway may result in merge spillback into the intersection. In summary, the proposed mitigation measures are very substantial and in our opinion are presented without proper evaluation.

**Response 9:** We have addressed most of these comments & questions in the revised report directly under Figure 12 that presents the suggested improvements. Also, a new section was added in which we discussed possibility of 'two to one lane merge spillback into the intersection', please refer to section 4.3 in revised report for the details including SimTraffic results.

**Comment 10:** The TIA report should include discussion regarding the Helmcken Road site access, in particular for vehicles exiting the site, turning left onto Helmcken Road. This movement will be crossing double yellow lines and merging into a left turn lane. Discussion of this turn movement and potential management strategies should be included to address this important site access issue.

**Response 10:** We have added a new section 4.5, Site Access on Helmcken Road Operation, to address the above comment and discuss these issues and provided details regarding how the site access will be managed.

**Comment 11:** The TIA report should include a description of the proposed vehicle parking supply relative to Bylaw requirements, including the proposed supply for residents and residential visitors. It is unclear if additional commercial spaces will be accessible from the Helmcken Access or if the Helmcken Access will only service residential parking.

**Response 11:** Responses to all these comments are now included under the new chapter added to the report, chapter 5, Parking, Loading and travel demand management.

**Comment 12:** The development's proposed bicycle parking supply and Bylaw requirements should be included in the TIA report.

**Response 12:** Responses are included now under new chapter 5, Parking, Loading and travel demand management.

**Comment 13:** The TIA report should include a review of the development's plans for loading vehicles, including commercial loading and garbage/recycling collection vehicles. Design vehicle turn paths should be confirmed with AutoTURN software. The design vehicle for small scale retail is likely a MSU (Medium Single Unit) vehicle.

**Response 13:** Refer to new added chapter 5, section 5.4 that discusses Access Design and AutoTurn Templates for design vehicle. It addresses all the above-mentioned comments.

**Comment 14:** The report should include TDM initiatives that may help minimize the development's vehicle driver mode share.

**Response 14:** TDM discussions are included now under new chapter 5, Parking, Loading and travel demand management under section 5.3, travel demand management.

We trust the above addressed all your concerns. Please do not hesitate to contact us shall you have any further questions or comments.

Sincerely Yours,

## **ADDOZ ENGINEERING INC**



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