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TO:	CHAIR AND MEMBERS BUILT AND NATURAL ENVIRONMENT COMMITTEE OCTOBER 31, 2011
FROM:	JOHN LUCAS, P. Eng. ACTING DIRECTOR, ROADS AND TRANSPORTATION
	580 FANSHAWE PARK ROAD EAST

RECOMMENDATION

That, on the recommendation of the Acting Director, Roads and Transportation, the following information report related to 580 Fanshawe Park Road East **BE RECEIVED** for information.

BACKGROUND

Purpose:

The purpose of this report is to provide the Built and Natural Environment Committee with the results of the traffic patterns review and access assessment for the proposed development located on 580 Fanshawe Park Road East and the adjacent Fanshawe Park Rd E & Adelaide St N intersection.

Context:

On October 3, 2011, City Council asked the Civic Administration to report back on a traffic and access assessment review of the Fanshawe Park Rd E & Adelaide St N intersection, and access to the noted development.

Discussion:

The subject site, 580 Fanshawe Rd East, is located near the northwest corner of the signalized Fanshawe Park Rd E & Adelaide St N intersection. Three access locations are proposed for this site as requested by the developer. Full internal driveway access (#1), full access to Fanshawe Park Rd (#2), and a drive through exit to Fanshawe Park Rd (#3) as shown on Fig. 1 below.

More than 48,000 vehicles a day pass through the Fanshawe Park Rd E & Adelaide St N intersection, which makes it one of the busiest intersections in London. Fanshawe Park Rd E carries more than 32,000 vehicles a day west of the signalized Fanshawe Park Rd E & Adelaide St N intersection across the frontage of the site. The proposed access on Fanshawe Park Rd (#2) to the subject site is located 160 meters west of the signalized intersection and 0 meters west of an existing access to an existing commercial site.

Access Review for the Proposed Development:

Although the proposed development at 580 Fanshawe is not expected to have a direct or significant impact on the adjacent main intersection, it has significant access conflicts with Fanshawe Park Rd and the other surrounding existing accesses. To put this into perspective, the Developer is seeking 3 access locations (shown below within the small circle) compared to 2 major existing access locations and a third minor access to the north on Adelaide St that serve a much bigger existing development (Home Depot, Sobeys, Pharma Plus, & TD Bank as shown within the big circle). Transportation Division does not support the proposed access #2 (see figure 1 below).

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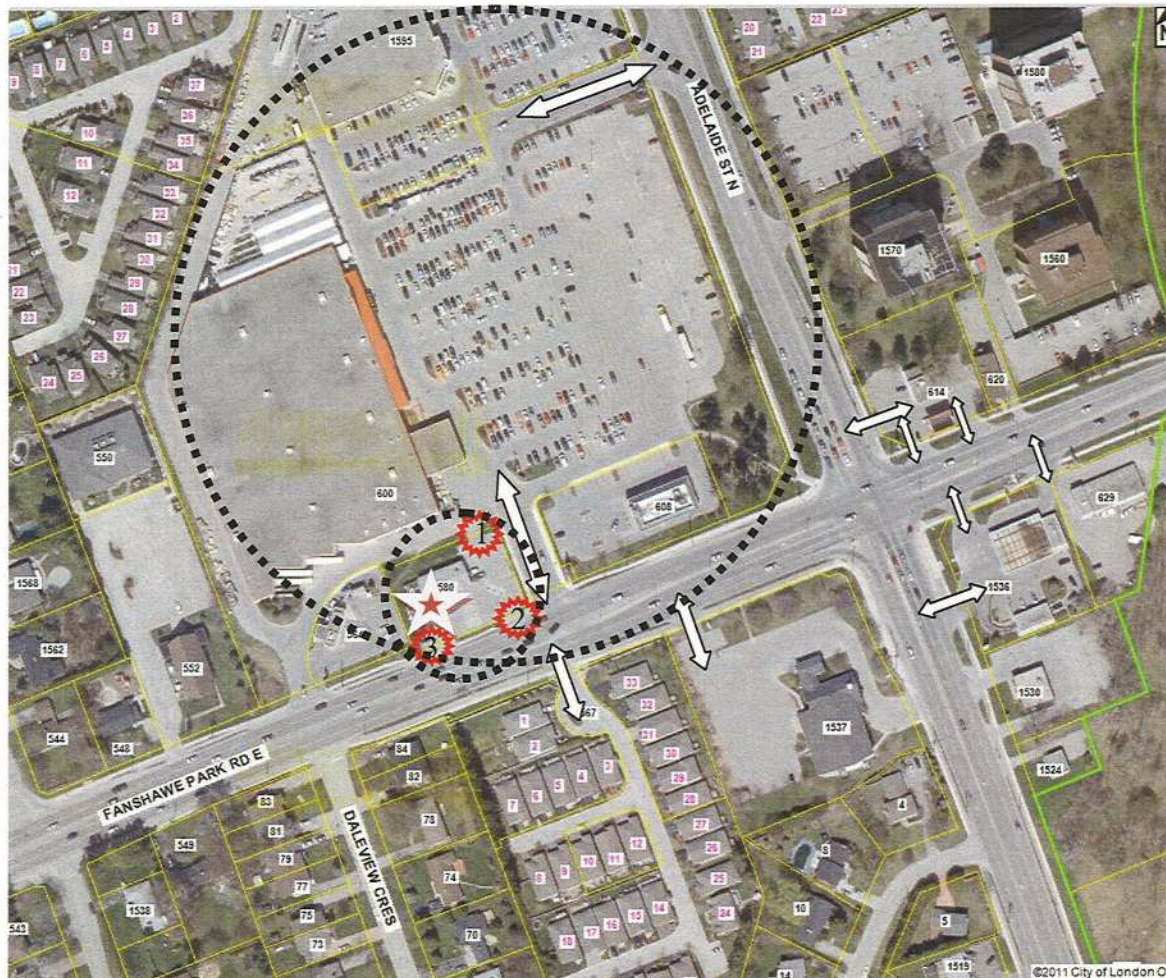


Figure 1

The following summarizes the main conflicts and impact of the requested full access on Fanshawe Rd (See figure 2 below):

- Access #2 overlaps the existing access to Home Depot and other commercial buildings.
- Confusion for drivers exiting the Home Depot site to make a decision whether traffic approaching from the east and giving a right turn signal is turning right on the Home Depot access or on the proposed access to the subject development. This will result on potential collisions.
- Conflict of left out turning movements between traffic exiting the subject site and residential development south of Fanshawe Park Rd, which may result in collisions.
- Conflict of left in turning movements to the subject site and the Home Depot site. A driver turning left to the Home Depot site may not expect the driver on the front is turning left to the subject site due to overlap of both entrances causing rear end collisions.
- The location of Access #2 does not conform to the City's Access Management Guidelines with respect to the typical spacing of 30 to 60 meters of driveways along an arterial.

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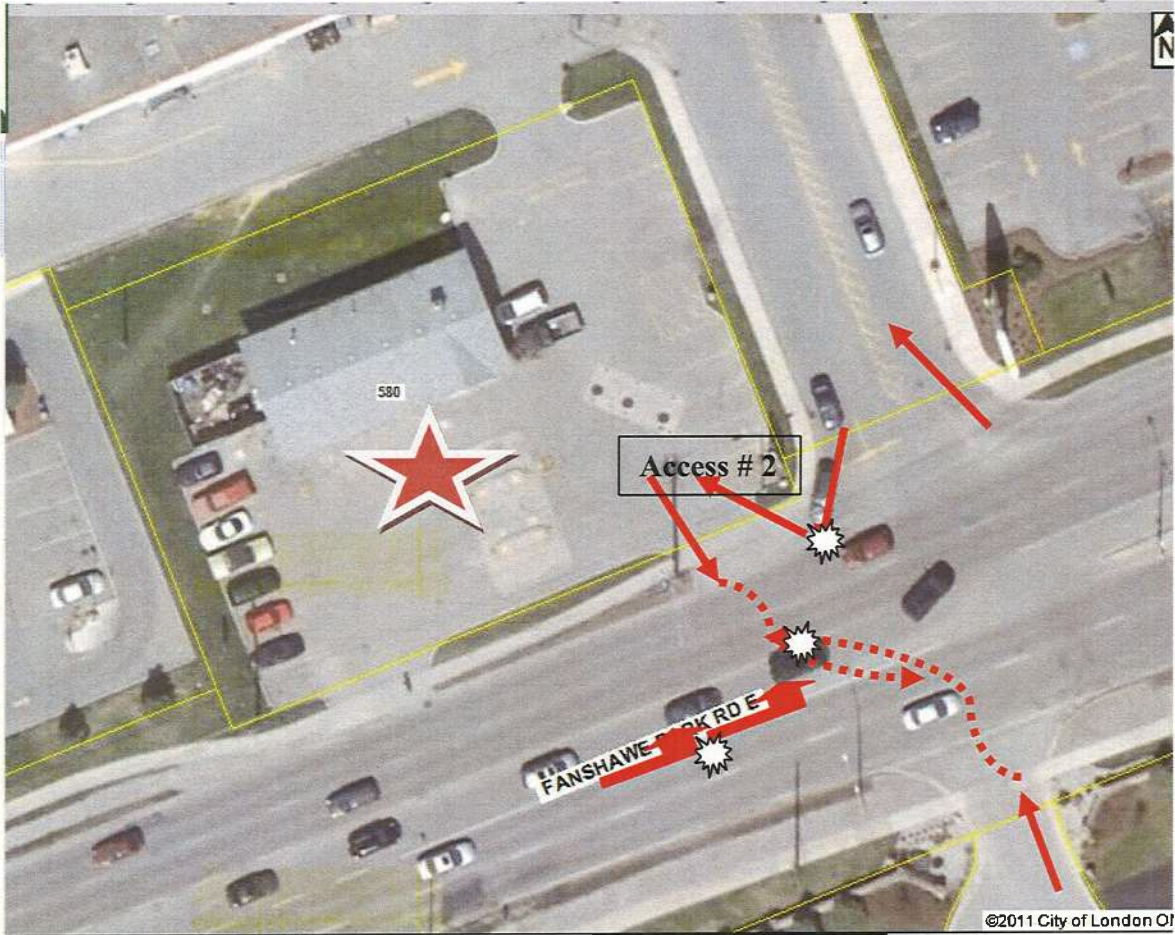


Figure 2

Transportation does not support access #2 and it should be eliminated when a site plan is submitted. The drive through exit (access #3) will be reviewed when a site plan is submitted to assure conformity with the zoning by-law with respect to drive throughs. As such, access #1 (a common internal driveway with development to the north) will be the main full access to the subject site for the following reasons:

- It is stated in the development agreement for the development to the north of the subject site that a joint access and a common internal driveway and services will be shared with development to the south (Conditions # 9 &10 of the agreement dated Oct 16, 1987: *"The owner shall enter into a joint access agreement with the owner of the lands to the south abutting Fanshawe Park Road....."*)
- One full access and a drive through exit are expected to accommodate traffic generated by the subject development. (A Transportation Impact Assessment study will be needed when submitting a site plan to assess the impact of the traffic generated by the development and access arrangements).
- This site is similar to the bank to the east (608 Fanshawe Park Rd E) where there is no direct access to Fanshawe Rd and the joint access is used.

In addition to the above, Transportation does not support a "0" m building setback for this site. The existing 36 m road allowance can accommodate future road widening to six lanes, but could not accommodate additional turning lanes north and south of the arterial road. Due to the relatively close proximity of this site to a major intersection, a future road allowance of 43.5 m may be needed. This is similar to the road allowance taken at the intersection of Bradley Ave and Wonderland Rd.

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Fanshawe Park Rd EA-2009:

Fanshawe Park Rd between Adelaide St and Highbury Ave is scheduled for widening to a five-lane cross section in 2016. It was recognized in the EA study that the intersection of Fanshawe Park Rd & Adelaide St is operating at capacity. As such, the following improvements for the noted intersection were recommended and will be implemented in **2016**:

- Add a northbound left turn lane to create a dual left, and add a northbound right turn lane
- Add a southbound right turn lane
- Add a westbound right turn lane

In addition to the above, there are other issues related to access to the gas stations at the northeast and southeast corners of the intersection that will be addressed during the design stage. Each gas station has three entrances that are very close to the intersection. One access for each station (the one closest to the intersection on Fanshawe) should be eliminated, keeping 2 access points for each station which are sufficient following the City's Access Management Guidelines and practices.

There will be more detailed review of the intersection during the design stage to accommodate the above recommendations and other possible improvements. The intersection improvements will address congestion and traffic operational issues at the intersection.


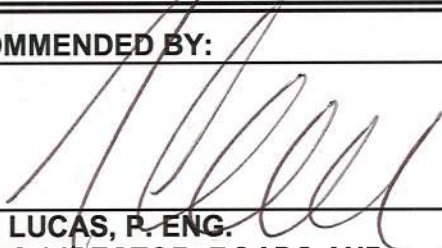
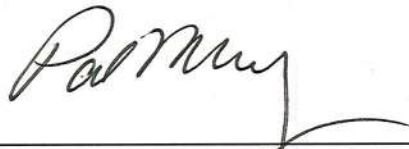
Summary

- The proposed full access on Fanshawe Park Rd to the subject site creates a traffic safety hazard and potential collisions, and should not be included in the Site Plan.
- The development agreement for the development to the north of the subject site includes a joint access and a common internal driveway. Access has long been intended to be shared with development to the south. As such, the internal driveway access should be the full access to the subject site.
- Due to the close proximity of the subject site to a major signalized intersection, Transportation does not support a "0" building setback. This and other transportation requirements will be reviewed in more details when a site plan application is submitted.
- The Fanshawe Park Rd EA (2009) identifies major improvements for the intersection of Fanshawe Park Road and Adelaide St in 2016. These improvements will improve the level of service for this intersection and reduce congestion.

Acknowledgements:

This report was prepared with the assistance of Maged Elmadhoon, Manager, Traffic Engineering and Transportation Planning within the Transportation Planning and Design Division.

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PREPARED BY:	RECOMMENDED BY:
	
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