

London Gateway Transportation Study Update

SPA17-111 – August 2018 TIA Submission

Transportation Review – August 21, 2018.

The City of London's Transportation Planning & Design group accepts the overall finding of the revised TIA with support of the proposed Access Scenario 1. The following comments will need to be addressed/considered when finalizing the TIA:

- The City is co-ordinating and planning for future capital work in and around the development site including:
 - 2 to 4 lane widening of Dingman Drive between Wellington Road and Highway 401 (*short-term - subject to Council approval*)
 - Intersection improvements (New Roundabout) of Dingman Drive & White Oak Road (*medium-term – subject to Council approval*)
 - Intersection improvements of Wellington Road South & Exeter Road (*short-term– subject to Council approval*)
- The MTO is considering the replacement of the Dingman Drive overpass of Highway 401 – (*timing TBC – subject to MTO and Council approval*).
- Along Dingman Drive, ensure all interim proposed works (temporary signals, turn lanes, etc.) confirm to requirements fitting within the scope of a Schedule A/A+ EA, and do not trigger the need for a Schedule B or C EA.
- The City highly recommends re-consideration for roundabouts along Spine Road to determine if feasible and assess vs. an all-way stop and/or traffic signal options.
- Confirm if formal discussions / confirmation with the London Transit Commission (LTC) has occurred to re-route bus Route #30 through the site.
 - Consider if extending Route #13 would be more appropriate, due to the direct routing along Wellington Road to the north, and some trips currently truncate just north of Highway 401 at Wellington Road & Exeter Road.
- All turn lane storages do not include a parallel length. Parallel length must be added unless physically constrained by other accesses or turn lanes, and are also needed to be added for any outbound left turn lanes from the site to City streets.
- Highbury Avenue / Dingman Drive:
 - Undertake signal warrant analysis to determine if and when warranted, including forecast horizon year.
 - Left turn lanes on all four legs are required. Confirm what type of EA would be required as the bridge on the north leg would need to be reconstructed.
 - Cost estimates for this intersection improvement should be revised to include turn lanes in all four directions and incorporating an expanded bridge deck on Highbury Avenue.

- Provide a conceptual design, including necessary left turn lane storage, required parallel lengths as well as tapers based on a 90 km/h design speed.
- Wellington Road / Exeter Road:
 - Based on the proposed scope, cost, and required land acquisition to accommodate the intersection improvements, please confirm whether or not a Schedule B EA would be required.
- Wellington Road / Roxburgh Road:
 - Eastbound left turn lane must be extended back to Internal Driveway D, with a raised centre median constructed across the Proposed RI/RO driveway, which must extend a minimum 25.0m on either side of the access, measured by the start/end points of the driveway's radiuses. No need to construct the pork-chop island.
- East Driveway / Dingman Drive:
 - Storage of the outbound SB left turn lane from Costco needs to be significantly increased to handle forecast 95th percentile queues.
 - Drawings in Appendix X do not show the designed intersection as signalized.
- Spine Road / Internal A:
 - If a privately-owned traffic signal is implemented, the City would wish to reserve the right to specify the signals to be compatible with our central traffic signal system and reserve the right be given communication access so that we can have control over signal timings and coordinate with adjacent intersections, such as Dingman Drive & Centre Driveway, which is approximately 180 metres south of proposed internal signal.
- Synchro analysis at some intersections did not include assumption for 1.0 m/s walking speed, as the default 5.0 seconds for WALK and 11.0 seconds for FLASHING DON'T WALK are used.

Hi Amanda,

Below are comments from a Transportation perspective. Note some my comments get into some of the on-site matters, but I figured there'd be value to highlight these items:

Note that external works are not truly shown at this time, which will need to be provided with much more detail moving forward, especially once the access requirements are reviewed and commented on by the MTO.

Road Widening:

- Confirm that the drawing shows the required 22.5m road widening from centreline along the Wellington Road frontage.
- Ensure that road widening of 18.0m from centreline of Dingman Drive is provided across Block 4 for the Woodlot Restoration Area and is dedicated through this site plan process.

Internal Proposed Signalization intersection:

- Revise the north leg at the internal signalized intersection to have laning as:
 - 1 - SB Shared Through/Right lane
 - 1 - SB Through Only lane
 - 1 - SB Left Turn Only lane with adequate storage and taper
 - This would line up with the proposed NB Left Only lane on the south leg of the intersection
 - 1- NB Through Only lane
 - This would increase to two northbound through lanes beyond the storage / taper of the SB left-only lane
- Revise the south leg at this internal signalized intersection to have laning as:
 - 2- SB Through Only lane
 - 1- NB Left Only lane with adequate storage and taper
 - 1- NB Through Only lane
 - 1- NB Right Only lane with adequate storage and taper
 - This would provide a dedicated right turn only lane to the Costco site.
 - A right turn only lane is provided on the Costco site plan drawings as soon as you enter their site, in order to provide a faster route to the gas pumps.
 - The right through lane entering the site from Dingman would convert into the right-only lane
 - The left through lane entering the site from Dingman would continue to be the sole through lane
 - The left-only lane would exist with only the adequate storage and taper, provided through pavement markings.

Dingman / Spine Road:

- Consider “future-proofing” the southbound outbound lanes at the main signalized access to Dingman Drive to allow for the ability in the future to add an additional second southbound left turn lane, where doing so could provide dual left turn movements.
 - The shared through/right lane would remain, as little or no through traffic would be present, meaning it would primarily function as a right-turn only lane.
 - The 2nd left turn lane may be of value once Dingman Drive is widened to 4 lanes. The area for the 2nd left turn lane would hatched-out in the interim.
- Ensure the private south leg of the intersection is realigned / reconstructed to have the respective through lanes line up.

General:

- Install transit shelters at both of the proposed bus stop locations along “Spine Road”.

- Ensure bus pads are constructed to an accessible standard (minimum 3.0m wide sidewalk beyond the back of the curb), extending along the length of the bus storage area (15.0m)
- Dimension lane widths along “Spine Road”
- Dimension the Raised Median at proposed right-in, right-out access to Roxburgh Road.
 - Ensure raised median extends at least 25.0m west of the right-in, right-out access, measured by the end point of the radius.
- At intersections along “Spine Road”, remove curb drops across the side accesses to make them feel less like side driveway accesses and more like intersections.
- Attempt to line up the internal drive aisle that extends between Block 3 (SAIL) and the IKEA site. Due to the skew and proximity of other drive aisles, it may pose operational issues dependant on how high traffic may be at that location. All-way stops should also not be considered in these cases.
 - Note there is a discrepancy between the IKEA Site plan and the overall site plan for the skew of this drive aisle, as well as which intersections would be controlled by an internal all-way stop.

Please let me know if you need anything further,

Thanks,

Tim



Tim Kooistra, C.E.T.
Transportation Technologist
Transportation Planning & Design
City of London



Memo

To: Amanda Lockwood
Site Development Planner

From: Jerzy Smolarek
Urban Designer

Date: October 1, 2018

RE: **SPA17-111:**
3130 & 3260 Dingman Drive

Amanda,

The Planning Services Urban Design section has reviewed the above noted site plan and provide the following comments consistent with the Official Plan, applicable by-laws/guidelines and related council resolution:

- Create a high quality main street from Wellington Road to the western edge of proposed buildings D3 and E6 along Roxburgh Road and the private drive as well as between buildings F9, F7, F10, F8 and F1/F2. The main street should include, wide sidewalks, street trees, landscaping as well as street furniture (i.e.: Pedestrian lighting, signage, benches, garbage bins, etc...). Incorporating the main street into the design will improve the pedestrian experience and access throughout the site in accordance with Official Plan Policies 4.3.2(i) & 4.3.2(vi).
- Ensure that the buildings located along the main street are oriented towards the street with accented main pedestrian entry points, transparent glass, articulated facades and rooflines, in order to create an active frontage in accordance with Official Plan Policy 4.3.2(i).
- Create a centralized public space, in accordance with Official Plan policy 4.3.6.4. This public space could be located along the main street in order to act as a resting or destination point along the street. This public space could also act as the forecourt for the proposed key building at the terminus of the main street.
- Remove the proposed low walls surrounding the plaza space at the intersection of Wellington Road and Roxburgh, extend the paving treatment of the space to the sidewalk along the Wellington Road frontage.
- Locate drive-thru's in the rear or interior side yard, in accordance with the Zoning By-Law, particularly for any drive-thrus located along the Wellington Road frontage as well as the main driveway through the site.
- Provide a combination of low masonry walls and landscaping along the Wellington Road and Roxburgh Road frontages where parking is visible from the street in order to screen the parking area.
- Include elevations for all proposed buildings with notes detailing material types and colours in order for staff to complete a comprehensive review of the proposal. Further comments may follow once elevations are submitted.
- Include a variety of high quality materials (such as, transparent glass, brick, stone, etc...) on all proposed buildings. In particular the elevations facing Highway 401, Dingman Drive and the main street.

Please advise if you have any questions.
Sincerely,

A handwritten signature in black ink, appearing to read 'Jerzy'.

Jerzy Smolarek, MAUD
Urban Designer
City of London