



June 25, 2026

Reference Number: 22142

Stephanie Volpentesta
Fieldgate Commercial
5400 Yonge Street, 1st Floor
Toronto, ON
M2N 5R5

TOWN OF CALEDON
PLANNING
RECEIVED

06/26/2026

Dear Stephanie Volpentesta:

RE: Transportation Comment Response Letter – SPA Submission (June 2026)
Proposed Commercial Development
12100 Creditview Road, Town of Caledon

LEA Consulting Ltd. (LEA) has been retained by Fieldgate Commercial to conduct a Transportation Comment Response Letter for the proposed commercial development located at 12100 Creditview Road (herein referred to as the “subject site”) in the Town of Caledon, in support of the Site Plan Approval (SPA) application.

By way of background, LEA prepared a Transportation Impact Study (TIS) in October 2024 to support the initial submission, with updates completed in September 2025 and March 2026 in response to agency comments. Additional comments have since been received from the Town of Caledon and Peel Region dated May 1, 2026 and May 13, 2026, respectively.

Accordingly, the purpose of this letter is to address the relevant transportation-related comments and to provide a review of the revised development concept. The comments received are provided below in italics, followed by LEA’s responses.

1 RESPONSE TO COMMENTS

The following section will provide a response to the Town’s comments received from the Public Works and Transportation Department dated May 1, 2026 and to the Peel Region’s comments from the Development Transportation Department dated May 13, 2026. The comments are included in their original format followed by LEA’s response.

1.1 TOWN OF CALEDON - PUBLIC WORKS & TRANSPORTATION DEPARTMENT COMMENTS – MAY 1, 2026

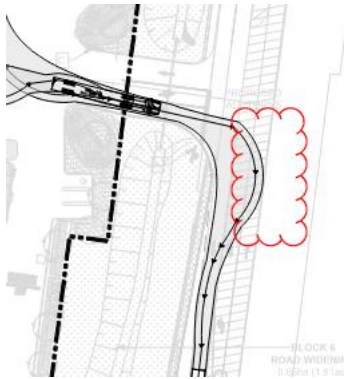
Transportation Impact Study

***Comment:** As previously noted, vehicles must enter and exit the proposed development without encroaching on oncoming traffic. An addendum letter with updated AUTOTURN attachments may be submitted instead of a full TIS update.*

LEA Response: Noted. Please refer to **Attachment 1** within this addendum letter for revised AUTOTURN.



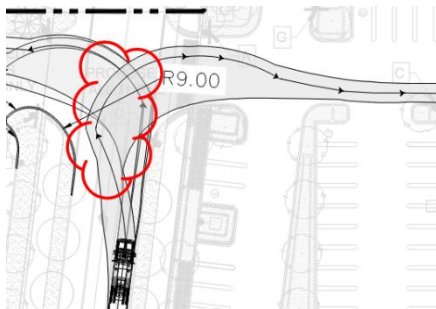
Comment 1: Creditview Road Full Moves Access: Eastbound right turns must not conflict with northbound through movements on Creditview Road. This area is a priority due to expected higher traffic volumes and imminent development.



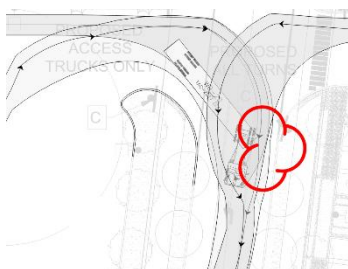
Transportation Engineering requires the conflicts to be rectified. Increase the curb radii to 15 m, or blended with the right turn taper to provide the necessary pavement width as required. Alternatively, assess if a mountable curb with a gravel shoulder can offer additional space?

LEA Response: Addressed. A mountable curb has been incorporated to achieve a 15 m curb radius, which ensures that eastbound left-turn movements do not conflict with northbound through movements on Creditview Road. Please refer to **DWG 003** in **Attachment 1**.

Comment 2: Street G Full Moves Access: Northbound right turns into Retail A area must not conflict with southbound through movements.



Similarly, northbound through movements should not conflict with westbound right turns out of retail C1/C2 loading bays.



Transportation Engineering requires this to be rectified either:

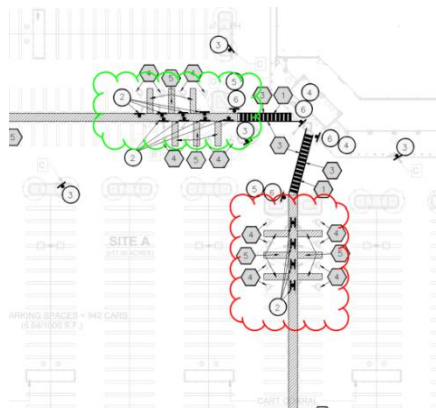


- Use a ~12 m curb radius for the northern accesses on Street G, southwestern and southeastern curbs (this functions in the middle access on Street G); or
- Due to lower speeds and volumes, mitigation measures which direct large trucks to enter via the middle access on Street G instead of the northern access could be supported.

LEA Response: Addressed. RB-62 (No Heavy Trucks) signage has been installed to direct trucks to use the middle access rather than the northern access, thereby eliminating the need to modify the northern access radii. It is important to note that northbound right turns do not conflict with southbound through traffic at the middle access. In addition, the curb geometry at the Retail C1/C2 access has been revised to eliminate conflicts between northbound through traffic and westbound right-turn movements exiting Retail C1/C2. Please refer to **DWG 004** in **Attachment 1**.

Site Plan and Pavement Markings and Signage Plan

Comment 3: *Revise the internal Pavement Markings Signage Plan and Site Plan to communicate that signs must be installed at the edges of walkways according to typical standards (green), not in the middle of walkways (red). This will ensure clear walkways at pinch points, thus ensuring compliance with AODA requirements.*



LEA Response: Noted. Pavement Marking Signage and Site Plan have been revised to indicate that signs must be installed at the edges of walkways.

Please note the following advisory comments:

Comment: *The internal PMSP provided by Lea shall be referenced in the site plan agreement.*

LEA Response: Noted.

Comment: *Town Staff plan to refer to the internal PMSP provided by Lea in the site plan agreement.*

LEA Response: Noted.

Comment: *Town Transportation Engineering staff welcome suggestions which facilitate timely corrections to address the above comments.*

LEA Response: Noted.

Comment: *Town of Caledon staff defer to the Region of Peel with regard to roadways under their Jurisdiction.*

LEA Response: Noted.



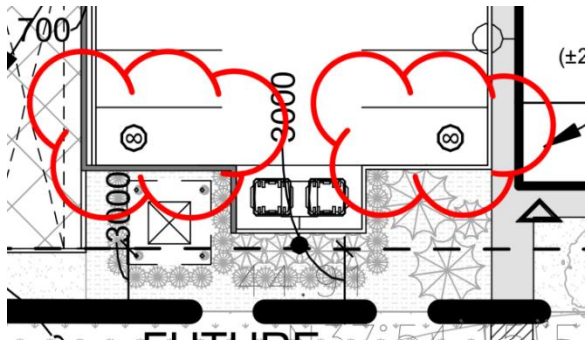
Comment: Please note that the Transportation Engineering staff identified a few limitations in the Transportation Study, which, given the specific file history, staff are allowing the file to move on without corrections. However, this report shall not set a precedent for future approvals.

LEA Response: Noted.

Comment: Please note, notwithstanding the findings of the submitted Traffic Impact Study for the Site Plan Application, the provided comment response acknowledges that signalization may be required to support ultimate area development and highlights that this will be completed under the Tertiary Planning process. The applicant shall be responsible for reviewing the Phase 1 and Phase 2 landowners group tertiary transportation plans and confirming that this is completed. Any such improvements, if warranted, shall be secured through future development approvals at the sole cost and responsibility of the applicant and/or future landowners, to the Town's satisfaction, without financial obligation to the Town.

LEA Response: Noted.

Comment: The circled parking spaces are likely not feasible for entry or exit. Since the required parking supply is met, alternatives such as hatching a parking space or relocating the waste bins can be addressed through redlines.



LEA Response: Addressed. The parking spaces shown in the figure above have been revised and are now illustrated as hatched. Please refer to **DWG 013** in **Attachment 1**.



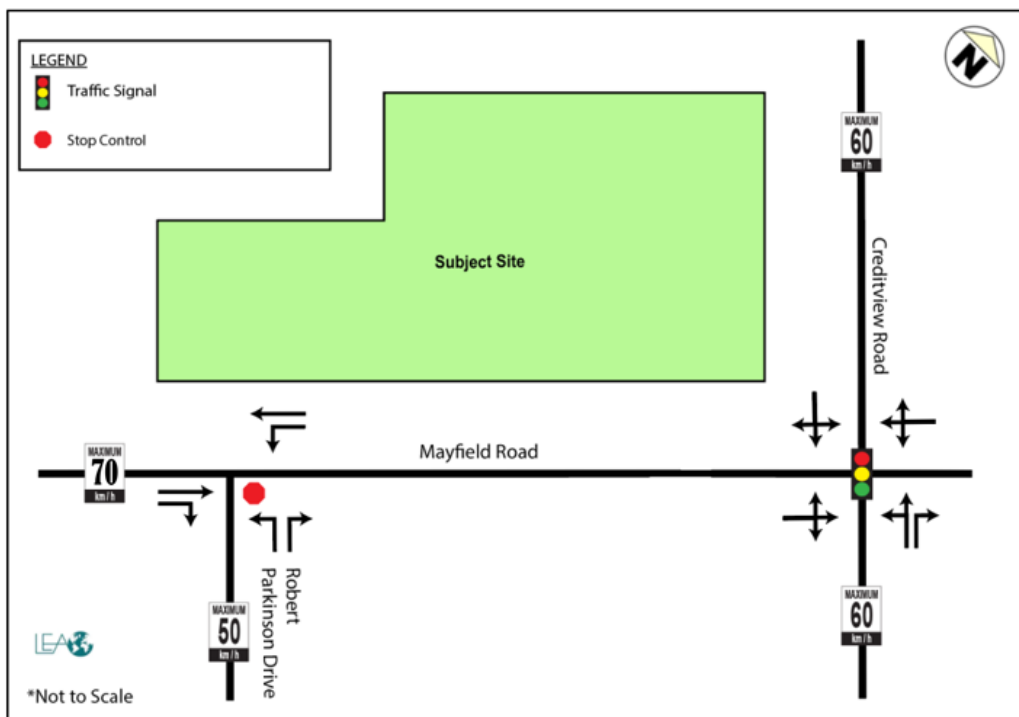
1.2 PEEL REGION – DEVELOPMENT TRANSPORTATION – MAY 13, 2026

Access/Study Requirements

Comment: Staff are in receipt of the Traffic Impact Study (TIS), prepared by LEA Consulting, dated March 2026, and find it to be satisfactory. The following is provided as information to the consultant:

- TIS should be corrected to show that Mayfield Road operates with a current posted speed limit of 70 km/h within the study area.

LEA Response: Addressed. Please see the figure and description below updated, which indicate that Mayfield Road currently operates at a speed of 70 km/h.



Mayfield Road is an east-west arterial road under the jurisdiction of the Region of Peel and operates with a two-lane cross-section (one lane per direction) within the study area. The roadway extends from Winston Churchill Boulevard in the west to Highway 50 in the east. Mayfield Road operates with a posted speed limit of 70 km/h within the study area.

- Functional Design (previously commented on through Street G engineering submission):
 - The taper length of the westbound right-turn lane at the intersection of Street G and Mayfield Road should be 60 metres, as per TAC guidelines.
 - The storage length of the westbound right-turn lane at the intersection of Street G and Mayfield Road can be reduced to 26 metres to accommodate the required taper length.

LEA Response: Addressed. Please refer to **DWG 001** in **Attachment 1**.



Comment: Please be advised that there is an on-going Capital Project #14-4035 is taking place along Mayfield Road for road widening from Chinguacousy Road to Mississauga Road. The Project Manager for this project is Scott Durdle (scott.durdle@peelregion.ca). Please reach out to the project manager to obtain additional information on the capital project and detailed designs.

LEA Response: Noted.

Comment: Please note that all works within the Region's right-of-way will require a permit prior to any construction taking place.

LEA Response: Noted.

Should you have any questions regarding this letter, please do not hesitate to contact the undersigned.

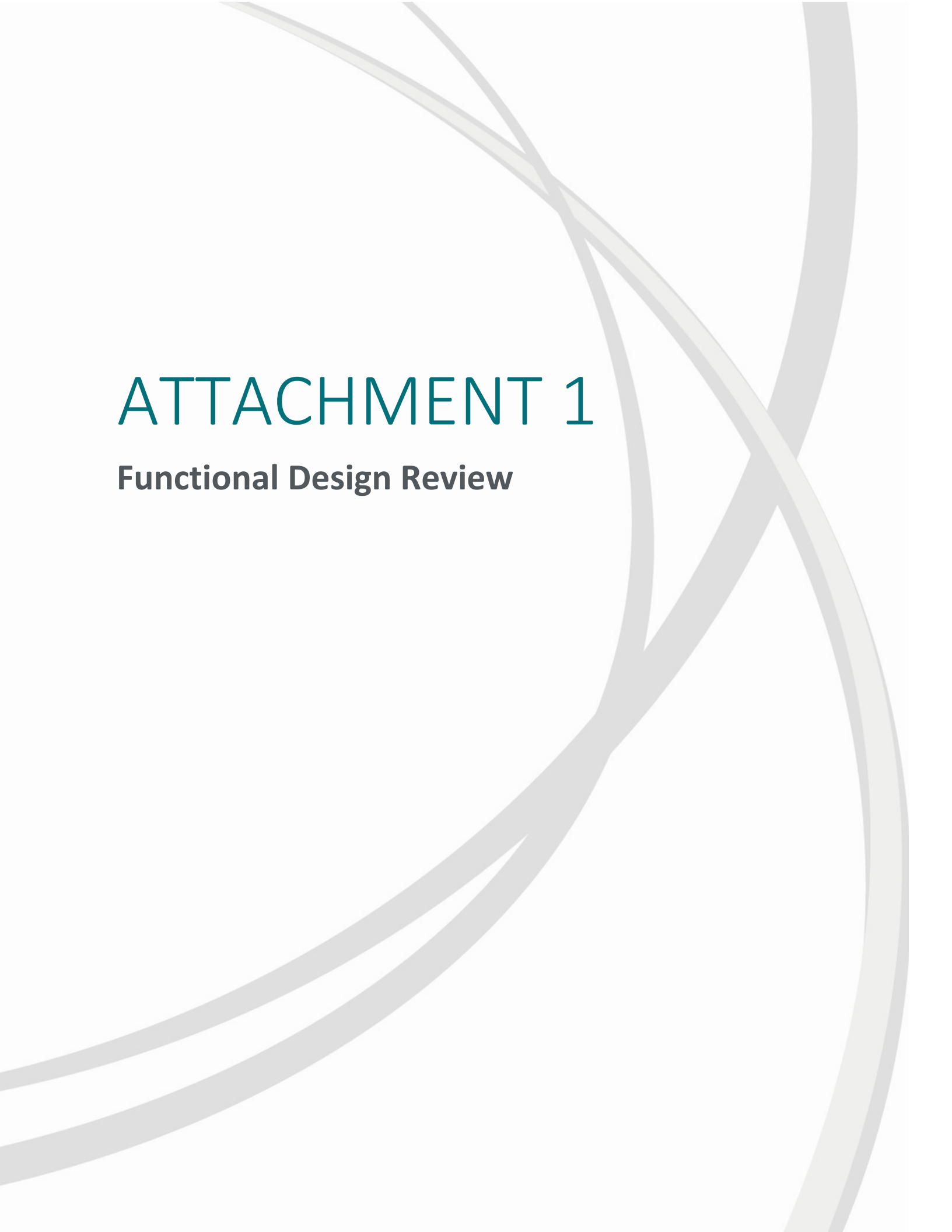
Yours truly,

LEA CONSULTING LTD.

Zara McCormick, M.Eng., P.Eng.
Manager, Transportation Engineering (Western Canada)

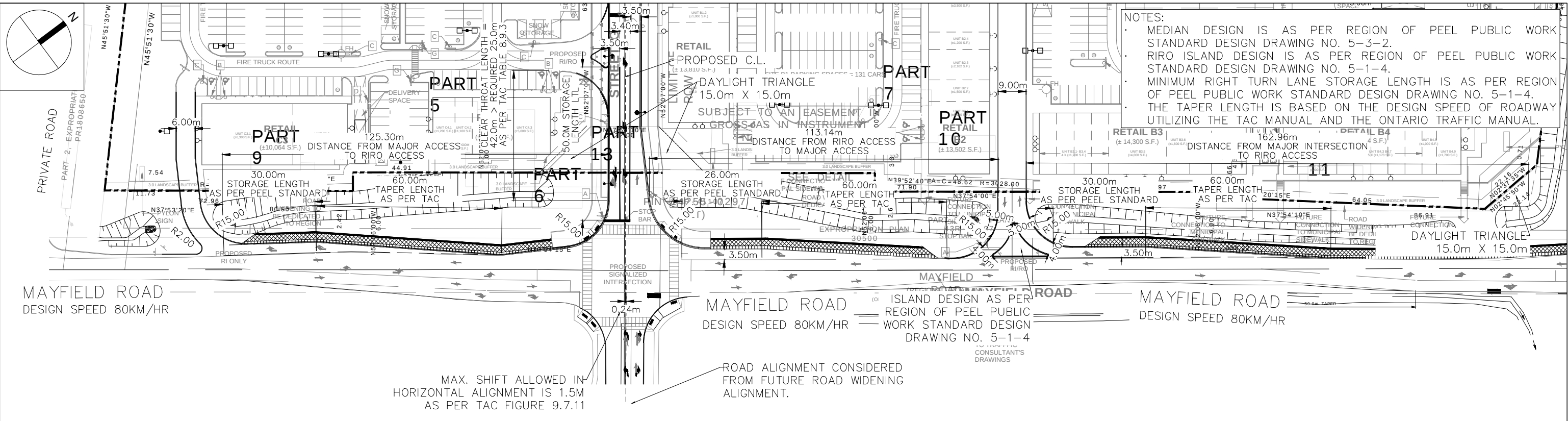
Jorge Ordenes, M.Sc., E.I.T
Project Coordinator

Encl. Attachment 1: Functional Design Review

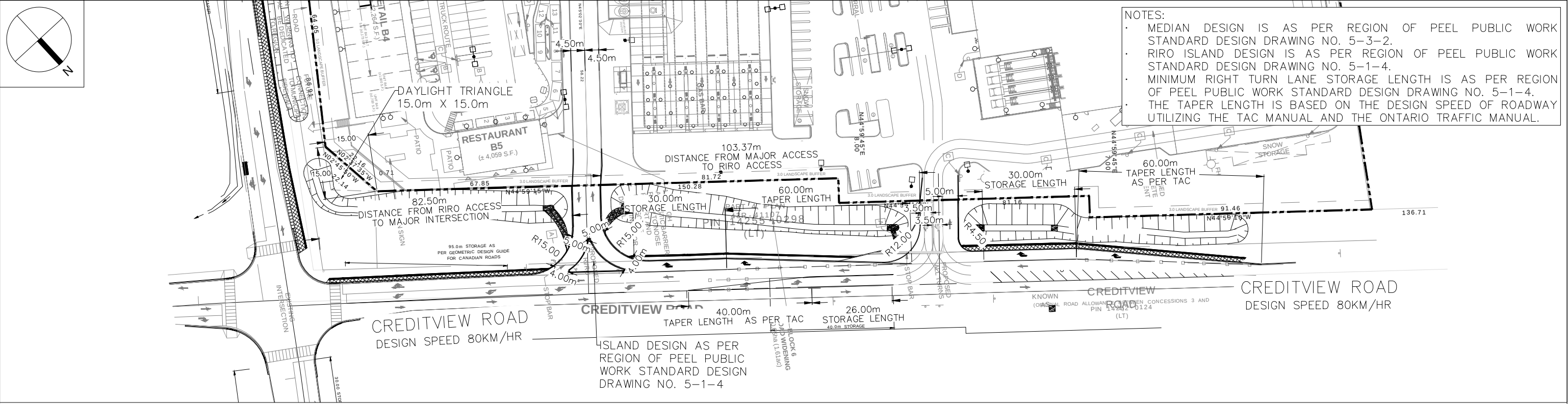


ATTACHMENT 1

Functional Design Review



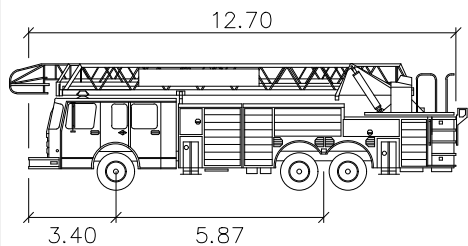
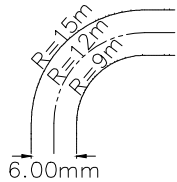
MAYFIELD ROAD



CREDITVIEW ROAD

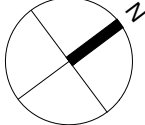
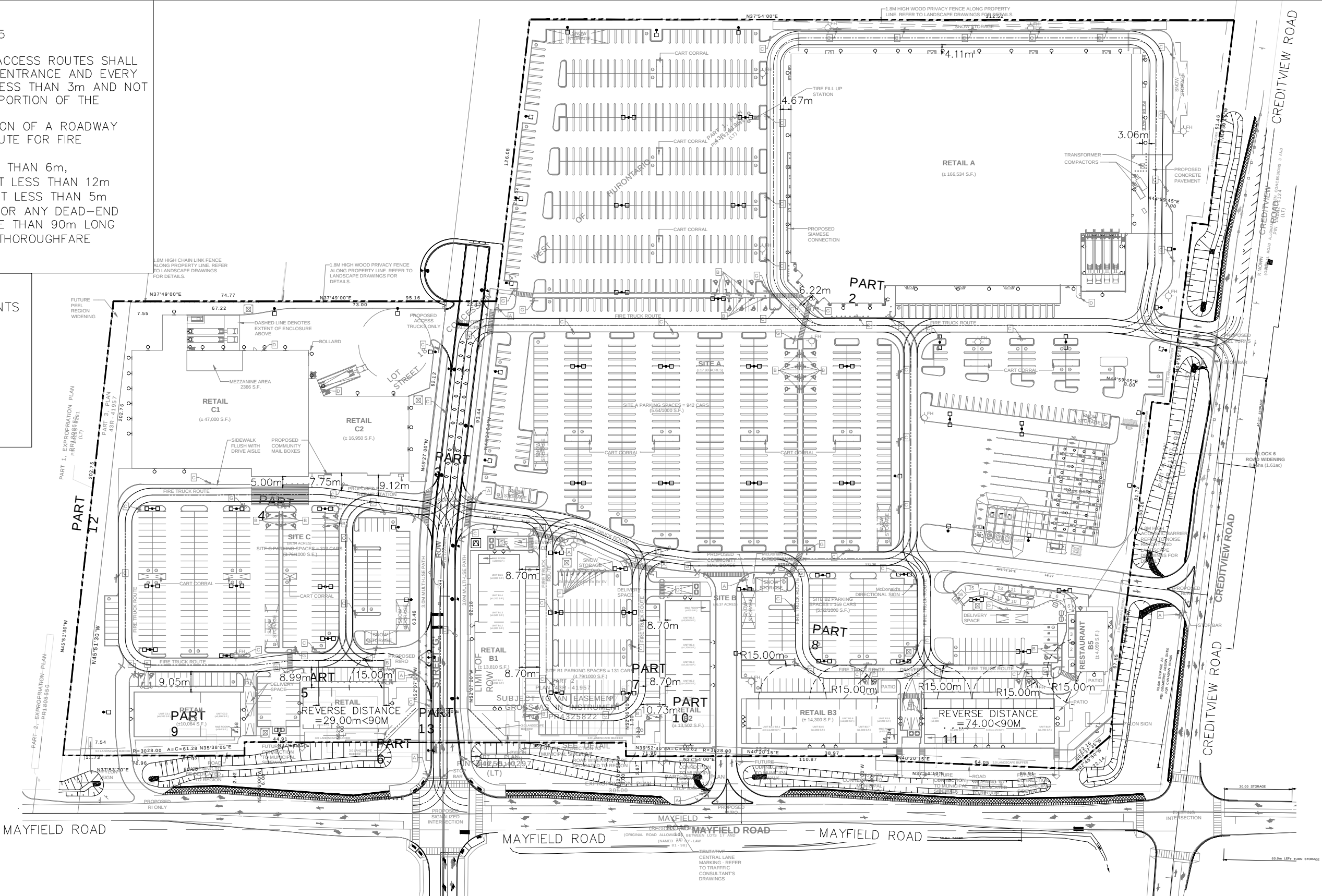
- NOTES:
- AS PER THE ONTARIO BUILDING CODE 3.2.5
- 5.1 LOCATION OF ACCESS ROUTES – ACCESS ROUTES SHALL BE LOCATED SO THAT THE PRINCIPAL ENTRANCE AND EVERY ACCESS OPENING ARE LOCATED NOT LESS THAN 3m AND NOT MORE THAN 15m FROM THE CLOSEST PORTION OF THE ACCESS ROUTE
 - 6.1 ACCESS ROUTE DESIGN – A PORTION OF A ROADWAY PROVIDED AS A REQUIRED ACCESS ROUTE FOR FIRE DEPARTMENT USE SHALL:
 - 6.1.a HAVE A CLEAR WIDTH NOT LESS THAN 6m,
 - 6.1.b HAVE A CENTRELINE RADIUS OF NOT LESS THAN 12m
 - 6.1.c HAVE AN OH CLEARANCE OF NOT LESS THAN 5m
 - 6.1.f HAVE TURNAROUND FACILITIES FOR ANY DEAD-END PORTION OF THE ACCESS ROUTE MORE THAN 90m LONG
 - 6.1.g BE CONNECTED WITH A PUBLIC THOROUGHFARE

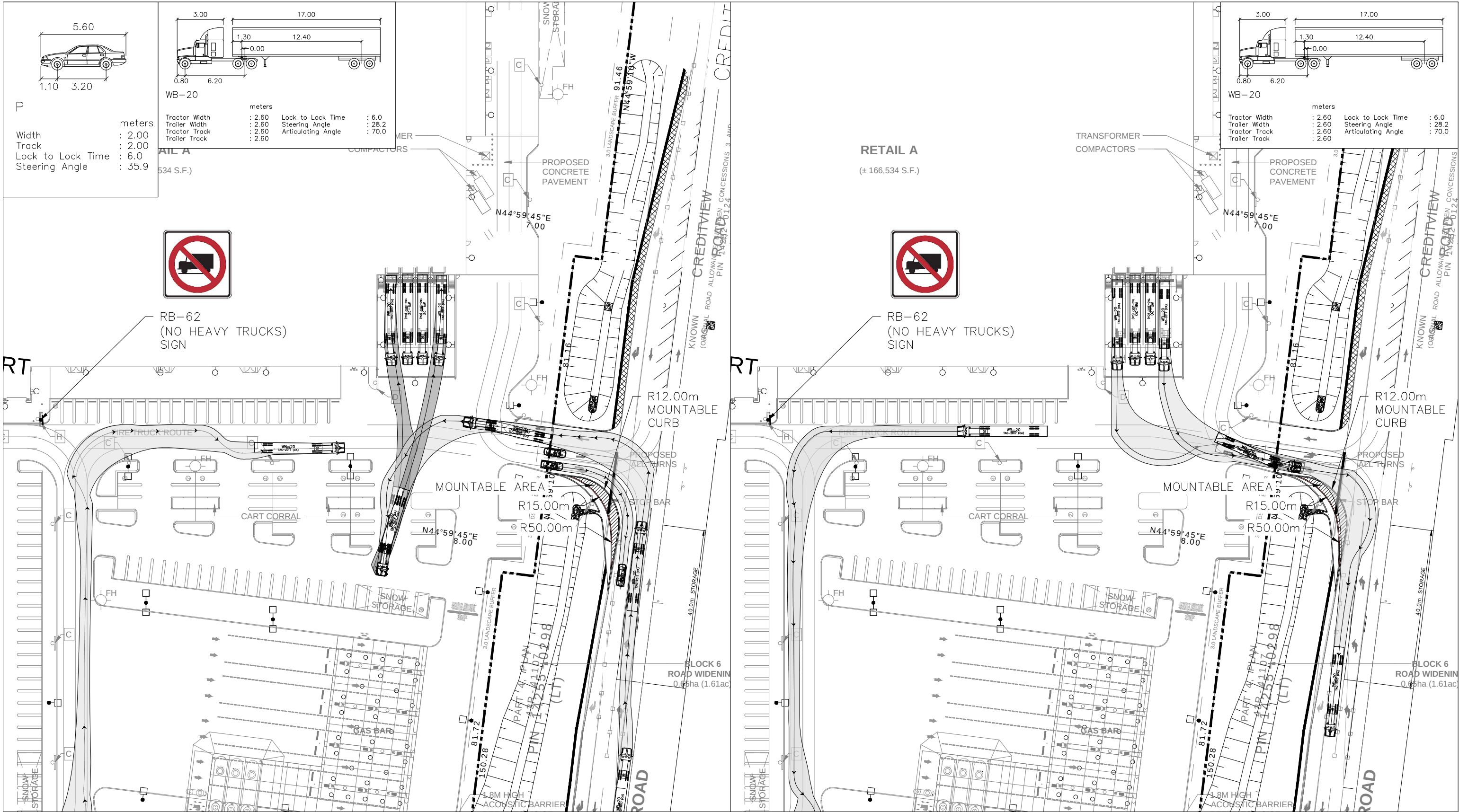
MINIMUM CENTERLINE RADIUS OF FIRE ACCESS ROUTE TO FOLLOW REQUIREMENTS AS BELOW:



Fire Truck– ON

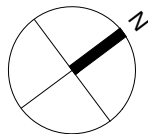
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Lock to Lock Time	: 6.0
Steering Angle	: 29.2





DRAWN BY: C.A.

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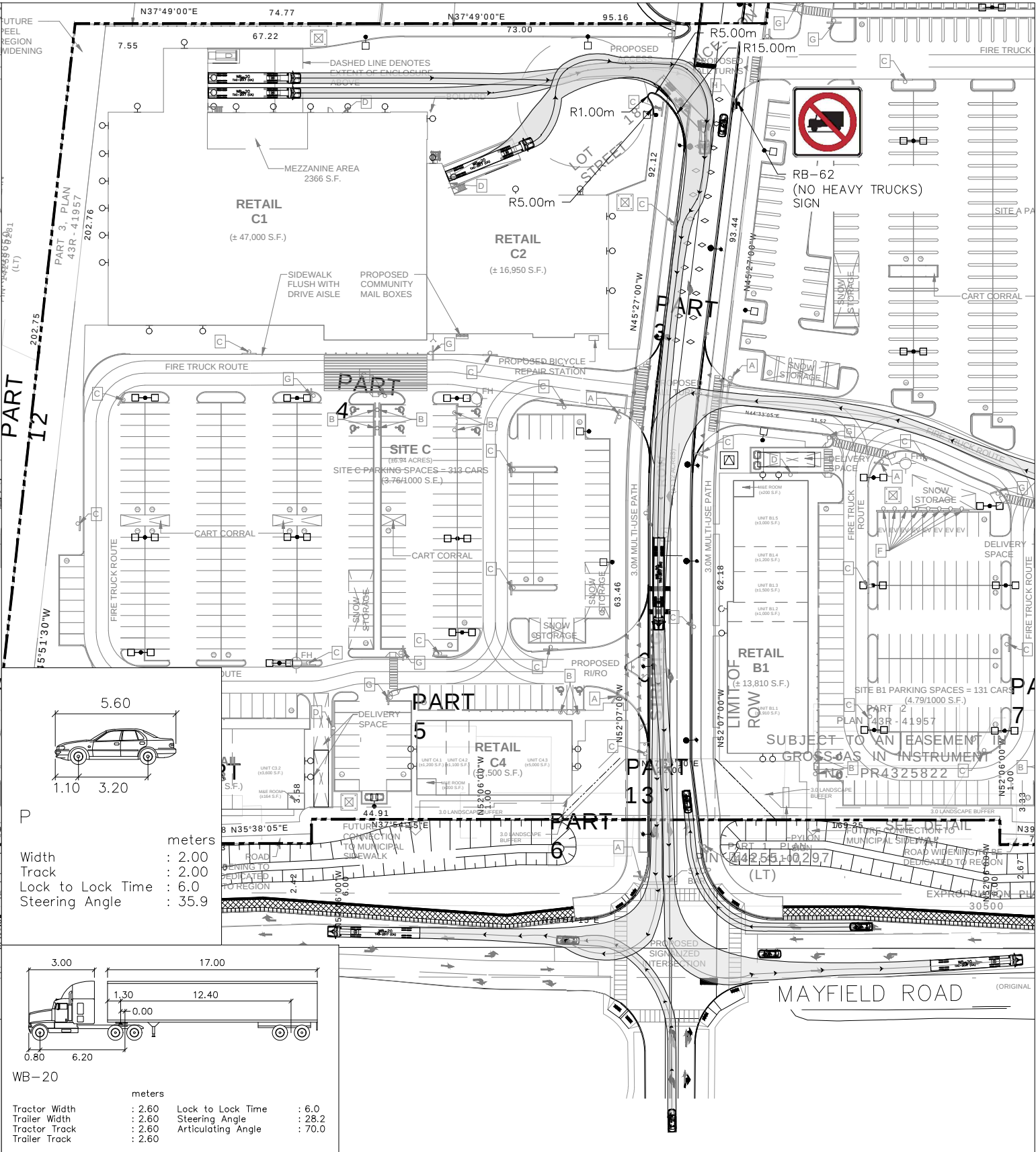
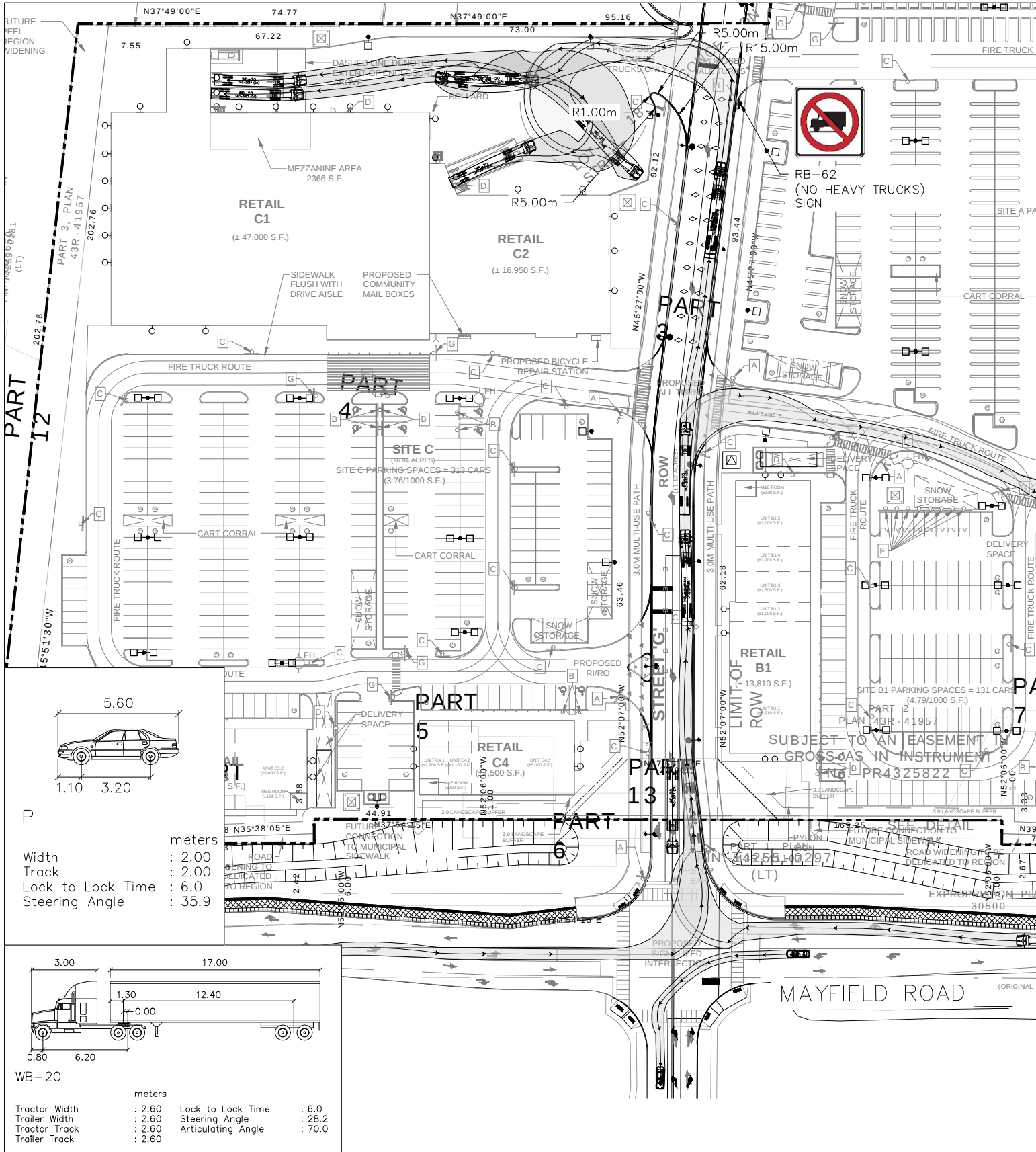


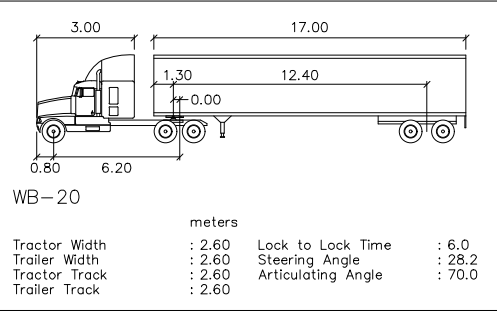
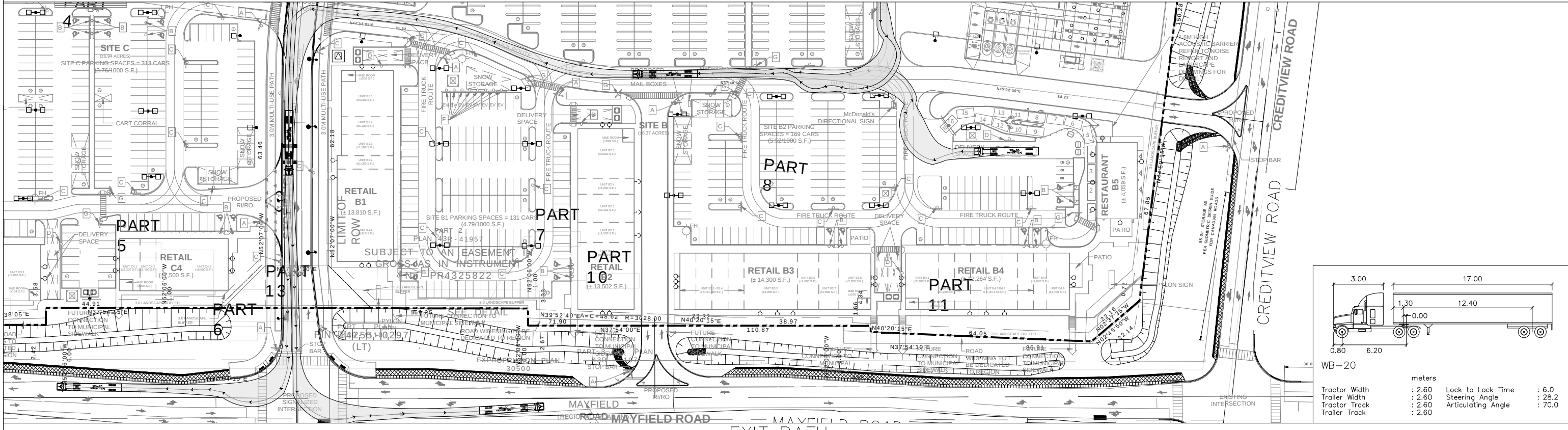
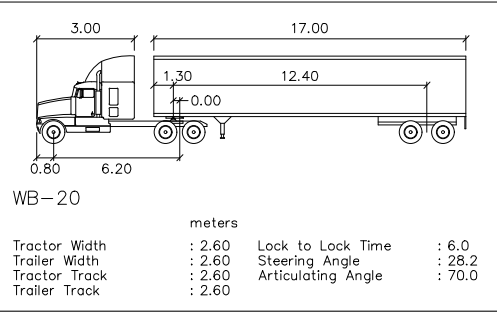
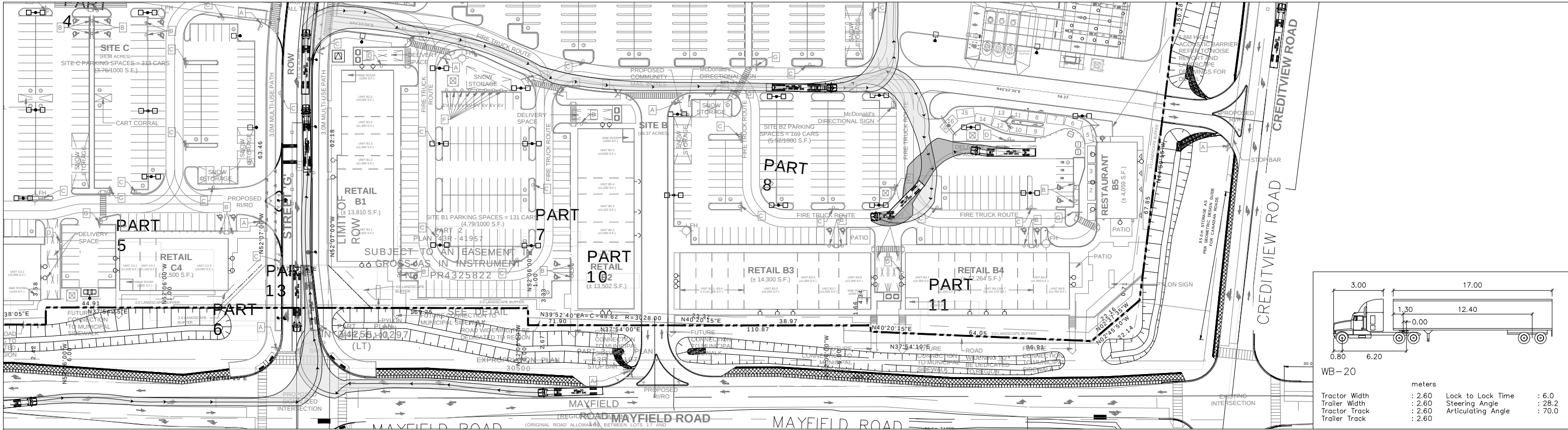
Project No.
22142
Date
JUNE 25, 2026

12100 CREDITVIEW ROAD
CALEDON ONTARIO
9 0 9 18 27m
1:900

SITE PLAN
LOADING REVIEW
WB-20 (TAC)– RETAIL A
ENTRY AND EXIT PATH

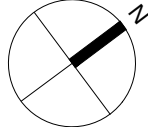
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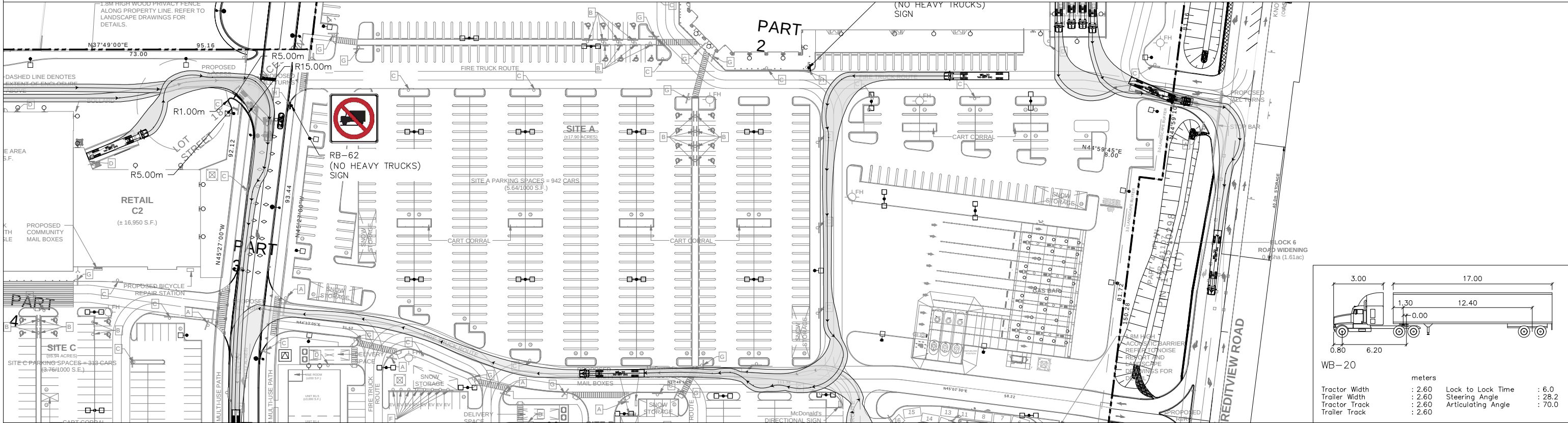
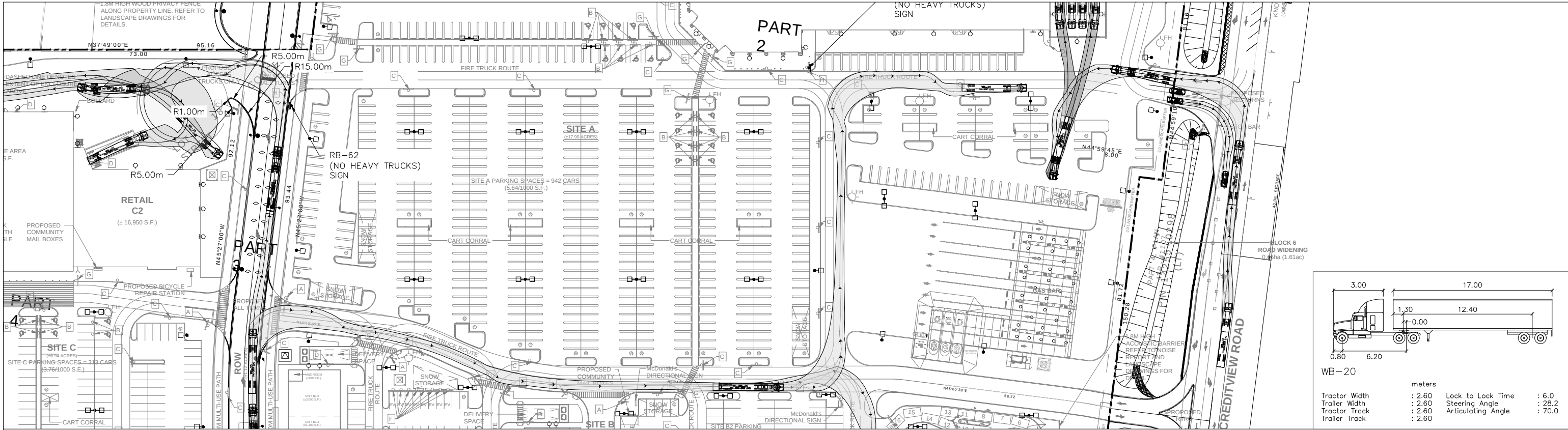


Project No.
22142
Date
JUNE 25, 2026

12100 CREDITVIEW ROAD
CALEDON ONTARIO
13.5 0 13.5 27 40.5m
1:1350

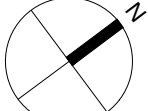
SITE PLAN
LOADING REVIEW
WB-20 (TAC)- RETAIL B5
ENTRY AND EXIT PATH

Drawing No.
005



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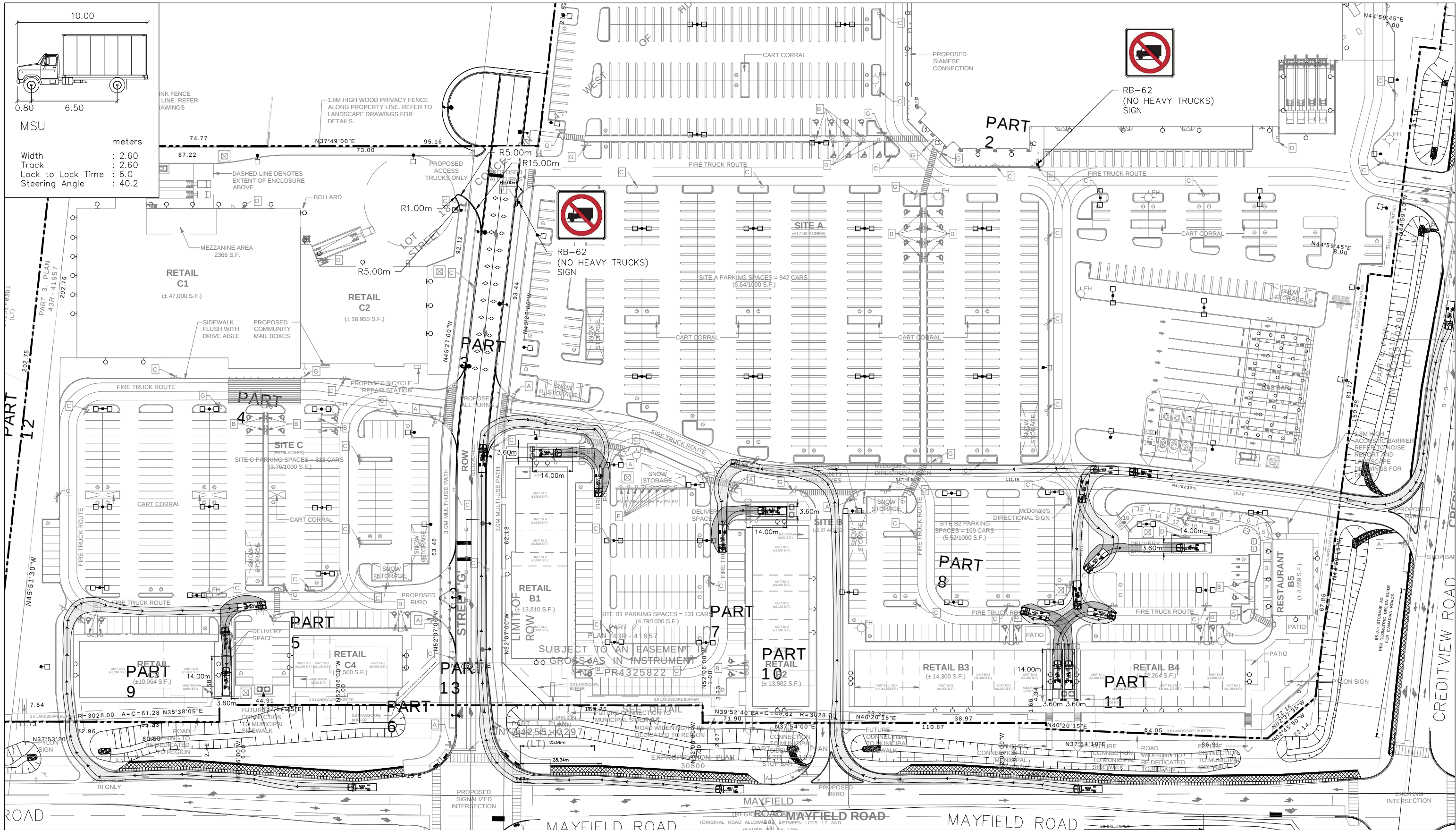


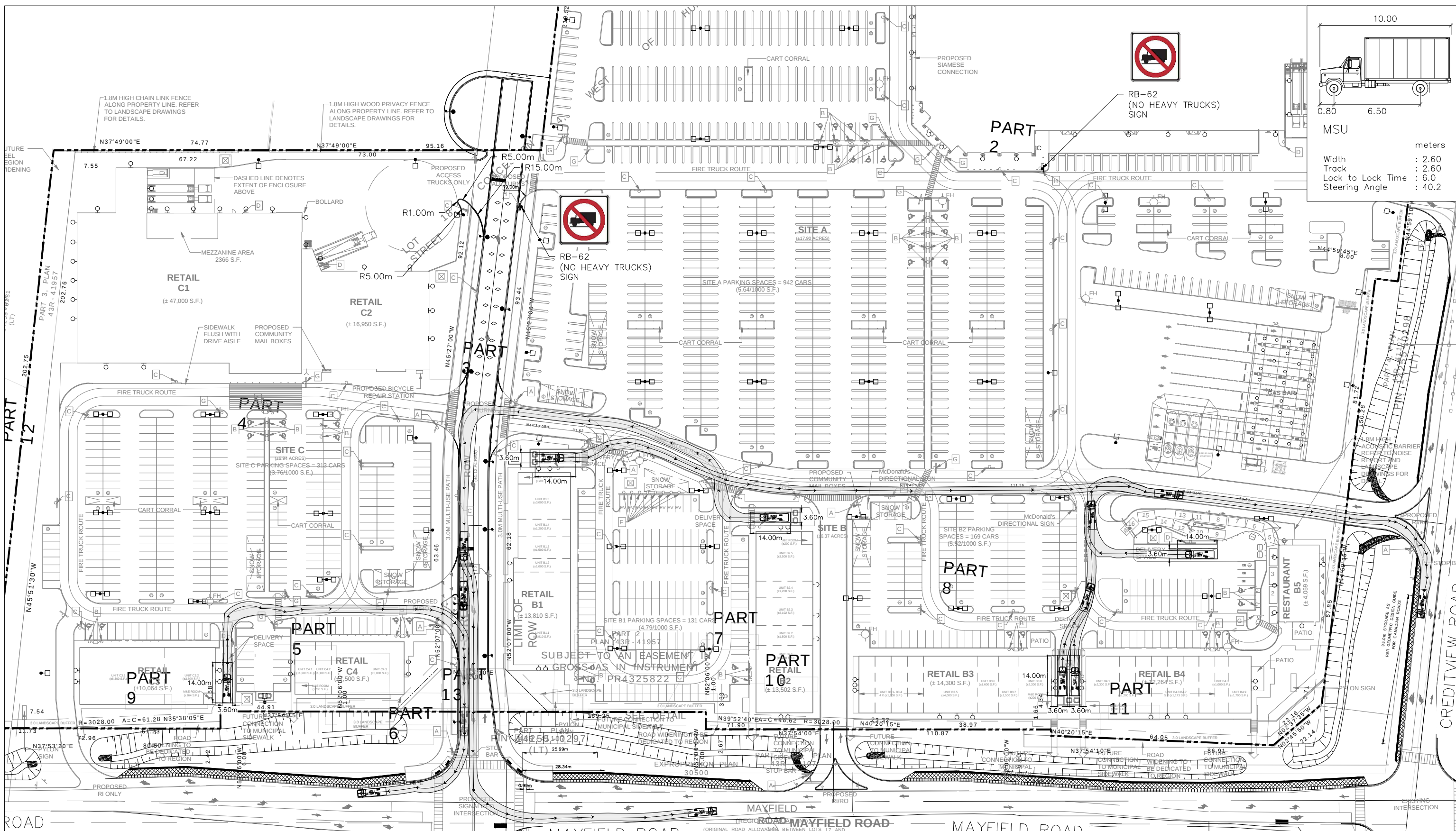
Project No.
22142
Date
JUNE 25, 2026

12100 CREDITVIEW ROAD
CALEDON ONTARIO
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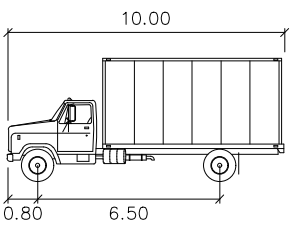
SITE PLAN
LOADING REVIEW
WB-20 (TAC)- RETAIL B5
ENTRY AND EXIT PATH

Drawing No.
006





RB-62
(NO HEAVY TRUCKS)
SIGN

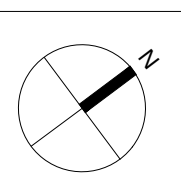


MSU

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Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.2

DRAWN BY: H.B.

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Project No.
22142

Date
JUNE 25, 2026

12100 CREDITVIEW ROAD
CALEDON ONTARIO

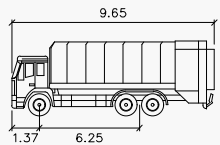
12.5 0 12.5 25 37.5m

1:1250

SITE PLAN
TYPE "B" LOADING SPACE REVIEW
DELIVERY TRUCK – MSU
EXIT PATHS

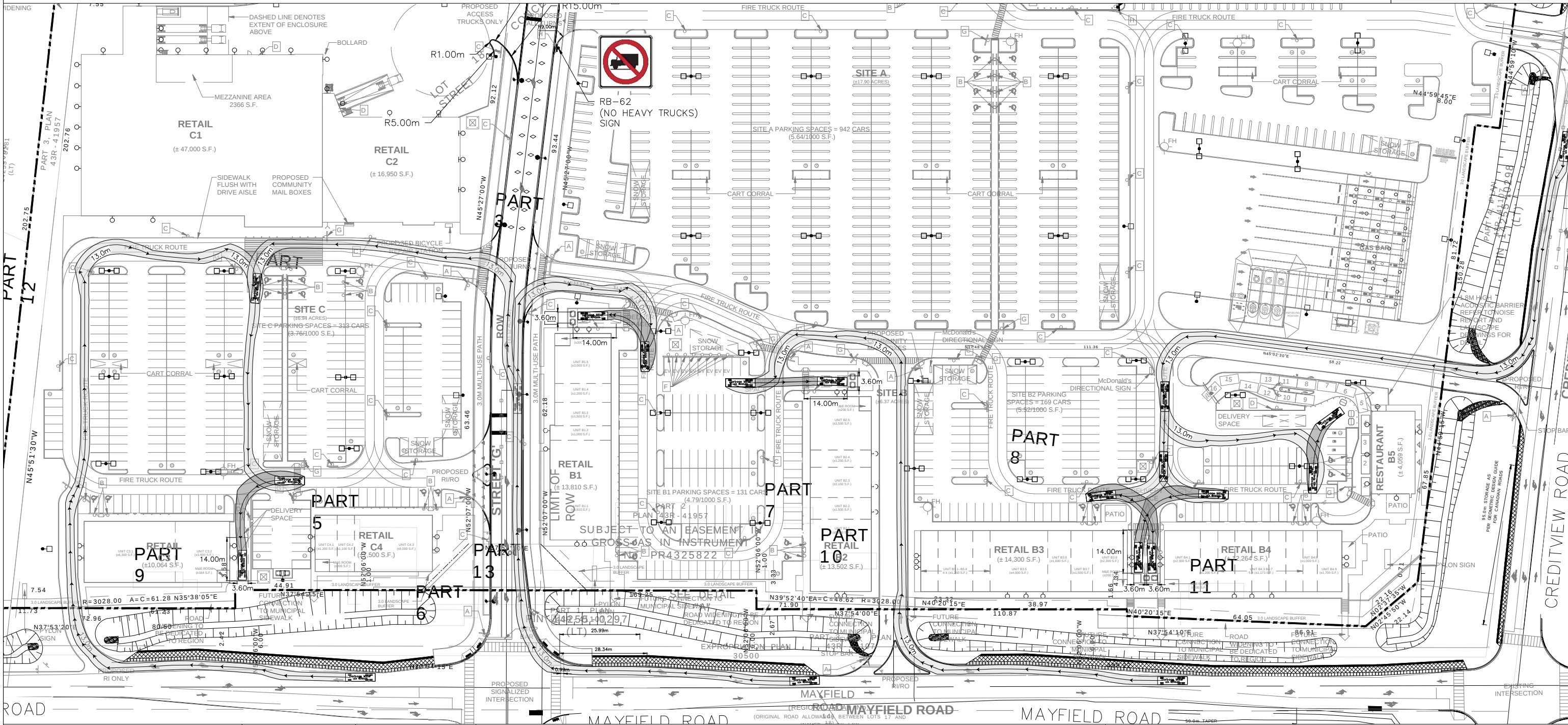
Drawing No.
008

- NOTES:
AS PER REGION OF PEEL WASTE COLLECTION DESIGN STANDARDS MANUAL 2020:
1. ALL ROADS SHOULD BE DESIGNED TO HAVE A MINIMUM WIDTH OF 6m.
 2. OVERHEAD SPACE ALONG THE ACCESS ROUTE HAS TO BE MINIMUM 4.4m.
 3. OVERHEAD SPACE AT THE COLLECTION POINT HAS TO BE MINIMUM 7.5m.
 4. THE TURNING RADIUS FROM THE CENTRE LINE MUST BE A MINIMUM OF 13m ON ALL TURNS.
 5. IN A SITUATION WHERE A WASTE COLLECTION VEHICLE MUST REVERSE, THE MAXIMUM BACK-UP DISTANCE IS 15m AND MUST NOT INCLUDE REVERSAL ONTO A MUNICIPAL ROAD.



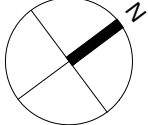
Garbage Miller

Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 30.0



DRAWN BY: H.B.

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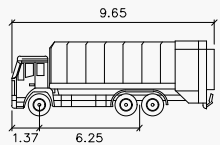
Project No.
22142
Date
JUNE 25, 2026

12100 CREDITVIEW ROAD
CALEDON ONTARIO
12.5 0 12.5 25 37.5m
1:1250

LOADING REVIEW
GARBAGE MILLER (EARTH BINS)
ENTRY PATHS

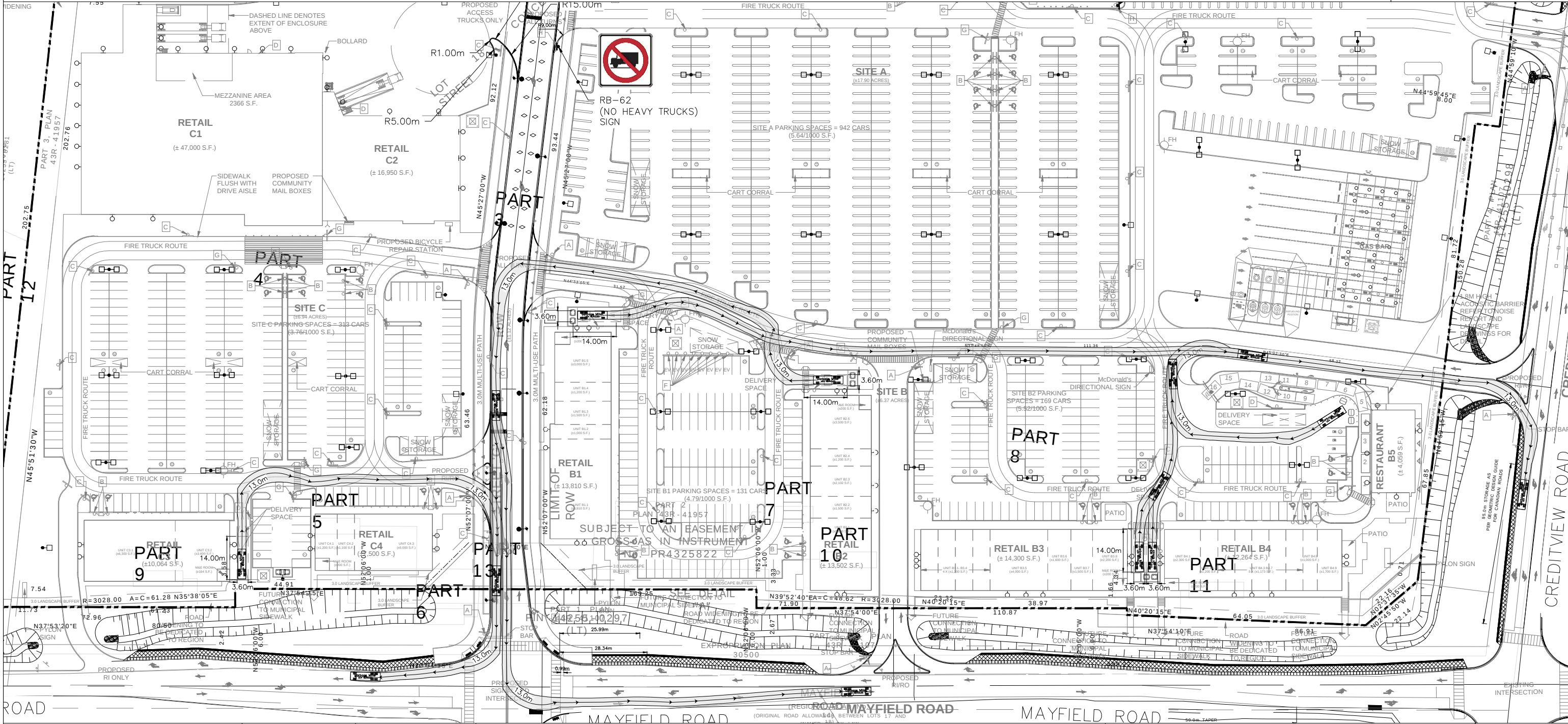
Drawing No.
009

- NOTES:
AS PER REGION OF PEEL WASTE COLLECTION DESIGN STANDARDS MANUAL 2020:
1. ALL ROADS SHOULD BE DESIGNED TO HAVE A MINIMUM WIDTH OF 6m.
 2. OVERHEAD SPACE ALONG THE ACCESS ROUTE HAS TO BE MINIMUM 4.4m.
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 5. IN A SITUATION WHERE A WASTE COLLECTION VEHICLE MUST REVERSE, THE MAXIMUM BACK-UP DISTANCE IS 15m AND MUST NOT INCLUDE REVERSAL ONTO A MUNICIPAL ROAD.

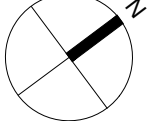


Garbage Miller

Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 30.0



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12100 CREDITVIEW ROAD
CALEDON ONTARIO
12.5 0 12.5 25 37.5m
1:1250

LOADING REVIEW
GARBAGE MILLER (EARTH BINS)
EXIT PATHS

Drawing No.
010

NOTES:

AS PER THE TOWN OF CALEDON ZONING SECTION 5: PARKING, LOADING AND DELIVERY STANDARDS:

5.2.11 SIZE OF PARKING SPACES:

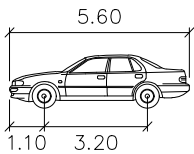
- a) SURFACE PARKING SPACES SHALL HAVE A MINIMUM WIDTH OF 2.75m AND MINIMUM LENGTH OF 6.0m
- b) ENCLOSED OR UNDERGROUND PARKING SPACES SHALL HAVE A MINIMUM WIDTH OF 2.6m AND MINIMUM LENGTH OF 5.8m,
- c) THE WIDTH AND LENGTH OF A PARKING SPACE SHALL BE MEASURED EXCLUSIVE OF THE WIDTH OR LENGTH OF ANY PAINTED LINES MARKING SUCH PARKING SPACE

5.2.12 WIDTH OF AISLES

- a) MINIMUM WIDTH OF AN AISLE PROVIDING ACCESS TO A PARKING SPACE SHALL BE 6.0m EXPECT IN THE CASE OF ANGLED OFF STREET PARKING BY

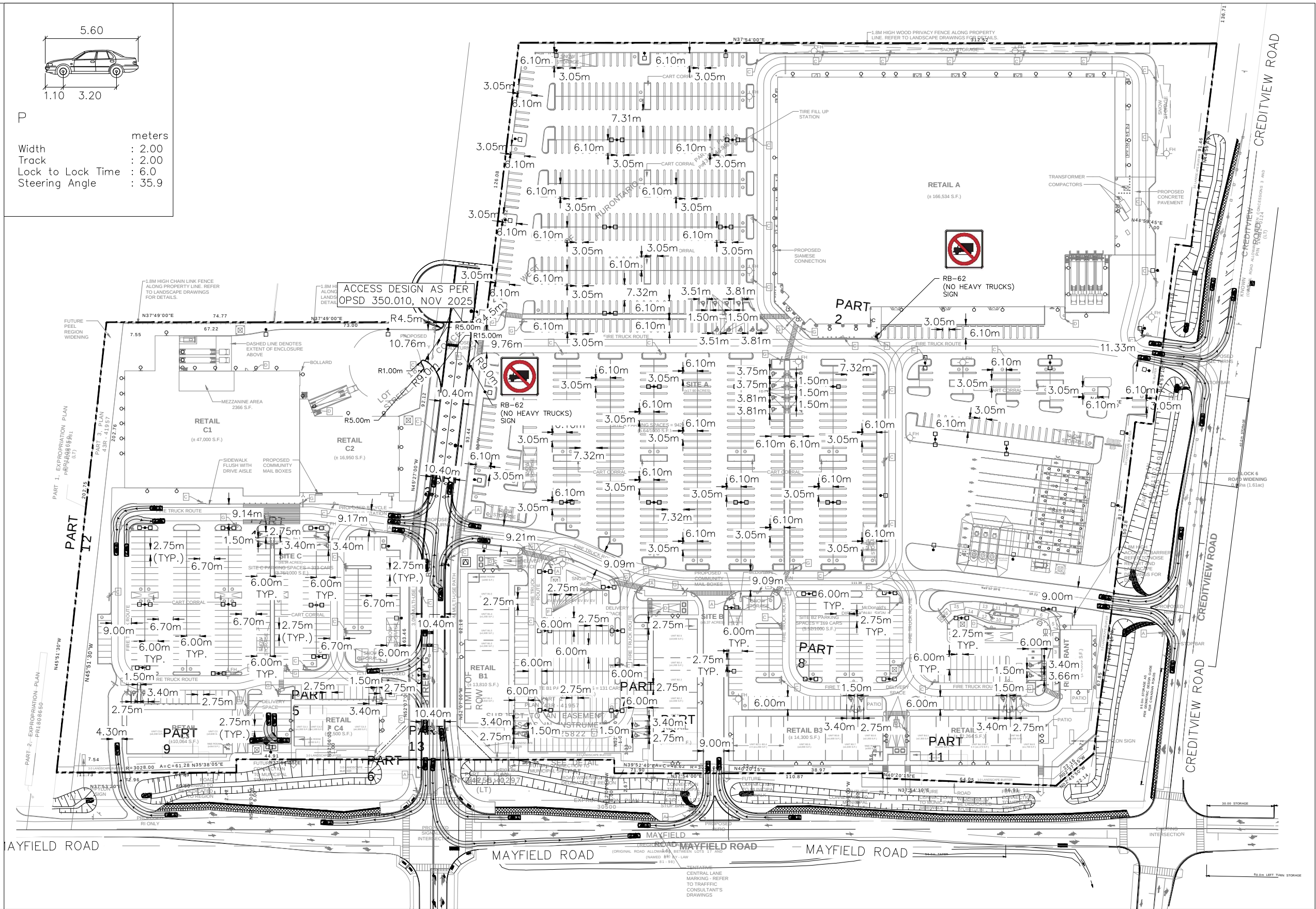
AS PER AODA ACCESSIBLE PARKING REQUIREMENTS:

- 1. TYPE A:
 - a) BE A MINIMUM OF 3.4 METRES WIDE
- 2. TYPE B:
 - a) BE A MINIMUM OF 2.4 METRES WIDE
- 3. ACCESS AISLE
 - a) HAVE AN ACCESS AISLE THAT IS A MINIMUM OF 1.5 METRES WIDE AND EXTEND THE FULL LENGTH OF THE PARKING SPACE



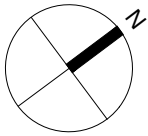
P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9



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Consulting Engineers and Planners
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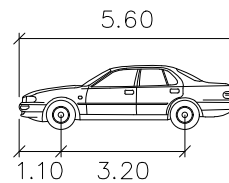
Project No.
22142
Date
JUNE 25, 2026

12100 CREDITVIEW ROAD
CALEDON ONTARIO
17.5 0 17.5 35 52.5m
1:1750

SITE PLAN
PARKING & PTAC REVIEW

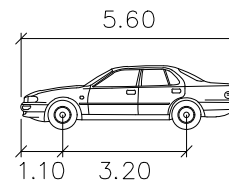
Drawing No.
013

- PER "TAC" TABLE 9.9.6
- DESIGN SPEED = 80km/h
- REQUIRED STOPPING SIGHT DISTANCE = 130m
- AVAILABLE STOPPING SIGHT DISTANCE => 130m
- DOES IT MEET THE REQUIREMENT – YES

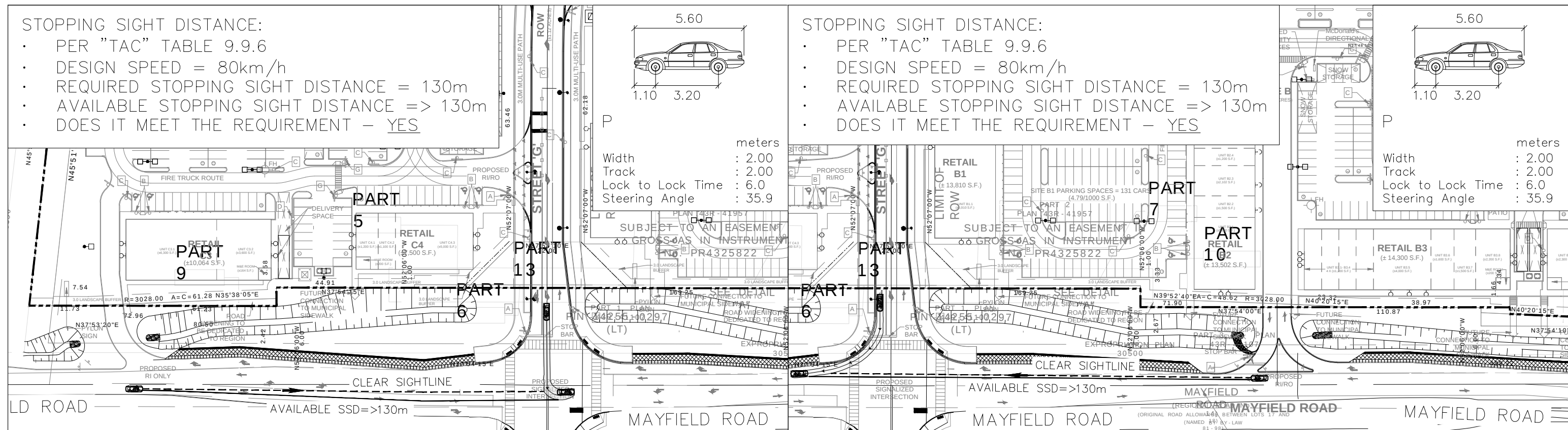


	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

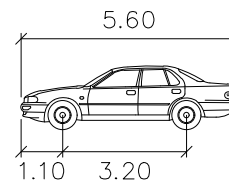
- PER "TAC" TABLE 9.9.6
- DESIGN SPEED = 80km/h
- REQUIRED STOPPING SIGHT DISTANCE = 130m
- AVAILABLE STOPPING SIGHT DISTANCE => 130m
- DOES IT MEET THE REQUIREMENT – YES



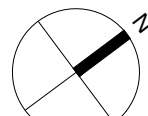
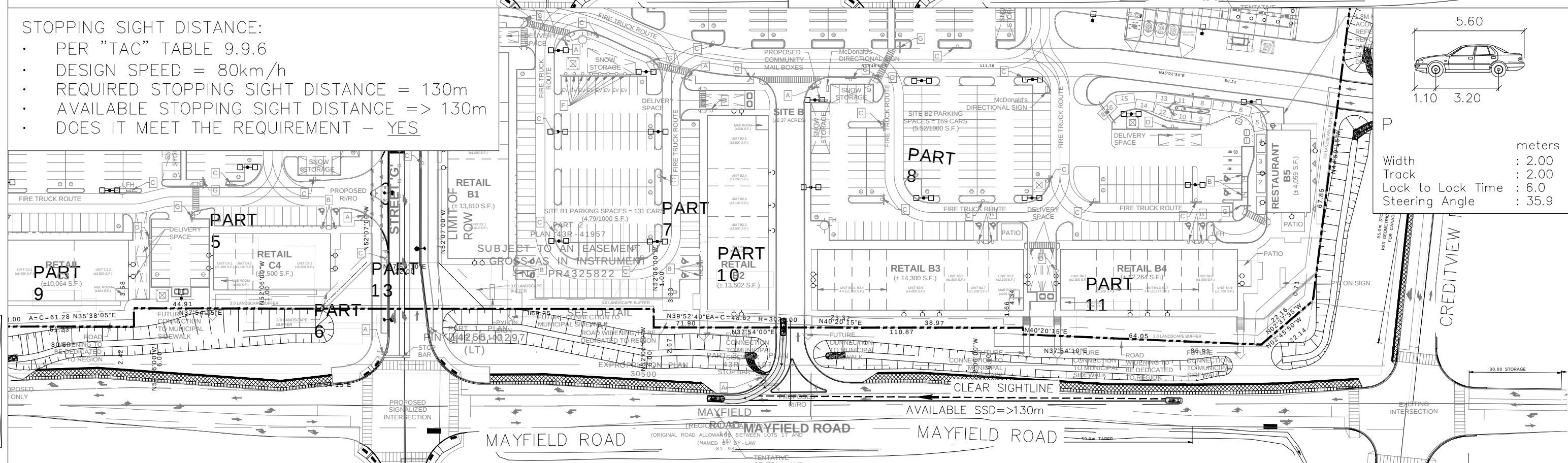
	Width	:	2.00	meters
	Track	:	2.00	
	Lock to Lock Time	:	6.0	
	Steering Angle	:	35.9	



- PER "TAC" TABLE 9.9.6
- DESIGN SPEED = 80km/h
- REQUIRED STOPPING SIGHT DISTANCE = 130m
- AVAILABLE STOPPING SIGHT DISTANCE => 130m
- DOES IT MEET THE REQUIREMENT – YES

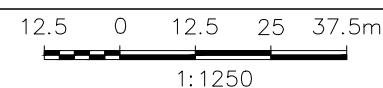


	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9



Project No.	22142
Date	JUNE 25, 2026

12100 CREDITVIEW ROAD
CALEDON ONTARIO

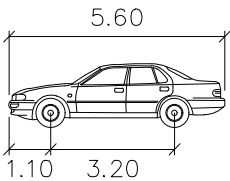
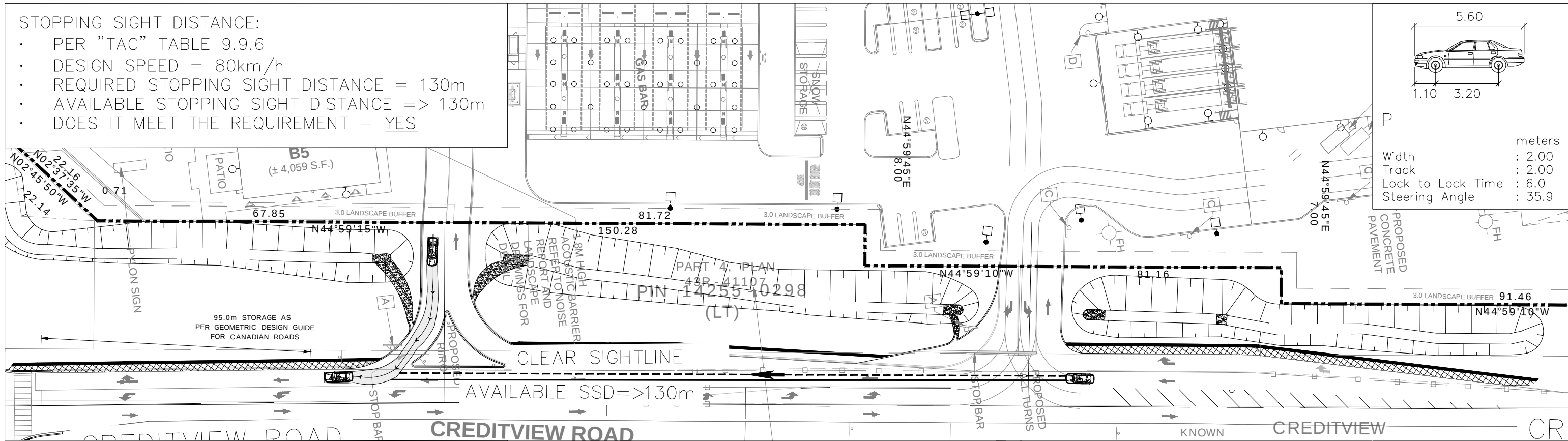


PROPOSED SITE ACCESS
SIGHTLINE ANALYSIS
STOPPING SIGHT DISTANCE (SSD)
MAYFIELD ROAD ACCESS

Drawing No.

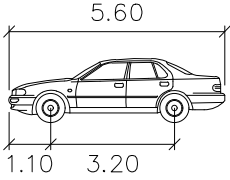
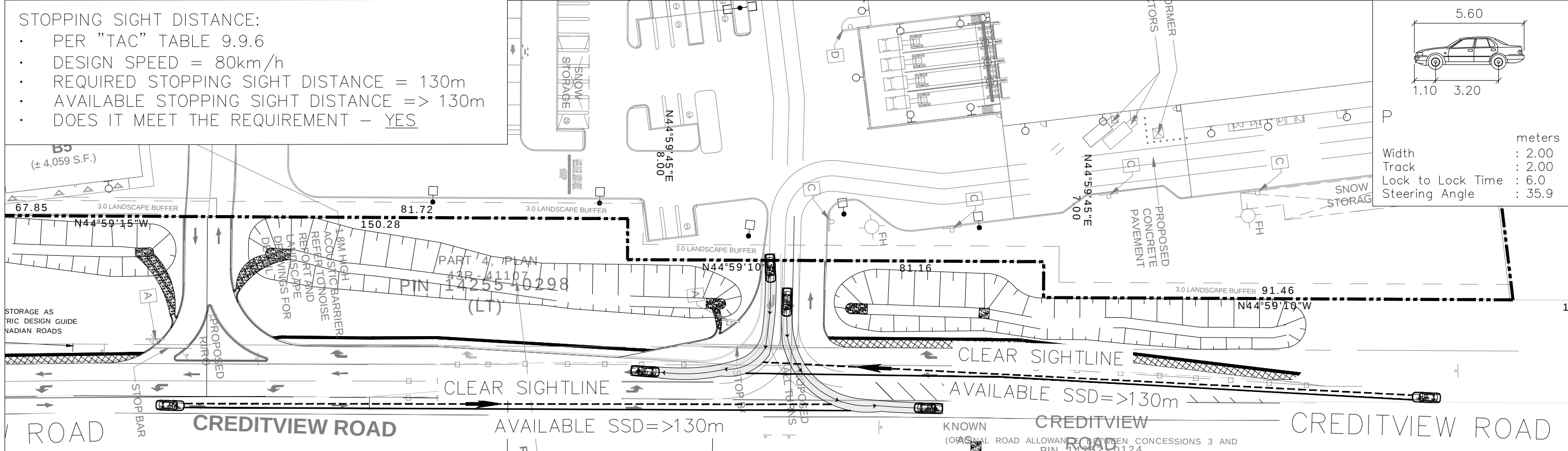
014

STOPPING SIGHT DISTANCE:
• PER "TAC" TABLE 9.9.6
• DESIGN SPEED = 80km/h
• REQUIRED STOPPING SIGHT DISTANCE = 130m
• AVAILABLE STOPPING SIGHT DISTANCE => 130m
• DOES IT MEET THE REQUIREMENT – YES



Width : 2.00 meters
Track : 2.00
Lock to Lock Time : 6.0
Steering Angle : 35.9

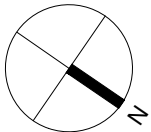
STOPPING SIGHT DISTANCE:
• PER "TAC" TABLE 9.9.6
• DESIGN SPEED = 80km/h
• REQUIRED STOPPING SIGHT DISTANCE = 130m
• AVAILABLE STOPPING SIGHT DISTANCE => 130m
• DOES IT MEET THE REQUIREMENT – YES



Width : 2.00 meters
Track : 2.00
Lock to Lock Time : 6.0
Steering Angle : 35.9

DRAWN BY: H.B.

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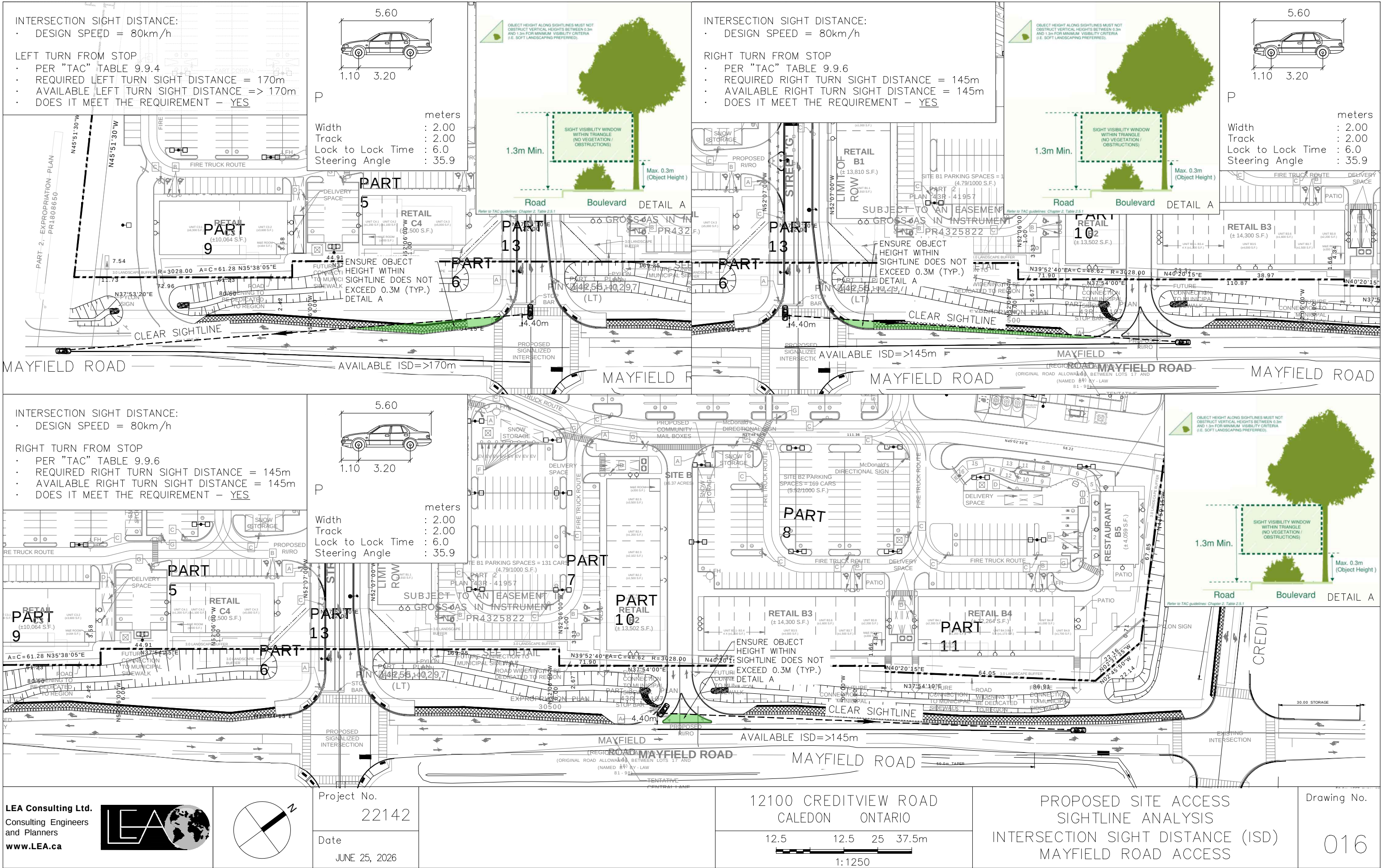


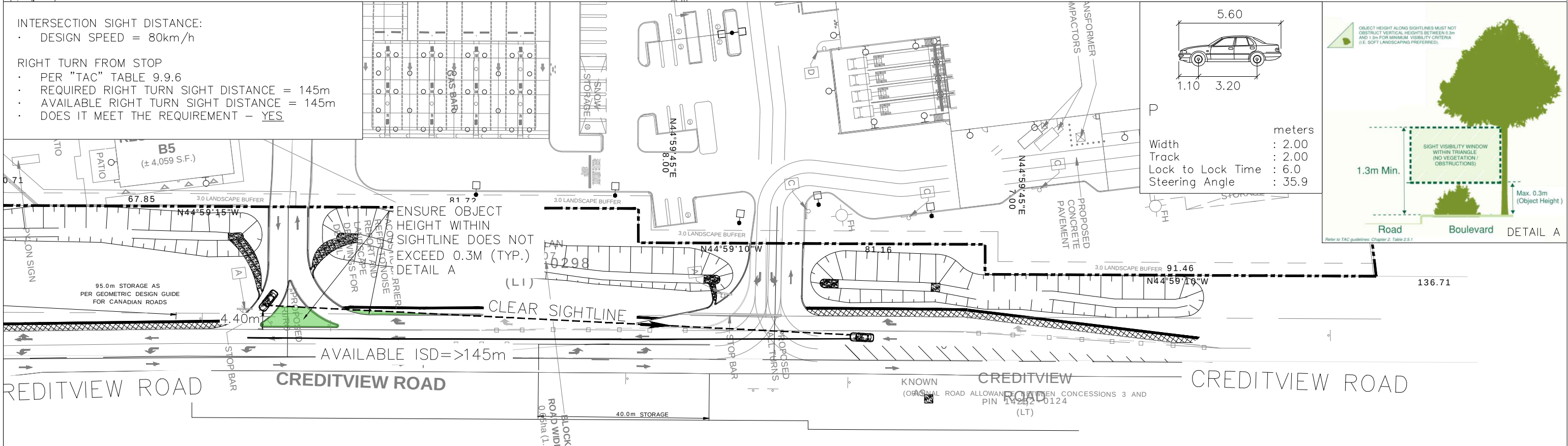
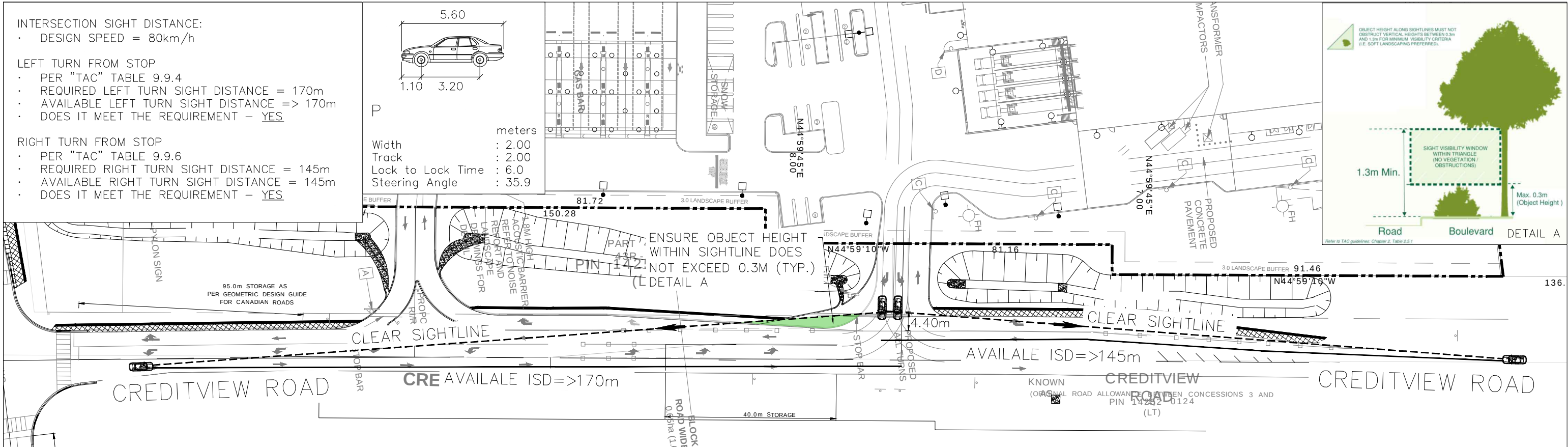
Project No.
22142
Date
JUNE 25, 2026

12100 CREDITVIEW ROAD
CALEDON ONTARIO
7.5 0 7.5 15 22.5m
1: 750

PROPOSED SITE ACCESS
SIGHTLINE ANALYSIS
STOPPING SIGHT DISTANCE (SSD)
CREDITVIEW ROAD ACCESS

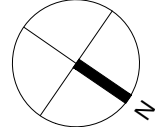
Drawing No.
015





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Date
JUNE 25, 2026

12100 CREDITVIEW ROAD
CALEDON ONTARIO
9 0 9 18 27m
1:900

PROPOSED SITE ACCESS
SIGHTLINE ANALYSIS
INTERSECTION SIGHT DISTANCE (ISD)
CREDITVIEW ROAD ACCESS

Drawing No.
017