



**219 Commissioners Road
West, London**

**Transportation Impact
Assessment**

Paradigm Transportation Solutions Limited

August 2026
250813



Project Summary

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Client:

B.R.F Investments Inc.

Client Contact:

Daniel Murphy
Siv-ik Planning & Design Inc.
258 Richmond Street
London ON N6B 2H7

Consultant Project Team

Rajan Philips, M.Sc. (PI), P.Eng.
Maddison Murch, P.Eng.

Paradigm Transportation Solutions Limited

5A-150 Pinebush Road
Cambridge ON N1R 8J8
p: 519.896.3163
905.381.2229
416.479.9684

www.ptsl.com

219 Commissioners Road West, London Transportation Impact Assessment



Rajan Philips, M.Sc. (PI), P.Eng.

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Executive Summary

Content

Paradigm Transportation Solutions Limited has been retained to conduct this Transportation Impact Assessment (TIA) for a proposed residential development located at 219 Commissioners Road West in the City of London.

This TIA includes an analysis of existing traffic conditions, a description of the proposed development, traffic forecasts for a five-year horizon from build-out (2035), assessment of traffic impacts with recommendations to accommodate the proposed development as appropriate, and Transportation Demand Management (TDM) measures appropriate to the subject development.

Development Concept

The subject site is located at the northwest corner of Commissioners Road West and West Street. The proposed development includes an eight-storey 82-unit apartment building with a full-moves access to West Street.

The development is assumed to be completed by 2030.

Study Scope

The scope of the TIA for the proposed development includes:

- ▶ **Study Area intersections:**
 - Commissioners Road West and West Street (unsignalized);
 - Commissioners Road West and Andover Drive/Beachwood Avenue (signalized);
 - Beachwood Avenue and Base Line Road West (unsignalized);
 - West Street and Base Line Road West (unsignalized); and
 - Full-moves access to West Street (future).
- ▶ **Analysis Periods:** Weekday AM and PM peak hours.
- ▶ **Traffic Conditions:** Existing (2024/2025/2026) and five-year horizon from build-out (2035).



Conclusions

Based on the investigations carried out, it is concluded that:

- ▶ **Existing Traffic Conditions:** The study area intersections are operating with acceptable levels of service, except for the following movements:
 - Commissioners Road West and Beachwood Avenue/Andover Drive: The northbound left-turn movement is operating with queueing issues during the AM and PM peak hours;

The northbound right-turn movement is operating with queueing issues during the AM peak hour; and

The southbound left-turn movement is operating with queueing issues during the AM and PM peak hours.
 - Commissioners Road West and West Street: The southbound approach is noted to operate with poor levels of service during the PM peak hour primarily due to the side street stop control at West Street.
- ▶ **Development Trip Generation:** The development is forecast to generate 27 and 33 trips during the AM and PM peak hours, respectively. The total trip generation during either peak hour is noted to be less than 40 vehicles per hour, and trips assigned to the road network are minimal except for the southbound approach at the West Street and Commissioners Road West intersection.
- ▶ **2035 Background Traffic Conditions:** The study area intersections are forecast to operate with the same critical movements as under existing traffic conditions, with the addition of the following movements at Commissioners Road West and Beachwood Avenue/Andover Drive:
 - The eastbound left-turn movement is forecast to operate with queueing issues during the PM peak hour;
 - The northbound left-turn movement is forecast to operate with poor levels of service during the PM peak hour; and
 - The northbound right-turn movement is forecast to operate with queueing issues during the PM peak hour.
- ▶ **2035 Total Traffic Conditions:** The study area intersections are forecast to operate with the same critical movements as under background traffic conditions.



The site traffic is forecast to have minimal impact on all study area intersections, except for the southbound approach at the intersection of West Street and Commissioners Road West which already operates with poor levels of service under existing traffic conditions due to side street stop control. It is noted that there are alternative routes (i.e. Gladman Avenue/Beachwood Avenue or West Street/Base Line Road West) available to residents in the area, including those of the proposed development, if they choose to avoid delays during peak hours at the West Street and Commissioners Road West intersection.

Site Access: The site access is projected to operate well, and a northbound left-turn lane is not warranted on West Street at the proposed site access under 2035 total traffic conditions.

► **Transportation Demand Management:** The following TDM measures are proposed on-site or provided nearby:

- Sidewalks on both sides of all study area roadways, except for the south side of Base Line Road West between Beachwood Avenue and West Street, the east side of Beachwood Avenue north of Base Line Road West, and on the west side of West Street;
- On-site walkways with connections to future sidewalks along the west side of West Street along the frontage of the subject site and existing sidewalks on Commissioners Road West;
- Bicycle parking on-site to meet the zoning requirements;
- Bike lanes on Commissioners Road West west of Viscount Road, shared bike lanes on Beachwood Avenue and Andover Drive, and bike lanes on both sides of Base Line Road West east of Cotswold Gate; and
- Access to multiple bus transit routes that provide good connectivity to the broader network and major destinations.

In addition to the above, the following measures are appropriate for consideration:

- Parking unbundled from the sale/rent of apartment units;
- Carshare space/vehicle in a convenient location on-site; and
- Transit, carshare and active transportation information provided in a welcome package to new residents and/or posted in a central location on-site.



Recommendations

Based on the findings of this study, it is recommended that the development be considered for approval as proposed.



Contents

1	Introduction	1
1.1	Overview	1
1.2	Purpose and Scope	1
2	Existing Conditions	4
2.1	Road Network	4
2.2	Active Transportation	6
2.2.1	Walking.....	6
2.2.2	Cycling.....	6
2.3	Transit Service.....	8
2.4	Traffic Volumes	10
2.5	Traffic Operations	13
3	Development Concept.....	16
3.1	Description.....	16
3.2	Trip Generation.....	18
3.3	Trip Distribution and Assignment.....	18
4	Evaluation of Future Traffic Conditions.....	21
4.1	Background Traffic Forecasts.....	21
4.1.1	General Growth	21
4.1.2	Other Area Developments	21
4.2	Background Traffic Operations.....	23
4.3	Total Traffic.....	27
4.4	Site Access	31
5	Transportation Demand Management	33
5.1	Walking.....	33
5.2	Cycling	34
5.3	Transit	34
5.4	Parking Management	35
5.5	Carshare.....	35
5.6	Wayfinding and Travel Planning	35
6	Conclusions and Recommendations	37
6.1	Conclusions.....	37
6.2	Recommendations	39



Appendices

Appendix A	Pre-Study Consultation
Appendix B	Existing Traffic Data
Appendix C	Existing Traffic Operations Reports
Appendix D	ITE Data Sheets
Appendix E	Other Area Development Traffic Volumes
Appendix F	2035 Background Traffic Operations Reports
Appendix G	2035 Total Traffic Operations Reports

Figures

Figure 1.1:	Location of Subject Site	3
Figure 2.1:	Existing Lane Configuration and Traffic Control	5
Figure 2.2:	Existing Cycling Network.....	7
Figure 2.3:	Existing Transit Network.....	9
Figure 2.4a:	Existing Traffic Volumes – AM Peak Hour.....	11
Figure 2.4b:	Existing Traffic Volumes – PM Peak Hour.....	12
Figure 3.1:	Proposed Site Plan	17
Figure 3.2a:	Site Generated Traffic Volumes – AM Peak Hour	19
Figure 3.2b:	Site Generated Traffic Volumes – PM Peak Hour.....	20
Figure 4.1:	Other Area Development Location.....	22
Figure 4.2a:	2035 Background Traffic Volumes – AM Peak Hour.....	24
Figure 4.2b:	2035 Background Traffic Volumes – PM Peak Hour.....	25
Figure 4.3a:	2035 Total Traffic Volumes – AM Peak Hour	28
Figure 4.3b:	2035 Total Traffic Volumes – PM Peak Hour	29
Figure 4.4:	Northbound Left-Turn Lane Warrants – 2035 Total Traffic – West Street and Site Access.....	32

Tables

Table 2.1:	Existing Turning Movement Count Summary	10
Table 2.2:	Existing Traffic Operations	15
Table 3.1:	Trip Generation	18
Table 3.2:	Estimated Trip Distribution.....	18
Table 4.1:	2035 Background Traffic Operations	26
Table 4.2:	2035 Total Traffic Operations	30



1 Introduction

1.1 Overview

Paradigm Transportation Solutions Limited has been retained to conduct this Transportation Impact Assessment (TIA) for a proposed residential development located at 219 Commissioners Road West in the City of London. **Figure 1.1** illustrates the subject development location.

The subject site is located at the northwest corner of Commissioners Road West and West Street. The proposed development includes an eight-storey 82-unit apartment building with a full-moves access to West Street.

The development is assumed to be completed by 2030.

1.2 Purpose and Scope

The purpose of this report is to identify and assess the potential traffic impact resulting from the proposed development. The scope of the study, developed in consultation with City of London staff via e-mail in June/July 2026, includes:

- ▶ Assessment of the current traffic conditions within the study area;
- ▶ Estimates of background traffic growth for a five-year horizon from build-out (2035);
- ▶ Estimates of additional traffic generated by the subject site;
- ▶ Analyses of the impact of future traffic on the surrounding road network, including the following study area intersections:
 - Commissioners Road West and West Street (unsignalized);
 - Commissioners Road West and Andover Drive/Beachwood Avenue (signalized);
 - Beachwood Avenue and Base Line Road West (unsignalized);
 - West Street and Base Line Road West (unsignalized); and
 - Full-moves access to West Street (future).
- ▶ Recommendations necessary to mitigate the site generated traffic in a satisfactory manner; and
- ▶ Transportation Demand Management (TDM) measures appropriate to the subject site.

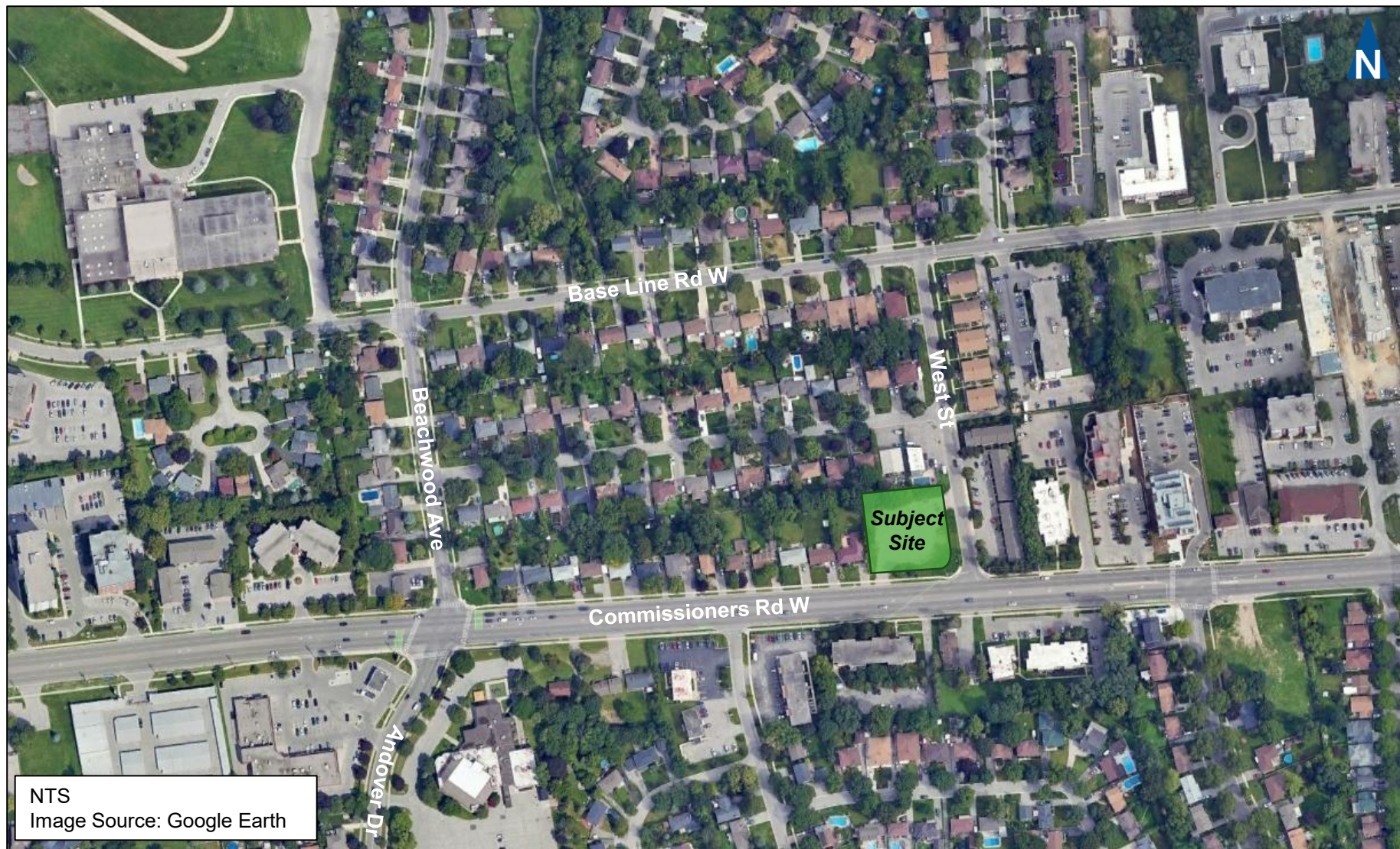


Appendix A contains the pre-study consultation material and responses from the City of London.

This study has been prepared in accordance with the requirements detailed by the *City of London Transportation Impact Assessment Guidelines*¹.

¹ City of London, *Transportation Impact Assessment Guidelines*, April 2012.





Location of Subject Site

219 Commissioners Road West, London TIA
250813

Figure 1.1

2 Existing Conditions

2.1 Road Network

The main roadways near the subject site considered in assessing the traffic impacts of the development include:

- ▶ **Commissioners Road West** is an east-west Civic Boulevard² with a five-lane cross section (two travel lanes in each direction and centre turn lanes) and a posted speed limit of 60 km/h.
- ▶ **Base Line Road West, Beachwood Avenue and Andover Drive** are Neighbourhood Connector roads with a two-lane cross section and a posted speed limit of 40 km/h.
- ▶ **West Street** is a north-south local road with a two-lane cross section and a posted speed limit of 40 km/h.

Figure 2.1 illustrates the existing lane configuration and traffic control at the study area intersections.

² City of London, *The London Plan Map 3 – Street Classifications*, 2026.





Existing Lane Configuration and Traffic Control

2.2 Active Transportation

2.2.1 Walking

The following sidewalks are provided within the study area:

- ▶ Both sides of Commissioners Road West and Andover Drive;
- ▶ Both sides of Beachwood Avenue between Commissioners Road West and Base Line Road West, and on the west side to the north of Base Line Road West;
- ▶ Both sides of Base Line Road West, except between Beachwood Avenue and West Street where sidewalks are only provided on the north side of the roadway; and
- ▶ East side of West Street.

2.2.2 Cycling

The following cycling facilities are located within the surrounding area:

- ▶ Bike lanes on both sides of Commissioners Road West to the west of West Street and on the south side between West Street and Viscount Road;
- ▶ Bike lanes on both sides of Base Line Road West east of Cotswold Gate; and
- ▶ Shared bike lanes on Andover Drive and Beachwood Avenue.

Figure 2.2 illustrates the existing cycling network.





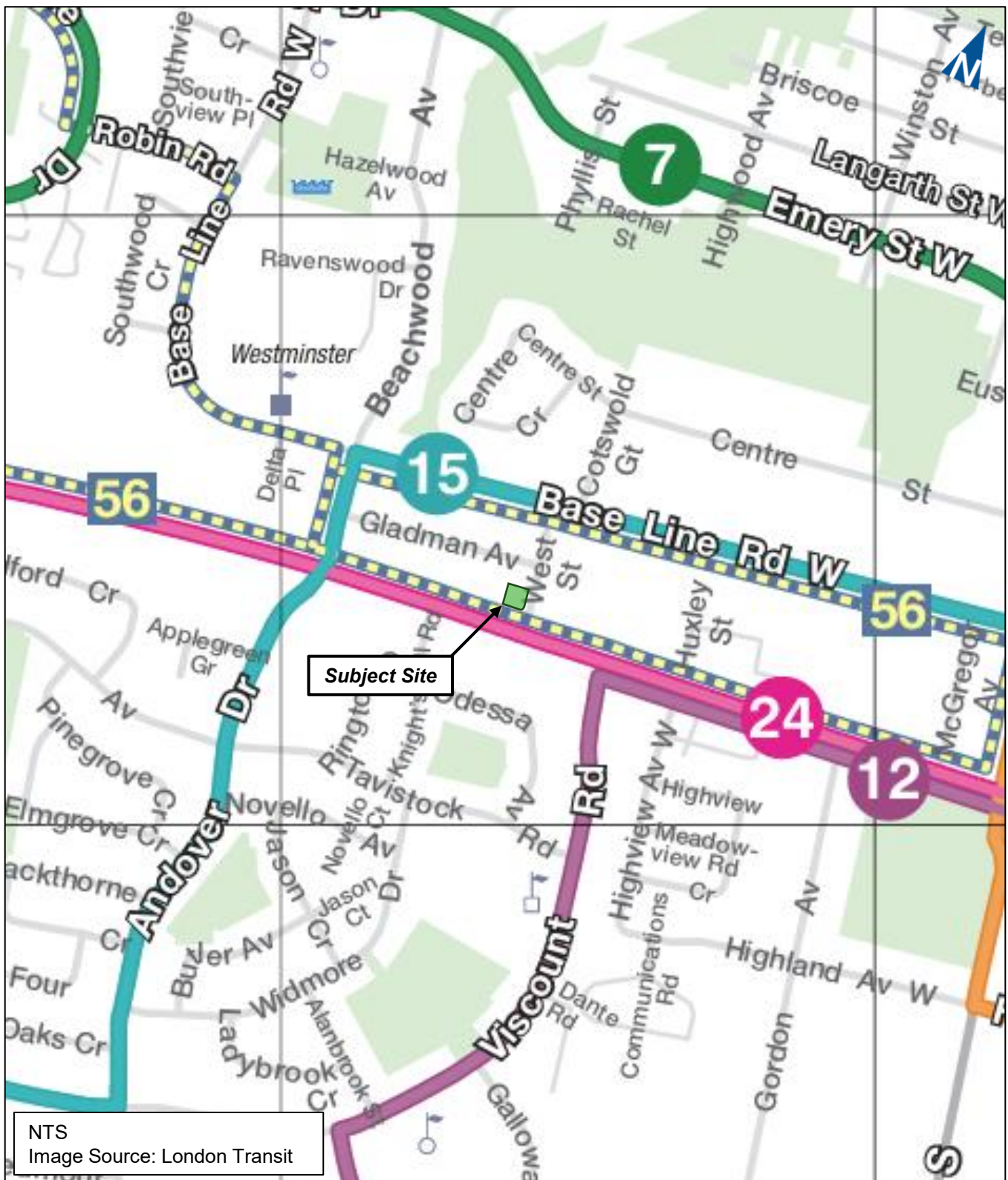
2.3 Transit Service

London Transit operates the following four routes within the surrounding area:

- ▶ **Route 12 Downtown-Wharncliffe at Wonderland** operates along Commissioners Road West with major stops in Downtown London and southwest London. The route operates Monday to Sunday and holidays with 20 to 30-minute headways. The closest stop is located at Commissioners Road West and Viscount Road (approximately 200 metres from the subject site).
- ▶ **Route 15 Huron Heights – Westmount Mall** operates along Base Line Road West and Beachwood Avenue/Andover Drive with major stops in Downtown London and Westmount Mall. The route operates Monday to Sunday and holidays with 15 to 30-minute headways. The closest stop is located at Base Line Road West and West Street (approximately 155 metres from the subject site).
- ▶ **Route 24 Talbot Village - Summerside** operates along Commissioners Road West with major stops at Westmount Mall and Victoria Hospital. The route operates Monday to Sunday and holidays with 30 to 45-minute headways. The closest stop is located on Commissioners Road West immediately east of West Street (approximately 50 metres from the subject site).
- ▶ **56 – Wednesday Community Bus** operates along Commissioners Road West with major stops at White Oaks Mall and Commissioners Court plaza. The route operates four times daily on Wednesdays. The closest stop is located on Commissioners Road West immediately west of Andover Drive/Beachwood Avenue (approximately 470 metres from the subject site).

Figure 2.3 illustrates the existing transit network.





Existing Transit Network

2.4 Traffic Volumes

Turning movement counts were collected by Paradigm on 29 July 2026 or provided by the City. **Table 2.1** summarizes the traffic count date, source, and peak hour start times at each study area intersection.

TABLE 2.1: EXISTING TURNING MOVEMENT COUNT SUMMARY

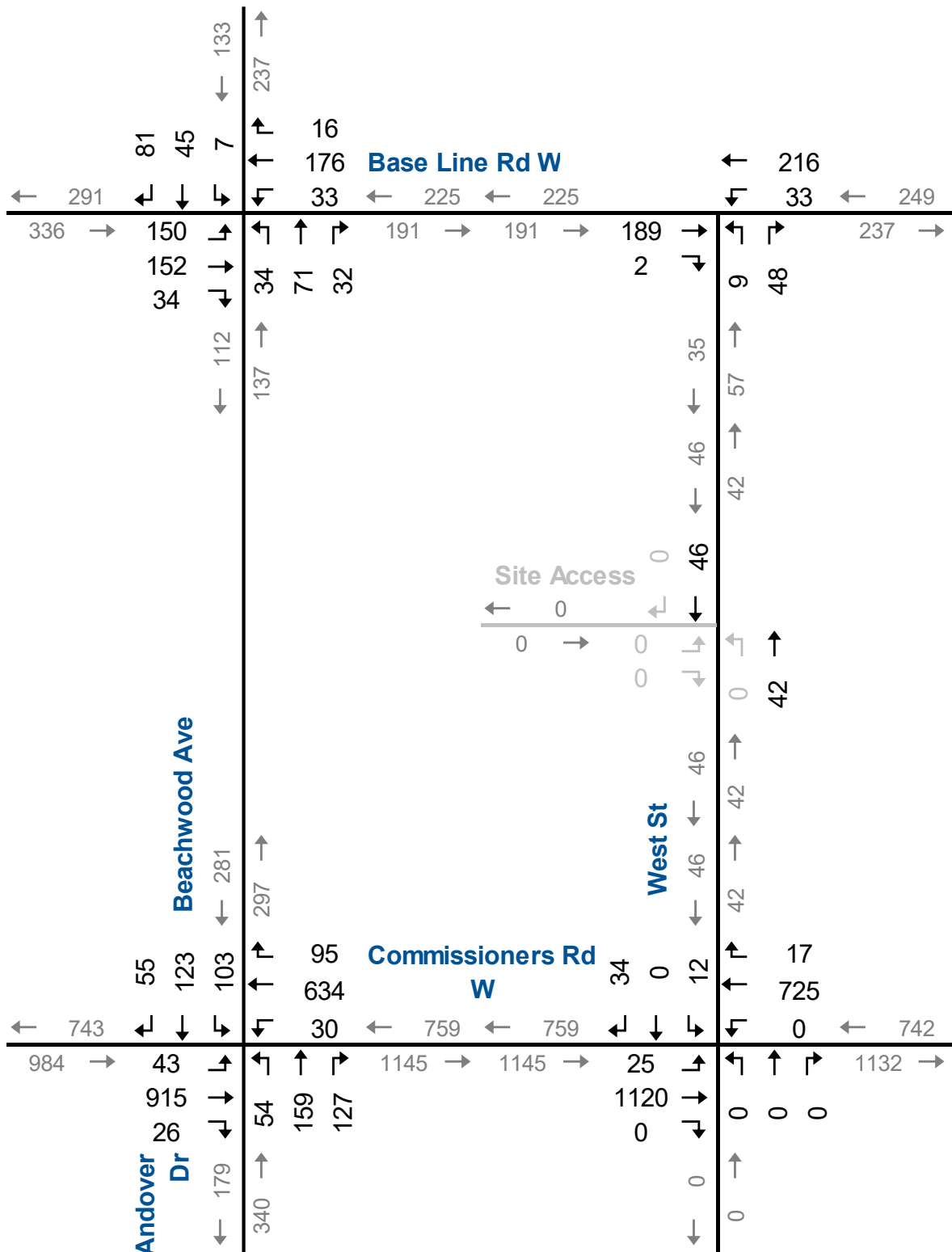
Intersection	Count Date	Source	AM Peak Hour	PM Peak Hour
Beachwood Avenue and Base Line Road West	September 24, 2025	City	7:45 AM	3:45 PM
Commissioners Road West and Andover Drive/Beachwood Avenue	March 19, 2024	City	7:45 AM	3:45 PM
Commissioners Road West and West Street	July 29, 2026	Paradigm	8:15 AM	4:00 PM
Base Line Road West and West Street	July 29, 2026	Paradigm	7:30 AM	4:15 PM

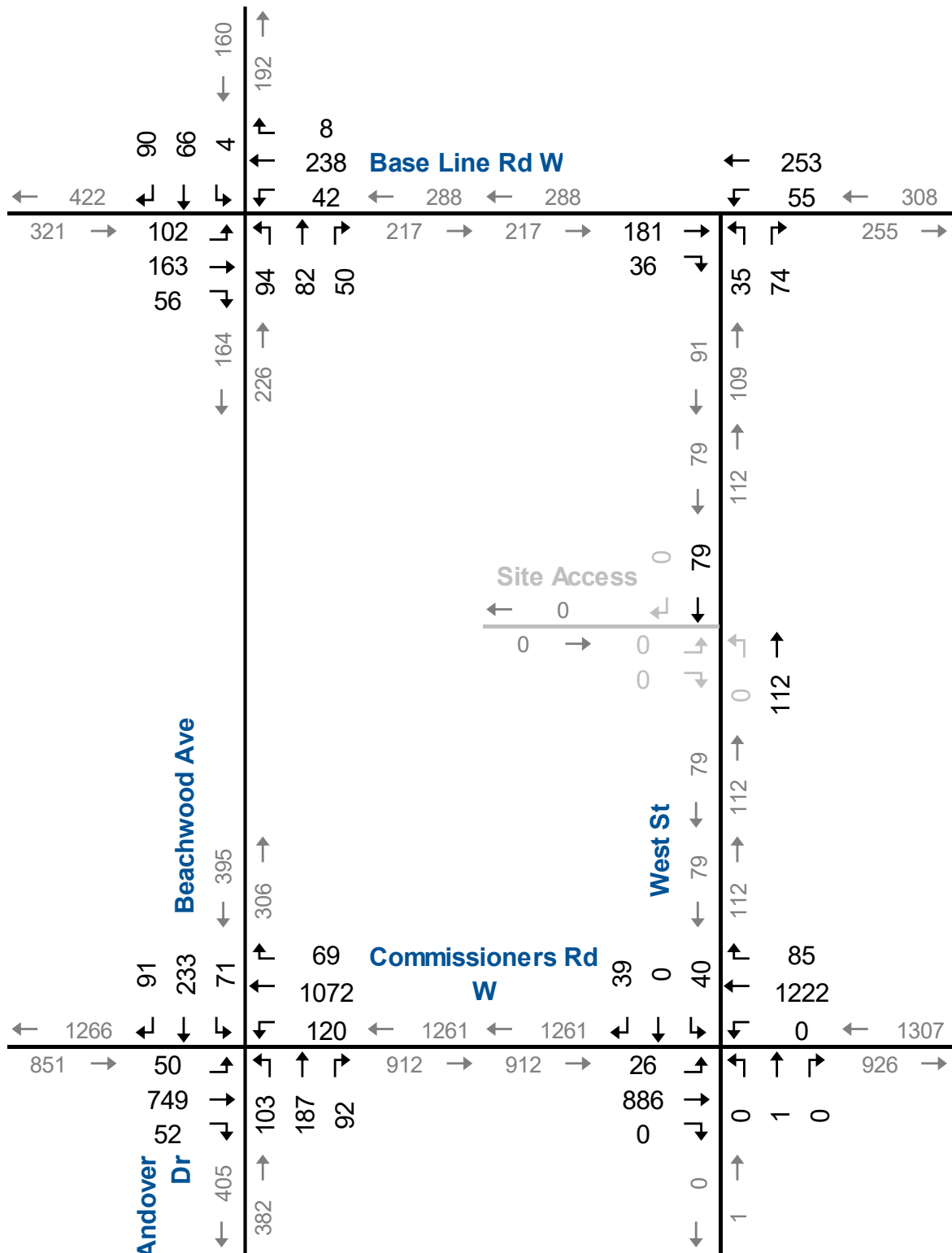
Traffic volumes on Commissioners Road West and Base Line Road West have been balanced to account for seasonal variation between the 2024/2025 City counts and counts collected by Paradigm in July 2026.

Figure 2.4a and **Figure 2.4b** illustrate the existing AM and PM weekday peak hour traffic volumes, respectively.

Appendix B contains the detailed traffic counts and signal timings for the study area intersections.







2.5 Traffic Operations

The operations at the study area intersections have been assessed using Synchro 12. Movements are considered critical under the following conditions:

- ▶ volume/capacity (v/c) ratios for overall intersection operations, through movements or shared through/turning movements increased to 0.90 or above and level of service (LOS) 'E' or worse;
- ▶ v/c ratios for dedicated turning movements increased to 0.90 or above and LOS 'E' or worse; or
- ▶ 95th percentile queue lengths for individual movements exceeds available lane storage.

Intersection LOS is a recognized method of quantifying the average delay experienced by drivers at intersections. It is based on the delay experienced by individual vehicles executing various movements. The delay is related to the number of vehicles intending to make a particular movement, compared to the estimated capacity for that movement. The capacity is based on a number of criteria related to the opposing traffic flows and intersection geometry.

The highest possible rating is LOS A, under which the average total delay is equal to or less than 10.0 seconds per vehicle. When the average delay exceeds 80 seconds for signalized intersections, 50 seconds for unsignalized intersections or when the volume to capacity ratio is greater than 1.0, the movement is classed as LOS F.

Table 2.2 summarizes the results of the intersection operational analysis under existing conditions, including the AM and PM peak hour LOS, v/c ratios, and 95th percentile queues.

The results indicate that the study area intersections are operating with acceptable levels of service, except for the following critical movements:

Commissioners Road West and Beachwood Avenue/Andover Drive

- ▶ The northbound left-turn movement is operating with 95th percentile queues exceeding the available storage of 20 metres during the AM and PM peak hours;
- ▶ The northbound right-turn movement is operating with 95th percentile queues exceeding the available storage of 15 metres during the AM peak hour; and



- ▶ The southbound left-turn movement is operating with 95th percentile queues exceeding the available storage of 20 metres during the AM and PM peak hours.

Commissioners Road West and West Street

- ▶ The southbound approach is forecast to operate with LOS F and a v/c ratio greater than 0.90 during the PM peak hour, primarily due to the side street stop control at West Street.

Appendix C contains the detailed Synchro 12 reports.



TABLE 2.2: EXISTING TRAFFIC OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction/Movement/Approach																
				Eastbound				Westbound				Northbound				Southbound				Overall
				Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
AM Peak Hour	Beachwood Avenue & Base Line Road West	AWSC	LOS Delay V/C Q	< < < <	B 15 0.55 25	> > > >	B 15	< < < <	B 12 0.37 13	> > > >	B 12	< < < <	B 11 0.25 8	> > > >	B 11	< < < <	B 10 0.22 6	> > > >	B 10	
	Andover Drive/Beachwood Avenue & Commissioners Road West	TCS	LOS Delay V/C Q Stor. Avail.	A 7 0.11 8 50 42	A 8 0.41 64 - -	> > > >	A 8	A 8 0.11 7 60 53	A 7 0.34 46 - -	> > > >	A 7	D 42 0.38 21 20 -1	D 46 0.59 48 23 15 -	B 17 0.41 - -8	C 35	E 58 0.68 36 20 -16	D 47 0.69 50 - -	> > > >	D 51	B 16
	Commissioners Road West & West Street	TWSC	LOS Delay V/C Q Stor. Avail.	A 10 0.03 1 55 54	A 0 0.00 0 - -	> > > >	A 0	A 0 0.00 0 50 50	A 0 0.00 0 - -	> > > >	A 0	< < < <	A 0 0.00 0 - -	> > > >	A 0	< < < <	D 26 0.23 6 - -	> > > >	D 26	
	West Street & Base Line Road West	TWSC	LOS Delay V/C Q		A 0 0.00 0	> > > >	A 0	< < < <	A 8 0.03 1		A 1	B 10 0.08 2		> > > >	B 10					
PM Peak Hour	Beachwood Avenue & Base Line Road West	AWSC	LOS Delay V/C Q	< < < <	C 16 0.56 26	> > > >	C 16	< < < <	C 22 0.52 22	> > > >	C 16	< < < <	B 14 0.43 16	> > > >	B 14	< < < <	B 12 0.30 9	> > > >	B 12	
	Andover Drive/Beachwood Avenue & Commissioners Road West	TCS	LOS Delay V/C Q Stor. Avail.	B 16 0.28 15 50 35	B 11 0.41 66 - -	> > > >	B 12	B 16 0.38 31 60 29	B 14 0.57 106 - -	> > > >	B 14	F 82 0.85 43 20 -23	C 34 0.45 49 14 15	B 10 0.23 - 1	D 41	C 32 0.30 22 20 -2	D 46 0.79 83 - -	> > > >	D 44	C 21
	Commissioners Road West & West Street	TWSC	LOS Delay V/C Q Stor. Avail.	B 13 0.06 2 55 53	A 0 0.00 0 - -	> > > >	A 0	A 0 0.00 0 50 50	A 0 0.00 0 - -	> > > >	A 0	< < < <	F 136 0.04 1 - -	> > > >	F 136	< < < <	F 364 1.40 56 - -	> > > >	F 364	
	West Street & Base Line Road West	TWSC	LOS Delay V/C Q		A 0 0.00 0	> > > >	A 0	< < < <	A 8 0.05 1		A 1	B 12 0.20 5		> > > >	B 12					

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

V/C - Volume to Capacity Ratio

Q - 95th Percentile Queue Length (m)

Stor. - Existing Storage (m)

Avail. - Available Storage (m)

TCS - Traffic Control Signal

TWSC - Two-Way Stop Control

AWSC - All-Way Stop Control

</> - Shared with through movement



3 Development Concept

3.1 Description

The subject site is located at the northwest corner of Commissioners Road West and West Street. The proposed development includes an eight-storey 82-unit apartment building with a full-moves access to West Street.

The development is assumed to be completed by 2030.

Figure 3.1 shows the development concept.



3.2 Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual³ rates for LUC 221 (Multifamily Housing, Mid Rise) have been used to estimate the peak hour traffic volumes generated by the subject development.

Appendix D contains the ITE data sheets.

Table 3.1 summarizes the forecast number of net new trips generated by the proposed development.

TABLE 3.1: TRIP GENERATION

Land Use	Number of Units	AM Peak Hour				PM Peak Hour			
		Rate	In	Out	Total	Rate	In	Out	Total
LUC 221 - Multifamily Housing (Mid-Rise)	82	Eq	6	21	27		21	12	33
Total Trip Generation			6	21	27		21	12	33

LUC 221 - AM: $T = 0.42(X) - 7.77$ | PM: $T = 0.36(X) + 3.07$

3.3 Trip Distribution and Assignment

The trip distribution was determined based on existing travel patterns within the study area. Table 3.2 displays the breakdown of trip distributions used in this study.

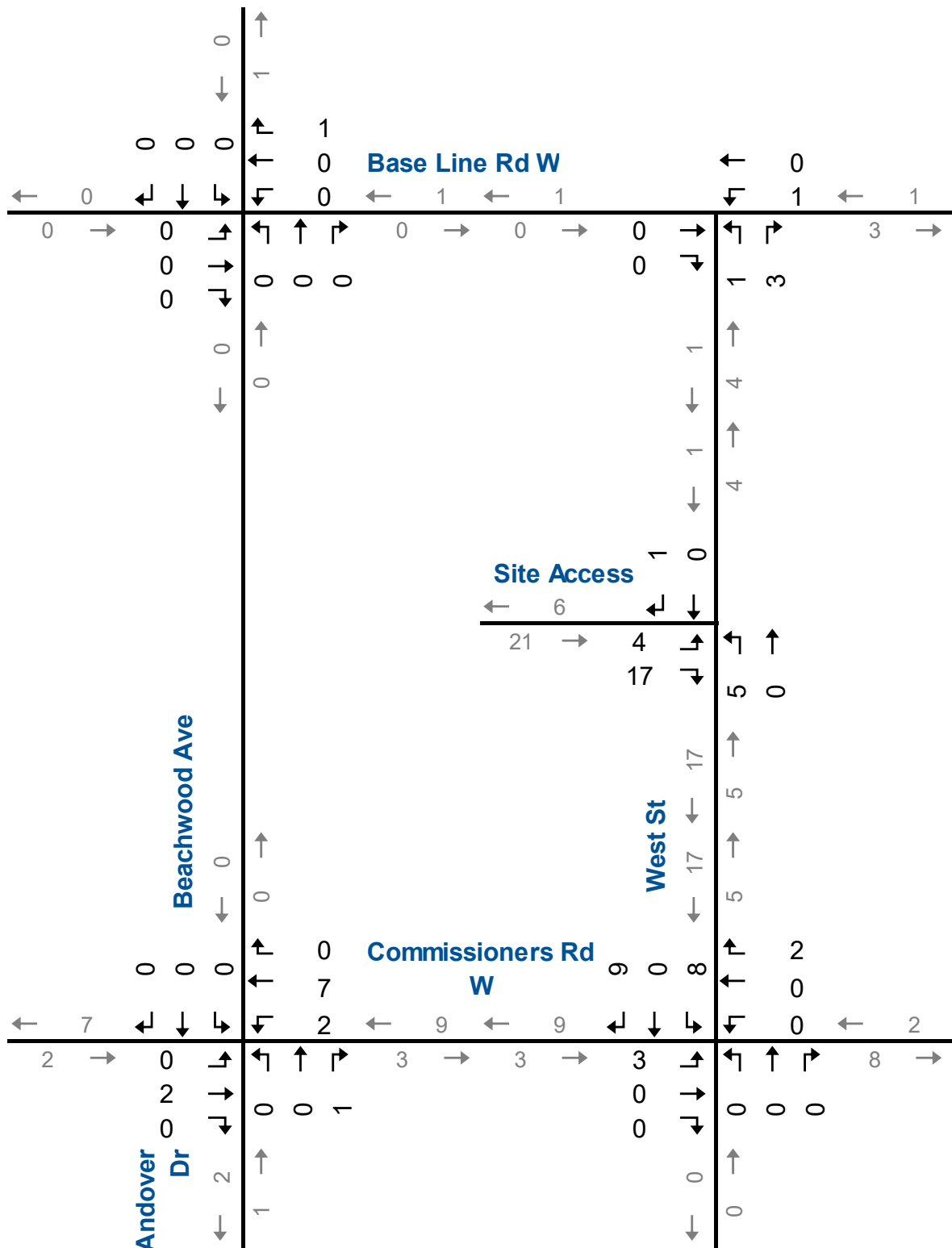
TABLE 3.2: ESTIMATED TRIP DISTRIBUTION

Direction	Distribution
North via Beachwood Ave	5%
South via Andover Dr	10%
East via Commissioners Rd W	40%
East via Base Line Rd W	15%
West via Commissioners Rd W	30%
Total	100%

Figure 3.2a and Figure 3.2b illustrates the site-generated traffic volumes for the AM and PM peak hours, respectively.

³ Institute of Transportation Engineers, *Trip Generation Manual*, 12th ed., (Washington, DC: ITE, 2025).





NTS



Site Generated Traffic Volumes AM Peak Hour

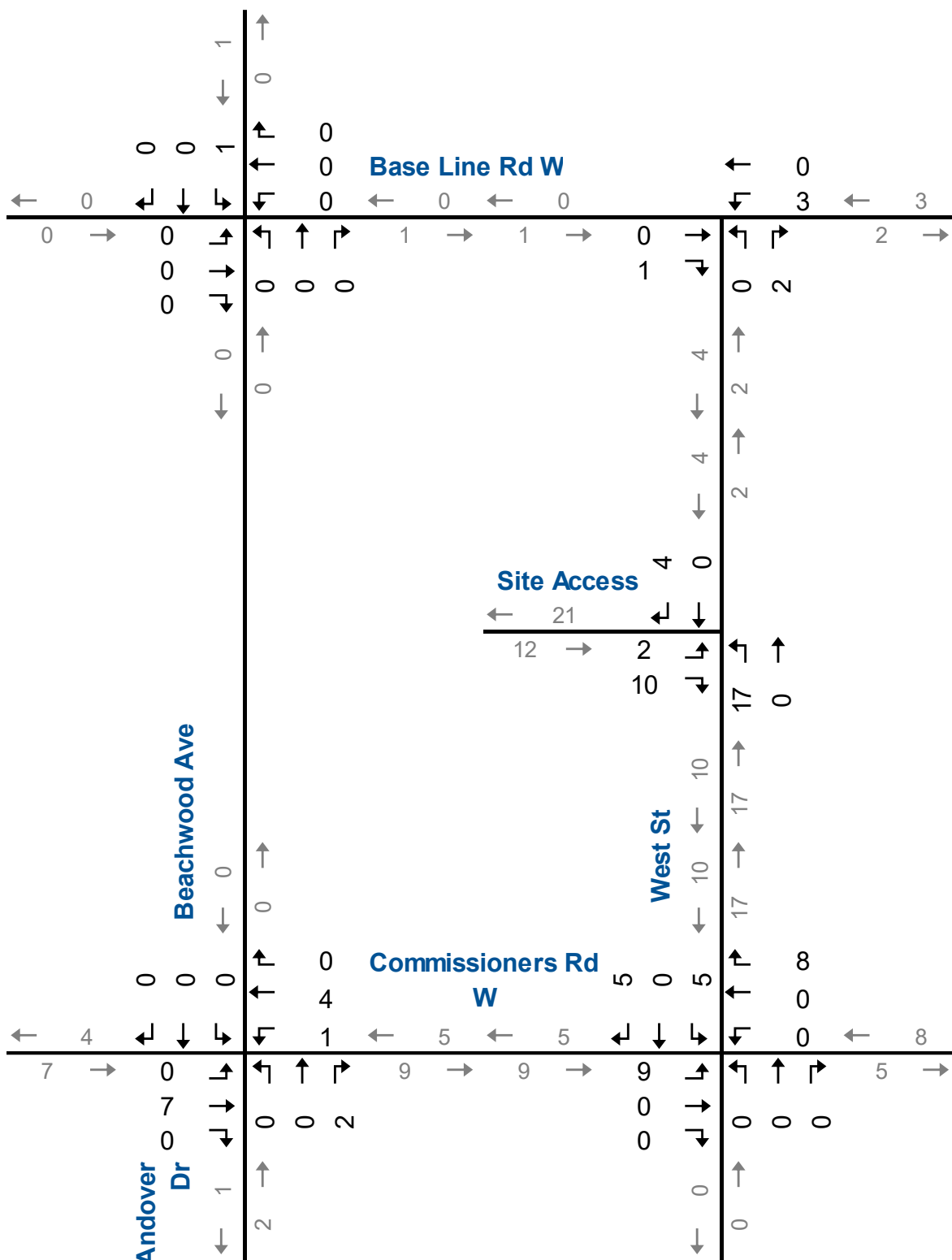


Figure 3.2b

4 Evaluation of Future Traffic Conditions

The assessment of future traffic conditions in this section includes estimates of future background and total traffic volumes, and the analyses for the 2035 horizon.

4.1 Background Traffic Forecasts

4.1.1 General Growth

To derive the 2035 generalized background traffic volumes, a growth rate of 2% was applied to the existing roadway traffic volumes. This growth rate was confirmed with the City during the pre-study consultation.

4.1.2 Other Area Developments

In addition to the above general traffic growth, the development at 129-131 Base Line Road West has been included in the background traffic forecasts.

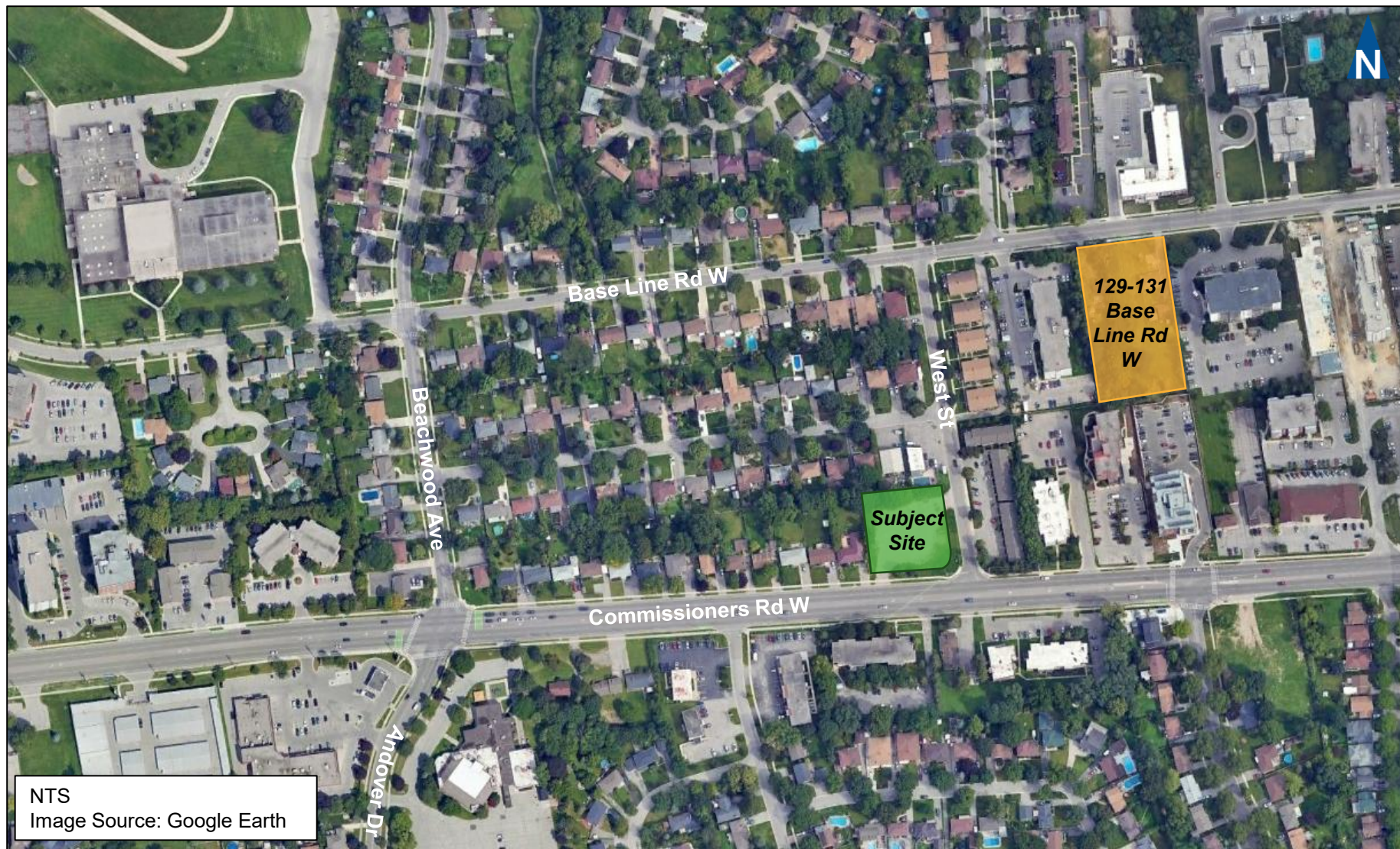
The development is located on the south side of Base Line Road West, east of West Street. The TIA completed in October 2022⁴ indicates that the development includes a 176-unit apartment building and is forecast to generate 62 AM peak hour trips and 68 PM peak hour trips.

Figure 4.1 illustrates the location of the other area development.

Appendix E contains the other area development traffic volumes.

⁴ F.R. Berry & Associates, *129-131 Base Line Road West London Traffic Impact Assessment*, October 2022.





Other Area Development Location

219 Commissioners Road West, London TIA
250813

Figure 4.1

4.2 Background Traffic Operations

Figure 4.2a and **Figure 4.2b** illustrate the 2035 background traffic volumes, including road traffic growth and other area development traffic.

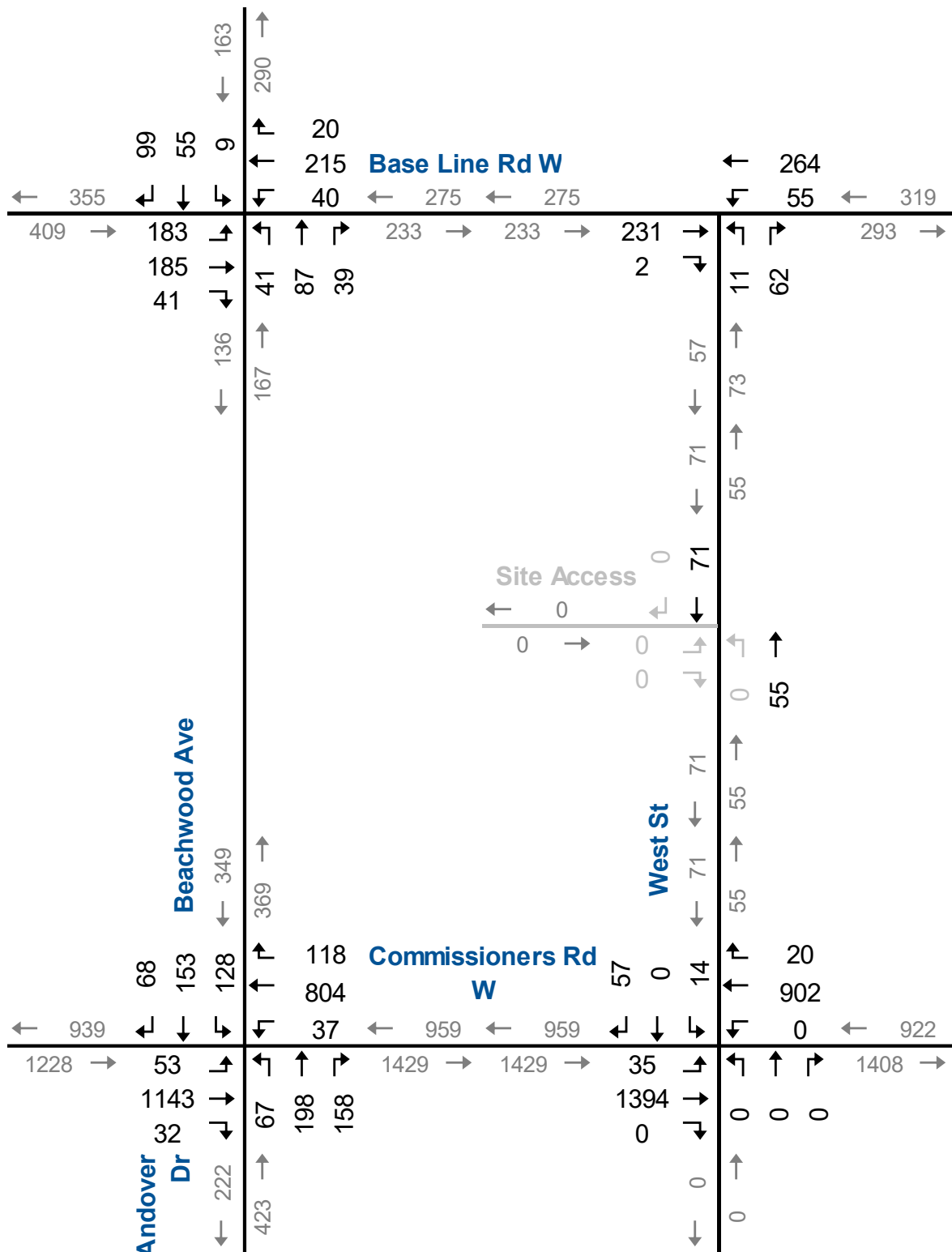
The 2035 background traffic volumes have been analyzed using the same methodology as under existing traffic conditions. Signal timings have not been optimized.

Table 4.1 summarizes the results of the 2035 background traffic operations. The results indicate that the study area intersections are forecast to operate with the same critical movements as under existing traffic conditions, with the addition of the following movements at Commissioners Road West and Beachwood Avenue/Andover Drive:

- ▶ The eastbound left-turn movement is forecast to operate with 95th percentile queues exceeding the available storage of 60 metres during the PM peak hour;
- ▶ The northbound left-turn movement is forecast to operate with LOS F and a v/c ratio greater than 0.90 during the PM peak hour; and
- ▶ The northbound right-turn movement is forecast to operate with 95th percentile queues exceeding the available storage of 15 metres during the PM peak hour.

Appendix F contains the supporting detailed Synchro 12 reports.





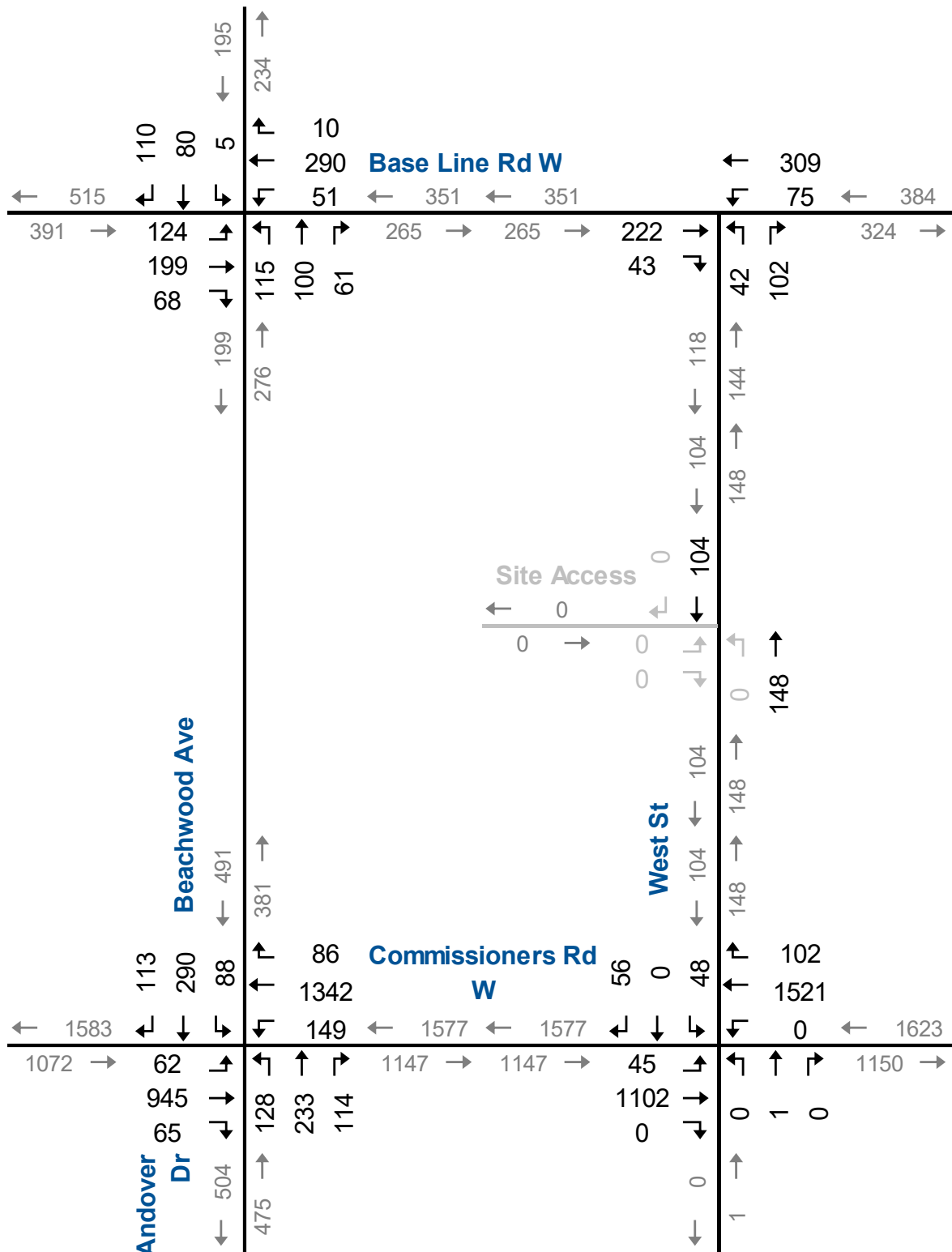


TABLE 4.1: 2035 BACKGROUND TRAFFIC OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction/Movement/Approach																Overall
				Eastbound				Westbound				Northbound				Southbound				
				Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
AM Peak Hour	Beachwood Avenue & Base Line Road West	AWSC	LOS Delay V/C Q	< 24 < 0.73 < 47	> > > >	C 24	< 24 < 0.49 < 21	> > > >	B 15	< 15 < 0.34 < 11	> > > >	B 13	< 13 < 0.31 < 10	> > > >	B 12					
	Andover Drive/Beachwood Avenue & Commissioners Road West	TCS	LOS Delay V/C Q Stor. Avail.	B 11 0.19 13 50 37	B 11 0.54 102 - -	> > > > >	B 11	B 12 0.20 10 60 50	A 10 0.45 73 - -	> > > > >	A 10	D 42 0.45 23 20 -3	D 43 0.61 54 15 -	C 29 0.49 36 15 -21	D 37	E 67 0.79 43 20 -23	D 45 0.72 58 -	> > > > >	D 53	B 19
	Commissioners Road West & West Street	TWSC	LOS Delay V/C Q Stor. Avail.	B 11 0.06 2 55 53	A 0 0.00 0 - -	> > > > >	A 0	A 0 0.00 0 50 50	A 0 0 0 - -	> > > > >	A 0	< 0 0.00 0 - -	A 0	< 0 0.49 18 -	E 49	> > > > >	E 49			
	West Street & Base Line Road West	TWSC	LOS Delay V/C Q		A 0 0.00 0	> > > >	A 0	< 8 0.05 1		> > >	A 1	B 11 0.12 3		> > >	B 11					
PM Peak Hour	Beachwood Avenue & Base Line Road West	AWSC	LOS Delay V/C Q	< 32 < 0.80 < 58	D > > >	D 32	< 28 < 0.75 < 47	> > > >	D 28	< 22 < 0.61 < 31	> > > >	C 22	< 16 < 0.44 < 16	> > > >	C 16					
	Andover Drive/Beachwood Avenue & Commissioners Road West	TCS	LOS Delay V/C Q Stor. Avail.	F 90 0.84 38 50 12	B 20 0.56 90 - -	> > > > >	B 20	D 47 0.78 64 60 -4	C 24 0.78 152 - -	> > > > >	C 24	F 130 1.05 64 20 -44	C 31 0.47 60 15 -	B 12 0.24 19 15 -4	D 53	C 30 0.34 28 20 -8	D 44 0.82 111 -	> > > > >	D 42	C 29
	Commissioners Road West & West Street	TWSC	LOS Delay V/C Q Stor. Avail.	C 17 0.14 4 55 51	A 0 0.00 0 - -	> > > > >	A 1	A 0 0.00 50 50	A 0 0 0 -	> > > > >	A 0	< 390 0.11 2 - -	F 390	< 1908 4.54 105 -	F 1908	> > > > >	F 1908			
	West Street & Base Line Road West	TWSC	LOS Delay V/C Q		A 0 0.00 0	> > > >	A 0	< 8 0.07 2		> > >	A 2	B 14 0.29 9		> > >	B 15					

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

V/C - Volume to Capacity Ratio

Q - 95th Percentile Queue Length (m)

Stor. - Existing Storage (m)

Avail. - Available Storage (m)

TCS - Traffic Control Signal

TWSC - Two-Way Stop Control

AWSC - All-Way Stop Control

</> - Shared with through movement



4.3 Total Traffic

Figure 4.3a and **Figure 4.3b** illustrate the 2035 total traffic volumes, including trips generated by the proposed development.

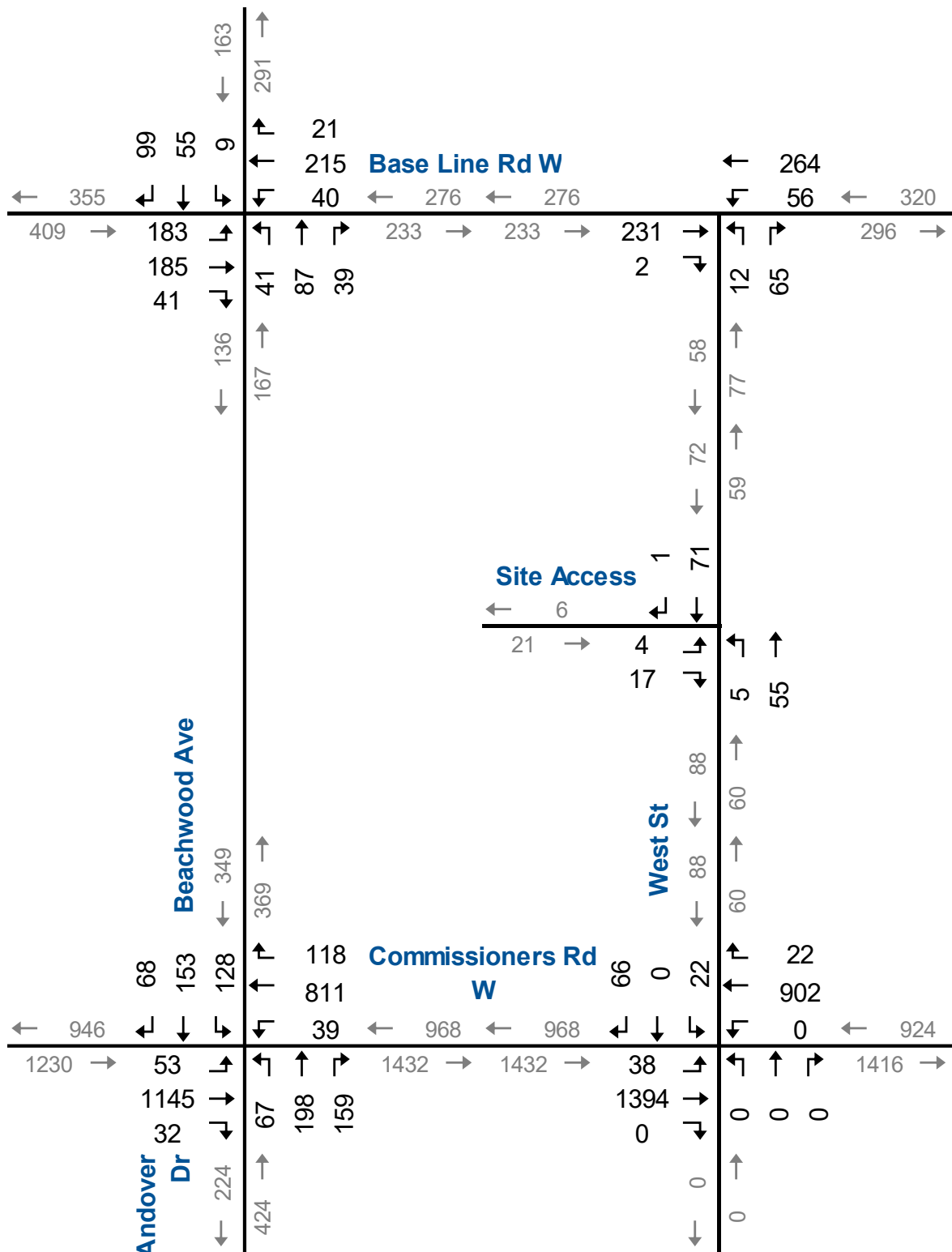
The 2035 total traffic volumes have been analyzed using the same methodology as under existing and background traffic conditions. Signal timings have not been optimized.

Table 4.2 summarizes the results of the 2035 total traffic operations. The results indicate that the study area intersections are forecast to operate with the same critical movements as under background conditions.

The site traffic is forecast to have minimal impact on all study area intersections, except for the southbound approach at the intersection of West Street and Commissioners Road West which already operates with poor levels of service under existing traffic conditions due to side street stop control. It is noted that there are alternative routes (i.e. Gladman Avenue/Beachwood Avenue or West Street/Base Line Road West) available to residents in the area, including those of the proposed development, if they choose to avoid delays during peak hours at the West Street and Commissioners Road West intersection.

Appendix G contains the supporting detailed Synchro 12 reports.

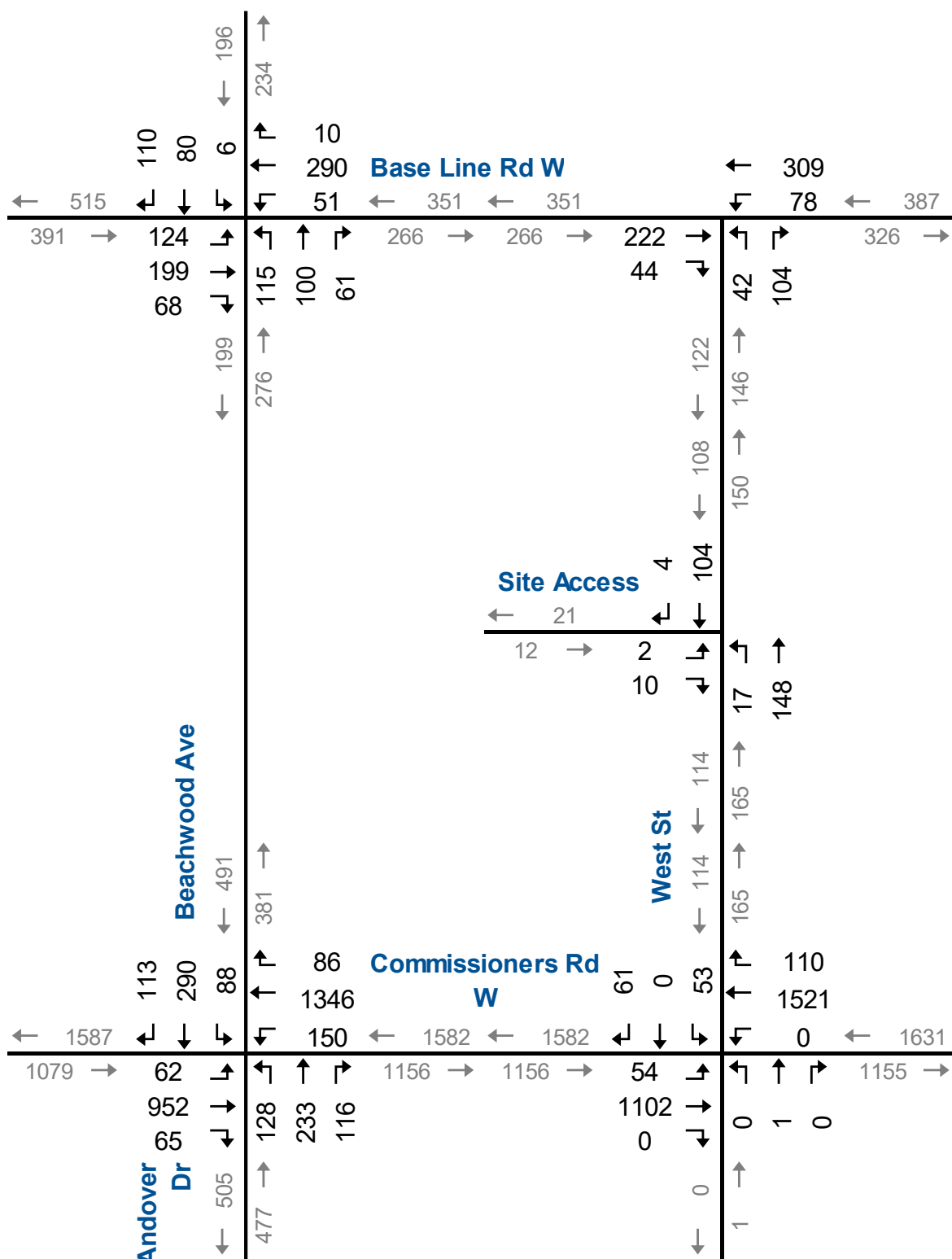




NTS



2035 Total Traffic Volumes AM Peak Hour



219 Commissioners Road West, London T1A
250813

Figure 4.3b

TABLE 4.2: 2035 TOTAL TRAFFIC OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction/Movement/Approach																	Overall
				Eastbound				Westbound				Northbound				Southbound					
				Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach		
AM Peak Hour	Beachwood Avenue & Base Line Road West	AWSC	LOS Delay V/C Q	< < <	C 24 0.73 47	> > >	C 24	< < <	B 15 0.50 21	> > >	B 15	< < <	B 13 0.34 11	> > >	B 13	< < <	B 12 0.31 10	> > >	B 12		
	Andover Drive/Beachwood Avenue & Commissioners Road West	TCS	LOS Delay V/C Q Stor. Avail.	B 11 0.20 13 50 37	B 11 0.54 102 - -	> > >	B 11	B 12 0.21 11 60 49	A 10 0.45 74 - -	> > >	A 10	D 42 0.45 23 20 -3	D 43 0.61 54 15 -	C 29 0.49 37 - -22	D 38	E 67 0.79 43 20 -23	D 45 0.72 58 - -	> > >	D 53	B 19	
	Commissioners Road West & West Street	TWSC	LOS Delay V/C Q Stor. Avail.	B 11 0.06 2 55 53	A 0 0.00 0 - -	> > >	A 0	A 0 0.00 0 50 50	A 0 0.00 0 - -	> > >	A 0	< < <	A 0 0.00 - -	> > >	A 0	< < <	F 86 0.74 32 - -	> > >	F 86		
	West Street & Base Line Road West	TWSC	LOS Delay V/C Q	< < <	A 0 0.00 0	> > >	A 0	< < <	A 8 0.05 1	> > >	A 1	B 11 0.12 3	> > >	B 11							
	West Street & Site Access	TWSC	LOS Delay V/C Q	A 9 0.02 1	< < <	> > >	A 9					< < <	A 7 0.00 0	> > >	A 1		A 0 0.00 0	> > >	A 0		
PM Peak Hour	Beachwood Avenue & Base Line Road West	AWSC	LOS Delay V/C Q	< < <	D 32 0.81 58	> > >	D 32	< < <	D 28 0.75 47	> > >	D 28	< < <	C 22 0.62 31	> > >	C 22	< < <	C 16 0.44 16	> > >	C 16		
	Andover Drive/Beachwood Avenue & Commissioners Road West	TCS	LOS Delay V/C Q Stor. Avail.	F 93 0.85 38 50 12	B 16 0.57 91 - -	> > >	C 20	D 48 0.79 65 60 -5	C 21 0.78 153 - -	> > >	C 24	F 130 1.05 64 20 -44	C 31 0.47 60 15 -	B 12 0.24 19 - -4	D 53	C 30 0.34 28 20 -8	D 44 0.82 111 - -	> > >	D 42	C 29	
	Commissioners Road West & West Street	TWSC	LOS Delay V/C Q Stor. Avail.	C 17 0.17 4 55 51	A 0 0.00 0 - -	> > >	A 1	A 0 0.00 0 50 50	A 0 0.00 0 - -	> > >	A 0	< < <	F 424 0.11 2 - -	> > >	F 424	< < <	F 2327 5.41 117 - -	> > >	F 2327		
	West Street & Base Line Road West	TWSC	LOS Delay V/C Q	< < <	A 0 0.00 0	> > >	A 0	< < <	A 8 0.07 2	> > >	A 2	B 15 0.30 9	> > >	B 15							
	West Street & Site Access	TWSC	LOS Delay V/C Q	A 9 0.01 0	< < <	> > >	A 9					< < <	A 8 0.01 0	> > >	A 1		A 0 0.00 0	> > >	A 0		

MOE - Measure of Effectiveness

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Delay - Average Delay per Vehicle in Seconds

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TCS - Traffic Control Signal

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AWSC - All-Way Stop Control

</> - Shared with through movement



4.4 Site Access

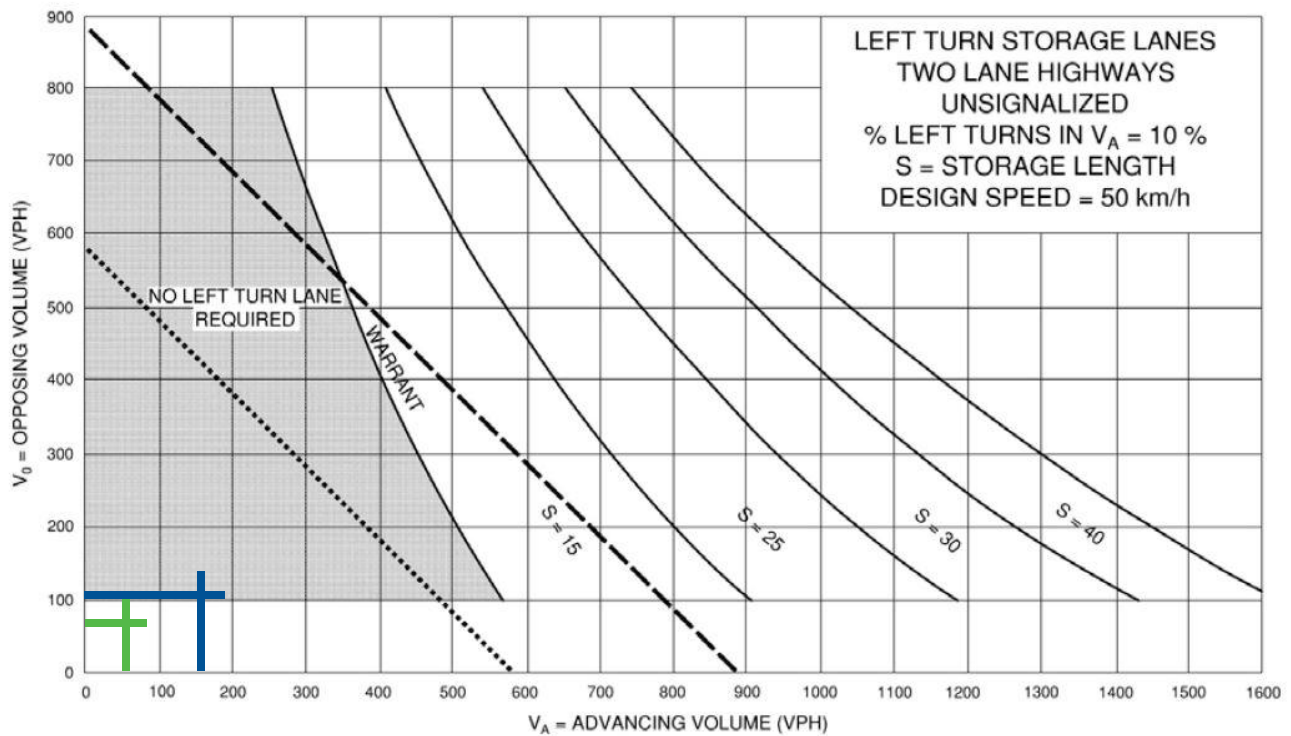
*The Ministry of Transportation Design Supplement for the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads*⁵ provides guidance on the assessment and/or need for auxiliary left-turn lanes.

Warrants have been calculated for northbound left-turns at West Street and the proposed site access. The warrant was calculated using the nomographs for left-turn lanes on a two-lane undivided highway at an unsignalized intersection with a design speed of 50 km/h (10 km/h over the posted speed limit). Based on this criterion, a northbound left-turn lane is not warranted under 2035 total traffic conditions.

Figure 4.4 shows the warrant nomographs.

⁵ Ontario Ministry of Transportation, *MTO Design Supplement for TAC Geometric Design Guide for Canadian Roads*, (Toronto: Queen's Printer for Ontario, 2023).





— AM Peak Hour — PM Peak Hour



Northbound Left-Turn Lane Warrants 2035 Total Traffic West Street & Site Access

5 Transportation Demand Management

Transportation Demand Management (TDM) refers to ways of making the capacity of roads more efficient by reducing vehicle demand. TDM approaches consider how people's choices of travel mode are affected by land use patterns, development design, parking availability, parking cost, and the relative cost, convenience, and availability of alternative modes of travel. Various TDM strategies are used to influence those factors so that the alternatives are more competitive with single-occupancy travel and potentially reduce reliance on motor vehicles.

The City of London requires TIA submissions to include a suitable travel demand management plan with reasonable measures to facilitate reduced automobile reliance and promote transit, cycling and walking for trips to and from the site. This requirement is consistent with the goal established by the *City's Mobility Master Plan (MMP)* to increase transit, walking and cycling modes to 32.5% by 2050⁶.

Potential TDM measures appropriate for the proposed development are discussed in this section.

5.1 Walking

The pedestrian accessibility of a development is essential in helping to ensure that those that can walk, have access to accessible pedestrian connections.

As discussed in **Section 2.2**, the following sidewalks are provided within the study area:

- ▶ Both sides of Commissioners Road West and Andover Drive;
- ▶ Both sides of Beachwood Avenue between Commissioners Road West and Base Line Road West, and on the west side to the north of Base Line Road West;
- ▶ Both sides of Base Line Road West, except between Beachwood Avenue and West Street where sidewalks are only provided on the north side of the roadway; and
- ▶ East side of West Street.

Crosswalks and pedestrian activated push buttons are provided on all legs of the signalized intersection of Commissioners Road West and

⁶ Arcadis Professional Services (Canada) Inc., *City of London Mobility Master Plan*, July 2025.



Andover Drive/Beachwood Avenue and at Commissioners Road West and Viscount Road.

A pedestrian crossing is provided on Base Line Road West at West Street, and crosswalks are provided on all approaches at the all-way stop control intersection of Base Line Road West and Beachwood Avenue.

The Site Plan indicates that walkways are proposed on-site with multiple connections to the existing sidewalks on Commissioners Road West and future sidewalks on West Street along the frontage of the site.

5.2 Cycling

Bike lanes are provided on both sides of Commissioners Road West to the west of West Street and on the south side between West Street and Viscount Road. In addition, bike lanes are provided on both sides of Base Line Road West east of Cotswold Gate, and shared bike lanes are provided on Andover Drive and Beachwood Avenue.

To promote the use of these cycling facilities, the *City's Zoning By-law Z.-17* requires bicycle parking at 0.90 long-term and 0.10 short-term spaces per unit (74 long-term and 9 short-term spaces). Therefore, a total of 83 bicycle parking spaces is required on-site.

The development is proposing short-term and long-term bicycle parking to meet the Zoning By-law requirement. Long-term bicycle parking is proposed in a secure location within the building and short-term bicycle parking is proposed through bike racks in convenient locations near main building entrances.

5.3 Transit

As discussed in **Section 2.3**, two bus routes currently service the study area including Route 19 and 53. The closest stops are located on Hyde Park Road with the southbound stop located immediately north of North Routledge Park and the closest northbound stop located opposite the subject site.

Although Route 53 operates within the study area, no stops are located nearby.

⁷ City of London Zoning By-Law Z.-1, section 4.



Route 19 provides good connectivity to the broader network and key destinations within the City including malls, Downtown London, and universities/colleges.

The nearby bus stops are easily accessible via the existing sidewalks within the study area and the signalized intersection of Hyde Park Road and Gainsborough Road which provides crosswalks and pedestrian activated push buttons on all approaches.

The *City's MMP* identifies Commissioners Road West as a proposed transit friendly corridor in the near term (to 2035).

5.4 Parking Management

To further encourage residents of the development to utilize sustainable travel modes, parking spaces could be sold separately from the cost to rent/purchase a unit. This practice of 'unbundling' parking from the unit is also more equitable and efficient since occupants are not forced to pay for parking they do not need.

5.5 Carshare

Car sharing refers to automobile rental services intended to substitute for private vehicle ownership. It makes occasional use of a vehicle affordable while providing an incentive to minimize driving and rely on alternative travel options as much as possible.

Communauto (VRTUCAR) is currently the only car share provider in the City of London and has seven locations. The closest is located at the Elmwood Avenue Presbyterian Church (2 kilometres from the subject site).

The availability of a car share space in a premium location on-site would allow residents who normally would not need a vehicle for their daily activities to be comfortable with the decision to not own a vehicle.

5.6 Wayfinding and Travel Planning

Increasing awareness of sustainable transportation opportunities for residents and visitors of the development should be considered.

Providing a welcome package that outlines the available active transportation options can be helpful to encourage new residents to educate themselves on the support for alternative modes near the subject site. Posting real-time transit and active transportation information in common areas can further support this education.



General education of all modes of transportation, including their benefits and how to make the best use of them, are a key component to TDM success. The strategies require cooperation and coordination with several partners, including transit providers, building owners, area municipalities as well as residents.

By educating about sustainable modes of travel as well as providing travel demand management tools and incentives, TDM can be further integrated within the development to promote all modes of transportation.



6 Conclusions and Recommendations

6.1 Conclusions

Based on the investigations carried out, it is concluded that:

- ▶ **Existing Traffic Conditions:** The study area intersections are operating with acceptable levels of service, except for the following movements:
 - Commissioners Road West and Beachwood Avenue/Andover Drive: The northbound left-turn movement is operating with queueing issues during the AM and PM peak hours;

The northbound right-turn movement is operating with queueing issues during the AM peak hour; and

The southbound left-turn movement is operating with queueing issues during the AM and PM peak hours.
 - Commissioners Road West and West Street: The southbound approach is noted to operate with poor levels of service during the PM peak hour primarily due to the side street stop control at West Street.
- ▶ **Development Trip Generation:** The development is forecast to generate 27 and 33 trips during the AM and PM peak hours, respectively. The total trip generation during either peak hour is noted to be less than 40 vehicles per hour, and trips assigned to the road network are minimal except for the southbound approach at the West Street and Commissioners Road West intersection.
- ▶ **2035 Background Traffic Conditions:** The study area intersections are forecast to operate with the same critical movements as under existing traffic conditions, with the addition of the following movements at Commissioners Road West and Beachwood Avenue/Andover Drive:
 - The eastbound left-turn movement is forecast to operate with queueing issues during the PM peak hour;
 - The northbound left-turn movement is forecast to operate with poor levels of service during the PM peak hour; and
 - The northbound right-turn movement is forecast to operate with queueing issues during the PM peak hour.



- ▶ **2035 Total Traffic Conditions:** The study area intersections are forecast to operate with the same critical movements as under background traffic conditions.

The site traffic is forecast to have minimal impact on all study area intersections, except for the southbound approach at the intersection of West Street and Commissioners Road West which already operates with poor levels of service under existing traffic conditions due to side street stop control. It is noted that there are alternative routes (i.e. Gladman Avenue/Beachwood Avenue or West Street/Base Line Road West) available to residents in the area, including those of the proposed development, if they choose to avoid delays during peak hours at the West Street and Commissioners Road West intersection.

Site Access: The site access is projected to operate well, and a northbound left-turn lane is not warranted on West Street at the proposed site access under 2035 total traffic conditions.

- ▶ **Transportation Demand Management:** The following TDM measures are proposed on-site or provided nearby:
 - Sidewalks on both sides of all study area roadways, except for the south side of Base Line Road West between Beachwood Avenue and West Street, the east side of Beachwood Avenue north of Base Line Road West, and on the west side of West Street;
 - On-site walkways with connections to future sidewalks along the west side of West Street along the frontage of the subject site and existing sidewalks on Commissioners Road West;
 - Bicycle parking on-site to meet the zoning requirements;
 - Bike lanes on Commissioners Road West west of Viscount Road, shared bike lanes on Beachwood Avenue and Andover Drive, and bike lanes on both sides of Base Line Road West east of Cotswold Gate; and
 - Access to multiple bus transit routes that provide good connectivity to the broader network and major destinations.

In addition to the above, the following measures are appropriate for consideration:

- Parking unbundled from the sale/rent of apartment units;
- Carshare space/vehicle in a convenient location on-site; and



- Transit, carshare and active transportation information provided in a welcome package to new residents and/or posted in a central location on-site.

6.2 Recommendations

Based on the findings of this study, it is recommended that the development be considered for approval as proposed.



Appendix A

Pre-Study Consultation



Appendix B

Existing Traffic Data



Appendix C

Existing Traffic Operations Reports



Appendix D

ITE Data Sheets



Appendix E

Other Area Development Traffic Volumes



Appendix F

2035 Background Traffic Operations Reports



Appendix G

2035 Total Traffic Operations Reports

