

PREPARED BY:
MDT URBAN TRAFFIC
SOLUTIONS LTD.



57-75 WELLINGTON ROAD &
60-68 HIGH STREET

**TRANSPORTATION IMPACT
ASSESSMENT - ADDENDUM #1**

CITY OF LONDON

AUGUST 2026

PREPARED FOR:
FOUNDATION DEVELOPMENT FUND I & II

57-75 Wellington Road & 60-68 High Street Transportation Impact Assessment Addendum #1

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Project

2026-09.1 TIA Addendum – Wellington Tower & High Tower

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Client

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To: Mr. Michael Nemanic (Nemanic Law PC/Foundation Capital)
From: Michael Dworczak, P.Eng., (MDT Urban Traffic Solutions Ltd.)
Date: August 13, 2026
Project: 57-75 Wellington Road (Phase 1 – Wellington Tower) and 60-68 High Street (Phase 2 – High Tower), London, Ontario
Subject: Transportation Impact Assessment Addendum #1 – Revised Site Plan Statistics
City Files: SPC-26042 (Phase 1) and SPC-26043 (Phase 2)

1 Introduction and Purpose

MDT Urban Traffic Solutions Ltd. (MDT) previously completed Transportation Impact Assessments (TIAs) for two phases of a broader high-rise residential redevelopment in the City of London, Ontario:

- Phase 1 – Wellington Tower, 57-75 Wellington Road and 68 High Street (Dev. Fund I); and
- Phase 2 – High Tower, 60-68 High Street (Dev. Fund II).

Revised site plans have since been issued for both developments, together with a summary of the associated design changes dated August 4, 2026. The revisions alter the building statistics of both towers, introduce a small retail component within Phase 1, and remove the below-grade parking level from both buildings.

The purpose of this Addendum is to document the transportation implications of the revised concepts, to present revised site trip generation for both phases, and to confirm whether the operational analysis and conclusions of the submitted TIAs remain valid. Because the Phase 2 assessment relies upon the Phase 1 development as a background condition, the two assessments are analytically linked and are addressed here within a single consolidated Addendum. The findings applicable to each development are presented discretely so that they may be identified within the respective planning file.

This Addendum supplements, and should be read together with, the submitted TIAs:

1. 2026-07 TIA - 57-75 Wellington Rd and 68 High Street TIA Report (May 4, 2026), and
2. 2026-09 TIA - 60-68 High Street TIA Report (June 3, 2026).

All methodology, traffic data, horizon year, growth rate, study area and analysis assumptions documented in those reports remain unchanged except as expressly stated herein.

2 Submitted Transportation Impact Assessments

The submitted assessments were prepared in accordance with the City of London Transportation Impact Assessment Guidelines and evaluated weekday AM and PM peak hour operations at the following study area intersections:

- Grand Avenue and Wellington Road (signalized);
- Grand Avenue and High Street (signalized); and
- Site driveway connection to High Street.

Both assessments concluded that the study area intersections are forecast to operate at acceptable levels of service under 2035 Background and 2035 Future Total conditions, that no geometric improvements or mitigation measures are warranted, and that site access via High Street satisfies the City's corner clearance and sight distance objectives. A localized 95th percentile queue exceedance was identified on the eastbound dual left-turn storage at Wellington Road and Grand Avenue under the AM peak hour, which was determined not to represent a system-wide operational deficiency.

The Phase 1 development was carried within the Phase 2 assessment as a background condition, consistent with the anticipated 2029 and 2030 opening years respectively. Those opening years remain unchanged.

3 Summary of Design Changes

The principal changes to the two developments, as issued in the revised site plans and accompanying design change summary, are set out in **Table 1** below:

Table 1 - Summary of Revised Building Statistics

Building Statistic	P1 - Original	P1 - Revised	P2 - Original	P2 - Revised
Dwelling units	572	<u>440</u>	432	<u>540</u>
Storeys	27	<u>21</u>	25	<u>31</u>
Bicycle Parking (Long Term)	190	<u>196</u>	112	<u>308</u>
Bicycle Parking (Short Term)	70	<u>40</u>	120	<u>41</u>
Bicycle Parking Total	260	<u>236</u>	232	<u>349</u>
Bicycle Parking (Per Unit)	0.45	<u>0.54</u>	0.54	<u>0.65</u>
Retail component	None	<u>~135.5 m²</u>	None	<u>None</u>
Below-grade parking	12	<u>Removed</u>	9	<u>Removed</u>

In addition to the statistics above, both towers incorporate increased front and side yard setbacks, increased tower separation, front stepbacks and revised balcony treatment. From a transportation perspective, the changes that directly affect transportation and traffic operations are:

- the net change in dwelling unit count;
- the introduction of the Phase 1 retail unit;
- the removal of the below-grade parking level and ramp from both buildings; and
- the revised bicycle parking provision.

The combined dwelling unit count across the two phases decreases from 1,004 units to 980 units, a net reduction of 24 units. Bicycle parking provision has been increased in both buildings, with Phase 2 accommodating long-term bicycle parking through a modern, controlled underground WÖHR Bikesafe

storage system. This results in a net increase from 492 spaces to 585 bicycle spaces, increasing combined provision from 0.49 to 0.60 per unit. The at-grade site layout, including the shared internal circular driveway and the loading and waste collection areas, is not materially changing.

4 Revised Trip Generation

4.1 Methodology

Revised trip generation has been prepared using the identical methodology applied in the submitted TIAs, such that the original and revised volumes are directly comparable. No change has been made to any rate, factor or assumption. The methodology comprises four sequential steps:

- Base trip generation using the ITE Trip Generation Manual, 12th Edition, Land Use Code 222 (Multifamily Housing, High-Rise), Dense Multi-Use Urban setting, Close to Transit, applying the average rate rather than the fitted curve as the more conservative estimate;
- A 32.5% non-auto mode share reduction, consistent with the City of London Mobility Master Plan (July 2025) target and with the direction provided by City staff through the pre-application consultation process;
- A directional distribution adjustment, moderating the AM peak hour split from the ITE 11%/89% (IN/OUT) to 30%/70% (IN/OUT) to reflect the pick-up/drop-off characteristics of the proposed site, with the PM peak hour retained at 69%/31% (IN/OUT); and
- A balanced operational sensitivity adjustment, under which the upper bound directional volume in each peak hour is applied on a like-for-like basis to both inbound and outbound movements, reflecting that vehicles arriving for pick-up/drop-off also depart within the same peak period.

The balanced operational sensitivity adjustment is deliberately conservative. It increases the total number of assessed site access movements above the mode-share-adjusted trip estimate, and it is this volume that was carried into the submitted Synchro analysis as part of each respective TIA for phase 1 and 2. Retaining it here ensures the original and revised volumes are compared on a consistent basis.

4.2 Residential Trip Generation

Applying the above methodology to the revised unit counts produces the results set out in **Table 2** for Phase 1 and **Table 3** for Phase 2. The original values are reproduced alongside for comparison. For comparison, the ITE Trip Generation tables for the revised building statistics are provided in **Appendix A**.

Table 2 - Phase 1 Original vs. Revised Residential Trip Generation

Criteria	Original Statistics (572 Units)		Revised Statistics (440 Units)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
ITE base trips (two-way)	126	109	97	84
-32.5% mode share reduction	85	74	65	57
Directional split (IN / OUT)	26 / 60	51 / 23	20 / 46	39 / 18
Balanced sensitivity (IN / OUT)	60 / 60	51 / 51	46 / 46	39 / 39
Total Movements	120	102	92	78

Table 3 - Phase 2 Original vs. Revised Residential Trip Generation

Criteria	Original Statistics (432 Units)		Revised Statistics (540 Units)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
ITE base trips (two-way)	95	82	119	103
-32.5% mode share reduction	64	55	80	70
Directional split (IN / OUT)	19 / 45	38 / 17	24 / 56	48 / 22
Balanced sensitivity (IN / OUT)	45 / 45	38 / 38	56 / 56	48 / 48
Total Movements	90	76	112	96

The Phase 1 reduction of 132 dwelling units yields a decrease of 28 assessed movements in the AM peak hour and 24 in the PM peak hour. The Phase 2 increase of 108 dwelling units yields an increase of 22 assessed movements in the AM peak hour and 20 in the PM peak hour. The Phase 1 reduction therefore exceeds the Phase 2 increase in both peak hours, resulting in a net decrease in vehicle trips.

4.3 Phase 1 Retail Component

The revised Phase 1 concept introduces a retail unit component of approximately 135.5 m² gross floor area at grade fronting Wellington Road. The retail component is provided in direct response to Urban Design comment 11 of SPC-26042, which required a commercial or retail component on the ground floor fronting Wellington Road in order to deliver a mixed-use building as envisioned by the Rapid Transit Corridor Place Type of The London Plan.

The anticipated use is a convenience store or comparable small-format shop. No vehicle parking is provided or proposed for the retail unit. The unit is accordingly a walk-in use, serving residents of the two towers and pedestrian, cycling and transit patronage from the surrounding neighbourhood. It is not capable of accommodating destination-driven automobile trips due to the lack of parking on site; therefore, no net new external vehicle trips have been attributed to it and would not be attributed to it.

While on-street parking is not currently provided within the Wellington Road or High Street rights-of-way adjacent to the site. Should the City introduce curbside parking stalls within either right-of-way in future, that supply would provide the potential for pass-by patronage drawn from the existing traffic stream. Pass-by trips are already present on the adjacent road network and would not constitute new trips at the study area intersections.

4.4 Combined Site Trip Generation

Table 4 compares the combined site trip generation assessed in the submitted TIAs against the revised combined site trip generation, based on the revised unit breakdown.

Table 4 - Combined Phase 1 & 2 Site Trip Generation Comparison (Residential)

Scenario	AM Peak Hour			PM Peak Hour		
	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL
Phase 1 Original (572 units)	60	60	120	51	51	102
Phase 2 Original (432 units)	45	45	90	38	38	76
Combined Original (1,004 units)	105	105	210	89	89	178
Phase 1 Revised (440 units)	46	46	92	39	39	78
Phase 2 Revised (540 units)	56	56	112	48	48	96
Combined Revised (980 units)	102	102	204	87	87	174
Net Change	-3	-3	-6	-2	-2	-4
% Change	-2.9%	-2.9%	-2.9%	-2.2%	-2.2%	-2.2%

Note: Values are two-way peak hour vehicle movements following mode share, directional and balanced operational sensitivity adjustments.

The revised combined residential trip generation is lower than that assessed in the submitted TIAs in both peak hours, by 6 two-way movements in the AM peak hour (-2.9%) and 4 two-way movements in the PM peak hour (-2.2%).

5 Traffic Operations Analysis

The submitted Synchro analysis may be carried forward without re-analysis where the revised site volumes are demonstrated to be equal to or lower than those previously assessed at each study area intersection. As set out in **Table 4**, the revised combined site trip generation is lower than that assessed in the submitted Transportation Impact Assessments in both peak hours. Trip distribution and assignment are unchanged, as neither the site access arrangement nor the surrounding road network has been altered by the revisions. The reduction is therefore distributed across the study area consistent with the original assignment, and no study area intersection experiences an increase in site traffic.

It is noted that the removal of the below-grade parking level does not alter this conclusion. The original TIAs were prepared on the basis of a near-zero parking development, with site activity dominated by transit, active transportation and short-duration pick-up/drop-off (PUDO) rather than by resident vehicle ownership. The trip generation methodology reflects that operating characteristic, and the balanced operational sensitivity adjustment applied in the original TIAs provides a conservative representation of site access activity. A further reduction in vehicle parking supply does not increase site-generated traffic. Therefore, material traffic growth is not affected by the revisions under the assumptions applied. The operational analysis, level of service findings, queueing assessment and mitigation conclusions of the submitted TIAs remain valid and are carried forward without amendment. In conclusion, no re-analysis of intersection operations is required, and no transportation improvements or mitigation measures are warranted to support the revised developments.

6 Site Access, Parking and Circulation Comments

The following section describes the material changes to the site access, parking and circulation and addresses comments from the City via SPC-26042 and SPC-26043. Both these files can be found in **Appendix B**.

6.1 Vehicle Parking

The below-grade parking level has been removed from both buildings. Both sites are located within the Rapid Transit Corridor Place Type identified by The London Plan, within which minimum vehicle parking requirements have been removed in order to support transit-oriented development and reduce automobile dependency. Neither development is therefore subject to a minimum vehicle parking requirement, and no minimum requirement applies to the Phase 1 retail unit.

Transportation staff commented through SPC-26042 and SPC-26043 that the proposed parking supply appears exceptionally low and requested an evaluation of the potential for parking demand to spill over onto adjacent municipal streets, together with substantiation of the Transportation Demand Management measures supporting the proposed supply.

Parking demand for the revised developments is being addressed through a separate parking review and assessment, being advanced concurrently with this Addendum. That study will assess anticipated parking demand and the potential for visitor spillover onto the surrounding street network, and the Transportation Demand Management measures proposed to support the parking strategy. It will also include a desktop analysis of vehicle parking alternatives available within the surrounding area. Vehicle parking is therefore not assessed further in this Addendum.

The move to a zero-parking development does not alter the transportation conclusions of the submitted assessments. Those assessments were prepared on the basis of a near-zero parking development and applied a conservative representation of site access activity. A reduction in parking supply does not increase site-generated vehicle traffic.

With respect to the retail component being proposed, no parking is provided and none is proposed, consistent with its walk-in function and will not impact traffic operations of the proposed site.

6.2 Phase 2 Site Access and Driveway Spacing

Through SPC-26043, Transportation Engineering commented that the High Street ramp access shall be relocated further internal to the site to achieve appropriate access spacing and improve vehicle maneuvering efficiency. The submitted Phase 2 TIA identified the same issue, noting a spacing of approximately 11.45 m centreline-to-centreline between the primary site access and the separate below-grade parking ramp access, which was limited relative to the objectives of the City's Access Management Guidelines.

The removal of the below-grade parking level deletes the separate parking ramp access entirely. Vehicular access to the Phase 2 development is now provided solely via the shared full-movement driveway to High Street. The driveway spacing deficiency identified by the City is therefore resolved in full by the revised design, and the associated recommendations of the submitted Phase 2 TIA are superseded. The shared site access remains in its original location, approximately 82 m south of the signalized intersection of High Street and Grand Avenue, exceeding the City's minimum corner clearance requirement of 75 m. Sight distance in both directions along High Street is unchanged and remains adequate. The findings of the original site access review are carried forward, with the driveway spacing consideration now removed and mitigated.

6.3 Emergency Service Access

Through the site plan consultation process the City confirmed that where a building is located within 15 metres of the right-of-way, a fire route is not required on the property. Both towers are located within 15 metres of the abutting right-of-way, and fire service access can accordingly be provided from the street frontage. This represents a change from the assumption applied in the original assessments, under which an aerial fire truck was required to enter, circulate within and exit the site via the internal circular driveway. With emergency service access now provided from the street, the internal circulation system no longer needs to be dimensioned to accommodate fire apparatus turning movements. This releases usable space within the internal roundabout and has been taken into consideration for revision of the existing layout.

6.4 Pick-Up/Drop-Off and Internal Circulation

The original assessment identified a combined peak concurrent pick-up/drop-off (PUDO) demand of approximately 5 vehicles across the two phases, comprising approximately 3 vehicles for Phase 1 and 2 vehicles for Phase 2, and recommended that provision be made for between 3 and 5 short-term PUDO spaces within the internal circulation system. No at-grade PUDO spaces were provided in the concepts assessed at that time. The space released within the internal roundabout by the removal of the fire apparatus turning requirement has been used to revise the at-grade layout to incorporate additional spaces. The revised layout accommodates up to 7 at-grade spaces configured as lay-bys serving PUDO and passenger loading activity across the combined development. These proposed spaces are sized as per City of London By-law requirements at 2.7 metres wide by 5.5 metres in depth.

Figure 1 illustrates the revised at-grade site plan layout incorporating the PUDO lay-by spaces. The full site plan drawing can be found in **Appendix C**.

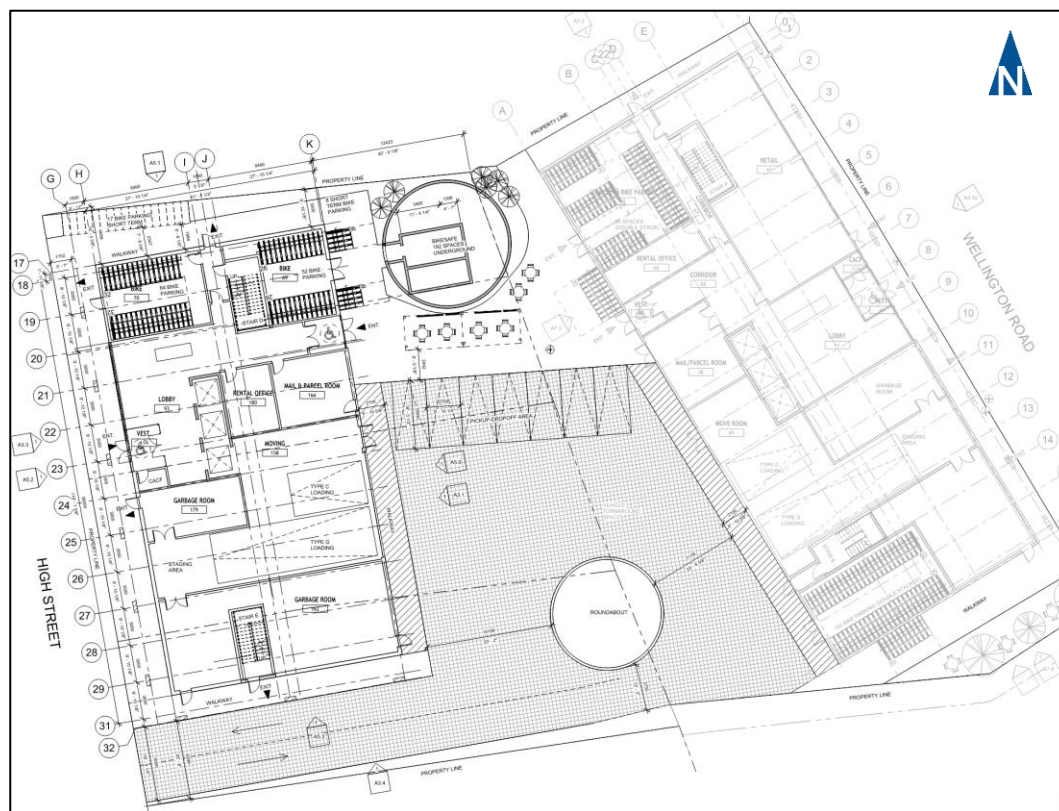


Figure 1 – Revised Phase 1 and Phase 2 Site Layout Incorporating PUDO Lay-by Spaces

The revised provision of 7 spaces exceeds the 3 to 5 spaces recommended in the Phase 2 TIA for High Tower and represents a substantial improvement over the concepts previously reviewed, which provided no available parking/lay-by at grade. The recommendation of the original assessments is therefore satisfied in full, and PUDO activity is expected to be accommodated wholly on site without recourse to curbside stopping on High Street or Wellington Road. Provision of the lay-by spaces also addresses the Site Plan Control By-law requirements raised through SPC-26042 and SPC-26043 in respect of dimensioned lay-by provision.

6.5 Paratransit Lay-by Space

As raised through SPC-26042 and SPC-26043 in respect of dimensioned lay-by provision, at least one space should be enlarged to approximately 3.5 m by 12.0 m to accommodate occasional paratransit activity in accordance with the Site Plan Control By-law and London Transit Commission requirements. Given the direction that emergency services such as fire trucks can service from the adjacent ROW of High Street and Wellington Road, it may be possible to accommodate the paratransit space from the curbside of each development. Conversely, there is excess space within the internal circulation network that can be accommodated for paratransit services. Given the intermittent nature of Waste Disposal and Loading/Un-loading operations of building residents, it can be reasonably assumed that the space in front of the Phase 1 Tower garage doors can be occupied temporarily to accommodate paratransit services.

6.6 Swept Path Assessment

A swept path assessment was completed for the submitted TIAs using Autodesk Vehicle Tracking, evaluating an Aerial Fire Truck (NCHRP 659, 11.89 m), a Rear-Load Garbage Truck (NCHRP 659) and a Standard Passenger Car (TAC, 2017) as part of the original TIA submissions for both Phases 1 and Phase 2. The assessment confirmed that the design vehicles can safely enter, circulate within, and exit the site while accessing the loading and waste collection areas, without reversing onto or from the abutting street as the internal driveway is separated from the street network. As set out above, the aerial fire truck is no longer required to circulate within the site. The governing design vehicles for internal circulation are therefore the rear-load garbage truck and the standard passenger car, both of which were accommodated within the previously assessed layout. The waste collection and loading areas are not materially changing, and waste collection vehicles continue to be accommodated on site without reversing onto or from the abutting street, consistent with the Site Plan Control By-law.

The revised at-grade layout retains the internal circular driveway and reallocates released space to PUDO lay-by provision. The original swept path assessment therefore remains valid for the governing design vehicles and is carried forward. Updated swept path drawings reflecting the revised lay-by configuration can be prepared should the City require them.

7 Bicycle Parking Reduction

Bicycle parking requirements continue to apply within the Rapid Transit Corridor Place Type. Section 4.19 of the City of London Zoning By-law requires a minimum of 0.9 long-term spaces per unit and 0.1 short-term spaces per unit. Through SPC-26042 and SPC-26043 (**Appendix B**), Site Plan staff advised that a reduction from the 0.9 long-term rate is not supported. The special provisions identified at the time of the site plan consultation sought 0.33 long-term spaces per unit for Phase 1 and 0.26 long-term spaces per unit for Phase 2 for a combined total of 0.30 spaces per unit (302 long-term/1004 total). The revised concepts as part of this Addendum increase bicycle parking provision in both buildings, in part through the space released by removal of the below-grade parking level. The most notable change being Phase 2 accommodating additional long-term bicycle parking through a modern, controlled underground WÖHR Bikesafe storage system. The revised site plan provision is summarized in **Table 5**.

Table 5 - Revised Bicycle Parking Provision

Development	#of Units	London By-Law Requirement			Revised Site Plan Provision		
		Long-term (0.9/unit)	Short-term (0.1/unit)	Total provided	Long-term	Short-term	Total provided
Phase 1 Tower	440	396	44	440	196	40	236
Phase 2 Tower	540	486	54	540	308	41	349
Combined	980	882	98	980	504	81	585
Rate per Unit Relative to By-law:					0.514	0.083	0.6

The revised provision represents a improvement relative to the concepts reviewed at the site plan consultation stage. The overall provision rate increases to 0.6 spaces per unit against the 1.0 space per

unit required by the Zoning By-law. On a long-term basis the rate does substantially increase when compared to the original plan (0.514 revised vs. 0.30 original long-term spaces), a 71% increase to the original plan, however, there is still a deficiency against the by-law. Short-term provision falls marginally below the Zoning By-law requirement, with 40 spaces provided against 44 required in Phase 1 and 41 spaces provided against 54 required in Phase 2, representing a combined rate of 0.083 against the 0.1 required. The resulting combined shortfall of 17 short-term spaces is nominal relative to the overall provision and can be readily addressed through the introduction of additional at-grade short-term racks during detailed design, subject to confirmation through the separate parking review and assessment.

Overall, a shortfall relative to the 0.9 long-term rate remains. The revised provision is nonetheless materially closer to the requirement than the previous concept and continues to move toward it. The extent of the remaining shortfall and its justification are being addressed through a separate parking review and assessment, which will evaluate anticipated bicycle parking need against the supply provided across other jurisdictions, having regard to feasible utilization rather than prescriptive rates alone. As the site is a zero-parking development, that study will also include a desktop analysis of vehicle parking alternatives available within the area. The findings of that review will inform the final bicycle parking provision and supporting justification submitted with the Site Plan Approval application.

8 Conclusions

Based on the review of the revised site plans for the Phase 1 and Phase 2 developments, the following conclusions are provided:

- The combined dwelling unit count across the two phases decreases from 1,004 units to 980 units. The Phase 1 reduction of 132 units exceeds the Phase 2 increase of 108 units.
- Revised residential trip generation, prepared using the identical methodology applied in the original assessments, is lower than that previously assessed in both peak hours: 204 two-way movements against 210 in the AM peak hour, and 174 against 178 in the PM peak hour.
- The 135.5 m² Phase 1 retail unit is provided with no parking and functions as a walk-in use. No net new external vehicle trips have been attributed to it. Should the City introduce curbside parking stalls on Wellington Road or High Street in future, these would provide the potential for pass-by patronage drawn from the existing traffic stream.
- The revised combined site volumes remain within those assessed in the submitted TIAs at every study area intersection. Material traffic growth is not affected under the assumptions applied. The original operational analysis, level of service findings and conclusions remain valid and are carried forward. No re-analysis of intersection operations is required.
- The move to a zero-parking development does not alter the assessment. The original, submitted TIAs were prepared on the basis of a near-zero parking development and applied a conservative representation of site access activity.
- No geometric improvements are warranted, and no mitigation measures are required to support the revised developments and is consistent with the Phase 1 and Phase 2 findings.
- Removal of the below-grade parking level removes the separate Phase 2 parking ramp access to High Street, resolving in full the access spacing deficiency identified by the City through SPC-26043 and in the submitted Phase 2 TIA.

- The shared site access on High Street is unchanged and continues to satisfy the City's corner clearance and sight-distance requirements.
- Both towers are located within 15 metres of the abutting right-of-way, and the City has confirmed that fire service access can be provided from the street. A fire route is not required on the property, and fire apparatus no longer needs to circulate within the site.
- The space released within the internal roundabout has been reallocated to at-grade lay-by provision. The revised layout accommodates up to 7 spaces serving PUDO and passenger loading, exceeding the 3 to 5 spaces recommended in the original TIAs and improving on the concepts previously reviewed, which provided none at grade.
- Paratransit accommodation can be provided within the internal circulation area by temporarily occupying the space in front of the Phase 1 Tower garage doors, which provides the minimum 3.5 m by 12.0 m dimension required.
- The governing design vehicles for internal circulation are now the rear-load garbage truck and the standard passenger car, both of which were accommodated within the previously assessed layout. The original swept path assessment remains valid and is carried forward.
- Bicycle parking provision increases to a combined 0.6 spaces per unit (previously 0.49 spaces per unit) against the 1.0 spaces per unit required, providing a total of 585 spaces across the two developments. While long-term provision increases to 0.514 spaces per unit against the 0.9 required, there is still a deficiency. The bicycle parking shortfall for long-term spaces, including anticipated visitor parking demand, and vehicle parking alternatives within the surrounding area are being addressed through a separate parking study and bicycle parking demand review and are not assessed in this Addendum but will be evaluated there.
- Short-term provision is 0.083 spaces per unit against the 0.1 required, resulting in a nominal shortfall of 17 short-term spaces. These can be accommodated through additional at-grade racks during detailed design and shall be evaluated further with the bicycle parking demand review.

Overall, the revised developments remain functional from a transportation perspective. The revisions result in a net reduction in combined peak hour site trip generation, resolve an access spacing deficiency previously identified by the City, deliver at-grade lay-by provision exceeding that recommended in the original assessments, and improves upon the bicycle parking provision from the previous deficiency of 0.49 per unit to 0.6 spaces per unit. A separate parking study and bicycle demand review will be completed to substantiate the long-term bicycle parking provided and will be submitted for review.

In summary, the conclusions of the submitted TIAs remain valid and are carried forward without amendment. We trust that this Addendum satisfies the requirements of the City of London in respect of the revised site plans for both developments. Should you have any questions or require further information, please do not hesitate to contact the undersigned.

Sincerely,
MDT Urban Traffic Solutions Ltd.



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APPENDIX A

(ITE Trip Generation Tables)

APPENDIX B

(City of London Comments: SPC-26042 and SPC- 26043)

APPENDIX C

(Updated Site Plan Drawing for Gound Level L1, Internal Access and PUDO Stalls)