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Project: (240099)

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## **RE: 10<sup>TH</sup> AVENUE ESTATE TRANSPORTATION STUDY – PEER REVIEW COMMENTS**

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R.J. Burnside & Associates Limited (Burnside) have prepared a Transportation Study (*10<sup>th</sup> Avenue Estates Transportation Study Owen Sound, Ontario*) in support of a proposed Retirement Community undertaken by Tenth Avenue Estates Inc., and located at the east end of 10<sup>th</sup> Avenue East within the East Bluffs Planning Area and on the east side of 9<sup>th</sup> Avenue East.

The Transportation Study has been prepared based on the Terms of Reference (TOR) that was provided for the purpose of comparing two development Options, viz., Option A and Option B. The TOR was prepared by Paradigm Transportation Solutions Limited (Paradigm), and the following are Peer Review Comments on Burnside's Transportation Study.

### **Development Options**

**Option A** - includes the extension of 10<sup>th</sup> Avenue East across the subject lands northerly to connect at the south-western boundary of the Greyfair Subdivision, and will include a total of 54 dwelling units, comprising a mix of eight (8) single detached lots, 19 cluster townhouse dwellings, and 27 apartment dwellings.

**Option B** – will not include the extension of 10<sup>th</sup> Avenue East but retain the existing 10<sup>th</sup> Avenue cul-de-sac and provide a private road connection to accommodate a mix of 48 apartments and 22 cluster townhouse dwellings for a total of 70 dwelling units.

The main difference between the two options involves the extension of 10<sup>th</sup> Avenue East to connect with the road system in the future Greyfair subdivision to the north consistent with Schedule C of the Official Plan.

In light of the difference between Option A and Option B involving the extension of 10<sup>th</sup> Avenue East, the TOR was scoped differently for the transportation impact assessment for the two options. Specific to Option B, the TOR identified as requirements, both a Transportation

Planning Assessment component and a Traffic Impact Study component; only the Traffic Impact component was identified for Option A.

The purpose of the Transportation Planning component for Option B is to address implications of not providing for the extension of 10<sup>th</sup> Avenue East for active transportation, infrastructure connectivity, emergency access and community services.

## Proposed Development

As noted in Burnside's Transportation Study Executive Summary, Tenth Avenue Estates Inc. is looking to pursue Option B for the proposed Retirement Community development, consisting of 63 Life Lease (55+) apartment units and 22 (55+) two-bedroom townhouse units for a total 85 units.

Figure 8 in the Transportation Study illustrates the proposed Concept Site Plan for the development based on Option B.

It is noted that Table 1 (Site Trip Generation, page 20) indicates 80 units (58 apartments & 22 townhouses) for the proposed development.

## Peer Review Comments

As noted, the TOR for Option B identified two components for the Transportation Study: Traffic Impact Study; and Transportation Planning Assessment (TPA).

### Traffic Impact Study Component

The Transportation Study (Study) addresses the Transportation Impact Study requirement in Section 4.0 and Section 5.0. As anticipated, given the low to moderate existing and future traffic volumes, no significant traffic impacts are associated with either Option A /Option B or the Greyfair subdivision.

### Transportation Planning Assessment Component

The Transportation Planning component is addressed in Section 3.0 of the Study. As a general comment it is to be noted that the Study does not provide a robust planning justification for deviating from the road network for the East Bluffs Planning Area as identified in the Official Plan. There is also no indication why Option B is more appropriate for a senior's facility than Option A.

The following are specific comments on the Transportation Planning component.

- ▶ Section 2.2 Existing Road Network: It would be appropriate to include existing sidewalk information in the description of each road.



- ▶ Section 3.1 Local Road Connection Opportunities: Local road connections are provided not for capacity but for connectivity between and access to properties. And the purpose of connectivity is not limited to serving vehicular traffic only. The Study does not directly adequately address these concerns.
- ▶ Section 3.2 Future Active Transportation Considerations: The Concept Site Plan for the proposed development provides for active transportation connections via sidewalks and two trail connections to the north (to Greyfair Subdivision) and to the south along the emergency corridor. The following are noted:
  - The connection to the north is somewhat circuitous. 10<sup>th</sup> Ave extension would provide a more direct connection.
  - The point of connection on the GreyFair subdivision should be identified/confirmed.
  - Off-street trail as proposed may involve winter maintenance issues.
  - The connection to the south assumes the Emergency Corridor to be a permanent facility.

**Figure 1** illustrates a potential multi-use path connection based on the proposed Concept Site Plan for the subject development.

- ▶ Section 3.3 Future Transit Connections: The Study is correct in indicating that the proposed development based on Option B is consistent with Option 3 transit routing identified in the 2021 Transit Study. However, transit access could be continuously evaluated as development in the East Bluffs area proceed – especially to the east of 9<sup>th</sup> Ave. Specifically, extending 10<sup>th</sup> Avenue as identified in the OP would enable transit routing along 10<sup>th</sup> Ave to include Greyfair and loop back to 9<sup>th</sup> Ave around to 25<sup>th</sup> St & 26<sup>th</sup> Street. Such an extension of transit routing east 9<sup>th</sup> Ave would be permanently eliminated by Option B.
- ▶ Section 3.4 Infrastructure Servicing: In addition to active transportation and transit, road connections also accommodate infrastructure servicing. The extension 10<sup>th</sup> Avenue East would give the City flexibility in providing infrastructure servicing in the East Bluffs Area to the east of 9<sup>th</sup> Avenue East. The need for this flexibility is greater than addressing the servicing requirements of a single development. In the absence of a road connection, it would be appropriate to include a servicing easement to maintain servicing flexibility. A potential servicing easement is illustrated in **Figure 2**.
- ▶ Section 3.5 Emergency Access: The Study does not seem to address whether the proposed emergency access should remain as a permanent facility. Without it the subject development cannot meet the City's emergency access threshold. Maintaining the proposed emergency access as permanent, without extending 10<sup>th</sup> Ave to the north, will be of benefit to the subject development only. This could be mitigated by providing an emergency access connection to the north as shown in **Figure 1**.



## Residents' Petition

We have also reviewed a request by area residents for a permanent road connection along the proposed emergency corridor. A permanent road connection at this location is not justifiable based on the existing and future traffic volumes on the area road system. Without this justification it will not be possible to satisfy the requirements of the Municipal Class Environmental Assessment for a new road connection.

## Summary & Recommendations

As noted in the TOR, the selection between Option A & Option B is more a qualitative (planning/transportation) planning review, than a quantitative (traffic impact) assessment. The Transportation Study addresses the traffic impact considerations of the proposed development but does not equally address the transportation planning aspects.

Specifically, the City's flexibility for providing infrastructure servicing and to extend emergency access to the north is impacted by the elimination of the extension of 10<sup>th</sup> Avenue East as identified in the Official Plan. It is, therefore, appropriate to consider the provision of an infrastructure easement, an emergency access connection and a public multi-use path connecting to lands to the north through the subject development.

Yours very truly,

**PARADIGM TRANSPORTATION SOLUTIONS LIMITED**



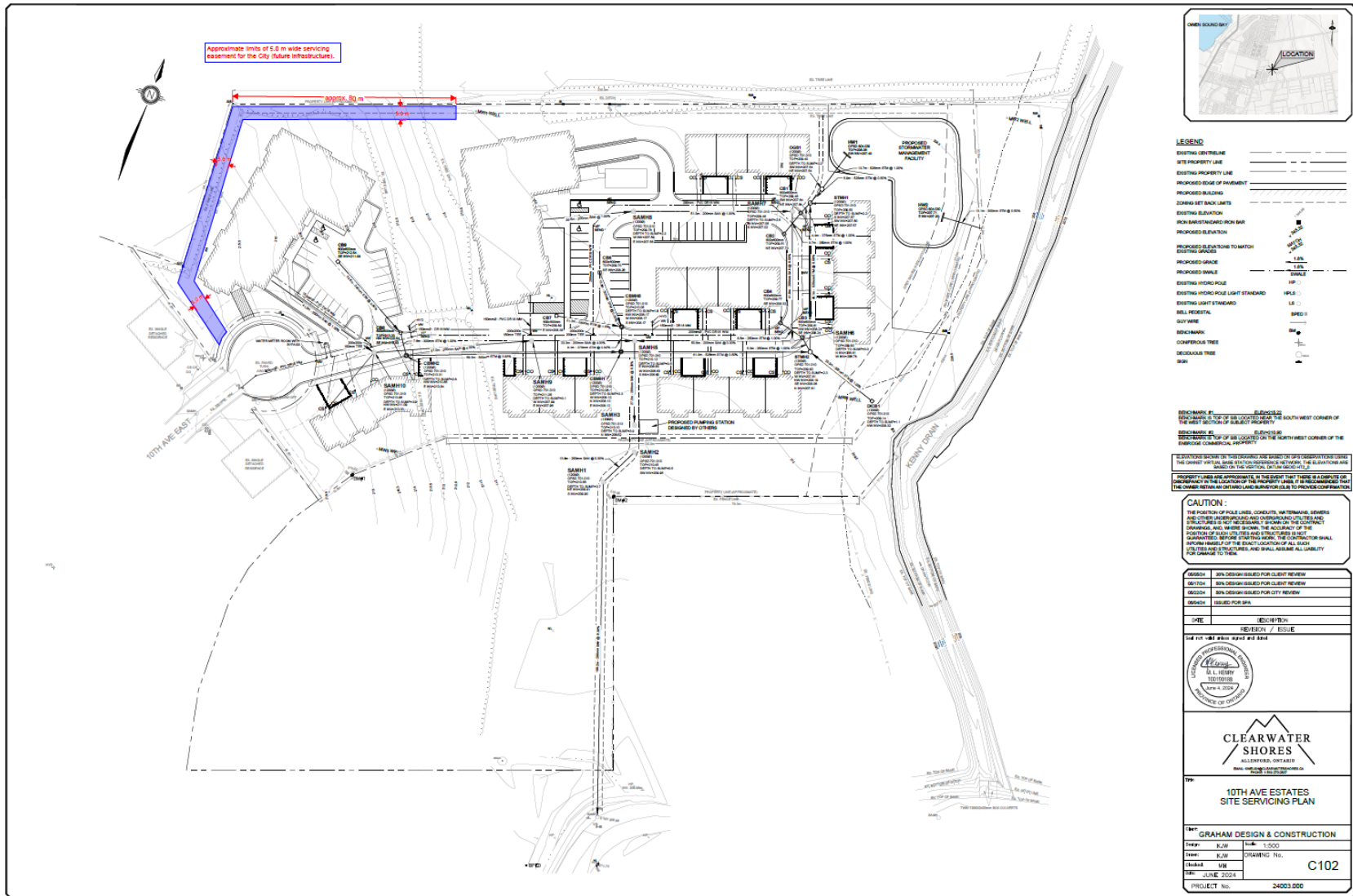
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# Infrastructure Servicing Easement

10th Avenue Estates, Owen Sound Peer Review  
 240099

Figure 2