

# Memo

**To:** Justina Nwaesei, MCIP, RPP – Senior Planner - Development  
City of Windsor

**From:** Mike Walters

**cc:** Kyle Edmunds – Dillon Consulting Limited  
John Rauti – J. Rauti Custom Homes Ltd

**Date:** April 1, 2026

**Subject:** Sutton Avenue Development, Windsor – Sightline Assessment

**Our File:** 25-2385

J. Rauti Custom Homes Ltd has put forth an application to the City of Windsor to amend a plan of subdivision agreement in order to provide access to four existing residential lots along Sutton Avenue via Maguire Street.

In a February 5, 2026 letter, the City of Windsor requested:

“Report confirming that the proposed access to Mcquire [sic] Street from Sutton Avenue will not create an unsafe situation for the public (e.g., vehicles, pedestrians, adjacent homes). The report should include sightline analysis and must be prepared by a Professional Engineer.”

The intent of this memorandum is to document the work completed to assess the sufficiency of sightlines at the proposed Sutton Avenue intersection with Maguire Street.

According to the Transportation Association of Canada’s (TAC) *Geometric Design Guide for Canadian Roads (2017)*, intersection sight distance should be provided to allow motorists entering Maguire Street from Sutton Avenue with enough time to perceive traffic and safely enter the roadway.

Table 9.9.3 from the TAC *Geometric Design Guide for Canadian Roads (GDGCR)* indicates that on flat grades, vehicles making left-turns from a minor road under STOP-control typically require a 7.5-second gap in traffic on the major road. The GDGCR also indicates that right-turns require a 6.5-second gap in traffic, given flat grades. These time gaps can be converted to distances along the major road—the “intersection sight distance”. According to the GDGCR, sightlines are typically reviewed from a point along the minor road that is offset 4.4 metres from the edge of the travelled way on the major road, to a point upstream on the major road.

**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                 |

To the west of the intersection, Maguire Street is straight and flat (i.e., no horizontal or vertical curves that would inhibit sightlines). To the east of the intersection, Maguire Street has a horizontal curve with a radius of approximately 15 metres. According to Table 3.2.4 from the GDGCR, this indicates that the horizontal curve is consistent with a design speed of less than 30 km/h (the minimum listed in the GDGCR). As such, any sightline assessment can safely assume that motorists traveling through this horizontal curve would do so at vehicle speeds of 30 km/h or less (since the horizontal curve limits a motorist's ability to travel faster). On-site observations revealed that the northbound approach to the horizontal curve has a curve warning sign with a 30 km/h advisory speed tab. Trial "runs" through the horizontal curve revealed that a motorist would need to slow down to at least 30 km/h to safely negotiate the horizontal curve in the northbound/westbound direction.

Table 9.9.4 from the GDGCR indicates that with a 30 km/h design speed on a major road, a total of 65 metres of intersection sight distance should be provided for motorists making left-turns from the minor road.

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

| Design Speed<br>(km/h) | Stopping Sight<br>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        |

The attached figure illustrates the available sightlines for a motorist on Sutton Avenue at Maguire Street.

The first lot on the east side of Sutton Avenue south of Maguire Street will be the constraint in any sightline assessment at this location. The building/home on that lot will need to be limited so that the 65-metre sight distance is achieved. This includes any vegetation or vertical elements that may be

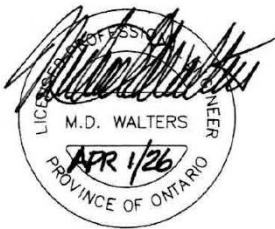
placed to the north of the home (which would limit visibility to westbound motorists on Maguire Street entering the horizontal curve). It would also include prohibiting on-street parking on the south side of Maguire Street, east of Sutton Avenue.

Stopping sight distance was also reviewed, as a means of confirming that vehicles travelling along Maguire Street will have sufficient time to be able to see a motorist leaving Sutton Avenue. According to GDGCR Table 9.9.4, a design speed of 30 km/h corresponds to a stopping sight distance of 35 metres. The distance between Sutton Avenue and the westbound lane on Maguire Street at the horizontal curve exceeds 35 metres. This indicates that the existing road geometry on Maguire Street (at the horizontal curve) provides adequate sight distance for westbound motorists to recognize and react to vehicles leaving Sutton Avenue.

This assessment assumes that the entire Maguire Street right-of-way will be available for sightlines. The area within the right-of-way on the inside of the curve should be kept free of obstructions that might limit sightlines, including on-street parking.

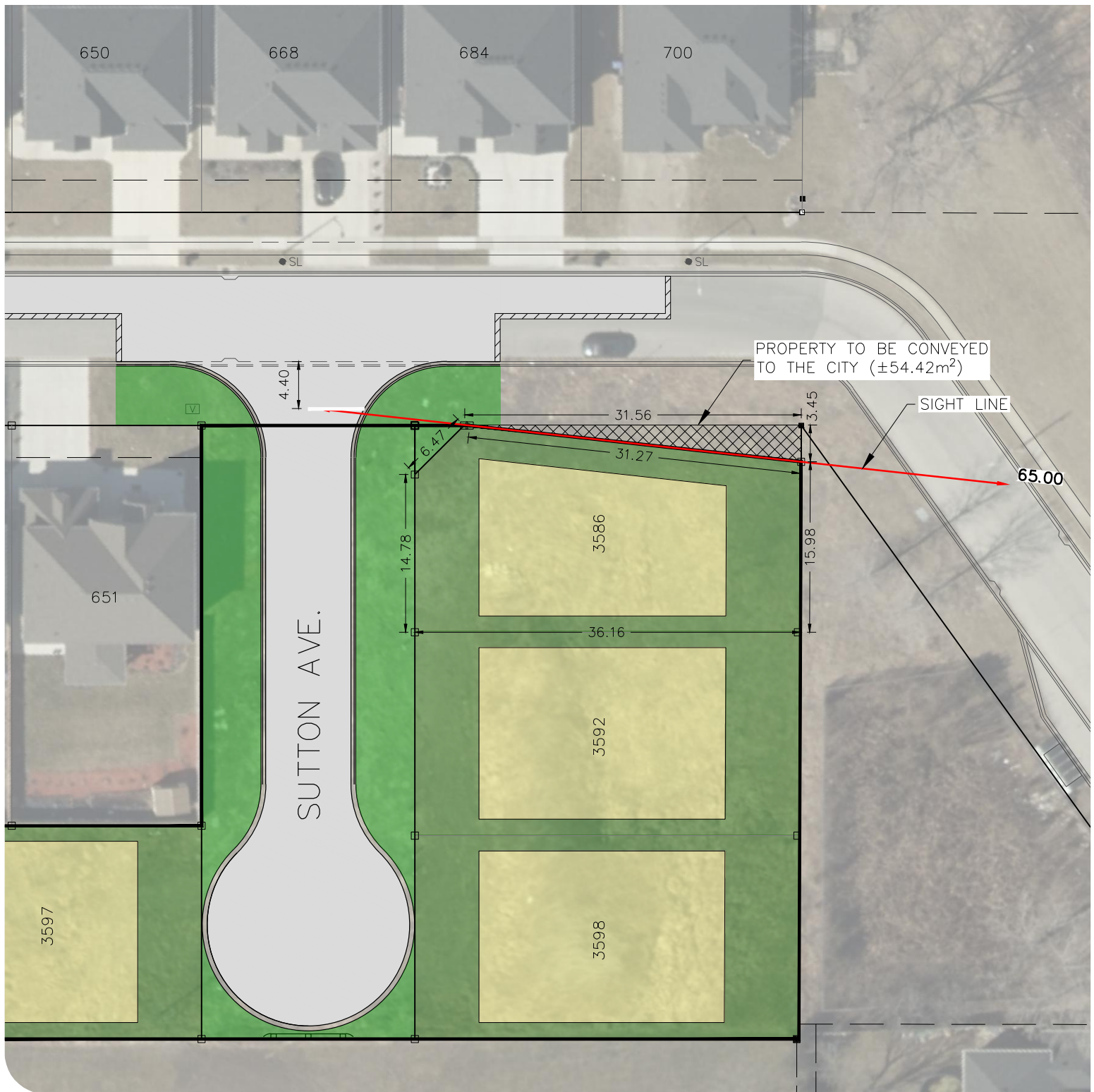
Yours sincerely,

DILLON CONSULTING LIMITED



Mike Walters, P.Eng.  
Transportation Engineer

## Sutton Avenue Sightline



**J. RAUTI CUSTOM HOMES LTD**  
SUTTON STREET DEVELOPMENT

**SUTTON STREET SIGHT LINE**  
FIGURE 1.0



SUBJECT  
AREA



PROPERTY  
CONVEYED TO  
THE CITY



PROPOSED  
ROW



PROPOSED SINGLE  
DETACHED HOME

**NOTES:**  
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. ALL DIMENSIONS AND BOUNDARY  
INFORMATION TO BE VERIFIED BY AN ONTARIO LAND SURVEYOR PRIOR TO LAND TRANSFER.

**COUNTERPOINT**  
LAND DEVELOPMENT BY

**DILLON**  
CONSULTING

CREATED BY: JW  
CHECKED BY: KNE  
DESIGNED BY: RR

PROJECT: 25-2385

STATUS: DRAFT

DATE: 03/31/2026

SCALE: 1:500 (8.5x11)

File Location: c:\pw working directory\projects to 2017\dillon\_32\w\d0599270\176613-02-grd-con.dwg