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File number:39CD-10503/Z-7785
Nancy Pasato

TO:	CHAIR AND MEMBERS BUILT AND NATURAL ENVIRONMENT COMMITTEE
FROM:	DAVID AILLES MANAGING DIRECTOR OF DEVELOPMENT APPROVALS BUSINESS UNIT D.N. STANLAKE DIRECTOR OF DEVELOPMENT PLANNING
SUBJECT:	APPLICATION BY: 756949 ONTARIO LIMITED (AARTS/AAROC AGGREGATE LTD.) 1647 FANSHAWE PARK ROAD EAST MEETING ON NOVEMBER 14, 2011

RECOMMENDATION

That, in response to the letter of September 6, 2011 from MHBC Planning Consultants on behalf of 756949 Ontario Limited, with respect to the application for draft plan approval and zoning by-law amendment for 1647 Fanshawe Park Road East, on the recommendation of the Managing Director of Development Approvals Business Unit and the Director of Development Planning, this report **BE RECEIVED** for information purposes.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

June 8, 2011 – report and BNEC public meeting – Draft Plan of Subdivision & Zoning By-law Amendment (39T-10503/Z-7785)
June 20, 2011 – information report on BNEC

BACKGROUND

On June 8, 2011, a public meeting was held for the above noted application. One of the issues neighbourhood residents expressed concern about was the level of traffic on their street and that future residential development in the surrounding area would result in a further increase in traffic. They expressed the opinion that a separate road access onto Fanshawe Park Road East should be provided from this subdivision. Municipal Council, as a result of these issues, recommended the following:

“the Civic Administration BE DIRECTED to take steps to mitigate the impact of construction traffic on area residents by placing certain restrictions on access to and egress from the existing subdivision and, notwithstanding the recommendations of the Civic Administration, to take the required steps to incorporate a permanent secondary access to the development from Fanshawe Park Road East;”

Staff convened a meeting with the applicant and agents for the applicant on June 28, 2011. At this meeting, a number of issues and concerns were identified by the applicant:

- The proposed road access will result in a non-standard design which is contrary to City procedures;
- The proposed road access is contrary to the approved Killaly North Area Plan;
- The proposed road access will result in traffic volumes on local streets that were not designed to accommodate these increased volumes of traffic;
- The existing collector roads (Killarney Road and Cedar Hollow Blvd) were designed to accommodate higher traffic volumes therefore the rights of way are wider than local streets;
- The proposed plan of subdivision, as originally designed, complies with all applicable

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- City policies and standards, including traffic volumes;
- The introduction of an additional road connection to Fanshawe Park Road East would result in further potential for collision;
- This non-standard design could create additional safety issues within the subdivision plan due to conflicting traffic movements created by the resulting road pattern;

On September 6, 2011, the applicant's consultant provided a written response to the Council resolution (see Appendix "A"). Below is a summary of the issue raised by the applicant and a response by Staff.

1. Official Plan Policy

The proposed access to the arterial road does not meet the intent of the Official Plan. This access road would set a new precedent by allowing a local street connection to an arterial road which is contrary to City policy. This area has several subdivisions already registered which have been designed according to the Area Plan and consistent with Official Plan policy, including road widths and road classifications. To impose a change such as this within an area already planned is problematic for all parties.

Response: The policy referred to in the attached letter from the applicant's consultant is Official Plan policy 18.2.6.

Although a separate access to Fanshawe Park Road East from this location was never identified in the Kilally North Area Plan, after the public participation meeting, Council advised the Approval Authority it would like to see an adjustment to the plan to provide for a permanent access to the development from Fanshawe Park Road East.

2. Non-Standard Road Design

The applicant's consulting engineer has identified a right-in-right-out configuration on the easterly end of the window street to minimize traffic conflict. However, this configuration still results in a non-standard design that is further exasperated by the location of the window street adjacent to Fanshawe Park Road East. The proposed access cannot be built to standard, and therefore this non standard design will impact the local road system, and create additional traffic for internal streets that were not designed to handle additional traffic volumes.

Response: Typically, non-standard designs would not be acceptable in green-field locations, however, these non-standard designs may be acceptable if any safety concerns can be addressed and if utilities can still be located, to the satisfaction of the Utilities Coordinating Committee (UCC). The proposal has not been considered by the UCC. Further specific engineering evaluation will be required to be completed to determine if a safe access can be accommodated.

3. Cost

The other significant concern is the additional costs associated with this new road connection to Fanshawe Park Road East. City transportation staff has advised that they will only consider a centre barrier island to ensure right-in-right-out traffic and that other design measures (i.e. pork chop island) are not acceptable. As a consequence, this results in significant costs to widen the travelled portion of Fanshawe Park Road, in addition to slip off lanes and increased pavement depth within the subdivision to handle additional traffic. None of this was identified through the review of the subdivision application and it is the applicant's position that any additional costs should be the responsibility of the City.

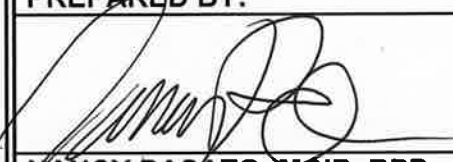

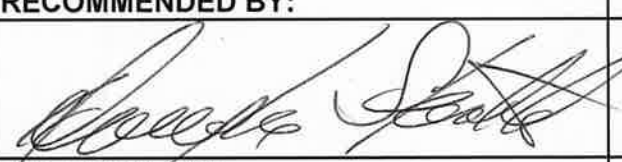
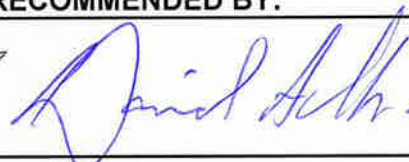
Response: The City has the ability to require collector roads including intersections with arterial roads. This is a developer cost. The onus would be on the developer to fund the additional costs incurred.

Based on the above staff continue to support the draft plan of subdivision with no direct access to Fanshawe Park Road east.

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**File number:39CD-10503/Z-7785
Nancy Pasato**

The applicant has appealed the zoning by-law amendment and has advised they will appeal the decision of the plan of subdivision should direct access to Fanshawe Park Road East be required. Also, external expert witnesses will be required as both DABU and Transportation Staff recommended the Draft Plan as contained in the June 8th, 2011 report which did not support the position of Council for a local street access to Fanshawe Park Road East from the subject lands.

PREPARED BY:	SUBMITTED BY:
	
NANCY PASATO, MCIP, RPP SENIOR PLANNER – DEVELOPMENT PLANNING	JEFF LEUNISSEN, MCIP, RPP MANAGER - DEVELOPMENT PLANNING
RECOMMENDED BY:	RECOMMENDED BY:
	
D.N. STANLAKE DIRECTOR OF DEVELOPMENT PLANNING	DAVID AILLES, P.ENG. MANAGING DIRECTOR OF DEVELOPMENT APPROVALS

November 4, 2011

NP/np

"Attach"

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(HMcN)\follow up report 167 Fanshawe Park Rd E.docx

Agenda Item #

Page #

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File number:39CD-10503/Z-7785
Nancy Pasato

Appendix "A"
Letter from Consultant (September 6, 2011)
and Consulting Engineer (August 28, 2011)



KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE

September 6, 2011

Mr. D.N. Stanlake
Director of Development Planning
City of London
300 Dufferin Avenue
London, Ontario
N6A 4L9

Dear Mr. Stanlake

**RE: 756949 Ontario Limited, 1647 Fanshawe Park Road East, 39T-10503/Z-7785
OUR FILE Y347'C'**

I am writing on behalf of our client as it pertains to the proposed draft plan of subdivision for the above referenced property.

This application for zoning amendment and subdivision approval was scheduled for a Public Meeting on Monday June 8, 2011. At this Public Meeting, several residents from the nearby Cedar Hollow neighbourhood expressed concern about the level of traffic on their street and that future residential development in the surrounding area would result in a further increase in traffic. They expressed the opinion that a separate road access onto Fanshawe Park road should be provided from our client's property. Following discussion of this matter by members of the Built and Natural Environment Committee and subsequent discussion by members of Municipal Council, it was recommended that:

*"the Civic Administration **BE DIRECTED** to take steps to mitigate the impact of construction traffic on area residents by placing certain restrictions on access to and egress from the existing subdivision and, notwithstanding the recommendations of the Civic Administration, to take the required steps to incorporate a permanent secondary access to the development from Fanshawe Park Road East;"*

Since this Council resolution was passed on Monday June 20, 2011, we have met with members of City staff to discuss further. At our meeting on June 28, 2011 a number of issues and concerns were identified, most notably:

- The proposed road access will result in a non-standard design which is contrary to City procedures;
- The proposed road access is contrary to the City's Official Plan policies;

- The proposed road access is contrary to the approved Killaly North Area Plan;
- The proposed road access will result in traffic volumes on local streets that were not designed to accommodate these increased volumes of traffic;
- The existing collector roads (Killarney Road and Cedar Hollow Blvd) were designed to accommodate higher traffic volumes therefore the rights of way are wider than local streets;
- The proposed plan of subdivision , as originally designed, complies with all applicable City policies and standards;
- The introduction of an additional road connection to Fanshawe Park Road would result in further potential for collision;
- This non-standard design could create additional safety issues within the subdivision plan due to conflicting traffic movements created by the resulting road pattern;

Notwithstanding these concerns, we requested R. W. Stratford Consulting Inc. to further investigate how a "permanent secondary access" could be designed and the resulting costs associated with such an undertaking. I have attached the analysis undertaken by Mr. Stratford. He has shown a right-in-right-out configuration on the easterly end of the window street to minimize traffic conflict. However, this configuration still results in a non-standard design that is further exasperated by the location of the window street adjacent to Fanshawe Park road.

Mr. Stratford indicates that this access road will "work" although it does create a new precedent by allowing a local street connection to an arterial road which is contrary to City policy. Should Council wish to reconsider their current design standards to avoid the use of collector roads for handling greater volumes of traffic, then the appropriate method to do this is through a more comprehensive transportation analysis that can fully assess the implications of moving away from a hierarchy of road classifications. However, to impose a change in current policy and practice on a retroactive basis is prejudicial to our client and does not represent good land use planning.

The other significant concern is the additional costs associated with this new road connection to Fanshawe Park Road. City transportation staff has advised that they will only consider a centre barrier island to ensure right-in-right-out traffic and that other design measures (i.e. pork chop island) are not acceptable. As a consequence, this results in significant costs to widen the travelled portion of Fanshawe Park road, in addition to slip off lanes and increased pavement depth within the subdivision to handle additional traffic. None of this was identified through the review of the subdivision application and it is our position that any additional costs should be the responsibility of the City.

Based on all of the above considerations our clients have concluded that they cannot support any revision to the plan of subdivision to incorporate this additional road connection. It is their position that the plan of subdivision as originally designed and recommended for approval be maintained.

I understand that staff is required to bring back a report to BNEC and Council on this matter. Due to other scheduling conflicts, I would prefer that this matter NOT be scheduled for BNEC on September 26, 2011.

Upon your review of this material, please let me know if you have any questions or comments.

Yours truly,

MHBC



Carol M. Wiebe
Partner

Cc Matt Falls, Global Vision Investments Inc.
Bob Stratford, R. W. Stratford Consulting Inc.
Jeff Leunissen, City of London
Nancy Pasato, City of London
Maged Elmadhoon, City of London



R.W. Stratford Consulting Inc.

August 28, 2011

Project No. 208122

MHBC Planning
630 Colborne Street, Ste. 200
London, Ontario
N6B 2V2

Attention: Ms. C. Wiebe

Subject: 1647 Fanshawe Park Road East
Global Vision Investments Inc., 39T-10503
Potential Right-in-Right-Out Turn Lane
Technical Review

Dear Carol:

We have reviewed the City's request to incorporate a right-in-right-out (RIRO) turn lane at the above noted development and offer the following analysis for your review and submission to the City.

1. We chose to review a RIRO location at the east side of our window street frontage, since this minimizes costs in relation to other road pavement structure improvements necessary on the internal subdivision roads.
2. We have maintained a 19.0 metre right-of-way on the internal subdivision roads. Should the ROW need to be increased, then significant added costs are incurred. Since the notion of a RIRO at a window street location is non-standard, it was assumed that applying non-standard concepts to this issue would also not be a concern for the City.
3. We are aware that the City's Transportation Department is opposed to the introduction of a RIRO at this location for safety and precedence reasons. It is a fact that safety issues arise, in that new potential collision conflict locations are introduced onto an arterial road (Fanshawe Park Road) through the introduction of the RIRO lane. However, other examples of similar access configurations do exist in the City.
4. The following figures are attached herewith. A discussion of each figure is given as follows:

A. LOCATION MAP

This figure illustrates the proposed subdivision and RIRO location in context of the broader road network.

The City Planning Department noted at our meeting, that they would review whether access to Fanshawe Park Road would be permitted for future development lands on the south side of Fanshawe, west of our site. This will introduce other traffic conflict points that were not originally anticipated in the preparation of the Community Plan and other transportation plans.

In addition, our proposed draft plan shows a future road connecting to these westerly lands. Presumably, if the City will now permit free access to Fanshawe for the future development lands to the west, then we may be able to eliminate this road connection and introduce new lots here. This western road connection was originally intended to ensure that the future lands to the west would not have access to Fanshawe Park Road.

B. RIRO ACCESS TO FANSHAWE PARK ROAD

This figure illustrates the proposed RIRO geometry. The configuration of the slip-off lanes, barrier island on Fanshawe Road and other items conform with City of London standards. The hatched area on this figure illustrates the location of new pavement (and curbs, etc.) that is required to introduce a RIRO at this location. The design is straight-forward. In addition to the new RIRO pavement, we expect that the pavement depth on proposed Cedarpark Drive, between the RIRO and our subdivision's easterly access to the neighbouring development will need to be increased, in order to manage the increased traffic load frequency.

C. TURNING MOVEMENT PLAN

The City's Transportation Department has noted a concern with traffic movements at the RIRO intersection, in part because of the fact the RIRO is also situated at a "window street" in our subdivision. Some topics of note include the following:

- The eastbound-to-southbound traffic from Fanshawe works like any conventional RIRO.
- The northbound-to-eastbound traffic from the internal subdivision works like any conventional RIRO.
- A concern with eastbound-to-southbound traffic attempting to make a "U-turn" to the westbound window street was raised by the City. The attached figure illustrates that, for a passenger automobile, this turn can be successfully executed. Vehicles larger than a normal passenger car would not be able to make this maneuver.
- Stop signs would likely need to be introduced internally as illustrated.

In addition to the technical items discussed above, we have completed preliminary cost estimates to implement the RIRO at this location. A copy of our estimate is attached herewith. The anticipated total cost to implement the RIRO is approximately \$177,000.

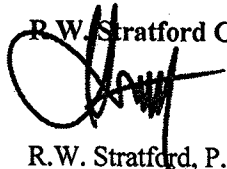
If a Traffic Impact Study is required, that estimate should increase by approximately \$20,000.

At our recent meeting with the Planning Department it was suggested that these increased costs should be borne by the City of London, since the proposed works are non-standard.

We trust the above and attached is sufficient for your submission and review with City staff. Should you have any questions, please do not hesitate to contact the undersigned.

Very truly yours,

R.W. Stratford Consulting Inc.



R.W. Stratford, P.Eng.

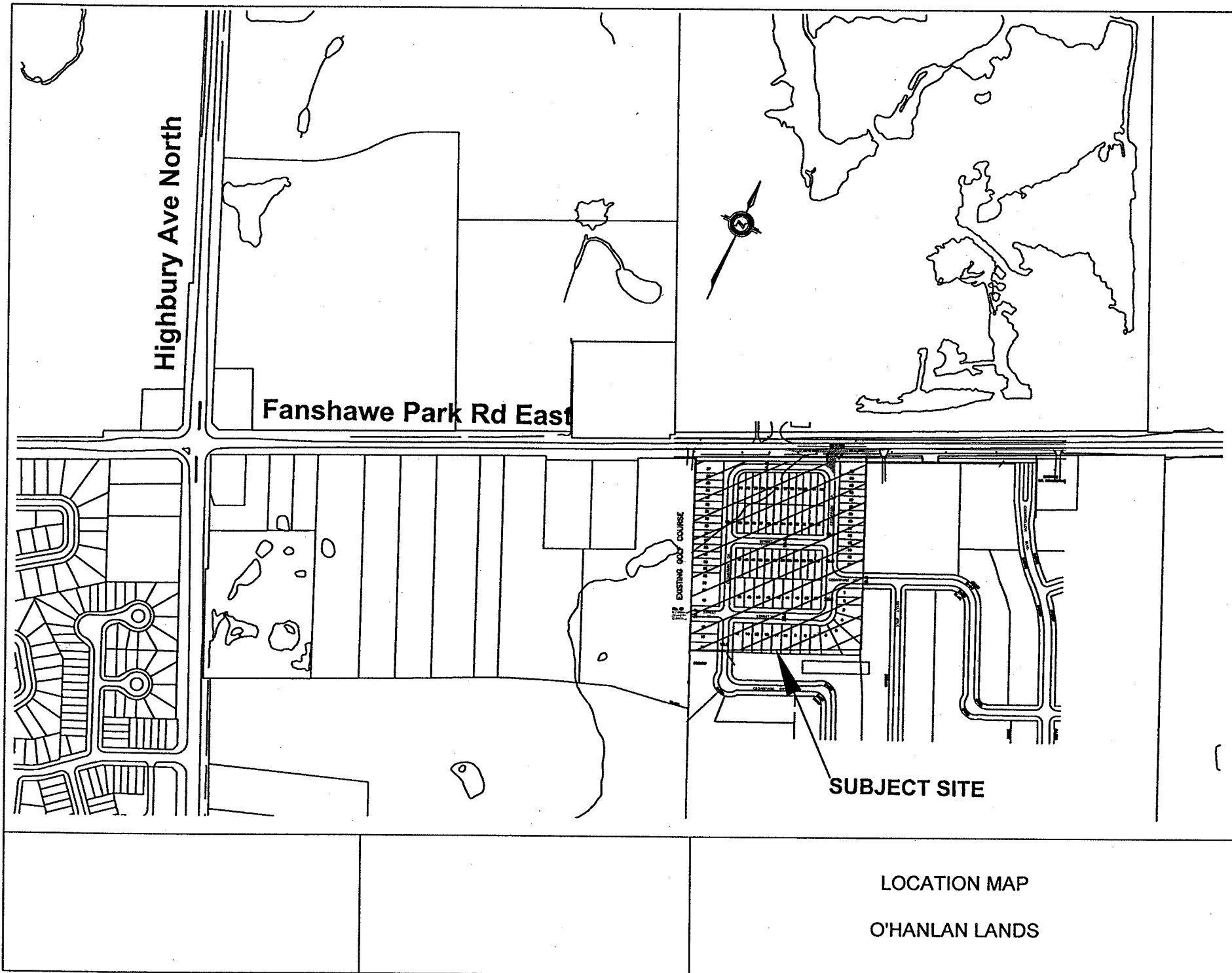
c: Mr. M. Falls, Global Vision Investments Inc.

COST ESTIMATE - ADD RIRO ON FANSHAWE PARK ROAD

July 20, 2011

Item No.	Description	Unit	Estimated Quantity	Unit Price	Total
1	Relocate existing hydro poles	ea.	4	\$5,000.00	\$20,000.00
2	Subexcavation and fine grading	sq.m	1,050	\$5.00	\$5,250.00
3	Sawcut and mill ex. asphalt at new lanes and island curb	m	350	\$4.50	\$1,575.00
4	Gran B, include shoulders, 450 mm	sq.m	1,050	\$9.90	\$10,395.00
5	Gran A, include shoulders, 150 mm	sq.m	1,050	\$3.63	\$3,811.50
6	HL8 Asphalt, 100 mm	sq.m	860	\$24.56	\$21,121.60
7	HL3 Asphalt, 40 mm	sq.m	860	\$10.81	\$9,293.50
8	Concrete curb	m	242	\$50.00	\$12,100.00
9	Line painting	m	290	\$7.00	\$2,030.00
10	Island signs	ea.	2	\$400.00	\$800.00
11	Stop sign	ea.	1	\$400.00	\$400.00
12	Sediment & Erosion control	Lump Sum			\$2,000.00
13	Street cleaning/sweeping	Lump Sum			\$2,000.00
14	Traffic control during construction	Lump Sum			\$10,000.00
Sub-Total					\$100,776.60
Conting. (15%)					\$15,116.49
Eng. (15%)					\$15,116.49
Sub-Total					\$131,009.59
HST (13%)					\$17,031.25
TOTAL RIRO COSTS					\$148,040.83

COST ESTIMATE - Increase Pavement Thickness on Internal Street



Highbury Ave North

Fanshawe Park Rd East

EXISTING GOLF COURSE

SUBJECT SITE

LOCATION MAP

O'HANLAN LANDS

SLIP-OFF AND SLIP-ON LANES PROVIDE 30m TAPER AND 30 m STORAGE

NEW 1.5m CONC. ISLAND BARRIER

FANSHAWE PARK ROAD EAST

3.5 m LANE
3.5 m LANE

3.5 m LANE

3.5 m LANE



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19

19.0

CEDARPARK DR.

71 72 73 74 75 76 77 78 79 80 81 82

14.5

STREET 'B'

19.0

47 48 49 50 51 52 53 54 55 56 57 58

19.0

19.0

CEDARPARK DR.

46 45 44 43 42 41 40 39 38

20.0

STREET 'A'

20.0

1

2

3

4

REILLY WALK

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CEDARPARK DR.

20.0

R=20.0
31.416
R=40.0
45.266

O'HANLAN LANDS
RIRO ACCESS TO FANSHAWE ROAD

SCALE 1:1000

FANSHAWE PARK ROAD EAST

NEW 1.5m CONC. ISLAND BARRIER

3.5 m LANE

3.5 m LANE

3.5 m LANE

3.5 m LANE

R=10.0

R=13.0

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DO NOT SCALE THIS DOCUMENT. ALL MEASUREMENTS MUST BE OBTAINED FROM STATED DIMENSIONS.
2011

PROFESSIONAL SEALS

NO.	DATE	BY	CHK	DES	ENG	IDR	APP

RW
R.W. Stratford Consulting Inc.
650 Waterloo Street, P.O. Box 103, London, ON, N6A 2B4

TRAFFIC MOVEMENT - RIRO

O'HANLAN LANDS SUBDIVISION

GLOBAL VISION INVESTMENTS INC.

PROJECT NUMBER	DRAWING NUMBER	ISSUE/REVISION
208115	RIRO2	