

520 Industrial Parkway South, Suite 201

Aurora, Ontario L4G 6W8

Phone: 905-503-2563

www.nextrans.ca

**nextrans**  
CONSULTING ENGINEERS

NextEng Consulting Group Inc.

August 30, 2021

Venetian Development Group  
220 Duncan Mill Road, Suite 401  
Toronto, ON M3B 3J5

**Attention : Mr. Morris Bonakdar**

**Re:     Transportation Impact Study  
        Plan of Subdivision/Common Element Condominium Applications  
        231 – 245 Reach Street, Township of Uxbridge  
        Our Project No. NT-17-215**

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On behalf of Venetian Development Group (the “client”), we acknowledge AECOM’s transportation comments on behalf of the Township of Uxbridge dated June 3<sup>rd</sup>, 2021 (provided in **Appendix A**) with respect to our Transportation Impact Study, dated January 26, 2019.

The development proposal is to demolish the existing five-(5) residential dwellings on the north side of Reach Street and construct a residential condominium subdivision, consisting of 37 bungalow townhouse units, 11 street townhouses, and 14 rear lane townhouses. A total of 279 parking spaces will be provided to the site.

Based on the comments received from AECOM, our responses are provided as follows:

1. *Please provide sight line calculations for the entrances to the property.*

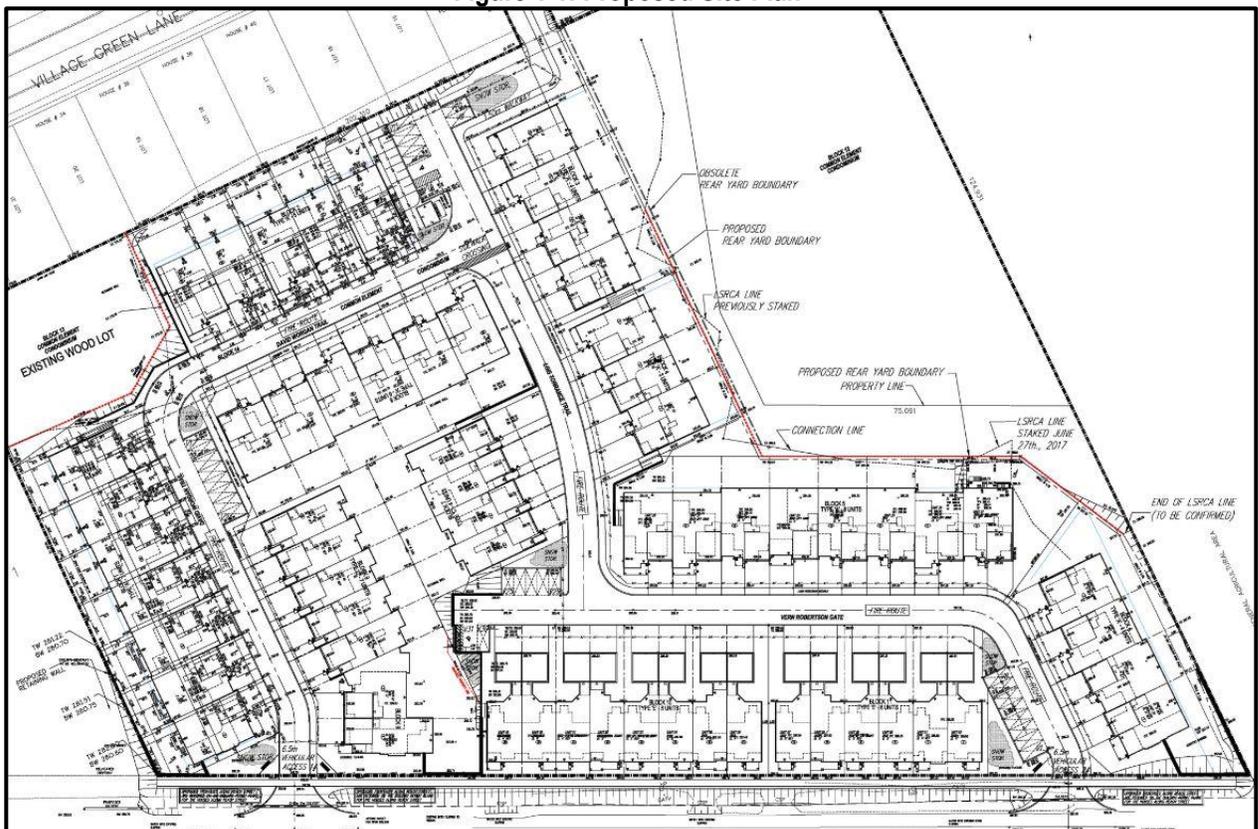
**Response** – Acknowledged. See **Section 2.0** which contains the calculations for the sight line analysis.

## 1.0 INTRODUCTION

The subject property is currently occupied by five (5) existing single-family dwellings, with entrances onto Reach Street in the township of Uxbridge, respectively. Based on the site plan prepared by Hunt Design Associated Inc., dated August 26<sup>th</sup>, 2021, the development proposal is to demolish the existing residential dwellings and construct 37 bungalow townhouses (type 'A'), 11 street townhouses (type 'C'), and 14 rear lane townhouses (type 'E') for a total of 62 units. A total parking supply of 279 vehicular parking spaces are proposed on site. Two (2) vehicular entrances are proposed for the site, both full movement entrances provided onto Reach Street with a 172.43 m (566.72 ft) distance between them.

The proposed site plan is provided in **Figure 1-1**, while **Appendix B** also provides a larger scale version of the proposed site plan, and **Table 1.1** summarizes the proposed site statistics.

**Figure 1-1: Proposed Site Plan**



**Table 1-1: Proposed Site Statistics.**

Unit Type	Unit Count	Parking Provided
Type 'A'	37	279
Type 'C'	11	
Type 'E'	14	

## 2.0 SIGHT LINE ANALYSIS

From the sight visit undertaken by NexTrans, the critical case for the sight line analysis is the eastern site access, nonetheless all cases (eastern site access, westbound and eastbound; and western site access, westbound and eastbound) will be evaluated. NexTrans outlines below both Stopping Site Distance and Departure Site Distance calculations for the subject site onto Reach Street. The sight line from the eastern site access is shown in **Figure 2-1** and **Figure 2-2** looking east and west, respectively.

**Figure 2-1: East Site Access Looking East**



Figure 2-2: East Site Access Looking West



For the purpose of verifying that minimum sight line requirements are met, a design speed of 70 km/hr (posted speed limit plus 20 km/hr) will be utilized for vehicles maneuvering turns from the stop bar onto the major road. Sight distance requirements will be considered for passenger vehicles departing the stopped position at the proposed site accesses on Reach Street.

## 2.1 Stopping Sight Distance (SSD)

Under the stopping sight distance assessment, the target height applied is 0.38 m for vehicle taillights, and for intersection movements a top of car height of 1.30 m is applied. A driver eye height of 1.08 m is applied for all scenarios. Lastly, a deceleration rate of 3.4 m/s<sup>2</sup> is applied, which is a comfortable deceleration rate for most drivers. In accordance with the Geometric Design Guide for Canadian Roads by the Transportation Association of Canada (TAC 2017), the required stopping distance, adjusted for effect of grade, is determined using the formula:

$$d_b = \frac{V^2}{254 * \left(\frac{a}{9.81} + G\right)} \quad [m] \quad (\text{TAC 2017, Equation 2.5.3})$$

Where:

$d_b$  = Braking distance [m];

$V$  = Design speed [km/h];

$a$  = Deceleration rate = 3.4 [m/s<sup>2</sup>] (TAC 2017, Section 2.5.2.2 *Deceleration Rate*); and

$G$  = The percent grade divided by 100.

Then:

$$SSD = 0.278 * t * V + d_b \quad [m] \quad (\text{TAC 2017, Equation 2.5.2})$$

Where:

$SSD$  = Stopping Sight Distance [m]; and

$t$  = perception / reaction time = 2.5 [s] (TAC 2017, Section 2.2.3 *Overview of Perception Reaction Time*).

Then:

$$SSD = V * \left( 0.278 * t + \frac{V}{254 * \left(\frac{a}{9.81} + G\right)} \right) \quad [m]$$

### 2.1.1 East Site Access

Average  $G$  for eastbound approach = -0.0148

Average  $G$  for westbound approach = 0.0232

Minimum sight distance for eastbound approach:

$$SSD = 70 * \left( 0.278 * 2.5 + \frac{70}{254 * \left(\frac{3.4}{9.81} - 0.0148\right)} \right) = 106.73 \quad [m]$$

Therefore, the minimum stopping sight distance for the eastbound approach is assumed to be 110 m.

Minimum sight distance for westbound approach:

$$SSD = 70 * \left( 0.278 * 2.5 + \frac{70}{254 * \left(\frac{3.4}{9.81} + 0.0232\right)} \right) = 100.82 \quad [m]$$

Therefore, the minimum stopping sight distance for the westbound approach is assumed to be 110 m.

## 2.1.2 West Site Access

Average G for eastbound approach = -0.0232

Average G for westbound approach = 0.0139

Minimum sight distance for eastbound approach:

$$SSD = 70 * \left( 0.278 * 2.5 + \frac{70}{254 * \left( \frac{3.4}{9.81} - 0.0232 \right)} \right) = 108.30 [m]$$

Therefore, the minimum stopping sight distance for the eastbound approach is assumed to be 110 m.

Minimum sight distance for westbound approach:

$$SSD = 70 * \left( 0.278 * 2.5 + \frac{70}{254 * \left( \frac{3.4}{9.81} + 0.0139 \right)} \right) = 102.16 [m]$$

Therefore, the minimum stopping sight distance for the westbound approach is assumed to be 110 m.

## 2.1.3 Stopping Sight Distance Assessment

Existing sight distances approaching the proposed site access have been determined through an on-site visit. The on-site observations are illustrated in **Figure 2-1** and the required and achieved stopping sight distances are illustrated in **Figure 2-2**. The stopping sight distances at the proposed site access via West Street are summarized in **Table 2.1**.

**Table 2.1 – Stopping Sight Distance Assessment on to Reach Street**

Site Access	Approach	Stopping Sight Distance		
		Required	Achieved	Difference
East Site Access	Eastbound	110 m	185 m	+75 m
	Westbound		475 m	+365 m
West Site Access	Eastbound		295 m	+185 m
	Westbound		340 m	+230 m

As summarized in **Table 2.1**, the required stopping sight distance for both site accesses, eastbound and westbound approaches is 110 m, respectively. Based on the site visit conducted, the achieved stopping sight distance for the east site access west approach is 185 m and the achieved sight distance for the east approach is 475 m and for the west site access west approach is 295 m and the achieved sight distance for the east approach is 340 m. In comparing the difference between the required and the achieved stopping sight distances for the east site access west and east approaches, there is a surplus of 75 m and 365 m, respectively; and for the west site access west and east approaches, there is a surplus of 185 m and 230 m, respectively. **Therefore, it is our opinion that there is adequate stopping sight distance for the proposed driveway.**

## 2.2 Departure Sight Distance

To assess scenarios where vehicles are departing from the location of the proposed driveway, the departure sight distance was assessed under Case B1 – Left Turn from the Minor Road, in accordance with the *Geometric Design Guide for Canadian Roads (TAC 2017)*. The departure sight distance was assumed to be under stop-controlled conditions.

As stipulated in the *Geometric Design Guide for Canadian Roads (TAC 2017)*, the intersection sight distance along the major road is determined as follows:

$$ISD = 0.278 * V_{\text{Major}} * t_g \quad [m] \quad (\text{TAC 2017, Equation 9.9.1})$$

Where:

ISD = Intersection sight distance (length of the leg of sight triangle along the major road) [m];

$V_{\text{major}}$  = Design speed of the major road [km/h]; and,

$t_g$  = Time gap for minor road vehicle to enter the major road = 7.5 [s] (TAC 2017, Table 9.9.3).

Case B1 – Minimum intersection sight distance for vehicles turning left from the proposed driveway onto Reach Street:

$$ISD = 0.278 * 70 * 7.5 = 145.95 [m]$$

Therefore, the minimum departure sight distance for the approach is assumed to be 150 m.

As previously mentioned, actual departure sight distances at the proposed site access have been determined through an on-site visit. The achieved and required departure sight distances at the proposed site access are illustrated in **Figure 2-3**. The departure sight distances at the proposed site access are summarized in **Table 2.2**.

**Table 2.2 – Departure Sight Distance Assessment for Left Turning Vehicle onto Reach Street**

Site Access	Approach	Departure Sight Distance		
		Required	Achieved	Difference
East Site Access	Eastbound	150 m	185 m	+35 m
	Westbound		475 m	+325 m
West Site Access	Eastbound		295 m	+145 m
	Westbound		340 m	+190 m

As summarized in **Table 2.2**, the required departure sight distance for both site accesses, eastbound and westbound approaches is 150 m, respectively. The achieved stopping sight distance for the east site access west approach is 185 m and the achieved sight distance for the east approach is 475 m and for the west site access west approach is 295 m and the achieved sight distance for the east approach is 340 m. In comparing the difference between the required and the achieved stopping sight distances for the east site access west and east approaches, there is a surplus of 35 m and 325 m, respectively; and for the west site access west and east approaches, there is a surplus of 145 m and 190 m, respectively. **Therefore, it is our opinion that there is adequate departure sight distance for the proposed driveway.**

### 3.0 CONCLUSION

The subject property is currently occupied by five (5) existing single-family dwellings, with entrances onto Reach Street in the township of Uxbridge, respectively. Based on the site plan prepared by Hunt Design Associated Inc., dated August 26<sup>th</sup>, 2021, the development proposal is to demolish the existing residential dwellings and construct 37 bungalow townhouses (type 'A'), 11 street townhouses (type 'C'), and 14 rear lane townhouses (type 'E') for a total of 62 units. A total parking supply of 279 vehicular parking spaces are proposed on site. Two (2) vehicular entrances are proposed for the site, both full movement entrances provided onto Reach Street with a 172.43 m (656.72 ft) distance between them.

The required stopping sight distance for both site accesses, eastbound and westbound approaches is 110 m, respectively. Based on the site visit conducted, the achieved stopping sight distance for the east site access west approach is 185 m and the achieved sight distance for the east approach is 475 m and for the west site access west approach is 295 m and the achieved sight distance for the east approach is 340 m. In comparing the difference between the required and the achieved stopping sight distances for the east site access west and east approaches, there is a surplus of 75 m and 365 m, respectively; and for the west site access west and east approaches, there is a surplus of 185 m and 230 m, respectively. **Therefore, it is our opinion that there is adequate stopping sight distance for the proposed driveway.**

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We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

#### NEXTRANS ENGINEERING

Prepared by:



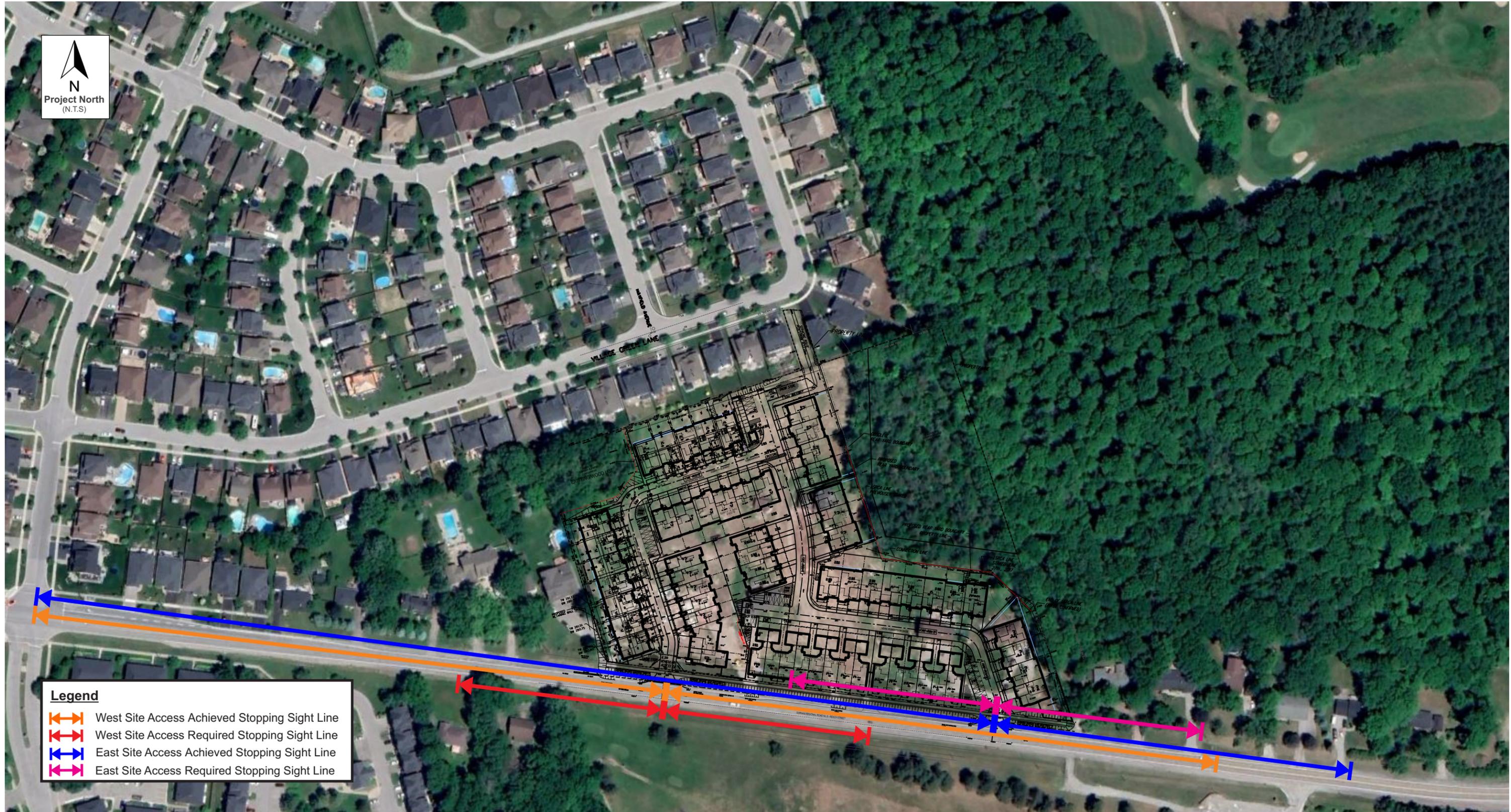
Kristian Aviles, B.Eng  
Traffic Analyst

Approved by:



Richard Pernicky, MITE  
Principal

**Figure 2-2: Stopping Sight Distances**



**Figure 2-3: Departure Sight Distances**



**Appendix A – AECOM’s Transportation  
Comments on Behalf of the Township of Uxbridge**

**Site Plan Clearance Table**  
**AECOM Comments – June 3, 2021**  
**In conjunction with**  
**Draft Approved Plan of Subdivision S-U-2018-01**  
**Reach Street, Uxbridge**

<b>SP#</b>	<b>Site Plan Comment</b>	<b>Consultant</b>	<b>Current Status</b>	<b>D.P. Clearance Comments</b>	<b>Final Status</b>
<b>1.</b>	<b>General Comments</b>				
1.1	Please see attached markups on Grading Plan	Sabourin Kimble			
<b>2.</b>	<b>Stormwater Management Design Brief Rach Street Lands Venetian Group Ltd. by Sabourin Kimble Consulting Engineers, March 2021</b>				
2.1	No comments	Sabourin Kimble			
<b>3</b>	<b>Overall Site Grading Plan Drawings SG by Sabourin Kimble Consulting Engineers, January 2021</b>				
3.1	There does not appear to be any overland flow route shown on grading plan. Review options for overland flow route in case there is blockage n the internal storm sewer system.	Sabourin Kimble			
3.2	Please include lot numbers on all grading plans and label all catchbasins and maintenance holes	Sabourin Kimble			
3.3	Please show limit of grading on overall site grading plan with existing tie-in elevations around property	Sabourin Kimble			
3.4	Please show depressed curbs at entrances of each house. Mountable	Sabourin Kimble			

	curbs can be proposed within the limits shown.				
3.5	Please show all acoustic wall topo of wall elevations. Ensure that all top of wall elevations for acoustic walls match noise report recommendations.	Sabourin Kimble			
3.6	Please show detail and materials for retaining wall within site. Refer to Uxbridge Design Standard E3.25	Sabourin Kimble			
3.7	Please show the curb terminations at both entrances as per OPSD 608.010	Sabourin Kimble			
3.8	Please show any existing elevations east of property to clearly show the overland drainage areas entering the site. Swale elevations shall be lower than the property line elevation.	Sabourin Kimble			
3.9	Please show connection of proposed walkway to existing sidewalk along Village Green Lane.	Sabourin Kimble			
3.10	Please include bollards at the proposed walkway and Village Green Lane as per Township standards US-320.	Sabourin Kimble			
3.11	Confirm if there is a retaining wall proposed at east end of the proposed walkway.	Sabourin Kimble			
3.12	Swale east of proposed walkway appears to be flat. Please revise grading.	Sabourin Kimble			
3.13	Please provide top of grate elevations for all catchbasins.	Sabourin Kimble			
3.14	Please provide swale north of the parking lot at the end of Street C.	Sabourin Kimble			

3.15	Please extend sidewalk at intersection of Street C and Street B and provide tactile plates.	Sabourin Kimble			
3.16	Please provide overland flow route for RLCB13.	Sabourin Kimble			
3.17	Please provide set back for retaining wall along Street C	Sabourin Kimble		•	
3.18	Please provide containment area for RLCB11	Sabourin Kimble			
3.19	Please provide pavement structure and grading for relocated driveway way west of property. Written approval from adjacent property owner will be required for work on adjacent lands.	Sabourin Kimble			
3.20	Please provide sidewalk to connect to existing sidewalk on Reach Street, west of relocated driveway.	Sabourin Kimble			
3.21	Proposed sidewalk to be continuous throughout driveway entrances.	Sabourin Kimble			
3.22	Please show limits of ponding during 100 yr. storm for all catchbasins at low points.	Sabourin Kimble			
3.23	Reduce east driveway entrance grade to 2.0%. Subject to Region of Durham approval.	Sabourin Kimble			
3.24	Raise corner lot elevation for property at the east limit of Block 11 to drain to the top of curb elevation. Refer to attached markup.	Sabourin Kimble			
<b>4. Site Grading Plan North Drawing SG-1 by Sabourin Kimble Consulting Engineers, January 2021</b>					
4.1	Refer to Section 2.0	Sabourin Kimble			

<b>5. Site Grading Plan West Drawing SG-2 by Sabourin Kimble Consulting Engineers, January 21, 2021</b>					
5.1	Please provide sight line calculations for the entrances to the property.	Nextrans			
5.2	Please revise sidewalk connection at the east end of entrances to maintain minimum width of sidewalk of 1.5 m. Sidewalk appears to be narrow entering site.	Sabourin Kimble			
5.3	Please ensure a minimum of 0.5m cover for culverts under driveway. Extend culvert to the bottom of ditch.	Sabourin Kimble			
5.4	Please show tie-in to the existing sidewalk along Reach Street to the existing sidewalk. Grading details will be required along the proposed sidewalk.	Sabourin Kimble			
<b>6 Site Grading Plan East Drawing SG-3 by Sabourin Kimble Consulting Engineers, January 2021</b>					
6.1	Please provide elevations and culvert details for culvert west of property.	Sabourin Kimble			
<b>7 Site Grading Plan Drawing SG 4 by Sabourin Kimble Consulting Engineers, January 2021</b>					
7.1	Show edge of gravel shoulder and edge of asphalt for Reach Street.	Sabourin Kimble			
7.2	Show class and type of culvert for Reach Street entrances.	Sabourin Kimble			
<b>8 External Site Cross Sections Drawing SG5 by Sabourin Kimble Consulting Engineers, January 2021</b>					
8.1	AECOM has no comments	Sabourin Kimble			

<b>9 Internal Site Cross Sections Drawing SG6 by Sabourin Kimble Consulting Engineers, January 2021</b>					
9.1	AECOM has no comments	Sabourin Kimble			
<b>10 Site Servicing Plan Drawing SS by Sabourin Kimble Consulting Engineers, January 2021</b>					
10.1	Tap and Sleeve watermain connection to be made as per Region of Durham standards.	Sabourin Kimble			
10.2	There is a proposed dead end at Block 3. Please consider looping watermain at the water meter room.	Sabourin Kimble			
<b>11 Site Servicing Plan North Drawing SS-1 by Sabourin Kimble Consulting Engineers, January 2021</b>					
11.1	Please consider double catchbasins at the intersection of Street C and Street B north west of property	Sabourin Kimble			
<b>12 Site Servicing Plan West Drawing SS-2 by Sabourin Kimble Consulting Engineers, January 2021.</b>					
12.1	AECOM has no comments.	Sabourin Kimble			
<b>13 Site Servicing Plan East Drawing SS-3 by Sabourin Kimble Consulting Engineers, January 2021</b>					
13.1	AECOM has no comments.	Sabourin Kimble			
<b>14 Sanitary Drainage Plan Drawing SD-1 by Sabourin Kimble Consulting Engineers, January 2021</b>					
14.1	AECOM has no comments.	Sabourin Kimble			
<b>15 Storm Drainage Plan Drawing SD-2 by Sabourin Kimble Consulting Engineers, January 2021</b>					
15.1	Please show existing elevations east of property to confirm the overland drainage areas.	Sabourin Kimble			

<b>16 LID Capture Boundaries SD-3 by Sabourin Kimble Consulting Engineers, January 2021</b>					
16.1	AECOM has no comments	Sabourin Kimble			
<b>17 Erosion and Sediment Control Plan Drawing ESC-1 by Sabourin Kimble Consulting Engineers, January 2021</b>					
17.1	Until the storm sewer is installed there is no defined outlet for the stormwater from the site. The site generally drains to the north-west and there is no natural outlet. The stormwater should be collected and directed to a suitable outlet during grading and until storm sewer is installed.	Sabourin Kimble			
17.2	Rock check dams are to be monitored to ensure the sediment traps are emptied after heavy rainfall events. A note to this effect shall be added to the plans.	Sabourin Kimble			
<b>18 Erosion and Sediment Control Plan Drawing ESC-2 by Sabourin Kimble Consulting Engineers, January 2021</b>					
18.1	AECOM has no comments.	Sabourin Kimble			
<b>19 Erosion and Sediment Control West Drawing ESC-3 by Sabourin Kimble Consulting Engineers, January 2021</b>					
19.1	AECOM has no comments.	Sabourin Kimble			
<b>20 Erosion and Sediment Control East Drawing ESC-4 by Sabourin Kimble Consulting Engineers, January 2021</b>					
20.1	AECOM has no comments.	Sabourin Kimble			

<b>21 Erosion and Sediment Control Details Drawing ESC-5 by Sabourin Kimble Consulting Engineers, January 2021</b>					
21.1	AECOM has no comments.	Sabourin Kimble			
<b>22 Sewer Design Sheets Drawing SDS-1 by Sabourin Kimble Consulting Engineers, January 2021</b>					
22.1	AECOM has no comments.	Sabourin Kimble			
<b>23 ADS Stormtech Chamber 1 Drawing ADS-1 by Sabourin Kimble Consulting Engineers, January 2021</b>					
23.1	AECOM has no comments.	Sabourin Kimble			
<b>24 ADS Stormtech Chamber 2A Drawing ADS-2A by Sabourin Kimble Consulting Engineers, January 2021</b>					
24.1	AECOM has no comments.	Sabourin Kimble			
<b>25 ADS Stormtech Chamber 2B Drawing ADS-2B by Sabourin Kimble Consulting Engineers, January 2021</b>					
25.1	AECOM has no comments.	Sabourin Kimble			
<b>26 ADS Stormtech Chamber 3 Drawikng ADS-3 by Sabourin Kimble Consulting Engineers, January 2021</b>					
26.1	AECOM has no comments.	Sabourin Kimble			
<b>27 ADS Stormtech Chamber 4 and Oil Grit Separator Detail Drawing ADS-4 by Sabourin Kimble Consulting Engineers, January 2021</b>					
27.1	AECOM has no comments.	Sabourin Kimble			
<b>28 Township of Uxbridge Standards Drawing DET-1 by Sabourin Kimble Consulting Engineers, January 2021</b>					
28.1	AECOM has no comments.	Sabourin Kimble			

<b>29 Region of Durham Standards Drawing DET-2 by Sabourin Kimble Consulting Engineers, January 2021</b>					
29.1	AECOM has no comments.	Sabourin Kimble			
<b>30 OPSD Standards Drawing DET-3 by Sabourin Kimble Consulting Engineers, January 2021</b>					
30.1	AECOM has no comments.	Sabourin Kimble			
<b>31 OPSD Standards Drawing DET-4 by Sabourin Kimble Consulting Engineers, January 2021</b>					
31.1	AECOM has no comments.	Sabourin Kimble			
<b>32 OPSD Standards Drawing DET-5 by Sabourin Kimble Consulting Engineers, January 2021</b>					
32.1	AECOM has no comments.	Sabourin Kimble			
<b>33 Cross Sections Drawing CS-1 by Sabourin Kimble Consulting Engineers, January 2021</b>					
33.1	Retaining wall shown in cross section AA is not shown in plan.	Sabourin Kimble			
33.2	Please revise overlapping text for cross section AA	Sabourin Kimble			
<b>34 Reach Street Townhomes Development Light Trespass Analysis Drawing Trespass -1 by RTG Systems Inc. August 9, 2021</b>					
34.1	Please revise lighting to minimize average luminance around adjacent property including Lots 14-20 located north of site.	RTG Systems			
34.2	Please consider lighting for proposed pathway between existing Lot 14 and Block 45 with low level poles or bollards.				

34.3	Please provide summary tables for roadways as well as units for lighting values.				
34.4	Please provide target lighting criteria, roadways to meet Township design criteria for lighting levels and uniformity.				
34.5	Please confirm if there is illumination along Reach Street, if not provide illumination to delineate the entrance. Provide lighting levels at intersections.				
34.6	Please show any lighting poles along Village Green Lane which would illuminate the walkway.				
<b>35</b>	<b>Reach Street Townhomes Development Photometric Analysis Drawing PHOTO-1 by RTG Systems Inc., August 9, 2021</b>				
35.1	Refer to Section 34.	RTG Systems			
<b>36</b>	<b>Reach Street Townhomes Development Street Lighting Plan SL-1 by RTG Systems Inc., August 9, 2021</b>				
36.1	Refer to Section 34.	RTG Systems			
<b>37</b>	<b>Hydrogeological Assessment to Support Townhome Development at 231,235, 237, 245 and 249 Durham Road No.8 by Palmer Environmental, March 11, 2021</b>				
37.1	AECOM has no comments.	Palmer Environmental			
<b>38</b>	<b>Report on Preliminary Geotechnical Investigation Proposed New Development 231, 234, 237, 245 and 249 Reach Street by Sirati Partners Consultants Limited April 27, 2021</b>				
38.1	AECOM has no comments.	Sirati Partners			
<b>39</b>	<b>Water Well Survey Memo, Uxbridge ON by Palmer Environmental, March 19, 2021</b>				
39.1	AECOM has no comments.	Palmer Environmental			

<b>40 Landscape Plan Drawing L1 by Cosburn Nauboris Ltd. March 26, 2021</b>					
40.1	Street trees along Durham Road 8 are within the ditch. Please shift the trees accordingly. Also consider applying hydro form trees since is adjacent to a hydro line.	Cosburn Nauboris			
40.2	At south side of Condo Road (#49-#62), trees are located within the centre swale. Please shift trees accordingly.	Cosburn Nauboris	Could we add a note directing drainage around the tree pit? We feel the contributing area to these swales is very small.		
40.3	Ensure all trees are kept at least 1.0 m from sanitary sewer, storm sewer, watermain and underground utilities; 5.0m from light poles; 10m from stop signs. Please show stop signs on the plan and legend.	Cosburn Nauboris			
40.4	Please provide landscape buffer for wooded lot north west of site.	Cosburn Nauboris	I believe our LR1 Plan is already showing landscape buffer planting for wooded lot in the north west corner of the site. (Please see second attachment)		
40.5	Please show architectural drawings for details of the front of houses along Reach Street.	Cosburn Nauboris	Could you please clarify on the additional architectural details you would like us to show.		
40.6	Provide canopy trees to shade the parking lots where possible.	Cosburn Nauboris			
<b>41 Landscape Restoration and Edge Management Details Drawing LR1 by Cosburn Nauboris Ltd. March 26, 2021</b>					
41.1	Please identify Buffer Planting area and Restoration area on the plan and legend.	Cosburn Nauboris			

41.2	Buffer Planting List is also shown on Landscape Plan L1. Please eliminate duplicated information.	Cosburn Nauboris			
41.3	Please identify Buffer Planting and Restoration area on the plan and legend.	Cosburn Nauboris			
41.4	Buffer Planting List is also shown on Landscape Plan L1. Please eliminate duplicated information.	Cosburn Nauboris			
<b>42 Landscape Restoration and Edge Management Details Drawing LR-D1 by Cosburn Nauboris Ltd. March 26, 2021</b>					
42.1	Add a note all the tree planting details to denote that all tree stakes should be removed before the end of 2 year warranty.	Cosburn Nauboris			
<b>43 Acoustic Wood Fence and Gate Detail Drawing LD1 by Cosburn Nauboris Ltd. March 26, 2021</b>					
43.1	AECOM has no comments.	Cosburn Nauboris			
<b>44 Details for Bench, Tree Planting, and Paving Drawing LD3 by Cosburn Nauboris Ltd, March 26, 2021</b>					
44.1	Add a note all the tree planting details to denote that all tree stakes should be removed before the end of the 2 year warranty. Details for Walls and Fences Drawing LD2 by Cosburn Nauboris Ltd. March 26,2021.	Cosburn Nauboris			
<b>45 Geotechnical Investigation by WSP Canada Inc., April 2015</b>					
45.1	AECOM has no comments.	WSP Canada			
<b>46 Concept Elevations Type A Venetian Group Ltd. – 217049 by Hunt Design Associates, January 2018</b>					

46.1	AECOM has no comments.	Hunt Design			
<b>47</b>	<b>Concept Elevations Type C Venetian Group Ltd. – 217049 by Hunt Design Associates, January 2018</b>				
47.1	AECOM has no comments.	Hunt Design			
<b>48</b>	<b>Concept Elevations Type E Venetian Group Ltd. – 217049 by Hunt Design Associates, January 2018</b>				
48.1	AECOM has no comments.	Hunt Design			
<b>49</b>	<b>Site Plan-Scheme F7 Type E Venetian Group Ltd. – 217049 by Hunt Design Associates, January 2018</b>				
49.1	AECOM has no comments.	Hunt Design			
<b>50</b>	<b>Draft M-Plan – Plan of Subdivision of Part of Block 45 Registered Plan 40M-2410 and Part of Lot 28 Concession 7, Township of Uxbridge by Ertl Surveyors</b>				
50.1	AECOM has no comments	Ertl Surveyors			
<b>51</b>	<b>Draft R-Plan – Plan of Survey of Block 1-11 Plan 40 M-XXX Township of Uxbridge by Ertl Surveyors.</b>				
51.1	AECOM has no comments	Ertl Surveyors			

Note: AECOM comments on plans attached.

## **Appendix B – Proposed Site Plan**

