

2026-03-09
Project: 260099

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RE: 1111 15TH AVENUE EAST, OWEN SOUND – SENIORS RESIDENTIAL BUILDING TRAFFIC OPINION LETTER

In December 2018, Paradigm Transportation Solutions Limited prepared the Transportation Impact Study¹ for the proposed Andpet Subdivision in Owen Sound.

The majority of the subdivision and road network has been completed to date. The remaining lot at the southerly terminus/cul-de-sac of 15th Avenue East, municipally known as 1111 15th Avenue East, is proposed to include a seven-storey seniors apartment building accommodating a total of 135 units. Access to the building is proposed via two connections to the existing 15th Avenue East cul-de-sac. **Figure 1** (attached) illustrates the concept plan.

The purpose of this letter is to address City staff comments on the proposed access arrangement and review the existing traffic control at the intersection of 15th Avenue East and 14th Street East.

City Comments

The City has provided the following comments on the proposed development in a document dated 17 September 2025:

The subject lands are located at a cul-de-sac, and the design proposed has two vehicular accesses with demonstrated overlap between cars entering and exiting the site.

Drawings are to be revised to contain the approved off-site design (15th Avenue East) per the subdivision agreement, to ensure off-site infrastructure informs on-site works.

¹ Paradigm Transportation Solutions Limited, *Andpet Subdivision Owen Sound Transportation Impact Study Project #170309*, December 2018.

The vehicular entrance onto 15th Avenue East is to be prepared by a qualified person as the proposed accesses appear to conflict with each other.

Depending on changes proposed, staff reserve the right to request a Traffic Opinion letter for recommendations to the design of and signage for the vehicular entrance and egress to maximize safety and minimize conflict of vehicles entering and leaving the site.

These modifications are required at the time of Official Plan Amendment and Zoning By-law Amendment as changes to the entrance design could impact the feasibility of the density proposed.

It should be noted that providing multiple access points on a cul-de-sac is common practice in subdivision design. In addition, the *Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads*² outlines a maximum number of driveways based on property frontage, where a maximum of two driveways is appropriate for a frontage of 16 to 50 metres. Although the curvilinear property frontage around the cul-de-sac is approximately 80 metres, the north-south linear frontage along 15th Avenue East is approximately 45 metres. Therefore, two access connections as proposed, is consistent with TAC guidelines.

However, to encourage controlled movements out of the two vehicle accesses and reduce conflict, a stop-sign (Ra-1) and solid white stop-bar could be provided on the exiting approach at each access.

15th Avenue East and 14th Street East Intersection

It is our understanding that the City has separately requested a review of the traffic control at the intersection of 15th Avenue East and 14th Street East.

All-Way Stop Control

The intersection currently operates with stop-control on the 15th Avenue East approach. It is our understanding that there have been previous conversations on providing all-way stop control at this intersection. As per the *Ontario Traffic Manual (OTM) Book 5*³, all-way stop control should only be considered at the intersection of two relatively equal roadways having similar traffic volume demand and operating characteristics.

The *City's Official Plan*⁴ identifies both 14th Street East and 15th Avenue East as local roads. OTM Book 5 identifies a minimum threshold of 200 approaching vehicles per hour (vph) for all-way stop control on local roads. Based on the forecast traffic volumes in the December 2018 TIS, traffic volumes on 14th Street East approaching 15th Avenue East from the east and west was projected to be less than 130 vph during the highest peak hour (PM). Given the uses and

² Transportation Association of Canada, Table 8.9.2: Maximum Number of Driveways Based on Property Frontage in *Geometric Design Guide for Canadian Roads*, (Ottawa: TAC, 2017), 53.

³ Ontario Ministry of Transportation, *Ontario Traffic Manual Book 5: Regulatory Signs*, (Toronto: Queen's Printer for Ontario, 2021).

⁴ City of Owen Sound, *Official Plan Schedule C Transportation Plan*, May 2021.



number of units proposed on 15th Avenue East, it is not likely that the northbound volume on 15th Avenue East approaching 14th Street East would exceed 70 vph. Therefore, all-way stop control is likely not warranted.

Pedestrian Crossing

All-way stop control is generally not a recommended traffic calming measure; however, to encourage traffic calming along 14th Street East and facilitate pedestrian movements to the multi-use pathway north of 14th Street East, a pedestrian crossover (PXO) could be considered at the intersection.

The *OTM Book 15*⁵, which provides recommended practices for the installation of Pedestrian Crossing Treatment Systems for Controlled Pedestrian Crossings, includes a decision support tool (DST) to determine if the location is a candidate for pedestrian crossing control.

Figure 2 (attached) illustrates the DST figure from OTM Book 15.

The Preliminary Assessment for a PXO begins by assessing a traffic and pedestrian volume where the 8-hour pedestrian volume exceeds 100 and the 8-hour traffic volume exceeds 750, or the 4-hour pedestrian volume exceeds 65 and the 4-hour traffic volume exceeds 395. Based on the forecast traffic volumes in the December 2018 TIS, the traffic volumes on 14th Street East may exceed these thresholds; however, it is not likely that the pedestrian volume thresholds would be met.

The second assessment is for system connectivity or desire lines. As indicated previously, a PXO at this location could facilitate pedestrian movements to/from the multi-use pathway north of 14th Street East. The multi-use pathway connects to the municipal sidewalk along the north side of 14th Street East west of 16th Avenue East, travels along the north side of the stormwater management pond and connects to 14th Avenue East at 15th Street 'B' East. It is our understanding that residents in the area use this trail frequently.

The final assessment reviews if there are other crossings within 200 metres. The closest crossing at a traffic control device is located at 16th Avenue East which is over 200 metres from 15th Avenue East.

Based on the above, the location is considered a candidate for a pedestrian crossing.

To determine the type of crossing appropriate, the OTM Book 15 provides a selection matrix. Based on the posted speed limit (40 km/h), the two-way vehicular traffic volume from the December 2018 TIS and the number of travel lanes on 14th Street East, a Level 2 Type D PXO could be considered.

Figure 3 (attached) illustrates the Level 2 Type D PXO detail.

⁵ Ontario Ministry of Transportation, *Ontario Traffic Manual Book 15: Pedestrian Crossing Treatments*, (Toronto: Queen's Printer for Ontario, 2016).



To avoid the residential driveway on the north side of the roadway, it is recommended that the PXO be installed to the east of the existing light pole and a new accessible sidewalk connection be provided to the existing municipal sidewalk on the north side of the roadway.

We trust that this letter addresses the City's comments. Please do not hesitate to contact us if you have any questions.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED

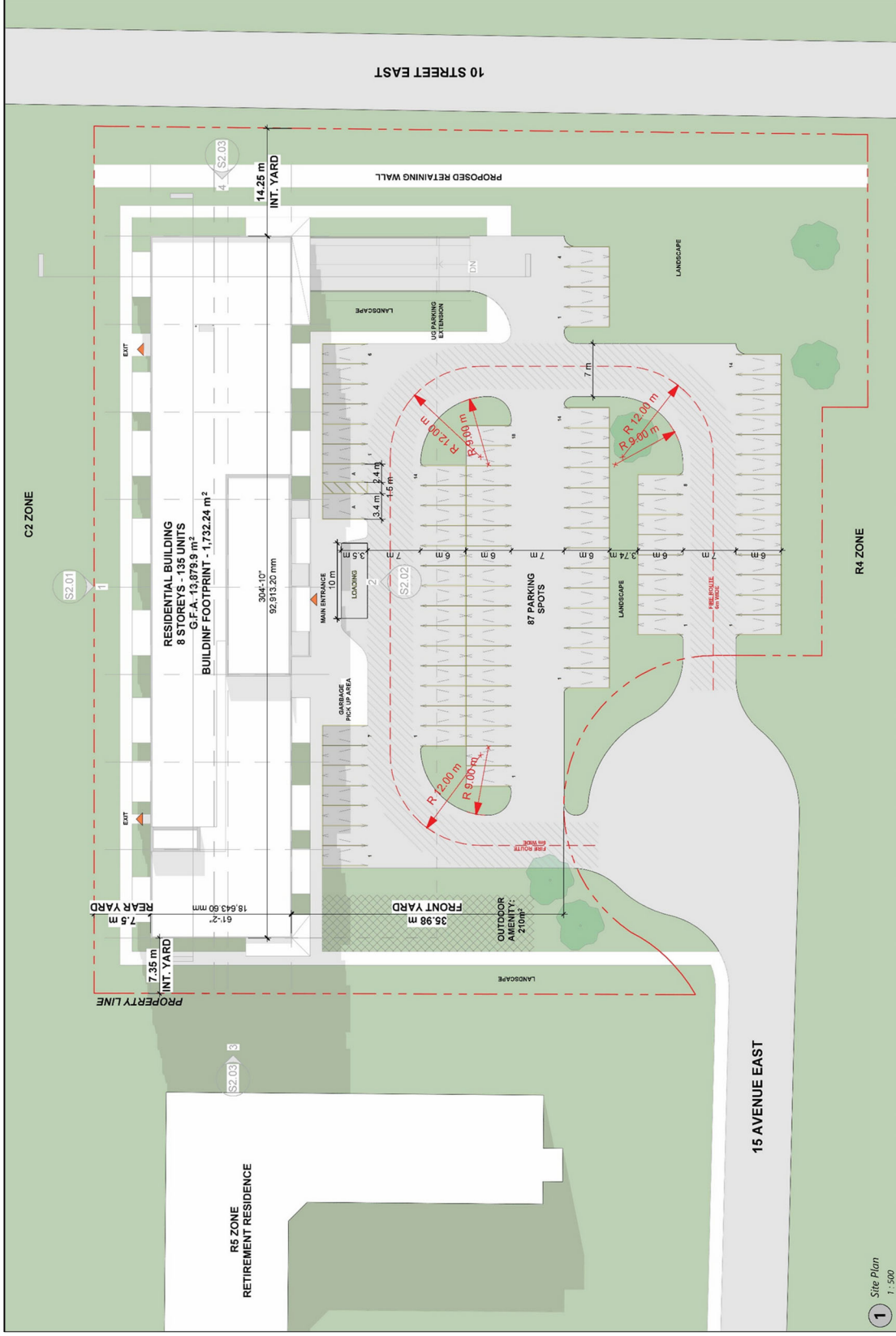


Rajan Philips
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Attachments





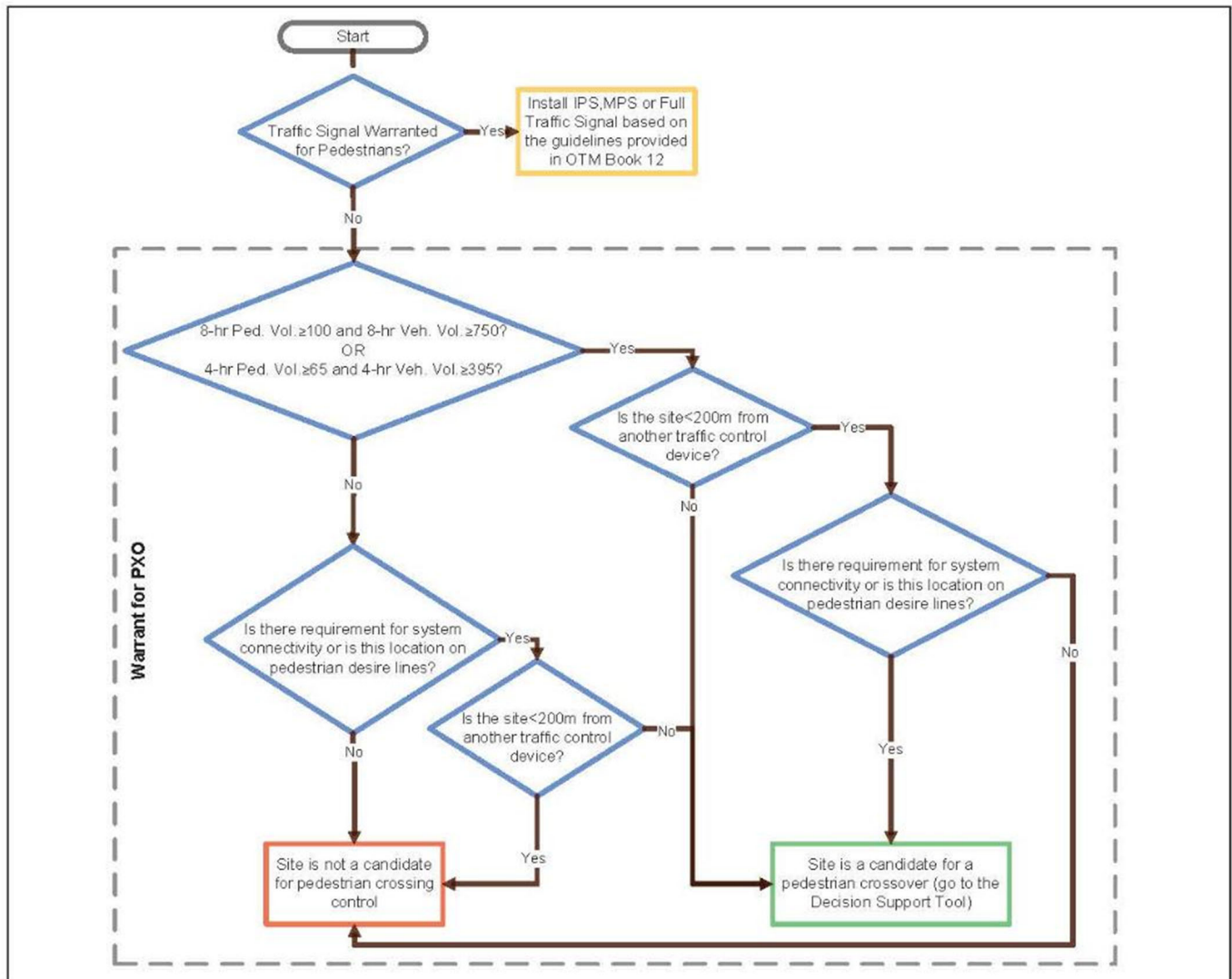


Figure 2: Decision Support Tool – Preliminary Assessment

Source: OTM Book 15



OTM Book 15 Decision Support Tool

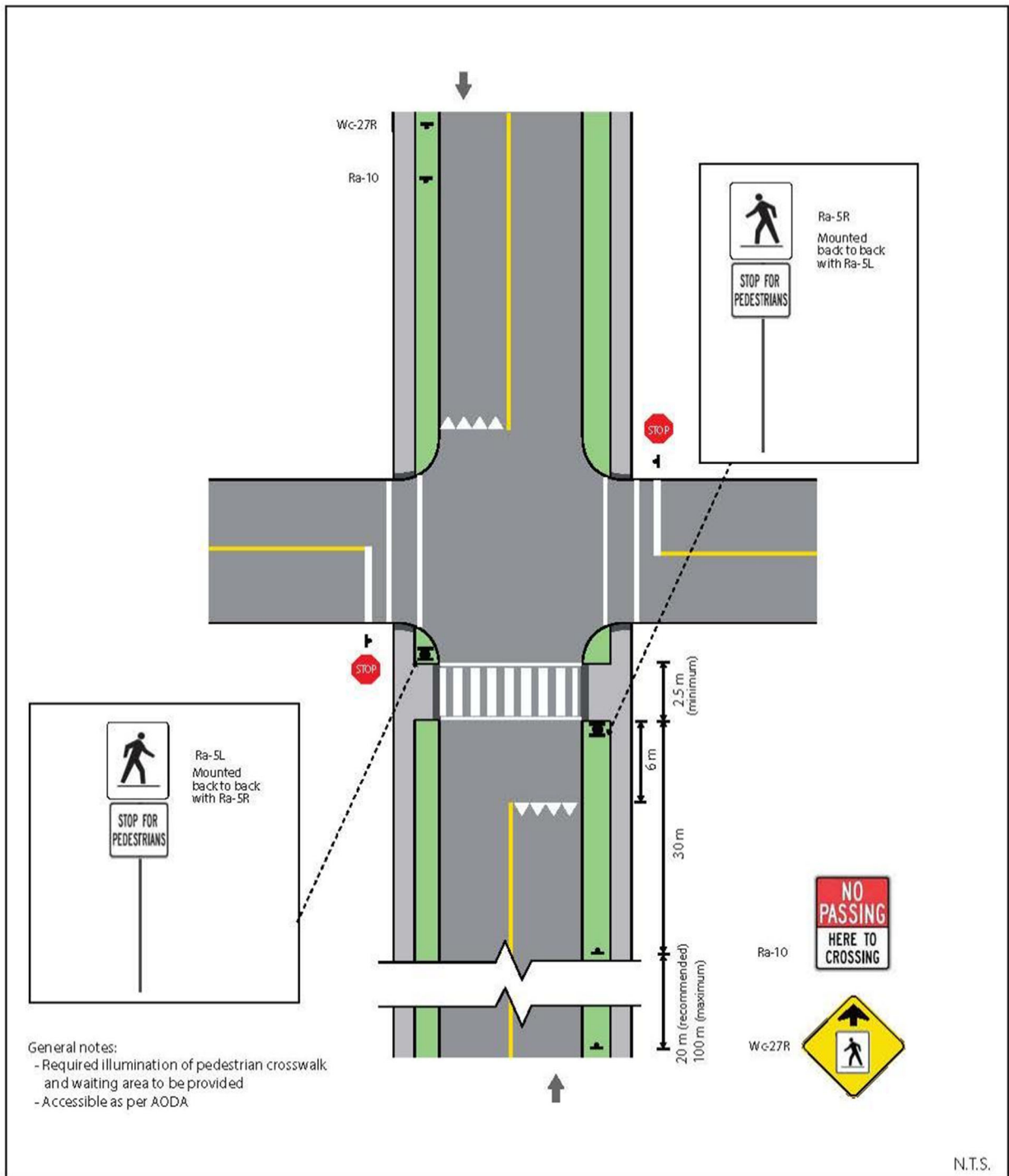


Figure 44: Pedestrian Crossover Level 2 Type D – Intersection (2-way)

Source: OTM Book 15



OTM Book 15 Level 2 Type D PXO Detail