

July 9, 2021

Drake Hotel Properties
1150 Queen St. West
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ATTN: John Granger, Chief Development Officer

**RE: Traffic Opinion Letter
Drake Devonshire Hotel and Drake Motor Inn
Jewell Engineering Inc. File No. 210-4911**

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Jewell Engineering Inc. (Jewell) has prepared this Opinion Letter to inform interest groups and all levels of decision-makers the impact of the proposed hotel and restaurant modifications on the intersection of Wharf St. and Wellington Main St., as well as the new hotel construction north of the Drake Motor Inn.

Existing Conditions

The Drake Devonshire (Drake) is located at 24 Wharf Street south of the intersection with Wellington Main Street. The hotel currently has a capacity of 12 units, as well as a 2,041 ft² on-site restaurant and pavilion that can be rented out for events. Hotel parking is located on site, with overflow parking at various locations in the community.

Two single-family residences are owned by the Drake. One residence is situated adjacent to the Drake at 20 Wharf Street, and another at 47 Wharf Street, 115 metres north of the intersection with Wellington Main Street. The dwelling at 47 Wharf St. was recently vacated, and both buildings are now unoccupied.

A parking lot for the Drake Motor Inn and Midtown Brewing Company is located on Wellington Main Street. The access to the lot is approximately 50 m east of the intersection with Wharf Street. Wellington Main St. (County Road 33) is a two-lane road that connects Wellington to Bloomfield in the east and Consecon to the northwest. Wharf Street is a small two-lane, north-south road that connects the Drake to Wellington Main St.



Proposed Conditions

The Drake has proposed to replace the 20 Wharf St. residence with a new addition to the existing Drake Devonshire Hotel and restaurant (24 Wharf St.), which will increase the capacity of the hotel from 12 units to 27, and the dining and pavilion areas from 2,041 square feet to 3,880. In addition, the residence at 47 Wharf St. will be torn down to develop a new tourist accommodation. This building will have a capacity of 6 hotel units and will provide additional capacity to supplement the existing accommodations.

The parking lot at the Midtown site will be extended to the north to handle the increased parking requirements from the expansion and will continue serving the Midtown Brewery and Drake Motor Inn (see attached drawings). Access to the parking lot will use the current connection to Wellington Main Street. The Midtown site is proposed to have 101 parking spaces available, 71 of which will be required for guests of the Drake Hotel, restaurant, and public use areas. The parking availability is summarized as follows:

- Drake Hotel- 48 at Midtown Site, 23 at south site (20, 24 Wharf St.)
- Drake Motor Inn- 18 at Midtown Site
- Midtown Brewery- 16 at Midtown Site
- Surplus Parking- 19 at Midtown Site (to be converted to future amenity area for the motel)

Vehicular Trip Generation

The three case types analyzed in the I.T.E. Trip Generation Manual are Hotel, All Suites Hotel, and Resort Hotel. The third case (Resort Hotel) is most closely related to the Drake’s land use. A resort hotel is a facility that serves tourists and vacationers instead of the typical business clientele, similar to how the Drake serves tourists of Prince Edward County. The two other cases (Hotel and All Suites Hotel) were analyzed for completeness; however, the results are in the same range for all cases.

Table 1 – Additional Vehicular Trip Generation, Hotel

Code- Type of Use	Setting	Peak Period	Peak Hour Trips
310- Hotel	General Urban/Suburban	Saturday	15
311- All Suites Hotel	General Urban/Suburban	Weekday, PM	8
330- Resort Hotel	General Urban/Suburban	Weekday, PM	11
		Maximum	15

Note: Hourly trips based on addition of 21 units to existing hotel buildings.

The Resort Hotel analysis resulted in an additional 11 trips per hour, and no case produced a load higher than 15 cars during the peak hour. It should be noted that the cases outlined in the I.T.E. Manual pertain to establishments with much higher capacity than the Drake. Therefore, the 15 vehicles per hour estimated by the Trip Generation Manual reflects a very conservative estimate of the increased traffic generated.

The Drake’s restaurant and pavilion areas are proposed to be increased in size by 1,839 square feet. This increase in area was used to determine the estimated increase in peak-hour traffic (Table 2). Code 931 (Quality Restaurant) was the I.T.E. use that best matched the anticipated use by the Drake Hotel.

Table 2 – Additional Vehicular Trip Generation, Restaurant

Code- Type of Use	Setting	Peak Period	Peak Hour Trips
931- Quality Restaurant	General Urban/Suburban	Weekday, PM	15
931- Quality Restaurant	General Urban/Suburban	Saturday	20

The estimated peak-hour increase in traffic from the hotel and restaurant uses were combined to create the maximum number of peak hour trips, and the results are summarized in Table 3. The peak traffic increase was 35 trips per hour when the increase in hotel traffic and restaurant traffic are combined for both periods. However, it is reasonable to expect some restaurant trips are generated by hotel users. The traffic increase is expected to be 25 trips per peak hour during both the Weekday PM and Saturday peaks, assuming 50% of the peak-hour restaurant trips will be generated by hotel users (resulting in no additional vehicle trips).

Table 3 – Additional Vehicular Trip Generation, Combined Cases

Types of Use	Peak Period	Hotel Trips	Restaurant Trips	Adjusted Peak-Hour Trips*
Resort Hotel + Quality Restaurant	Weekday, PM	11	15	18
Hotel + Quality Restaurant	Saturday	15	20	25
			Maximum	25

*Restaurant trips decreased by 50% to account for usage by hotel guests.

Based on the real-world cases from the I.T.E. Trip Generation Manual, the maximum peak hourly increase in vehicle traffic expected due to the addition of the 21 hotel units and 1,839 square foot restaurant expansion is 25 vehicles per hour. The addition of 25 vehicle trips to the peak-hour traffic volumes at the Main St./Wharf St. intersection is not significant enough to warrant a detailed Traffic Impact Study (TIS). A commonly applied guideline is that a TIS is not

warranted when the site-generated traffic is less than 25 vehicles/hour (Transportation Impact Assessment Guidelines, County of Lennox and Addington for example).

Traffic Impact Assessment

There are known congestion issues in Wellington, however there is no room for road improvements in the area due to the dense development around the intersection of Wharf and Main Streets. The increase in traffic flow due to the additions will have no significant impact on existing traffic operations. Customer parking will be provided in the lot north of Wellington Main St., so the proposed expansion will alleviate some existing parking issues in the vicinity of the intersection to free up spaces for other local businesses. In addition, it is expected that some trips will be pedestrian trips as the Drake and Midtown sites are situated in a downtown core. Therefore, the 25 trips/hr is conservative.

Conclusions

The Drake is proposing a modification to the existing hotel and addition of a separate building that will result in the addition of 21 hotel units, and an 1,839 square foot expansion for the restaurant and pavilion areas. The expansion is expected to increase traffic by 25 trips/hr during peak periods. The increased traffic generated is not significant enough to warrant a Traffic Impact Study and will not have a significant impact on existing intersection operations. Jewell concludes there are no measurable impacts caused by the proposed development.

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