

APRIL 30, 2024

PROJECT NO: 0649-6278

SENT VIA: EMAIL
SAMMORRA@BELL.NET

Bolton Summit Developments Inc.
6198 Tremaine Court
Mississauga, ON L5V 1B5

Attention: Sam Morra, P.Eng.

**RE: TRANSPORTATION COMMENT RESPONSE LETTER
13290 NUNNVILLE ROAD
TOWN OF CALEDON, REGION OF PEEL**

Dear Sam,

C.F. Crozier & Associates Inc. (Crozier) was retained by Bolton Summit Developments Inc. (the Applicant) to provide transportation engineering services in support of the proposed residential development located in the Town of Caledon.

The most recent submission in relation to the proposed development prior to this letter was prepared by Crozier in December 2023. The submission included Transportation Operations Assessment Addendum. The purpose of this correspondence is to address comments received from the Town of Caledon in April 2024 regarding the December 2023 submission. It is noted that this letter exclusively addresses comments related to transportation. Any additional remarks will be addressed by respective parties.

Comments to be addressed prior to Draft Plan Approval

1. *For the proposed internal driveway & parking area, the Pavement Marking and Signage plan (PMSP) should be accurately referenced in the Site Plan; it is noted that currently, some signage shown in the PMSP and the site plan are inconsistent. If a resubmission is not required for other reasons, this revision could be made informally through the Lead Planner should the Lead Planner deem it reasonable.*

The signage shown in the Pavement Marking and Signage Plan and the Site Plan has been updated to be consistent between plans.

2. *It has been noted that the stopping sight distance equation used is incorrect, given the grade of the driveway. This error should be corrected in any future submissions. Any recommendations that result as a result of this correction should be addressed with appropriate signage.*

The stopping sight distance has been recalculated, taking into account the 6% upgrade for the proposed roadway. According to Table 2.5.3 of TAC GDGCR, a stopping sight distance of 30 meters for a 6% upgrade was derived for a design speed of 30 km/h. This represents a conservative scenario, with no conflicts or obstructions observed. Please refer to the attached figure for stopping sight distance.

3. *The report recommends reducing the height of vegetation within the cul-de-sac to 1.0m. However, it also notes that the vegetation could act as a traffic-calming measure. Therefore, either the developer should propose to complete these works as part of roadway improvements OR propose a draft plan condition to provide the Town with sufficient securities to complete the vegetation removal and replacement should issues arise after construction. These securities would be released after a successful mutually agreed upon trial period of the vegetation "as is" proceeding occupation."*

Please note that the existing trees are now proposed to be removed as part of the development and will be replaced with bushes/shrubs that would not pose sightlines issues and are low maintenance/drought resistant. The landscape plans that will be included as part of the next DART submission will show the details of the vegetation in the cul-de-sac.

Comments to be addressed through Site Plan Approval

1. *Consideration should be given to the applicability of a Yield Sign on the northbound approach of Nunnville Road entering the proposed Traffic Circle. If regulatory signage (Yield Signs) is installed on Nunnville Road, the Traffic By-law will need to be updated. Please ensure that signage is installed in conjunction with any updates to the Traffic By-law in collaboration with Town Staff.*

Please note that a Yield Sign on the northbound approach of Nunnville Road entering the proposed traffic circle is not deemed necessary given there are no expected traffic movements that would need to be yielded to. The cul-de-sac will continue to operate how it does today on the northbound approach and traffic entering the circle via the driveway would be expected to yield.

We trust that the responses provided above satisfy any transportation related concerns associated with the proposed development. Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.



Aarzoo Dhanani, M. Eng, EIT
Engineering Intern, Transportation

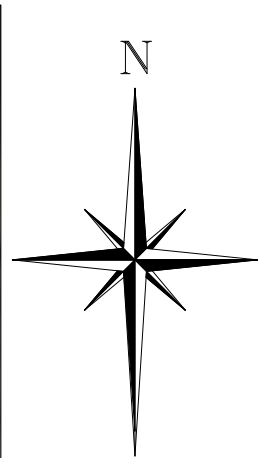
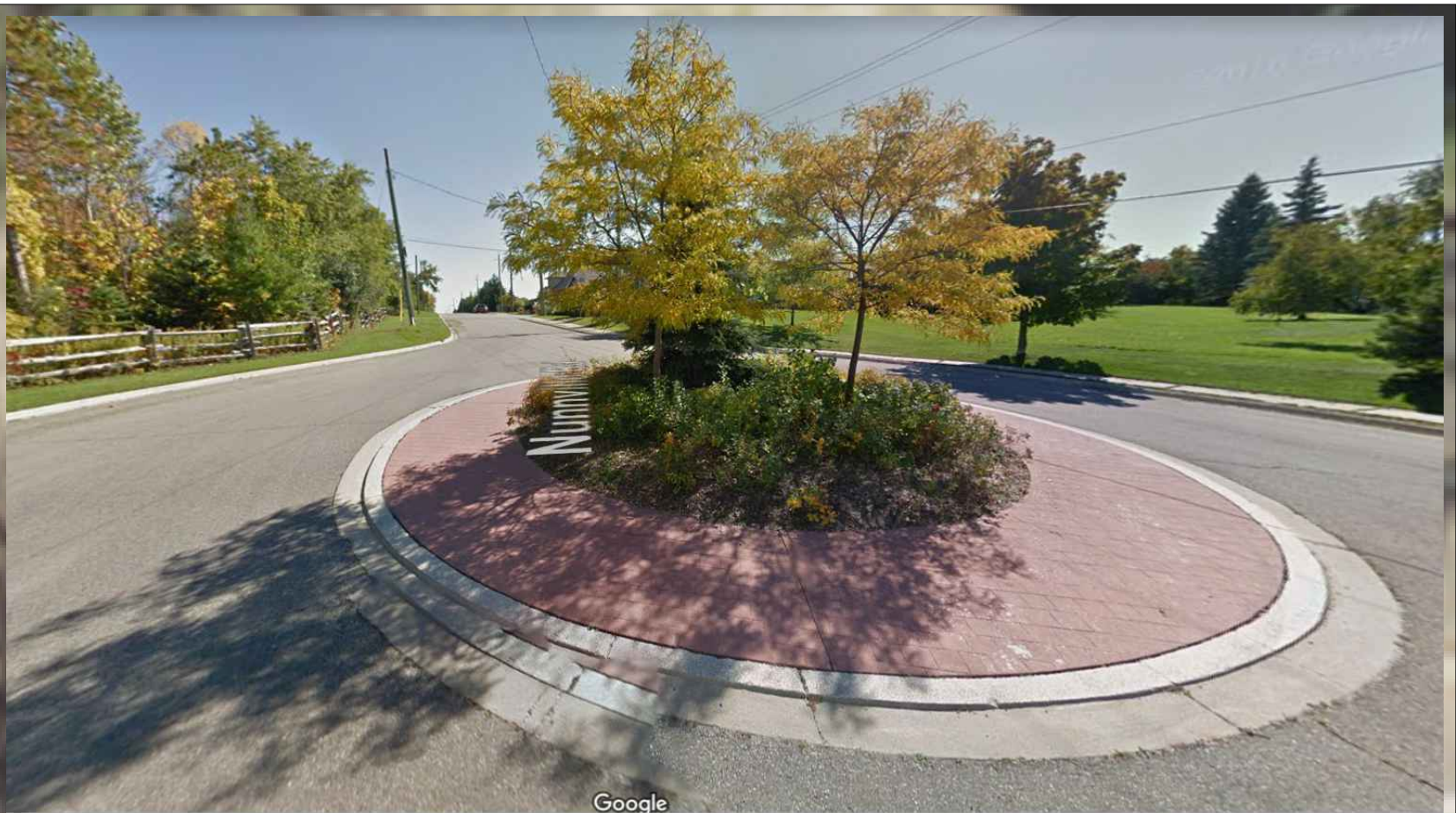
AD/BB

C.F. CROZIER & ASSOCIATES INC.



Brandon Bradt, M. Eng., CEM, P. Eng.
Manager (Planning), Transportation

Figures



Sight Distance Calculation

Feature	Site Access off Nunnville Road cul-de-sac
Assumed Design Speed at cul-de-sac	25 km/h
Break Reaction Time	2.5 s
Deceleration Rate	3.4 m/s
Grade of Roadway	Less than 3%
Horizontal Alignment of Roadway	Straight
Stopping Sight Distance	30 m

Note 1: Stopping Sight Distance for vehicle approaching the cul-de-sac is calculated from equation 2.5.2 in the TAC-GDGR as mentioned in Canadian Roundabout Design Guide Section 6.5.2.

1. THIS DRAWING IS THE EXCLUSIVE PROPERTY OF C.F. CROZIER & ASSOCIATES INC. AND THE REPRODUCTION OF ANY PART WITHOUT PRIOR WRITTEN CONSENT OF THIS OFFICE IS STRICTLY PROHIBITED.
2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, LEVELS, AND DATUMS ON SITE AND REPORT ANY DISCREPANCIES OR OMISSIONS TO THIS OFFICE PRIOR TO CONSTRUCTION.
3. THIS DRAWING IS TO BE READ AND UNDERSTOOD IN CONJUNCTION WITH ALL OTHER PLANS AND DOCUMENTS APPLICABLE TO THIS PROJECT.
4. ALL EXISTING UNDERGROUND UTILITIES TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
5. THE STREET VIEW IMAGE REFERRED IN SIGHT DISTANCE DRAWING IS TAKEN FROM GOOGLE MAPS DATED SEPTEMBER 2014.

No.	ISSUE	DATE: MMM/DD/YYYY
0	ISSUED FOR REVIEW	04/04/2022
1	ISSUED FOR SUBMISSION	03/06/2023
2	ISSUED FOR REVIEW	11/20/2023
3	ISSUED FOR SUBMISSION	12/20/2023
4	ISSUED FOR RESUBMISSION	04/25/2024

PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

Project
13290 NUNNVILLE ROAD
TOWN OF CALEDON

Drawing
STOPPING SIGHT DISTANCE



2800 HIGH POINT DRIVE
SUITE 100
MILTON, ON L9T 6P4
905-875-0026 T
905-875-4915 F
info@cfcrozier.ca

Drawn By	B.L.	Design By		Project	0649-6278
Check By	A.D.	Check By	B.B.	Scale	1:500
				Drawing	FIG 7





PAVEMENT MARKINGS LEGEND	
5	SOLID WHITE, 10cm
20	SYMBOLS

SIGNAGE LEGEND				
SIGN NAME	SIGN NUMBER	SIZE (cm)	OTM BOOK	SECTION
YIELD	Ra-2	75	5	3
WRONG WAY	Rb-20	60x120	5	9
ONE WAY	Rb-21	30x90	5	9
NO PARKING	Rb-51	30x30	5	13
ACCESSIBLE PARKING PERMIT	Rb-93	30x45	5	13
FIRE ROUTE (CUSTOM)	F.R.S.	30x45	-	-
VISITOR PARKING ONLY (CUSTOM)	VISITOR PARKING ONLY	30x45	-	-

No.	ISSUE	DATE: MM/DD/YYYY
0	ISSUED FOR REVIEW	10/18/2023
1	ISSUED FOR SUBMISSION	12/20/2023
2	ISSUED FOR RESUBMISSION	04/25/2024

PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

Project
13290 NUNNVILLE ROAD
TOWN OF CALEDON

Drawing
PAVEMENT MARKING SIGNAGE PLAN

CROZIER
CONSULTING ENGINEERS

2800 HIGH POINT DRIVE
SUITE 100
MILTON, ON L9T 6P4
905-875-0026 T
905-875-4915 F
www.crozier.ca
info@crozier.ca

Drawn By	B.L.	Design By	Project	0649-6278
Check By	A.D.	Check By	B.B.	Scale 1:250 Drawing

