



Carlos Ramirez, York Developments – August 28, 2023

Access to Site 5 will be provided via a single full-movement access on Yorkville Street, approximately 95m south of Southdale Road West. The proposed development will include direct sidewalk connections between building entrances and the sidewalks on the adjacent streets. A surface and underground parking lot will provide vehicle parking for visitors and residents. Bicycle parking will be accommodated through outdoor short-term parking spaces and indoor long-term parking spaces.

The site plan of the proposed development has been provided in **Appendix A**.

## Background Review

Since the submission of the TIS in 2019, there have been a number of changes to the existing transportation network. There have also been some modifications to the timing and details of planned transportation network improvements. The impact of these changes has been reviewed to determine whether they significantly change the results of the 2019 TIS.

### Existing Transportation Network

The existing transportation network in the vicinity of 3080 Bostwick Road has remained largely the same since 2019 with the exception of the following changes:

- Southdale Road is currently being widened to a 4-lane cross-section with concrete sidewalks on both sides of the road from Farnham Road/Bostwick Road to Pine Valley Boulevard
- Cycle tracks have been provided on both sides of Wonderland Road from Southdale Road to Wharnccliffe Road

Transit routes near the proposed development have remained largely the same but there has been a reduction in service frequency for some routes since 2019, as summarized below:

- **Route #12:** Reduction in frequency from 20-minute intervals in 2019 to 30-minute intervals in 2023.
- **Route #15:** Reduction in frequency from 15-minute intervals in 2019 to 30-minute intervals in 2023.
- **Route #24:** Reduction in frequency from 30-minute intervals in 2019 to 45-minute intervals in 2023.
- **Route #28:** Reduction in frequency from 30-minute intervals in 2019 to 40-minute intervals in 2023.

### Future Transportation Network

The 2021 Development Charges (DC) Background Study (October 2020) has provided updated timelines for the planned transportation network improvements within the study area. The key changes include:

- **Wonderland Road:** The 2019 TIS assumed that Wonderland Road would be widened to six lanes north of Southdale Road by 2028. Based on recent discussions with City of London staff, however, the six-lane widening north of Southdale Road has been put on hold until further notice.

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- **Bradley Avenue:** The construction of the Bradley Avenue extension between Wharnccliffe Road and Jalna Boulevard has been tentatively scheduled for 2024.

The timing for the planned improvements to Southdale Road and Bostwick Road has not changed since the 2019 TIS was submitted, however, instead of bicycle lanes/paths, cycle tracks will be provided on both sides of these roadways.

There have been no changes to the planned transit routes since the 2019 TIS was submitted.

### Trip Generation

The baseline trip generation of Site 5 was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition). These baseline trips were subsequently converted into person-trips at a rate of 1.19 person-trips per baseline vehicle-trip based on vehicle occupancy and mode share data provided in the ITE Trip Generation Handbook (3<sup>rd</sup> Edition). These person-trips were finally subdivided by mode based on the City of London 2016 Household Travel Survey Summary Report (IBI Group, July 2016) in order to reflect the unique travel mode choices of residents of London.

**Table 2** below summarizes the baseline vehicle-trip generation of Site 5, as well as the resulting number of person-trips this equates to.

**Table 2 - Baseline and Person Trip Generation**

Land Use	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
High-Rise Residential	334 units	24	68	92	68	42	110
Retail	163 m <sup>2</sup>	2	2	4	6	6	12
Baseline Vehicle-Trips		26	70	96	74	47	121
Person-Trips <sup>1</sup>		31	84	115	88	57	145

Notes: <sup>1</sup> Person-trips were calculated by multiplying baseline vehicle-trips by 1.19.

The 2016 Household Travel Survey Summary Report (IBI Group, July 2016) indicates that within the City of London, the current mode share distribution is as follows:

- Auto Driver: 62.5%
- Auto Passenger: 14.1%
- Transit: 7.6%
- Walk: 11.3%
- Bicycle: 1.4%
- Other: 3.2%

Multiplying the person-trip estimates from **Table 2** by the auto driver mode share yields the number of vehicle-trips the proposed development is expected to generate. **Table 3** below summarizes the vehicle-trip generation of Site 5 and compares it to the trip generation estimates for Site 5 from the 2019 TIS.

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**Table 3 - Trip Generation Comparison**

Site Plan Version	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
2019 TIS	47	47	94	50	52	102
Current Proposal	19	52	71	55	35	90
Relative Change	-28	+5	-23	+5	-17	-12

As shown above, Site 5 is expected to generate fewer trips than was estimated in the 2019 TIS despite the proposed increase in density. This decrease in trip generation can primarily be attributed to the removal of the office land use and the significant decrease in commercial space as each of those land uses are high traffic generators.

**Network Impact**

Based on the 2019 TIS, the Wonderland & Southdale intersection was expected to be operating at capacity under background traffic conditions in its present configuration and would require the addition of a westbound right-turn lane and the six-lane widening of Wonderland Road in order to operate at an acceptable Level of Service. As a result of the deferral of the six-lane widening, it is likely that background traffic patterns will adapt to these capacity constraints by either diverting to alternative routes with spare capacity or by drivers transitioning to alternative travel modes (e.g., transit).

The 2019 TIS did not find that the addition of site-generated traffic would trigger additional capacity issues at the Wonderland & Southdale intersection beyond those caused by background traffic. As such, the need for roadway modifications at the Wonderland & Southdale intersection is solely due to background traffic demand.

Based on the findings of this addendum, it is not necessary to revise the intersection capacity analysis for the following reasons:

- The only significant change to the future roadway network is the deferral of the Wonderland Road widening. This is expected to result in roadway capacity issues but as stated above, these issues will be due to background traffic demand rather than site-generated traffic.
- The proposed change in land use will result in a net decrease in site-generated traffic, thereby reducing the impact of the site on all study area intersections.

As such, the mitigation measures identified in the 2019 TIS to address site-generated traffic impacts for the entirety of the 3080 Bostwick Road development are still applicable. These include:

- **Southdale & Street #3:** Provide an eastbound right-turn deceleration taper when this right-in/right-out access is constructed.
- **Bostwick & E-W Collector:** Provide a southbound left-turn lane with a minimum of 25m of storage and a northbound right-turn lane when this intersection is constructed.
- **Bostwick & Street #4:** Construct this access as a right-in/right-out access.

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## Site Access and Circulation

As Site 5 will generate fewer than 100 trips per hour, the proposed driveway on Yorkville Street is considered a *minor access connection*. The City of London Access Management Guidelines (April 2012) indicates that minor access connections must maintain a minimum corner clearance of 75m from signalized intersections. Additionally, a spacing of 30m to 60m between driveways is also desirable, although at a minimum a 10-metre tangent should be provided between adjacent driveways.

A corner clearance of approximately 95m will be provided between the proposed driveway and Southdale Road, thereby meeting the minimum corner clearance requirements. The proposed driveway will also be approximately 70m from the adjacent driveway for Site 6 and therefore also meets the minimum driveway spacing requirements.

The City of London Access Management Guidelines indicate that driveways must adhere to the following minimum and maximum widths:

- Medium/high density residential: 6.0m to 7.3m
- Commercial: 6.7m to 12.0m

The driveway on Yorkville Street will have a width of 6.5m which meets the minimum width for a residential driveway but is deficient by 0.2m for a commercial driveway. As the commercial component of Site 5 will represent only a very small portion of the site as a whole, it is not expected that this minor deficiency will create any issues with regards to traffic circulation or the movement of heavy vehicles. As such, the proposed 6.5m driveway width is expected to be sufficient to meet the functional needs of the site.

The proposed drive aisle widths will range from as low as 6.0m to as high as 7.8m. The minimum proposed drive aisle width is generally considered acceptable for parking lots in Ontario and therefore it is expected it will be adequate for this development.

The clear throat length is defined as the distance between the property line and the point of first conflict on a site (i.e., the nearest parking space or intersection). Providing a minimum clear throat length is intended to ensure that any on-site circulation blockages do not cause queues of vehicles entering the site to spillback onto the public road. The Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads suggests that a minimum clear throat length is not required for driveways on local roads such as Yorkville Street as the role of these streets is foremost to provide access to adjacent properties rather than to provide uninterrupted traffic flow. As such, minor interruptions to traffic flow on Yorkville Street due to queue spillback from the site can be tolerated and therefore the provision of a minimum clear throat length is not necessary.

## Parking and Loading

A total of 363 vehicle parking spaces (94 surface spaces and 269 underground spaces) will be provided for Site 5. A Minor Variance (A.087/19) was approved on September 30, 2019, to permit a minimum of 363 off-street parking spaces for all land uses within Site 5. As such, sufficient vehicular parking will be provided.

The Zoning By-law requires that all regular parking spaces be a minimum of 5.5m long and 2.7m wide. Type 'A' and Type 'B' accessible parking spaces must adhere to the same minimum length requirements but are required to be 3.4m and 2.4m wide instead, respectively, with an adjacent

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1.5m wide access aisle. All parking spaces within the proposed development will adhere to these minimum standards.

**Table 4** below summarizes the bicycle parking requirements for the two buildings that make up Site 5.

**Table 4 - Bicycle Parking Requirements**

Building	Land Use	Space Type	Parking Rate	Spaces Required	Spaces Provided
12-Storey Mixed-Use Building	Residential	Long-Term	0.9 spaces per unit	108	108
		Short-Term	0.1 spaces per unit	12	
	Commercial	Short-Term	3 spaces plus 0.3 spaces per 100 m <sup>2</sup> GFA	4	16
	<b>Total</b>			<b>124</b>	<b>124</b>
17-Storey Residential Building	Residential	Long-Term	N/A <sup>1</sup>	181 <sup>1</sup>	156
		Short-Term	N/A <sup>1</sup>		15
		Shared	N/A <sup>1</sup>		10
	<b>Total</b>			<b>181</b>	<b>181</b>

Notes: <sup>1</sup> A Minor Variance (A.043/23) was approved on May 24, 2023, to permit a minimum of 181 bicycle parking spaces.

As shown above, both buildings are meeting their bicycle parking requirements.

The City of London Zoning By-law requires loading spaces for sites within particular zoning categories. Based on the City of London Zoning map, Site 5 is currently zoned R9-7 CC4(5) RO2(32) N-57 H40. As this does not correspond to any of the zones which are required to provide loading spaces, no loading spaces are required for Site 5.

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## Conclusion

As a result of the proposed change in land use, Site 5 is expected to generate between 12 to 23 fewer trips than what the 2019 TIS estimated despite the planned increase in density. The relative impacts of the site, as described in the 2019 TIS can therefore be considered conservative. The site access location, vehicle parking, bicycle parking and loading space requirements were all reviewed, and no issues were identified.

The most significant concern identified as part of this TIS Addendum is the City of London's decision to postpone the six-lane widening of Wonderland Road. The 2019 TIS had previously identified the need for this widening by 2023 in order to accommodate background traffic demand. As such, it is expected that the Wonderland & Southdale intersection will likely experience capacity issues imminently. As these capacity issues would be due to background traffic rather than site-generated traffic, however, and no significant changes to the remainder of the roadway network are expected, the mitigation measures identified in the 2019 TIS to address site-generated traffic impacts are still applicable.

**It is the overall opinion of Arcadis IBI Group that the proposed development can be safely accommodated by the adjacent transportation network with consideration of the recommendations outlined in the 2019 TIS.**

Prepared by:



Eric McLaren, P.Eng.

Transportation Engineer

## Appendix A – Site Plan

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Design Data

Zone:	R9-7, CC4(5), RO2(32), B-57, H40	
Proposed Use:	High Density Residential & Commercial	
Units:	334 Residential & 2 Commercial = 336 Total	
Site Area (m <sup>2</sup> )	11,373.0 m <sup>2</sup> / 1.137 ha	
Regulation	Required	Proposed
Lot Area (m <sup>2</sup> )	1,000 m <sup>2</sup>	11,310.9 m <sup>2</sup>
Lot Frontage (m)	30.0 m	52.28 m
Front Yard Depth (m)	13.0 m	6.7 m **
Interior Side Yard Depth (m)	15.0 m	2.7 m **
Exterior Side Yard Depth (m)	3.5 m	4.1 m
Rear Yard Depth (m)	5.0 m	5.0 m
Landscaped Open Space (%)	30 %	39.0 %
Lot Coverage (%)	30.0 %	22.4 %
Number of dwelling units	208	336 (incl. 2 commercial) **
Density - Units per hectare	210 uph *	296 uph **
Parking	Residential - 0.5 spaces per unit = 167 Commercial - 1/20m <sup>2</sup> = 2	93 surface 269 underground 362 total
<b>Existing Apartment Building Specific - 17 Storey Apartment Building</b>		
Height (m)	68.0 m	59.1 m
Number of dwelling units	214	
Unit Breakdown	Bachelor 1 unit 1 Bedroom 93 units 2 Bedroom 112 units 3 Bedroom 8 units 20% of units will be accessible units Total = 214 units	
Bicycle Parking	Secured parking - 156 Shared parking - 10 Short-term parking - 8 Total = 174	156 10 15 Total = 181
<b>Proposed Apartment Building Specific - 12 Storey Apartment Building</b>		
Height (m)	68.0 m	43.95 m
Number of dwelling units	120	
Unit Breakdown	1 Bedroom 91 units 2 Bedroom 29 units Total = 120 units	
Bicycle Parking	Secured parking - 108 Short-term parking - 12 Residential Total = 120 Commercial Total = 4	108 12 Residential Total = 120 Commercial Total = 4

\*PERMISSIONS GRANTED PER A.087/19  
 \*\*SPECIAL PROVISIONS REQUIRED  
 \*\*\*GARBAGE FOR APARTMENT BUILDING WILL BE STORED INTERNALLY WITH PRIVATE PICKUP

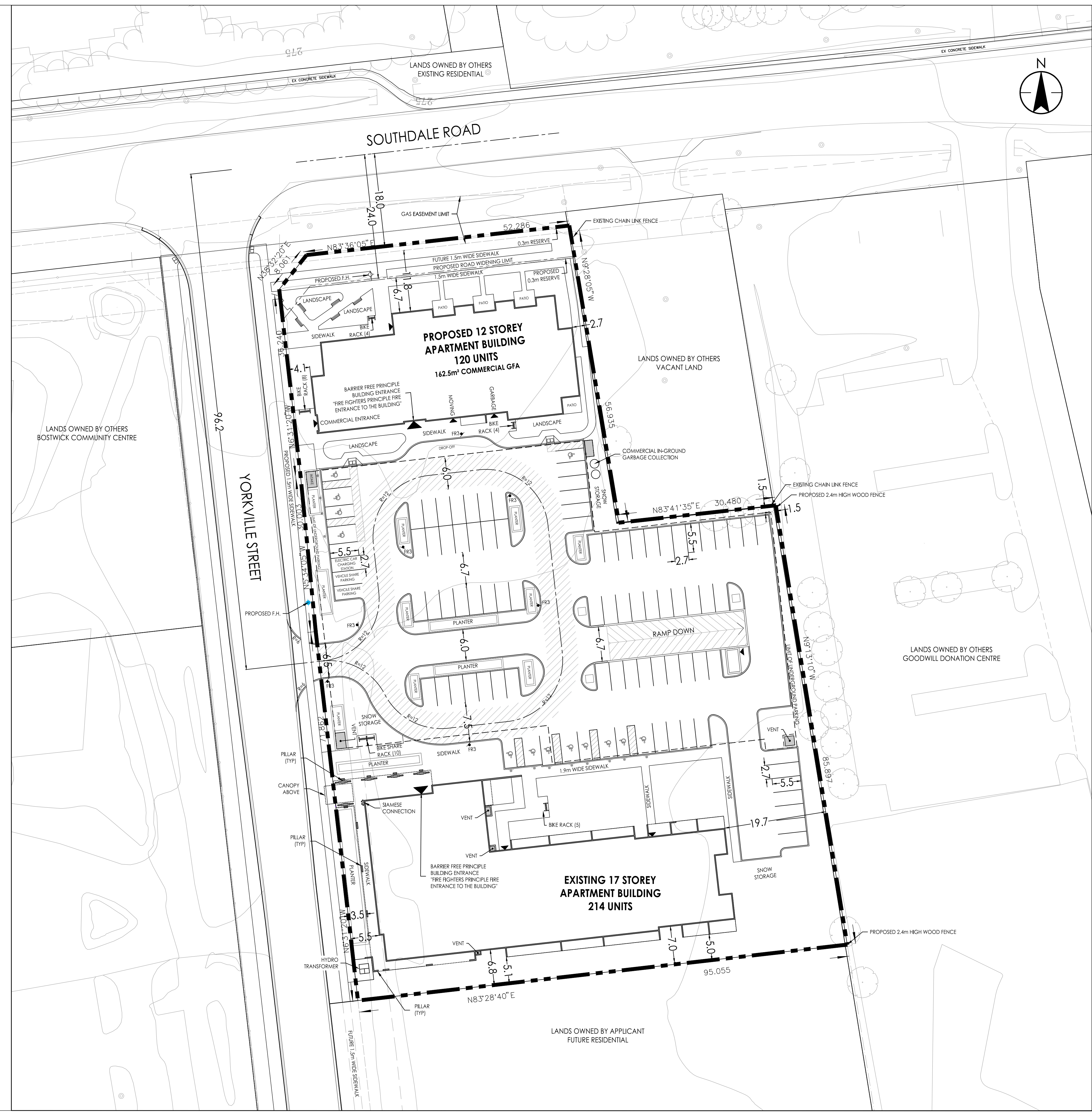
**PARKING SPACE FOR PERSONS WITH DISABILITIES TYPE A**

**PARKING SPACE FOR PERSONS WITH DISABILITIES TYPE B**

**INTERNATIONAL SYMBOL OF ACCESS (OPTIONAL ON THE SURFACE OF THE PARKING SPACE)**

**NO STOPPING SIGN**

**FIRE ROUTE SIGN DETAILS**



Stantec  
 600-171 Queens Avenue  
 London ON N6A 5J7  
 Tel. 519-645-2007  
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**Liability Note**  
 The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay.



**Legend**

---	SITE BOUNDARY
AS	ACCESSIBLE PARKING SIGN
FR3	FIRE ROUTE SIGN
▶	PRINCIPLE BUILDING ACCESS
▶	SECONDARY BUILDING ACCESS
⊕	PROPOSED FIRE HYDRANT
⊕	HYDRO TRANSFORMER

6.	PER UPDATED UNIT COUNT	RT	DH	22.09.30
5.	PER REVISED COMMERCIAL/OFFICE BUILDING	RT	DH	20.06.22
4.	PER CITY COMMENTS	DRR	DH	19.10.04
3.	PER REQUIRED ROAD WIDENING	RT	DH	19.09.13
2.	PER CITY COMMENTS	RT	DH	19.08.20
1.	PER CITY COMMENTS	RT	DH	19.06.26
<b>Revision</b>				
7.	FOR SITE PLAN APPROVAL	RT	DH	22.09.30
6.	FOR SITE PLAN APPROVAL	RT	DH	20.06.22
5.	FOR SITE PLAN APPROVAL	DRR	DH	19.10.04
4.	FOR SITE PLAN APPROVAL	RT	DH	19.09.13
3.	FOR SITE PLAN APPROVAL	RT	DH	19.08.20
2.	FOR SITE PLAN APPROVAL	RT	DH	19.06.26
1.	FOR SITE PLAN APPROVAL	RT	DH	19.04.26
<b>Issued</b>				

File Name: 161413832_1.spl	RT	DH	RT	23.07.19
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Permit-Seal

Client/Project  
 YORK DEVELOPMENTS  
 3080 BOSTWICK ROAD - SITE 5  
 London, ON Canada

Title  
 SITE PLAN

Project No. 161413832	Scale HORIZ - 1 : 400
Drawing No. 1	Sheet 1 of 1
	Revision 6

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