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MEMORANDUM

To: Juan Pereira – Reliance Properties

cc: Agnes Cerajeski - DAU

From: Caytlin Kopeck, EIT

Our File #: 2931.B01

Project: 450 Dallas Road Development

Date: March 23, 2022

RE: Access Review

1.0 INTRODUCTION

Watt Consulting Group was retained by Reliance Properties to conduct an access and traffic review for the development at 450 Dallas Road. The 450 Dallas Road development is a multi-family apartment building with a new access planned on Lewis Street for underground parking for the proposed 6-storey tower and retaining the existing access on Menzies Street for parking for the existing tower. This memo will outline rationale for having the access on Lewis Street rather than Menzies Street and will be supported by the 450 Dallas Road Development Traffic Impact Assessment (TIA) completed by Watt Consulting Group on May 7th, 2021 for trip generation and assignment. See **Figure 1** for planned site accesses.

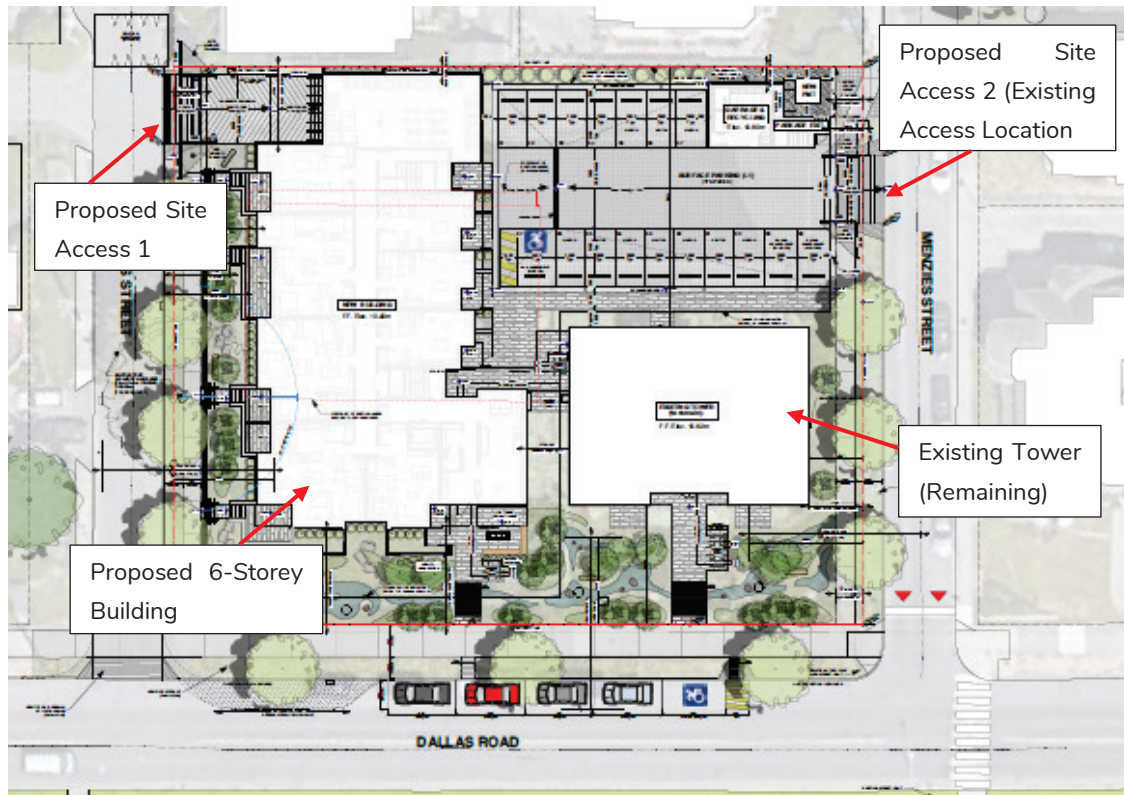


Figure 1: Site Accesses

2.0 BACKGROUND INFORMATION

Menzies Street is a 50km/h collector road running north-south and connects Belleville Street to Dallas Road. Menzies Street is one way, (southbound) south of Niagara Street and entering from Dallas Road is prohibited. Lewis Street is a two-way 20km/h local road running north-south and dead ends north of the site, prior to Niagara Street. The intersection of Dallas Road / Lewis Street is stop controlled on Lewis Street with no separate turn lanes on Lewis Street.

Both Menzies Street and Lewis Street are under the jurisdiction of the City of Victoria. The City of Victoria Highways and Access Bylaw No. 91-038 (section 12(2)) states that all accesses for corner lots must be sited on the 'highway' (highway is defined as a roadway in the bylaw) having the more minor street classification. The most minor street classification being a local road, then collector, then arterial. The only exceptions to this bylaw are if it would be impractical to do so based on lot configuration, if it would result in an unsafe crossing, if it would interfere with protected or significant trees or existing infrastructure which cannot be reasonably removed or relocated, or if it results in traffic patterns that are inconsistent with a transportation plan approved by Council. Since this

development does not qualify for any exceptions to the Bylaw and Lewis Street is the lowest classified road the new access is required to be located on Lewis Street.

3.0 TRAFFIC ANALYSIS

A traffic analysis was completed to compare the impacts of having an access on Lewis Street versus Menzies Street for the traffic generated by the new proposed 6-storey building. This analysis was completed with use of Synchro / SimTraffic software and utilizes traffic counts taken on November 18 and 20, 2020 in the PM peak hour.

The proposed site will generate 49 weekday PM peak hour trips. With the existing Menzies Street access to surface lot remaining and a new access for the majority of the parking, which will be underground, 76% of site trips were assigned to Lewis Street and 24% to the ground level parking access on Menzies Street. Post development, the Dallas Road / Lewis Street and Dallas Road / Menzies Street intersections all operated at a LOS B or better with no queuing issues. (As per the 450 Dallas Road Development TIA.)

If the access was solely on Menzies Street then 100% of trips would utilize the Menzies Street access with the same trip distribution as in the 450 Dallas Road Development TIA, this would add 37 additional trips to Menzies Street access in the PM peak hour. No changes in LOS are noted to either intersection, however, queues become longer at the Menzies Street / Dallas Road intersection in all directions. Additionally, if the access for all trips were to be on Menzies Street, the one-way nature of the road would result in circuitous routing in and out of the site.

4.0 SITE ACCESS LET-DOWN FLARE

The parkade access which is proposed to be on Lewis Street was reviewed for turning movements to determine if the north flare could be eliminated. There is expected to be a very limited, if any, vehicles turning right from the parkade entrance since Lewis Street north of the site does not connect to any other roadways or lanes to access the wider road network. A review of the right turning movement found that if a vehicle utilizes the middle of the parkade ramp when turning right, the north flare can be eliminated up to the single-family property line that it is up against. In the future, the north flare could be expanded if the City of Victoria obtains a statutory right-of-way (SRW) to construct a sidewalk on the east side of Lewis Street. Due to

the volume of traffic on the parkade ramp and the limited number of right turners, use of the middle of the ramp to turn right is not expected to create any conflicts.

5.0 TRAFFIC CALMING

This development will be providing traffic calming measures to reduce the potential impacts from the added vehicle traffic to Lewis Street (see Figure 2). The proposed traffic calming measures include a Type A driveway style crossing at Lewis Street / Dallas Road (across Lewis Street) and extending the yellow “no parking” paint east along Dallas Road by one parking space. By reducing one street parking space the sightlines when turning onto Dallas Road from Lewis Street will be improved. There are existing speed humps north of the development on Lewis Street which will remain.

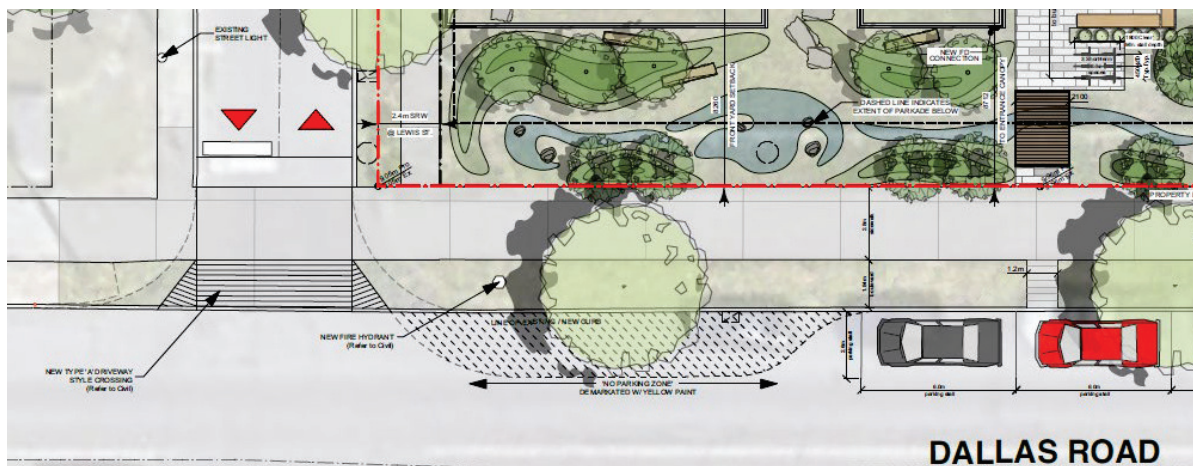


Figure 2: Traffic Calming

6.0 CONCLUSION

Based on the City of Victoria Highways and Access Bylaw, the new site access must come off Lewis Street as it is a local road and Menzies Street is a collector road. Furthermore, if all trips were allocated to the Menzies Street access this would add 37 additional trips per PM peak hour to Menzies Street and increase queues at the Menzies Street / Dallas Road intersection. Therefore, the access to parking for the proposed tower must be constructed on Lewis Street.

At the parkade entrance, it is acceptable for the north flare can be eliminated up to the single-family property line. The City of Victoria may expand the flare once a SRW is obtained, and a sidewalk is

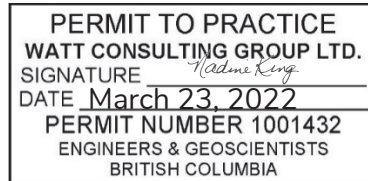
constructed on the east side of Lewis Street. A Type A driveway style crossing will be constructed at Lewis Street / Dallas Road and one street parking space will be removed and marked by yellow paint east of Lewis Street on Dallas Road to provide traffic calming on Lewis Street.

Sincerely,

Watt Consulting Group



Caytlin Kopeck, EIT
Transportation Engineer-in-Training



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Senior Transportation Engineer