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MEMORANDUM

To: Dan Robbins, PhD – 66 Developments Ltd.

From: Michael Lee, ASCT and Nadine King, P.Eng., PTOE

Our File #: 2780.B01

Project: 1150 Cook Street TIA

Date: April 22, 2020

RE: Response to City of Victoria Review

I understand the City of Victoria would like the 1150 Cook Street development to upgrade Cook Street / View Street from a two-way stop controlled intersection to a signalized intersection. Our traffic impact assessment did indicate that the proposed development would have minimal impact to a signalized intersection. However, if the intersection remained unsignalized the development would also have little impact. During the PM peak hour the proposed development will generate 19 trips entering the site and 13 trips exiting the site through the Cook Street / View Street intersection. The eastbound (side street) movement is the only direction that has an existing failing level of service as a left onto Cook Street in rush hour is difficult. Longer eastbound delay times will likely encourage the 13 trips assigned in this direction to use an alternative route which would further reduce the small impact at this intersection (i.e. head west and use the Vancouver/View traffic signal or Quadra/View to turn right to head north). The remaining movements at the intersection currently operate at LOS A and the 19 trips that are added to these movements will not significantly impact the operations.

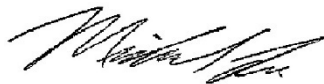
TABLE 1: EXISTING PM PEAK HOUR TRAFFIC CONTROL CONDITIONS

Intersection	Movement	LOS	Delay (s)	Queue (m) 95 th
View St / Cook St (Stop-Controlled)	EB	F	104.2	32.9
	WB	C	22.2	8.4
	NBL	A	9.7	0.7
	NB T/R	A	0.0	0.0
	SBL	A	9.5	2.1
	SB T/R	A	0.0	0.0

While this site is in close proximity to the intersection the size of the development does not have a significant impact on the traffic operations. Before undertaking the assessment for 1150 Cook Street the City staff helped to identify other active or planned developments in the area. Some of these other developments will also have an impact on the intersection to varying degrees. Our study found that the concurrent developments are estimated to generate over 400 trips through the Cook Street / View Street intersection during the PM peak hour. Of these 400 trips 208 are added to the eastbound movements. The amount of traffic this development is contributing to the intersection does not seem to be proportional to the associated costs for the installing a traffic signal.

Sincerely,

Watt Consulting Group



Michael Lee, ASCT

Senior Transportation Technologist