

MEMORANDUM

Date: January 29, 2024
To: City of Victoria
Cc: Juan Pereira, Reliance Properties Ltd.
From: Andy Kading, P.Eng., WATT Consulting Group
Our File No: 3135.B01
Subject: TIA Addendum

1.0 INTRODUCTION

WATT Consulting Group was retained by Reliance Properties Ltd for transportation related engineering and planning services as part of the 780 Blanshard Street project.

This memo acts as an addendum to the previously submitted TIA, dated 2023 March 10, to account for changes in the land use.

2.0 LAND USE ADJUSTMENT

Since the March 2023 TIA the land use has been adjusted as follows:

Previous land use:

- 98 residential units
- 69 standard hotel rooms
- 215m² café/coffee shop, publicly accessible

Revised land use:

- 98 residential units
- 96 micro hotel rooms
- 136m² of self-serve food and beverage service, publicly accessible

The hotel room change is from 69 standard hotel rooms to 96 micro hotel suits designed for and marketed to lower budget, car-light travelers. These types of accommodations are found in “destination cities” and offer a lower cost alternative for travelers. Many of these travelers arrive via public transit or rideshare.

2.1 TIA Effects

The trip generation outlined in the previously submitted TIA assumed the following:

Table 1: Trip Generation						
ITE Code and Description	AM Peak Hour			PM Peak Hour		
	Avg Rate	Enter	Exit	Avg Rate	Enter	Exit
222 - Multifamily High-Rise	0.27	9	19	0.32	18	15
310 - Hotel: Dense Multi-Use Urban (rooms)	0.31	9	15	0.21	7	9
930 - Fast Casual Restaurant (GFA)	1.43	1	1	12.55	9	8
Total		19	35		34	32

2.1.1 Residential Rates

The residential units have not changed and the results in Table 1 are the same and there is no change in trip generation.

2.1.2 Hotel Rates

The hotel rates previously estimated 16 trips in the PM peak. The land use change will add more trips but the change in user type (i.e. lower budget traveler arriving without a car) will offset some of those additional trips.

This micro hotel type is not available in the ITE rates, but the following hotel types are:

ITE trip rates for a standard hotel (ITE Land use code 310) located in the Urban Core are 0.12 - 0.40/room (avg. 0.18), which using the average trip rate for the PM peak hour of adjacent street traffic, would translate into 17 (Total), 8 (Entry), 9 (Exit) trips with the new room count. It should be noted that there are few studies linked to this particular land use combination in the pool of ITE studies and the revised room count is lower than the room count of those studies. Therefore, the ITE results are not as robust as hoped.

ITE trip rates for a standard hotel (ITE Land use code 310) located in a Dense Multi-use Urban scenario are 0.18 - 0.40/room (avg. 0.21), which using the average trip rate for the PM peak hour of adjacent street traffic, would translate into 20 (Total), 9 (Entry), 11 (Exit) trips for the revised room count. Similarly, the total number of studies are low but

MEMORANDUM

Date: 2024-01-29

To: City of Victoria

Subject: TIA Addendum

WATT CONSULTING GROUP

Page 3 of 3

the studies that are available have a similar amount of rooms so the results are more robust.

For comparison a typical hotel using the General Urban/suburban rate would generate 57 (Total), 29 (Entry), 28 (Exit) trips. The General Urban/Suburban hotel is not comparable to the proposed development.

Assuming the revised land use, the 16 trips reported in the original TIA are closest to the Urban Core and Dense Multi-use Urban instances. The difference between the original TIA and those trips is +1 trips, and +4 trips respectively, a small number that will have effectively no impact on the traffic analysis noted in the TIA.

2.1.3 Food Service Rates

The amount of food service has decreased which will lower the number of trips. In the TIA WATT assumed 0 trips would be generated for this as there is no available on-site parking and thus any patron would arrive without a car, thus generating no trips.

2.1.4 Combined effect

The combined effect of the above is that trip generation, and thus traffic analysis, is effectively the same and therefore the results of the previously submitted TIA are valid in this revised land use scenario. Further it should be noted that all traffic analysis results in the TIA were at LOS A or B, and therefore if these assumptions are wrong there is still significant available capacity in the area to absorb additional traffic before lower LOS values are realized.

Sincerely,

WATT Consulting Group

Andy Kading, P.Eng.

Senior Transportation Engineer

C 236-464-3263

E akading@wattconsultinggroup.com