



July 23, 2026

Kyle Brill
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Re: 210 – 222 College Avenue East – Response to City 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.

Through ongoing discussion with City of Guelph staff, two transportation-related items remain outstanding and are addressed in this letter:

- The driveway curb radius encroachment into the College Avenue frontage of the property to the east of the Site; and
- The interaction between vehicles using the proposed dedicated at-grade pick-up / drop-off space on-Site and vehicles queueing at the Site driveway to enter College Avenue East.

2.0 DRIVEWAY CURB RADIUS

As discussed with City staff, conceptual driveway relocation plans have been developed and are provided in **Attachment A**. These plans illustrate an updated driveway location where the intersection of the driveway with College Avenue East has been shifted west such that the curb radius is fully contained within the Site frontage.

In addition, this updated driveway concept provides the required 7.0-metre driveway curb radius and 7.5-metre throat width for driveways with access to Arterial Roads per City of Guelph Development Engineering Manual Table 6-2.

It is noteworthy that, as a result of the driveway shift, a planting area is provided between the eastern property line and the eastern limit of the driveway. This area will provide a landscaped buffer between the proposed building and the adjacent property to the east.

3.0 AT-GRADE PICK-UP / DROP-OFF FACILITIES

The proposed dedicated pick-up / drop-off (PUDO) space location on-Site has shifted west in response to the revised driveway location and north towards the building in response to discussions with City of Guelph staff. The updated PUDO location is illustrated on the conceptual plans provided in **Attachment A**.

It is BA Group's understanding that City of Guelph staff have expressed concern regarding the potential for the proposed at-grade PUDO space to be obstructed by exiting vehicles queueing at the Site driveway before turning onto College Avenue East.

In response to these concerns, BA Group has reviewed expected future at-grade PUDO operations in the context of the following considerations:

- A functional review of how queueing activity will occur on the driveway for exiting vehicles turning onto the College Avenue East travel way and its interaction with the proposed at-grade PUDO space.
- The expected queueing activity at the Site driveway during the busiest times of day for Site traffic, notwithstanding that the time when PUDO activities occur is typically outside of the standard street peak hours; and
- The time-of-day variations between typical peak PUDO activity and Site-related vehicle traffic activity.

Available Space for Site Driveway Queueing Activity

BA Group has reviewed the functional design of available queueing space for the Site driveway in the context of the revised driveway alignment, revised PUDO space location, and the planned College Avenue East modifications.

As noted in BA Group's June 2026 study, the proposed driveway will operate under side-street STOP control. Furthermore, the proposed property taking along College Avenue East positions the stop sign / bar for the driveway 11 metres from the active travel lane and 3.0 metres from the southern edge of the at-grade PUDO space. Since the stop bar is set so far back from the street line, an exiting vehicle will practically need to conduct a multiple stage stop to ensure the traffic is clear before turning out of the driveway. The stages are as follows:

- Stage 1: Approach STOP sign along driveway at edge of the future property line, temporarily blocking access to / from the PUDO space.
- Stage 2: Proceed to encroach into the municipal right-of-way between the future property line and the future multi-use path, unblocking access to / from the PUDO space.
- Stage 3: Yield to pedestrians and cyclists crossing the Site driveway along the multi-use path.
- Stage 4: Encroach into the multi-use path to an appropriate distance set back from the edge of the travelway (i.e. TAC guidance of 4.4 metres setback); and
- Stage 5: Execute turning manoeuvre onto College Avenue East when traffic permits.

Based on the above anticipated procedure, a single queued vehicle will only obstruct access to / from the PUDO space for a short period of time, as the functional operation of the Site driveway for exiting vehicles requires that drivers encroach into the municipal right-of-way to execute their turning manoeuvre. Furthermore, up to 1 and 2 vehicles can queue without blocking the ground floor PUDO space at Stage 3 and Stage 4, respectively. A figure that illustrates how a vehicle leaves the Site is provided in **Attachment A**.

Forecasted Site Driveway Queueing Activity

As part of the January 2026 Transportation Report, BA Group assessed potential queueing activity at the Site driveway by reviewing the Synchro and SimTraffic analysis.

As summarized in **Table 1**, 95th percentile queueing activity at the Site driveway is expected to be in the order of 0.6 metres under 2030 future conditions (during both morning and afternoon peak hour conditions) and in the order of 0.9 metres under 2035 future conditions (during morning peak hour conditions). This queueing analysis demonstrates that the 95th percentile queueing analysis for vehicles exiting the driveway onto College Avenue East is less than one vehicle length. Therefore, in both cases (i.e. 2030 and 2035 future total conditions), queueing activity forecasted in Synchro is expected to be negligible and temporary and will not interfere with any at-grade PUDO activities.

Table 1 Site Driveway Queueing Results – Synchro

Lane Group	Available Storage	Future Total (2030)	Future Total (2035)
		95 th %ile	95 th %ile
College Avenue East / Site Driveway			
SBLR	11 m	0.6 (0.6)	0.9 (0.8)

Notes:

1. XX (XX) = AM (PM)

In addition to the Synchro queueing results presented in the January 2026 Transportation Report, BA Group has undertaken an additional queueing assessment using SimTraffic. SimTraffic queueing results are summarized in **Table 2** and detailed SimTraffic reports are provided in **Attachment B**.

The SimTraffic queueing results below indicate 95th percentile driveway queueing up to 10.2 metres under 2030 future total conditions (during afternoon peak hour conditions), and up to 9.6 metres under 2035 future total conditions (during afternoon peak hour conditions). Based on default SimTraffic parameters, these queueing results imply between 1 and 2 vehicles may be queued at the Site driveway under 95th percentile future conditions.

Table 2 Site Driveway Queueing Results – SimTraffic

Lane Group	Available Storage	Future Total (2030)	Future Total (2035)
		95 th %ile	95 th %ile
College Avenue East / Site Driveway			
SBLR	11 m	9.5 (10.2)	8.7 (9.6)

Notes:

1. XX (XX) = AM (PM)

Given that Synchro queueing results indicate less than one queued vehicle under 95th percentile conditions, and SimTraffic results indicate between 1 and 2 vehicles under 95th percentile conditions, it is expected that Site driveway queueing may be in the order of up to 2 vehicles under 95th percentile conditions.

Time of Day Implications

As discussed in the June 2026 Response to Comments Letter, pick-up / drop-off activity generally peaks during weekday mid-day / evenings and weekends, which are outside of typical street peak hours (e.g. weekday morning / afternoon commuter hours). As such, Site driveway queueing during the busiest times of day for pick-up / drop-off activity is expected to be less than modelled in Synchro / SimTraffic (i.e. less than 1 vehicle under 95th percentile conditions), and the adopted design condition of 2 queued vehicles at the Site driveway is conservative.

Summary

Traffic analysis indicates that queueing at the Site driveway is expected to be in the order of up to 2 vehicles under 95th percentile conditions during street peak hours. In the context of potential interactions between PUDO vehicles and vehicles exiting from the Site driveway, the adopted design condition is conservative, as PUDO activity is generally busiest outside of street peak hours.

In the context of the revised driveway alignment, PUDO space location, and the future configuration of College Avenue East, appropriate space is available to accommodate up to 2 queued vehicles on the Site driveway at the edge of the College Avenue East travel way. Based on the anticipated Site driveway control measure (i.e. STOP sign along driveway at the edge of the future property line), it is expected that access to / from the PUDO will be blocked infrequently and for only short periods of time.

Based on the foregoing, the proposed PUDO and Site driveway arrangements are appropriate to accommodate the expected needs of the Site.

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We trust the foregoing appropriately responds to questions / concerns raised by City of Guelph staff. Please do not hesitate to reach out with any additional questions or comments.

Sincerely,

BA Consulting Group Ltd.



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



Stephanie Hards, P.Eng.
Senior Associate

Attachment A: Conceptual Driveway Relocation

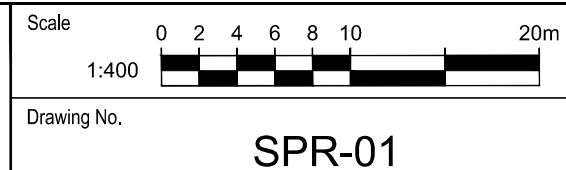


210-222 COLLEGE AVENUE EAST

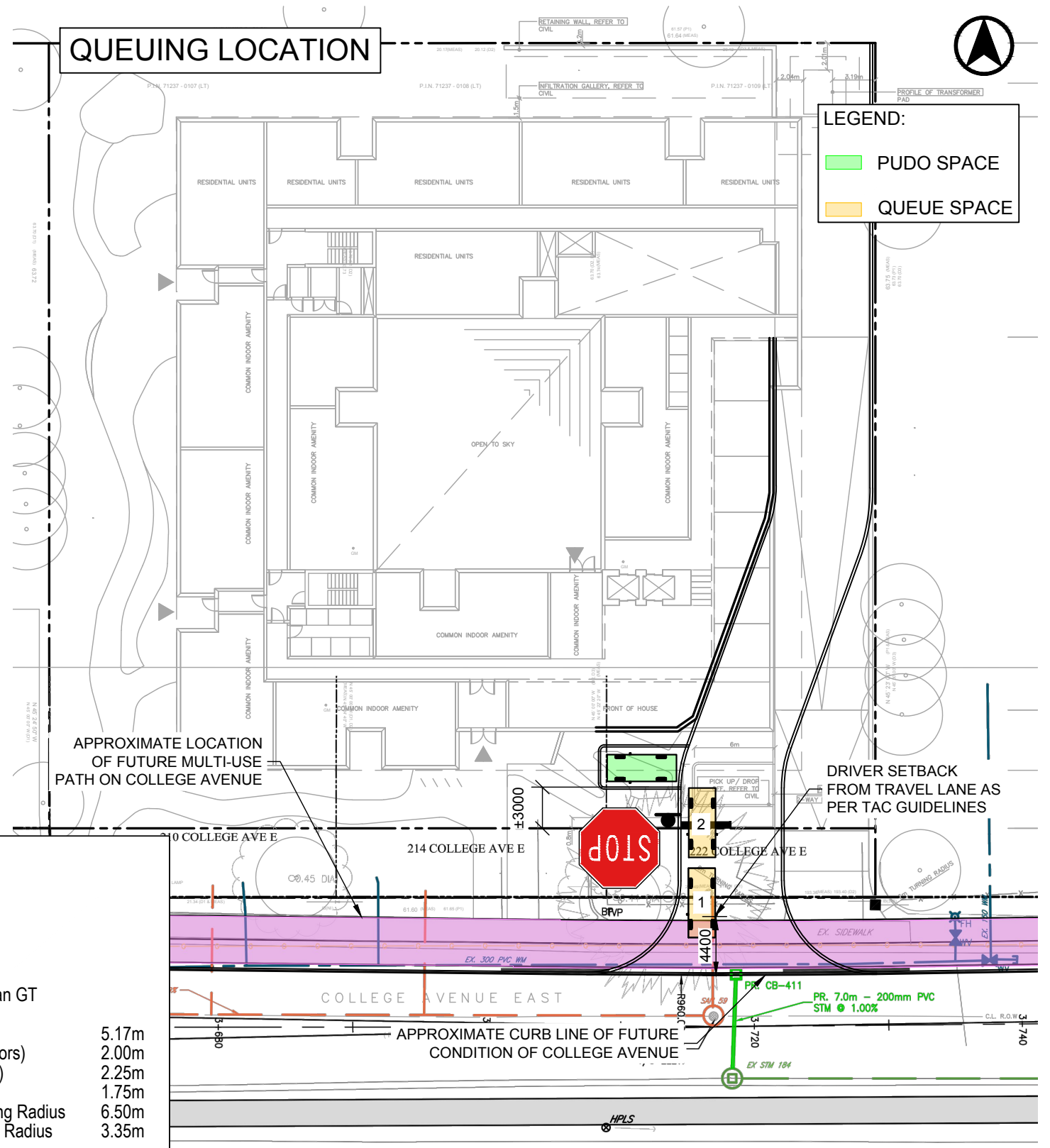
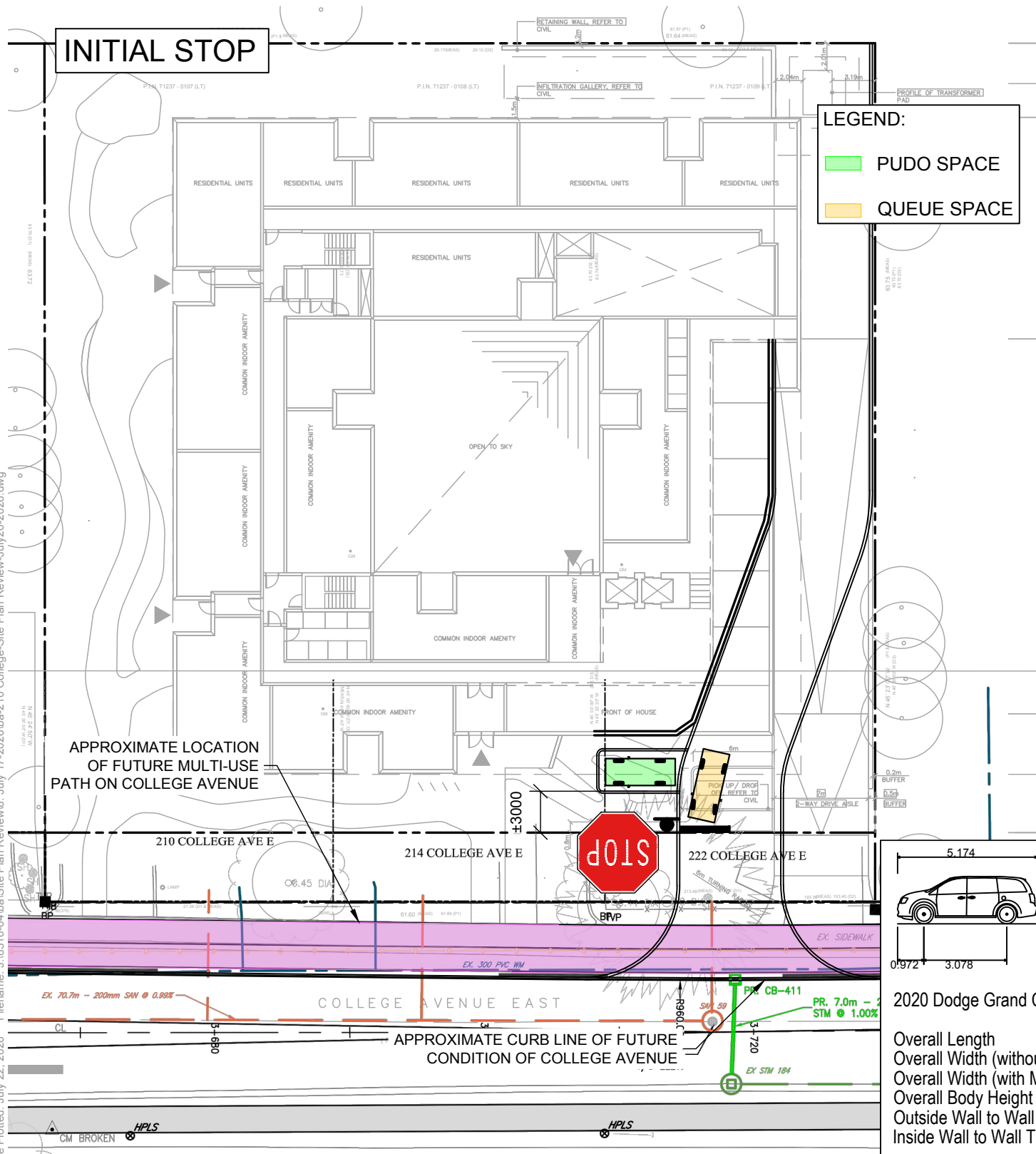
SITE PLAN REVIEW

GROUND FLOOR

Project: 210-222 College Ave E
Project No. 8310-04
Date: July 23, 2026
Revised: -



Filename: J:\8310-04\ba\Site Plan Review\8. July 17-2026\ba-210 College-Site Plan Review-July20-2026.dwg
Date Plotted: July 22, 2026



210-222 COLLEGE AVENUE EAST
VEHICLE MANOEUVRING DIAGRAM
DODGE GRAND CARAVAN
COLLEGE AVE E QUEUE

Project: 210-222 College Ave E
Project No. 8310-04
Date: July 22, 2026
Revised: --

Scale 1:400
0 2 4 6 8 10 20m
Drawing No. FIG-01

Attachment B: SimTraffic Queueing Results

Intersection: 3: College Avenue East & Site Driveway

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	10.2	1.9	10.0
Average Queue (m)	0.6	0.1	2.7
95th Queue (m)	4.3	1.3	9.5
Link Distance (m)	149.6	49.0	12.8
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: College Avenue East & Site Driveway

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	6.7	1.8	8.8
Average Queue (m)	0.5	0.1	3.2
95th Queue (m)	4.0	1.2	10.2
Link Distance (m)	149.6	49.0	12.8
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: College Avenue East & Site Driveway

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	10.4	3.7	8.8
Average Queue (m)	0.7	0.1	2.4
95th Queue (m)	5.0	1.9	8.7
Link Distance (m)	149.6	49.0	12.8
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: College Avenue East & Site Driveway

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	10.6	1.8	8.8
Average Queue (m)	0.9	0.1	2.8
95th Queue (m)	5.4	1.3	9.6
Link Distance (m)	149.6	49.0	12.8
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			