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Re: 210 – 222 College Avenue East – Transportation Impact Study Update & Response to Comments (File No. OZS26-003)

Dear Mr. Brill,

1.0 INTRODUCTION

BA Group is retained by EM Guelph Developments Limited Partnership to provide transportation advisory services in relation to Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications being made to the City of Guelph to permit a purpose-built post-secondary student residence on the lands municipally addressed 210 – 222 College Avenue East in the City of Guelph (the "Site").

The Site is located on College Avenue East in Guelph, immediately north of the University of Guelph campus and approximately 130 metres east of the College Avenue East / East Ring Road intersection. The Site location provides an excellent connection to the University of Guelph and is in close proximity to various amenities, allowing future residents to travel without relying on a personal automobile.

1.1 Background

1.1.1 Previous Application

By way of context, initial OPA and ZBA applications were made to the City of Guelph in January 2026. As part of the initial application process, BA Group prepared a report titled *"210 – 222 College Avenue East Purpose – Built Post – Secondary Student Residence Transportation Impact Study City of Guelph*" dated January 2026.

The development concept proposed in the initial application included, from a transportation perspective, 153 units (529 beds), 65 parking spaces, 210 bicycle parking spaces, one (1) loading space, and a single consolidated driveway provided from College Avenue East (adjacent to the east limit of the Site).

1.1.2 Agency Comments

City of Guelph Development Planning and Transportation staff have provided transportation-related comments on the initial January 2026 application in two memoranda: the Development Planning Staff memo dated May 2026 and the Engineering and Transportation Services memo dated April 29, 2026. Key themes of staff comments include:

- The adequacy of the proposed parking supply;
- Site Access arrangements; and,
- Proposed pick-up / drop-off arrangements.

1.2 Changes to the Proposed Development

The current development proposal has remained generally consistent from a transportation perspective, with no changes to the loading supply / arrangements, parking arrangements (minor changes to the supply), Site access arrangements, or the bicycle parking supply. However, the overall number of units / beds has decreased since the initial submission, thus increasing the overall parking supply ratio for the proposed development.

Since the initial application in January 2026, a comprehensive Mobility Strategy has been developed for the Site which is intended to leverage the area context and availability of alternative travel modes to reduce reliance on personal automobile use. Details of the revised development proposal are provided in **Section 2.0.**

1.3 This Study

This study forms part of the resubmission application of the OPA and ZBA applications for the proposed Site. The key aspects of this study include the following:

- A summary of the proposed changes to the transportation related elements of the development plan since the initial January 2026 submission;
- A review of the parking, loading, and bicycle parking provisions included in the updated development proposal;
- Additional information and discussion related to the adequacy of the proposed parking supply;
- A review of driver sightlines at the proposed Site driveway location;
- A summary of the proposed pick-up / drop-off arrangements; and,
- Responses to transportation-related comments provided by City of Guelph staff, outlined in their April and May 2026 memoranda.

2.0 DEVELOPMENT PROGRAM UPDATE

As noted above, the transportation-related aspects of the proposed development are generally consistent with the previous development concept, with an overall reduction in the proposed unit / bed count. **Table 1** compares the key transportation-related elements of the updated development concept to the January 2026 development concept. Reduced-scale architectural plans for the updated development concept are provided in **Appendix A.**

Table 1 Development Programme

Use		January 2026 Development Concept		Current Development Concept		Net Difference
Residential Unit Mix	2-Bedroom Units	24 units (48 beds)		12 units (24 beds)		-12 units (-24 beds)
	3-Bedroom Units	35 units (105 beds)		11 units (33 beds)		-24 units (-72 units)
	4-Bedroom Units	94 units (376 beds)		94 units (376 beds)		No change
	Total	**153 units (529 beds)**		**117 units (433 beds)**		**- 36 units (- 96 beds)**
Number of Parking Spaces	Residential	52 spaces	1.5 levels of parking	56 spaces	1.5 levels of parking	+ 4 spaces
	Visitor	13 spaces		12 spaces		-1 space
	Car Share	0 spaces		1 space		+1 space
	Total	**65 spaces**		**69 spaces**		**+ 4 spaces**
Comact Parking Provisions		6 spaces (9%)		10 spaces (14.5%)		+4 spaces
Number of Loading Spaces		1 loading space		1 loading space		No Changes to supply & arrangements
Proposed Access Location		1 driveway (from College Ave E)		1 driveway (from College Ave E)		No changes to driveway arrangements
Bicycle Parking Supply	Short Term Spaces	16 bicycle spaces		16 bicycle spaces		No changes to the supply / arrangements
	Long Term Spaces	194 bicycle spaces		194 bicycle spaces		
	Total Spaces	**210 bicycle spaces**		**210 bicycle spaces**		

2.1 Site Access Arrangements

The vehicular access arrangements are generally consistent with the previous January 2026 development concept. A single vehicular driveway is proposed from College Avenue East approximately 70 metres west of the College Avenue East / Fundas Lane intersection. This driveway is proposed to operate as a full movement side-street STOP controlled intersection.

Notably, an existing Site driveway for 222 College Avenue currently exists in the location proposed for the future Site driveway. A sight distance analysis has been conducted for the future driveway location and is provided in **Section 8.0.**

Pedestrian access to / from the Site continues to be provided via a primary entrance along the south frontage adjacent to College Avenue East as well as two supplemental accesses along the west frontage of the Site.

2.2 Vehicular Parking Supply

The proposed parking arrangements have generally remained consistent since the previous January 2026 development concept with minor changes to the parking supply allocation to address City staff comments and reflect the revised development proposal. Key changes to the parking supply allocation include

- The inclusion of a car share parking space in the underground parking garage;
- A minor reduction in the visitor parking supply to account for the reduced unit count; and
- A minor increase in the number of residential parking spaces.

The proposed parking supply of 69 parking spaces, including 56 resident, 12 residential visitor and 1 car share spaces, continues to be lower than Zoning By-law (2023)-20790 requirements. The proposed parking supply equates to an overall parking supply ratio of 0.59 spaces / unit (0.16 spaces / bed), which includes:

- A residential parking supply ratio of 0.47 spaces / unit (0.13 spaces / bed);
- A residential visitor parking supply ratio of 0.1 spaces / unit; and,
- 1 car share space.

It is our opinion that although the proposed parking supply is lower than the Zoning By-law requirements, the proposed parking supply is appropriate based on typical student travel characteristics, typical characteristics of student housing which influence travel behaviours, the area context, a review of other student housing precedents, and the broader Mobility Strategy for the Site. Further details related to the proposed Mobility Strategy are provided in **Section 2.7** and the appropriateness of the proposed parking supply is discussed in **Section 4.0.**

2.3 Compact Parking Supply

A total of 10 compact parking spaces (14.5% of supply) are included in the proposed parking supply, aligning with Zoning By-law (2023)-20790 permissions which specify a maximum supply of 15% compact parking spaces.

2.4 Loading Parking Supply

The updated development continues to include one loading space located on the P1 level of the Site to accommodate waste collection and general building maintenance / service operations. The loading space is located outside of the underground parking garage and is accessible via the drive aisle along the east frontage of the Site. An additional moving / storage loading space is proposed within the P1 level of the underground parking garage. The proposed loading arrangements will continue to service the revised development appropriately. Further detail on the proposed loading arrangements, including vehicle manoeuvring diagrams, can be found in the January 2026 Transportation Report.

2.5 Bicycle Parking Supply and Access

The proposed bicycle supply has remained unchanged since the January 2026 development concept, notwithstanding that the proposed unit and bed count have decreased since January 2026 (i.e., a reduction of 36 units / 96 beds).

A bicycle parking supply of 210 spaces, including 16 short-term and 194 long-term spaces, meets and exceeds the minimum Zoning By-law (2023)-20790 requirements.

Long-term bicycle parking spaces are proposed to be provided on the P2 level of the underground parking garage and can be accessed by the service elevator provided within the loading area on the east side of the Site. Short-term bicycle parking spaces are provided along the south frontage of the Site, fronting onto College Avenue East, offering convenient access to the Site's primary pedestrian entrance.

This additional supply of bicycle parking has been intentionally maintained as part of the Mobility Strategy for the Site, with these additional spaces being used to leverage the excellent cycling connections in the vicinity of the Site.

An e-bike lending program is being considered as part of the additional proposed bicycle parking supply. This program would provide residents with temporary access to an e-bike on an as-needed basis. The details of this proposed program will continue to be refined through future Site planning.

2.6 Pick-Up / Drop-Off Facilities and Access

The pick-up / drop-off arrangements for the Site have generally remained unchanged since the January 2026 development concept, with one formal pick-up / drop-off (PUDO) space on the ground floor, adjacent to the primary entrance, to accommodate short-term pick-up / drop-off activities.

In addition to the formal pick-up / drop-off space located on the ground floor, pick-up / drop-off activity can be accommodated within two other zones on-Site: the loading area and the “moving / storage” space located on the P1 level that can accommodate additional capacity if required for the Site.

Further details on the adequacy and the proposed pick-up / drop-off arrangements is provided in **Section 5.0.**

2.7 Mobility Strategy

As part of the updated development proposal, a comprehensive Mobility Strategy has been developed for the Site to encourage alternative travel modes and reduce reliance on the personal automobile. The Mobility Strategy leverages the Site's strong area context relative to the University of Guelph and area amenities, allowing residents and visitors to travel to / from the site without a personal automobile.

The Mobility Strategy is underpinned by the unique travel characteristics of students attending urban universities, which are influenced by:

- Proximity of housing to campus, which is the origin / destination of most trips made by students during school terms.
- Access from housing / campus to other non-institutional amenities, including grocery stores / food stores, pharmacies, banks, etc. Most universities offer some / all of these non-institutional amenities on campus, reducing the need to travel significant distances beyond campus.
- Access to a personal automobile and / or bicycle on an individual basis.
- Transit incentives provided by the University of Guelph by way of an unlimited use transit pass to all enrolled students.
- Increased propensity to rely on active transportation and transit for mobility needs than the personal automobile for the relative cost savings.
- Increased propensity to carpool to meet mobility needs requiring a personal automobile

2.7.1 Mobility Strategy Objectives

The following Mobility Strategy objectives have been established to guide the implementation of specific measures on the Site:

- Provide a complimentary range of mobility options for future site residents (students) to facilitate daily travel needs with emphasis on alternative travel modes.
- Provide an efficient parking supply that supports the expected needs of future tenants (students) while not oversupplying parking and inducing additional vehicular travel demands.
- Leverage the Site's strong geographic context relative to the University of Guelph and area transportation network to reduce reliance on the personal automobile for daily travel needs.

2.7.2 Mobility Strategy Measures

The following specific measures are proposed on the Site as part of the Mobility Strategy:

- Provide an efficient resident parking supply at a rate of 0.48 spaces / unit (0.13 spaces / bed) to meet the baseline vehicle needs of the Site, while not oversupplying parking and inducing additional vehicle demands.
- Provide 194 long-term bicycle parking spaces, exceeding the Zoning By-law (2023)-20790 requirement of 117 spaces (+77 long-term spaces).
- Explore opportunities to establish an e-bike lending program on the Site, which will form part of the overall bicycle parking supply and allow residents to have temporary access to an e-bike on an as-needed basis.
- Provide a car-share space on-site to provide opportunities for residents to make occasional vehicle trips, when required.
- Provide a dedicated pick-up / drop-off zone at-grade and in close proximity to the main building entrance to accommodate Uber / Lyft / taxi / ridesharing activities.
- Provide direct connectivity between key building entrances and the external active transportation network, including planned protected bicycle lanes and enhanced sidewalks along College Avenue.

Further details of the proposed mobility strategy as it relates to the proposed parking facilities are provided in **Section 4.0.**

3.0 CITY OF GUELPH COMMENTS

Transportation-related City of Guelph staff comments have been provided within two memoranda prepared by City's Development Planning Department, dated May 2026, and from the Engineering and Transportation Services Department, dated April 29, 2026. These comments are addressed herein, and responses have been organized by comment with a summary discussion which refers, as appropriate, to technical materials provided within this letter. Staff comments are provided in **Appendix B** for reference.

3.1 Development Planning Comments

Comment

Staff have concerns with the proposed parking rate of 0.42 parking spaces/ unit (or 0.12 parking spaces/ bed). Staff would note that other developments within the City of Guelph that are intended to be geared towards post-secondary school students have a minimum parking rate that generally works out to 0.25 parking spaces/ bed.

Response

Please refer to **Section 4.3 and Section 4.4** for more information regarding BA Group's review of the appropriateness of the proposed resident and residential visitor parking supplies.

Comment

Note: Table 5.2, the table that sets out minimum dimensions for parking spaces in the Zoning By-law is no longer under appeal. A parking space within a surface parking area or parking structure is required to be 2.75 metres wide x 5.5 metres long (excluding any obstructions). As such, a site-specific regulation is not required.

Response

Noted. The revised proposal includes 10 compact parking spaces, representing 14.5% of the total parking supply. These spaces will be 2.4 metres wide and 5.5 metres long in accordance with Zoning By-law (2023)-20790 requirements.

Comment

Staff would encourage the applicant to consider the provision of car share space(s) within the proposed development.

Response

Noted. One car share space is incorporated into the updated development concept. This car share space forms part of the broader Mobility Strategy for the Site. Please refer to the parking section (**Section 4.0**) for more information.

Comment

While the location of the proposed pickup and drop-off (PUDO) space location is not supported as discussed in Transportation staff's comments and Urban Design staff's comments, the provision of PUDO parking space(s) are in staff's opinion very important for this site given: there is no option for on-street parking in front of this site, no surface parking is proposed, and the concerns raised at the public meeting.

Based on the scale of the proposed development and the justification for a potential parking reduction, staff are concerned that the provision of 1 PUDO parking space may not be sufficient for this development. Please review.

Response

Please refer to **Section 5.0** for more information.

Comment

Alternative to the suggestion provided by Transportation staff, to promote cycling and support safe and convenient bicycle connections from the municipal right-of-way to the site, Planning staff recommend the applicant locate the long-term bicycle parking on the first storey of the building rather than on the P2 level, and provide a direct from the long-term bicycle parking area to the municipal right-of-way that is separate from the vehicle access driveway and won't require cyclists to travel through the loading bay.

Response

As noted in **Section 2.5,** additional long-term bicycle parking spaces are provided above Zoning By-law (2023)-20790 minimum requirements to leverage the Site's strong cycling connections and encourage alternative travel modes to / from the Site. The bicycle parking supply in the revised proposal remains on the P2 level, which is effectively one level below grade due to the natural grading of the Site. It is our opinion that the proposed location of the long-term bicycle parking is appropriate and accessible; however, BA Group will continue to review the proposed bicycle parking arrangements as part of the Site Plan Approval process.

3.2 Engineering and Transportation Services Comments

The following section addresses Engineering and Transportation Services staff comments 1 to 4. Please note that advisory comments 1 to 10 regarding the Site Plan Approval will be addressed in a future Site Plan Approval application.

Comment 1

Please provide a sightline assessment at the proposed site access, as visibility may be limited due to the crest along College Ave. Please confirm that adequate sight distance is provided in accordance with TAC guidelines. In addition, the current access geometry appears to extend beyond the easterly property line. Please revise the access design to ensure it is fully contained within the subject property and complies with City standards. Consider relocating the driveway to the west limit of the property to improve sightlines and shorten the walking distance for pedestrians to reach the existing signalized intersection at East Ring Road and College Avenue.

Response

Please refer to **Section 8.0** for more information.

Comment 2

A pick-up/ drop-off (PUDO) area is shown near the building entrance and appears to be intended for passenger pick-up and drop-off. Please review the location and operation of this space, as its proximity to the site access may create conflicts with entering and exiting vehicles and impact on internal circulation. Given the scale of the development, please clarify how pick-up/drop-off and short-term delivery activities (e.g., food delivery and parcel services) will be accommodated on site.

Response

As noted in **Section 5.0**, there are three zones on-Site where pick-up / drop-off activities can be accommodated, thereby distributing various short-term activities across the Site. Additionally, we note that pick-up / drop-off activities typically occur outside of street peak periods (e.g. mid-day deliveries, evening activity, etc.), it is anticipated that interaction between pick-up / drop-off activities and entering / exiting vehicles will be negligible.

There are benefits to providing a dedicated pick-up / drop-off space for short-term activity at-grade that is both near the Site's primary entrance and highly visible from the street, including encouraging vehicles to use the on-site facility rather than stopping on College Avenue East.

A pavement marking and signage plan will be provided at the Site Plan Application stage of the development that will indicate where specific on-Site activities are intended to occur and recommend corresponding control measures, as necessary.

As noted in **Section 5.0**, the pick-up / drop-off facilities can continue to be refined during the Site Plan Approvals stage of the project.

Comment 3

Update the TIS to review pedestrian access to and from the site, including connections to the existing sidewalk network along College Ave E. Pedestrian connectivity toward E Ring Rd is available; however, a gap in sidewalk continuity is noted to the east of the site (toward Dundas Lane). Please demonstrate how safe and continued pedestrian connections will be provided for residents at the site plan stage. The need for a pedestrian crossing along College Ave E should also be considered, subject to meeting City warrant requirements.

Response

It is our opinion that no additional pedestrian crossing locations along College Avenue East are required to accommodate the pedestrian volumes Associated with the Site. Based on the review of the travel patterns noted in BA Group's January 2026 Transportation Report, most of the pedestrian volumes have origins and destinations south and west of the site (i.e. in the direction of the University of Guelph and other key area amenities). Pedestrians looking to cross College Avenue East are expected to cross at the College Avenue East / East Ring Road intersection, given that this intersection serves as a northerly gateway to the University and represents the shortest path of travel to where pedestrians would be travelling.

Additionally, although it is unlikely that pedestrians would travel east of the Site, the City of Guelph is leading modifications to College Avenue East that will introduce a multi-use path along the Site frontage which will extend pedestrian connections east to Dundas Lane.

Based on the foregoing, it is our opinion that no additional pedestrian crossings are required at this time to serve the Site, as there are currently pedestrian connections that facilitate expected desired travel paths and further improvements are planned for the College Avenue corridor.

BA Group will continue to engage with City staff through the Site Plan approval process regarding pedestrian connectivity, if an additional pedestrian crossing near the Site frontage along College Avenue East continues to remain a priority for the City.

Comment 4

Update the TIS to provide a left-turn analysis at the site access. If warranted, a functional design is to be included to illustrate the proposed lane configuration along College Avenue.

Response

Please refer to **Section 7.0** for more information.

4.0 VEHICULAR PARKING UPDATE

4.1 Guelph Zoning By-law (2023)-20790 Vehicular Parking Requirements

The Site is subject to the residential parking rates for "Apartment Building" uses per Guelph Zoning By-law (2023)-20790. As confirmed through comments received from City of Guelph Development Planning staff, the Site is subject to the following vehicle parking rates, as summarized in **Table 2**.

Table 2 Zoning By-law (2023)-20790 Vehicular Parking Requirements

Use		Units	Minimum Parking Rate	Minimum Parking Requirement
Apartment Building	Resident	117 units	1.00 space / unit	**117 spaces**
	Residential Visitor		0.15 spaces / unit	**18 spaces**
	Total Residential			**135 spaces**

Notes:
1. Based on Site statistics provided by 5468796 Architecture, dated June 17th, 2026.
2. Calculated minimum parking requirements resulting in a fraction shall be rounded up to the next higher whole number.

4.1.1 Accessible Parking Requirements

Zoning By-law (2023)-20790 requires that accessible parking be provided at the rates provided in Table 3, based on the required supply of parking on-Site.

Table 3 Zoning By-law (2023)-20790 Accessible Parking Requirements

Number of Required Parking Spaces	Required Accessible Parking Calculation
12 or fewer spaces	1 Type A space, 0 Type B spaces
13 – 100 spaces	4% of total spaces[1] with an equal number of Type A and Type B accessible parking spaces[2,3]
101 – 200 spaces	1 accessible parking space plus an additional 3% of total spaces[1] with an equal number of Type A and Type B accessible parking spaces[2,3]
201 – 1,000 spaces	2 accessible parking spaces plus an additional 2% of total spaces[1] with an equal number of Type A and Type B accessible parking spaces[2,3]
Over 1,000 spaces	11 accessible parking spaces plus an additional 1% of total spaces[1] with an equal number of Type A and Type B accessible parking spaces[2,3]

Notes:
1. Rounded up to the nearest whole number.
2. If an odd number of accessible parking spaces is required, the additional space may be a Type B accessible parking space.
3. If only one accessible parking space is required, the space must be a Type A accessible parking space.

4.1.2 Electric Vehicle Parking Requirements

Zoning By-law (2023)-20790 requires that electric vehicle parking be provided at the following rates for multi-unit building without a (PA) suffix:

- A minimum of 80% of the total required parking spaces for apartment buildings shall be provided as designed electric vehicle parking spaces.

4.1.3 Compact Car Permissions

Zoning By-law (2023)-20790 permits up to 15% of the minimum required parking spaces to be provided and maintained as parking for compact vehicles. Minimum dimensions for compact parking spaces are as follows:

- Minimum width of 2.4 metres; and
- Minimum length of 5.5 metres.

Per Zoning By-law (2023)-20790, parallel parking spaces and accessible parking spaces may not be provided with the dimensions of compact parking spaces.

4.2 Updated Recommended Vehicular Parking Strategy

The updated vehicular parking strategy for the Site recommends the following minimum parking rate requirements:

- Provide resident parking at a minimum rate of 0.47 spaces / unit (0.13 spaces / bed).
- Provide residential parking at a minimum rate of 0.10 spaces / unit.
- Provide accessible parking in accordance with the requirements stipulated in Zoning By-law (2023)-20790.
- Provide designed electric vehicle parking spaces in accordance with the requirements stipulated in Zoning By-law (2023)-20790.

The vehicular parking strategy for the Site aligns with the overall mobility strategy for the Site, with updates since the January 2026 Transportation Report to respond to City staff comments and reflect the updated development program for the Site.

The proposed parking strategy continues to reflect the expected needs of post-secondary students in the City of Guelph, in the context of:

- Typical student travel characteristics and student-oriented apartment building characteristics.
- The Site context relative to the University of Guelph and other area amenities.
- Student housing precedents in Guelph and other municipalities in southern Ontario; and
- The comprehensive mobility strategy proposed for the Site.

The acceptability of the proposed on-Site parking strategy is discussed in greater detail, below.

4.3 Appropriateness of Proposed Resident Parking Strategy

The proposed resident parking strategy reflects the Site's broader mobility strategy which aims to achieve the following objectives:

- Provide a complimentary range of mobility opportunities to meet future tenants (students) travel needs, including for daily trips to campus and other trips throughout the broader community.
- Provide an efficient parking supply that supports the expected needs of future tenants (students) while not oversupplying parking and inducing additional vehicular travel demands.
- Leverage the Site's strong geographic context relative to the University of Guelph and area transportation network to reduce reliance on the personal automobile for daily travel needs.

The proposed vehicular parking strategy has been reviewed in detail in the context of the following considerations:

- Typical student travel characteristics, which primarily rely on alternative travel modes and carpooling / ride share opportunities.
- Characteristics of student housing, which influence where / how students travel, and which modes they choose to travel by.
- The Site's geographic and transportation context, which is conducive to short travel distances for daily needs and reduced reliance on the personal automobile.
- Student-oriented apartment building parking precedents, which provide baseline context for parking associated with student-oriented apartment buildings; and
- The Site's broader mobility strategy measures, which aims to reduce reliance on the personal automobile and supports alternative travel modes.

4.3.1 Typical Student Travel Characteristics

As detailed in the Site Mobility Strategy in **Section 2.0**, the mobility needs of students generally differ from residents of typical apartment buildings / condominiums. Examples of key differences include:

- Propensity to more greatly rely on active transportation and available transit services to accommodate daily travel needs.
- More frequent, shorter-distance trips related to on-campus activities and nearby amenities.
- Less frequent, longer-distance trips and increased trip linking to maximize trip efficiency where personal automobiles or transit are required.
- Increased tolerance to walk / cycle farther distances to reach key on-campus and off-campus destinations.
- Increased propensity to coordinate vehicle trips and carpool to meet travel needs requiring personal automobiles.

These differences influence what types of transportation infrastructure (e.g. vehicle parking, bicycle parking, etc.), and how much of this infrastructure should be provided for student housing.

Generally, students attending urban universities do not rely on personal automobiles to the extent other residents may require them to meet their daily travel needs. This is largely related to the following key considerations influencing student mobility:

- The high cost of personal automobile ownership and maintenance, particularly for individuals undertaking a full-time post-secondary education.
- The presence of robust transit networks to support urban universities as major employers and economic generators for their respective municipalities.
- Arrangements often made between urban universities and local transit service providers to equip all enrolled students with transit incentives (e.g. transit passes) as part of student fees.
- The organization and design of urban universities as walkable environments that seek to emphasize active transportation and limit personal automobile use.
- The agglomeration of amenities and urban universities to support the daily needs of students, staff, and faculty (e.g. the Stone Road employment / retail corridor adjacent to the University of Guelph); and
- The emphasis from municipalities to enhance the transportation network surrounding urban universities to provide mobility choice and to integrate with the institution.

These student-specific travel characteristics and broader mobility considerations for students at urban universities underpin why considering alternative parking rates for student-oriented apartment buildings relative to typical apartments / condominiums is appropriate in the City of Guelph.

4.3.2 Characteristics of Student Housing

In addition to the influence of underlying student-specific travel characteristics on the types and quantity of transportation infrastructure (e.g. vehicle parking, bicycle parking) provided, the physical characteristics of student housing are also influential and should be considered.

Four key characteristics of student housing have been identified having influence over these considerations have been identified, as summarized below.

4.3.2.1 Available Amenities

Student housing can be provided with a range in-unit amenities, from units without dedicated kitchens, washrooms, or laundry (i.e. dormitory style housing), to units with full kitchens, ensuite washrooms, and in-unit laundry facilities.

The type of in-unit amenities (e.g. whether or not a full kitchen is provided) influence where and how frequently students must travel to meet their daily needs. For example, student housing with a kitchen provided (on- or off-campus) generally requires trips to grocery / food stores, while student housing without a kitchen (common for first-year on-campus residences) typically allows students to remain on campus and use a meal plan.

Student housing that requires access to external amenities (e.g. grocery stores) must be aware of how residents can access external amenities, giving consideration to the proximity of those amenities and the available travel mode options, as discussed below.

4.3.2.2 Proximity to Campus and External Amenities

The proximity of student housing to both campus and / or external amenities influences how students travel to these destinations. The majority of trips taken by students (living on- or off-campus) are made to / from campus for academic, extracurricular, and other purposes. Therefore, student housing closest to campus (university operated or privately operated) presents the greatest opportunities to use active travel modes to complete these trips.

While comparably fewer trips are made by students to external amenities on a regular basis, the relative location of student housing to these amenities has influence on travel patterns. Student housing located beyond walking distance to these amenities will be required to travel by bicycle, transit, or personal automobile, with travel mode choice in-part influenced by the availability of infrastructure to support these modes, as discussed below.

4.3.2.3 Access to Alternative Travel Modes

Student housing proximity and access to alternative travel modes in-part influences how students choose to travel farther distances to meet daily needs (i.e. reach campus, external amenities, etc.), when required. Student housing located beyond walking distance from campus and other key amenities require students to travel by either bicycle, transit, or personal automobile. Students may opt to travel using alternative travel modes (e.g. transit, cycling) when sufficient infrastructure / services are available. If access to alternative travel modes is not readily available, or with only partial availability, students may resort to the personal automobile as a primary means of travel.

4.3.2.4 Unit Size

While unit size (i.e. number of bedrooms per unit) does not directly influence how students choose to travel to meet their daily needs, larger unit sizes do have the potential to further reinforce trip coordination and carpooling opportunities amongst students who opt to travel by personal automobile, mitigating the overall vehicle demand associated with student housing containing larger units.

As discussed in **Section 4.3.1**, students are generally considered to coordinate trips and leverage carpooling opportunities when available. While these efforts can be undertaken between students irrespective of living situation (e.g. classmates, friends, etc.), carpooling can be most effectively arranged between housemates who live within the same dwelling. As such, potential vehicle trip coordination / carpooling opportunities are most greatly realized with larger unit sizes, where a single vehicle can meet the mobility needs of more students, thus exhibiting reduced overall vehicle demand on a by-bedroom basis as compared to smaller unit sizes within similar contexts.

4.3.3 Site Context

4.3.3.1 Area Context

The Site is located directly adjacent to the University of Guelph campus, providing convenient access to all on-campus services, amenities, and institutional buildings within walking distance. Key on-campus, non-academic amenities include:

- Financial institutions
- Pharmacy
- Cafes and restaurants
- Athletic facilities

These amenities will support the typical daily needs of future tenants and can be accessed within walking distance of the Site, without the use of a personal automobile.

Additionally, the Stone Road employment and retail corridor is located adjacent to the west of the University of Guelph campus, and offers a range of amenities including:

- Grocery / food stores
- Retail shopping
- Dining
- Financial institutions

Amenities located along the Stone Road corridor can be reached within a reasonable cycling distance and / or transit trip, as discussed in **Section 4.3.3.2** and **Section 4.3.3.3**.

The Site's proximity to both the University of Guelph campus and other external amenities supports the use of alternative travel modes to meet daily needs.

4.3.3.2 Transit Context

The University of Guelph and Guelph Transit have established a comprehensive approach to transit service delivery and access which supports transit as a viable travel option to meet students' daily off-campus travel needs. University-related transit service delivery is underpinned by two key initiatives:

- **Providing every University of Guelph student with a Universal Bus Pass (UPass)** as part of their student fees. The UPass allows for unlimited transportation on Guelph Transit buses across the entire City.
- **Delivering transit services on campus** through the University Centre Bus Loop and supplementary bus stops on the internal University street network.

The University Centre Bus Loop provides 13 bus bays and accommodates 15 bus routes, connecting the University to the rest of the City. Supplementary bus stops are provided on East Ring Road and are served by Route 15, and the nearest bus stop at East Ring Road / Dundas Lane is located approximately 600 metres from the Site.

Examples of notable destinations that can be reached via transit services provided on campus are summarized in **Table 4**, including the nearby Metro grocery store, the Stone Road Mall, and Guelph Central Station / Downtown Guelph. Based on the latest available information from Guelph Transit, each destination outlined below can be reached in under 15 minutes from the University Centre Bus Loop, with effective headways of 20 minutes or less during weekdays and Saturdays.

Table 4 Key Transit Destinations – University Centre Bus Loop

Destination	Route(s)	Estimated Travel Time[1]	Typical Headway
Metro Grocery Store	Route 15 Route 17/18	7 – 8 minutes	20-minute effective headway
Stone Road Mall	Route 15 Route 17/18	10 – 11 minutes	20-minute effective headway
Guelph Central Station / Downtown Guelph	Route 99	13 minutes	10-minute headway

Notes:
1. Estimated travel times based on 5:00 pm departure time from University Centre Bus Loop.

Figure 1 illustrates a broader transit reach review using 15-minute and 30-minute travel time limits (walk + transit times). As demonstrated below, many key destinations within Guelph can be reached within a 30-minute travel time using transit, and the availability of transit services on-campus supports reduced reliance on the personal automobile for daily off-campus needs.

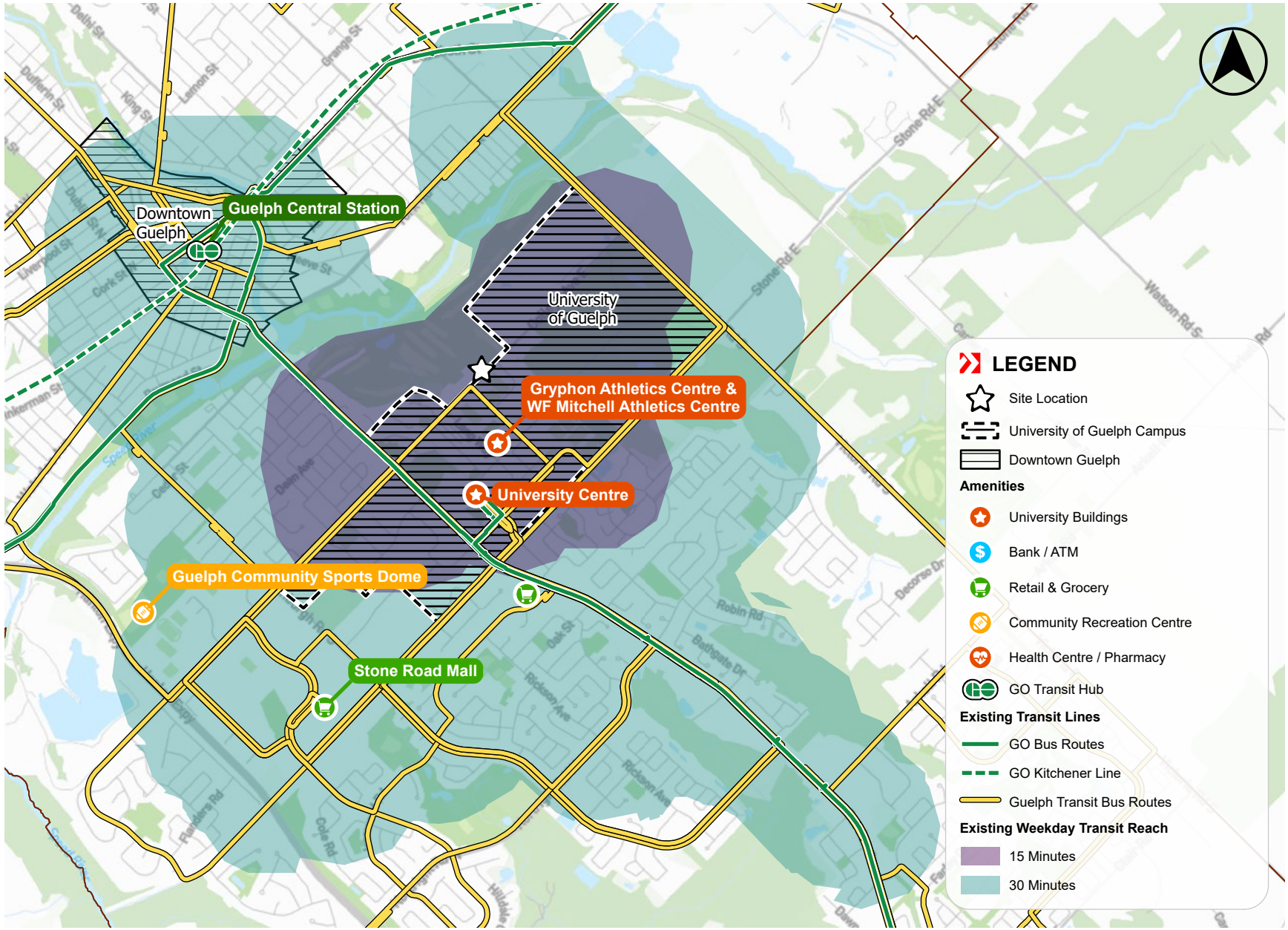

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FIGURE 1 EXISTING TRANSIT REACH

4.3.3.3 Active Transportation Context

Pedestrian Context

The University of Guelph is primarily oriented towards active travel, with numerous streets / paths / walkways which provide only limited vehicle access and are largely focused on pedestrians and cyclists. This network of connections provide convenient access to amenities across the University, and directly integrate into existing / planned active transportation facilities external to the University lands.

Figure 2 illustrates key destinations that can be reached on foot within 15-minutes and 30-minutes of the Site, including:

- The entirety of the University of Guelph campus
- Campus Estates Shopping Centre south of the Gordon Street / Stone Road intersection
- Retail / commercial centres along Stone Road West

Cycling Context

In the area of the Site, College Avenue is planned to be reconfigured to introduce protected cycling lanes from Edinburgh Road to Dundas Lane (east of the Site) and reconstructed sidewalks on both sides of the road. We note that through detailed design drawings provided by the City of Guelph, the cycling lanes and sidewalk on the north side of the corridor are planned to be delivered as a multi-use path due to negligible available buffer space between each facility within the municipal right-of-way.

These corridor modifications will enhance active transportation connectivity between the Site and the University, as well as between the Site and the rest of the City of Guelph's active transportation network, reducing gaps in the network and connecting future tenants to key area destinations.

Figure 3 illustrates key destinations that can be reached by bicycle within 15-minutes and 30-minutes of the Site, including:

- The entirety of the University of Guelph campus
- Retail / commercial centres along Stone Road West, including the Stone Road Mall
- Downtown Guelph and Guelph Central Station
- The Clairfields retail / commercial centre in south Guelph.

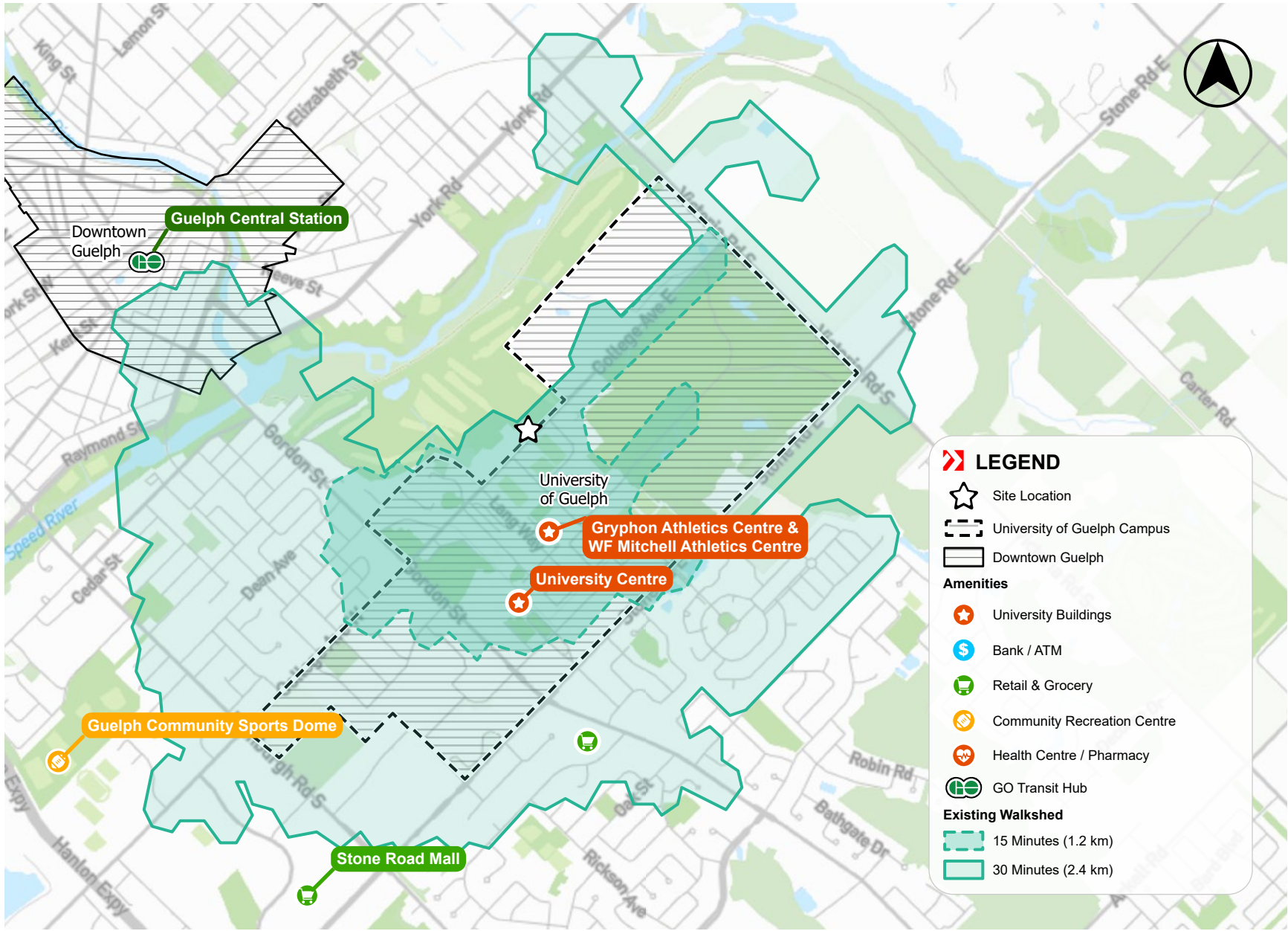

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FIGURE 2 EXISTING WALKSHED

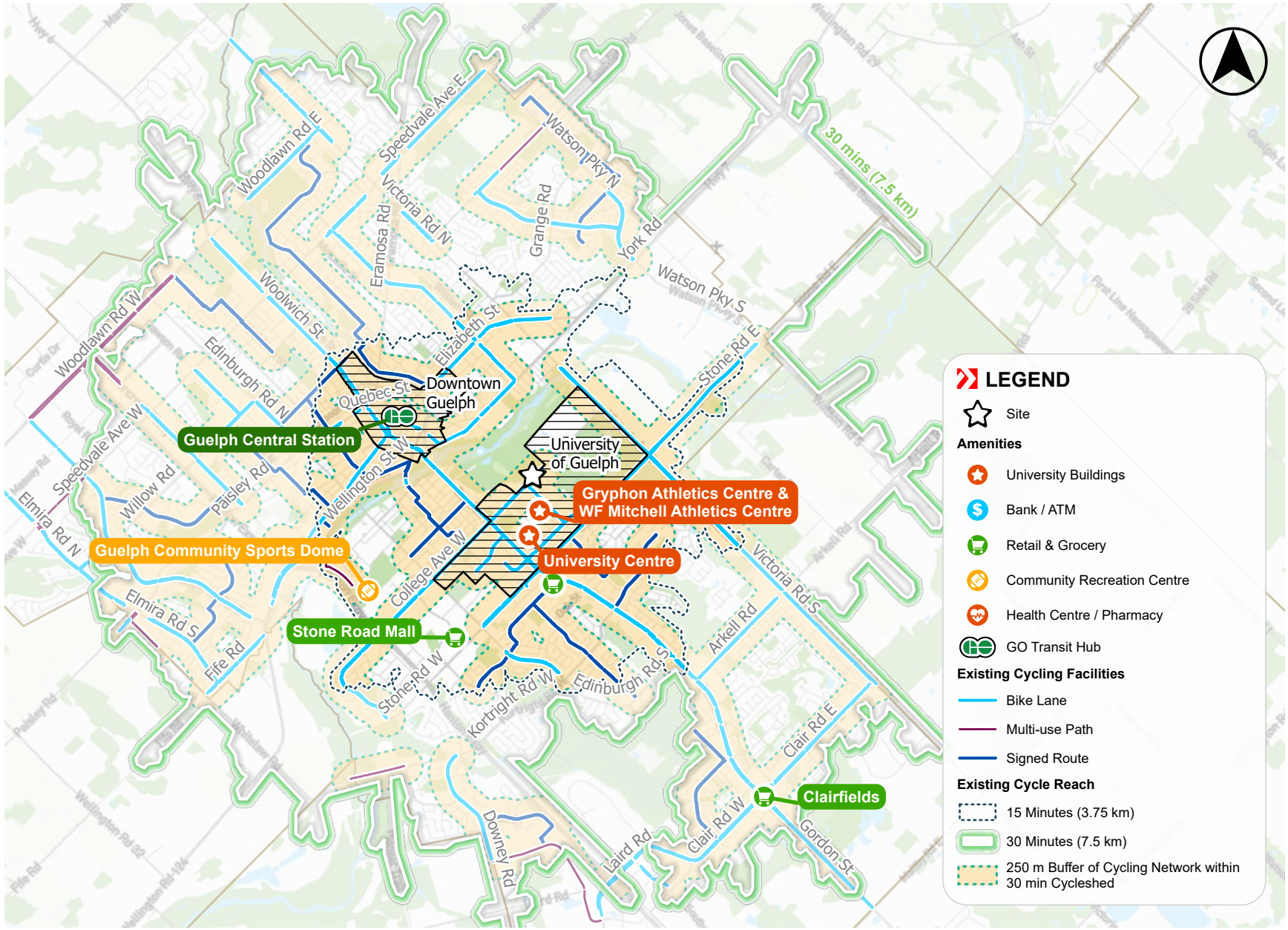

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FIGURE 3 EXISTING CYCLE REACH

4.3.4 Student Housing Parking Precedents

BA Group has undertaken a review of parking contexts for numerous sites within the City of Guelph and in other cities across southern Ontario to establish a baseline context for parking needs related to the Site.

4.3.4.1 Review of Guelph Student Housing Precedents

The review of Guelph student housing precedents includes both on-campus student housing located near the Site primarily intended for upper year students, as well as off-campus student housing. Sites have been reviewed on the basis of parking demand (where data is available) and area context. The area context review includes travel distances / times to three key amenities for students in the City of Guelph:

- The University of Guelph University Centre, representing a core hub of amenities on campus.
- The nearest grocery store
- Guelph Central Station / Downtown Guelph

The following student housing located in Guelph has been included in this review:

- **University of Guelph East Residences** – University of Guelph residence accommodating a combination of first-year students and upper year students.
- **University of Guelph East Village Townhouses** – University of Guelph residence accommodating a combination of first-year students and upper year students.
- **601 Scottsdale Drive** – Off-campus student-oriented apartment building.
- **1219 Gordon Street** – Off-campus student-oriented apartment building.
- **1291 Gordon Street** – Off-campus student-oriented apartment building.

Guelph Student Housing Parking Review

Table 5 summarizes parking contexts for the reviewed precedent sites. As demonstrated below, sites located on-campus do not provide dedicated parking for residents, and instead rely on the campus-wide parking supply to accommodate vehicle parking needs. The campus-wide parking supply is managed through a permitting system, which provides equal access to permits for all students desiring parking, including commuting students, residence students, and graduate students. As such, parking is not guaranteed for University of Guelph students, and instead transit and active transportation are encouraged as primary modes of travel.

Off-campus student housing sites demonstrate parking demands on a per bed basis between 0.19 – 0.22 spaces / bed for larger unit sizes and 0.27 spaces / bed for smaller unit sizes. As discussed in **Section 4.3.2.4**, sites with larger unit sizes exhibit comparably lower parking demands on a by bed basis than sites with smaller unit sizes. Furthermore, all reviewed sites are located beyond a typical walking distance to campus, and instead rely on cycling, transit, or the personal automobile to meet related travel needs.

Table 5 Guelph Student Housing Precedents – Parking Review

Site	Unit Count	Peak Demand	Notes
East Residences University of Guelph	610 total beds across 3 towers	**N/A**	• Located on east side of campus • Dedicated parking not provided. On-campus parking permit available on first come, first served basis. • Suite-style accommodations with groups of 6 – 12 students per suite.
East Village Townhouses University of Guelph	164 units *(645 beds)*	**N/A**	• Located on east side of campus • Dedicated parking not provided. On-campus parking permit available on first come, first served basis. • Townhouse-style accommodation; typically 4 beds / unit.
601 Scottsdale Drive Guelph	164 units *(177 beds)*	**0.29 spaces / unit** ***(0.27 spaces / bed)***	• Located ~1.8 km west of campus • 29% parking utilization (unconstrained parking supply) • Primarily 1- and 2-bedroom units.
1219 Gordon Street	77 units *(299 beds)*	**0.75 spaces / unit** ***(0.19 spaces / bed)***	• Located ~2.2 km south of campus • 73% parking utilization (unconstrained parking supply) • Primarily 3- and 4-bedroom units
1291 Gordon Street	161 units *(552 beds)*	**0.74 spaces / unit** ***(0.22 spaces / bed)***	• Located ~2.7 km south of campus • 66% parking utilization (unconstrained parking supply) • Primarily 3- and 4-bedroom units

Guelph Student Housing Context Review

Table 6 compares travel distances and times to key area amenities for each of the reviewed precedent sites.

As demonstrated below, the Site context more closely relates to that of the East Residences and East Village Townhouses, both of which are located on the University of Guelph campus and do not provided dedicated parking for residents. Conversely, the off-campus student housing sites are located farther from campus, and in some cases other key amenities, reinforcing the need to travel farther distances (potentially by car) to reach key destinations.

From a mobility perspective, the Site is expected to operate comparably to other on-campus residences as a result of its proximity to campus and other key amenities. As with on-campus residences, future Site residents are not expected to require a personal automobile to meet their daily travel needs, and can instead leverage the availability of active transportation and transit services in the area.

Table 6 Guelph Student Housing Precedents – Context Review

Review Parameter	East Residences	East Village Townhouses	601 Scottsdale Drive	1219 Gordon Street	1291 Gordon Street	Site (210 – 222 College Avenue)
University Centre						
Distance[1]	700 m	700 m	2.4 km	2.6 km	3.0 km	1.0 km
Travel Time	Walk: 9 min Transit: N/A Drive: N/A	Walk: 9 min Transit: N/A Drive: N/A	Walk: 33 min Transit: 15 min Drive: 5 min	Walk: 35 min Transit: 9 min Drive: 5 min	Walk: 41 min Transit: 10 min Drive: 6 min	Walk: 13 min Transit: N/A Drive: N/A
Nearest Grocery Store						
Distance[1]	2.2 km (Metro)	2.2 km (Metro)	950 m (Metro)	2.2 km (Zehrs)	1.7 km (Zehrs)	2.5 km (Metro)
Travel Time	Walk: 30 min Transit: 17 min Drive: 7 min	Walk: 30 min Transit: 17 min Drive: 7 min	Walk: 13 min Transit: 8 min Drive: 4 min	Walk: 29 min Transit: 9 min Drive: 6 min	Walk: 24 min Transit: 7 min Drive: 5 min	Walk: 34 min Transit: 22 min Drive: 7 min
Guelph Central Station / Downtown Guelph						
Distance[1]	3.2 km	3.4 km	4.5 km	5.2 km	5.7 km	3.0 km
Travel Time	Walk: 45 min Transit: 22 min Drive: 8 min	Walk: 47 min Transit: 24 min Drive: 9 min	Walk: 63 min Transit: 20 min Drive: 9 min	Walk: 71 min Transit: 19 min Drive: 8 min	Walk: 78 min Transit: 19 min Drive: 9 min	Walk: 41 min Transit: 19 min Drive: 7 min

Notes:
1. Walk distance.
2. All travel times reflective of weekday departure time of 5:00 pm.
3. Transit travel times include walking times from sites to bus stops.

4.3.4.2 Review of Other Student Housing Precedents

In addition to the review of Guelph student housing, BA Group has reviewed the parking context of student housing in other cities within southern Ontario, to demonstrate the variation in parking approaches based on context.

The following precedents have been considered as part of this review:

- **228 Albert Street, Waterloo** – off-campus housing serving the University of Waterloo and Wilfred Laurier University.
- **246 Albert Street, Waterloo** – off-campus housing serving the University of Waterloo and Wilfred Laurier University.
- **The Quad at York University (Phases 1 & 2), Toronto** – on-campus, University-affiliated market-based student housing serving York University and Seneca College.
- **University of Toronto Scarborough campus** – campus-wide parking recommendations for appropriate residential parking supply rates

Table 7 Other Student Housing Precedents Review

Site	Parking Context	Parking Rate	Notes
228 Albert Street Waterloo	Observed Parking Demand	0.32 spaces / unit *(0.26 spaces / bed)*	• Off-campus student housing • Located ~75 m from WLU, ~800 m from UW • Primarily 1- and 2-bedroom units
246 Albert Street Waterloo	Observed Parking Demand	0.21 spaces / unit *(0.17 spaces / bed)*	• Off-campus student housing • Located ~170 m from WLU, ~900 m from UW • Primarily 1- and 2-bedroom units
The Quad at York University Toronto	Approved Parking Rate	0.083 spaces / unit *(0.05 spaces / bed)*	• University affiliated market-based student housing • Combination of 1-, 2-, 3-, and 4-bedroom units • Rate approved pre-subway, ~10-minute walk to subway station • Reserved parking delivered as part of campus-wide parking supply • Prior to the introduction of the subway station, York University staff previously noted ~10% of residence students sought parking (i.e. 0.10 spaces / bed)
University of Toronto Scarborough Campus Toronto	Recommended Parking Rate for On-Campus Housing	0.20 spaces / 100 m^2 GFA *(0.056 spaces / bed)*	• Recommended residence parking rate informed by parking demand surveys • No access to higher order transit • Parking delivered through campus-wide parking supply (i.e. not provided for individual residences) • Limited access to external alternative travel modes relative to proposed Site location.

Table 7 summarizes the parking context for the above student housing precedents. Parking demand observed at off-campus student housing in Waterloo ranged between 0.17 spaces / bed and 0.26 spaces / bed. These buildings are located off-campus and consist primarily of 1- and 2-bedroom units.

Conversely, on-campus student housing precedents, including the Quad (on-campus, market-based housing), reflect a parking context of approximately 0.05 spaces / bed, to be delivered through a shared supply of campus parking. These approaches reflect proximity to on-campus amenities, with emphasis on active transportation and transit supplemented by a limited parking supply. Furthermore, both the Quad and the University of Toronto Scarborough campus offer a range of unit sizes, including many units with 3+ bedrooms, comparable to the Site.

In the context of the above precedents outside of Guelph, the Site is expected to functionally operate more closely to the Quad and student housing on the University of Toronto Scarborough campus, given its proximity to campus and other area amenities.

4.3.4.3 Student Housing Precedents Summary

Observed parking demands and previously approved resident parking rates for student housing presented above range from 0.05 spaces / bed to 0.27 spaces / bed. The range in parking context largely relates to proximity to campus and area amenities, with unit size as an influencing factor on parking needs on a by-bedroom basis.

Based on the above review, it is BA Group's opinion that an **appropriate parking supply range for the Site is between 0.05 spaces / bed and 0.20 spaces / bed.** The lower end of the range reflects housing with comparable proximity to campus and a reflective diversity of unit sizes, while the upper end of the range reflects observed parking demands at off-campus housing with comparable unit sizes and reduced accessibility to campus and area amenities.

We note that conclusions contained in other studies that have been completed related to development applications in the City of Guelph support the recommended range of parking for the Site:

- A parking supply peer review for 601 Scottsdale Drive, titled *601 Scottsdale Drive Student Housing Proposal – Parking Supply Review*, prepared by BA Group and dated October 23, 2024. The peer review concluded that an appropriate parking supply rate for the 601 Scottsdale Drive site **was 0.20 spaces / bed** based on a review of precedent sites and the site context.
- A Transportation Impact Study completed for 785 Gordon Street, titled *Student Residential Apartment – 785 Gordon Street – Transportation Impact and Parking Study*, prepared by Salvini Consulting and dated March 2022. The TIS concluded that the proposed parking supply of 0.25 spaces / bed is likely to exceed expected demands, based on a review of proxy data which indicated **parking demand rates between 0.02 spaces / bedroom and 0.18 spaces / bedroom** in Waterloo and London.

The proposed parking supply for the Site should be considered in the context of the area context, as well as in conjunction with the broader mobility strategy for the Site, discussed below.

4.3.5 Mobility Strategy

Numerous measures are proposed to support the Site's Mobility Strategy objectives and reduce reliance on the personal automobile for off-campus travel needs. These measures include:

- Provide an efficient resident parking supply at a rate of 0.48 spaces / unit (0.13 spaces / bed) to meet the baseline vehicle needs of the Site, while not oversupplying parking and inducing additional vehicle demands.
- Provide 194 long-term bicycle parking spaces, exceeding the Zoning By-law (2023)-20790 requirement of 117 spaces (+77 long-term spaces).
- Explore opportunities to establish an e-bike lending program on the Site, which will form part of the overall bicycle parking supply and allow residents to have temporary access to an e-bike on an as-needed basis.
- Provide a car-share space on-site to provide opportunities for residents to make occasional vehicle trips, when required.
- Provide a dedicated pick-up / drop-off zone at-grade and in close proximity to the main building entrance to accommodate Uber / Lyft / taxi / ridesharing activities.
- Provide direct connectivity between key building entrances and the external active transportation network, including planned protected bicycle lanes and enhanced sidewalks along College Avenue.

The above measures are intended to balance all mobility needs of future Site tenants, emphasizing the strong Site context and supporting the proposed parking supply to meet all resident travel needs.

4.3.6 Resident Parking Reduction Justification Summary

Based on the foregoing review, the proposed resident parking supply ratio of 0.47 spaces / unit (0.13 spaces / bed) is considered appropriate for the Site given the following considerations:

- Typical student travel characteristics, which generally emphasize active transportation and transit over the personal automobile.
- Student housing characteristics, which influence how students travel and the types of modes that students choose to complete trips to external amenities.
- A review of the Site context, which is conducive to alternative travel modes based on:
    - The Site proximity to campus.
    - The proximity to other nearby external amenities, which can be reached via direct transit and cycling connections.
    - The availability of transit services both on campus (University Centre Bus Loop, other on-campus bus stops) and near campus (bus stops along Gordon Street near the Site; and
    - The active transportation infrastructure that currently exists / is planned to be introduced in the area of the Site.

- A review of student housing precedents both within Guelph and in other cities across southern Ontario. The precedents review indicated that parking needs are influenced by proximity to campus and other amenities, with unit size as a contributing factor to parking demands on a by-bedroom basis. As an outcome of this review, an appropriate parking range for the Site is recommended between 0.05 spaces / bedroom and 0.20 spaces / bedroom.
- The Site Mobility Strategy, which proposes a complimentary suite of transportation infrastructure to support reduced reliance on the personal automobile and encourages alternative travel modes.

The proposed resident parking supply ratio of 0.13 spaces / bed is within the recommended parking range for the Site, and reflects the enhanced area context, access to nearby amenities, and suite of transportation infrastructure proposed for the Site.

4.4 Appropriateness of Proposed Residential Visitor Parking Strategy

The proposed residential visitor parking supply rate has been reviewed in the context of visitor parking and data from comparable proxy sites, as detailed in **Table 8**.

Table 8 Observed Residential Visitor Parking Demands

Site	Units	Visitor Parking Supply	Peak Visitor Parking Demand
601 Scottsdale Drive Guelph	Dedicated visitor parking not identified on site.		
1219 Gordon Street[1] Guelph	77 units	3 spaces (0.04 spaces / unit)	3 spaces (0.04 spaces / unit)
1291 Gordon Street[1] Guelph	161 units	13 spaces (0.08 spaces / unit)	13 spaces (0.08 spaces / unit)
228 Albert Street Waterloo	104 units	2 spaces (0.02 spaces / unit)	2 spaces (0.02 spaces / unit)
246 Albert Street Waterloo	Dedicated visitor parking not identified on site.		
Totals	**342 units**	**18 spaces**	**18 spaces**
Average Residential Visitor Parking Demands			**0.05 spaces / unit**

Notes:
1. Proxy site information obtained from Table 8 and Table 12 of the 2023 Guelph Parking Standards Review.

As indicated above, not all observed proxy sites provide dedicated visitor parking, and the sites which do provide visitor parking provide limited supplies at 0.08 spaces / unit or less. Observed residential visitor parking demands at these sites indicate that visitor parking is well used during peak times, with 100% utilization across all sites.

We note that a recent student housing project at 785 Gordon Street was approved by the City of Guelph with an effective visitor parking rate of 0.066 spaces / unit, which is greater than the observed supply / demand rates presented in **Table 8** but below the proposed residential visitor parking rate for the Site of 0.10 spaces / unit.

To account for potential underlying residential visitor parking demand, a visitor parking rate of 0.10 spaces / unit is proposed for the Site, aligning with City of Guelph requirements for sites located in parking adjustment (PA) areas. Zoning By-law (2023)-20790 identifies PA areas across the City where enhanced context supports alternative parking requirements, including reduced residential visitor parking. With respect to the Site's proximity to the University of Guelph campus, the area context is supportive of reduced residential visitor parking rates in line with those required for PA areas of the City.

4.5 Proposed Parking Supply

4.5.1 Overall Parking Supply

A total of 69 parking spaces are proposed for the Site, including 56 spaces for residents (0.48 spaces / unit), 12 spaces for visitors (0.10 spaces / unit), and 1 car share space. The proposed parking supply meets the recommended parking supply rates for the Site.

4.5.2 Accessible Parking Supply

Per **Table 3** above, the Site is required to provide the following minimum accessible parking supply:

- 4% of total spaces with an equal number of Type A and Type B accessible parking spaces.

A total of 4 accessible parking spaces (5% of total supply) are proposed for the Site, including 2 Type A and 2 Type B spaces. The proposed accessible parking supply meets the Zoning By-law (2023)-20790 accessible parking requirements when applied to the proposed parking supply of 69 spaces.

4.5.3 Electric Vehicle Parking Strategy

A total of **56 spaces (80% of total supply)** are being provided as designed electric vehicle parking spaces, consistent with the minimum requirements of Zoning By-law (2023)-20790.

4.5.4 Compact Car Supply

A total of 10 spaces (15% of total supply) are being provided as compact car spaces, consistent with the maximum permissions contained in Zoning By-law (2023)-20790.

Compact car space dimensions are consistent with dimensional requirements stipulated in Zoning By-law (2023)-20790.

4.6 Vehicle Parking Summary

The above review of parking considerations for the Site confirms that, while the recommended parking strategy for the Site provides reduced overall parking requirements relative Zoning By-law (2023)-20790 requirements, the functional needs of the Site will be met. On this basis, the recommended parking strategy and proposed parking supply for the Site is appropriate.

5.0 PICK-UP / DROP-OFF CONSIDERATIONS

5.1 Pick-Up / Drop-Off Context

Pick-up / drop-off facilities are areas designed for temporary use to accommodate short-term vehicular parking / stopping activities associated with a site. Types of short-term activities can vary by context but typically include picking up or dropping off a passenger (e.g., Uber, Lyft, taxi, personal drop-off, etc.) or making short-term small-vehicle deliveries (e.g., scheduled couriers, food deliveries, on-demand deliveries, etc.). The emergence of auto-based shared mobility services and on-demand delivery services increasingly requires the consideration of short-term vehicular activity throughout the site planning and design process.

While not required from a Zoning By-law standpoint, the proposed pick-up / drop-off facilities need to be designed in such a way that they can accommodate the functional requirements for a site given numerous factors such as:

- Development size, type, and geographic location.
- Site constraints (space limitations, conflicting development needs).
- Site location within the area transportation network, for example:
    - Proximity to Arterial, Collector, or Local Roads.
    - Presence of adjacent cycling and pedestrian infrastructure; and
    - Adjacent on-street parking regulations (e.g. parking permitted, no parking, no stopping, no standing etc.).

Each of these factors contributes to the potential facility type(s) and location which may be suitable to accommodate short-term activities on a site, and facilities can vary to maintain compatibility with these factors while continuing to meet the site's functional needs. Examples of potentially suitable short-term vehicle facilities can include:

- Designated parking spaces;
- Turnaround loops;
- On- or off-street layby areas;
- Designated short-term activity zones;
- Informal on-street parking areas (where applicable restrictions permit); and,
- Loading spaces.

It is noteworthy that a combination of the above-noted facilities can be used to accommodate the pick-up / drop-off activities for a site.

5.2 Proposed Pick-up / Drop-off Arrangements

The updated development concept is configured to accommodate short-term pick-up / drop-off activities within three distinct zones:

- **Zone 1:** On the ground floor adjacent to the primary building entrance;
- **Zone 2:** On the P1 level adjacent to the entrance to the elevator core (space labelled moving / storage on the architectural plans); and,
- **Zone 3:** On the P1 level within the loading area.

The proposed arrangement provides two dedicated pick-up / drop-off spaces adjacent to the elevator cores (one on the ground floor and one at P1 level), and additional space for up to three passenger vehicles in the loading area. Therefore, the Site has capacity to accommodate up to 5 short-term pick-up / drop-off vehicles at any given time.

The Zone 1 pick-up / drop-off area is considered to be in an appropriate location and orientation based on the following considerations:

- The pick-up / drop-off area is located at-grade adjacent to the primary building entrance, providing an efficient and navigable location for short-term vehicular activity to occur.
- The pick-up / drop-off area is located adjacent to the transition zone of the exterior ramp to P1, providing visibility for vehicles entering the Site via College Avenue as well as vehicles travelling up the ramp to exit the Site.
- The pick-up / drop-off zone is oriented perpendicular to the drive aisle, allowing for efficient manoeuvring into and out of the space.
- The proposed orientation of the pick-up / drop-off space eliminates the need for U-turn manoeuvres across the drive aisle, which has the potential to create conflicts with vehicles entering / exiting the parking garage and loading area via the external ramp.

Appendix C illustrates the proposed pick-up / drop-off arrangements for the Site.

5.3 Review of Pick-up / Drop-off Activity

As noted above, three zones on Site are designed to accommodate the range of pick-up / drop-off activities that are expected to occur on-Site, including passenger PUDO and short-term small vehicle deliveries. **Table 9** summarizes which zone(s) are appropriate and intended to accommodate various short-term activities, as a demonstration of the functionality of the proposed on-Site pick-up / drop-off accommodations.

Table 9 Examples of Typical Pick-up / Drop-off Activities

		Zone 1	Zone 2	Zone 3	Notes
Picking Up / Dropping off Passenger	Ridesharing (i.e. Uber, Lyft, taxi, etc.)	✓			• Activities are quick in nature • Activities want to be on the ground floor in close proximity to the main entrance
	Ridesharing - resident drop off with parcels / groceries	✓	✓		• Activities are a bit longer in nature as a resident offloads their goods from a vehicle and wants to be adjacent to an elevator core • Activities can be directed to different areas of the site via signage and resident directions
	Personal Drop-off	✓	✓		• Activities are quick in nature • Activities can be directed to different areas of the site via signage and resident directions
Short-Term Small Vehicle Deliveries	Scheduled Couriers			✓	• Can be directed to the loading area through signage and delivery instructions • Typically, these deliveries occur by regular drivers who will know where to drop off goods
	Take-Out Food Deliveries	✓	✓		• Activities are quick in nature • Activities want to be in close proximity to the elevator core
	Grocery Deliveries			✓	• Can be directed to the loading area through signage and delivery instructions • Typically, these deliveries occur by regular drivers who will know where to drop off goods

As demonstrated above, all three zones are expected to be utilized to accommodate the pick-up / drop-off activities for the Site.

Furthermore, it is noteworthy that pick-up/drop-off activities typically occur outside street peak hours (i.e., mid-day and evenings / weekends), minimizing potential interaction between pick-up / drop-off activities and vehicles accessing the parking garage.

Based on the above, it is our opinion that the proposed pick-up / drop-off facilities (5 spaces) can accommodate the Site's short-term vehicle activities, and that the design / location of the proposed facilities is appropriate. Further coordination with City staff related to the pick-up / drop-off facilities and related way-finding signage will be provided during the Site Plan Approval stage of the development.

6.0 TRAVEL DEMAND FORECASTING UPDATE

Table 10 compares the travel demand forecasts for the updated development program to the previous forecasts presented in the January 2026 Transportation Report. As demonstrated below, the overall reduction of 36 units results in a net reduction of 20 two-way person trips during the weekday morning peak hour and 35 two-way person trips during the weekday afternoon peak hour.

Table 10 Person Trip Generation Comparison

Site	Units	AM Peak Hour			PM Peak Hour		
		In	Out	2-Way	In	Out	2-Way
Adopted Person Trip Rate (per Bedroom)		0.05	0.10	0.15	0.15	0.10	0.25
Effective Person Trip Rate (per Unit)		**0.17**	**0.35**	**0.52**	**0.52**	**0.35**	**0.87**
January 2026 Transportation Report Person Trips	**153 units**	**25**	**55**	**80**	**80**	**55**	**135**
Updated Person Trips	**117 units**	**20**	**40**	**60**	**60**	**40**	**100**
Net Change	**-36 units**	**-5**	**-15**	**-20**	**-20**	**-15**	**-35**

Based on the foregoing, the results and recommendations associated with the multimodal assessment and traffic operations assessment presented in the January 2026 Transportation Report remain applicable and conservative:

- Under Existing, Future Background, and Future Total conditions, the study area intersections are expected to operate within capacity and under acceptable levels of service. Site-related impacts to intersection operations are negligible.
- No specific signal timing or physical infrastructure improvements are recommended within the study area road network to accommodate future background or future total traffic activity.

7.0 LEFT-TURN WARRANT ANALYSIS

A left-turn lane warrant has been conducted for the west approach of the future College Avenue / Site Driveway intersection under 2030 and 2035 Future Total conditions. The warrant was completed using the criteria provided in Chapter 9 of the *Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017)* (TAC Geometric Design Guide) and the *Ontario Ministry of Transportation (MTO) Design Supplement (2023).* Detailed results of the warrant are provided in **Appendix D**.

Based on the completed warrants, no left-turn lane is warranted at the future College Avenue / Site Driveway intersection under 2030 and 2035 Future Total conditions.

8.0 SITE DRIVEWAY SIGHT DISTANCE REVIEW

BA Group has conducted a preliminary review of sight distances at the proposed Site driveway along College Avenue East (posted speed limit of 40 km / h). This review has been conducted in accordance with the *TAC Geometric Design Guide for Canadian Roads, June 2017,* (the "TAC Guide") guidance for turning sight distance at the proposed driveway.

Each review conservatively assumes that vehicles along College Avenue East will be travelling 10 km / h faster than the posted speed limit (i.e. design speed limit of 50 km / h).

It should be noted that the City of Guelph has planned transportation-related upgrades to College Avenue East which include the following:

- A dedicated bicycle lane within the boulevard on the south side of College Avenue East. The existing sidewalk is to remain.
- A multi-use path within the boulevard on the north side of College Avenue East.

Implementation of these elements will result in a shift of the northern curb further south, decreasing the pavement width along College Avenue East. The preliminary design of these upgrades has been conceptually overlaid as part of the sight distance review.

8.1 Intersection Sight Distance Review – Right Turns

Exhibit 1 illustrates the TAC Guide table that recommends a 95 m minimum intersection sight distance for right-turning vehicles onto College Avenue East (design speed limit of 50 km/h).

Table 9.9.6: Design Intersection Sight Distance – Case B2, Right Turn from Stop, and Case B3, Crossing Maneuver

Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (m)	Design (m)
20	20	36.1	40
30	35	54.2	55
40	50	72.3	75
50	65	90.4	95
60	85	108.4	110
70	105	126.5	130
80	130	144.6	145
90	160	162.6	165
100	185	180.7	185
110	220	198.8	200
120	250	216.8	220
130	285	234.9	235

Exhibit 1: Intersection Sight Distance – Right Turns

The sight distance figure that illustrates the available 95 m sight distance is provided in **Appendix E** (Drawing **SD-01**).

In addition, a Site visit was conducted in November 2025 to identify potential sight distance concerns. **Exhibit 2** is a photograph taken at the approximate location of the proposed Site driveway and illustrates acceptable vertical sight lines with existing foliage on the neighbouring property to the east at the south of the Site (as illustrated on the left-hand side of **Exhibit 2**). Drawing **SD-01** (**Appendix E**) concludes that with the College Avenue East improvements (shift of the north curb farther south), the sight line will be fully within the municipal right-of-way along College Avenue East. Therefore, the existing foliage will not have an impact on the visibility of vehicles making a right-turn out of the proposed Site.

Exhibit 2: Proposed Site Driveway Location Looking Left (East)

8.2 Intersection Sight Distance Review – Left Turns

Exhibit 3 illustrates the TAC Guide table that recommends a 105 m minimum intersection sight distance for left-turning vehicles onto College Avenue East (design speed limit of 50 km/h).

Table 9.9.4: Design Intersection Sight Distance – Case B1, Left Turn From Stop

Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (m)	Design (m)
20	20	41.7	45
30	35	62.6	65
40	50	83.4	85
50	65	104.3	105
60	85	125.1	130
70	105	146.0	150
80	130	166.8	170
90	160	187.7	190
100	185	208.5	210
110	220	229.4	230
120	250	250.2	255
130	285	271.1	275

Exhibit 3: Intersection Sight Distance – Left Turns

The site visit conducted in November 2025 identified a potential sight line deficiency for left turning vehicles exiting the proposed Site driveway due to a crest curve that exists on College Avenue East as the road continues west towards East Ring Road. **Exhibit 4** illustrates this condition.

Exhibit 4: Proposed Site Driveway Location Looking Right (West)

The sight distance figure that illustrates both the intersection sight distance and vertical sight distance is provided in **Appendix E** (Drawing **SD-02**). The sight distance review concludes that the available sight distance is 94 metres, which does not meet the 105-metre TAC recommendations for the 50 km / h design speed limit.

8.2.1 Adequacy for the Intersection Sight Distance Review for Left Turns

Although the available sight distance does not meet the TAC recommendations, the driveway is considered appropriate and functional given the following considerations, discussed in greater detail below:

- The 94 m available sight distance meets the recommended sight distance for the 40 km/h road;
- The 94 m available sight distance still provides a reasonable amount of time gap for a vehicle to make the left turn onto College Avenue East;
- The available stopping sight distance for vehicles travelling eastbound along College Avenue East meets and exceeds the recommended TAC Guide distance; and,
- The low site traffic volumes projected for the site making left turns.

8.2.1.1 Minimum Sight Distance for a 40km/h road

The recommended minimum sight distance for a 40 km / h road is 85 metres as outlined in **Exhibit 3**. As College Avenue East has a posted speed limit of 40 km/h, the 94 m available sight distance would satisfy the TAC recommendation.

8.2.1.2 Time Gap Review

Intersection sight distance along the major road is determined by the following equation:

$$ISD = 0.278 * V_{major} * t_g$$

Where:

- ISD is the intersection sight distance (length of the leg of sight triangle along the major road) (m);
- V_{major} is the design speed of the major road (km/h); and,
- T_g is the time gap for a fully stopped vehicle on the minor road to enter the major road (s)

The time gap assumptions outlined in the TAC Guide are provided in **Exhibit 5**.

Table 9.9.3: Time Gap for Case B1, Left Turn from Stop

Design Vehicle	Time Gap (t_g)(s) at Design Speed of Major Road
Passenger car	7.5
Single-unit truck	9.5
Combination truck (WB 19 and WB 20)	11.5
Longer truck	To be established by road authority

Exhibit 5: Time Gap Assumptions in TAC Guide

With the available intersection sight distance of 94 metres, the time gap for left-turning vehicles onto College Avenue East is 6.8 seconds, which is a difference of 0.7 seconds from the TAC Guide. While the difference is not insignificant (9% time reduction), passenger car vehicles can still perform left turn movements within 6.8 seconds onto College Avenue East.

8.2.1.3 Stopping Sight Distance Review

The TAC Guide table in **Exhibit 3** also provides recommended minimum stopping sight distances which is defined as the distance that it takes to perceive, react and apply the brakes to stop a vehicle. Stopping sight distance is considered to be the minimum sight distance criterion for vehicles approaching an intersection or travelling along a roadway. A 65-metre minimum stopping sight distance is recommended for vehicles travelling along College Avenue East (design speed limit of 50 km / h).

The sight distance drawing **SD-03** in **Appendix E** illustrates the 65-metre stopping sight distance along the horizontal and vertical planes. In accordance with the TAC Guide, a driver travelling east on College Avenue East (eye height of 1.08 metres) can see the taillights of a vehicle (0.6 metres from the ground) at the location of the proposed Site driveway. This indicates that vehicles travelling east along College Avenue East (at the higher design speed of 50 km / h) have enough room to come to a full stop before reaching the proposed location of the Site driveway. Typically, full stop conditions rarely occur because vehicles will simply slow down if they perceive a vehicle turning into their lane.

It should be noted that College Avenue East has additional stopping sight distance available along the site frontage which provides buffer for vehicles travelling east. While **SD-03** in **Appendix E** illustrates the recommended 65 metre minimum, additional stopping sight distance is available across the crest curve.

While the intersection sight distance for left-turning vehicles does not meet the TAC recommendations by 11 metres, the stopping sight distance along College Avenue East adequately addresses the safety concerns of the proposed Site driveway location.

8.2.1.4 Projected Vehicle Trips

As mentioned in the January 2026 Transportation Report, the forecasted outbound vehicle volumes for the Site are 10 and 15 vehicles during the weekday morning and afternoon peak hours, respectively. Specifically, there are 5 vehicles making a left turn onto College Avenue East during the weekday morning and afternoon peak hours (this is equivalent to 1 left-turning vehicle every 12 minutes).

Given the low projected Site volumes, it is reasonable to state that the drivers are able to take their time ensuring they carefully merge onto College Avenue East.

8.3 Intersection Sight Distance Review Summary

The preliminary sight distance review indicates that the proposed driveway location is functionally and operationally appropriate and will facilitate all vehicular access to and from the Site. The right turn movement from the Site driveway complies with the sight distance recommendations of the TAC Guide. While the left turn movement from the Site driveway is 11 metres deficient of the intersection sight distance recommendation contained in the TAC Guide, the driveway is still considered functional given the justifications mentioned in **Section 8.2.1**.

We note that the proposed Site driveway location is primarily a Site Plan matter, rather than an OPA / ZBA matter. As the design process advances for the Site, there may be changes to the driveway location, at which time additional sight distance reviews will be undertaken, as required.

* * * * *

We trust the foregoing is in order and provides an appropriate presentation of updated information related to the revised Official Plan Amendment and Zoning By-law Amendment applications being made to the City of Guelph.

If you have any questions, comments or require anything further please do not hesitate to contact me.

Sincerely,

BA Consulting Group Ltd.

Hendrik Rolleman, B.A.Sc., RPP, MCIP
Transportation Planner

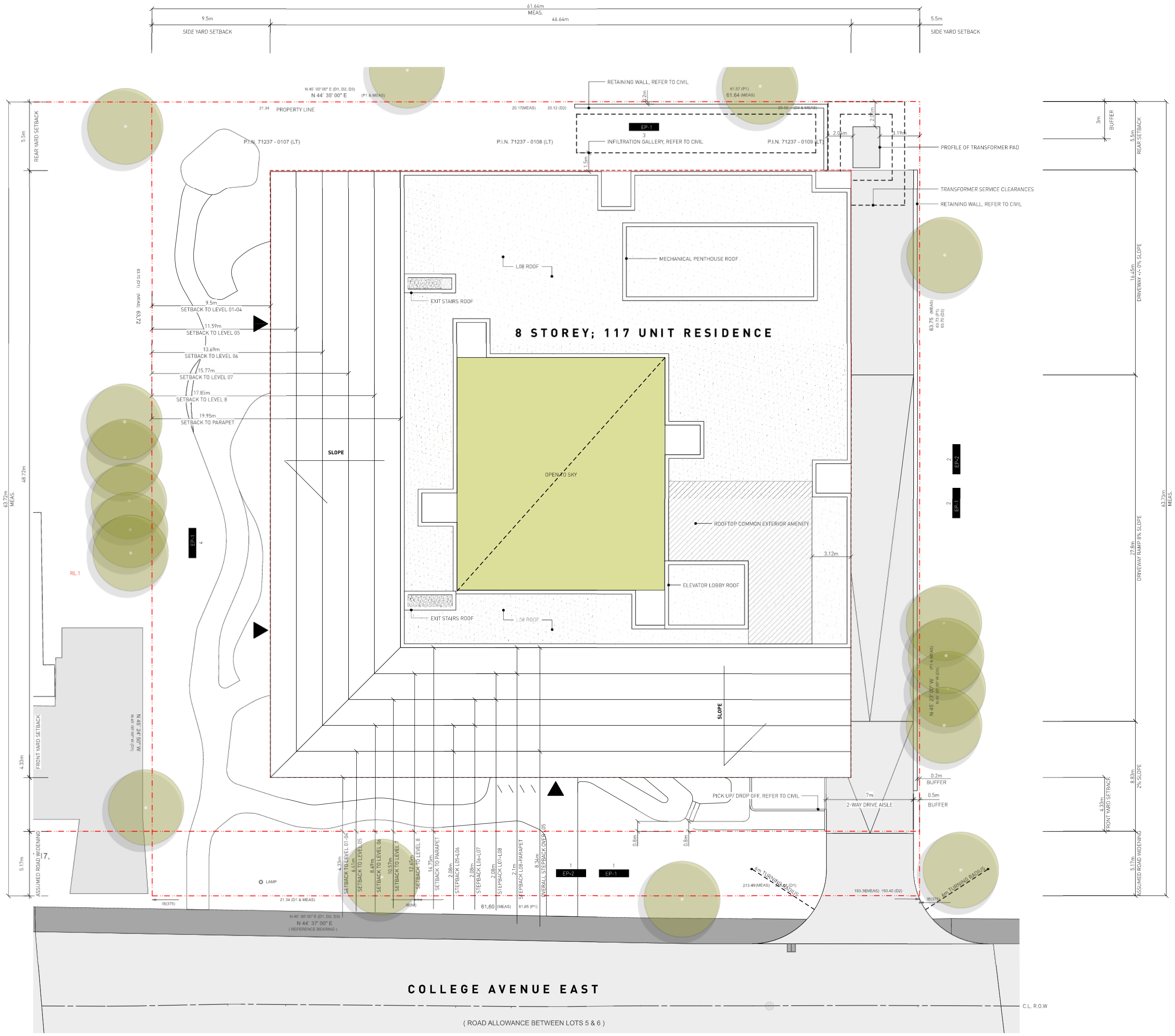
Stephanie Hardes, P.Eng.
Senior Associate

cc:
Kyle Jong, P.Eng., Associate

Appendix A:
Architectural Plans

High Density Residential RH.7 Zone

Zoning Regulation RH.7 Zone	Required	Provided	Compliance
Permitted Uses	Apartment Building	Post Secondary Student Residence	No
Minimum Lot Frontage	30 meters (Table 6.32 RH.7)	60.61 meters (meas.)	Yes
Residential Density Units per Hectare (uph)	Minimum: 100 uph Maximum:150 uph (Table 6.32 RH.7)	Pre-Road Widening (0.393 Hectare): 298 uph Post-Road Widening (0.361 Hectare) 324 uph	No
Unit Count		117 units	
Bed Count		433 beds	
Front Yard or Exterior Side Yard Setback	Minimum: 6m Maximum: 11m	4.3 meters	No
Interior Side Yard Setback	Minimum: 3m (Where windows of a habitable room face an interior side yard, the minimum interior side yard setback shall me 7.5m)	East: 5.5m to building face East: 0.2m to retaining wall of ramp West: 9.5m	East: No West: Yes
Minimum Rear Yard	7.5 meters (Table 6.33 RH.7)	North: 5.5 meters	No
Buffer Strip	Minimum: 3m	North: 5.5m East: 0.2m to Parking Ramp West: 9.5m	North: Yes East: No West: Yes
Landscaped Open Space (minimum)	40% of Lot Area	40% Softscape, Hardscape	Yes
Maximum Building Height	10 Storeys (Table 6.34 RH.7) in accordance with Section 4.14	8 Storeys in accordance with Section 4.14	Yes
Minimum Building Height	3 Storeys	8 Storeys in accordance with Section 4.14	Yes
Floorplate Size (maximum)	7th and 8th Storeys: 1200 m2 Each storey above 9th storey: 1000m2	7th Storey: 1200 m2 8th Storey: 1190 m2	7th Storey: Yes 8th Storey: Yes
Building Stepbacks (minimum)	3m for all portions of the building above the 6th storey facing a street for buildings located within 15m of a street	6th Storey Stepback: 2.08m 7th Storey Stepback: 2.08m 8th Storey Stepback: 2.08m Parapet Setback: 2.10m	7th Storey: No 8th Storey: No
Building Length (maximum)	75m for buildings located within 15m of a street for the portion of the building adjacent to the street	46.6 meters	Yes
Active Entrance	Minimum of 1 active entrance for every 30m of street line	1 Active Entrance	No
Tower Separation	Tower portion of a building shall be setback a minimum of 12.5m from an interior side lot line and a rear lot line measured perpendicularly from the exterior wall of the 6th storey.	North: 5.5m East: 5.5m West: 14.68m	North: no East: no West: yes
Common Amenity Area (minimum)	20m2 per dwelling unit	Total Common Amenity Area: 1648.53 m2 Common Amenity per Unit: 14.09 m2	No
Angular Plane	30 degrees measured from property line of interior side yard when adjacent to RL.1 zone	West: 53 degrees	No
Angular Plane	In accordance with Section 4.14.4: angular plane of 45 degrees from the centre line of the street	South: 42.48 degrees	Yes
Compact Parking Space Dimensions	Maximum 15% of minimum required parking may be designed for compact vehicles (minimum size 2.4m width x 5.5m length)	10 spaces at 2.4m x 5.5m	Yes
Minimum Parking Space Dimensions	2.75m width x 5.5m length excluding any obsturctions	2.75m x 5.5m excluding any obstructions	Yes
Required Parking Rates in All Zones Except Downtown Zones	Apartment Building, Minimum Required: 1 space per dwelling unit, plus 0.15 visitor spaces per dwelling unit. 135 spaces required (18 visitor)	69 spaces (12 visitor spaces)	No
Accessible Parking City of Guelph Facility Accessibility Design Manual July 2013 (page 62)	Type A - Accessible Van Spaces = 1 (2015 Accessibility Design Manual section 4.3.12 / page 64)	2	Yes
	Type B - Accessible Spaces = 2 (2015 Accessibility Design Manual section 4.3.12 / page 64)	2	Yes
Loading Bays	1 Loading Bay, minimum dimensions 11.4m (Length) x 6m (Width) x 6.5m (height), minimum 4.5m overhead clearance path to loading bay	1 Loading Bay, minimum dimensions 11.4m (Length) x 6m (Width) x 6.5m (height), minimum 4.5m overhead clearance path to loading bay	Yes
Electrical Vehicle Parking	Minimum 80% of total require parking spaces	69 spaces x 0.8= 56 spaces	Yes
Required Bicycle Parking Rates in All Zones Except Downtown Zones	Minimum Bicycle Parking Spaces (short term): 0.1 spaces per dwelling unit, 2 spaces minimum. Minimum Bicycle Parking Spaces (long term): 0.75 spaces per dwelling unit, 2 spaces minimum	16 short term; 194 long term	Yes
Bicycle Parking Space & Aisle Dimensions	Minimum dimension 0.6m width by 1.8m length with minimum vertical clearance of 1.9m and accessed by an aisle with minimum width of 1.5m	1.8mx 0.6m with 1.9m vertical clearance and aisle width of 1.5m	Yes



SITE PLAN
SCALE: 1:150

NOT FOR CONSTRUCTION

Drawn By: NC
Checked By: SR
Printing Date: 2026.06.17

The Contractor shall verify all dimensions, datums and levels prior to commencement of work.

All errors and omissions to be reported to the Architect before proceeding.

This drawing must not be scaled.

Any unauthorized alteration of the electronic data which constitute this document will void all responsibility for the altered document by the Architect.

This drawing is not to be used for building purposes until countersigned by:

5468796 ARCHITECTURE INC
266 MCDERMOT AVE
Winnipeg MB R3B 0S8
P: 204.480.8421
F: 204.480.8876

210-214-222 COLLEGE AVE EAST

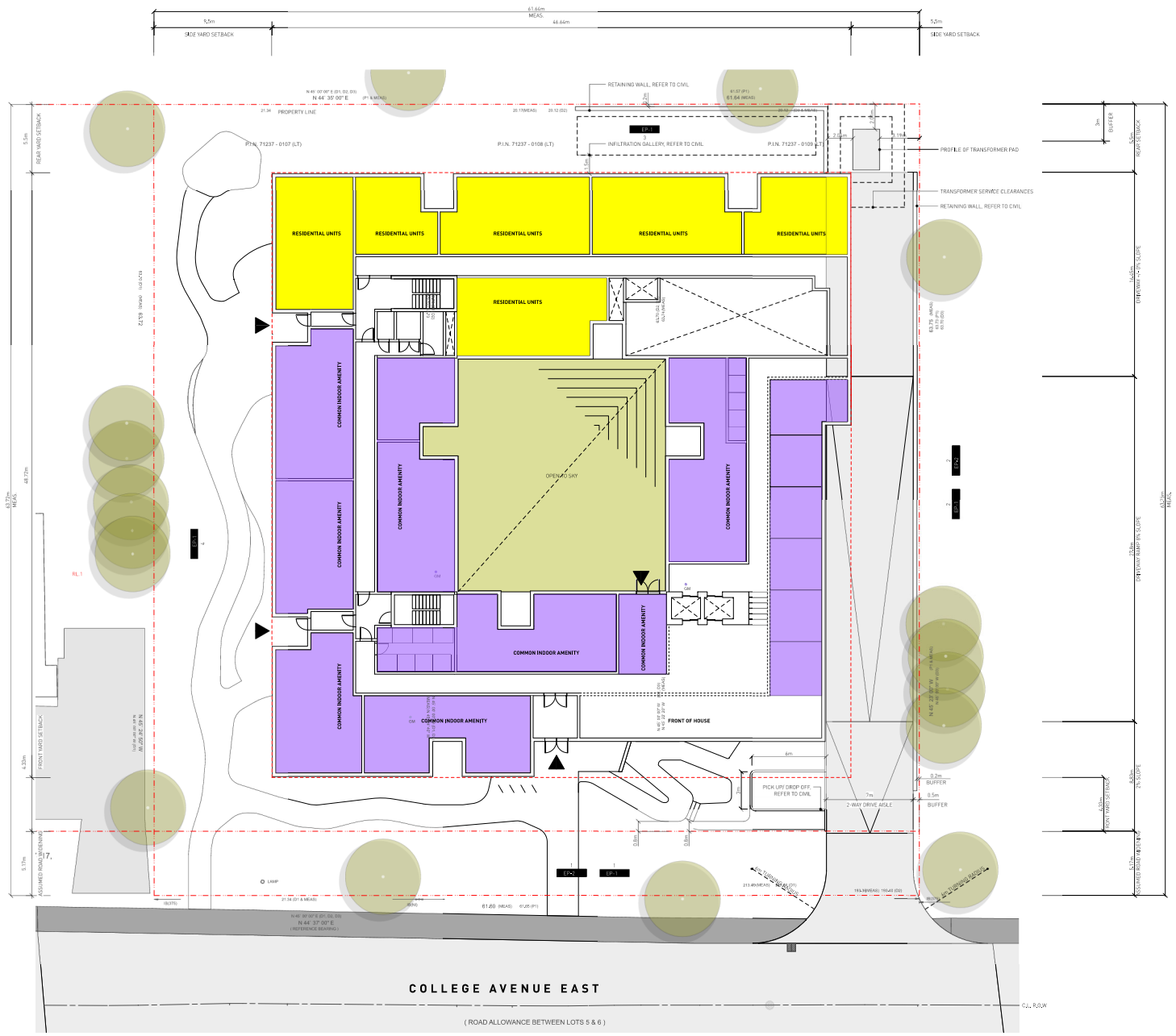
GUELPH ON CAN

SITE PLAN

Project 0837

Sheet

SP-1



1 GROUND FLOOR PLAN
SP-2 SCALE: 1:150

Drawn By: NC
Checked By: SR
Printing Date: 2026.06.17

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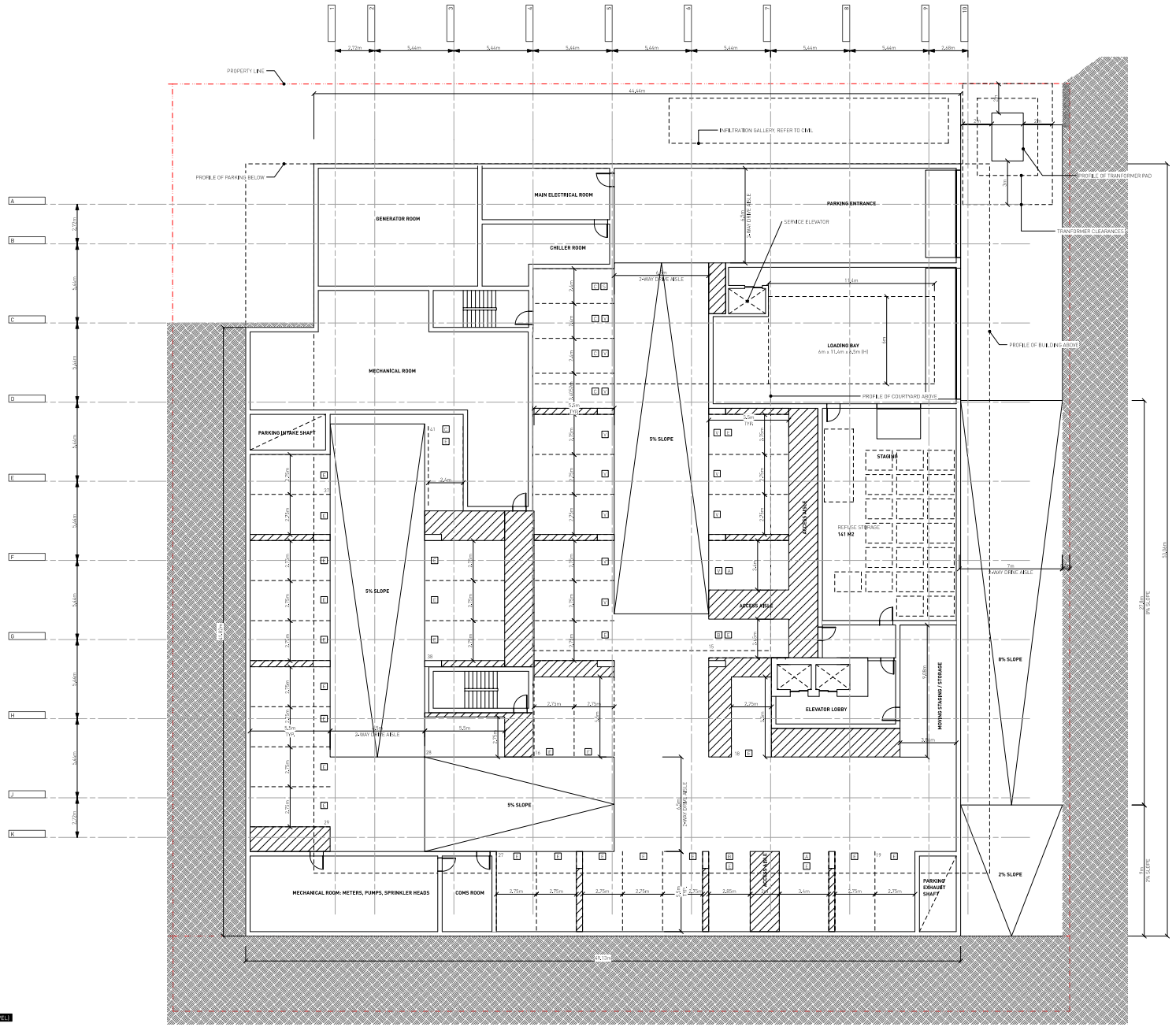
210-214-222 COLLEGE AVE EAST

GUELPH ON CAN

GROUND FLOOR PLAN

Project 0837

Sheet SP-2



LEGEND

- A ACCESSIBLE PARKING SPOT TYPE A (2 TOTAL)
- B ACCESSIBLE PARKING SPOT TYPE B (2 TOTAL)
- C COMPACT PARKING SPOT (10 TOTAL)
- V VISITOR PARKING SPOT (12 TOTAL)
- E ELECTRIC VEHICLE PARKING SPOT (56 TOTAL)
- CS CAR SHARE SPACE (1 TOTAL)

69 PARKING SPOTS TOTAL

194 LONG-TERM BICYCLE PARKING SPOTS TOTAL

Drawn By: NC
Checked By: SR
Printing Date: 2026.06.17

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210-214-222 COLLEGE AVE EAST

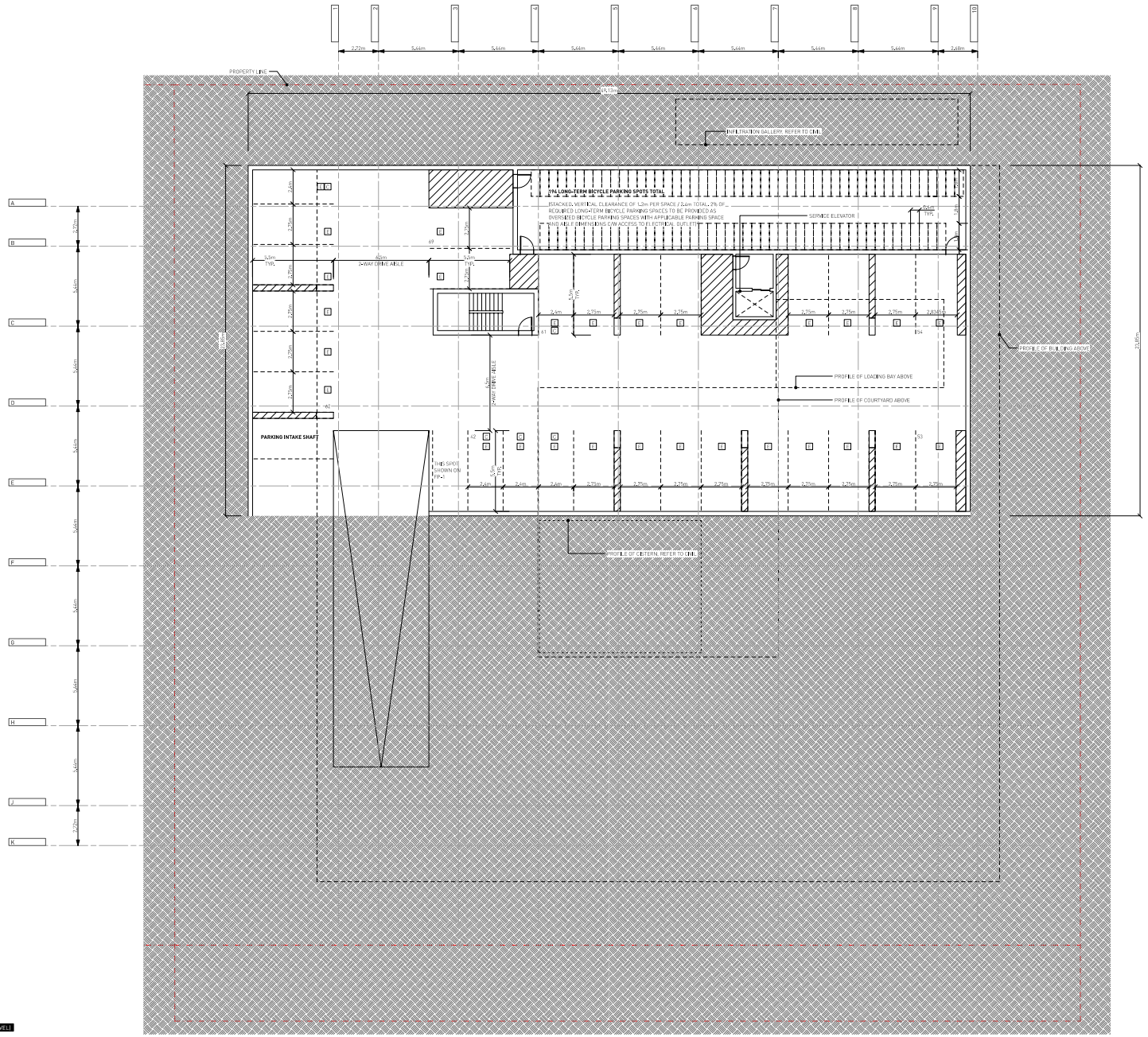
GUELPH ON CAN

PARKING LEVEL FLOOR PLAN (ENTRY)

Project 0837

Sheet FP-1

1 FP-1 P1 - FLOOR PLAN (PARKING ENTRY LEVEL)
SCALE: 1:125



LEGEND

- A ACCESSIBLE PARKING SPOT TYPE A (2 TOTAL)
- B ACCESSIBLE PARKING SPOT TYPE B (2 TOTAL)
- C COMPACT PARKING SPOT (10 TOTAL)
- V VISITOR PARKING SPOT (12 TOTAL)
- E ELECTRIC VEHICLE PARKING SPOT (56 TOTAL)
- S CAR SHARE SPACE (1 TOTAL)

69 PARKING SPOTS TOTAL

194 LONG-TERM BICYCLE PARKING SPOTS TOTAL

Drawn By: NC
Checked By: SR
Printing Date: 2024.06.17

NOT FOR CONSTRUCTION

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210-214-222 COLLEGE AVE EAST

GUELPH ON CAN

PARKING LEVEL FLOOR PLAN (LOW)

Project 0837

Sheet FP-2

1 FP-2 P1 - FLOOR PLAN (PARKING LOWER LEVEL) SCALE: 1:125

Appendix B:
City of Guelph Comments

210, 214 and 222 College Avenue East

Development Planning Staff Comments - May, 2026

Proposed Use & Definition - Other than specifying who the building is primarily intended for, the proposed "Post-Secondary School Residence" use and definition appear to serve no additional purpose. The proposed definition appears to people zone and staff are concerned the proposed use contravenes the Ontario Human Rights Code. It is recommended the proposed development be classified as an apartment building for zoning purposes.

Density – The proposed net density of 425 units per hectare (uph) far exceeds the maximum permitted net density of 150 uph for the "High Density Residential" land use designation that is being proposed. This density also far exceeds the maximum permitted net density of 250 uph for lands within a Strategic Growth Area (SGA), which are the specific areas of the city identified to accommodate the greatest residential density. While staff are generally supportive of increased densities for this site, what is proposed is not supported from a planning/ growth management perspective.

- While the site is situated in proximity to the University of Guelph campus, it is not within a SGA as identified in the City's Official Plan.
- Connections from this site are somewhat restricted, for instance, to the north there is a private golf and tennis club (Cutten Fields) that is intended for use by members only (not intended for public use). The municipal sidewalk ends at the limit of the site on the north side of the street, and the sidewalk on the south side of College Ave E. terminates at Dundas Lane, which is also the point which the on-street bicycle lanes start/end. Furthermore, the University of Guelph campus extends over 800 metres to the south and west of this site.
- The convenience commercial and personal service uses (complementary uses) on the University of Guelph campus are intended to "be oriented and designed to primarily serve the needs of those persons directly associated with the 'Major Institutional' use. These uses shall not be located in a manner that will attract of serve the general public" (Official Plan Policy 9.6.4 i.). While it is understood the proposed development is intended to be geared towards post-secondary school students, anyone could live there (no direct affiliation with the University of Guelph).
- Furthermore, while staff acknowledge there are several green spaces/ fields in proximity to this site, they are all privately owned (by the University of Guelph). The closest municipal park is situated approximately 1.5 kilometers away.
    - There is a concern identified with a private development of this scale (with no direct affiliation with the University) to rely on private amenities provided on the University campus to support residents.
- The site is approximately 1 km from University Center which is a hub for many local transit bus routes (Guelph Transit) as well as some regional transit bus routes (GO transit). The site

is serviced by 1 bus transit route, with the 2 stops closest to this site being some of the last on the route, with the route terminating at the University Center.

- Unlike most comparator sites included in Appendix A of the PJR, this site is not located in a SGA or Major Transit Station Area (MTSA). The City of Guelph has identified SGAs for select areas of the city, including lands in proximity to the University of Guelph campus, that are located on arterial roads, serviced by several transit routes and amenities (including parks, commercial areas/ shopping facilities) to support the scale of intensification planned for these areas.

Building Massing and Scale - Outdoor Courtyard, Floorplate Sizes & Setbacks

Staff have significant concerns with the proposed building form, mass and scale.

- While the outdoor courtyard in the middle of the building is not included in the maximum tower floorplate area, visually it appears to be. The reduced building setbacks for both the podium and tower portion of the building, combined with the enlarged tower floorplates, and height of the building, results in a building form that appears excessively large and visually bulky.
- Based on the sun shadow study submitted with the application, the outdoor courtyard receives very limited sunlight (2-hour period in summer months for limited portions of the courtyard). It appears dwelling units are proposed to face the courtyard and that the habitable room windows facing the courtyard would be the only source of natural light for these units. Furthermore, there appears to be limited separation from the units directly across from each other which overlook the courtyard (approximately 16 – 18 metres). Staff are concerned this building form will result in inner facing units with limited sunlight and privacy.
- Staff would strongly encourage the applicant to explore a different building form. Planning and Urban Design staff would be pleased to work with you in exploring other building form options that may be better suited to this site.
- The minimum building setbacks for the podium portion of the building should be achieved. These setbacks provide space to accommodate key site elements (ie. separation from the retaining wall and building to the proposed infiltration gallery, provision of buffer strips/ plantings/ street trees etc.).
- The minimum setback from projections (exterior stairs and ramp) to the front lot line (0.8 metres) should be achieved.
- The regulation that was requested to permit a retaining wall 0.2m from the rear lot line and east interior lot line in staff's opinion is not required, please clarify the reasoning for including this.

Parking

- Note: The parking rates set out in Table 5.3 of the 2023 Zoning by-law are now in full force and effect (no longer under appeal). A rate of 1 parking space per dwelling unit, plus 0.15 visitor parking spaces per dwelling unit applies to apartment buildings on lots without a parking adjustment (PA) suffix.
- Staff have concerns with the proposed parking rate of 0.42 parking spaces/ unit (or 0.12 parking spaces/ bed). Staff would note that other developments within the City of Guelph that are intended to be geared towards post-secondary school students have a minimum parking rate that generally works out to 0.25 parking spaces/ bed.
- The proxy sites included in the parking demand review table (Table 6) within the Traffic Impact Study (TIS) include: 601 Scottsdale Drive (Guelph), 228 Albert St (Waterloo) and 246 Albert St (Waterloo). Each of these sites are located in proximity to a University campus and within a MTSA or SGA. Planning staff would note that while the subject site is located in proximity to a University campus, it is not located within a MTSA or SGA.
    - In addition to the number of units for these proxy sites, please include the total number of bedrooms. It is staff's understanding the proxy sites contain 1- and 2-bedroom units, whereas the proposed development is intended to include, 2-, 3- and 4-bedroom units (with most units being 4-bedroom units). How do the proxy sites compare to the proposed site on a per bedroom basis?
- Further to Policy 5.11.7 of the City's Official Plan, and comments provided at the DRC meeting, please advise if there have been any discussions with the University about potential off-site parking/ shared parking arrangements.
- Note: Table 5.2, the table that sets out minimum dimensions for parking spaces in the Zoning By-law is no longer under appeal. A parking space within a surface parking area or parking structure is required to be 2.75 metres wide x 5.5 metres long (excluding any obstructions). As such, a site-specific regulation is not required.
- Staff would encourage the applicant to consider the provision of car share space(s) within the proposed development.
- While the location of the proposed pickup and drop-off (PUDO) space location is not supported as discussed in Transportation staff's comments and Urban Design staff's comments, the provision of PUDO parking space(s) are in staff's opinion very important for this site given: there is no option for on-street parking in front of this site, no surface parking is proposed, and the concerns raised at the public meeting.
    - Based on the scale of the proposed development, and the justification for a potential parking reduction, staff are concerned that the provision of 1 PUDO parking space may not be sufficient for this development. Please review.
    - Please note, a PUDO parking space would need to be designed to meet accessibility requirements.
    - PUDO space(s) should be easily accessible, clearly identifiable/ easy for visitors to find, and located/ designed in a manner that would allow users to safely get from the PUDO space(s) to the building entrance/ lobby.

Long-Term Bicycle Parking Spaces

- 194 long-term bicycle parking spaces are proposed (which works out to a rate of 1.25 long-term bicycle parking spaces per unit, or 0.36 long term bicycle spaces per bed) in a stacked parking arrangement which satisfies the long-term bicycle parking zoning requirement per the Zoning By-law. Staff would note that while the long-term bicycle parking rate was reduced through the partial settlement of the Comprehensive Zoning By-law and that now only a minimum bicycle parking rate of 0.75 long term bicycle parking spaces per dwelling unit for apartment buildings on sites not identified with a Parking Adjustment (PA) suffix is required, staff would recommend the applicant maintain the rate of long term bicycle parking spaces per unit as currently proposed for this development.
- Compliance with the following regulations should be confirmed:
    - Stacked bicycle parking spaces will have a minimum width of 0.6 m, and a minimum vertical clearance of 1.2 m per space (2.4 m total); and
    - A minimum of 2% of the required bicycle parking spaces, long-term will be provided as oversized bicycle parking spaces in accordance with the applicable bicycle parking space and aisle dimensions, each with access to an electrical outlet [note: this is what the regulation was revised to as through the partial settlement of the comprehensive zoning by-law]
- Alternative to the suggestion provided by Transportation staff, to promote cycling and support safe and convenient bicycle connections from the municipal right-of-way to the site, Planning staff recommend the applicant locate the long-term bicycle parking on the first storey of the building rather than on the P2 level, and provide a direct from the long-term bicycle parking area to the municipal right-of-way that is separate from the vehicle access driveway and won't require cyclists to travel through the loading bay.

Transitions/ Impacts to Adjacent Lands

- Staff have concerns with the proposed transition and the relationship to the adjacent lands. Please refer to Urban Design staff's comments. Staff would encourage the applicant to make revisions to the building design to improve the transition/ relationship to the adjacent lands.
- As an alternative to an angular plane regulation to the adjacent lands zoned RL.1, staff would generally be supportive of exploring a building setback and stepback approach with the applicant.

Public Meeting Concerns

- Please address public comments that were raised at the public meeting

Internal Memo

Date	April 29, 2026
To	**Kelley McCormick**
From	Louis de Jong
	Engineering Technologist III
Service Area	Infrastructure, Development, and Environment
Department	Engineering and Transportation Services
Subject	**210, 214, & 222 College Ave E**
	OZS26-003
	Official Plan Amendment and Zoning By-law Amendment - Formal Submission

The comments below are a compilation from various city staff and departments, and are based on the following plans & reports:

- Functional Site Grading Plan – prepared by MTE Consultants Inc.; dated January 13th 2026
- Functional Site Servicing Plan – prepared by MTE Consultants Inc.; dated January 13th 2026
- Functional Servicing and Stormwater Management Report – prepared by MTE Consultants Inc.; dated January 13th 2026
- Preliminary Scoped Hydrogeological Assessment – prepared by Chung & Vander Doelen Engineering LTD.; dated January 9th, 2026
- Geotechnical Investigation – prepared by Chung & Vander Doelen Engineering LTD.; dated January 9th, 2026
- Traffic Impact Study – prepared by BA Group; dated January 2026
- Phase One Environmental Site Assessment – Chung & Vander Doelen Engineering LTD.Consultant; dated March 26, 2025
- Phase One Reliance Letter – Chung & Vander Doelen Engineering LTD.Consultant; dated January 9, 2026
- Noise and Vibration Impact Study– prepared by RWDI; dated January 12 2026
- 210 – 222 College Avenue East Architectural Set – Prepared by 5468796 Architectural Inc.; dated January 9, 2026

Municipal Services

Wastewater

The Functional Servicing and Stormwater Management Report identifies that the anticipated site flows have increased since the 2025 capacity modelling check was completed therefore another capacity modelling check will be required. Plant capacity will also be checked as part of this process. As this application is at the formal submission stage, Engineering staff will recommend the application of a Holding (H) condition to ensure that adequate and available municipal servicing can be demonstrated.

Water

Staff will be arranging for the applicant to complete a water capacity modelling check to ensure that there is adequate and available water capacity and plant capacity for the proposed development. However, as this application is at the formal submission stage, Engineering staff will recommend the application of a Holding (H) condition to ensure that adequate and available municipal servicing can be demonstrated.

Site Grading and Servicing Plan:

Based on review of the Site Grading and Servicing Plans, the design appears to demonstrate that the site can be graded and serviced as per Development Engineering Manual requirements. More detail and revisions will be required at the time of site plan, where the grading and servicing plans will be reviewed in greater detail. At time of site plan, it should be noted that all retaining walls shall be designed in accordance with section 5.3.1 of the Development Engineering Manual, including a 0.15 setback from entire retaining wall structure to the property line.

Functional Servicing & Stormwater Management Report

Staff have reviewed the submitted Functional Servicing and Stormwater Management Report, and based on the information provided, it has not yet been satisfactorily demonstrated that quantity control and water balance criteria will meet Development Engineering Manual requirements. Revisions and further detail to the stormwater management report are required prior to detailed design. Further comments are below:

Site Servicing

The Functional Servicing and Stormwater Management Report notes that the existing water and sanitary laterals are proposed to be capped. The revised Functional Servicing and Stormwater Management Report is to correct this to note that all existing services shall be decommissioned and removed to within 300mm of the main, consistent with SS-26 of the City of Guelph Linear Infrastructure

Standards.

Water Quality

Staff have reviewed the proposed stormwater management strategy with respect to quality control and have no concerns at this time.

Water Quantity

The water quantity criteria is to control all storm events post to pre, 2 to the 100 year storm. The Functional Servicing and Stormwater Management Report proposes to meet this criteria with an infiltration gallery for clean water, and a cistern in the parking garage for parking lot water, which is then pumped to the municipal storm sewer. However, revisions are required as staff have concerns that the Functional Servicing and Stormwater Management Report does not clearly demonstrate how it meets all quantity criteria, including the indication of increased runoff during the 100-year storm event.

The submitted FSR states that roof water will drain to an infiltration gallery which has a 1m separation from the high groundwater elevation. However, it has not been demonstrated that the infiltration gallery meets all requirements per Section 5.7.9 of the Development Engineering Manual as the proposed location is less than 5m away from the building and the retaining wall. The applicant notes that retaining wall and foundation design will be designed with consideration of the infiltration gallery at detailed design, however staff require this information in an updated SWM report prior to submitting for detailed design.

The Functional Servicing and Stormwater Management Report also proposes that runoff from parking/private driveway area will drain into a cistern within the parking garage where the stormwater will be mechanically pumped into the storm sewer. Pumping is not an ideal way to manage stormwater and it is recommended that an alternative to the mechanical system be explored.

Water Balance

The water balance criteria for this development is to maintain pre-development recharge rate, volume and hydroperiods at post development conditions and to provide a minimum of 5mm of volume control.

The applicant's stormwater management report does not identify all required criteria, specifically the 5mm requirement. The Functional Servicing and Stormwater Management Report points out that water balance criteria will be met through the use of an infiltration gallery that has a minimum separation of 1m between the Seasonal High Groundwater level(SHGW) and the bottom of the infiltration gallery. Further, the applicant's FSR indicates that there will be a net gain of infiltration, in post development conditions.

The Functional Servicing and Stormwater Management Report states that this site is in a WHPA B with a vulnerability score of 6 and infiltration from parking lot water is prohibited. However, it is noted that the City of Guelph Stormwater management Master Plan, Appendix E, Section 5.2.5.4 notes that if vulnerability score is equal to

or less than 8, infiltration of parking lot runoff is encouraged only if a Private Salt Management Plan (PSMP)runoff.

Engineering staff will recommend the application of a Holding (H) condition for an updated Functional Servicing and Stormwater Management Report so that the applicant can make necessary revisions and demonstrate how the site will meet all stormwater management criteria prior to the applicant submitting for detailed design.

Preliminary, Scoped Hydrogeological Assessment

Engineering Staff have reviewed the applicant's hydrogeological report and have identified the need for revisions and more information as per section 5.7.8 and 5.8 of the Development Engineering Manual.

Infiltration Testing

The applicant has identified that the soils beneath the site have a low infiltration rate, however, the testing methods used were not completed in accordance with Development Engineering Manual. The applicant is required to provide further infiltration testing that is accordance with Section 5.7.8 of the Development Engineering Manual to confirm infiltration rates, and potentially revise designs to accommodate for low infiltration rates as part of the updated Hydrogeological Report, prior to submitting for detailed design.

Seasonal High Groundwater Level

The Preliminary Scoped Hydrogeological report shows that groundwater level monitoring was started in April 2025 and is currently ongoing. The applicant notes a peak groundwater level, and notes that further groundwater monitoring data will be provided in spring 2026 to confirm the peak groundwater elevation and will provide further groundwater readings as the project progresses. As per Section 5.8 of the Development Engineering Manual, and as the applicant has noted they are providing further data for spring 2026, Engineering will require this information to be included in an updated Hydrogeological Report prior to application approval, prior to submitting for detailed design.

As the hydrogeological report notes that more information is to be submitted as the application progresses, and since application is at the formal submission stage, Engineering staff will recommend the application of a Holding (H) condition for an updated Hydrogeological report.

Transportation

Transportation Services staff have reviewed the Traffic Impact Study (TIS) and supporting materials including Architectural drawing set, for the Official Plan and Zoning by-law Amendment application and have the following comments:

1. Please provide a sightline assessment at the proposed site access, as visibility may be limited due to the crest along College Ave. Please confirm that adequate sight distance is provided in accordance with

TAC guidelines. In addition, the current access geometry appears to extend beyond the easterly property line. Please revise the access design to ensure it is fully contained within the subject property and complies with City standards. Consider relocating the driveway to the west limit of the property to improve sightlines and shorten the walking distance for pedestrians to reach the existing signalized intersection at East Ring Road and College Avenue.

2. A pick-up/ drop-off (PUDO) area is shown near the building entrance and appears to be intended for passenger pick-up and drop-off. Please review the location and operation of this space, as its proximity to the site access may create conflicts with entering and exiting vehicles and impact on internal circulation. Given the scale of the development, please clarify how pick-up/drop-off and short-term delivery activities (e.g., food delivery and parcel services) will be accommodated on site.

3. Update the TIS to review pedestrian access to and from the site, including connections to the existing sidewalk network along College Ave E. Pedestrian connectivity toward E Ring Rd is available; however, a gap in sidewalk continuity is noted to the east of the site (toward Dundas Lane). Please demonstrate how safe and continued pedestrian connections will be provided for residents at the site plan stage. The need for a pedestrian crossing along College Ave E should also be considered, subject to meeting City warrant requirements.

4. Update the TIS to provide a left-turn analysis at the site access. If warranted, a functional design is to be included to illustrate the proposed lane configuration along College Avenue.

The following Comments are to be addressed prior to Site Plan Approval:

1. Road widening of 5.182m will be required along the property frontages on College Avenue East, to achieve an ultimate Right of Way of 30m, in accordance with the Official Plan Table 5.1, at the site plan application stage.

   Drawing SP-1: Please revise the proposed driveway width to 7.5 m with a 7.0 m curb radius, in accordance with Table 6-2 of the City's Development Engineering Manual.

2. **Drawing FP-1 and FP-2:** Please provide a hammerhead for the end parking spaces with dimensions. A minimum 1.2 m hammerhead depth is required.

3. **Drawing FP-2:** Please revise the long-term bicycle parking layout to improve access and functionality. The current access from the service elevator is indirect, and the door located at the end of parking stall #51 is not optimal. Consider providing a more direct point adjacent to the west side of the elevator. Please also provide a balanced mix of parking options (e.g.,

horizontal/U type and vertical or two-tier systems), along with layout dimensions and spacing, to demonstrate usability for a range of users.

4. Please provide turning swept paths analysis for passenger vehicles at the ramp entrance and exit, including the top and bottom of ramps and all turning areas.

5. Please provide turning swept paths analysis for Heavy Single-Unit (HSU) vehicles, entering and exiting the pick-up/drop-off area.

6. Please provide fire truck maneuverability in accordance with the approved TOR and City standards. A minimum 12.0 m centreline turning radius and 6.0 m fire route width should be provided, and the fire route on the site plan should be clearly identified on the site plan.

7. Please follow City's Multi-residential Waste Collection Guidelines. Appendix D should be referenced to demonstrate that the required dimensions for a turnaround area.

8. Please provide a vertical profile of the underground parking ramp, in accordance with the approved TOR and the City's Development Engineering Manual, including ramp grades, transition length, and elevations.

9. Please provide a comprehensive Pavement Marking and Signage (PM&S) Plan as a separate drawing. The plan needs to show all required regulatory and site signage and pavement markings for the entire site, including ground floor and all parking levels. This includes stop signs, stop bars, pick up/ drop off (PUDO) zone, no-parking/ no-stopping (hatched areas), fire route signage, accessible parking signage, EV signage. All signage needs to be in accordance with applicable standards, including OTM book 5 and City of Guelph Linear Infrastructure Standards. Fire route signage should be provided at the site entrance "On Private Roadway Fire Routes" and "No Parking- Fire Route" signs repeated along the route at intervals (approximately 40 m).

10. For underground parking layout, it is recommended to increase parking stalls by 0.3 m where there is a fixed obstruction on one side and by 0.6 m where there are fixed obstructions on both sides to allow for door clearance.

Environmental

The Phase I ESA Report (and accompanying reliance letter) prepared by CVD and dated March 26, 2025, for the subject property was reviewed by City Staff. The City's Guidelines for the Development of Contaminated or Potentially Contaminated Sites have been met.

Feasibility Noise Study:

The Noise and Vibration Impact Study was reviewed, and engineering staff require a Detailed Noise Study designed in accordance with the Guelph Noise Control Guidelines, as part of the site plan process.

Staff Recommendations:

The submitted material provided for the formal Official Plan and Zoning Bylaw Amendment application does not sufficiently demonstrate that the stormwater criteria can be met, nor has it been demonstrated that there is adequate and available municipal servicing capacity to support the proposed development. Please have the reports and plans updated as per the comments above.

Or

In the event the application is approved, Engineering staff recommend a Holding Symbol ('H') be placed on the subject lands to ensure that development of the lands does not proceed until the Owner/Developer has completed certain conditions to the satisfaction of the City.

The Holding Symbol (H) may be removed when the following conditions have been met:

i) The Owner shall submit to the City an updated functional servicing and stormwater management report to the satisfaction of the City Engineer/General Manager.

ii) The Owner shall submit to the City an updated hydrogeological study to the satisfaction of the City Engineer/General Manager.

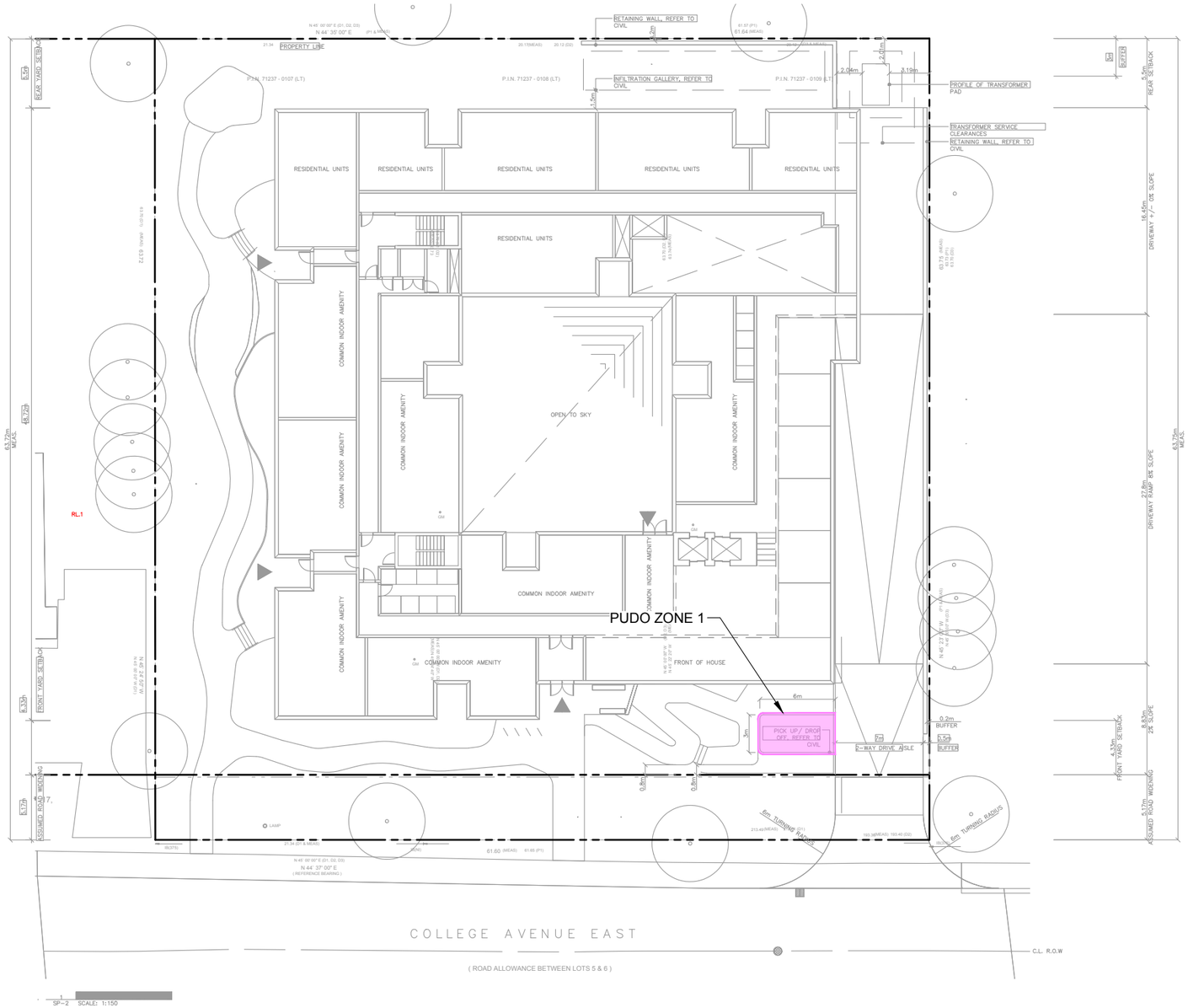
iii) The Owner shall demonstrate that there is adequate and available municipal servicing capacity to support the proposed development, through a water and wastewater capacity modelling check and updated Functional Servicing Report to the satisfaction of the City Engineer/General Manager.

iv) The Owner shall submit a sightline analysis and updated Transportation Impact Study to the satisfaction of the City Engineer/General Manager.

Louis de Jong, C.E.T.
Engineering Technologist III
Engineering and Transportation Services
City of Guelph

Mary Angelo, P.Eng
Manager, Development and Environmental Engineering
Engineering and Transportation Services
City of Guelph

Appendix C:
Pick-Up / Drop-Off Accommodation Plan



Date Plotted: June 17, 2026 Filename: J:\8310-04\ba\Site Plan Review\7. June 15-2026\ba-210 College-Site Plan Review-June15-2026.dwg

BA Group

210-222 COLLEGE AVENUE EAST

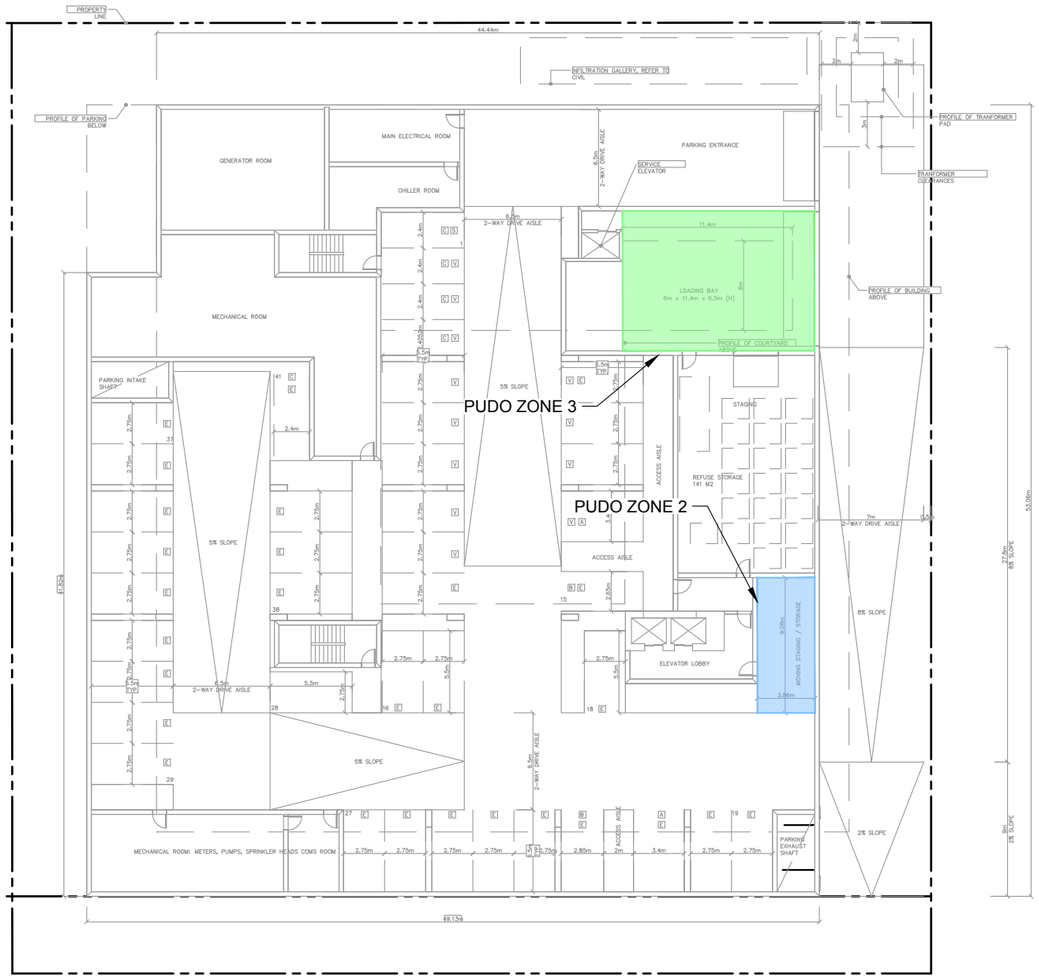
PUDO ZONES

GROUND FLOOR

Project:	210-222 College Ave E
Project No.	8310-04
Date:	June 17, 2026
Revised:	--

Scale 1:400 (0 2 4 6 8 10 20m)

Drawing No. PZ-01



BA Group

210-222 COLLEGE AVENUE EAST

PUDO ZONES

P1 LEVEL

Project:	210-222 College Ave E
Project No.	8310-04
Date:	June 17, 2026
Revised:	--

Scale 1:400 — 0 2 4 6 8 10 20m

Drawing No. PZ-02

Appendix D:
Left Turn Warrant

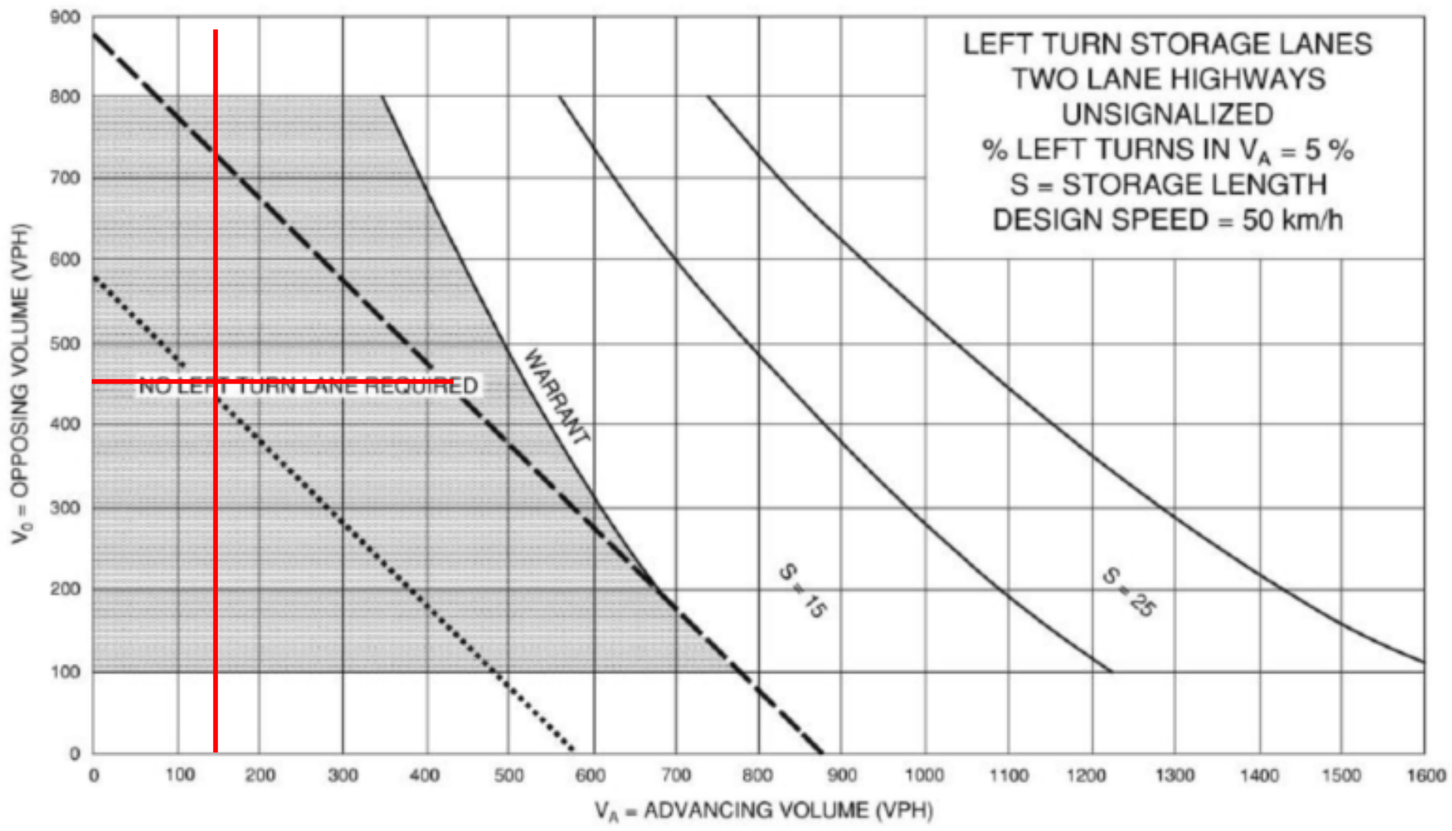
Future Total (2030

			Weekday AM	Weekday PM	SAT Peak
College Ave & Site Driveway	1	NBL	0	0	0
	2	NBT	0	0	0
	3	NBR	0	0	0
	4	SBL	5	5	0
	5	SBT	0	0	0
	6	SBR	5	10	0
	7	EBL	5	10	0
	8	EBT	140	280	0
	9	EBR	0	0	0
	10	WBL	0	0	0
	11	WBT	445	230	0
	12	WBR	5	5	0

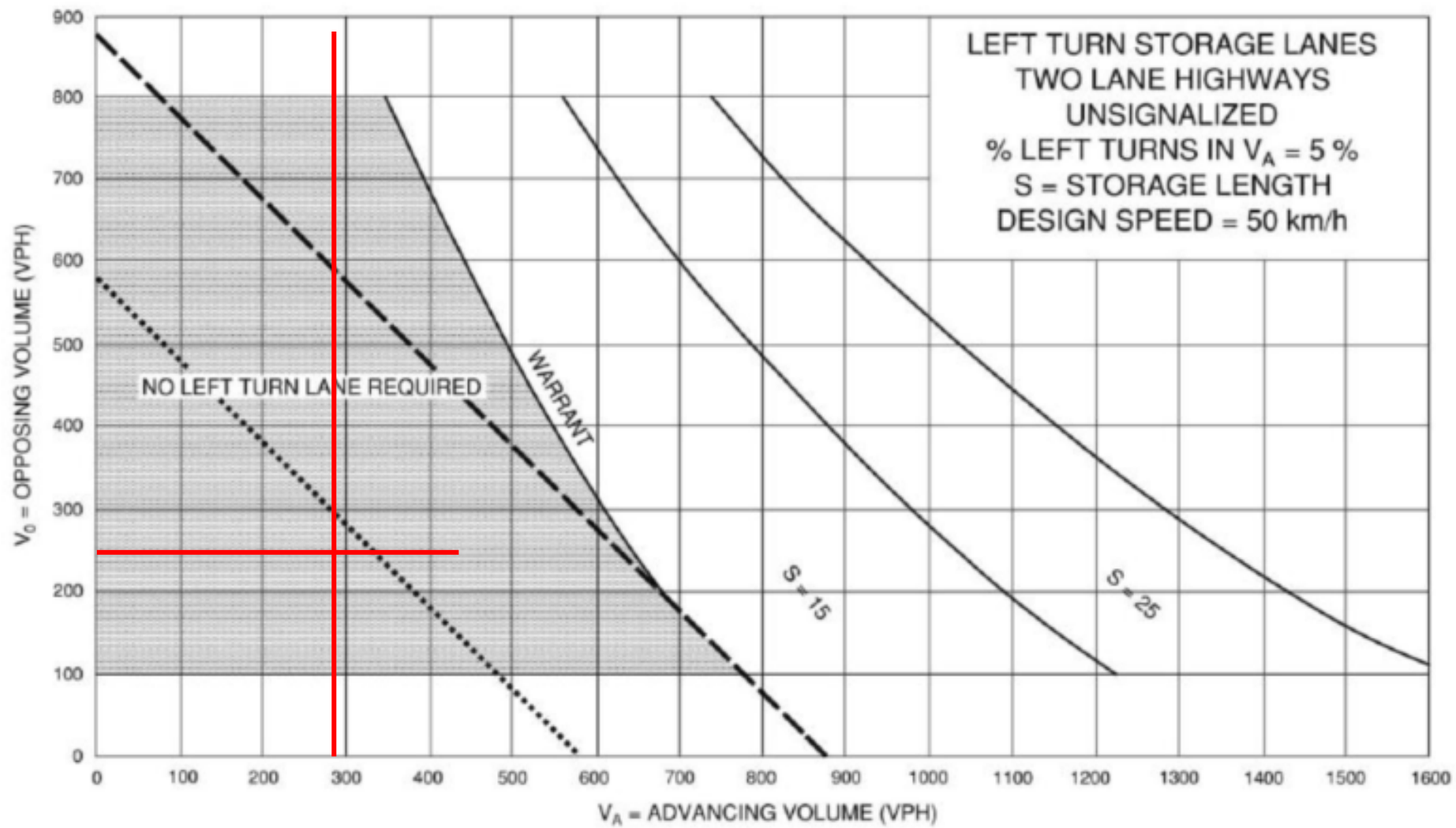
Recommended Storage Length **0 metres**

AM

Advancing Volume	145	% Left Turn of Advancing	3%	Signal Warranted?	NO
Opposing Volume	450			Storage Length	0 m



PM						
Advancing Volume	290	% Left Turn of Advancing	3%	Signal Warranted?	NO	
Opposing Volume	235			Storage Length	0	m



TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

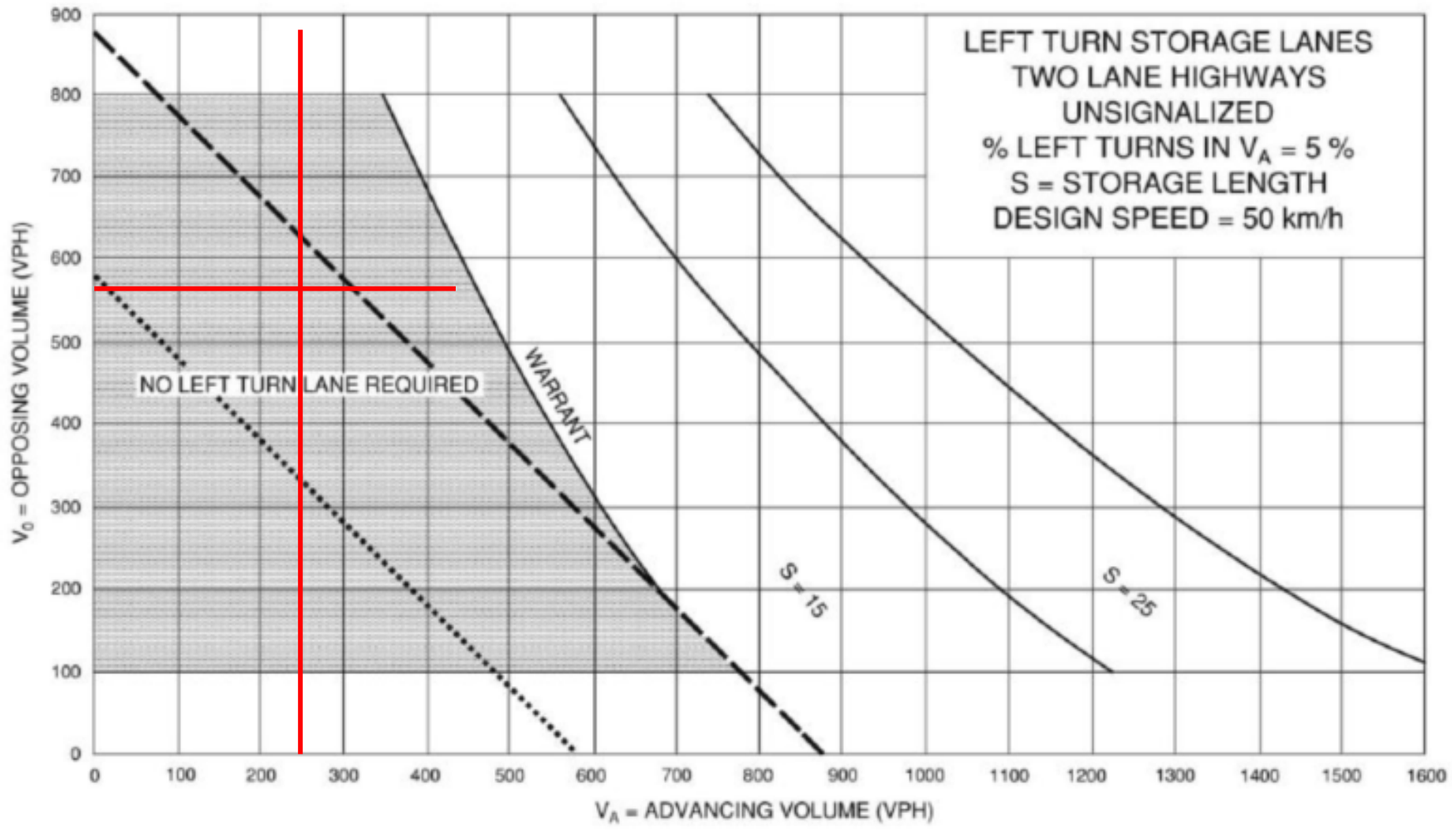
Future Total (2035)

			Weekday AM	Weekday PM	SAT Peak
College Avenue & Site Driveway	1	NBL	0	0	0
	2	NBT	0	0	0
	3	NBR	0	0	0
	4	SBL	5	5	0
	5	SBT	0	0	0
	6	SBR	5	10	0
	7	EBL	5	10	0
	8	EBT	245	420	0
	9	EBR	0	0	0
	10	WBL	0	0	0
	11	WBT	570	365	0
	12	WBR	5	5	0

Recommended Storage Length **0 metres**

AM

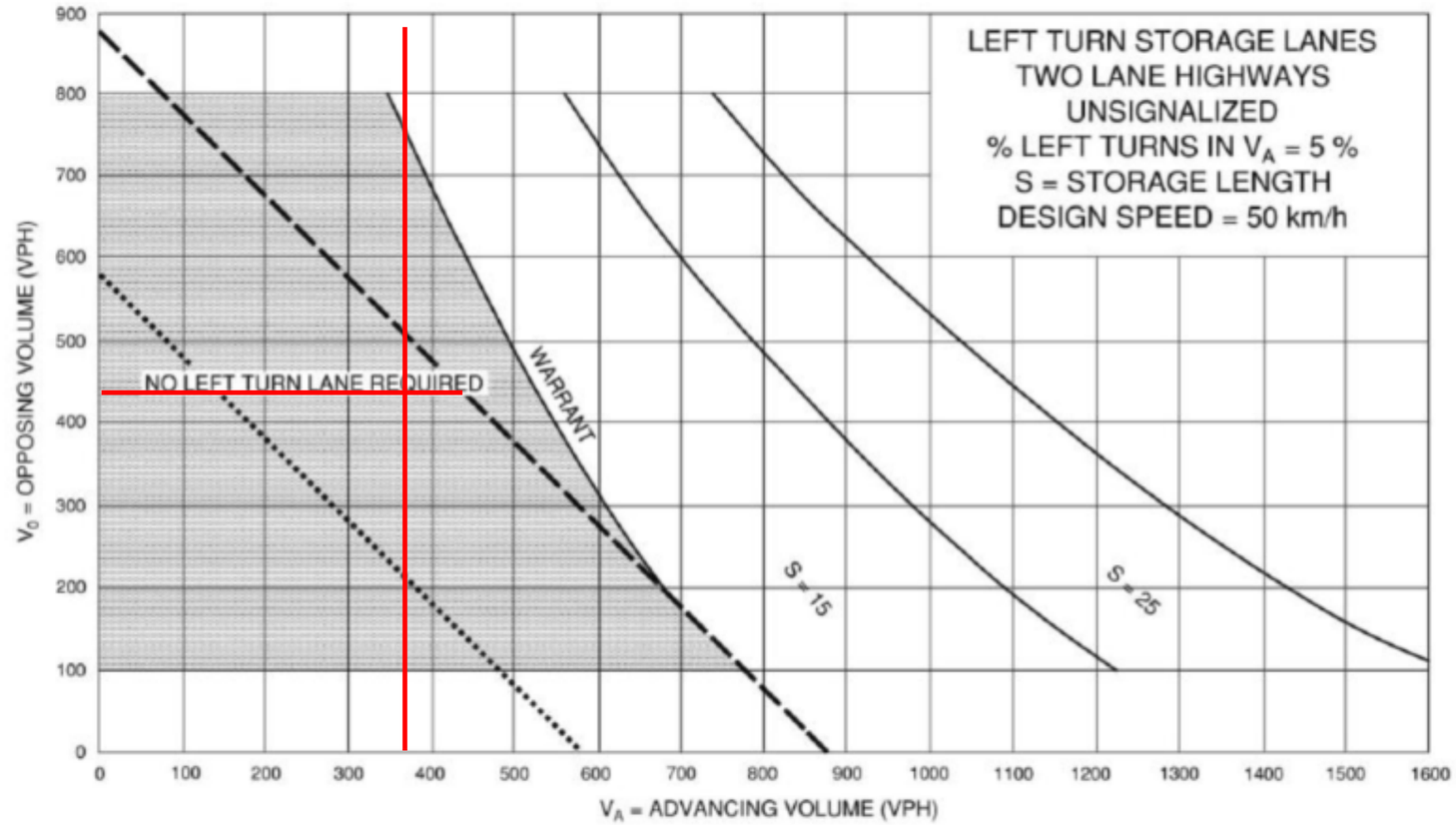
Advancing Volume	250	% Left Turn of Advancing	2%	Signal Warranted?	NO
Opposing Volume	575			Storage Length	0 m



TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

PM						
Advancing Volume	430	% Left Turn of Advancing	2%	Signal Warranted?	NO	
Opposing Volume	370			Storage Length	0	m



TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

Appendix E:
Sight Distance Review

NOTE: AREAS WITHIN SIGHT TRIANGLES MUST BE CLEAR OF OBSTRUCTIONS THAT ARE BETWEEN 0.85m AND 2.50m IN HEIGHT

APPROXIMATE LOCATION OF FUTURE MULTI-USE PATH ON COLLEGE AVENUE

SIGHTLINES ARE COMPLETELY WITHIN THE PUBLIC RIGHT-OF-WAY

MULTI-USE PATH AND CURB TO CONTINUE EAST

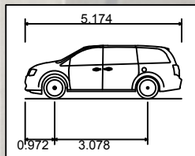
DRIVER SETBACK FROM TRAVEL LANE AS PER TAC GUIDELINES

APPROXIMATE CURB LINE OF FUTURE CONDITION OF COLLEGE AVENUE

95000 SIGHT DISTANCE REQUIRED TO MEET TAC STANDARDS

4400

TAC DEPARTURE SIGHT DISTANCE	
DESIGN SPEED (KM/HR)	SIGHT DISTANCE (M) TAC TABLE 9.9.6
40	75
50	95
60	110
70	130



2020 Dodge Grand Caravan GT

Overall Length	5.17m
Overall Width (without Mirrors)	2.00m
Overall Width (with Mirrors)	2.25m
Overall Body Height	1.75m
Outside Wall to Wall Turning Radius	6.50m
Inside Wall to Wall Turning Radius	3.35m

BA Group

210-222 COLLEGE AVENUE EAST

SIGHT DISTANCE REVIEW

COLLEGE AVENUE / SITE DRIVEWAY - RIGHT TURN

DESIGN SPEED OF 50 KM/HR

Project:	210 - 222 College Ave E
Project No.	8310-04
Date:	June 17, 2026
Revised:	--

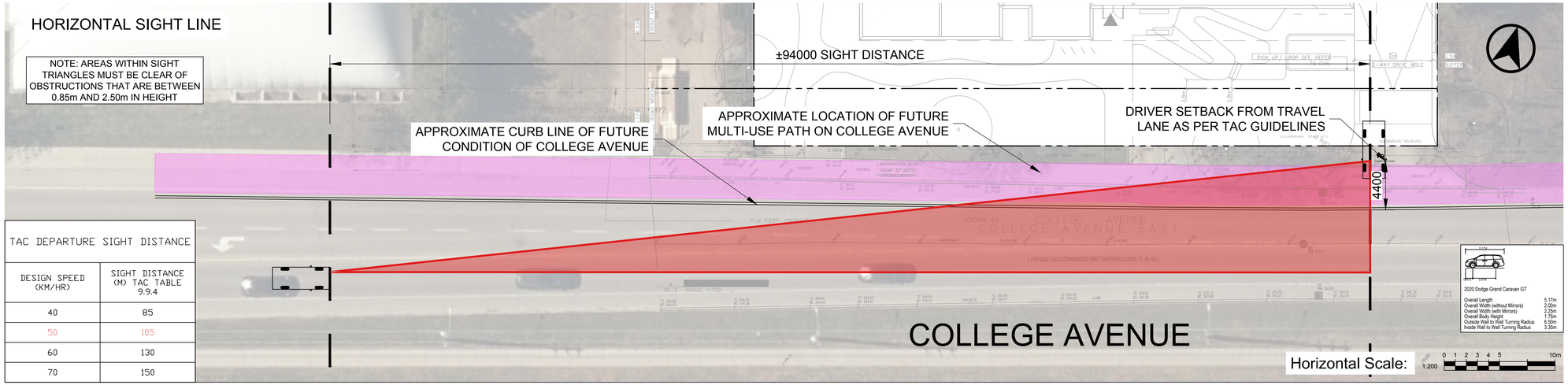
Scale 1:300 (0, 5, 10m)

Drawing No. SD-01

Date Plotted: June 17, 2026 Filename: J:\8310-04\ba\Sight Distance\1. June 15-2026\ba-210 College-Sight Distance Review-June15-2026.dwg

HORIZONTAL SIGHT LINE

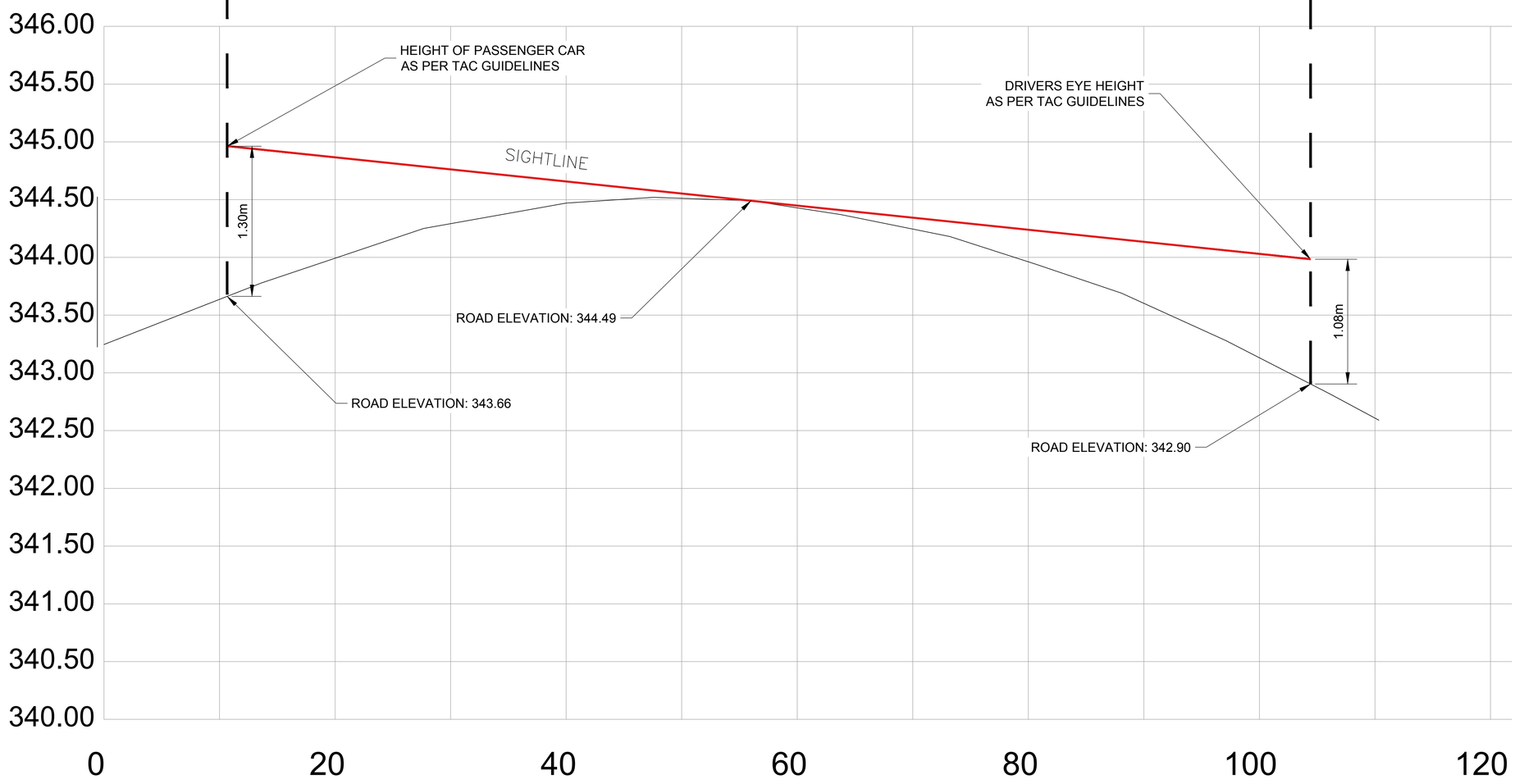
NOTE: AREAS WITHIN SIGHT TRIANGLES MUST BE CLEAR OF OBSTRUCTIONS THAT ARE BETWEEN 0.85m AND 2.50m IN HEIGHT



TAC DEPARTURE SIGHT DISTANCE	
DESIGN SPEED (KM/HR)	SIGHT DISTANCE (M) TAC TABLE 9.9.4
40	85
50	105
60	130
70	150

VERTICAL SIGHT LINE

Vertical Scale: 1:20 (0, 0.5, 1m)



00 MM-DD-YR INT REVISION NOTE

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EMAIL bagroup@bagroup.com

MOVEMENT IN URBAN ENVIRONMENTS
BAGROUP.COM

210-222 COLLEGE AVENUE EAST

VERTICAL SIGHT LINE AND INTERSECTION SIGHT DISTANCE REVIEW

COLLEGE AVENUE / SITE DRIVEWAY - LEFT TURN

DESIGN SPEED OF 50 KM/HR

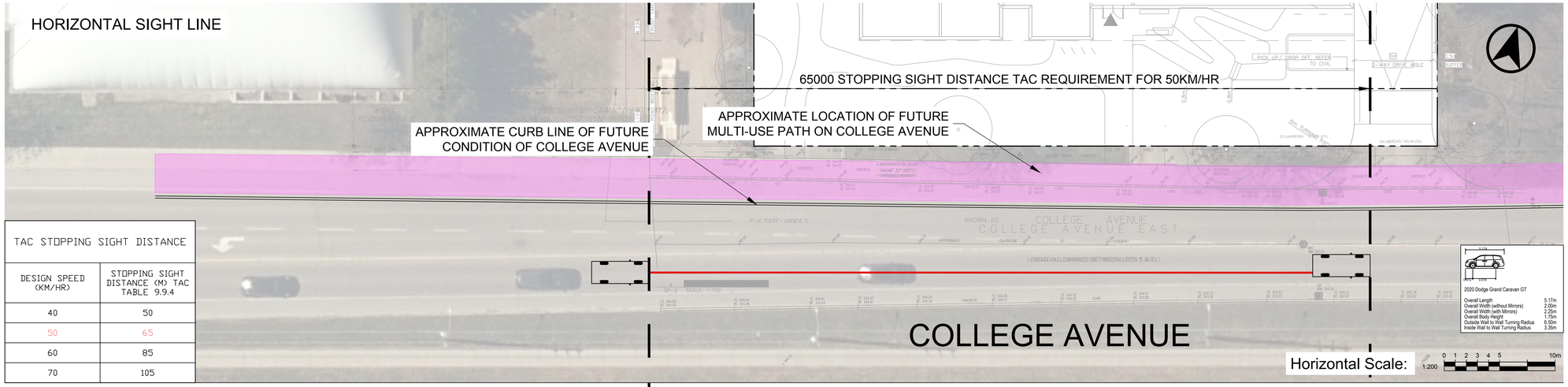
Date: June 17, 2026

Project No.: 8310-04

SD-02

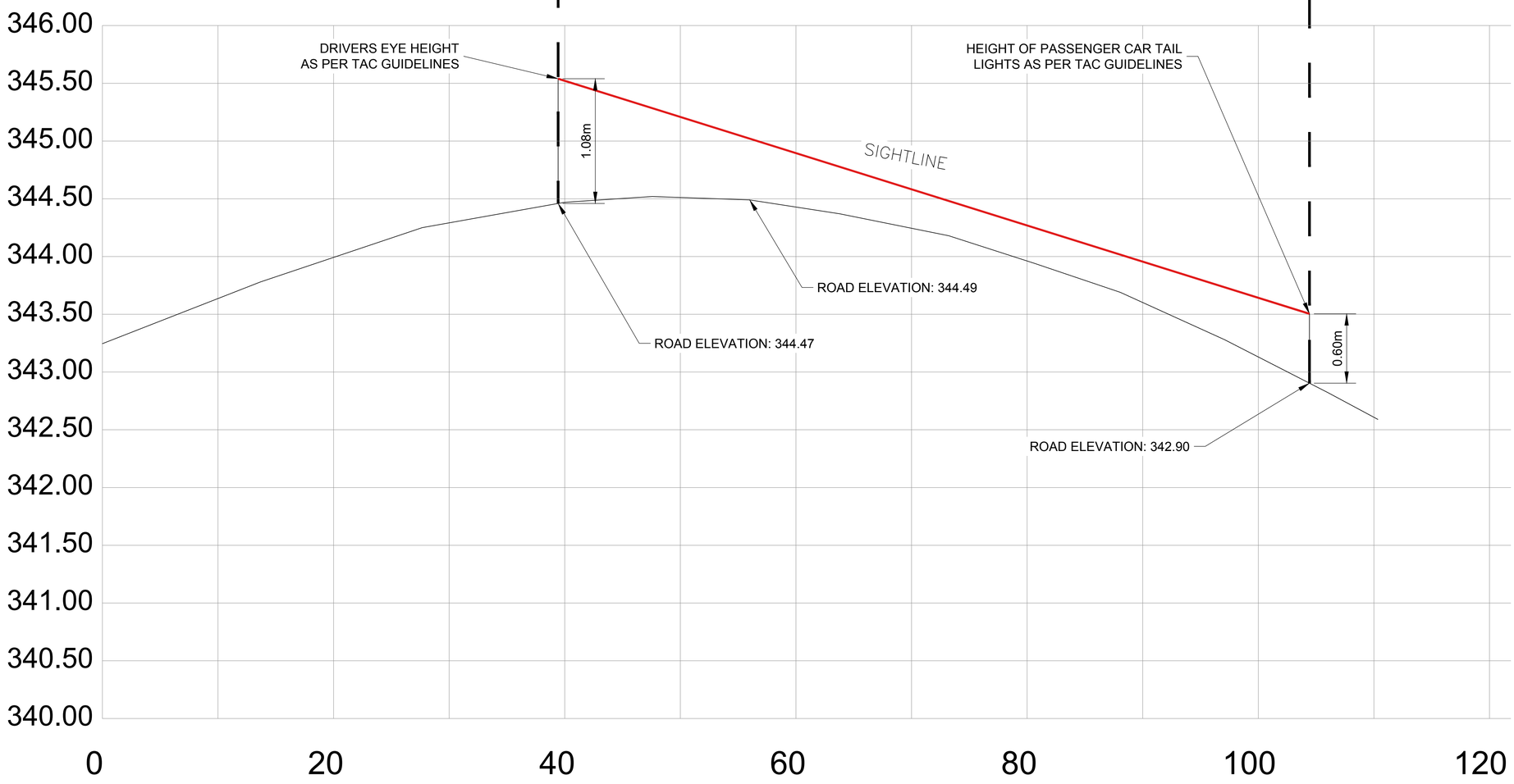
Date Plotted: June 17, 2026 Filename: J:\8310-04\ba\Sight Distance\1. June 15-2026\ba-210 College-Sight Distance Review-June15-2026.dwg

HORIZONTAL SIGHT LINE



TAC STOPPING SIGHT DISTANCE	
DESIGN SPEED (KM/HR)	STOPPING SIGHT DISTANCE (M) TAC TABLE 9.9.4
40	50
50	65
60	85
70	105

VERTICAL SIGHT LINE



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MOVEMENT IN URBAN ENVIRONMENTS
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210-222 COLLEGE AVENUE EAST

VERTICAL SIGHT LINE AND STOPPING SIGHT DISTANCE REVIEW

COLLEGE AVENUE / SITE DRIVEWAY

Date: June 17, 2026

Project No.: 8310-04

SD-03

Date Plotted: June 17, 2026 Filename: J:\8310-04\ba\Sight Distance\1. June 15-2026\ba-210 College-Sight Distance Review-June15-2026.dwg