OCTOBER 17, 2025

Milton Land Four – Milton Education Village Transportation Brief

TSAM Investments Inc.



Milton Land Four – Milton Education Village

Transportation Brief

Prepared for:

TSAM Investments Inc.
c/o Tom Tsampiras
480 Main Street North
Brampton, ON L6V 1P8

Prepared by:

CGH TRANSPORTATION
628 Haines Road
Newmarket, ON L3Y 6V5

October 2025

PN: 2025-116

Table of Contents

1 Introduction 1
1.1 Summary of Consultation with Agencies 1
1.2 Proposed Development 1
2 Existing Transportation System 3
2.1 Study Area 3
2.2 Existing Study Area Road Network 3
2.3 Existing Intersections 4
2.4 Existing Pedestrian and Cycling Facilities 4
2.5 Existing Transit 5
2.6 Existing Peak Hour Traffic Operations 6
3 Future Site Context 7
3.1 Planning Context 7
3.2 Roadway Improvements 7
3.3 Active Transportation Improvements 8
3.4 Transit Improvements 9
4 Forecasting 12
4.1 Tertiary Plan TIS Trip Generation for Milton Land Four Lands 12
4.2 Milton Land Four Trip Generation 12
5 Future Conditions 15
5.1 Development Roadway Network 15
5.2 Development Active Transportation Network 18
5.3 Future Peak Traffic Operations Summary 20
5.4 Future Active Transportation Operations Summary 21
5.5 Future Transit Operations Summary 21
6 Transportation Demand Management 22
7 Development Design 24
7.1 Traffic Control Plans 24
7.2 Proposed Roadway Geometry 25
7.3 Turning Movement Analysis 26
7.4 Access Requirements 27
7.4.1 Access Spacing 27
7.4.2 Individual Sites 27
7.5 On-Street Parking Plan 27
8 Conclusions and Recommendations 28

List of Figures

Figure 1: Milton Land Four Draft Plan 2
Figure 2: Area Context Plan 3
Figure 3: Existing Cycling and Pedestrian Facilities 5
Figure 4: Existing Milton Transit Map 6
Figure 5: MEV Secondary Plan Transportation Network 8
Figure 6: Milton Future Active Transportation Network 9
Figure 7: Proposed 2029 Milton Transit Improvements 11
Figure 8: Proposed Internal Road Network 15
Figure 9: Proposed Dymott Avenue Cross-Section 16
Figure 10: Proposed Pan Am and Street C Cross-Section 17
Figure 11: Proposed Local Road Cross-Section 17
Figure 12: Proposed Laneway Cross-Section 18
Figure 13: Milton Land Four Pedestrian Circulation Plan 19
Figure 14: Milton Land Four Cycling Circulation Plan 19
Figure 15: Proposed Future Lane Configurations and Traffic Control Based on Tertiary Plan TIS and Proposed Draft Plan (Collectors Roads) 20
Figure 16: Milton Land Four Preliminary Lane Configurations and Traffic Control 24

Table of Tables

Table 1: Subject Lands Trip Generation from Tertiary Plan TIS (NexTrans, 2024) 12
Table 2: ITE Trip Generation Data for Applicable Land Uses 13
Table 3: Total Trip Generation 13
Table 4: Total Trip Generation 14
Table 5: Proposed TDM Measures 22
Table 6: Proposed Roadway Geometry Summary 25

List of Appendices

Appendix A – Terms of Reference and Review Agency Correspondence
Appendix B – ITE Trip Generation Manual Applicable Land Use Information Sheets
Appendix C – NexTrans Tertiary Plan TIS (October 2024) – 2031 & 2041 Future Total Levels of Service
Appendix D – NexTrans Tertiary Plan TIS (October 2024) – MEV Internal Intersections Capacity Analysis
Appendix E – Traffic Control Plans
Appendix F – Turning Movement Analysis Drawings
Appendix G – Preliminary On-Street Parking Plan

October 17, 2025 Ref: 2025-116

TSAM Investments Inc.
c/o Tom Tsampiras
480 Main Street North
Brampton, ON L6V 1P8
By email: tsam.investments@sympatico.ca

Re: Milton Land Four Milton Education Village Transportation Brief

Dear Tom,

CGH Transportation Inc. is pleased to present the findings of our Transportation Brief for the proposed subdivision located west of Tremaine Road and north of Dymott Avenue in Milton. This study has been prepared to support the Draft Plan of Subdivision (DPS) and Zoning By-law Amendment (ZBA) for the site. The report concludes the Milton Land Four subdivision is anticipated to operate within the planning framework of the Milton Education Village Tertiary and Secondary Plans. Based on the available information, it is recommended that, from a transportation perspective, the proposed development application process proceeds. However, it is understood the information and conclusions presented in this report may need to be revised when the updated version of the Tertiary Plan TIS is available

Please do not hesitate to contact the undersigned should you have any additional questions or concerns.

Yours truly,

CGH TRANSPORTATION INC.

Sam King, EIT
P: 705-641-9770
E: Sam.King@CGHTransportation.com

Mark Crockford, P.Eng.
P: 905-251-4070
E: Mark.Crockford@CGHTransportation.com

1 Introduction

CGH Transportation has been retained by TSAM Investments Inc. to undertake a Transportation Brief to support the Draft Plan of Subdivision (DPS) and Zoning By-law Amendment (ZBA) applications for the mixed-use subdivision development located west of Tremaine Road and north of the future Dymott Avenue extension in the Town of Milton (the "Town") and Halton Region (the "Region"). The subject lands are known as "Milton Land Four" and are part of the Milton Education Village (MEV) Secondary Plan area. The Transportation Brief will be undertaken to detail the existing transportation network, Transportation Demand Management (TDM), and to document the findings of the internal roadway review. The subject area, located within the Milton Education Village (MEV), has been the subject of a tertiary plan. The Tertiary Plan has included a comprehensive Transportation Impact Study Update (the "Tertiary Plan TIS"), prepared by NexTrans Consulting Engineers ("NexTrans"), dated October 2024.

This study will be in general accordance with Halton Region's *Transportation Impact Study Guidelines* (2015) and the Town of Milton's *Traffic Impact Study Guidelines* (2023). It will build off the upcoming updated Tertiary Plan TIS. As the Tertiary Plan TIS examines the trip generation by block and will include a preliminary traffic operational analysis of the internal intersections of the Study Area, it is not considered necessary to replicate these assessments. Therefore, projecting future travel demand and assessing traffic operations conditions will not be considered as part of this study. The proposed Transportation Brief will utilize the results from the Updated Tertiary Plan TIS to focus on more detailed aspects of the subject area such as Transportation Demand Management, and geometric road design. It is understood that an updated version of the Tertiary Plan TIS is in progress and includes updated blocks and land uses. However, as the October 2024 report is the latest complete version available, it will be referenced in this report.

1.1 Summary of Consultation with Agencies

Prior to completion of this study, a Terms of Reference outlining the components of this report was submitted to Town and Region Staff. Prior to submission, a response was received from the Town. The Terms of Reference and agency responses are included in Appendix A.

1.2 Proposed Development

The subject site is currently undeveloped and includes the existing zoning areas MEV Medium Density Residential I (MEV-RMD1), MEV Medium Density Residential II (MEV-RMD2), High Density Residential II Zone (RHD2), Institutional Major Special (I-B-SP), and Natural Heritage System (NHS). The site encompasses approximately 29.4 hectares and is subject to Minister's Zoning Order (MZO) O. Reg. 476/21.

The proposed development includes a total of 587 low-rise residential units, comprising 240 single-detached dwellings, 203 street townhouse units, 88 back-to-back townhouse units, and 56 rear-lane townhouse units. In addition, medium/high-density residential development is planned for Block 298 at the northwest quadrant of Street C and Tremaine Road, although the unit count for this block has not yet been determined. The development also includes provisions for a secondary school, a hospice, open space, and parkland on the east side of Pan Am Boulevard (Street B). Access to the site will be provided via the Street C intersection at Tremaine Road, Dymott Avenue at Tremaine Road, and Dymott Avenue at Pan Am Boulevard, which connects to the MEV lands to the south.

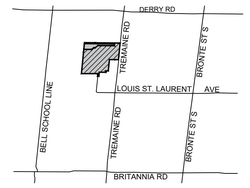
Figure 1 illustrates the proposed draft plan and Figure 2 illustrates the Study Area Context.

Figure 1: Milton Land Four Draft Plan

DRAFT PLAN OF SUBDIVISION 24T-

PART OF LOT 9
CONCESSION 7, NEW SURVEY

(GEOGRAPHIC TOWNSHIP OF NELSON)
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



KEY MAP N.T.S.

SUBJECT LANDS
ADDITIONAL LANDS OWNED BY APPLICANT

MILTON LAND FOUR - MILTON EDUCATION VILLAGE

OWNER'S AUTHORIZATION

I HEREBY AUTHORIZE KORSIAK URBAN PLANNING TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF MILTON FOR APPROVAL.

SIGNED _____ DATE _____

Tom Tsampiras
MILTON LAND FOUR INVESTMENTS INC.
480 MAIN STREET NORTH
BRAMPTON, ON L6V 1P8

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED _____ DATE June 3, 2025

Ross DenBroeder, Ontario Land Surveyor

R-PE Surveying LTD.
ONTARIO LAND SURVEYORS
643 CHRISLEA ROAD, SUITE 7, WOODBRIDGE, ONTARIO L4L 8A3
Tel.(416)635-5000 Fax (416)635-5001

ADDITIONAL INFORMATION (UNDER SECTION 51 (17) OF THE PLANNING ACT)

A) SHOWN ON PLAN
B) SHOWN ON PLAN
C) SHOWN ON PLAN
D) SHOWN ON PLAN
E) SHOWN ON PLAN
F) SHOWN ON PLAN
G) SHOWN ON PLAN
H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) CLAY LOAM
J) SHOWN ON PLAN
K) SANITARY AND STORM SEWERS TO BE PROVIDED
L) SHOWN ON PLAN

LAND USE SCHEDULE

Land Use	Lots/Blocks	Block Total	Area (ha)	Units
Single Detached	1-240	240	7.34	240
Street Townhouse	241-281	41	4.17	203
Back-to-Back Townhouse	282-287	6	0.84	88
Rear lane Townhouse	288-297	10	0.73	56
Medium/High Density Residential	298	1	1.04	TBD
Secondary School	299	1	4.11	
Hospice	300	1	0.40	
Park	301	1	1.47	
Mutual Access Easement	302	1	0.24	
Open Space (Pipeline Corridor)	303	1	1.22	
Walkway (6m)	304	1	0.02	
Reserve	305-306	2	0.13	
8.5m ROW (283 m)			0.25	
16m ROW (3,418 m)			5.53	
22m ROW (643 m)			1.45	
23m ROW (63 m)			0.16	
26m ROW (105 m)			0.28	
Totals		306	29.38	587

SDE CALCULATIONS

Unit Type	Blocks	Units	SDE*
Single Detached	1-240	240	240.0
Street Townhouse	241-281	203	164.4
Back-to-Back Townhouse	282-287	88	43.1
Rear-Lane Townhouse	288-297	56	45.4
Totals		587	492.91

* SDE Factors:
Single Detached - 1.00
Townhouse - 0.81
Back-to-Back Townhouse - 0.49
Rear-Lane Townhouse - 0.81

DATE	REVISION	DWG	BY
May. 21, 2025	Original Submission	A	KC

NOTES:

- Pavement illustration is diagrammatic
- Local/Local corner radii = 5m
- Local/Collector corner triangle = 7.5m
- Collector/Collector corner triangle = 10m
- Collector/Arterial corner triangle = 15m

SCALE 1:1500 May 21, 2025 A

DRAWN BY: AS CHECKED BY: KC

KORSIAK Urban Planning

s:\korsiak & company\milton land four\draft plan\2025-05\milton land four draft plan - may 21 25_as.dwg

Figure 2: Area Context Plan



2 Existing Transportation System

2.1 Study Area

For the purposes of this report the Study Area will consist of the following existing roadways.

- Tremaine Road (Regional Road 22)
- Dymott Avenue
- Pan Am Boulevard

2.2 Existing Study Area Road Network

Tremaine Road (Regional Road 22)

Tremaine Road (Regional Road 22) is a north-south major arterial road under the jurisdiction of Halton Region. Within the Study Area, it has a six-lane urban cross-section, and a posted speed limit of 70 km/h. Boulevard separated multi-use paths are provided on both sides of the road and unprotected bike lanes are provided in both directions. The *Halton Region Transportation Master Plan* (2011), Figure 7.3, shows Tremaine Road within the Study Area to be a C4 urban regional road with a 47 metre cross-section by 2031.

Dymott Avenue

Dymott Avenue is an east-west collector road under the jurisdiction of the Town of Milton. It currently ends approximately 200 metres west of Tremaine Road. Within the Study Area, it has a two-lane urban cross-section, and a posted speed limit of 50 km/h. Boulevard separated sidewalks are provided on both sides of the road. Unprotected bike lanes and street parking lanes are provided in both directions. The Town of Milton Official Plan specifies a 26-metre right-of-way requirement for collector roads. In future conditions, Dymott Avenue will extend west to Pan Am Boulevard.

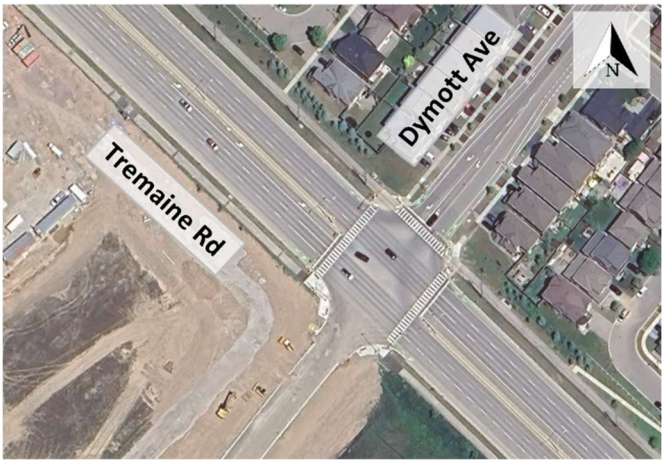
Pan Am Boulevard

Pan Am Boulevard is a north-south collector road under the jurisdiction of the Town of Milton with a two-lane rural cross-section and a posted speed limit of 50 km/h. It currently runs from Louis St. Laurent Avenue in the south to the Mattamy National Cycling Centre (Velodrome). Unprotected bike-lanes are provided in both directions. The Town of Milton Official Plan specifies a 16 to 20-metre right-of-way requirement for local roads. In future conditions, Pan Am Boulevard will extend north to connect to Street C within the Milton Land Four subdivision. It will also be upgraded to an urban cross-section with improved active transportation facilities.

2.3 Existing Intersections

Tremaine Road at Dymott Avenue

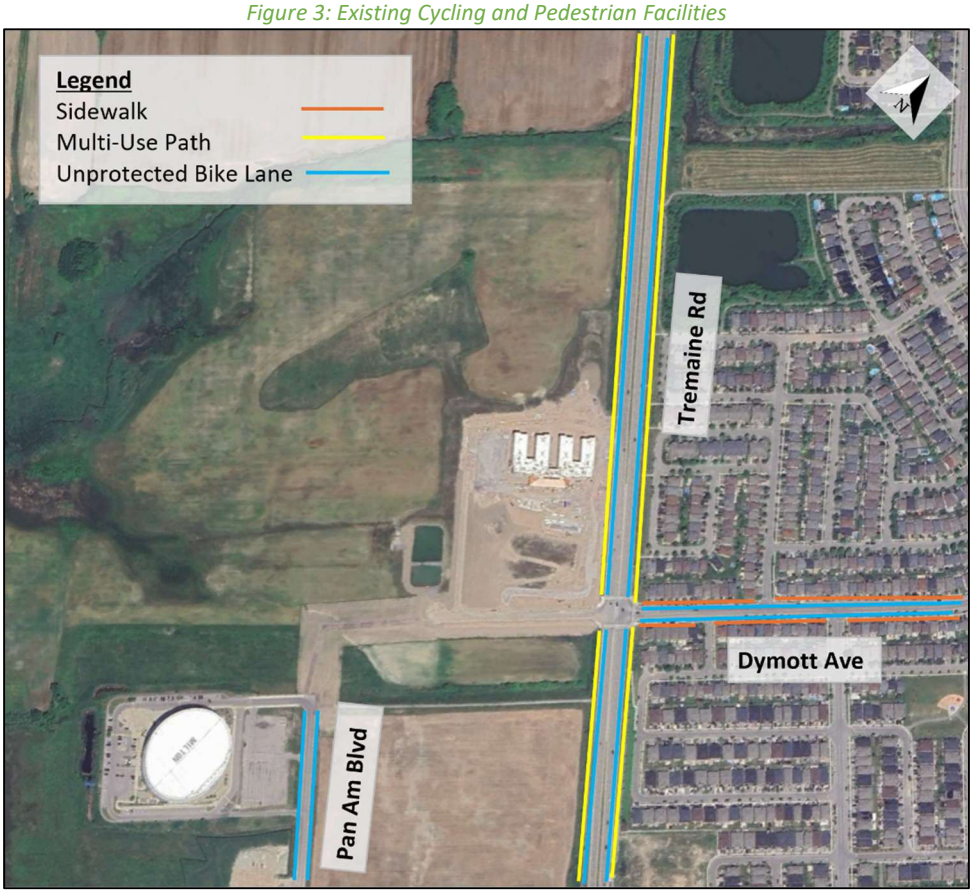
The signalized intersection of Tremaine Road at Dymott Avenue currently has four legs. The north and south legs have three through lanes, an auxiliary left-turn lane (for future use in the case of the south leg). The east leg currently consists of individual left and right-turn lanes. The west leg is currently the construction access for the site on the northwest quadrant of the intersection. There are no pavement markings or signage that indicate any movement restrictions at the intersection. Pedestrian crossings are provided across all legs.



2.4 Existing Pedestrian and Cycling Facilities

Existing cycling and pedestrian facilities within the Study Area consist of sidewalks, multi-use paths, and on-road unprotected bike lanes as described in Section 2.2. At the Tremaine Road and Dymott Avenue signalized intersection, pushbutton activated signalized pedestrian crossings are provided on all legs. Bicycle traffic signals are not provided. A summary of existing cycling and pedestrian facilities on the Study Area road network is illustrated in Figure 3.

Figure 3: Existing Cycling and Pedestrian Facilities



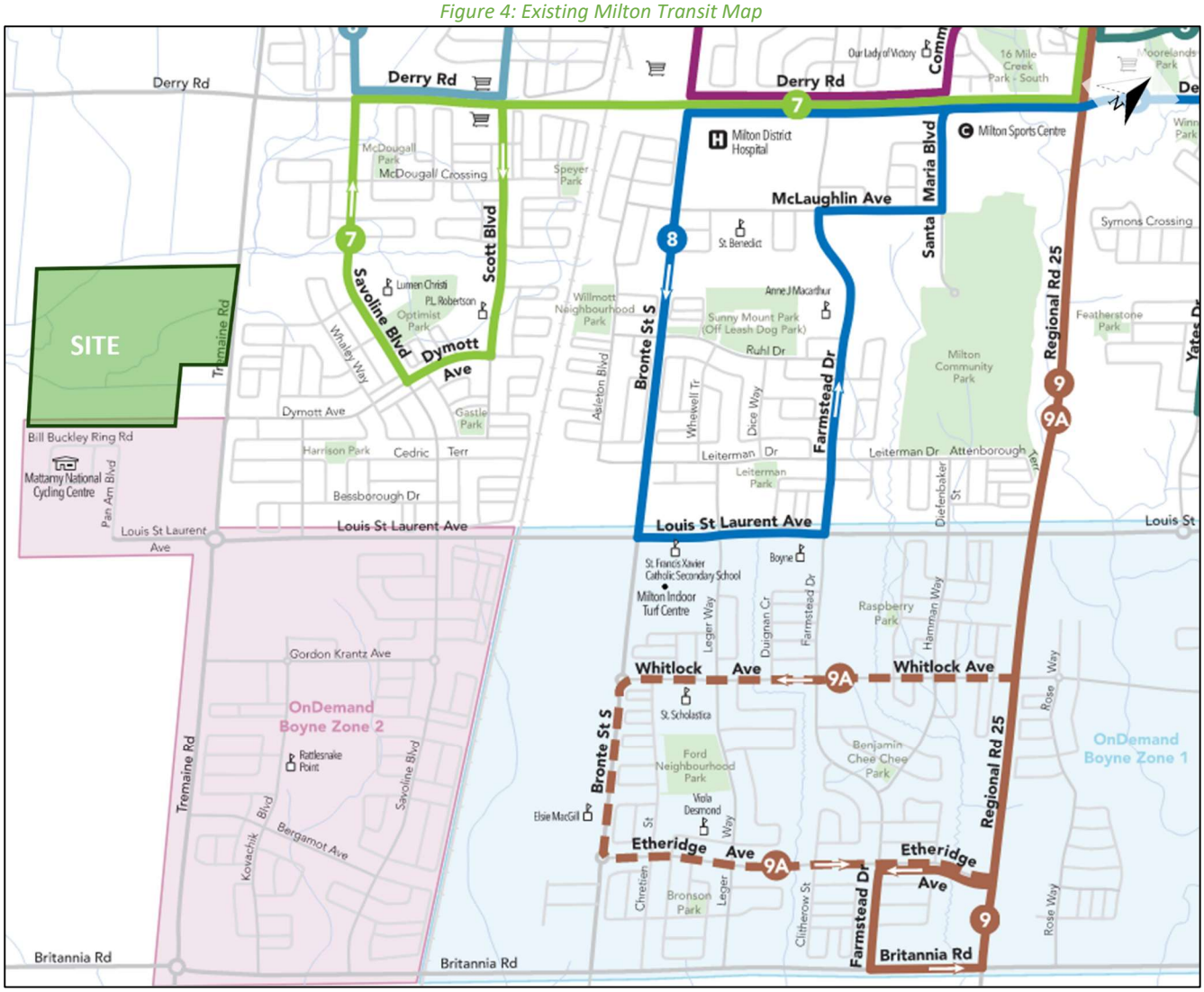
2.5 Existing Transit

Existing transit services within the Study Area are provided by Milton Transit, which operates Milton Transit OnDemand that connects passengers to/from the fixed routes at transfer locations. No regular transit routes operate within the Study Area, as the Milton Education Village remains undeveloped except for the Mattamy National Cycling Centre (Velodrome). The Study Area is in the Milton Transit OnDemand service area Boyne Zone 2 which connects passengers to the Milton District Hospital transfer point (Derry Road and Bronte Street) and bus routes 2, 7, and 8. The three bus routes in turn provide connection to Milton GO Station. The service operates on weekdays between 5:25 AM to 10:15 PM and on Saturdays from 7:00 AM to 7:53 PM. There is no service on Sundays or holidays. Figure 4 shows a portion of the Milton Transit map including the Study Area and the Milton District Hospital transfer point.

The nearest regular transit route to the subject site is the Route 7 stop at Dymott Avenue and Savoline Boulevard, approximately 700 metres from the Tremaine Road and Dymott Avenue intersection. Route 7 operates at about 30-minute headways between approximately 5:30 AM and 10:00 PM on weekdays. On Saturdays, it operates at about 60-minute headways between approximately 8:00 AM and 6:30 PM. As with all Milton Transit bus routes, there is no service on Sundays or holidays. All existing routes begin and end at the Milton GO Station.

GO Transit provides weekday rush hour Milton Line GO Train service from Milton GO Station to Toronto's Union Station in the morning and in the reverse direction in the afternoon/evening. GO Bus Route 21 provides two-way service to Union Station via Mississauga during other time periods. Additionally, Route 22 provides service to Oakville GO and Route 27A provides service to the Finch Bus Terminal in North York which connects to the Finch TTC Subway Station.

Figure 4: Existing Milton Transit Map



Source: Excerpt from Milton Transit Map (2024) accessed at: https://www.milton.ca/en/living-in-milton/schedules-and-maps.aspx (Accessed August 14, 2025).

2.6 Existing Peak Hour Traffic Operations

The Tertiary Plan TIS (NexTrans Consulting Engineers, 2024) analysed the existing signalized intersection of Tremaine Road and Dymott Avenue during the AM and PM peak hours for the 2024 existing conditions scenario. The results showed that all movements operate well and without constraints. All movements operate at LOS A except for the westbound left movements which operate at LOS C and LOS B during the AM and PM peak hours respectively.

3 Future Site Context

The site area is located within the Milton Education Village Secondary Plan area (the "Secondary Plan"). This section summarizes the planned transportation network improvements within or adjacent to the site area as specified by the Secondary Plan, the Town of Milton Official Plan, and other applicable Town and Region master plans and policy documents.

The site area is also included in the proposed Milton Education Village Tertiary Plan. Transportation network improvements identified by the Tertiary Plan TIS that are related to the subject site will be discussed in Section 4.

3.1 Planning Context

The Milton Education Village Secondary Plan (2024) came into effect on July 17, 2024, to guide the development of the proposed Milton Education Village community that is focused on a post-secondary site (Innovation Campus) but also includes a mix of employment, recreation, residential, retail, and service uses. The objective is that residents' daily needs will be within a short trip from home and that the neighborhood will support all modes of transportation (walking, cycling, transit, and auto). The Secondary Plan area is bounded by the Niagara Escarpment Plan Area to the north, Britannia Road to the south, Tremaine Road to the east, and the Greenbelt Plan Area to the west.

3.2 Roadway Improvements

Schedule C.12.B of the approved Secondary Plan, presented in Figure 5, illustrates the Transportation Plan for the MEV. There are significant planned roadway improvements within to the Study Area to support the proposed MEV development. These include the following which directly impact the subject site:

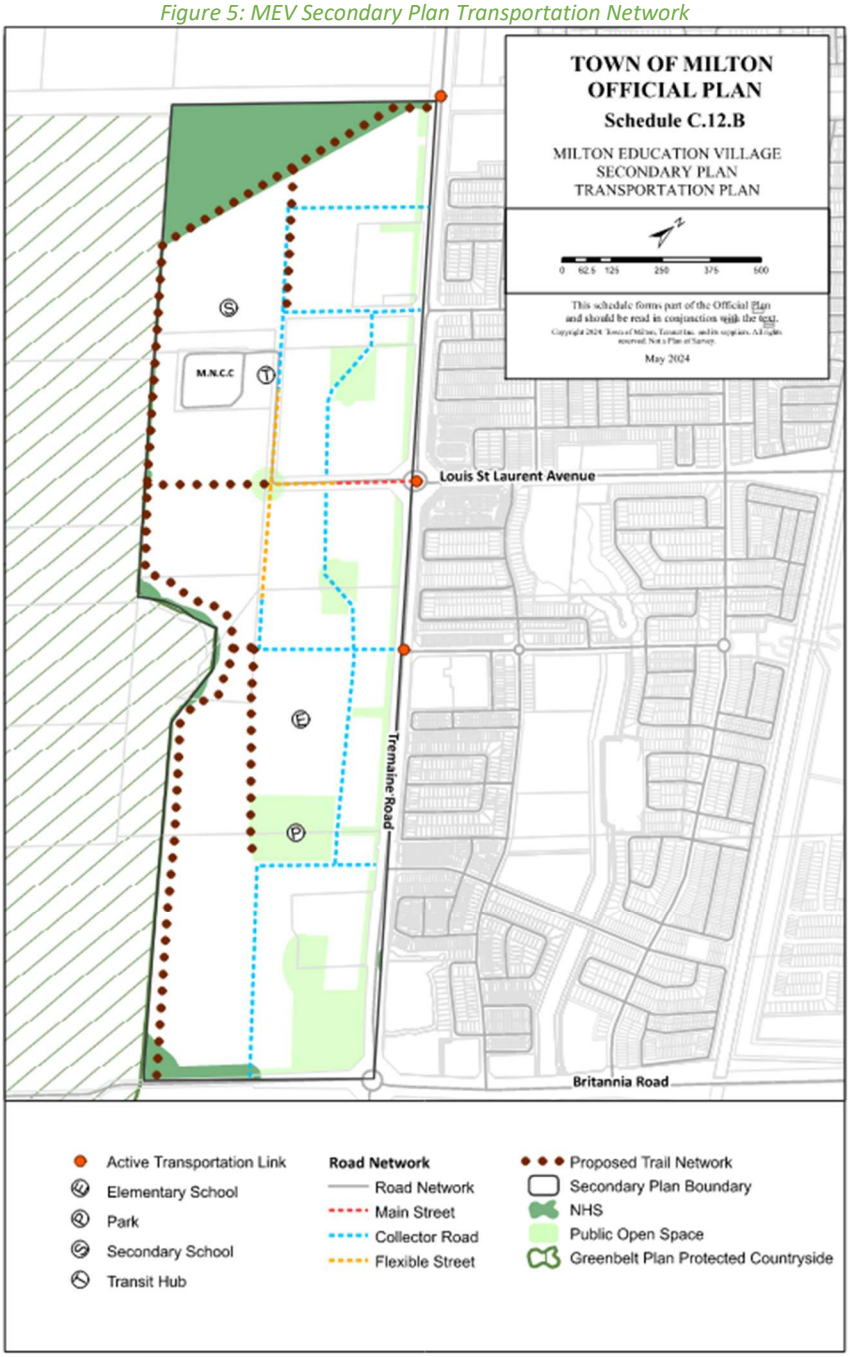
- Extension of Dymott Avenue westward into MEV from Tremaine Road to Pan Am Boulevard (construction of the extension has already begun).
- Extension of Pan Am Boulevard northward beyond Dymott Avenue into to Milton Land Four lands and southward to Gordon Krantz Avenue. The northward extension will connect to an east-west collector road (known as Street C in the Milton Land Four subdivision) which will comprise the northern most vehicular access point to MEV from Tremaine Road.

The Secondary Plan specifies that roads within MEV shall be designed as "complete streets" to be attractive and safe for pedestrians, cyclists, and motorists. The Secondary Plan defines five street types.

i) Louis St. Laurent Avenue Extension, which will serve as the main entrance to Innovation Campus.
ii) Collector Roads, which will connect MEV to exterior arterial roads and provide access to prominent destinations within the community (i.e. Innovation Campus, Transit Hub, parks, schools, etc.).
iii) Flexible Street, which shall be designed to give priority to pedestrians and cyclists.
iv) Local Roads
v) Mews/Lanes/Service Roads

The Town's *Transportation Master Plan Update* (February 2025) was reviewed for any improvements to the Study Area road network external to the MEV Secondary Plan area. No additional roadway improvements within the Study Area were identified.

Figure 5: MEV Secondary Plan Transportation Network



Source: Milton Education Village Secondary Plan, Schedule C.12.B (2024) accessed at: https://www.milton.ca/en/business-and-development/milton-education-village-secondary-plan.aspx (Accessed August 14, 2025).

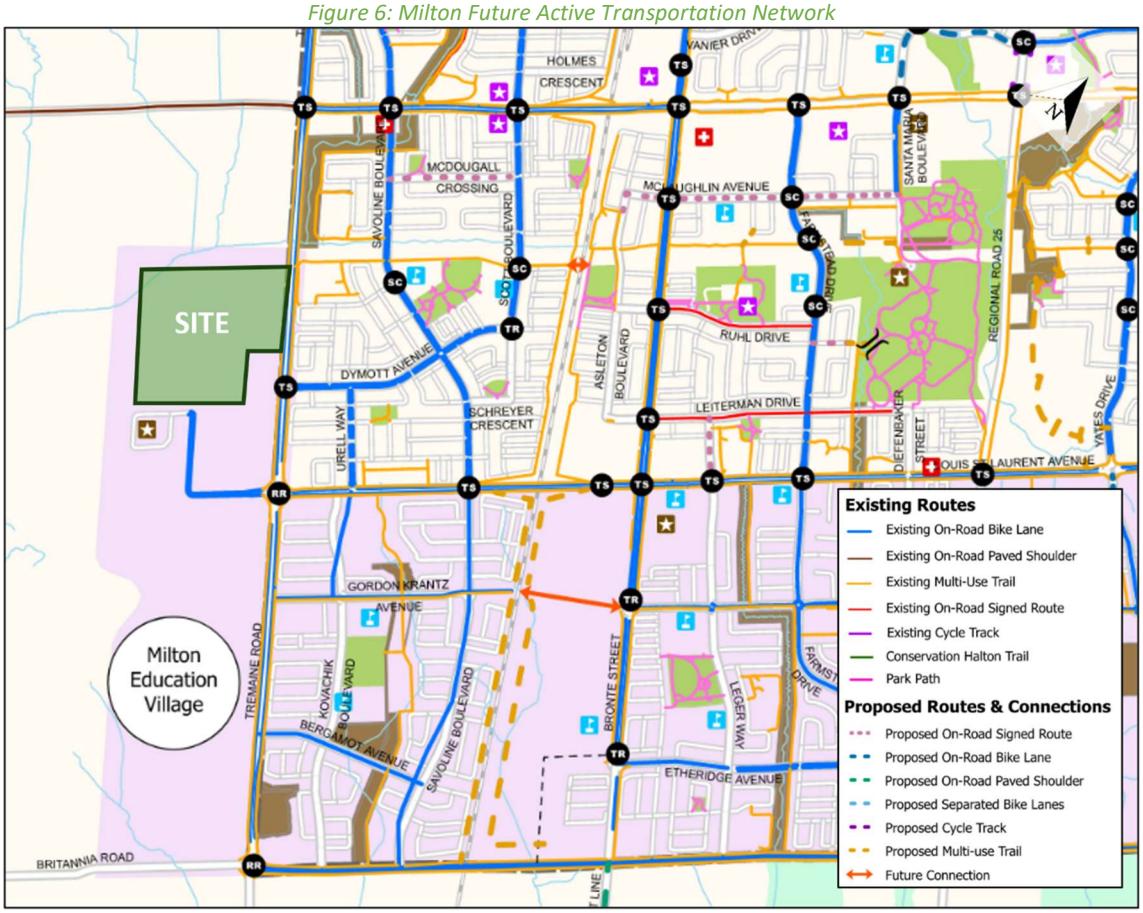
3.3 Active Transportation Improvements

The Halton Region *Active Transportation Master Plan* (2015) outlines the Region's strategy for implementing active transportation infrastructure to the year 2031. The multi-use paths and bike lanes along Tremaine Road identified as proposed in the Plan, are already implemented.

The Town of Milton *Transportation Master Plan Update* (February 2025) provides recommendations for improvements in the Town's active transportation network. An excerpt from the active transportation network

map proposed in the TMP is illustrated in Figure 6. It shows that while there are no further active transportation improvements proposed to the Study Area roadways, the Milton Education Village should be well served by a future active transportation network that provides connectivity to adjacent neighbourhoods via collector and locals roads and the wider Town and Region active transportation networks via arterial roads. This includes a multi-use path located just north of the Street C connection with Tremaine Road that follows the gas corridor through the neighbourhood east of Tremaine Road to rail corridor. As shown, a future connection is proposed over the rail corridor to users do not need to detour to the nearest arterial road.

Figure 6: Milton Future Active Transportation Network



Source: Excerpt from Figure 2 of the Town of Milton's *Transportation Master Plan Update* (WSP, February 2025).

The MEV Secondary Plan states that "active transportation shall be encouraged as a primary, safe, appealing and convenient mode of transportation to, from and within the MEV". Additionally, it outlines a proposed trail network within MEV (see Figure 5) to provide active transportation links to important destinations.

3.4 Transit Improvements

The Secondary Plan states that the transit system servicing MEV will be designed to achieve a minimum 20% mode share. Additionally, Milton Transit's *Five-Year Service Plan and Transit Master Plan Update* (Arcadis, 2024) outlines the strategic vision for the Town's transit network between 2024 and 2029. Notable proposed improvements within and adjacent to the subject site include the following.

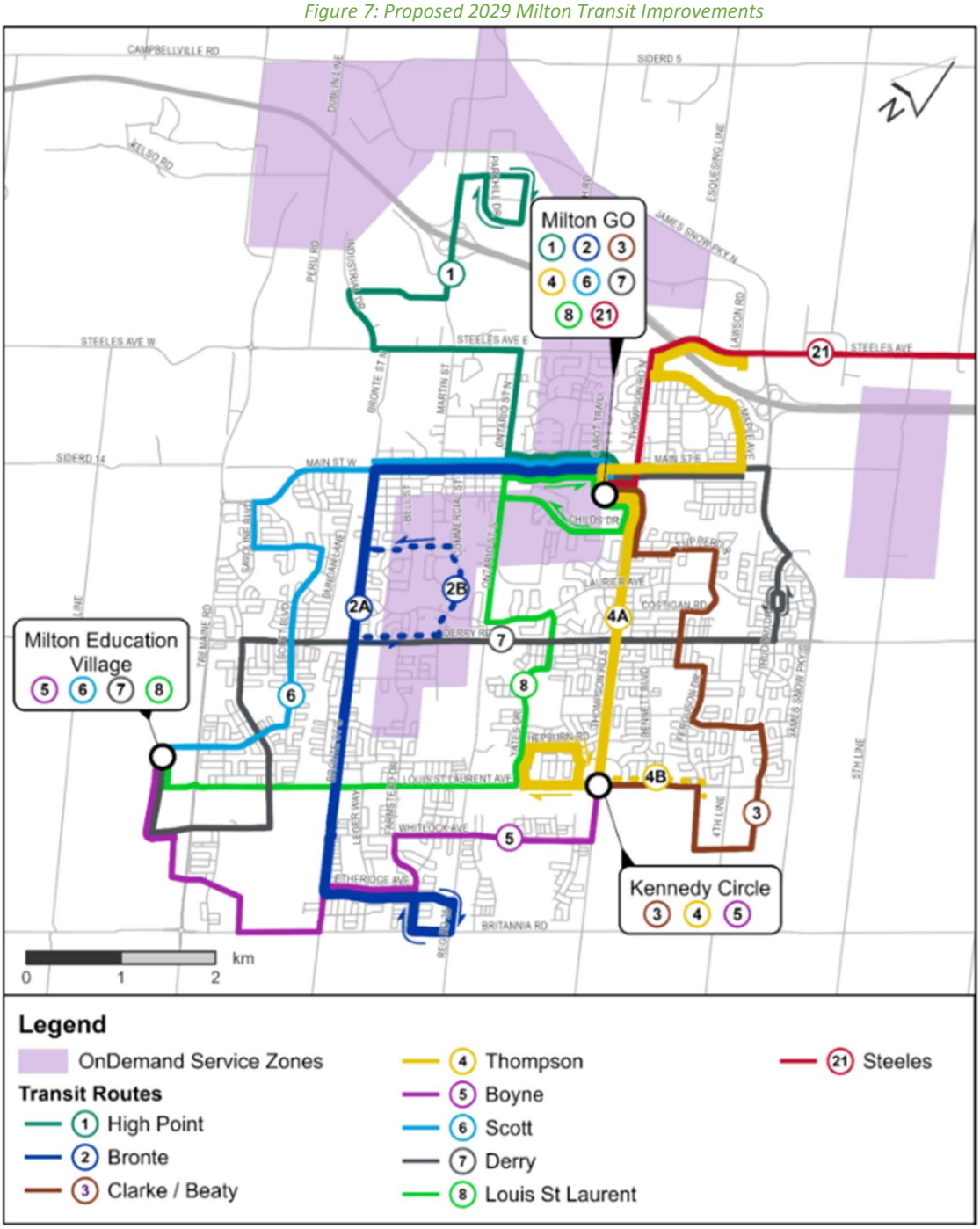
- The Secondary Plan lists the development of the proposed MEV Transit Hub as one of its major objectives. Currently, the anticipated site of the future MEV Transit Hub is adjacent to the existing parking lot of the

Velodrome, immediately south of the subject site on Pan Am Boulevard. According to the *Transit Master Plan Update*, the MEV Transit Hub is anticipated to open in 2028.

- The proposed 2029 Milton Transit Network will include four routes (Routes 5, 6, 7, and 8) that will service MEV, replacing the existing OnDemand service. Three of these routes (6, 7, and 8) would connect MEV with Milton GO Station. The proposed 2029 transit network is illustrated in Figure 7. It shows that Transit Routes will access MEV on-route to the transit hub via Dymott Avenue (Route 6), Louis St. Laurent Avenue (Route 8), Gordon Krantz Avenue (Route 7), and a future road in MEV lands to the south (Route 5). Route 6 is only route that will travel through the subject area.
- Milton Transit Sunday service beginning in 2025.
- Expansion of service hours to 5:30 AM - 11:30 PM on weekdays, 6:30 AM - 11:30 PM on Saturdays, and 7:00 AM - 7:00 PM on Sundays by 2027.
- Establishment of 30-minute base service on all routes by 2029.
- Adoption of PRESTO fare system integration by early 2028 to facilitate more convenient transfers and fare payment between Milton Transit and other transit agencies (i.e. GO Transit, MiWay, Brampton Transit).
- Two-way all-day GO Train service along the Milton Line by 2031, announced by the provincial government in 2024.

The Town's 2025 TMP Update also recommends the implementation of transit priority corridors along Thompson Road, Bronte Street, and Main Street East. However, these locations are not within the Study Area.

Figure 7: Proposed 2029 Milton Transit Improvements



Source: Exhibit E.1.3 from Milton Transit *Five-Year Service Plan and Transit Master Plan Update* (Arcadis, 2024)

4 Forecasting

It is understood that an updated version of the Tertiary Plan TIS is in progress and includes updated blocks and land uses within the Tertiary Plan area. Therefore, the trip generation and the assumptions presented in this section are subject to change once the updated Tertiary Plan TIS is complete.

4.1 Tertiary Plan TIS Trip Generation for Milton Land Four Lands

The trip forecasting of the Milton Education Village Tertiary Plan area was completed as part of the Tertiary Plan TIS by NexTrans using the *ITE Trip Generation Manual* (11th Edition). The trip generation analysis presented in the Tertiary Plan TIS assumed a target transit mode share of 30%, a target active transportation mode share of 8%, and an internal capture percentage of approximately 36% between the various land uses outlined in the Secondary Plan. This resulted in an assumed total external auto trip percentage to/from MEV of approximately 26%. For the secondary school trips, it was assumed that 15% of the trips are external to MEV.

The analysis approximated the units for each block by examining each block area and the specified MZO density of its land use or made an assumption of the number of units. Table 1 summarizes the trip generation results from the Tertiary Plan TIS of the development blocks within the subject site. This includes Blocks 1-5, 7-12, 14, and 15 as defined on Tertiary Plan presented in the October 2024 Tertiary Plan TIS.

Table 1: Subject Lands Trip Generation from Tertiary Plan TIS (NexTrans, 2024)

Block No.	Land Use Description	Units	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
1	Residential I	57	1	5	6	5	2	7
2	Residential I	15	0	2	2	1	1	2
3	Residential I	15	0	2	2	1	1	2
4	Residential I	15	0	2	2	1	1	2
5	Residential I	15	0	2	2	1	1	2
7	Residential I	15	0	2	2	1	1	2
8	Medium Density Residential II	428	9	34	43	21	13	34
9	Medium Density Residential II	368	7	30	37	18	11	29
10	Medium Density Residential II	424	8	34	42	21	13	34
11	Conestoga College - Dormitories	400	8	32	40	20	12	32
12	Secondary School	n/a	5	2	7	1	1	2
14	Residential I	5	0	1	1	0	1	1
15	Residential I	5	0	1	1	0	1	1
	Total Vehicle Trips		**38**	**149**	**187**	**91**	**59**	**150**

Based on the results of the Tertiary Plan TIS, the subject area is expected to generate a total of 187 (38 In and 149 Out) two-way AM peak hour and a total of 150 (91 In and 59 Out) PM peak hour external auto trips.

According to the Tertiary Plan TIS, the Tertiary Plan area is expected to generate a total of 2,756 AM and 2,757 PM two-way peak hour external auto trips. The majority of these trips (approximately 70%) are generated by the MEV Future Innovation Campus (Wilfred Laurier University/Conestoga College). Therefore, the subject area accounts for approximately 6% of the AM and PM peak hour external auto trips generated by the Tertiary Plan area.

4.2 Milton Land Four Trip Generation

The trip generation for the proposed development was also determined using the detailed site statistics for the Milton Land Four subdivision presented in Section 1. The *ITE Trip Generation Manual* (11th Edition) was reviewed to determine the appropriate rate equations for each residential land use. These correspond to the ITE land use

codes (LUC) for Single Family Detached Housing, Single Family Attached Housing[1], Multifamily Housing (High-Rise)[2], High School, and Nursing Home[3]. As a conservative assumption, it was assumed that the Medium/High Density Residential block (Block 298) will be a high-density block with the upper limit of the density specified in the MZO (300 units per hectare)[4]. For the hospice block (Block 300), it was assumed that the lot building coverage would be 30%[5]. The applicable land use information pages from the ITE Trip Generation Manual are included in Appendix B.

The methodology used to determine whether to use the average rate or fitted curve relied on the availability of a fitted curve equation as well as the ITE's process for selecting the average rate or equation provided in Figure 4.2 of the ITE's Trip Generation Handbook, 3rd Edition. The result was selecting the fitted curve equation method for the residential uses and the secondary school AM peak hour while the average rates were used for the hospice and the secondary school PM peak hour. The fitted curves and directional splits for each land use are summarized in Table 2.

Table 2: ITE Trip Generation Data for Applicable Land Uses

Land Use	ITE LUC	Independent Variable	Peak Hour	Method	Fitted Curve Equation / Average Rate	Distribution	
						In	Out
Single-Family Detached Housing	LUC 210	240 units	AM	Fitted Curve	Ln(T) = 0.91Ln(X) + 0.12	26%	74%
			PM	Fitted Curve	Ln(T) = 0.94Ln(X) + 0.27	63%	37%
Single-Family Attached Housing	LUC 215	347 units	AM	Fitted Curve	T = 0.52(X) - 5.70	31%	69%
			PM	Fitted Curve	T = 0.60(X) - 3.93	57%	43%
Multifamily Housing (High-Rise)	LUC 222	312 units	AM	Fitted Curve	T = 0.22(X) + 18.85	34%	66%
			PM	Fitted Curve	T = 0.26(X) + 23.12	56%	44%
High School	LUC 525	1000 Students	AM	Fitted Curve	Ln(T) = 0.71 Ln(X) + 1.41	68%	32%
			PM	Average Rate	0.14	48%	52%
Nursing Home	LUC 620	12.92 (1000 sq. ft.)	AM	Average Rate	0.55	77%	23%
			PM	Average Rate	0.59	41%	59%

Using the above equations, the vehicle trip rates were calculated. Table 3 summarizes the vehicle trip rates and total trip generation of the proposed development.

Table 3: Total Trip Generation

Land Use	Vehicle Trip Rate		AM Peak Hour Trips			PM Peak Hour Trips		
	AM	PM	In	Out	Total	In	Out	Total
Single-Family Detached Housing	0.69	0.94	43	123	166	142	84	226
Single-Family Attached Housing	0.50	0.59	54	120	174	117	88	205
Multifamily Housing (High-Rise)	0.28	0.33	30	57	87	58	45	103
High School	0.55	0.14	374	176	550	67	73	140
Nursing Home	0.55	0.59	5	2	7	3	5	8
		Total	**506**	**478**	**984**	**387**	**295**	**682**

As shown, the subject site is projected to generate 984 total trips during the weekday AM peak hour and 682 total trips during the PM peak hour. The discrepancy in total trips between the AM and PM peak hours is that the beginning of the school day is typically during the AM peak hour while the end of the school day is typically before

[1] Applied for the townhouse units.
[2] Applied for the medium/high density residential bock.
[3] Applied for the hospice block.
[4] 1.04 ha times 300 units/ha = 312 units estimated for Block 298
[5] 0.40 ha times 30% = 1200 square metres (about 13,000 sq. ft.) estimated for Block 300.

the PM peak hour. Additionally, most secondary school trips are student trips that will not be made by single-occupancy motor vehicles.

For a direct comparison to the trip generation provided in the Tertiary Plan TIS, the external auto trips generated by the proposed development were determined using the same assumptions as described in Section 4.1. These can be summarized as 15% of secondary school trips being auto trips external to MEV and 26% of trips for the other land uses being auto trips external to MEV. The external trip generation of the subject site is summarised in Table 4.

Table 4: Total Trip Generation

Land Use	External Trip Percentage	AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Total	In	Out	Total
Single-Family Detached Housing	26%	11	32	43	37	22	59
Single-Family Attached Housing	26%	14	31	45	30	23	53
Multifamily Housing (High-Rise)	26%	8	15	23	15	12	27
High School	15%	56	26	82	10	11	21
Nursing Home	26%	1	1	2	1	1	2
Total		**90**	**105**	**195**	**93**	**69**	**162**
Tertiary Plan TIS (from Table 1)		**38**	**149**	**187**	**91**	**59**	**150**
Difference		**+52**	**-44**	**+8**	**+2**	**+10**	**+12**

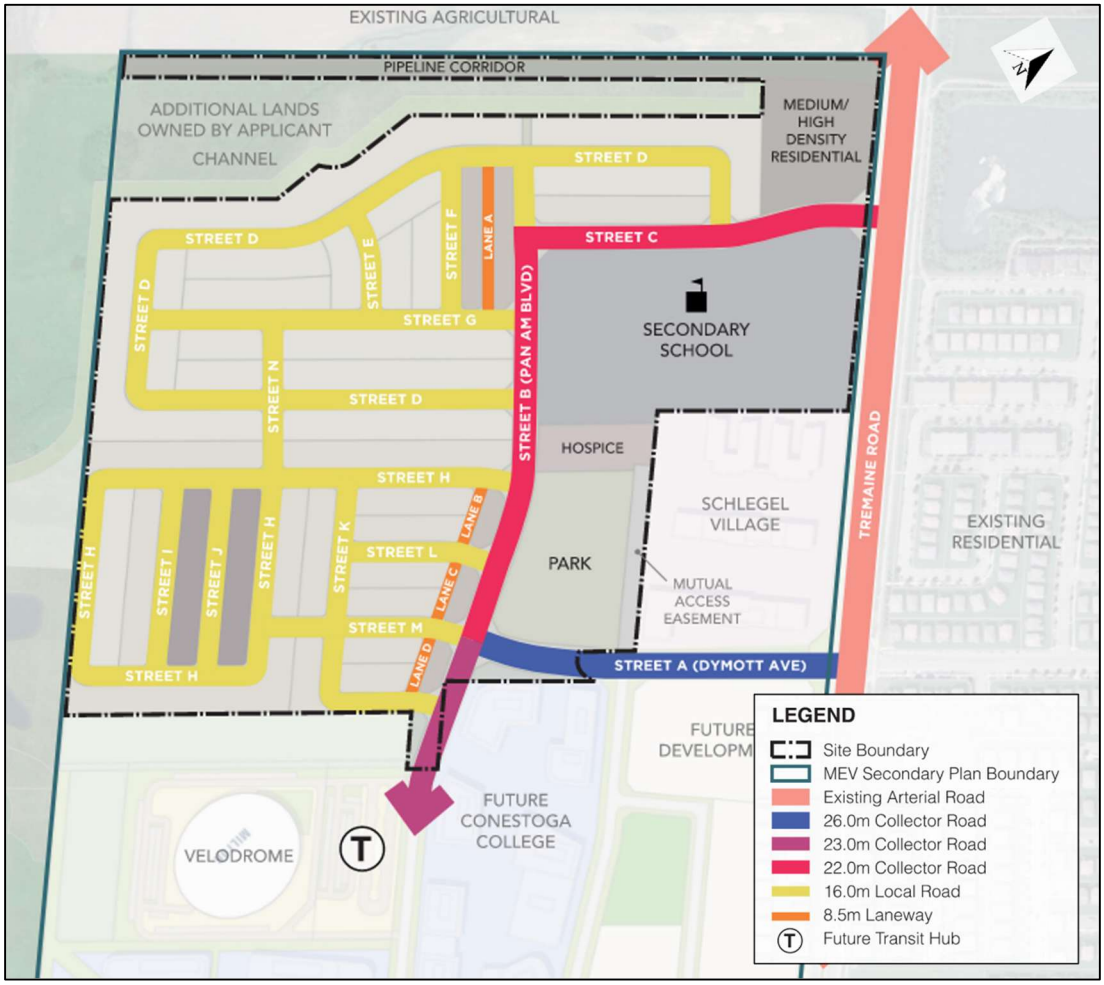
As shown, using the same assumptions of the Tertiary Plan TIS, the subject area is expected to generate a total of 195 (90 In and 105 Out) two-way AM peak hour and a total of 162 (93 In and 69 Out) PM peak hour external auto trips. Compared to the results presented in the October 2024 Tertiary Plan TIS for the subject lands, the difference in projected trips is minimal at about 4% and 8% greater for the AM and PM peak hours respectively. This represents about a 0.3% and 0.4% change with respect to the overall external traffic volumes generated by the Tertiary Plan area considered in the Tertiary Plan TIS.

5 Future Conditions

5.1 Development Roadway Network

The proposed Milton Land Four development will consist of one collector road (Dymott Avenue), two minor collector roads (Pan Am Boulevard and Street C), local roads, and laneways. The roadway cross-sections shall be consistent with the rest of the Milton Education Village. They were based on the objectives and guiding principles of the Secondary Plan and developed as part of the Tertiary Plan TIS. The proposed internal roadway network is illustrated in Figure 8.

Figure 8: Proposed Internal Road Network



Source: Excerpt from ML4 Draft Plan Submission Material – Street Hierarchy Figure (NAK Design Strategies, 2025)

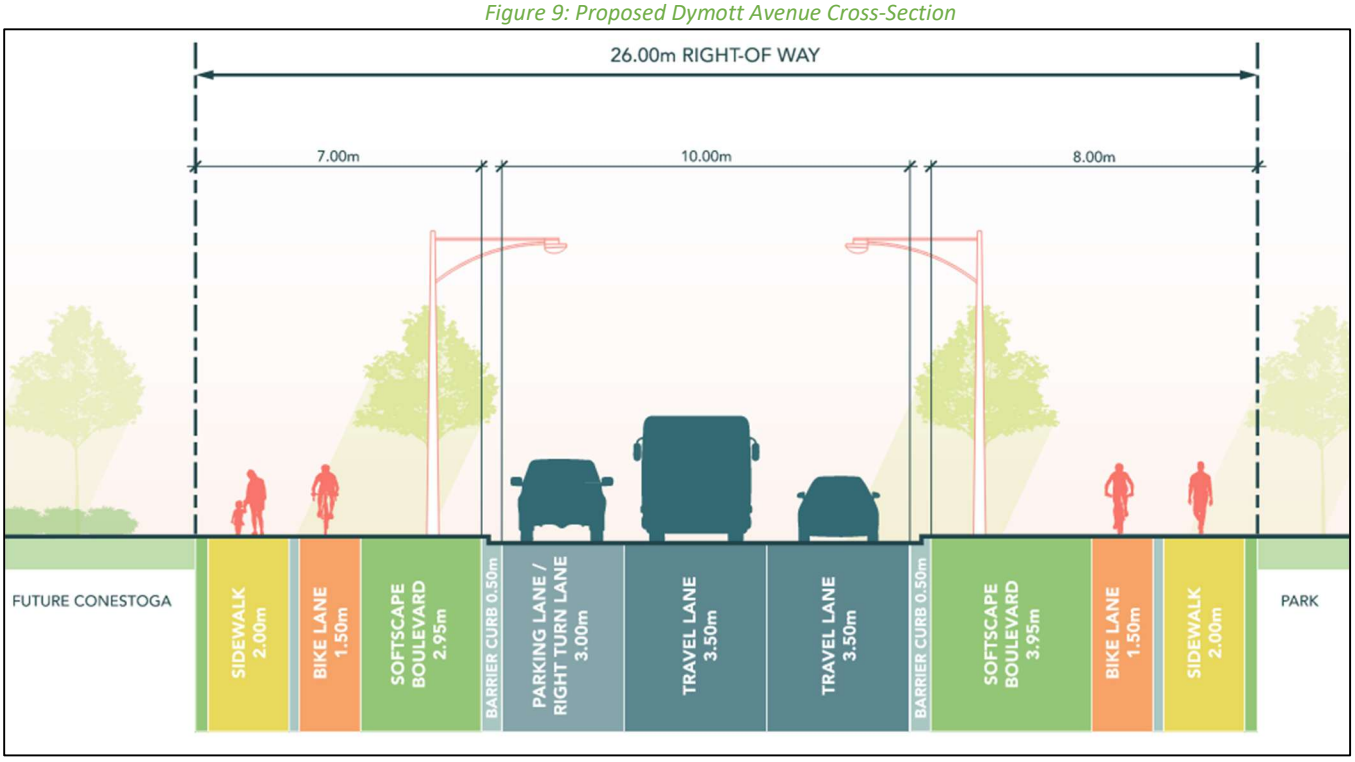
Tremaine Road (Regional Road 22)

No proposed improvements within or immediately adjacent to the Study Area.

Dymott Avenue

Dymott Avenue is planned to extend westward from Tremaine Road to Pan Am Boulevard, with construction having already begun along the frontage of the Schlegel Village long-term care home. The Secondary Plan identifies it as a collector road within MEV. It is proposed to have a 26.0 metre right-of-way with a three-lane urban cross-section as shown in Figure 9. Bike lanes and 2.0 metre boulevard separated sidewalks are proposed on both sides of the road with on-street parking proposed on one side of the street.

Figure 9: Proposed Dymott Avenue Cross-Section



Source: ML4 Draft Plan Submission Material (NAK Design Strategies, 2025)

Pan Am Boulevard

Pan Am Boulevard is planned to extend northward beyond Dymott Avenue through the Milton Land Four Subdivision to Street C. The Secondary Plan identifies it as a collector road within the Study Area, and it is proposed to mostly have a 22.0 metre right-of-way with a three-lane (two travel lanes and a parking lane) minor collector urban cross-section as shown in Figure 10. Bike lanes and boulevard separated sidewalks are proposed on both sides of the road with on-street parking on one side of the street. South of Dymott Avenue, a 23.0 metre right-of-way is proposed.

Street C

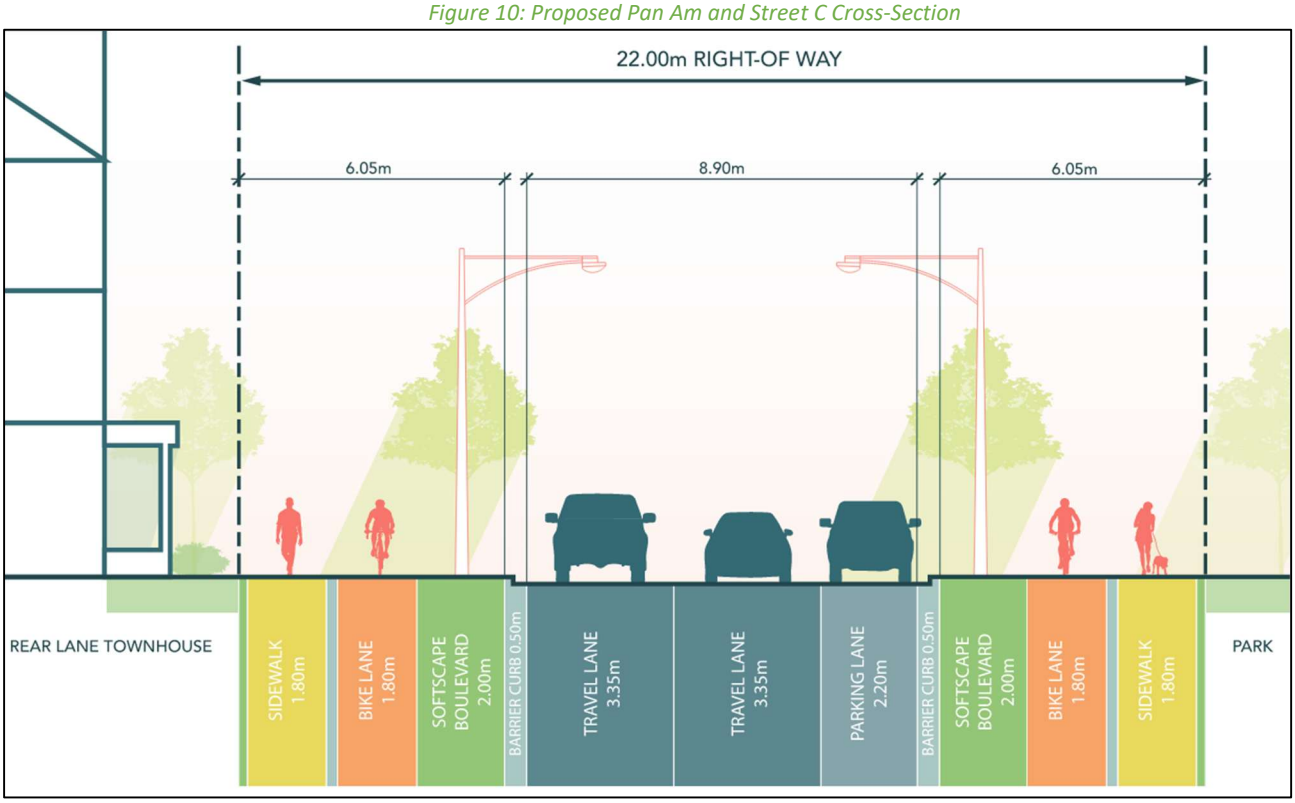
Street C is proposed to run east-west from Tremaine Road to Pan Am Boulevard. The Secondary Plan identifies it as a collector road within the Study Area. It is proposed to mostly have a 22.0 metre right-of-way with a three-lane (two travel lanes and a parking lane) minor collector urban cross-section as shown in Figure 10. Bike lanes and boulevard separated sidewalks are proposed on both sides of the road with on-street parking on one side of the street. Residential land uses are planned on the north side of the street, and a secondary school is planned on the south side of the street.

Local Roads (Street D to M)

Streets D to M are the proposed local roads within the Milton Land Four subdivision. They are proposed to have a 16.0 metre right-of-way with an urban cross-section as illustrated in Figure 11. As shown, boulevard separated sidewalks will be provided on both sides of that road. According to Table 1.3 in the Town's *Engineering and Parks Standards Manual – Part 1* (2024), on-street parking is permitted on one side of a minor local road with a 16-metre right-of-way. They will predominantly be constructed according to the Town's Standard Drawing 01-16.02 (16m Road Allowance Minor Local Double Loaded). In certain locations throughout the development, it was

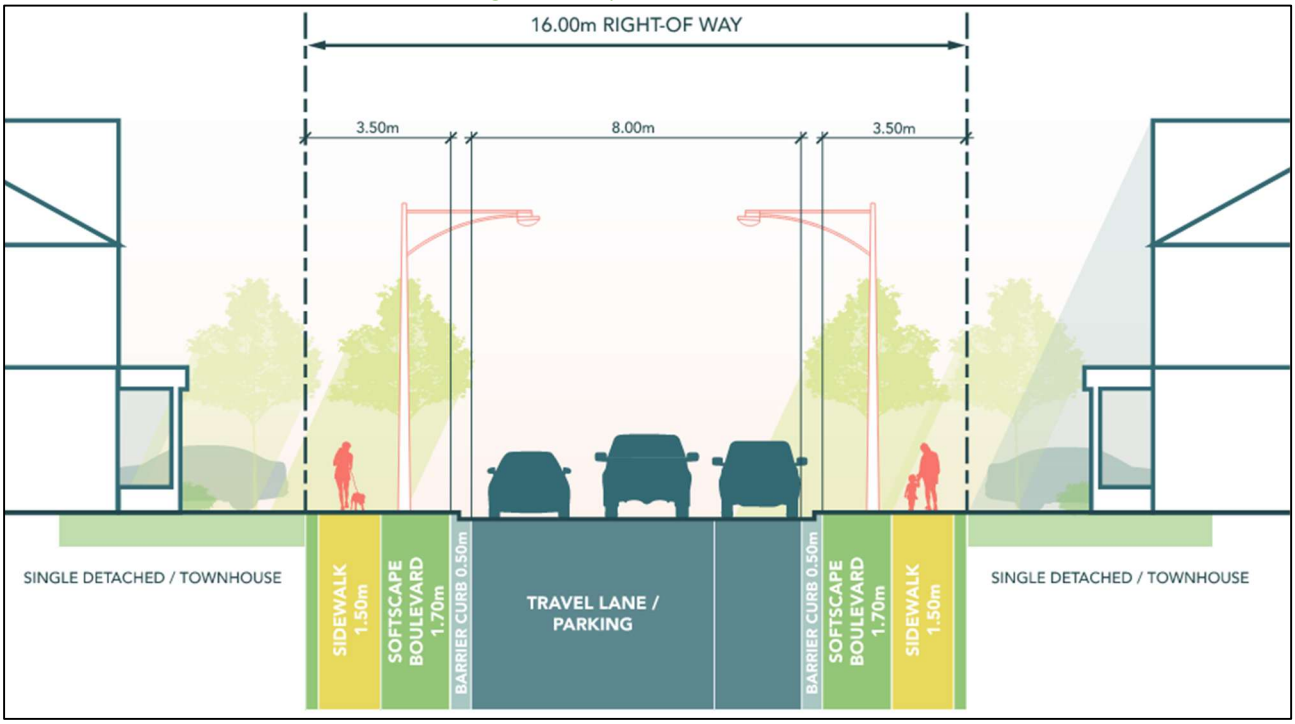
considered more appropriate to apply the cross-section detail in the Town's Standard Drawing 01-16.01 (16m Road Allowance Minor Local Single Loaded) where buildings only front the right-of-way on one side.

Figure 10: Proposed Pan Am and Street C Cross-Section



Source: ML4 Draft Plan Submission Material (NAK Design Strategies, 2025)

Figure 11: Proposed Local Road Cross-Section

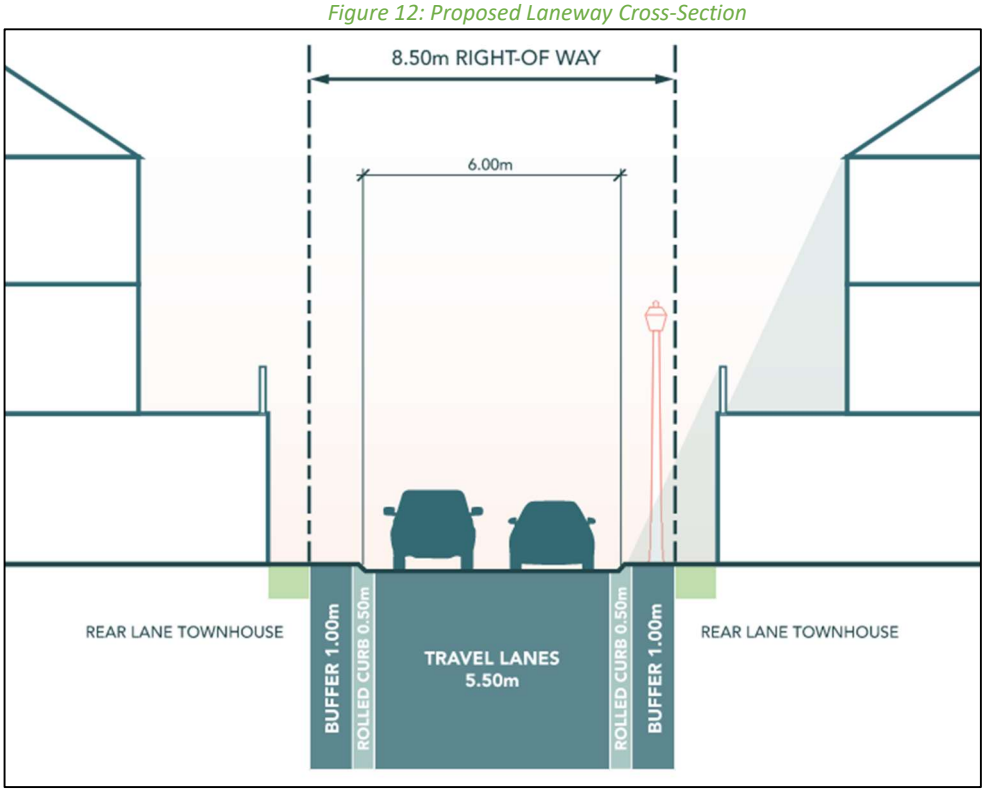


Source: ML4 Draft Plan Submission Material (NAK Design Strategies, 2025)

Laneways

Four laneways are proposed parallel to Pan Am Boulevard to provide access to the rear lane townhouses. They are proposed to have an 8.5 metre right-of-way with a semi-mountable curb as illustrated in Figure 12. The cross-section details will be according to a modified version the Town's Standard Drawing 01-11.01 to accommodate an 8.5 metre right-of-way as opposed to a 11-metre right-of-way. Note 1 on the standard drawing specifies the right-of-way for laneways may vary from 8.5 metres to 11 metres.

Figure 12: Proposed Laneway Cross-Section

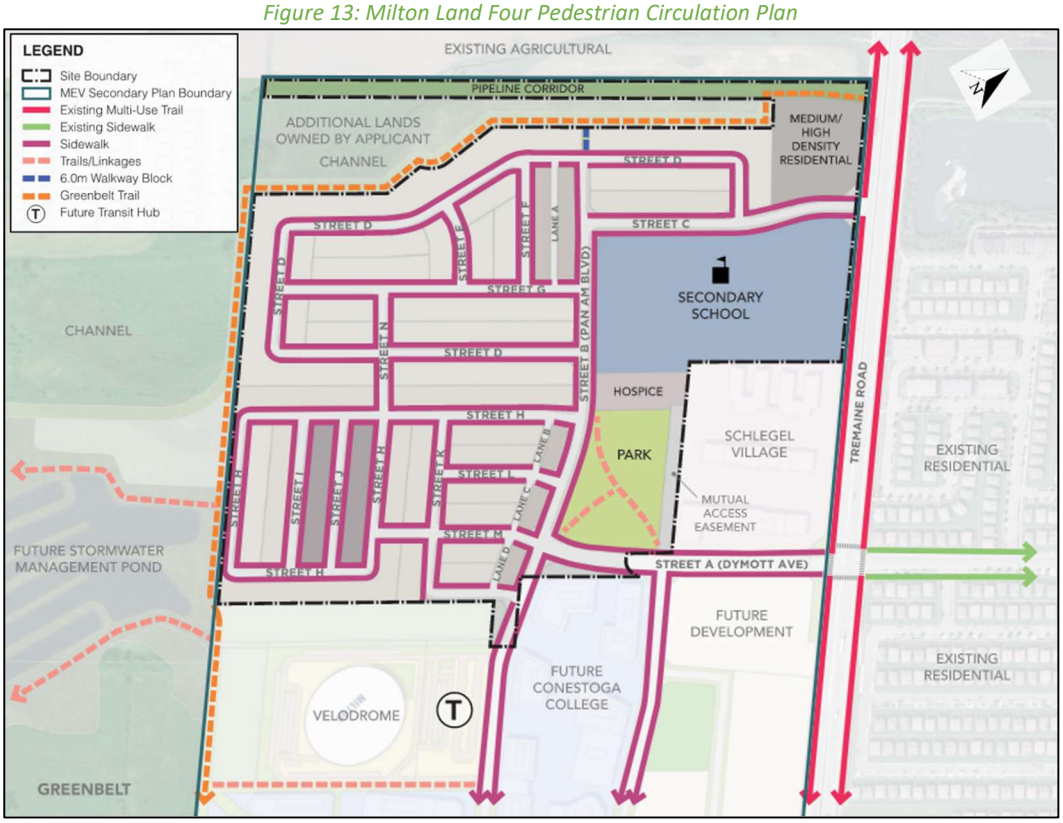


Source: ML4 Draft Plan Submission Material (NAK Design Strategies, 2025)

5.2 Development Active Transportation Network

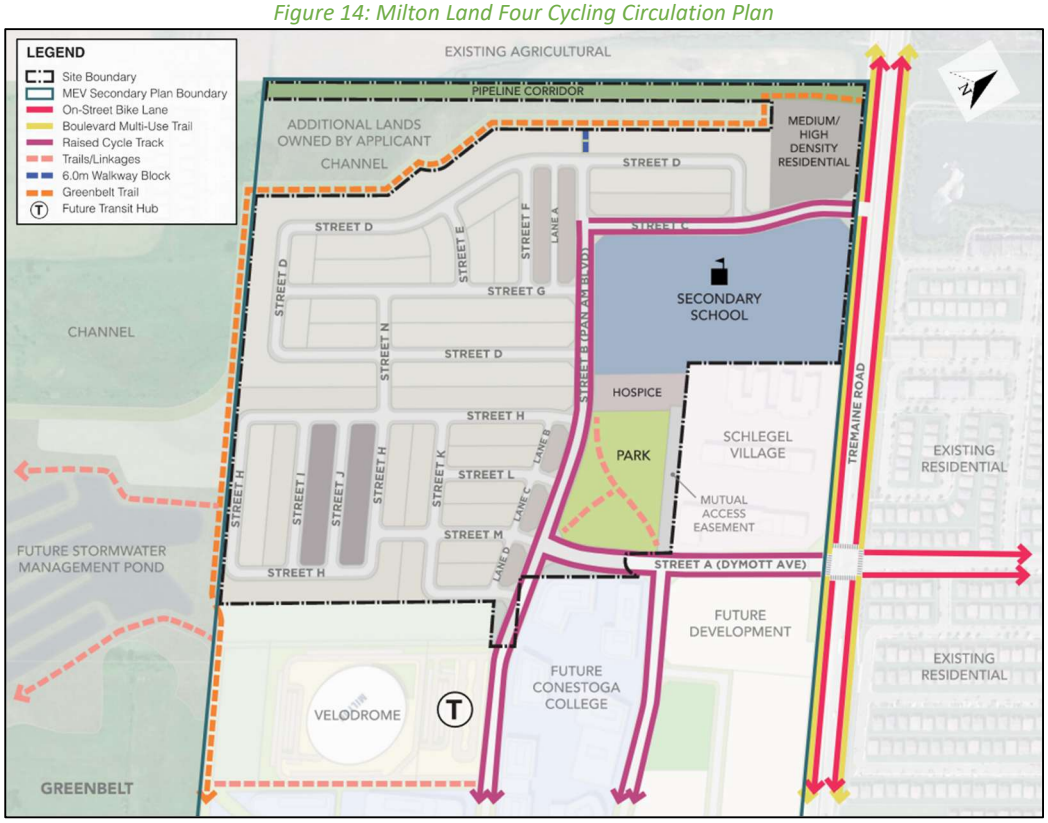
As discussed in above, most roadways within the Study Area will provide boulevard separated sidewalks on both sides of the road with the exception being some local roads with buildings fronting on only one side. Additionally, the collector roads will provide boulevard and grade separated bike lanes. This will provide excellent pedestrian and cyclist connectivity to the MEV active transportation network to the south, as well as the wider Town and Region transportation networks which can be accessed via Dymott Avenue or Street C. The pedestrian network within the subdivision is presented in Figure 13 and the cycling network is presented in Figure 14.

Figure 13: Milton Land Four Pedestrian Circulation Plan



Source: Excerpt from ML4 Draft Plan Submission Material – Pedestrian Circulation Figure (NAK Design Strategies, 2025)

Figure 14: Milton Land Four Cycling Circulation Plan

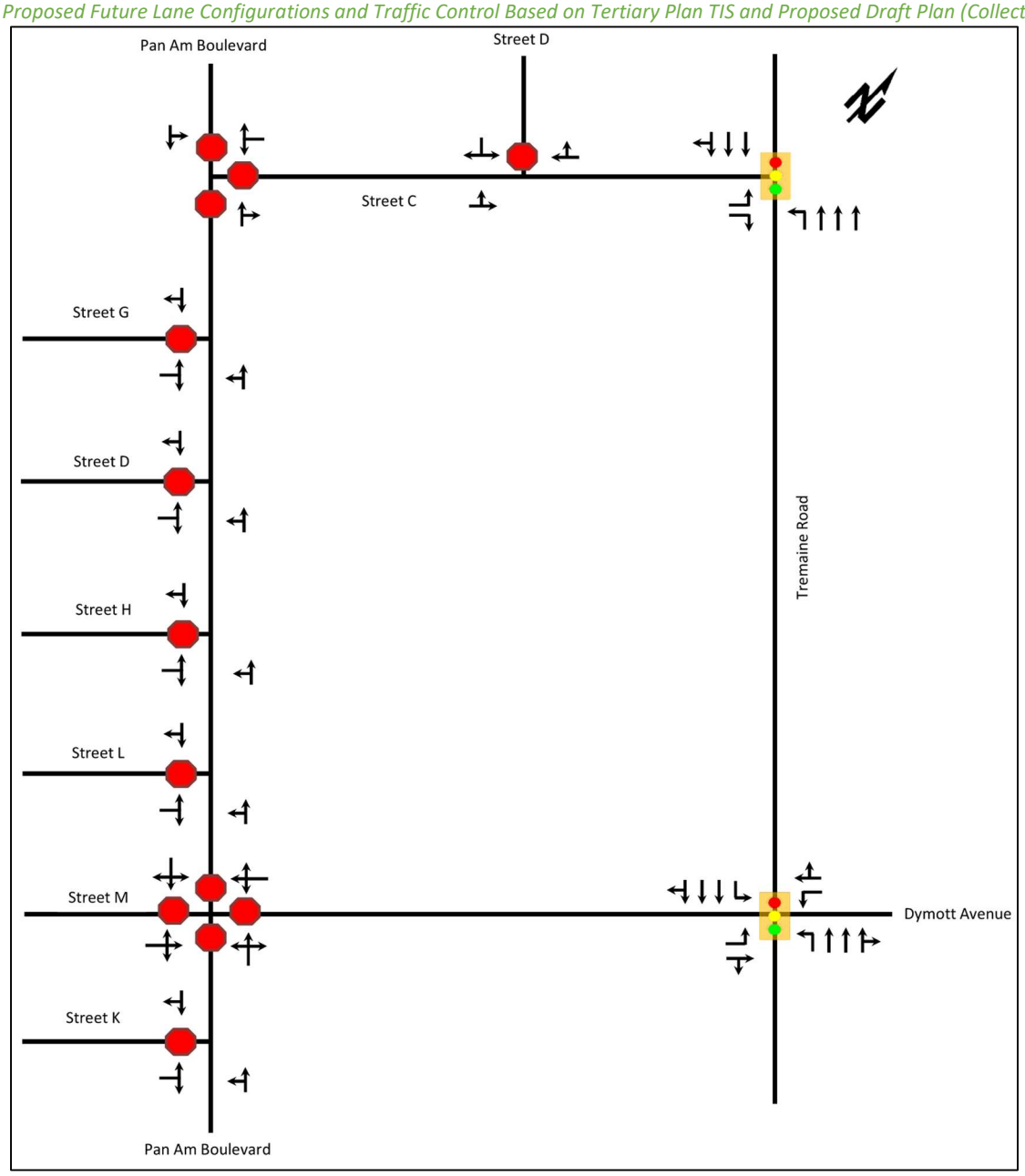


Source: Excerpt from ML4 Draft Plan Submission Material – Cycling Circulation Figure (NAK Design Strategies, 2025)

5.3 Future Peak Traffic Operations Summary

The Tertiary Plan TIS (NexTrans Consulting Engineers, 2024) analysed the traffic operations at the Study Area intersections for the future conditions based on its recommended lane configurations and traffic control for within the Tertiary Plan area. It recommends an eastbound auxiliary left-turn lane and a shared through-right lane for the west leg of the Dymott Avenue at Tremaine Road intersection. Additionally, the intersection of Tremaine Road and Street C[6] is proposed to be signalized, with a two-lane eastbound approach to allow for left and right-turn lanes. The anticipated lane configurations and traffic control along the Study Area collector and arterial roadways based on the recommendations of the Tertiary Plan TIS are illustrated in Figure 15.

Figure 15: Proposed Future Lane Configurations and Traffic Control Based on Tertiary Plan TIS and Proposed Draft Plan (Collectors Roads)



[6] Note in the Tertiary Plan TIS that Street C is referred to as "Street H".

The Tertiary Plan TIS conducted a traffic operations analysis of the Study Area intersections along Tremaine Road for the 2031 and 2041 future total horizon scenarios. The future total analysis results for 2031 and 2041 horizon scenarios are provided in Appendix C. The results show:

- The signalized intersection of Tremaine Road at Dymott Avenue is expected to operate well and without constraints during both the AM and PM peak hours for the 2031 and 2041 future total horizons.
- The signalized intersection of Tremaine Road at Street C (referred to as Street H in the Tertiary Plan TIS) is expected to operate well and without constraints during both the AM and PM peak hours for the 2031 and 2041 future total horizons.

The NexTrans Tertiary Plan TIS also conducted a preliminary intersection capacity analysis of the MEV internal intersections, which includes the proposed subject site collector road to collector road intersections of Dymott Avenue and Pan Am Boulevard, and Street C and Pan Am Boulevard. As detailed site access locations for MEV Tertiary Plan blocks are not yet determined, the traffic assignment was based off the trip generation for each block. The findings of the analysis concluded that all the internal intersections within the Milton Land Four Subdivision Area are expected to operate at an acceptable level of service, and all projected queues were accommodated within the available storage lengths. The traffic volumes, lane configurations, traffic control, and analysis results from the Tertiary Plan TIS are provided in Appendix D.

Therefore, based on the traffic analysis results presented in the Tertiary Plan TIS, traffic operations within the Study Area are expected to operate at an acceptable level for the future conditions. It is noted that the Tertiary Plan TIS is expected to be updated according to the latest Tertiary Plan layout, which would include the latest Milton Land Four subdivision blocks and road network as illustrated in Figure 1. Accordingly, the future traffic analysis results described in this section are subject to change when the Tertiary Plan TIS is updated.

5.4 Future Active Transportation Operations Summary

The existing active transportation network was discussed in Section 2.4 and the proposed active transportation network was described in Sections 3.3 and 5.2. Sidewalks or multi-use paths will be provided along both sides of most Study Area roadways. Additionally, grade or boulevard separated cycling facilities will be provided along all minor collector, collector, and regional roads. Therefore, it is expected that the proposed development will be very well served by active transportation infrastructure both within MEV and for connectivity to the wider Town and Region networks.

Specific details relating to pedestrian and cycling infrastructure at intersections will be implemented as part of detailed design. It is recommended that the need for a pedestrian crossover(s) (PXO) be examined at the site plan application for the proposed secondary school to provide pedestrian connectivity between the school and the adjacent residential land uses. PXOs are to be designed according to Town standards and as per the latest edition of Ontario Traffic Manual (OTM) Book 15 – Pedestrian Crossing Treatments.

5.5 Future Transit Operations Summary

In the future conditions, the proposed development will be well served by transit at the proposed MEV Transit Hub. As discussed in Section 3.4, the Hub is planned to be serviced by four routes, three of which will provide service to the Milton GO Station. Additionally, Milton Transit plans to expand its service in the coming years, including the expansion of service hours, implementation of Sunday service, and the establishment of 30-minute base service headways on all routes.

The distance from the future transit hub and the residential land uses of the proposed development varies significantly from about 150 metres to the nearest units to approximately 850 metres walking distance to the

properties furthest from the transit hub. Upon implementation of the proposed transit improvements, the access to transit is anticipated to be adequate for a development of this nature with the southern portion of the subject site having better access due to the relative proximity to the future MEV Transit Hub.

It should be noted that transit facilities within the Study Area are yet to be implemented. Therefore, the level of future transit service is subject to change as the plans for transit service in MEV continue to develop.

6 Transportation Demand Management

Transportation Demand Management (TDM) measures are intended to discourage single-occupancy vehicle trips and promote use of other travel modes (i.e. transit, walking, cycling, ride sharing, carpooling) to achieve a more balanced mode split across the transportation network. Regarding TDM, section C.12.4.2 of the Secondary Plan states:

"*Travel demand management (TDM) will be critical to achieving a balanced, sustainable transportation system in the MEV, one that provides and promotes attractive alternatives to the automobile. The Town shall work with the Region of Halton and transit agencies, and with developers and businesses in the MEV, to develop and implement measures that promote the use of transit, walking and cycling. Applications for development which is primarily non-residential generally shall be required to include TDM plans, while the Town may require applications for high density residential development to submit TDM plans. Such TDM plans shall be prepared by a qualified consultant and will describe facilities and programs intended to discourage single-occupancy vehicle trips, minimize parking, and promote transit use, cycling, car and bike sharing, and car-pooling.*"

Additionally, the NexTrans Tertiary Plan TIS recommends that aggressive TDM measures for new development be required to meet the stated target mode shares of 30% for transit and 8% for active transportation. Table 5 summarizes recommended potential TDM measures that can be implemented within the Study Area to reduce single-occupancy vehicle trips generated by the proposed development.

Table 5: Proposed TDM Measures

TDM Measure	Description	Target Audience	Responsibility for Implementation
Unbundle parking spaces from unit sales	Unbundle parking spaces from unit sales so that residents are incentivised to not have a parking space or own a personal vehicle.	Non-Vehicle Owners	Developer
Provide carshare and/or rideshare parking spaces	Provide carshare and/or rideshare parking spaces to provide additional travel options to owning a personal vehicle.	Non-Vehicle Owners	Developer
Provide designated pick-up and drop-off areas.	Provide designated pick-up and drop-off areas for individual developments, either contained within individual sites, or on local roads in front of entrances. This will facilitate the use of rideshare platforms and enable travel to and from the proposed development without a personal vehicle.	Non-Vehicle Owners	Developer
Bicycle parking spaces	Provide more bicycle parking spaces than the minimum required by the Town of Milton Zoning By-law (0.5 long-term and 0.05 short-term bicycle parking spaces/unit) for an apartment building or mixed-use building.	Cyclists	Developer
Bicycle rideshare	Implement a bicycle rideshare program.	Cyclists	Town, Region and Developer

TDM Measure	Description	Target Audience	Responsibility for Implementation
End-of-trip cycling amenities	Provide end-of-trip amenities for cyclists such as a bicycle repair station.	Cyclists	Developer
Wayfinding and Signage	Implement wayfinding and signage tools for pedestrians and cyclists to improve the navigability of the proposed development and surrounding area.	Pedestrians and Cyclists	Town and Developer
Provide parking underground or in structured parking.	Provide parking spaces that are separated from pedestrian and cycling spaces to provide a built environment that encourages walking and cycling.	Pedestrians and Cyclists	Developer
Increase attractiveness of pedestrian network	Increase the attractiveness of the pedestrian network with plants, benches, and other amenities.	Pedestrians	Town and Developer
Accessible on-site pedestrian routes	Provide accessible (in accordance with the AODA) on-site pedestrian routes that are connected to the surrounding network and transit. Ensure adequate and properly designed pedestrian crossing are provided on-site and within the public right-of-way.	Pedestrians	Developer
Provide sufficient lighting along all pedestrian routes	Provide sufficient lighting along all pedestrian routes and sidewalks to provide a safer pedestrian environment.	Pedestrians	Town (public ROW) and Developer
Transit Informational Boards	Make information regarding transit services within MEV and the Town available in communal areas (such as lobbies or elevators).	Transit Users	Developer
Transit Incentives	Provide prepaid and/or subsidized PRESTO cards to residents who do not buy or own a parking space, as recommended in the Tertiary Plan TIS.	Transit Users	TBD
Provide shelters and benches at transit stops	Provide shelters and benches at transit stops to make wait times during bad weather conditions more manageable.	Transit Users	Town and Milton Transit
Increase Transit Service Frequency	When transit service is implemented within MEV, evaluate ridership to determine if increased frequency beyond the 30-minute headway base service to ensure sufficient capacity is available to accommodate transit riders.	Transit Users	Milton Transit

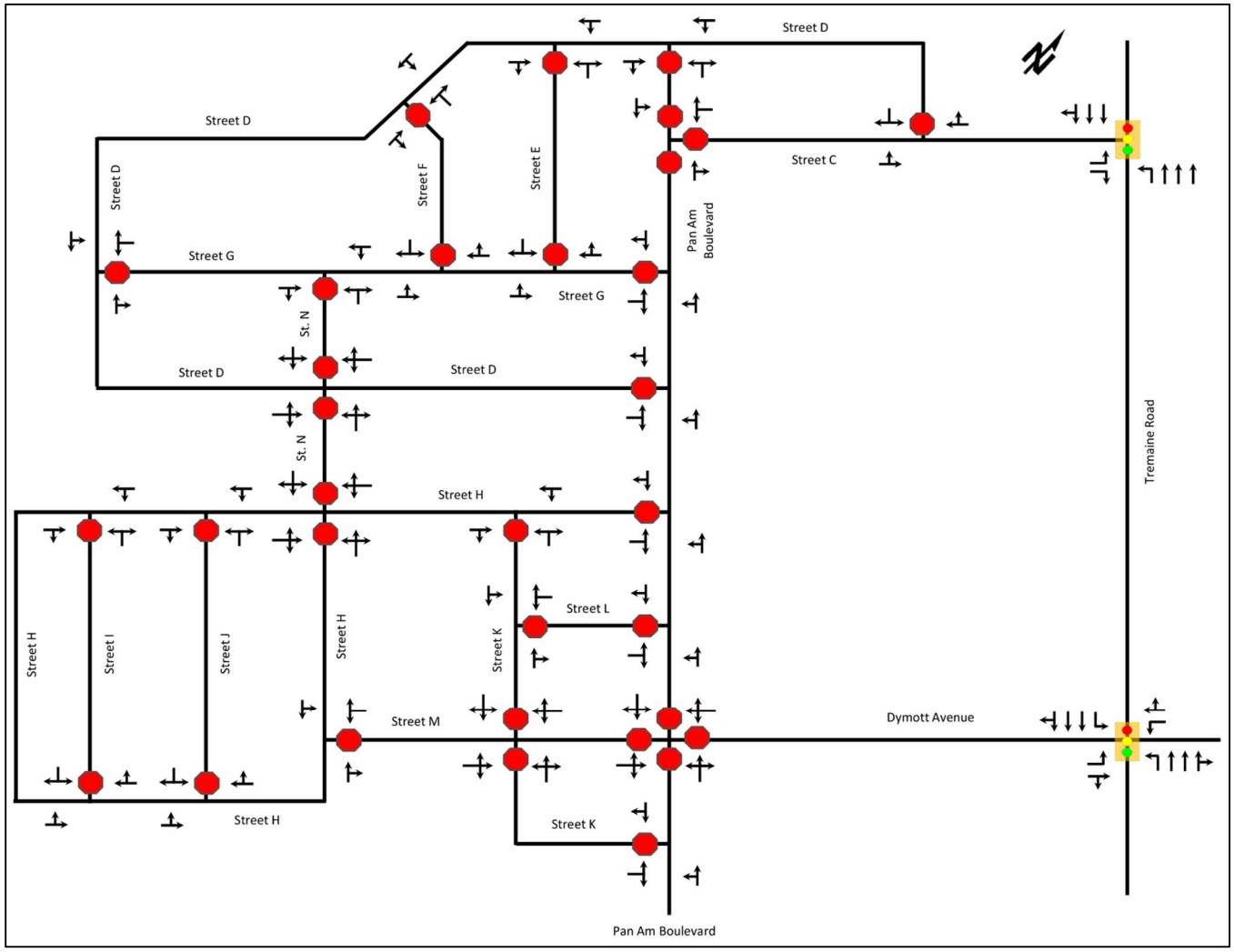
As most residential units within the Milton Land Four subdivision will be single detached homes or street townhouses, the site specific TDM Measures listed above are most applicable to the medium/high density residential block (Block 298). Site specific TDM plans are to be developed during the site plan application stage.

7 Development Design

7.1 Traffic Control Plans

Traffic Control Plans for the subject site's internal road network are provided in Appendix E. They have been prepared in accordance with the *Town of Milton Engineering and Parks Standards Manual* (2024) and include the conceptual layout of roadways, property lines, active transportation facilities, traffic signage, and pavement markings. Additional details such as fire hydrants, street lighting, and tree plantings are not available at this stage. On-street parking is also shown on the drawings for collector roads. In general, the proposed roadways are shown as per the typical cross-sections presented and described in Section 5.1. The proposed traffic control along the internal collector roads was presented in Figure 15. The traffic control for the remaining internal intersections is shown in Figure 16. It is based on engineering judgment to maintain traffic flow. In general, at three-legged intersections between local roads, stop control is applied on the single approach. At four-legged intersections between local roads, stop control is applied on the street that does not connect to a collector road. The preliminary lane configuration and traffic control presented are subject to change when the Tertiary Plan TIS is updated.

Figure 16: Milton Land Four Preliminary Lane Configurations and Traffic Control



7.2 Proposed Roadway Geometry

The Traffic Control Plans presented in Appendix E show the proposed curbs, curb radii, sidewalks, and travel lanes based on the proposed typical cross sections outlined in Section 5.1, with minor modifications approaching certain intersections. The design criteria used in the development of the plans is summarized in Table 6.

Table 6: Proposed Roadway Geometry Summary

Feature	Provided	Reference / Notes
Right-of-Way Width	Varies, see Section 5.1 for ROW of specific roads.	Based on the recommendations of Tertiary Plan TIS.
Typical Cross-Sections	Varies, see Section 5.1 for cross-sections of specific roads.	Based on the recommendations of Tertiary Plan TIS for collector roads and Town of Milton standard cross-sections for local roads.
Lane Configurations and Traffic Control	See Figure 16, for proposed lane configurations and traffic control.	Based on the recommendations of Tertiary Plan TIS for collector roads.
Intersection Curb Radii	- 8 metre curb radius for local / laneway intersections - 8 metre curb radius for local / local intersections - 10 metre curb radius for local / collector - 10 metre curb radius for collector / collector	*Town of Milton Engineering and Parks Standards Manual* (2024) Table 1.2
Daylight Triangles	- 5 metre daylighting radius for local / local intersections, - 7.5 metre daylighting triangle for local / collector - 10 metre daylighting triangle for collector / collector	As per *Town of Milton Engineering and Parks Standards Manual* (2024) Table 1.2.
Intersection Spacing (Town Roads)	Local/local and local/collector intersection spacing between on all new roadways exceeds 60 metres for four-legged intersections and 40 metres for three-legged intersections.	*Town of Milton Engineering and Parks Standards Manual* (2024) Table 1.2 specifies a minimum 60 metres for local/local and local/collector road intersections (minimum 40 metres for three leg intersections).
Intersection Spacing (Regional Roads)	The intersection spacing on Tremaine Road between Street C and Dymott Avenue is approximately 330 metres.	*Halton Region Access Management Guideline (2015)* specifies minimum access spacing for a full movement access on a C4 arterial is 300 metres.
Local / Laneway Intersection Spacing	Intersection spacings for Local/Laneway intersections are greater than 30 metres but less than 40 metres.	*Town of Milton Engineering and Parks Standards Manual* (2024) Table 1.2 specifies a minimum 60 metres for local/laneway intersections (minimum 40 metres for three leg intersections). A footnote to Table 1.2 specifies "Intersection spacing for Local/Laneway will be reviewed on case-by-case basis, and at the Town's discretion."
Sidewalks	Boulevard separated sidewalks are provided on both sides of most Study Area roadways (except for some local roads where buildings only front the right-of-way on one side).	Based on the recommendations of Tertiary Plan TIS and Town of Milton standard cross-sections.

Feature	Provided	Reference / Notes
Sidewalk Widths	1.5 metre width for local roads and min. 1.8 metre width for collector roads.	Based on the recommendations of Tertiary Plan TIS and in accordance with the policies of the Secondary Plan for collector roads. Based on Town of Milton standard cross-sections for local roads.
Cycling Facilities	Cycle tracks provided on both sides of all collector roads. Signage and pavement markings may be provided on local roads to indicate they are shared between vehicles and bicycles.	Based on the recommendations of Tertiary Plan TIS and in accordance with the policies of the Secondary Plan.

Detailed geometric design of the Study Area roadways and intersections shall conform with *Town of Milton Engineering and Parks Standards Manual* (2024) and the 2017 *Transportation Association of Canada's Geometric Design Guide for Canadian Roads* (TAC). Pedestrian and cycling facilities should be implemented in accordance with the policies of the MEV Secondary Plan and the recommendations of the Tertiary Plan TIS.

Due to anticipated low entering and exiting traffic volumes, the proposed laneways should be considered as residential driveway accesses rather than roadways. Accordingly, the laneway intersections meet the suggested minimum corner clearance of 15 metres for a driveway or public lane on a local road as specified in TAC Figure 8.8.2. as well as the two metre suggested minimum spacing from a street corner specified in TAC Figure 8.9.2.

Based on the conceptual roadway geometry (see Traffic Control Plans in Appendix E), the proposed internal road network is expected to be able to conform to the Town of Milton engineering standards and function within the policies of the Secondary Plan and the recommendations of the Tertiary Plan TIS.

It should be noted that on Pan Am Boulevard between Street C and Street D, the Town's Standard Drawing 01-16.01 (16m Road Allowance Minor Local Single Loaded) cross-section has been modified to shift the centreline of the roadway 1.05 metres towards the side with the smaller boulevard (i.e. the side buildings do not front on). This reduces the boulevard width from two metres to 0.95 metres (see Drawing 003 in Appendix E). This solution is proposed for improved travel lane alignment on Pan Am Boulevard through the intersection with Street C, as the right-of-way is reduced from 22-metre collector road cross-section on the south leg to a 16-metre local road cross-section on the north leg.

7.3 Turning Movement Analysis

Based on the preliminary roadway geometry, a turning movement analysis using AutoTurn software has been undertaken at the local road intersections within the Study Area. The design vehicles used are a Halton Region waste collection vehicle, and an HSU truck. Drawings illustrating the turning movement paths are provided in Appendix F. Larger vehicles such as the HSU truck and waste collection vehicle may encroach into the opposing lane when undertaking turning movements at the Study Area intersections. This has been mitigated through shifting the stop bar away from the intersection to reduce the encroachment while still maintaining sightlines. Therefore, there are no anticipated issues associated with the turning movements of the design vehicles at the local and collector road intersections within the Study Area.

A detailed review of the turning movements at individual site accesses and internal vehicle site circulation should be undertaken at the site plan application stage for individual blocks.

7.4 Access Requirements

7.4.1 Access Spacing

Figure 8.9.2 in the 2017 *TAC Geometric Design Guide* suggests minimum spacings between driveways on local and collector roads. A minimum spacing between driveways of one metre for residential uses and three metres for properties containing commercial uses is typically recommended. Minimum spacings are measured between the end and start of the curb returns of adjacent driveways/street corners.

Figure 8.8.2 in the TAC guidelines provides the minimum corner clearance required from a driveway to a cross road on local, collector and arterial roadways for an operating speed of 50 km/h. The minimum corner clearance required varies on the specific roadway context surrounding the access such as if the cross road is traffic signal or stop controlled.

The TAC *Geometric Design Guide* also provides guidelines on the maximum number of driveways allowed for a property based on its property frontage. For a property frontage of up to 15 metres, there should be a maximum of one driveway, a maximum of two driveways for property frontages of 16-50 metres, a maximum of three driveways for property frontages of 51-150 metres, and four or more driveways for property frontages greater than 150 metres. However, the number of accesses should be minimized where possible to allow the road network to operate efficiently and minimise conflicts points between motorists, cyclists, and pedestrians.

When considering spacing between site accesses on opposite sides of the road, TAC states that the spatial relationship between driveways on opposite sides of the road is not a necessary consideration for accesses along low volume roadways, such as local and most collector roads. However, it is good design practice to account for the accommodation of left turns into the opposing driveways. Therefore, it is preferred that opposing driveways are either aligned directly across from one another or are sufficiently spaced to prevent conflicts between opposing left turn movements.

7.4.2 Individual Sites

Access design and configuration for individual blocks should be reviewed in detail at the site plan application stage using the 2017 TAC *Geometric Design Guide* and in accordance with the Town's *Transportation Impact Study Guidelines* and *Engineering and Parks Standards Manual*, including but not limited to the following:

- Sight distances and sightlines (stopping sight distance, intersection sight distance, intersection sight triangles, departure sight distance, decision sight distance)
- Site access throat length
- Access spacing
- Access alignment
- Design vehicle turning movements

7.5 On-Street Parking Plan

A preliminary on-street parking plan has been prepared according to the proposed roadway configurations to estimate the on-street parking provided throughout the Milton Land Four subdivision. Based on the preliminary assessment, the subdivision is expected to support approximately 192 on-street parking spaces. Since driveway locations and fire hydrant locations are to be determined, the plan remains preliminary and is subject to change. An assumption made in the preparation of the plan is that the driveways for the single detached lots will not be paired, which is typical in Milton. This means the opportunity for parking in between driveways is limited. The preliminary on-street parking plan is provided in Appendix G.

The estimated 192 on-street parking spaces provided and the 587 proposed residential units (considering detached and townhouse dwellings only) results in a on-street parking space to residential units ratio of 0.327, which is lower that the 0.5 ratio desired by the Town. Many of the proposed units (240 total) are single detached dwellings, which will provide for visitor and short-term parking on their driveways. Therefore, on-street parking will mostly be used by visitors to the townhouse units which is anticipated to be accommodated by the on-street parking provided.

8 Conclusions and Recommendations

This Transportation Brief has examined the results of the MEV Tertiary Plan TIS and has outlined the conceptual internal roadway network design of the proposed Milton Land Four subdivision. It is understood that an updated version of the Tertiary Plan TIS is in progress and includes updated blocks and land uses. Therefore, the information and conclusions presented in this report may need to be revised when the updated version of the Tertiary Plan TIS is available. The study has shown the following:

A. The proposed development consists of a total of 587 low-rise residential units, comprising 240 single-detached dwellings, 203 street townhouse units, 88 back-to-back townhouse units, and 56 rear-lane townhouse units. In addition, it includes blocks for a medium/high-density residential development (number of units TBD), a secondary school, a hospice, open space, and parkland.
B. Access to the subdivision is provided via the Street C intersection at Tremaine Road, Dymott Avenue at Tremaine Road, and Dymott Avenue at Pan Am Boulevard (which connects to the MEV lands to the south).
C. Using the same assumptions as the Tertiary Plan TIS (with respect to internal capture and modal split), the proposed development is expected to generate a total of 195 two-way AM peak hour and a total of 162 PM peak hour external auto trips. Compared to the results presented in the October 2024 Tertiary Plan TIS, the difference in projected external vehicle trips for the Milton Land Four lands is minimal.
D. Based on the future total conditions traffic operations analysis conducted in the Tertiary Plan TIS, traffic operations within the Study Area are expected to operate at an acceptable level for the future conditions.
E. The recommended lane configurations and traffic control for the internal roadway network on collector roads are based on the recommendations of the Tertiary Plan TIS, with only minor variation.
F. The preliminary lane configuration and traffic control for local road intersections within the subdivision was based on engineering judgment to maintain traffic flow. In general, at three-legged intersections between local roads, stop control is applied on the single approach. At four-legged intersections between local roads, stop control is applied on the street that does not connect to a collector road.
G. It is expected that the proposed development will be very well served by active transportation infrastructure both within MEV and for connectivity to the wider Town and Region networks.
H. Upon implementation of transit service to MEV, the opening of the MEV Transit Hub, and the service improvements proposed across the entire network by Milton Transit, it is expected that the proposed development will be well served by transit. However, the southern portion of the subject site will have better access due to the relative proximity to the future MEV Transit Hub.
I. Transportation Demand Management measures are recommended to reduce single-occupancy vehicle trips from the proposed development. As most residential units within the Milton Land Four subdivision will be detached homes or street townhouses, site specific TDM Measures are most applicable to the medium/high density residential block. Examples of potential TDM measures include providing bicycle parking in excess of minimum requirements, increasing the attractiveness of pedestrian routes, and providing transit incentives to residents. Site specific TDM plans are to be developed during the site plan application stage.

J. Traffic Control Plans were prepared to show the proposed conceptual layout of curbs, sidewalks, and travel lanes based on the proposed cross-sections as well as pavement markings and signage. The design criteria of the Study Area road network are based on Town of Milton Standards, TAC Guidelines, the policies and objectives of the Secondary Plan, and the recommendations of the Tertiary Plan TIS. Based on the conceptual roadway geometry, the proposed internal road network is expected to be able to conform to the Town of Milton engineering standards, and function within the policies of the Secondary Plan and the recommendations of the Tertiary Plan TIS.
    a. It is noted that a modified version of the Town's standard cross-section for single loaded local roads with a 16-metre ROW is proposed on Pan Am Boulevard between Street C and Street D. In this segment, the boulevard width on the side buildings do not front on is reduced from two metres to 0.95 metres. This solution is proposed for improved travel lane alignment on Pan Am Boulevard through the intersection with Street C.

K. Turning movement analysis for the proposed road network intersections was undertaken using three design vehicles, including a HSU truck, and the Halton Region waste collection vehicle. Larger vehicles may encroach into the opposing lane when undertaking turning movements at the Study Area intersections. This has been mitigated through shifting the stop bar away from the intersection to reduce the encroachment while still maintaining sight lines.

L. Detailed geometric and operational review of individual site accesses and driveways should be conducted at the site plan application stage to ensure conformance with Town of Milton and TAC requirements.

M. No additional off-site roadway improvements are recommended to support the proposed development.

N. An estimated 192 on-street parking spaces are provided as shown on the preliminary on-street parking plan. This results in a on-street parking space to residential units ratio of 0.327, which is lower that the 0.5 ratio desired by the Town. However, since the single detached dwellings will provide for visitor and short-term parking on their driveways, the estimated on-street parking for the subdivision is anticipated to be sufficient.

The proposed Milton Land Four subdivision is anticipated to operate within the planning framework of the Milton Education Village Tertiary and Secondary Plans. Based on the available information, it is recommended that, from a transportation perspective, the proposed development application process proceeds.

Prepared by:



Reviewed by:



Sam King, EIT
CGH Transportation Inc.
P: 705-641-9770
E: Sam.King@CGHTransportation.com

Mark Crockford, P.Eng.
CGH Transportation Inc.
P: 905-251-4070
E: Mark.Crockford@CGHTransportation.com

Appendix A

Terms of Reference and Review Agency Correspondence

Technical Memorandum

To:	Sian Younan – Town of Milton Rachel Suffern – Town of Milton Darren Loro – Halton Region	Date:	July 22, 2025
Cc:	Catherine McEwan – Korsiak Urban Planning		
From:	Sam King – CGH Transportation Mark Crockford – CGH Transportation	Project Number:	2025-116

Re: Milton Land 4 Transportation Brief – Terms of Reference

CGH has been retained to undertake a Transportation Brief for a proposed development consisting of residential and institutional land uses. It is located situated west of Tremaine Road and north of the future Dymott Avenue extension, within the Milton Education Village (MEV) Secondary Plan area. The site encompasses approximately 29.4 hectares and is subject to Minister's Zoning Order (MZO) O. Reg. 476/21. The MZO designates the lands under several zoning categories, including High Density Residential I and II, Institutional Major Special, and MEV Medium Density Residential I and II. Portions of the site outside the MZO boundary are designated as Natural Heritage System and may require future rezoning.

The subject area has been the subject of a tertiary plan, which includes a comprehensive transportation impact study ("Tertiary Plan TIS"). This Transportation Brief will build upon the findings of the most recent Tertiary Plan TIS by reviewing and comparing updated travel demand projections and will focus on specific elements of the subject area such as Transportation Demand Management (TDM) strategies and geometric road design considerations.

The proposed development includes a total of 587 low-rise residential units, comprising 240 single-detached dwellings, 203 street townhouse units, 88 back-to-back townhouse units, and 56 rear-lane townhouse units. In addition, medium/high-density residential development is planned for Block 298, although the unit count for this block has not yet been determined. The development also includes provisions for a secondary school, a hospice, open space, and parkland.

Access to the site will be provided via the Street C intersection at Tremaine Road, the future Dymott Avenue extension intersection at Tremaine Road, and Pan Am Boulevard, which connects to the MEV lands to the south.

The Transportation Brief will document the existing transportation network, travel demand projections, TDM measures, and findings from the site access and internal circulation review.

The draft plan for Milton Land 4 is shown in Attachment 1. The following scope of work has been prepared for review and endorsement by the Town of Milton and Halton Region staff. Please let us know if you have any comments or additions.

<u>Transportation Impact Study Requirements:</u>

The study will be in general accordance with Halton Region's *Transportation Impact Study Guidelines* (2015) and the Town of Milton's *Traffic Impact Study Guidelines* (2023). It will build off the Tertiary Plan TIS. It is understood the Tertiary Plan TIS evaluates trip generation by block, traffic operations along Tremaine Road, and includes a preliminary review of internal intersections within the Study Area. It is considered unnecessary to replicate these assessments. Therefore, traffic operations analysis will not be undertaken as part of this study. However, future travel demand will be projected using the Milton Land 4 site data, and compared with the results of the Tertiary Plan TIS.

<u>Study Area:</u>

- An overview of the transportation system existing conditions will be documented.
- A summary of the existing transportation planning policies within the Study Area will be identified.

- An overview of the Study Area road network will be provided including the road classification and descriptions of:
    - Tremaine Road
    - Dymott Avenue
    - Pan Am Boulevard
    - Street C
    - Proposed local roads within the Study Area

Proposed Development Overview:

- A description of the proposed development.
- Outline of land use as it relates to the development and site statistics.

Planned Infrastructure Improvements:

- No major road network changes, beyond the construction of the roads supporting the proposed development are anticipated within the Study Area.

Active Transportation

- Qualitative transit, cycling, and pedestrian analysis.

Trip Generation:

- ITE Trip Generation Manual 11th Edition will be used to determine the trip generation for the development.
    - ITE's LUC 210 (Single-Family Detached Housing) rates will be used for the 240 single-detached dwellings.
    - ITE's LUC 215 (Single-Family Attached Housing) rates will be used for the 203 street townhouse units, 88 back-to-back townhouse units, and 56 rear-lane townhouse units.
    - ITE's LUC 221 (Multifamily Housing (Mid-Rise)) or ITE's LUC 222 (Multifamily Housing (High-Rise)) rates will be used for the units on Block 298, with more detailed stats to be provided during the study. If the unit count is unavailable, an assumption will be made regarding the density of the block.
    - ITE's LUC 525 (High School) rates will be used for the secondary school.
    - ITE's LUC 620 (Nursing Home) rates will be used for the hospice.
- The trip generation results will be compared with the results from the Tertiary Plan TIS.

Transportation Demand Management:

- Examination of Transportation Demand Management initiatives that could be implemented within the Study Area.

New Roadway Review:

- Discussion of access requirements for the proposed roadways including typical access spacing, number of accesses based on frontage size, and alignment of access.
- Review of roadway geometry against the Town of Milton standards and the Transportation Association of Canada Geometric Design Guidelines for Canadian Roads including the roadway cross-sections, curb radii, intersection spacing, and daylight triangles.
- While a detailed review of access configurations and truck movements will be undertaken at the site plan stage for some individual blocks, at this stage the local road intersections and street configurations will be reviewed using AutoTurn software to simulate truck movements throughout the proposed road network.
- Traffic Control Plan drawings will be prepared for the subject site as per Town of Milton standards. They will include all roadways, sidewalks, cycling facilities, signage, pavement markings, traffic control, and a preliminary on-street parking plan.

Recommendations, Implementation Plan, and Conclusions:

Any recommended offsite improvements or mitigation measures, which may include physical improvements to Study Area intersections, pedestrian / cycling / transit amenities, safety measures etc.

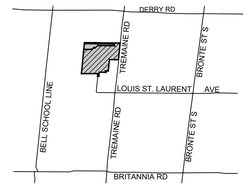
Attachment 1

Proposed Draft Plan

DRAFT PLAN OF SUBDIVISION 24T-

PART OF LOT 9
CONCESSION 7, NEW SURVEY

(GEOGRAPHIC TOWNSHIP OF NELSON)
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



KEY MAP N.T.S.

SUBJECT LANDS
ADDITIONAL LANDS OWNED BY APPLICANT

MILTON LAND FOUR - MILTON EDUCATION VILLAGE

OWNER'S AUTHORIZATION

I HEREBY AUTHORIZE KORSIAK URBAN PLANNING TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF MILTON FOR APPROVAL.

SIGNED _____ DATE _____

Tom Tsampiras
MILTON LAND FOUR INVESTMENTS INC.
480 MAIN STREET NORTH
BRAMPTON, ON L6V 1P8

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED R DenBroeder DATE June 3, 2025

Ross DenBroeder, Ontario Land Surveyor

R-PE Surveying LTD.
ONTARIO LAND SURVEYORS
643 CHRISLEA ROAD, SUITE 7, WOODBRIDGE, ONTARIO L4L 8A3
Tel.(416)635-5000 Fax (416)635-5001

ADDITIONAL INFORMATION (UNDER SECTION 51 (17) OF THE PLANNING ACT)

A) SHOWN ON PLAN
B) SHOWN ON PLAN
C) SHOWN ON PLAN
D) SHOWN ON PLAN
E) SHOWN ON PLAN
F) SHOWN ON PLAN
G) SHOWN ON PLAN
H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) CLAY LOAM
J) SHOWN ON PLAN
K) SANITARY AND STORM SEWERS TO BE PROVIDED
L) SHOWN ON PLAN

LAND USE SCHEDULE

Land Use	Lots/Blocks	Block Total	Area (ha)	Units
Single Detached	1-240	240	7.34	240
Street Townhouse	241-281	41	4.17	203
Back-to-Back Townhouse	282-287	6	0.84	88
Rear lane Townhouse	288-297	10	0.73	56
Medium/High Density Residential	298	1	1.04	TBD
Secondary School	299	1	4.11	
Hospice	300	1	0.40	
Park	301	1	1.47	
Mutual Access Easement	302	1	0.24	
Open Space (Pipeline Corridor)	303	1	1.22	
Walkway (6m)	304	1	0.02	
Reserve	305-306	2	0.13	
8.5m ROW (283 m)			0.25	
16m ROW (3,418 m)			5.53	
22m ROW (643 m)			1.45	
23m ROW (63 m)			0.16	
26m ROW (105 m)			0.28	
Totals		306	29.38	587

SDE CALCULATIONS

Unit Type	Blocks	Units	SDE*
Single Detached	1-240	240	240.0
Street Townhouse	241-281	203	164.4
Back-to-Back Townhouse	282-287	88	43.1
Rear-Lane Townhouse	288-297	56	45.4
Totals		587	492.91

* SDE Factors:
Single Detached - 1.00
Townhouse - 0.81
Back-to-Back Townhouse - 0.49
Rear-Lane Townhouse - 0.81

DATE	REVISION	DWG	BY
May. 21, 2025	Original Submission	A	KC

NOTES:

- Pavement illustration is diagrammatic
- Local/Local corner radii = 5m
- Local/Collector corner triangle = 7.5m
- Collector/Collector corner triangle = 10m
- Collector/Arterial corner triangle = 15m

SCALE 1:1500 May 21, 2025 A

DRAWN BY: AS CHECKED BY: KC

KORSIAK Urban Planning

s:\korsiak & company\milton land four\draft plan\2025-05\milton land four draft plan - may 21 25_as .dwg

Outlook

RE: Milton Land 4 - Transportation Terms of Reference

From Sian.Younan@milton.ca <Sian.Younan@milton.ca>
Date Mon 2025-08-25 9:52 AM
To Sam King <sam.king@cghtransportation.com>
Cc Rachel.Suffern@milton.ca <Rachel.Suffern@milton.ca>; Catherine McEwan <catherine@korsiak.com>; Tyrone Dollano <tyrone.dollano@cghtransportation.com>; Mark Crockford <mark.crockford@cghtransportation.com>; Loro, Darren <darren.loro@halton.ca>

Hi Sam,

Sorry for the delay on this. Please see the Town's preliminary comments in the following sections below. Please note that the scope of work may need to be reconfirmed once the updated Nextrans TIS is submitted/complete.

As CGH is the study consultant for some of the neighboring lands, understanding that submission timelines may differ, please ensure that all assumptions are coordinated and accurately documented within the report, as to maintain consistency between the reports (between the applications).

Please note that only a preliminary review of the draft plan was undertaken, understanding that it was just provided for the purposes of the TIS TOR and that a full review will be provided at the time of a formal draft plan submission. Please see preliminary notes/comments related to the Draft Plan below:

Draft Plan of Subdivision

- Some ROW's may need to be revised pending the approval of the Tertiary Plan SIS/TIS.
- The 8.5m Laneways and their respective spacing to adjacent intersections will need to be discussed with both Transportation and Development Engineering Staff. The width of laneways as noted within the Engineering and Parks Standards Manual are subject to the location and requirements for utilities and servicing infrastructure, as determined through functional design.
- Through the formal draft plan submission, additional comments related to the locations of certain blocks or their compatibility may be provided.

Transportation Impact Study Requirements

- Any deviation from the proposal noted within the Nextrans TIS should be noted and documented within the Traffic Brief. Traffic operations and conditions will be required to be assessed should the updated concept plan show additional square footage or units, in excess of the Nextrans TIS.
    - This comment also applies to any anticipated deviations to the trip distribution forecasts.

- Confirm the intersection control types

Proposed Development Overview

- Confirm the build-out years and phasing of the proposed development. Any deviation from the Nextrans TIS will need to be documented and further analysis may be required.

Active Transportation

- The proposed cross-sections must be shown and a Pedestrian and Cycling routing plan must be provided.

New Roadway Review

- Ensure all intersection spacing/design conform to Town standards, including daylighting
- Ensure all accesses are spaced per TAC standards.

*On-Street Parking Plan

- Please ensure an on-street parking plan is included as part of the report and Draft Plan of Subdivision. The on-street parking plan is now required as a standalone drawing.

Regards,

Sian Younan
Transportation Planning Technologist
150 Mary Street, Milton ON, L9T 6Z5
905-878-7252 ext. 2363
www.milton.ca

Confidentiality notice: This message and any attachments are intended only for the recipient named above. This message may contain confidential or personal information that may be subject to the Municipal Freedom of Information Act and must not be distributed or disclosed to unauthorized persons. If you received this message in error, please notify the sender immediately. Thank you for your assistance.

From: Sam King <sam.king@cghtransportation.com>
Sent: Wednesday, August 20, 2025 10:27 AM
To: Sian Younan <Sian.Younan@milton.ca>; Loro, Darren <darren.loro@halton.ca>
Cc: Rachel Suffern <Rachel.Suffern@milton.ca>; Catherine McEwan <catherine@korsiak.com>; Tyrone Dollano <tyrone.dollano@cghtransportation.com>; Mark Crockford <mark.crockford@cghtransportation.com>
Subject: Re: Milton Land 4 - Transportation Terms of Reference

Hi Sian and Darren,

I wanted to quickly follow-up on the Terms of Reference we provided for this project. Please let us know if you have any comments or questions relating to the TOR. If necessary, we would be happy to discuss or have a quick call at your convenience.

Thank you for your help and have a great day.

Best Regards,
Sam

Sam King
CGH Transportation Inc.
P: 705-641-9770
E: sam.king@CGHTransportation.com

From: Sam King
Sent: August 8, 2025 12:08 PM
To: Sian.Younan@milton.ca <sian.younan@milton.ca>; Loro, Darren <darren.loro@halton.ca>
Cc: Rachel.Suffern@milton.ca <rachel.suffern@milton.ca>; Catherine McEwan <catherine@korsiak.com>; Tyrone Dollano <tyrone.dollano@cghtransportation.com>; Mark Crockford <mark.crockford@cghtransportation.com>
Subject: Milton Land 4 - Transportation Terms of Reference

Hi Sian and Darren,

CGH has been retained to undertake a Transportation Brief for a proposed development consisting of residential and institutional land uses. It is situated west of Tremaine Road and north of the future Dymott Avenue extension, within the Milton Education Village (MEV) Secondary Plan area. We wanted to reach out to provide a brief Terms of Reference to ensure we capture everything that the Town and the Region would be looking for in relation to this application with respect to traffic. Please find it attached.

Please let us know if you have any comments or questions relating to the TOR. If necessary, we would be happy to discuss or have a quick call at your convenience.

Thank you for your help and have a great day.

Best Regards,
Sam

Sam King
CGH Transportation Inc.
P: 705-641-9770
E: sam.king@CGHTransportation.com

Appendix B

ITE Trip Generation Manual Applicable Land Use Information Sheets

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

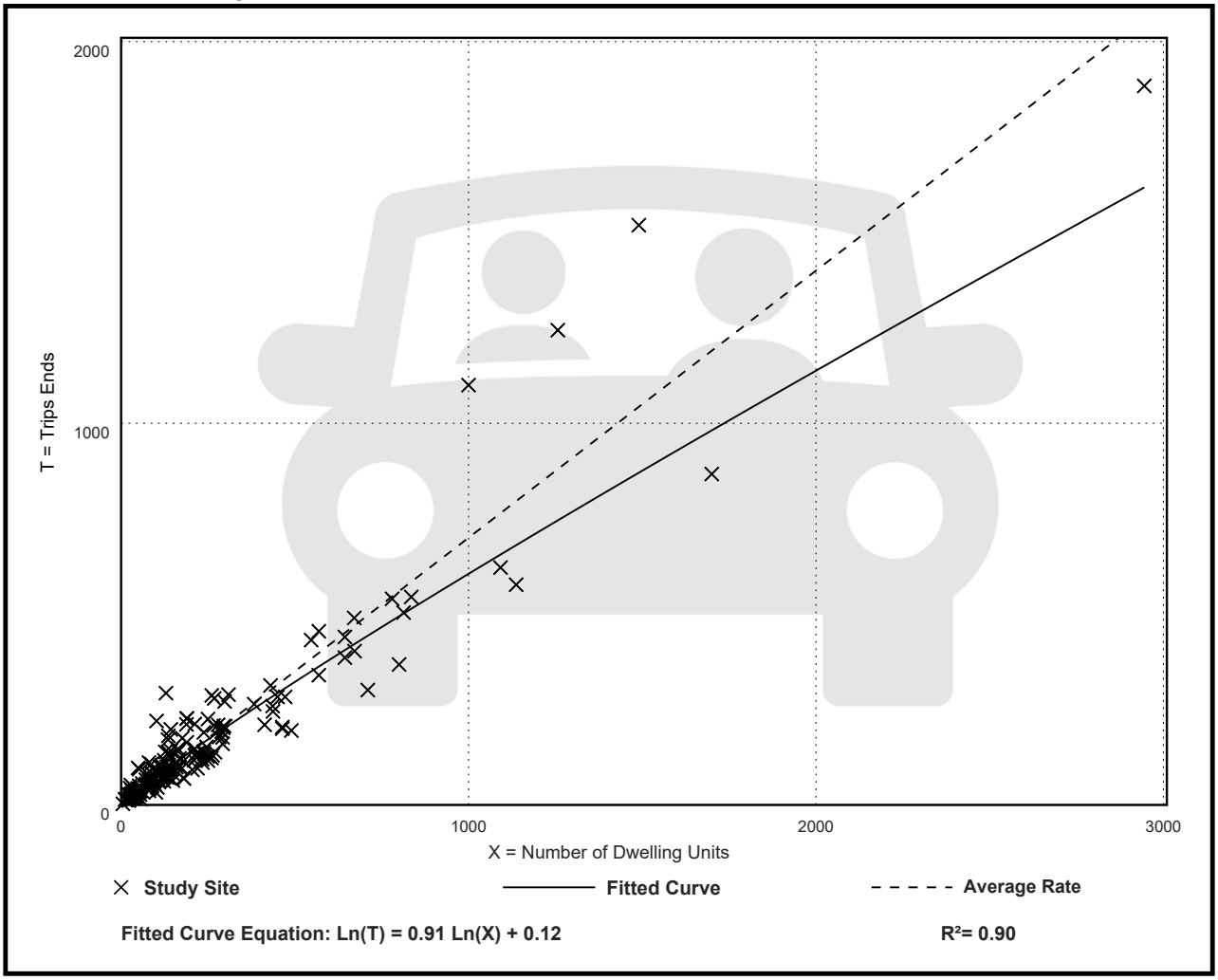
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



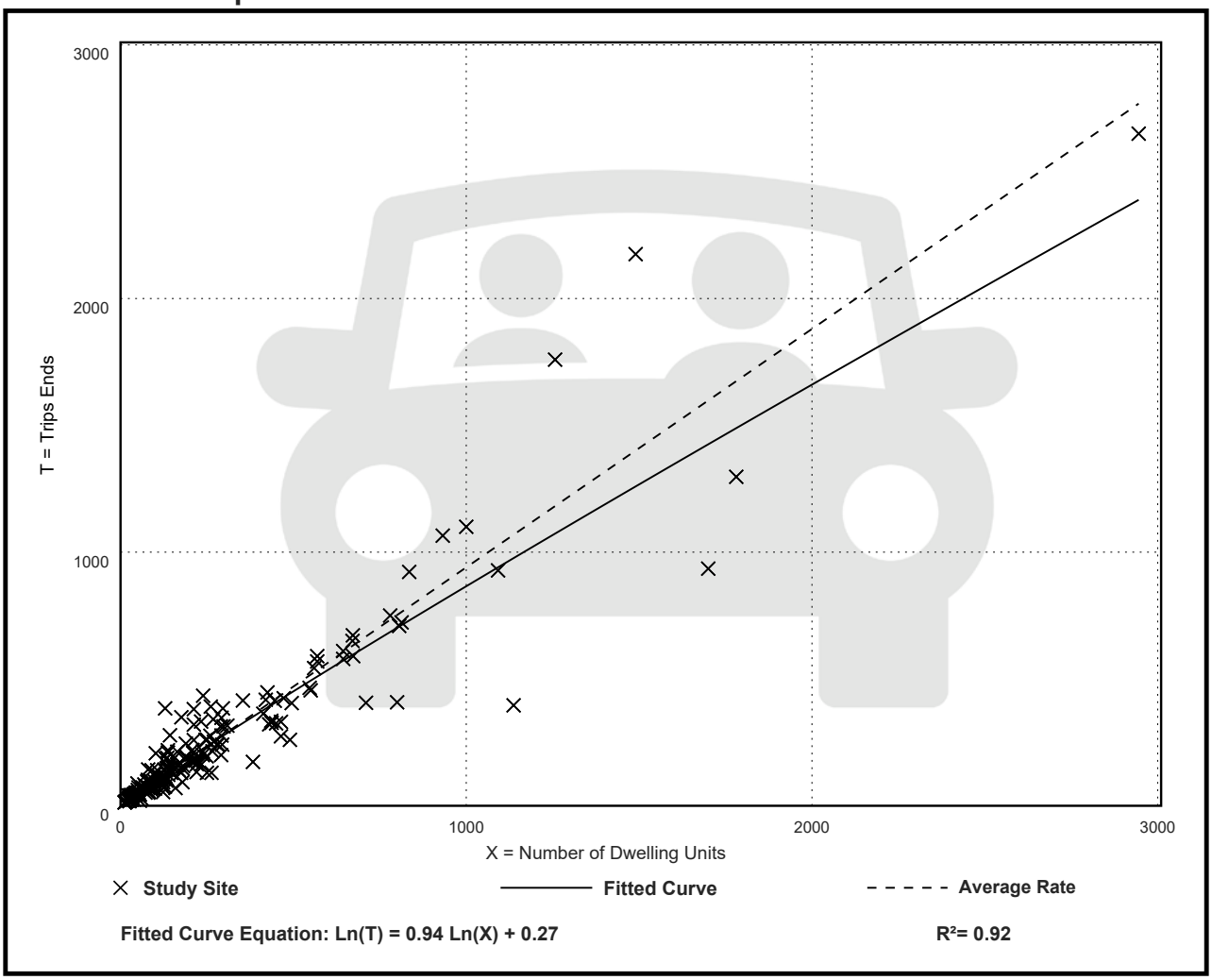
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

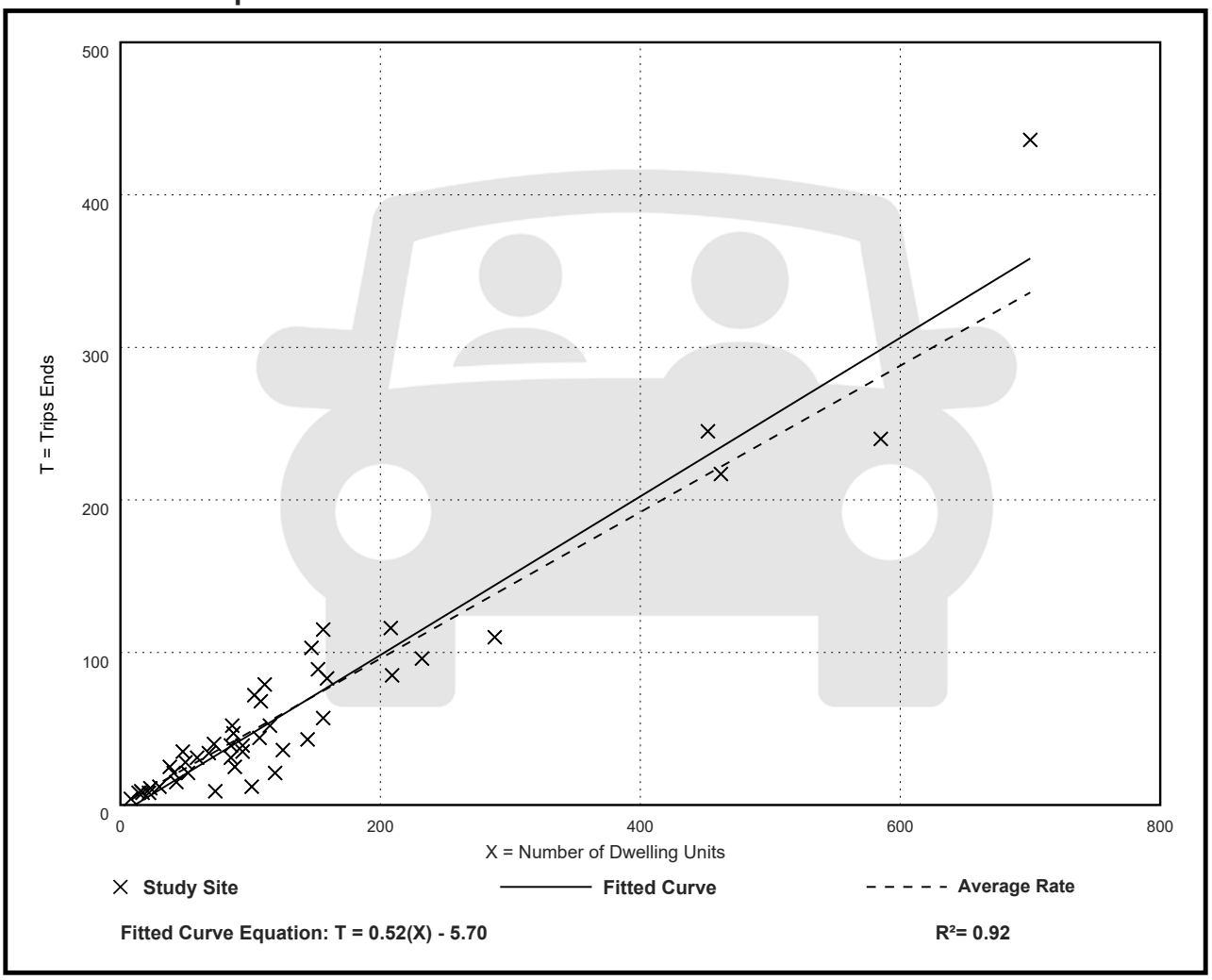
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



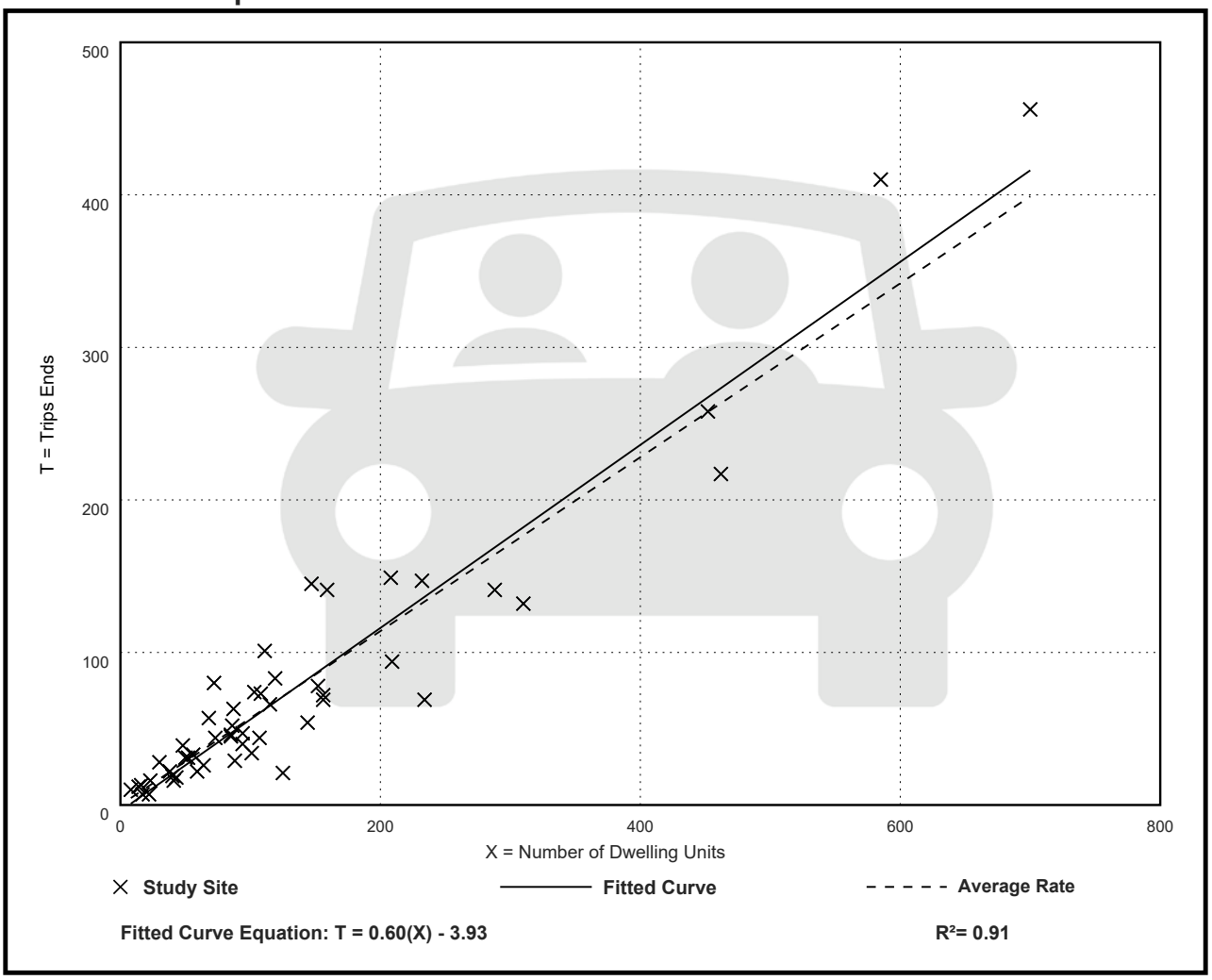
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Land Use: 222
Multifamily Housing (High-Rise)

Description

High-rise multifamily housing includes apartments, townhouses, and condominiums. Each building has more than 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevators, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), off-campus student apartment (high-rise) (Land Use 227), and high-rise residential with ground-floor commercial (Land Use 232) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the 12 sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 1.6 residents per occupied dwelling unit.

For the 26 sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 98 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the 12 sites for which data were provided for both occupied dwelling units and residents, there was an average of 1.6 residents per occupied dwelling unit.

For the 26 sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 98 percent of the units were occupied.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 2000s, and the 2010s in California, District of Columbia, Maryland, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, and Virginia.

Source Numbers

105, 168, 169, 237, 321, 356, 818, 862, 901, 910, 949, 963, 964, 966, 967, 1056, 1057, 1076, 1077

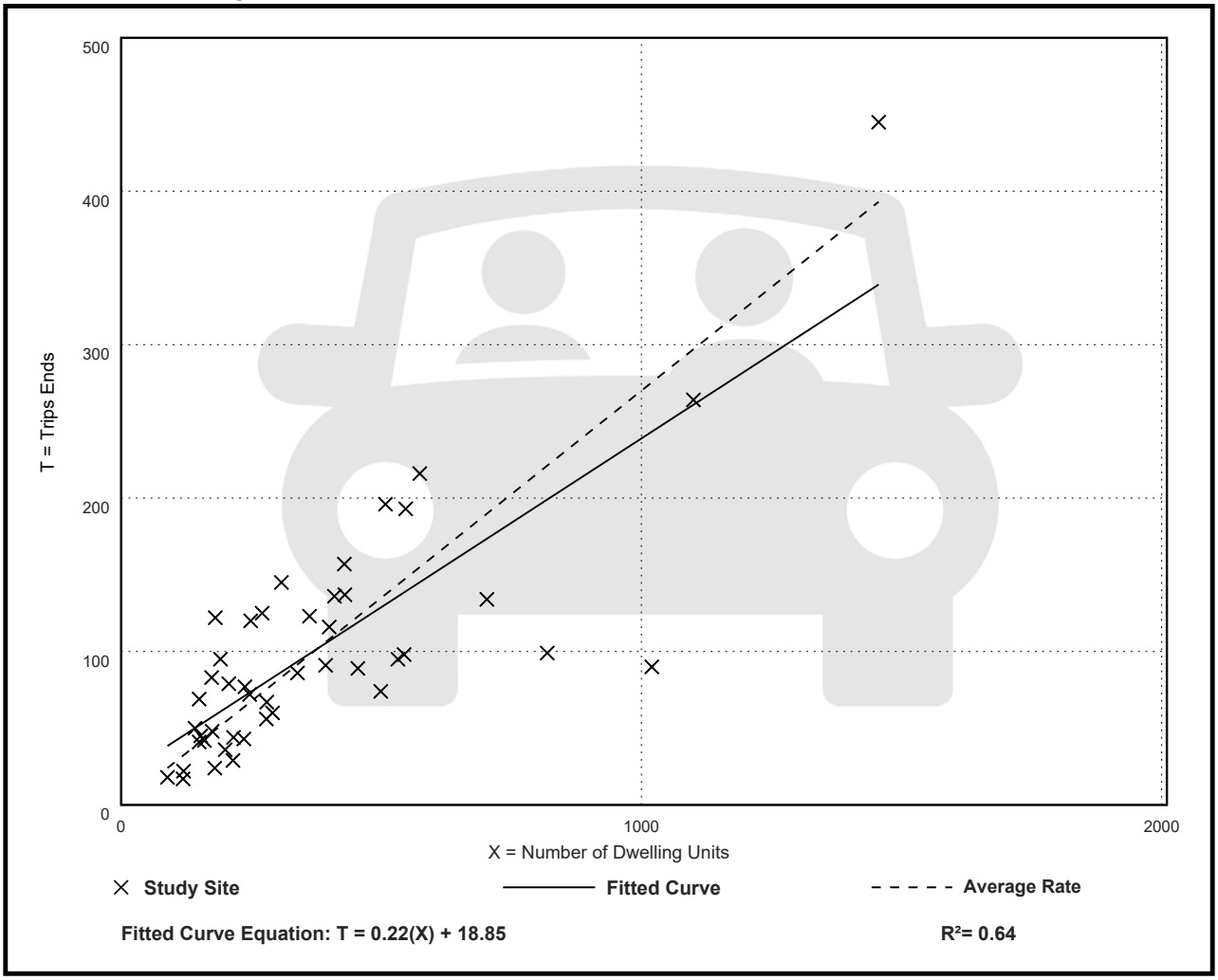
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 45
Avg. Num. of Dwelling Units: 372
Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.27	0.09 - 0.67	0.11

Data Plot and Equation



Fitted Curve Equation: T = 0.22(X) + 18.85

R^2= 0.64

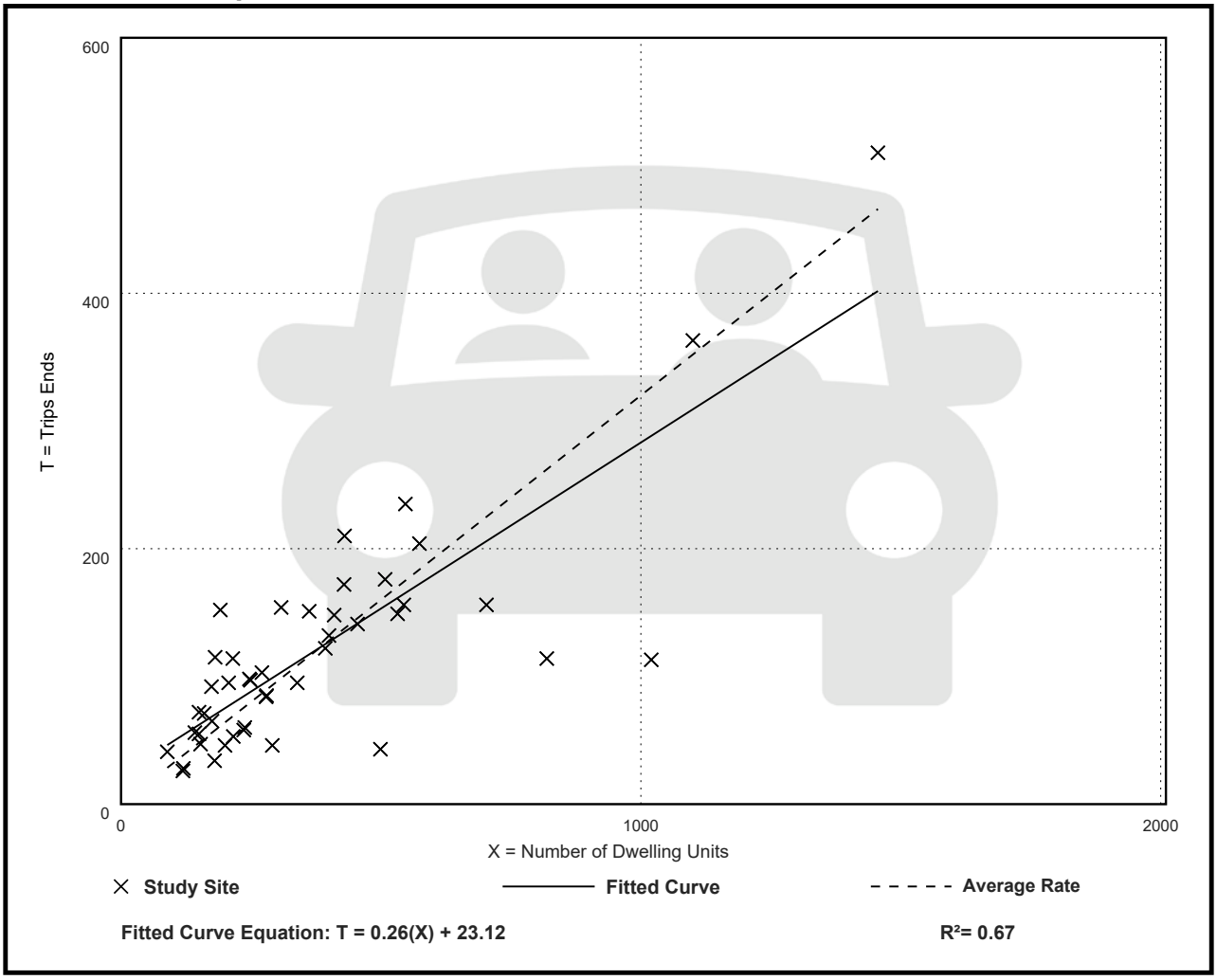
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 45
Avg. Num. of Dwelling Units: 372
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.09 - 0.80	0.13

Data Plot and Equation



Fitted Curve Equation: T = 0.26(X) + 23.12

R^2= 0.67

Land Use 525
High School

Description

A high school is a public school that serves students who have completed middle or junior high school. Middle school/junior high school (Land Use 522), private school (K-12) (Land Use 532), private high school (Land Use (534), and charter school (K-12) (Land Use 538) are related uses.

Additional Data

The trip generation for weekend time periods varied considerably; therefore, caution should be used when applying weekend statistics. Information describing the weekend activities conducted at the high schools was not available.

The percentage of students at the sites who were transported to school via bus varied considerably. Due to the varied transit and school bus usage at these sites, it is desirable that future studies include additional detail on the percentage of students who were bused to school and the percentage who were dropped off and picked up.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Arizona, California, Connecticut, Delaware, Florida, Minnesota, New Jersey, North Carolina, Oregon, Texas, Vermont, Washington, and West Virginia.

Source Numbers

293, 383, 409, 422, 444, 533, 536, 550, 564, 579, 598, 611, 620, 751, 854, 905, 915, 926, 936, 954, 971, 1026, 1048, 1067, 1083

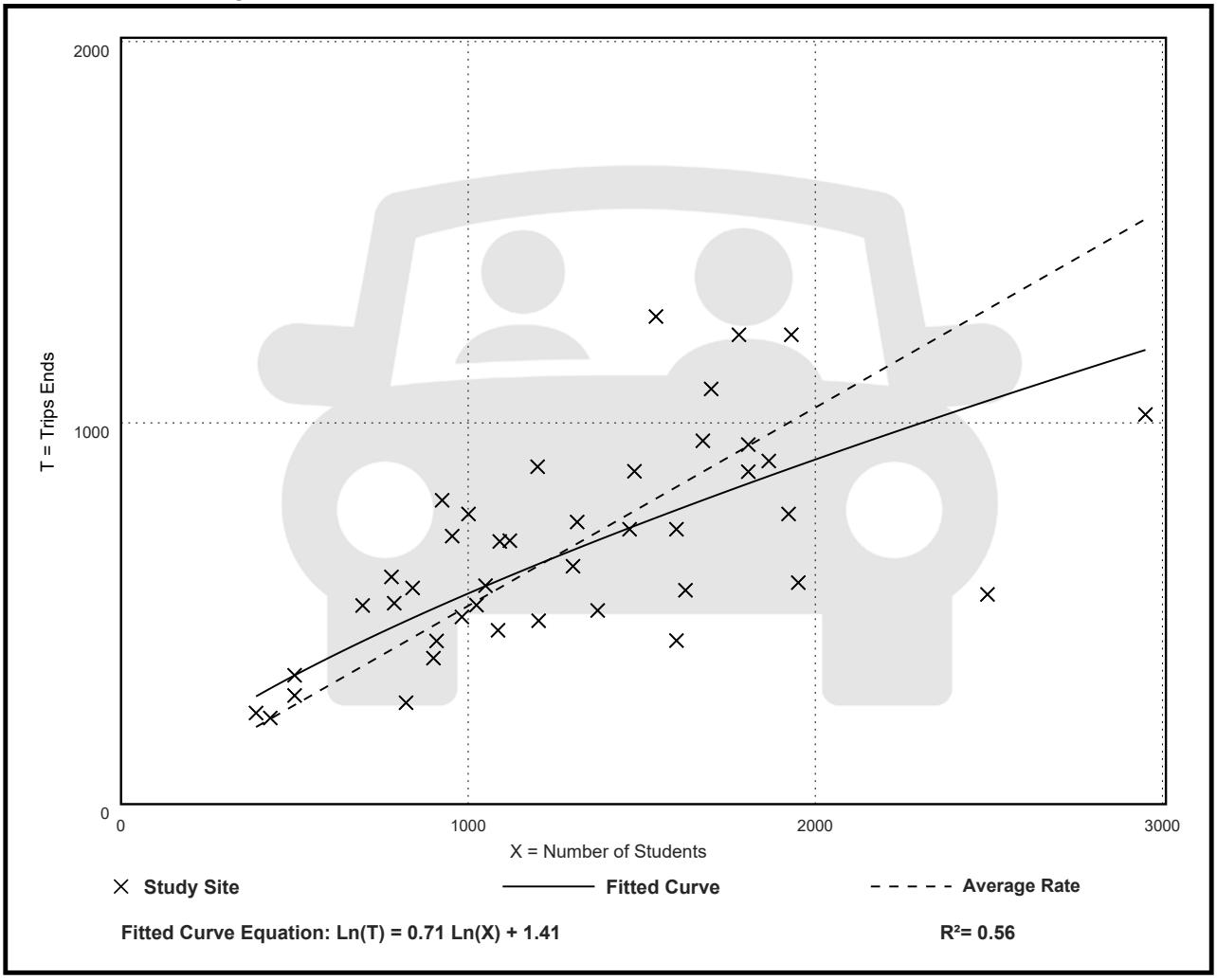
High School
(525)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 42
Avg. Num. of Students: 1295
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.52	0.22 - 0.86	0.16

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 1.41

R^2= 0.56

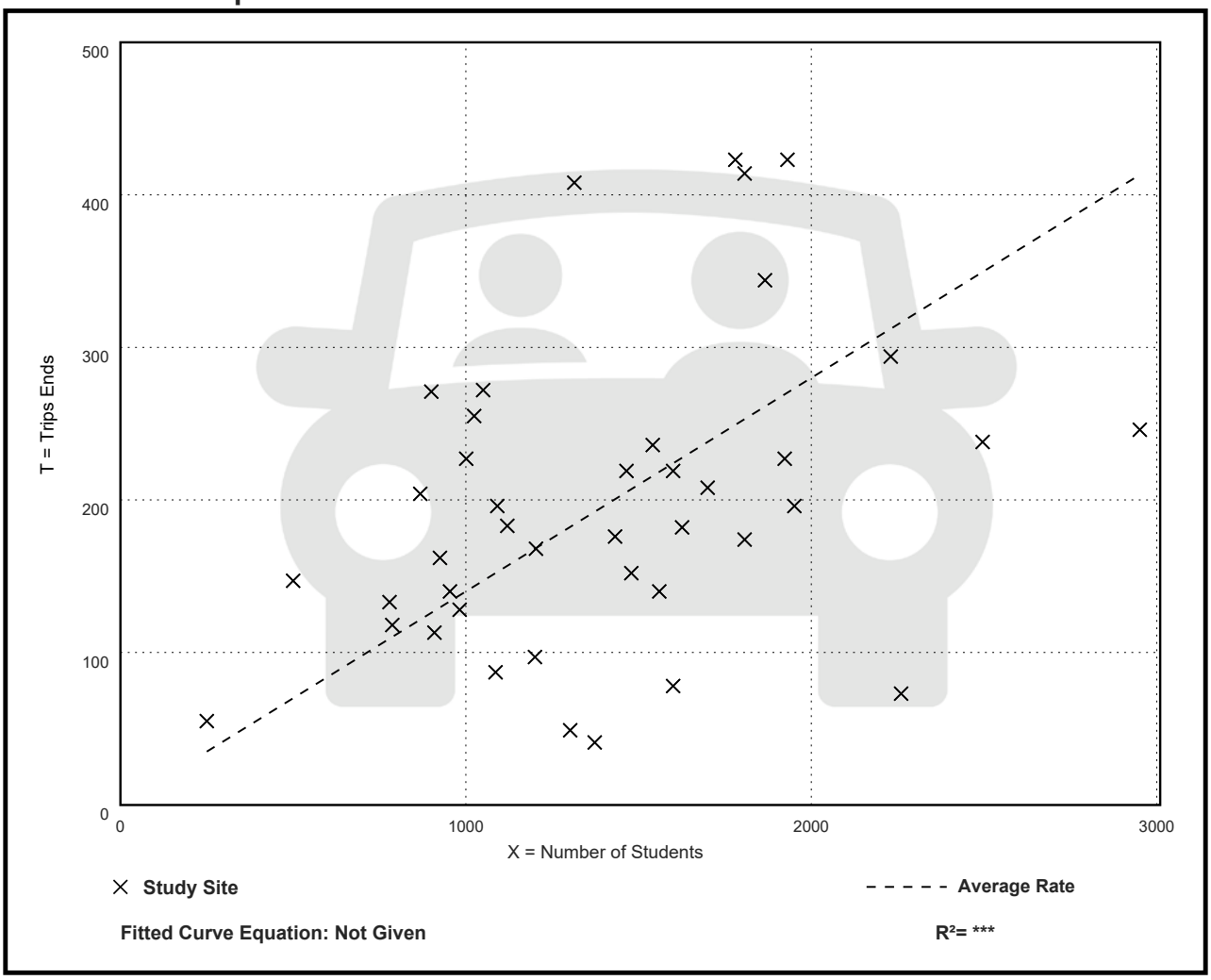
High School
(525)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 41
Avg. Num. of Students: 1405
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.14	0.03 - 0.31	0.07

Data Plot and Equation



Land Use: 620
Nursing Home

Description

A nursing home is a facility whose primary function is to provide care for persons who are unable to care for themselves. Examples include rest homes, chronic care, and convalescent homes. Skilled nurses and nursing aides are present 24 hours a day at these sites. Residents often require treatment from a registered healthcare professional for ongoing medical issues. A nursing home resident is not capable of operating a vehicle. Traffic is entirely generated by employees, visitors, and deliveries. Assisted living (Land Use 254) and continuing care retirement community (Land Use 255) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The average numbers of person trips per vehicle trip at the three general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.0 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.1 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Florida, New Hampshire, New Jersey, New York, Ontario, Canada, and Texas.

Source Numbers

436, 502, 598, 734, 878, 971, 972

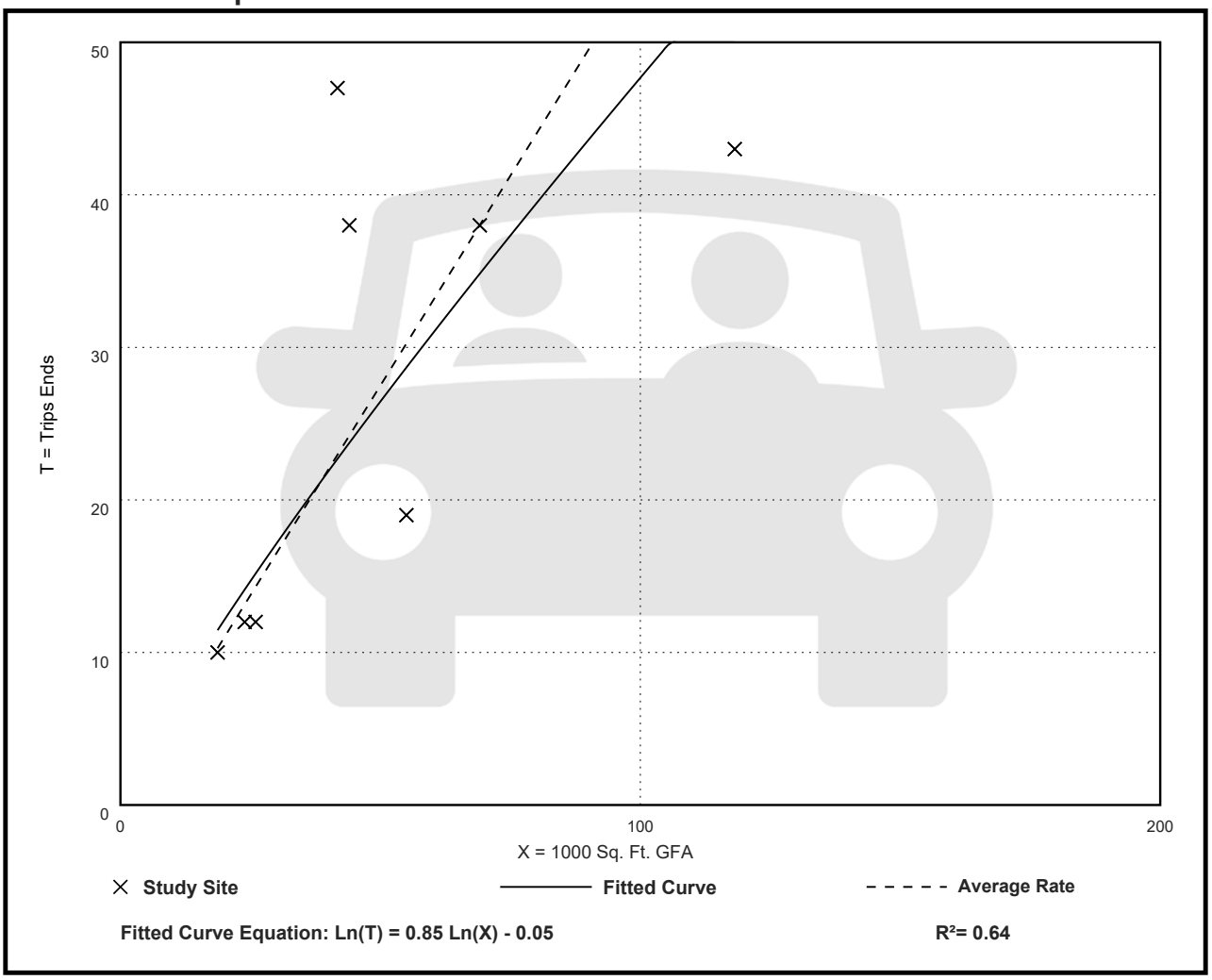
Nursing Home
(620)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 50
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.55	0.35 - 1.13	0.27

Data Plot and Equation



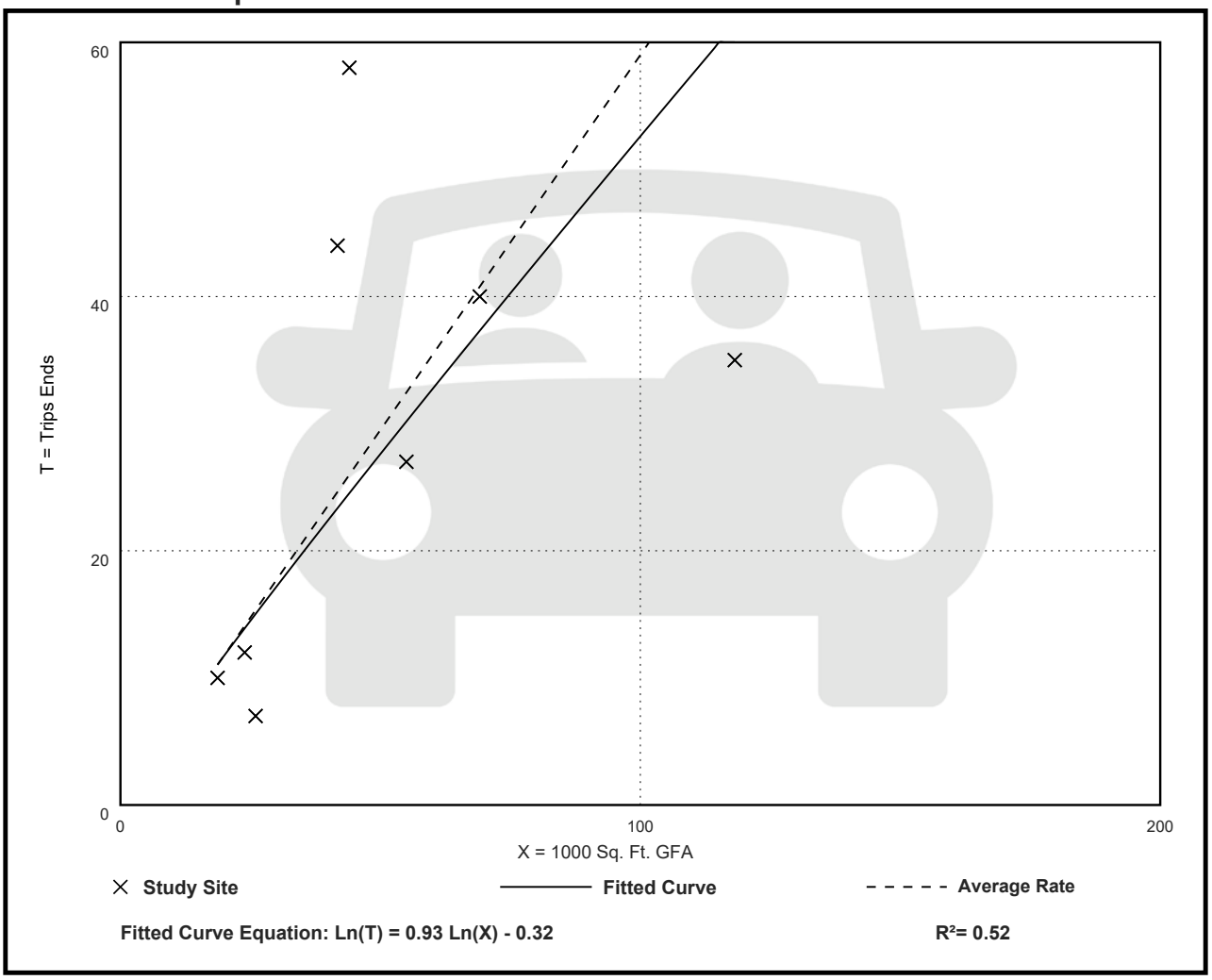
Nursing Home
(620)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 50
Directional Distribution: 41% entering, 59% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.59	0.27 - 1.32	0.36

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.93 Ln(X) - 0.32

R^2= 0.52

Appendix C

NexTrans Tertiary Plan TIS (October 2024) – 2031 & 2041 Future Total Levels of Service

CGH TRANSPORTATION

The proposed lane configurations for the proposed site accesses and planned boundary intersection improvements are illustrated in **Figures 21** and **22**, for 2031 and 2041, respectively. **Figure 23** illustrates the internal roadway right-of-way requirements.

9.3.2. Recommendations

Based on the intersection capacity analysis findings, it appears that the 2041 horizon traffic forecast may be over-estimated based on the growth rates and the requirements from the Region to inflate all movements. In reality, it is not possible for the critical movements at a major intersection continue to grow. It is physically impossible given that drivers will not wait more than 10 minutes to make a turn. Drivers will find other routes or use the road outside the peak hours.

The concentration of many critical movements along Regional Road 25 also indicates that there is a lack of a fine grid road network. A fine grid network will provide drivers with more options instead of being forced to use one route to make turns.

It should be noted that the intersections along Regional Road 25 are located approximately 3km from the proposed MEV Tertiary Plan. In addition, the site traffic assignment indicates that the proposed MEV Tertiary Plan does not contribute significant impacts on these critical movements and intersections.

The following are the recommendations for the area:

- Provide improvements as illustrated in Figure 23 (2041 horizon intersection improvements)
- Require new developments to protect and provide fine grid road network in the area
- Provide transit improvements to the area, as illustrated in Figures 10, 11 and 14 (Milton, Halton future transit improvements and MEV Transit Hub)
- Provide the fine grid walking and cycling network as illustrated in Figures 12, 13, 15 and 20
- Require aggressive TDM measures for new developments
- Reduce vehicle parking rates for new developments in the MEV, where appropriate
- Continue to monitor the critical movements along Regional Road 25

Table 16 – 2031 Future Total Levels of Service

Intersection	Key Movement	Weekday AM Peak Hour			Weekday PM Peak Hour			Available Storage (m)
		LOS (v/c)	Delay (s)	95th Queue (m)	LOS (v/c)	Delay (s)	95th Queue (m)	
Tremaine Road/ Derry Road (signalized)	**Overall**	**D (0.88)**	**51**		**D (0.90)**	**49**		
	EB – L	C (0.77)	31	101	C (0.65)	32	59	~70m
	EB – TR	D (0.71)	40	166	D (0.58)	39	128	~1,350m
	WB – LL	F (0.84)	86	83	F (0.71)	81	53	~70m
	WB – TR	D (0.52)	44	114	D (0.62)	43	143	~345m
	NB – L	E (0.88)	74	96	E (0.90)	73	119	~1,100m
	NB – TR	D (0.71)	48	129	D (0.71)	44	133	~85m
	SB – L	D (0.61)	49	31	D (0.58)	39	31	~200m
	SB – TR	E (0.86)	62	134	E (0.87)	56	133	~300m
Regional Road 25/ Louis St. Laurent Avenue (signalized)	**Overall**	**D (0.98)**	**54**		**E (0.99)**	**62**		
	EB – L	E (0.86)	74	75	F (0.93)	90	81	~100m
	EB – TR	E (0.98)	59	297	E (0.99)	74	229	~1,400m
	WB – L	E (0.89)	79	79	F (0.97)	98	86	~40m
	WB – TR	D (0.92)	51	262	E (0.98)	74	231	~465m
	NB – L	E (0.86)	73	79	F (0.99)	91	228	~80m
	NB – T	D (0.81)	51	175	D (0.77)	43	184	~1,540m
	NB – R	B (0.24)	16	31	B (0.43)	14	56	~65m
	SB – L	D (0.42)	38	20	D (0.50)	52	33	~70m
	SB – T	D (0.79)	55	150	E (0.92)	69	162	~1,540m
	SB - R	A (0.19)	6	13	C (0.46)	20	49	~70m
Regional Road 25/	**Overall**	**D (0.96)**	**50**		**D (0.99)**	**55**		

Derry Road (signalized)	EB – L	D (0.80)	44	83	F (0.99)	94	111	~65m
	EB – T	D (0.91)	49	222	D (0.76)	41	160	~2,900m
	EB – R	A (0.25)	9	24	A (0.19)	9	19	~65m
	WB – L	F (0.96)	94	106	E (0.91)	76	90	~75m
	WB – T	D (0.61)	41	128	E (0.99)	62	237	~565m
	WB – R	A (0.25)	6	17	B (0.44)	19	61	~55m
	NB – LL	E (0.61)	78	38	F (0.80)	88	50	~150m
	NB – T	E (0.96)	68	219	E (0.99)	73	222	~1,540m
	NB – R	B (0.47)	13	46	B (0.43)	13	42	~85m
	SB – L	F (0.92)	121	64	F (0.97)	92	91	~120m
	SB – TR	D (0.70)	49	116	D (0.82)	46	145	~260m
Regional Road 25/ Britannia Road (signalized)	**Overall**	**D (0.82)**	**45**		**D (0.72)**	**36**		
	EB – LL	E (0.35)	76	17	E (0.10)	59	7	~100m
	EB – TR	E (0.82)	57	129	D (0.72)	48	86	~2,840m
	WB – LL	F (0.78)	80	62	E (0.64)	64	46	~115m
	WB – TR	D (0.41)	38	71	D (0.70)	39	112	~715m
	NB – LL	E (0.58)	79	39	E (0.37)	61	22	~110m
	NB – T	D (0.51)	36	108	C (0.54)	29	115	~645m
	NB – R	A (0.26)	5	17	A (0.31)	4	18	~100m
	SB – LL	E (0.71)	76	57	E (0.45)	64	25	~100m
	SB – T	D (0.68)	36	157	C (0.42)	27	84	~1,535m
	SB – R	A (0.09)	0	0	A (0.07)	0	0	~90m
Derry Road/ Appleby Line (signalized)	**Overall**	**E (1.14)**	**60**		**F (1.23)**	**90**		
	EB – L	A (0.02)	9	3	C (0.16)	22	6	~55m
	EB – T	F (1.14)	96	370	C (0.78)	30	189	~350m
	EB – R	A (0.20)	6	19	A (0.09)	4	7	~20m
	WB – L	E (0.94)	72	69	C (0.73)	25	50	~80m
	WB – TR	B (0.58)	10	94	F (1.23)	134	500	~2,750m
	NB – LTR	E (0.96)	68	112	F (1.10)	111	173	~3,085m
	SB – LTR	D (0.53)	44	44	C (0.20)	30	26	~335m
Britannia Road/ Appleby Line (unsignalized)	**Overall**	**C (0.94)**	**34**		**B (0.64)**	**15**		
	EB – LTR	E (0.94)	76	173	B (0.32)	13	26	~245m
	WB – L	D (0.75)	49	57	C (0.64)	22	38	~85m
	WB – TR	C (0.34)	30	63	B (0.64)	19	53	~2,370m
	NB – LT	C (0.59)	21	135	B (0.53)	13	69	~390m
	NB – R	A (0.26)	7	28	A (0.14)	3	8	~30m
	SB – LTR	C (0.74)	26	188	B (0.62)	15	89	~3,085m
Tremaine Road/ Dymott Avenue (signalized)	**Overall**	**A (0.47)**	**7**		**B (0.64)**	**10**		
	EB – L	D (0.42)	41	26	D (0.64)	43	46	~30m
	EB – TR	A (0.21)	1	0	A (0.28)	2	3	~195m
	WB – L	D (0.47)	42	30	C (0.17)	30	13	~30m
	WB – TR	A (0.24)	1	0	A (0.12)	1	0	~465m
	NB – L	A (0.38)	6	12	A (0.18)	6	10	~30m
	NB – TR	A (0.30)	7	41	B (0.39)	11	59	~425m
	SB – L	A (0.08)	2	1	A (0.30)	8	10	~85m
	SB – TR	A (0.42)	5	3	A (0.31)	5	12	~325m
Bronte Street S/ Louis St. Laurent Avenue (signalized)	**Overall**	**B (0.71)**	**15**		**B (0.79)**	**20**		
	EB – L	B (0.23)	12	16	B (0.34)	12	13	~55m
	EB – TR	B (0.49)	11	59	A (0.22)	10	22	~1,475m
	WB – L	B (0.30)	14	17	B (0.11)	16	11	~80m
	WB – TR	A (0.35)	10	42	C (0.79)	25	98	~1,400m
	NB – L	C (0.47)	27	24	C (0.33)	22	31	~75m
	NB – TR	B (0.42)	17	32	B (0.30)	18	36	~500m
	SB – L	D (0.71)	39	41	C (0.35)	23	29	~50m
	SB – TR	C (0.49)	20	42	B (0.21)	15	23	~700m
Tremaine Road/ Street H (signalized)	**Overall**	**A (0.49)**	**6**		**A (0.57)**	**8**		
	EB – L	D (0.41)	40	31	D (0.57)	42	47	~40m
	EB – R	B (0.18)	13	9	B (0.06)	14	5	~400m
	NB – L	A (0.04)	3	1	A (0.07)	4	3	~30m
	NB – T	A (0.37)	3	35	A (0.46)	4	41	~325m
	SB – TR	A (0.49)	6	87	A (0.44)	8	70	~810m
Tremaine Road/ Bergamot Avenue (signalized)	**Overall**	**C (0.78)**	**25**		**B (0.63)**	**12**		
	EB – L	D (0.75)	51	46	D (0.51)	44	29	~50m
	EB – TR	A (0.32)	4	8	B (0.63)	17	29	~365m
	WB – L	C (0.04)	24	5	D (0.23)	39	9	~30m

	WB – TR	A (0.31)	4	8	A (0.24)	2	0	~320m
	NB – L	C (0.65)	28	83	A (0.44)	10	16	~30m
	NB – TR	B (0.48)	11	91	A (0.40)	9	61	~530m
	SB – L	B (0.09)	15	7	A (0.21)	6	14	~30m
	SB – TR	D (0.78)	38	148	A (0.54)	12	87	~560m
Tremaine Road/ Gordon Krantz Avenue (signalized)	**Overall**	**B (0.65)**	**13**		**B (0.66)**	**10**		
	EB – L	E (0.65)	72	23	D (0.22)	35	14	~30m
	EB – TR	A (0.46)	9	14	B (0.66)	20	30	~350m
	WB – L	D (0.34)	42	15	D (0.24)	40	9	~30m
	WB – TR	B (0.59)	16	25	A (0.27)	2	0	~315m
	NB – L	C (0.59)	31	66	B (0.41)	15	29	~60m
	NB – TR	A (0.51)	8	41	A (0.41)	8	38	~560m
	SB – L	B (0.51)	12	29	A (0.39)	6	14	~30m
	SB – TR	B (0.64)	17	107	A (0.46)	10	77	~420m
Britannia Road/ Future Development Access (unsignalized)	**Overall**	**A (0.42)**	**6**		**A (0.37)**	**6**		
	EB – L	A (0.02)	4	2	A (0.06)	3	2	~30m
	EB – T	A (0.34)	5	32	A (0.23)	3	17	~2,375m
	WB – TR	C (0.23)	4	20	A (0.37)	5	47	~360m
	SB – L	C (0.42)	26	29	C (0.27)	26	19	~40m
	S – R	A (0.13)	9	6	B (0.09)	11	5	~375m

Table 17 – 2031 Future Total Level of Service for Roundabouts

Leg	Leg Names	AM Peak Hour					PM Peak Hour				
		Average Delay		95th Queue (veh)	Level of Service		Average Delay		95th Queue (veh)	Level of Service	
		Entry	Leg	Entry	Entry	Leg	Entry	Leg	Entry	Entry	Leg
Tremaine Road at Louis St. Laurent Avenue											
1	Tremaine Road	10.53	10.53	10.42	B	B	3.79	3.79	2.89	A	A
2	Louis St. Laurent Ave	8.15	8.15	2.32	A	A	7.33	7.33	3.86	A	A
3	Tremaine Road	8.88	8.88	9.76	A	A	6.19	6.19	6.36	A	A
4	Louis St. Laurent Ave	9.06	9.06	3.48	A	A	6.41	6.41	1.80	A	A
Tremaine Road at Britannia Road											
1	Tremaine Road	7.33	7.33	8.10	A	A	9.01	9.01	9.22	A	A
2	Britannia Road	10.14	10.14	5.88	B	B	6.45	6.45	2.70	A	A
3	Tremaine Road	4.95	4.95	3.45	A	A	5.48	5.48	4.15	A	A
4	Britannia Road	7.65	7.65	3.82	A	A	7.28	7.28	3.84	A	A
Britannia Road at Appleby Line											
1	Appleby Line	2.79	2.79	1.47	A	A	2.57	2.57	1.06	A	A
2	Britannia Road	2.74	2.74	0.86	A	A	2.28	2.28	0.34	A	A
3	Appleby Line	4.07	4.07	2.50	A	A	2.64	2.64	1.15	A	A
4	Britannia Road	4.17	4.17	1.21	A	A	4.01	4.01	1.86	A	A

Table 18 – 2041 Future Total Levels of Service

Intersection	Key Movement	Weekday AM Peak Hour			Weekday PM Peak Hour			Available Storage (m)
		LOS (v/c)	Delay (s)	95th Queue (m)	LOS (v/c)	Delay (s)	95th Queue (m)	
Tremaine Road/ Derry Road (signalized)	**Overall**	**E (0.99)**	**67**		**E (0.98)**	**61**		
	EB – L	E (0.98)	79	216	F (0.98)	94	131	~70m
	EB – TR	E (0.94)	58	254	D (0.80)	50	179	~1,350m
	WB – LL	F (0.98)	105	89	F (0.83)	92	66	~70m
	WB – TR	D (0.91)	55	96	E (0.94)	66	219	~345m
	NB – L	F (0.98)	96	119	F (0.98)	92	148	~1,100m
	NB – TR	D (0.83)	52	167	D (0.78)	45	167	~85m
	SB – L	F (0.87)	84	57	E (0.78)	63	59	~200m
	SB – TR	E (0.99)	78	183	E (0.99)	65	184	~300m
Regional Road 25/ Louis St. Laurent Avenue (signalized)	**Overall**	**F (1.25)**	**114**		**F (1.38)**	**116**		
	EB – L	F (1.05)	119	102	F (0.99)	101	99	~100m
	EB – TR	F (1.25)	153	440	F (1.27)	172	331	~1,400m
	WB – L	F (1.08)	129	107	F (0.97)	95	100	~40m
	WB – TR	F (1.19)	129	418	F (1.27)	173	343	~465m
	NB – L	F (1.05)	118	108	F (1.38)	221	327	~80m

	NB – T	F (1.08)	95	289	D (0.95)	52	270	~1,540m
	NB – R	C (0.30)	21	43	B (0.50)	17	78	~65m
	SB – L	D (0.52)	43	23	F (0.96)	101	74	~70m
	SB – T	F (1.06)	93	240	F (1.11)	110	242	~1,540m
	SB - R	B (0.23)	10	20	C (0.52)	25	68	~70m
Regional Road 25/ Louis St. Laurent Avenue (signalized) With an EB exclusive right turn lane and an additional WB shared through/right lane	**Overall**	**E (0.99)**	**56**		**E (1.35)**	**72**		
	EB – L	F (0.91)	80	90	F (0.99)	102	98	~100m
	EB – T	D (0.65)	42	134	D (0.61)	49	110	~1,400m
	EB – R	E (0.98)	64	263	A (0.56)	8	34	~70m
	WB – L	E (0.85)	57	76	D (0.77)	51	63	~40m
	WB – TR	E (0.99)	67	248	E (0.90)	60	176	~465m
	NB – L	F (0.92)	82	97	F (1.35)	208	327	~80m
	NB – T	D (0.93)	53	248	D (0.95)	52	270	~1,540m
	NB – R	B (0.26)	16	37	B (0.50)	17	78	~65m
	SB – L	D (0.50)	36	21	F (0.89)	84	74	~70m
	SB – T	E (0.93)	58	201	F (1.11)	110	242	~1,540m
	SB - R	A (0.21)	8	18	C (0.52)	25	68	~70m
Regional Road 25/ Derry Road (signalized)	**Overall**	**F (1.36)**	**100**		**F (1.45)**	**144**		
	EB – L	F (1.04)	113	145	F (0.95)	84	132	~65m
	EB – T	F (1.19)	125	377	F (1.05)	81	278	~2,900m
	EB – R	B (0.30)	12	24	A (0.23)	10	22	~65m
	WB – L	F (1.36)	227	152	F (0.96)	88	116	~75m
	WB – T	D (0.86)	54	185	F (1.43)	232	413	~565m
	WB – R	B (0.32)	10	29	C (0.59)	32	101	~55m
	NB – LL	F (0.75)	89	49	F (0.95)	113	67	~150m
	NB – T	F (1.22)	151	346	F (1.45)	246	381	~1,540m
	NB – R	C (0.57)	24	82	C (0.58)	26	79	~85m
	SB – L	F (1.19)	194	88	F (0.95)	87	111	~120m
	SB – TR	E (0.89)	58	165	F (1.07)	89	247	~260m
Regional Road 25/ Derry Road (signalized) With a SB exclusive right turn lane	**Overall**	**F (1.13)**	**81**		**F (1.32)**	**100**		
	EB – L	F (0.98)	115	91	F (0.99)	98	144	~65m
	EB – T	F (1.12)	102	374	E (0.99)	65	280	~2,900m
	EB – R	B (0.29)	15	41	B (0.22)	11	24	~65m
	WB – L	F (0.96)	93	128	F (0.98)	100	126	~75m
	WB – T	C (0.63)	33	151	F (1.32)	190	424	~565m
	WB – R	B (0.26)	10	31	C (0.56)	31	103	~55m
	NB – LL	F (0.92)	118	59	F (0.93)	114	70	~150m
	NB – T	F (1.13)	123	236	F (1.06)	96	234	~1,540m
	NB – R	C (0.67)	30	89	C (0.56)	20	66	~85m
	SB – L	F (0.95)	100	78	F (0.97)	96	120	~120m
	SB – T	E (0.92)	71	162	E (0.86)	59	177	~260m
	SB – R	C (0.37)	20	38	C (0.64)	29	100	~100m
Regional Road 25/ Britannia Road (signalized)	**Overall**	**D (0.95)**	**55**		**D (0.83)**	**40**		
	EB – LL	E (0.42)	78	20	E (0.13)	61	8	~100m
	EB – TR	E (0.92)	62	173	D (0.71)	43	102	~2,840m
	WB – LL	F (0.92)	95	85	E (0.75)	69	55	~115m
	WB – TR	D (0.45)	37	87	D (0.79)	39	142	~715m
	NB – LL	F (0.84)	107	45	E (0.50)	68	25	~110m
	NB – T	D (0.75)	44	155	D (0.83)	41	187	~645m
	NB – R	A (0.33)	7	24	A (0.40)	6	24	~100m
	SB – LL	F (0.89)	92	80	E (0.54)	67	29	~100m
	SB – T	D (0.95)	54	255	C (0.62)	34	119	~1,535m
	SB – R	A (0.11)	1	0	A (0.09)	0	0	~90m
Derry Road/ Appleby Line (signalized)	**Overall**	**F (1.51)**	**147**		**F (1.63)**	**208**		
	EB – L	A (0.04)	10	4	C (0.21)	29	8	~55m
	EB – T	F (1.51)	258	540	F (1.09)	90	355	~350m
	EB – R	A (0.25)	7	25	A (0.11)	6	12	~20m
	WB – L	F (1.10)	117	90	F (0.98)	82	116	~80m
	WB – TR	B (0.76)	15	161	F (1.63)	309	785	~2,750m
	NB – LTR	F (1.20)	143	152	F (1.32)	194	238	~3,085m
	SB – LTR	D (0.69)	54	58	C (0.22)	33	31	~335m
Derry Road/ Appleby Line (signalized)	**Overall**	**C (0.92)**	**26**		**C (0.81)**	**23**		
	EB – L	B (0.03)	11	4	C (0.20)	27	8	~55m
	EB – TR	C (0.92)	28	250	C (0.57)	21	125	~350m
	WB – L	D (0.86)	53	80	C (0.75)	24	61	~20m

With turning lane and road widening improvements	WB – TR	A (0.38)	6	46	B (0.81)	17	226	~80m
	NB – L	D (0.42)	45	31	E (0.76)	58	79	~30m
	NB – TR	C (0.82)	33	66	D (0.70)	37	79	~2,750m
	SB – L	E (0.51)	63	19	D (0.20)	39	13	~30m
	SB – TR	D (0.39)	42	39	C (0.16)	30	23	~3,085m
Britannia Road/ Appleby Line (unsignalized) This intersection will be replaced with a new roundabout	**Overall**	**E (1.17)**	**65**		**B (0.80)**	**20**		
	EB – LTR	F (1.17)	137	236	B (0.36)	13	31	~245m
	WB – L	E (0.93)	76	84	C (0.71)	26	47	~85m
	WB – TR	C (0.40)	31	76	C (0.72)	21	69	~2,370m
	NB – LT	C (0.73)	25	185	B (0.68)	18	104	~390m
	NB – R	A (0.30)	9	37	A (0.17)	4	10	~30m
	SB – LTR	F (1.08)	81	336	C (0.80)	23	135	~3,085m
Tremaine Road/ Dymott Avenue (signalized)	**Overall**	**A (0.53)**	**9**		**B (0.64)**	**12**		
	EB – L	D (0.42)	40	25	D (0.64)	43	46	~30m
	EB – TR	A (0.21)	1	0	A (0.30)	3	7	~195m
	WB – L	D (0.53)	43	34	C (0.21)	30	15	~30m
	WB – TR	A (0.30)	4	6	A (0.15)	1	0	~465m
	NB – L	B (0.46)	10	18	A (0.21)	6	10	~30m
	NB – TR	A (0.38)	8	57	B (0.49)	13	84	~425m
	SB – L	A (0.12)	2	1	B (0.42)	20	27	~85m
	SB – TR	A (0.53)	6	13	A (0.38)	5	14	~325m
Bronte Street S/ Louis St. Laurent Avenue (signalized)	**Overall**	**C (0.93)**	**21**		**C (0.95)**	**26**		
	EB – L	B (0.39)	17	22	B (0.43)	14	15	~55m
	EB – TR	B (0.68)	16	87	B (0.28)	10	29	~1,475m
	WB – L	D (0.69)	45	37	B (0.14)	17	13	~80m
	WB – TR	B (0.46)	13	54	D (0.95)	38	158	~1,400m
	NB – L	D (0.66)	41	39	C (0.48)	26	40	~75m
	NB – TR	B (0.49)	18	45	C (0.42)	20	48	~500m
	SB – L	E (0.93)	71	68	C (0.58)	32	41	~50m
	SB – TR	C (0.57)	21	58	B (0.29)	17	31	~700m
Tremaine Road/ Street H (signalized)	**Overall**	**A (0.57)**	**6**		**A (0.57)**	**8**		
	EB – L	D (0.41)	40	31	D (0.57)	42	47	~40m
	EB – R	B (0.18)	13	9	B (0.06)	14	5	~400m
	NB – L	A (0.04)	3	1	A (0.09)	5	3	~30m
	NB – T	A (0.43)	3	40	A (0.53)	5	66	~325m
	SB – TR	A (0.57)	6	112	A (0.50)	9	87	~810m
Tremaine Road/ Bergamot Avenue (signalized)	**Overall**	**C (0.97)**	**31**		**B (0.64)**	**13**		
	EB – L	D (0.75)	51	46	D (0.51)	44	29	~50m
	EB – TR	A (0.32)	4	9	B (0.64)	17	30	~365m
	WB – L	A (0.04)	24	5	D (0.23)	38	9	~30m
	WB – TR	A (0.32)	4	8	A (0.24)	2	0	~320m
	NB – L	C (0.65)	28	83	B (0.51)	18	25	~30m
	NB – TR	B (0.57)	12	117	A (0.49)	10	80	~530m
	SB – L	B (0.1)	14	0	A (0.25)	9	16	~30m
	SB – TR	D (0.97)	48	202	B (0.62)	13	108	~560m
Tremaine Road/ Gordon Krantz Avenue (signalized)	**Overall**	**B (0.81)**	**18**		**B (0.66)**	**11**		
	EB – L	E (0.65)	70	23	D (0.22)	35	14	~30m
	EB – TR	A (0.46)	9	14	C (0.66)	20	31	~350m
	WB – L	D (0.34)	42	15	D (0.24)	40	9	~30m
	WB – TR	B (0.60)	16	25	A (0.27)	2	1	~315m
	NB – L	C (0.59)	30	67	C (0.48)	21	34	~60m
	NB – TR	A (0.60)	10	61	A (0.51)	9	47	~560m
	SB – L	C (0.58)	22	39	A (0.44)	9	19	~30m
	SB – TR	C (0.81)	22	171	B (0.55)	11	99	~420m
Britannia Road/ Future Development Access (unsignalized)	**Overall**	**A (0.42)**	**6**		**A (0.43)**	**6**		
	EB – L	A (0.02)	4	2	A (0.06)	3	2	~30m
	EB – T	A (0.39)	5	40	A (0.27)	4	21	~2,375m
	WB – TR	C (0.26)	4	23	A (0.43)	6	57	~360m
	SB – L	C (0.42)	26	29	C (0.27)	26	19	~40m
	S – R	A (0.13)	9	6	B (0.09)	11	5	~375m

Appendix D

NexTrans Tertiary Plan TIS (October 2024) – MEV Internal Intersections Capacity Analysis

CGH TRANSPORTATION

Figure 244 – Internal Intersection Preliminary Lane Configuration and Traffic Control

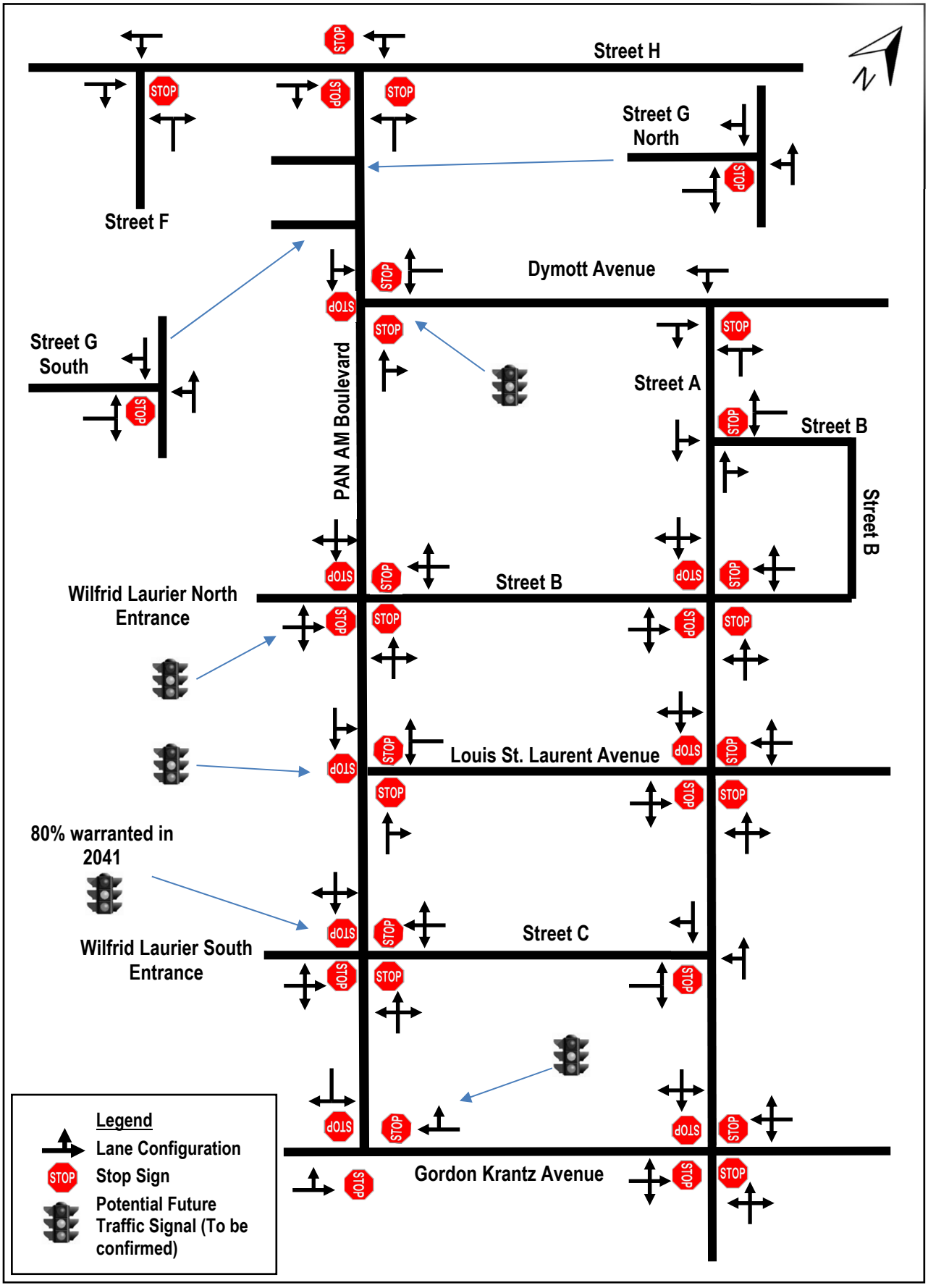


Table 20 – Internal Intersection Levels of Service

Intersection	Key Movement	Weekday AM Peak Hour			Weekday PM Peak Hour			Available Storage (m)
		LOS (v/c)	Delay (s)	95th Queue (m)	LOS (v/c)	Delay (s)	95th Queue (m)	
PAN AM Boulevard/ Street H (unsignalized)	EB – TR	A (0.03)	7	--	A (0.02)	7	--	~130m
	WB – TL	B (0.25)	9	--	A (0.17)	9	--	~280m
	NB – LR	A (0.16)	8	--	A (0.22)	8	--	~180m
PAN AM Boulevard/ Dymott Avenue (unsignalized)	WB – LR	C (0.60)	19	33	B (0.28)	14	9	~130m
	NB – TR	A (0.07)	0	0	A (0.27)	0	0	~325m
	SB – TL	A (0.02)	1	0	A (0.01)	1	0	~150m
PAN AM Boulevard/ Louis St. Laurent Avenue (unsignalized)	WB – LR	D (0.81)	27	--	B (0.34)	12	--	~155m
	NB – TR	B (0.32)	11	--	C (0.81)	23	--	~180m
	SB – TL	C (0.63)	18	--	B (0.29)	11	--	~115m
PA AM Blvd/Conestoga College Entrance (unsignalized)	EB – TL	B (0.26)	12	--	C (0.72)	23	--	~50m
	WB – TR	C (0.78)	24	--	B (0.34)	12	--	~50m
	SB – LR	C (0.75)	22	--	C (0.74)	23	--	~50m
Street A/ Dymott Avenue (unsignalized)	EB – TR	A (0.06)	0	0	A (0.15)	0	0	~130m
	WB – TL	A (0.01)	0	0	A (0.02)	1	0	~170m
	NB – LR	A (0.12)	10	3	B (0.14)	11	4	~320m
Street A/ Louis St. Laurent Avenue (unsignalized)	EB – LTR	B (0.33)	11	--	D (0.85)	30	--	~155m
	WB – LTR	D (0.84)	28	--	C (0.63)	17	--	~160m
	NB – LTR	B (0.18)	10	--	B (0.18)	11	--	~180m
	SB – LTR	B (0.21)	11	--	B (0.20)	12	--	~115m
Street A/ Gordon Krantz Avenue (unsignalized)	EB – LTR	B (0.30)	12	--	B (0.59)	15	--	~180m
	WB – LTR	C (0.57)	17	--	B (0.38)	12	--	~170m
	NB – LTR	C (0.62)	18	--	B (0.27)	11	--	~160m
	SB – LTR	B (0.28)	12	--	B (0.17)	10	--	~245m
Street A/ Street B (unsignalized)	EB – LTR	A (0.05)	7	--	A (0.05)	7	--	~145m
	WB – LTR	A (0.04)	7	--	A (0.04)	7	--	~90m
	NB – LTR	A (0.07)	7	--	A (0.08)	8	--	~115m
	SB – LTR	A (0.04)	7	--	A (0.06)	7	--	~320m
PAN AM Boulevard/ Wilfrid Laurier North Entrance/Street B (unsignalized)	EB – LTR	B (0.24)	11	--	C (0.59)	16	--	~100m
	WB – LTR	A (0.06)	10	--	A (0.05)	9	--	~145m
	NB – LTR	A (0.41)	12	--	B (0.33)	11	--	~115m
	SB – LTR	C (0.73)	19	--	B (0.35)	11	--	~325m
PAN AM Boulevard/ Wilfrid Laurier South Entrance/Street C (unsignalized)	EB – L	B (0.19)	12	--	C (0.66)	22	--	~15m
	EB – TR	A (0.26)	11	--	A (0.54)	15	--	~100m
	WB – L	A (0.03)	10	--	A (0.03)	10	--	~15m
	WB – TR	B (0.05)	10	--	A (0.05)	10	--	~165m
	NB – L	C (0.76)	26	--	C (0.34)	13	--	~15m
	NB – TR	A (0.20)	9	--	C (0.64)	20	--	~255m
	SB – L	A (0.02)	9	--	B (0.02)	10	--	~15m
	SB – TR	F (1.03)	66	--	B (0.49)	15	--	~180m
Street A/ Street C (unsignalized)	EB – LR	A (0.10)	9	3	A (0.07)	9	2	~165m
	NB – TL	A (0.01)	4	0	A (0.01)	4	0	~245m
	SB – TR	A (0.05)	0	0	A (0.03)	0	0	~185m
PAN AM Boulevard/ Street G North (unsignalized)	EB – LR	B (0.04)	10	1	A (0.02)	10	1	~30m
	NB – TL	A (0.01)	1	0	A (0.01)	0	0	~30m
	SB – TR	A (0.12)	0	0	A (0.08)	0	0	~30m
Street F/ Street H (unsignalized)	EB – TR	A (0.01)	0	0	A (0.01)	0	0	~200m
	WB – TL	A (0.00)	4	0	A (0.00)	4	0	~130m
	NB – LR	A (0.02)	9	1	A (0.01)	9	0	~130m
PAN AM Boulevard/ Street G South (unsignalized)	EB – LR	B (0.05)	10	1	A (0.02)	10	1	~30m
	NB – TL	A (0.01)	1	0	A (0.01)	0	0	~30m
	SB – TR	A (0.11)	0	0	A (0.06)	0	0	~30m

10.4. Findings

The intersection capacity analysis results outlined in Table 20 indicates that all internal intersections are expected to operate at acceptable levels of service, based on the preliminary traffic assignment/forecast that is available at this time. All estimated queues can be accommodated within the available storage length.

10.5. Internal Intersection Traffic Control Assessment

NexTrans has conducted traffic signal warrant analysis based on Ontario Traffic Manual Book 12 for Justification 7 (Projected Volumes) for the major internal intersections (**Appendix J**). The analysis indicates that these internal intersections are not numerically warranted based on Justification 7 due to low turning movement volumes, with the exception of the PAN AM Boulevard/Wilfrid Laurier University South Entrance intersection with 80% warranted. However, with anticipated high pedestrian volumes, potential crossing difficulty and potential collision, it is recommended that traffic signal be considered for the internal intersections as illustrated in **Figure 26**, but these signals will be confirmed through site-specific transportation studies.

Typically, traffic signals will be installed when warranted, however, given the context of the proposed development plan which consists of significant residential and institutional land uses, traffic signal should be installed when the lands on both sides of the intersections are developed. This will be confirmed through respective site-specific transportation impact study.

11.0 TRANSPORTATION DEMAND MANAGEMENT (TDM)

Under Policy C.12.4.2 of the approved MEV Secondary Plan, it states that:

Travel demand management (TDM) will be critical to achieving a balanced, sustainable transportation system in the MEV, one that provides and promotes attractive alternatives to the automobile. The Town shall work with the Region of Halton and transit agencies, and with developers and businesses in the MEV, to develop and implement measures that promote the use of transit, walking and cycling. Applications for development which is primarily non-residential generally shall be required to include TDM plans, while the Town may require applications for high density residential development to submit TDM plans. Such TDM plans shall be prepared by a qualified consultant and will describe facilities and programs intended to discourage single-occupancy vehicle trips, minimize parking, and promote transit use, cycling, car and bike sharing, and car-pooling.

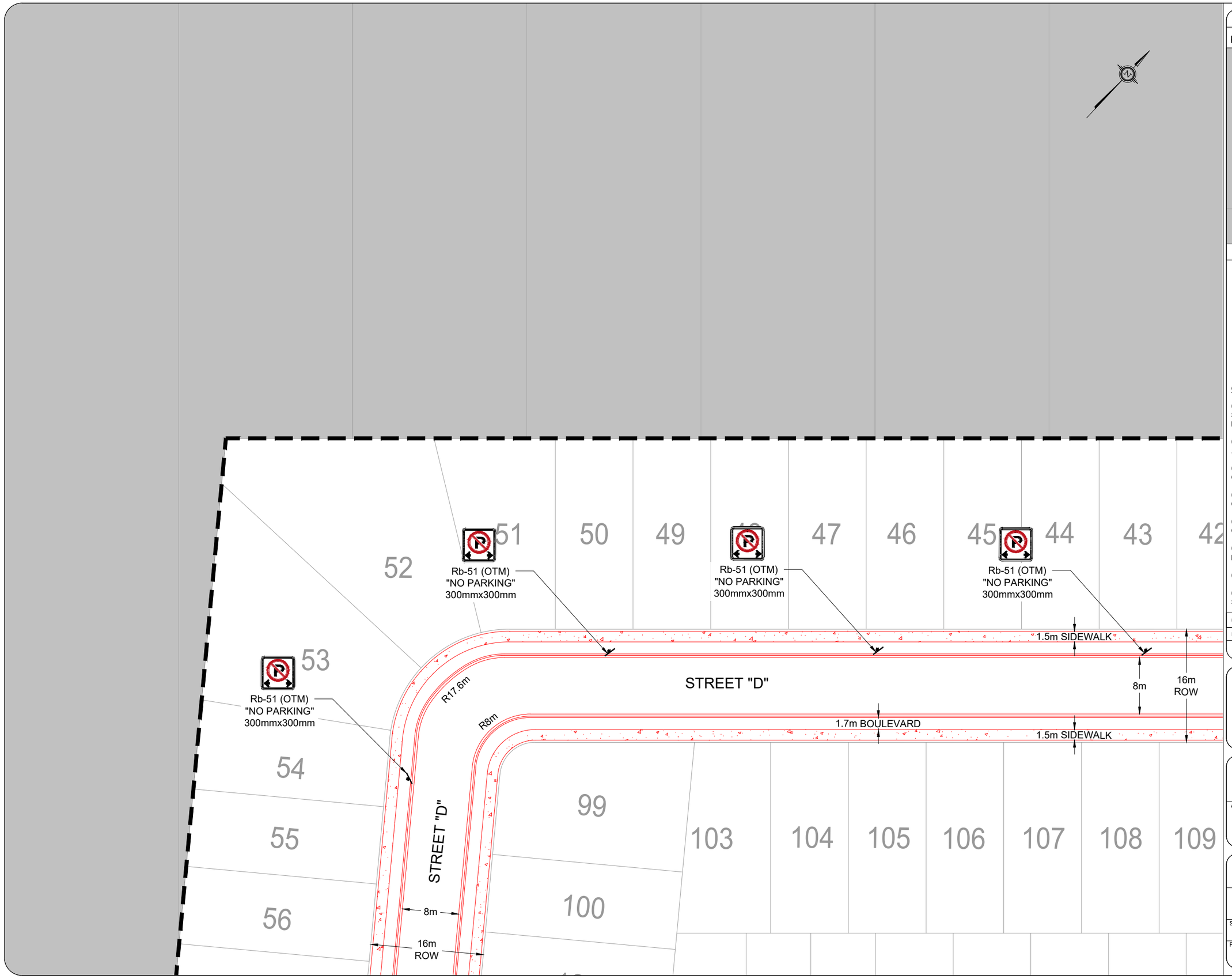
In order to achieve a complete and self-sustainable community vision in the MEV Secondary Plan, travel demand management (TDM) is a critical to achieving a balanced, sustainable transportation system in the MEV. Transportation Demand Management (TDM) is a coordinated series of actions aimed at maximizing the people moving capability of the transportation system. The main objectives of TDM are:

- Shifting travel modes such as walking, cycling, taking transit or carpooling instead of driving alone;
- Contain the trips within MEV;
- Reducing the number of long trips and promoting shorter trips to destinations and activities such as work and shopping, near each other; and
- Travelling more efficiently and smartly internally and externally to MEV

Based on NexTrans' review of the MEV contexts, the Region and the Town transit and other active transportation initiatives, in order to meet an anticipated transit target of 30% and 8% for active transportation, the following TDM measures and incentives are recommended, which is summarized in **Table 21**.

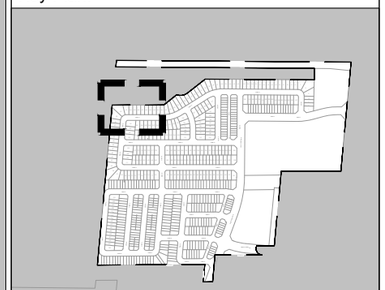
Appendix E

Traffic Control Plans



Notes:

Key Plan:



LEGEND

- CONCRETE SIDEWALK
- CYCLE TRACK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- ON-STREET PARKING
- DEPRESSED CURB

GENERAL NOTES:

01: ON-STREET PARKING ARRANGEMENTS ARE SUBJECT TO CHANGE UPON IMPLEMENTATION OF DRIVEWAY LOCATIONS.

02. ALL PAVEMENT MARKINGS & SIGNAGE SHALL BE IN ACCORDANCE WITH OTM.

03. 2.5m LADDER COSSING TYPICAL, UNLESS SPECIFIED OTHERWISE.

04. CROSSRIDE MARKINGS "ELEPHANT'S FEET" PER OTM BOOK 18 SECTION 6.2.1.1.

05. TACTILE WALKING SURFACE INDICATOR (TWSI) PER OPSD 310.039.

06. YIELD TO PEDESTRIAN LINE (SHARK TEETH) AT LEVEL 2 PXO PER OTM BOOK 15 6.2.4.3.

07. BICYCLE STENCIL PER OTM BOOK 11.

08. TRAFFIC SIGNAGE TO BE INSTALLED ON STREETLIGHT POSTS WHERE POSSIBLE.

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

TITLE: Traffic Control Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	2025-10-17	AN	TD

PROJECT NO:	DRAWING NO:	REVISION:
2025-116	001	01

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Ra-1 (OTM)
STOP
600mmx600mm

Ra-1 (OTM)
STOP
600mmx600mm

STREET "D"

STREET "F"

R94.3m

R85.7m

16m
ROW

8m

R8m

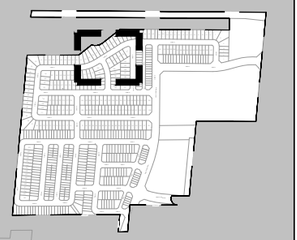
1.7m BOULEVARD

1.5m SIDEWALK

26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 110 111 112 113 127 128 129 132 133 134 135 136 138 139 140 141 144 145 146 147 148 149

Notes:

Key Plan:



LEGEND

- CONCRETE SIDEWALK
- CYCLE TRACK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- ON-STREET PARKING
- DEPRESSED CURB

GENERAL NOTES:

01: ON-STREET PARKING ARRANGEMENTS ARE SUBJECT TO CHANGE UPON IMPLEMENTATION OF DRIVEWAY LOCATIONS.

02. ALL PAVEMENT MARKINGS & SIGNAGE SHALL BE IN ACCORDANCE WITH OTM.

03. 2.5m LADDER COSSING TYPICAL, UNLESS SPECIFIED OTHERWISE.

04. CROSSRIDE MARKINGS "ELEPHANT'S FEET" PER OTM BOOK 18 SECTION 6.2.1.1.

05. TACTILE WALKING SURFACE INDICATOR (TWSI) PER OPSD 310.039.

06. YIELD TO PEDESTRIAN LINE (SHARK TEETH) AT LEVEL 2 PXO PER OTM BOOK 15 6.2.4.3.

07. BICYCLE STENCIL PER OTM BOOK 11.

08. TRAFFIC SIGNAGE TO BE INSTALLED ON STREETLIGHT POSTS WHERE POSSIBLE.

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

TITLE: Traffic Control Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	2025-10-17	AN	TD
PROJECT NO:	DRAWING NO:		REVISION:
2025-116	002		01

25 24 23 22 21 20 19 18 17 16 15 14 13 12 11

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

16m ROW

8m

STREET "D"

16m ROW

8m

R8m

R8m

R8m

R8m

1.7m BOULEVARD

1.5m SIDEWALK

STOP

Ra-1 (OTM)
STOP
600mmx600mm

16m ROW

8m

1.5m SIDEWALK

4.25m BOULEVARD

0.95m BOULEVARD

STOP

Ra-1 (OTM)
STOP
600mmx600mm

153 154 155 156 157 158 159 160 161 162 163 16

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Ra-16 (OTM)
"BICYCLES YIELD
TO PEDESTRIANS"
300mmx600mm

STOP
ALL-WAY

Ra-1 (OTM)
"STOP" SIGN
600mmx600mm
+
Ra-1t (OTM)
"ALL-WAY" TAB
150mmx300mm

15m

STOP
ALL-WAY

Ra-1 (OTM)
"STOP" SIGN
600mmx600mm
+
Ra-1t (OTM)
"ALL-WAY" TAB
150mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

1.8m SIDEWALK

1.8m BIKE LANE

2m BOULEVARD

STREET "C"

6.7m

22m ROW

2.2m PARKING

2m BOULEVARD

1.8m BIKE LANE

1.8m SIDEWALK

R10m

0.4m OFFSET

R10m

LANE "A"

Ra-16 (OTM)
"BICYCLES YIELD
TO PEDESTRIANS"
300mmx600mm

Rb-51R (OTM)
"NO PARKING"
300mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Wa-33R (OTM)
"OBJECT MARKER"
300mmx900mm

STOP
ALL-WAY

Ra-1 (OTM)
"STOP" SIGN
600mmx600mm
+
Ra-1t (OTM)
"ALL-WAY" TAB
150mmx300mm

1.8m SIDEWALK

1.8m BIKE LANE

STREET "B"

1.8m BIKE LANE

1.8m SIDEWALK

5.5m

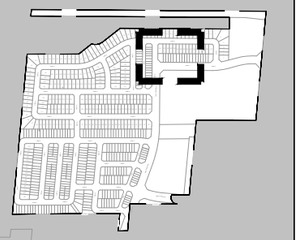
8.5m ROW

8.9m

22m ROW

Notes:

Key Plan:



LEGEND

- CONCRETE SIDEWALK
- CYCLE TRACK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- ON-STREET PARKING
- DEPRESSED CURB

GENERAL NOTES:

01: ON-STREET PARKING ARRANGEMENTS ARE SUBJECT TO CHANGE UPON IMPLEMENTATION OF DRIVEWAY LOCATIONS.

2. ALL PAVEMENT MARKINGS & SIGNAGE SHALL BE IN ACCORDANCE WITH OTM.

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

TITLE: Traffic Control Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	2025-10-17	AN	TD
PROJECT NO:	DRAWING NO:		REVISION:
2025-116	003		01

10
9
8
7
6
5
4
3
2
1
4
165
166
167

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

1.7m BOULEVARD
16m ROW
8m
1.7m BOULEVARD
R17.6m
R8m
16m ROW
8m
1.5m SIDEWALK
1.5m SIDEWALK
STREET "D"

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

STOP
Ra-1 (OTM)
STOP
600mmx600mm

Rb-51 (OTM)
"NO PARKING"
300mmx300mm

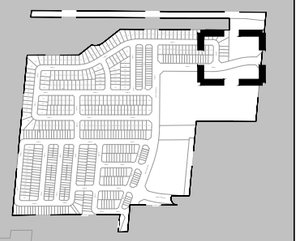
1.8m SIDEWALK
1.8m BIKE LANE
2m BOULEVARD
R161.1m
6.7m
22m ROW
2m BOULEVARD
1.8m BIKE LANE
1.8m SIDEWALK
2.2m PARKING
R10m
R10m
22m ROW-6.7m
STREET "C"
2.2m PARKING
1.8m BOULEVARD
1.8m SIDEWALK

Rb-51L (OTM)
"NO PARKING"
300mmx300mm

Rb-51R (OTM)
"NO PARKING"
300mmx300mm

Notes:

Key Plan:



LEGEND

- CONCRETE SIDEWALK
- CYCLE TRACK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- ON-STREET PARKING
- DEPRESSED CURB

GENERAL NOTES:

01: ON-STREET PARKING ARRANGEMENTS ARE SUBJECT TO CHANGE UPON IMPLEMENTATION OF DRIVEWAY LOCATIONS.

2. ALL PAVEMENT MARKINGS & SIGNAGE SHALL BE IN ACCORDANCE WITH OTM.

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

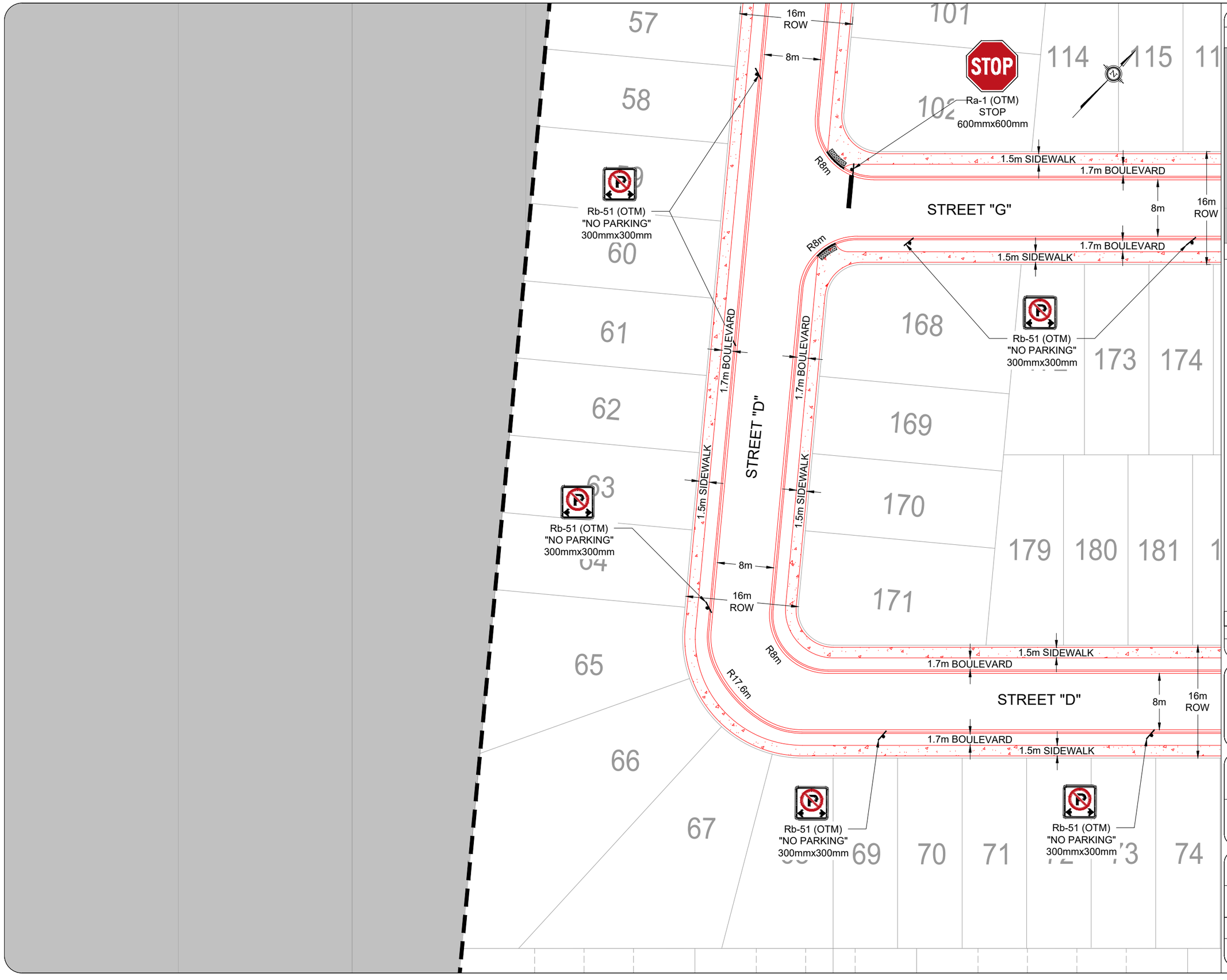
ARCHITECT:

SITE: Milton Land 4

TITLE: Traffic Control Plan

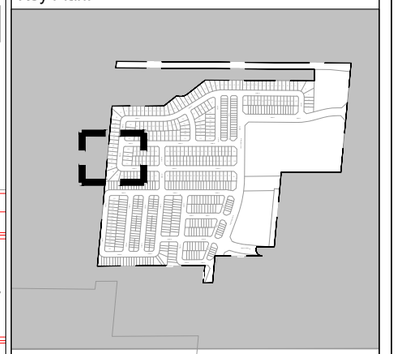
SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	2025-10-17	AN	TD

PROJECT NO:	DRAWING NO:	REVISION:
2025-116	004	01



Notes:

Key Plan:



LEGEND

- CONCRETE SIDEWALK
- CYCLE TRACK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- ON-STREET PARKING
- DEPRESSED CURB

GENERAL NOTES:

01: ON-STREET PARKING ARRANGEMENTS ARE SUBJECT TO CHANGE UPON IMPLEMENTATION OF DRIVEWAY LOCATIONS.

2. ALL PAVEMENT MARKINGS & SIGNAGE SHALL BE IN ACCORDANCE WITH OTM.

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

TITLE: Traffic Control Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	2025-10-17	AN	TD

PROJECT NO:	DRAWING NO:	REVISION:
2025-116	005	01

STREET "G"

STREET "N"

STREET "D"

STREET "N"

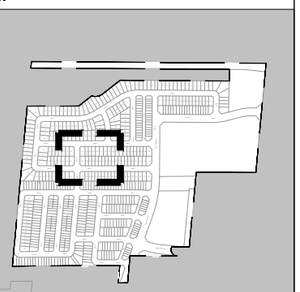
Rb-51 (OTM)
"NO PARKING"
300mmx300mm

Ra-1 (OTM)
STOP
600mmx600mm

1.5m SIDEWALK
1.7m BOULEVARD
16m ROW
8m
R8m

Notes:

Key Plan:



LEGEND

- CONCRETE SIDEWALK
- CYCLE TRACK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- ON-STREET PARKING
- DEPRESSED CURB

GENERAL NOTES:

01: ON-STREET PARKING ARRANGEMENTS ARE SUBJECT TO CHANGE UPON IMPLEMENTATION OF DRIVEWAY LOCATIONS.

2. ALL PAVEMENT MARKINGS & SIGNAGE SHALL BE IN ACCORDANCE WITH OTM.

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

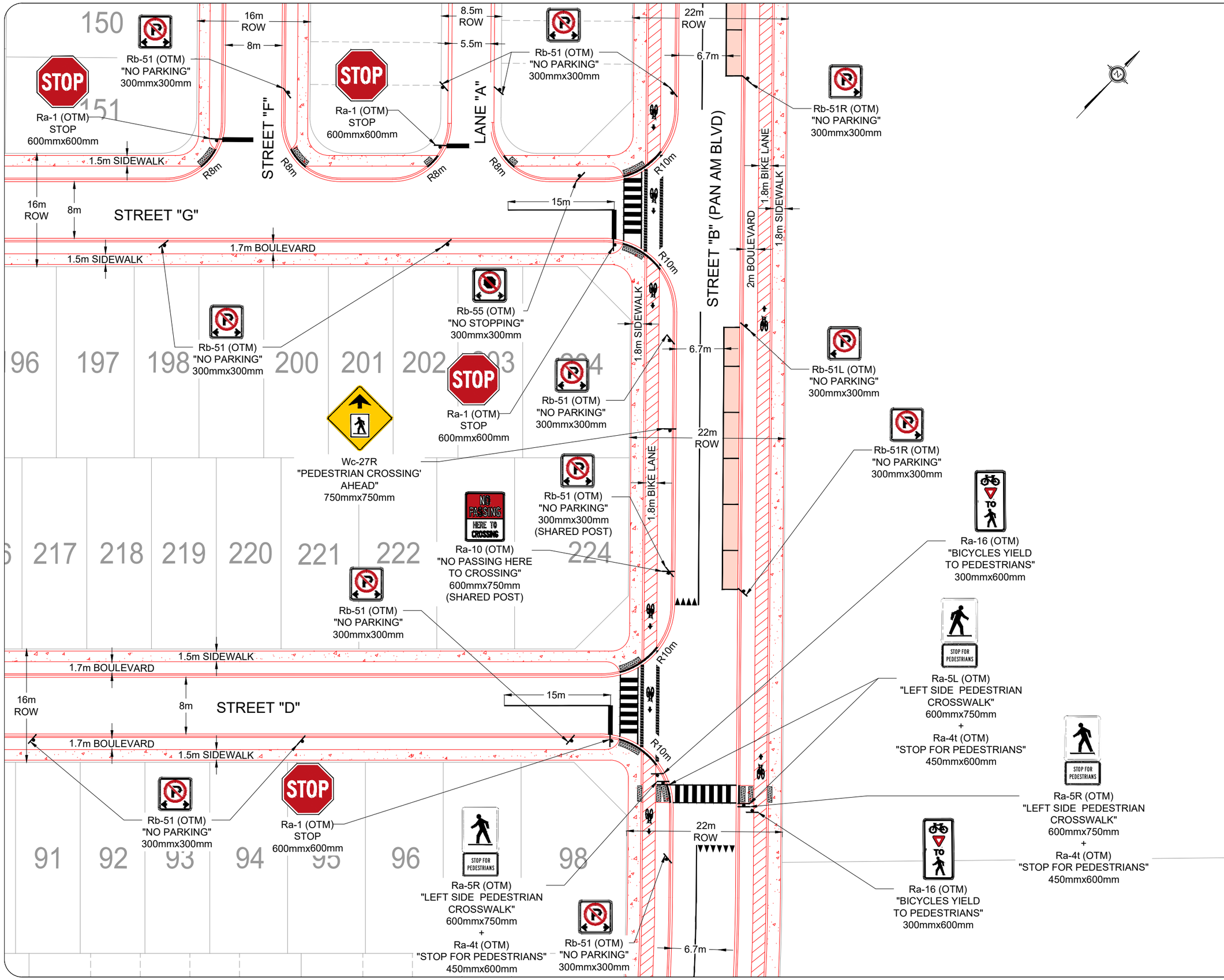
CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

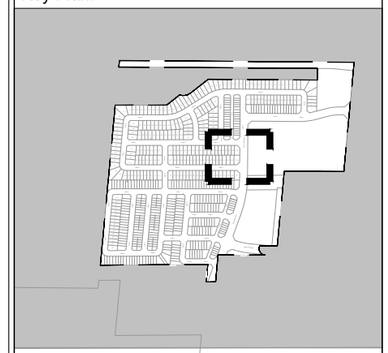
TITLE: Traffic Control Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	2025-10-17	AN	TD
PROJECT NO:	DRAWING NO:		REVISION:
2025-116	006		01



Notes:

Key Plan:



LEGEND

- CONCRETE SIDEWALK
- CYCLE TRACK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- ON-STREET PARKING
- DEPRESSED CURB

GENERAL NOTES:

01: ON-STREET PARKING ARRANGEMENTS ARE SUBJECT TO CHANGE UPON IMPLEMENTATION OF DRIVEWAY LOCATIONS.

2. ALL PAVEMENT MARKINGS & SIGNAGE SHALL BE IN ACCORDANCE WITH OTM.

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

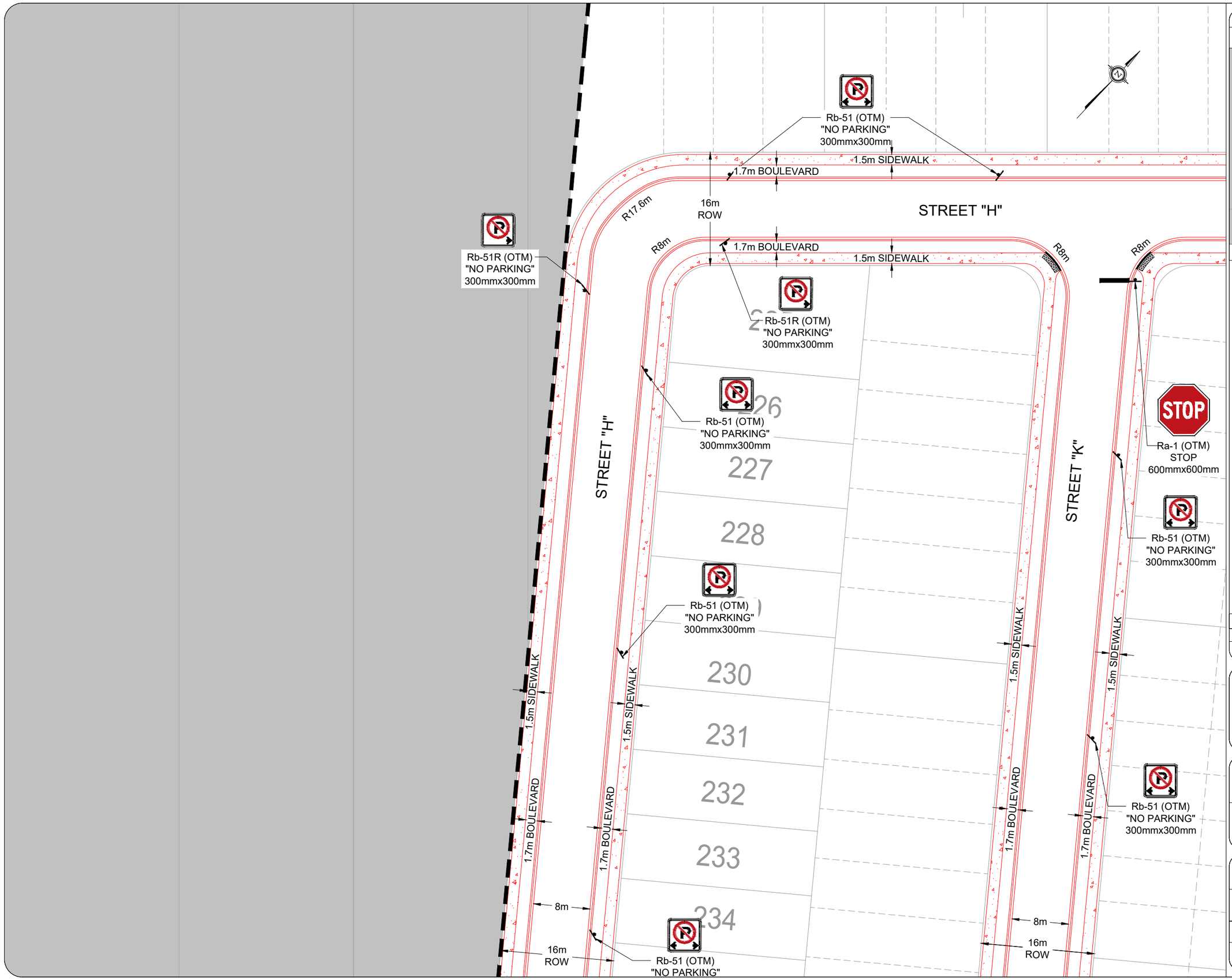
ARCHITECT:

SITE: Milton Land 4

TITLE: Traffic Control Plan

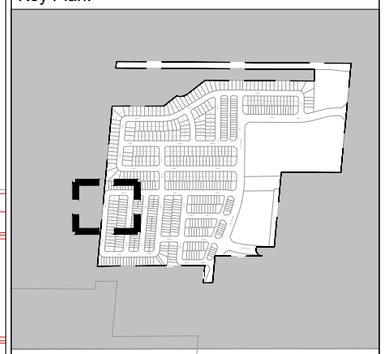
SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	2025-10-17	AN	TD

PROJECT NO:	DRAWING NO:	REVISION:
2025-116	007	01



Notes:

Key Plan:



LEGEND

- CONCRETE SIDEWALK
- CYCLE TRACK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- ON-STREET PARKING
- DEPRESSED CURB

GENERAL NOTES:

01: ON-STREET PARKING ARRANGEMENTS ARE SUBJECT TO CHANGE UPON IMPLEMENTATION OF DRIVEWAY LOCATIONS.

2. ALL PAVEMENT MARKINGS & SIGNAGE SHALL BE IN ACCORDANCE WITH OTM.

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

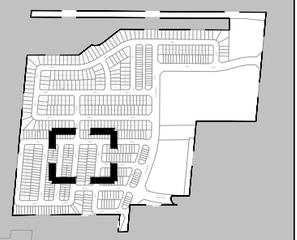
TITLE: Traffic Control Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	2025-10-17	AN	TD
PROJECT NO: 2025-116	DRAWING NO: 008		REVISION: 01

16m ROW
8m
STREET "H"
STREET "J"
STREET "K"
STREET "L"
1.5m SIDEWALK
1.7m BOULEVARD
R8m
STOP
Ra-1 (OTM) STOP 600mmx600mm
Rb-51 (OTM) "NO PARKING" 300mmx300mm

Notes:

Key Plan:



LEGEND

- CONCRETE SIDEWALK
- CYCLE TRACK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- ON-STREET PARKING
- DEPRESSED CURB

GENERAL NOTES:

01: ON-STREET PARKING ARRANGEMENTS ARE SUBJECT TO CHANGE UPON IMPLEMENTATION OF DRIVEWAY LOCATIONS.

2. ALL PAVEMENT MARKINGS & SIGNAGE SHALL BE IN ACCORDANCE WITH OTM.

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

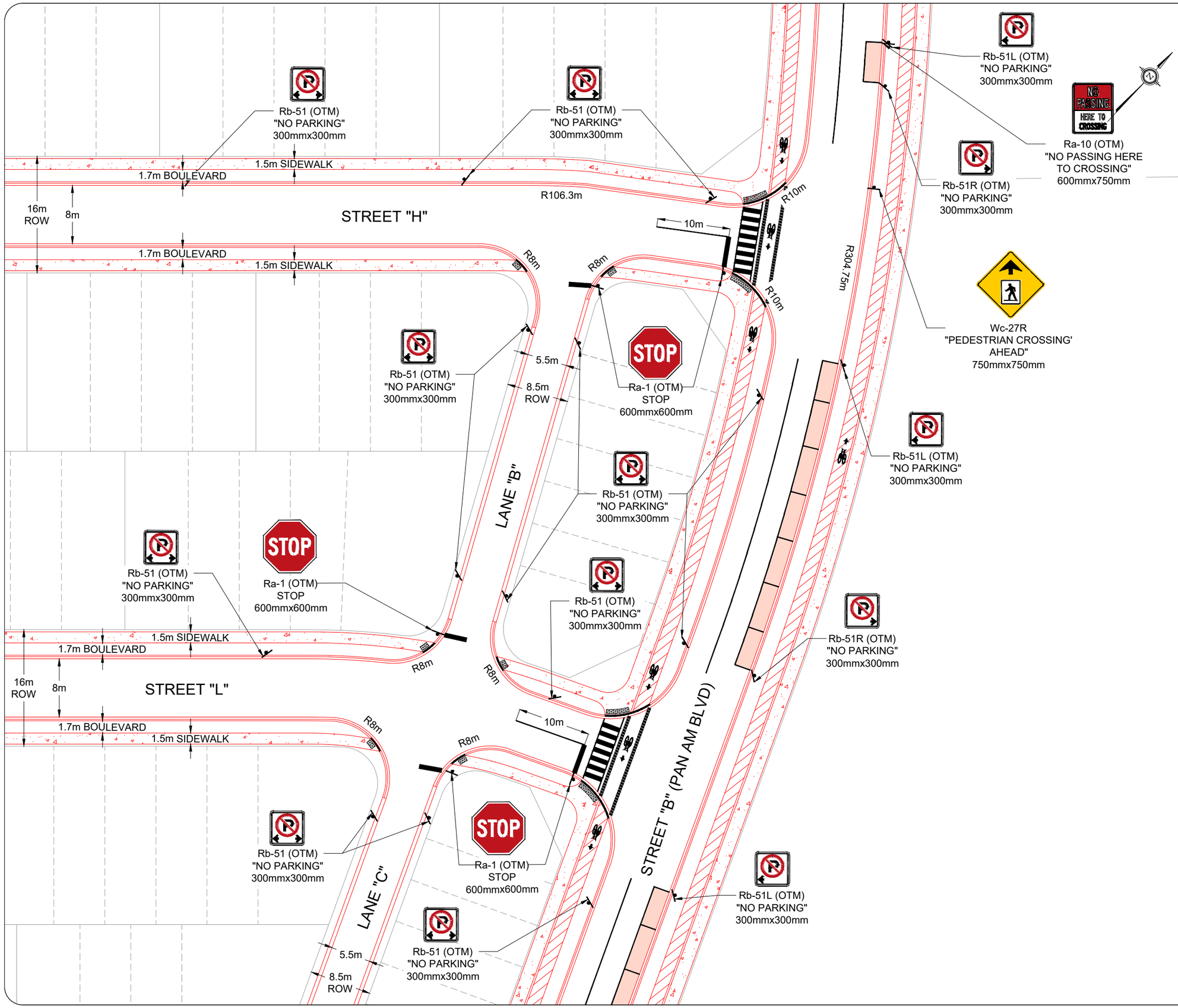
CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

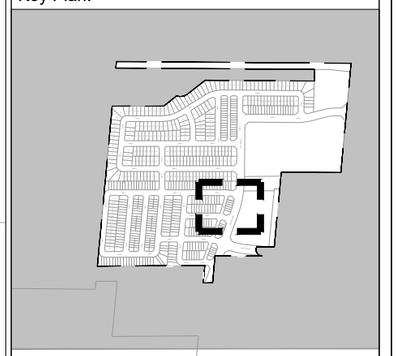
TITLE: Traffic Control Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	2025-10-17	AN	TD
PROJECT NO:	DRAWING NO:		REVISION:
2025-116	009		01



Notes:

Key Plan:



LEGEND

- CONCRETE SIDEWALK
- CYCLE TRACK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- ON-STREET PARKING
- DEPRESSED CURB

GENERAL NOTES:

01: ON-STREET PARKING ARRANGEMENTS ARE SUBJECT TO CHANGE UPON IMPLEMENTATION OF DRIVEWAY LOCATIONS.

2. ALL PAVEMENT MARKINGS & SIGNAGE SHALL BE IN ACCORDANCE WITH OTM.

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

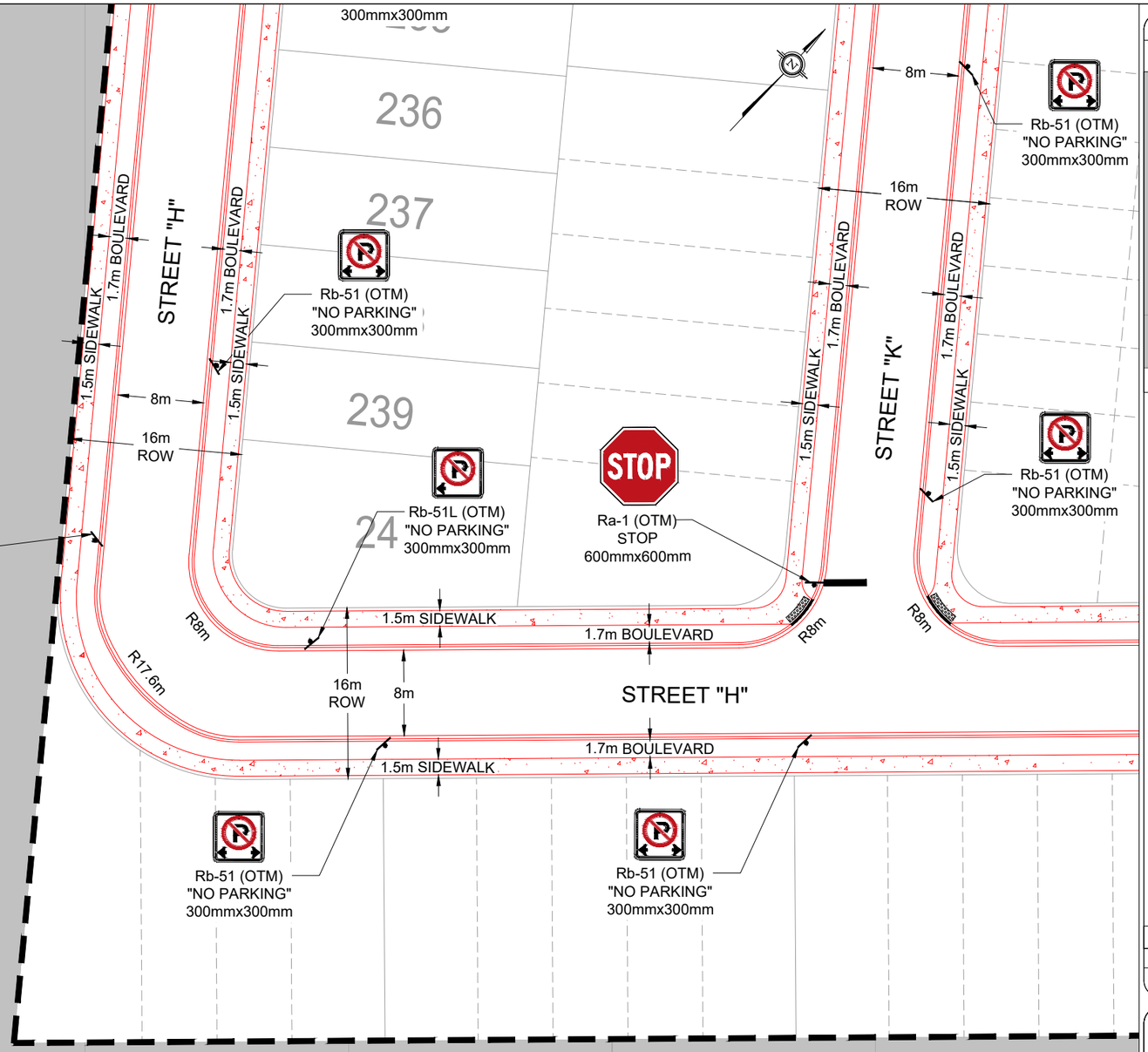
ARCHITECT:

SITE: Milton Land 4

TITLE: Traffic Control Plan

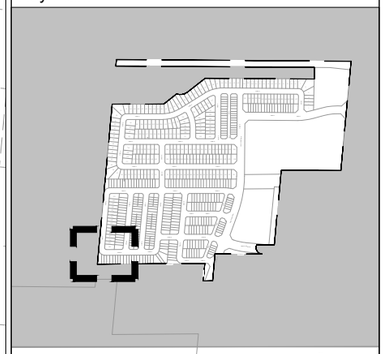
SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	2025-10-17	AN	TD

PROJECT NO:	DRAWING NO:	REVISION:
2025-116	010	01



Notes:

Key Plan:



LEGEND

- CONCRETE SIDEWALK
- CYCLE TRACK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- ON-STREET PARKING
- DEPRESSED CURB

GENERAL NOTES:

01: ON-STREET PARKING ARRANGEMENTS ARE SUBJECT TO CHANGE UPON IMPLEMENTATION OF DRIVEWAY LOCATIONS.

02: ALL CYCLE TRACK TRANSITIONS DESIGNED WITH A 5:1 TAPER RATIO

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

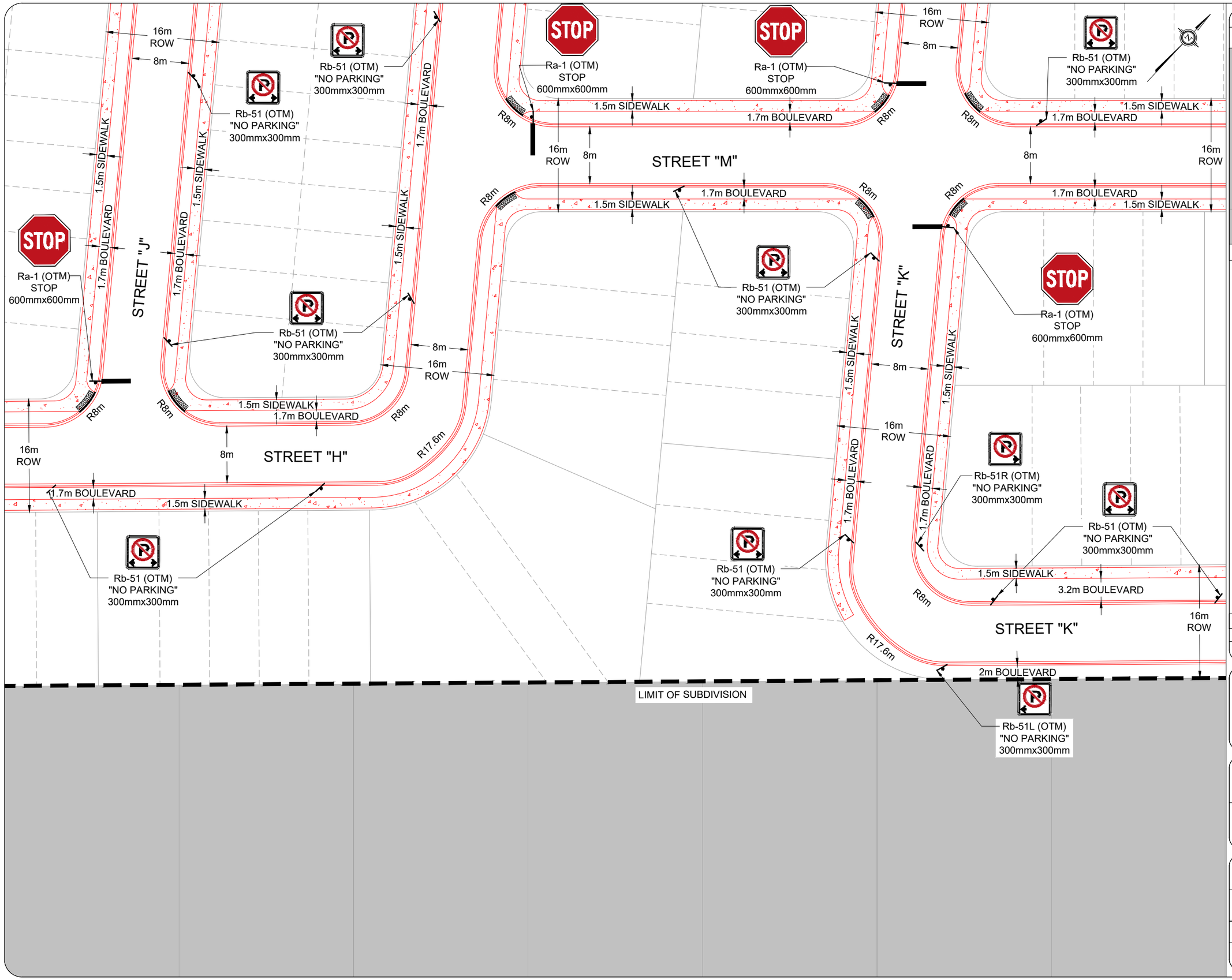
CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

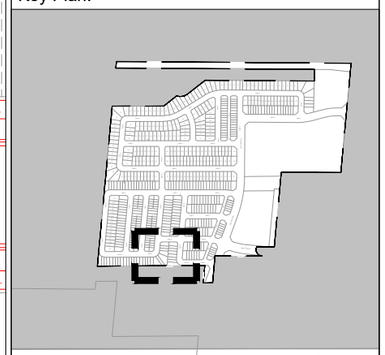
TITLE: Traffic Control Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	2025-10-17	AN	TD
PROJECT NO: 2025-116	DRAWING NO: 011		REVISION: 01



Notes:

Key Plan:



LEGEND

- CONCRETE SIDEWALK
- CYCLE TRACK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- ON-STREET PARKING
- DEPRESSED CURB

GENERAL NOTES:

01: ON-STREET PARKING ARRANGEMENTS ARE SUBJECT TO CHANGE UPON IMPLEMENTATION OF DRIVEWAY LOCATIONS.

02: ALL CYCLE TRACK TRANSITIONS DESIGNED WITH A 5:1 TAPER RATIO

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

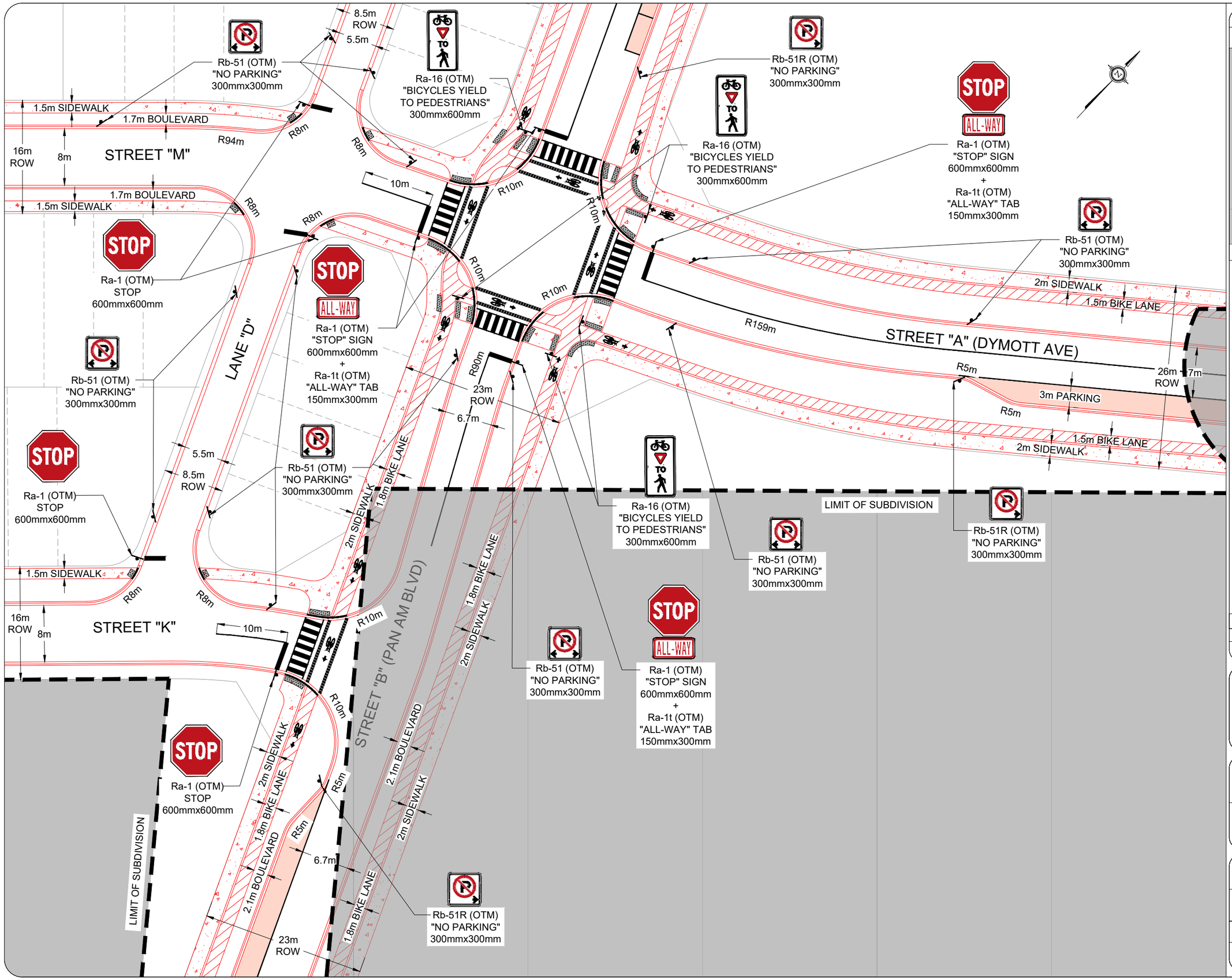
CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

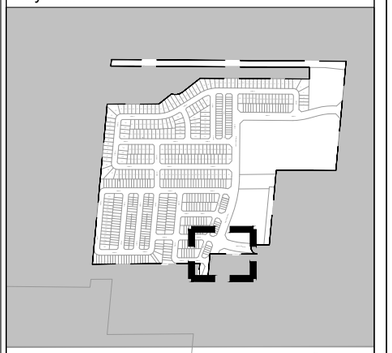
TITLE: Traffic Control Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	2025-10-17	AN	TD
PROJECT NO:	DRAWING NO:		REVISION:
2025-116	012		01



Notes:

Key Plan:



LEGEND

- CONCRETE SIDEWALK
- CYCLE TRACK
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- ON-STREET PARKING
- DEPRESSED CURB

GENERAL NOTES:

01: ON-STREET PARKING ARRANGEMENTS ARE SUBJECT TO CHANGE UPON IMPLEMENTATION OF DRIVEWAY LOCATIONS.

02: ALL CYCLE TRACK TRANSITIONS DESIGNED WITH A 5:1 TAPER RATIO

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

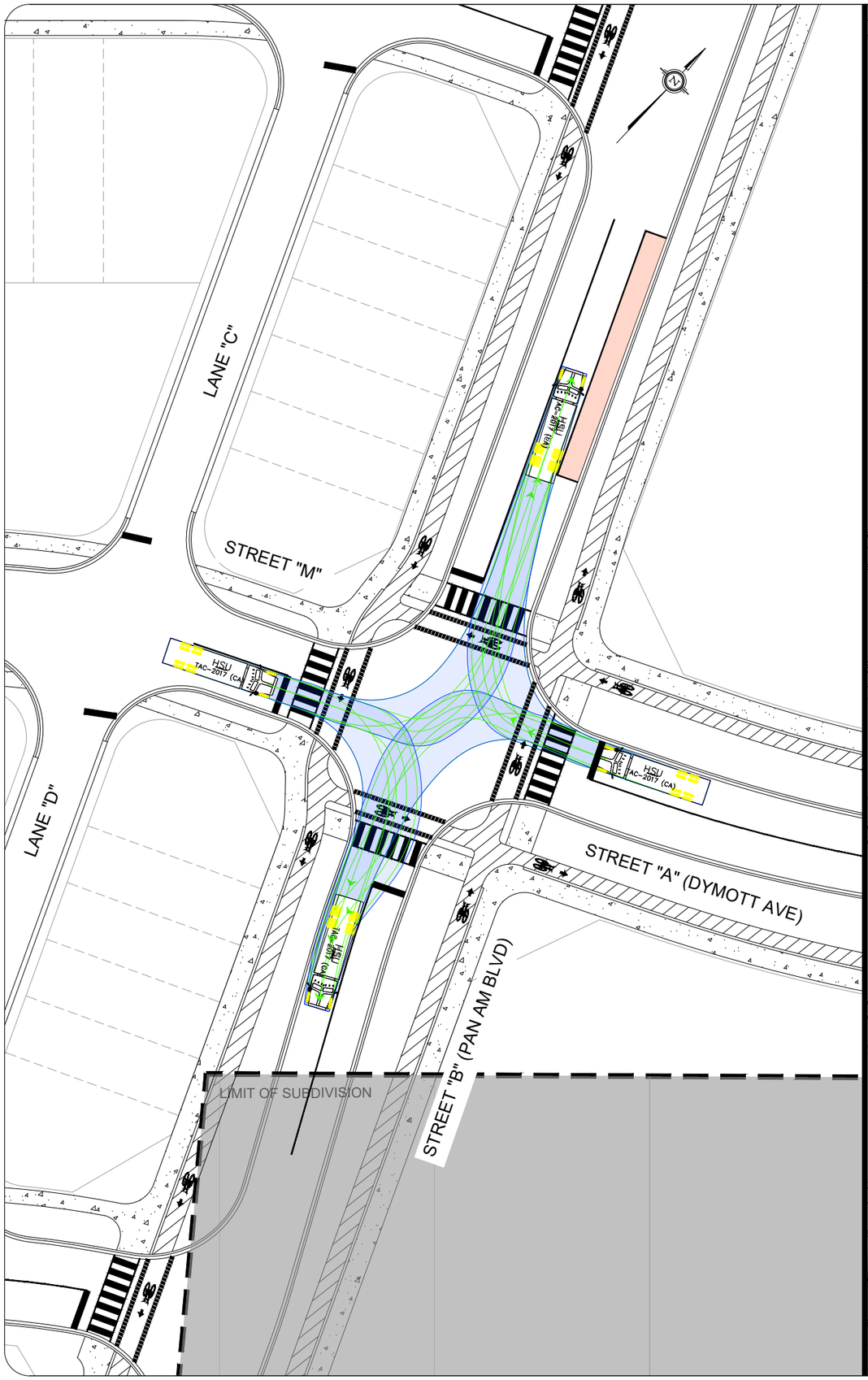
TITLE: Traffic Control Plan

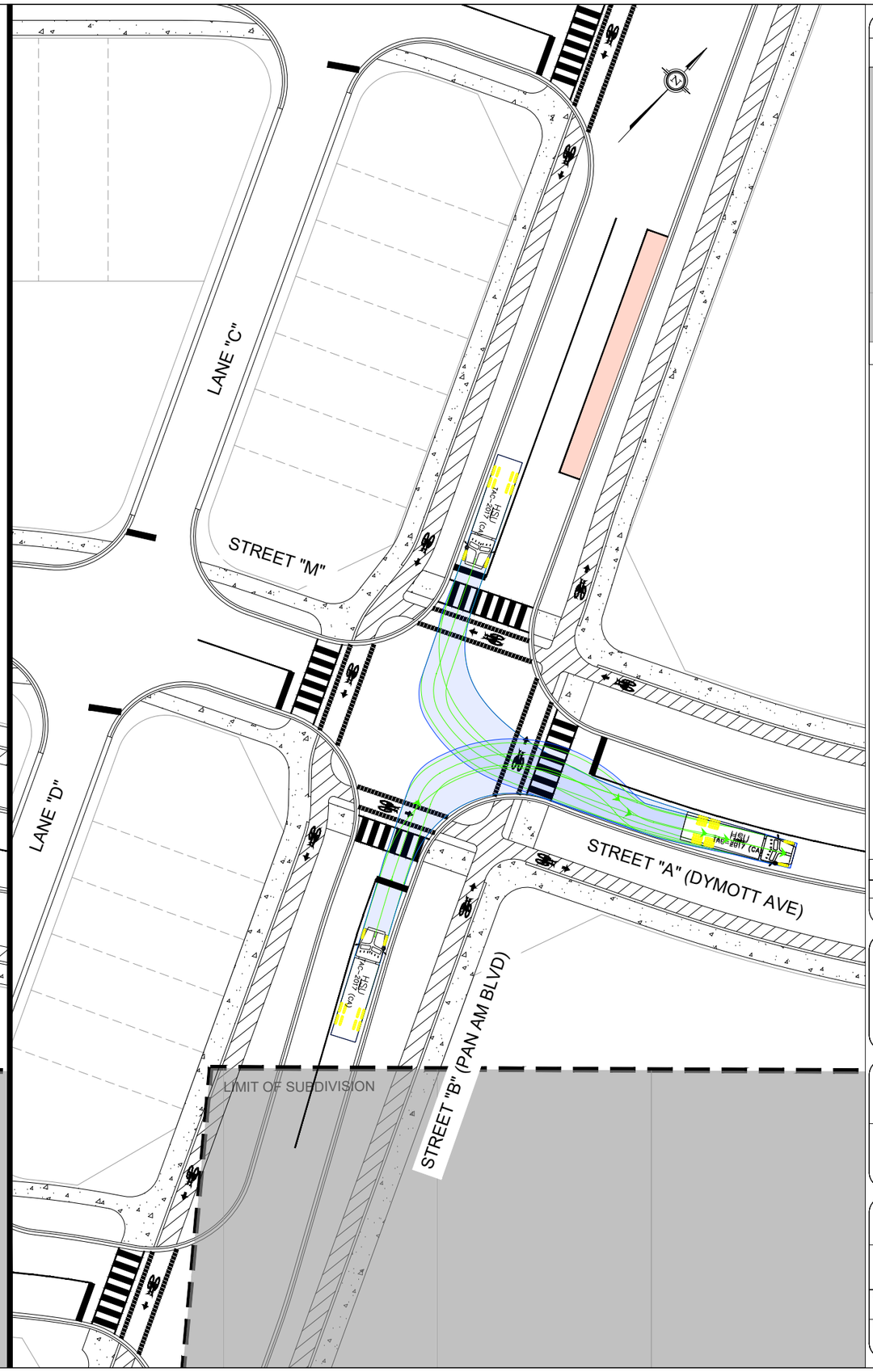
SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	2025-10-17	AN	TD
PROJECT NO:	DRAWING NO:		REVISION:
2025-116	013		01

Appendix F

Turning Movement Analysis Drawings

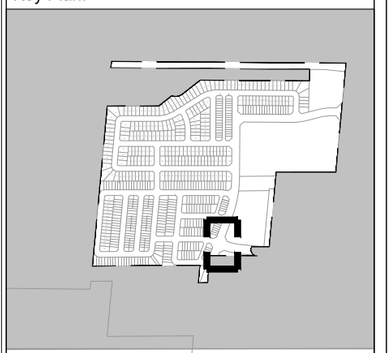
CGH TRANSPORTATION

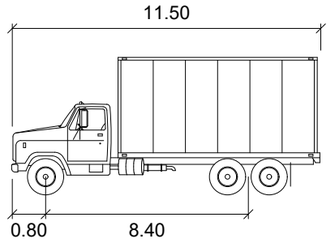




Notes:

Key Plan:





HSU

		meters
Width	:	2.60
Track	:	2.60
Lock to Lock Time	:	6.0
Steering Angle	:	40.0

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

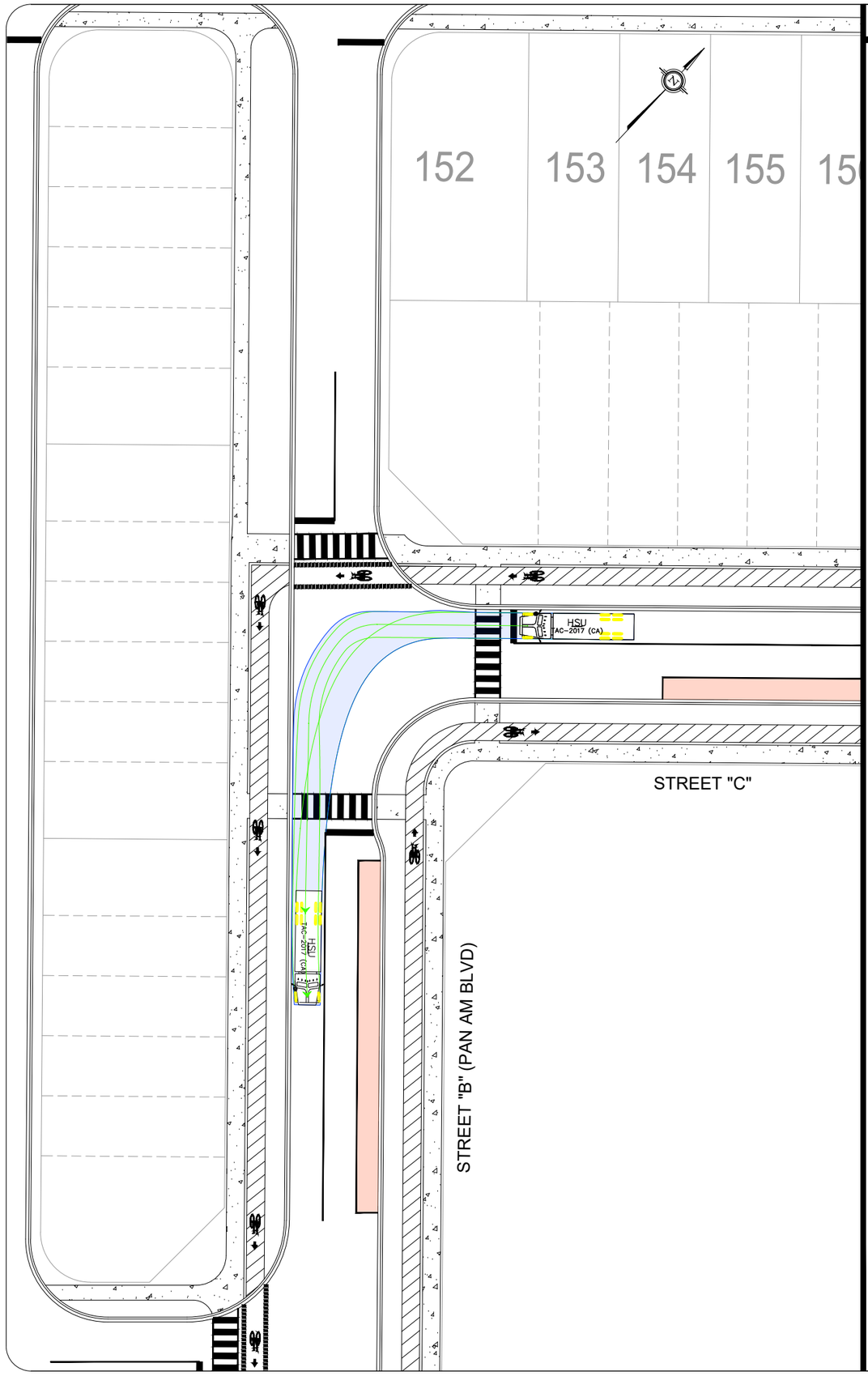
ARCHITECT:

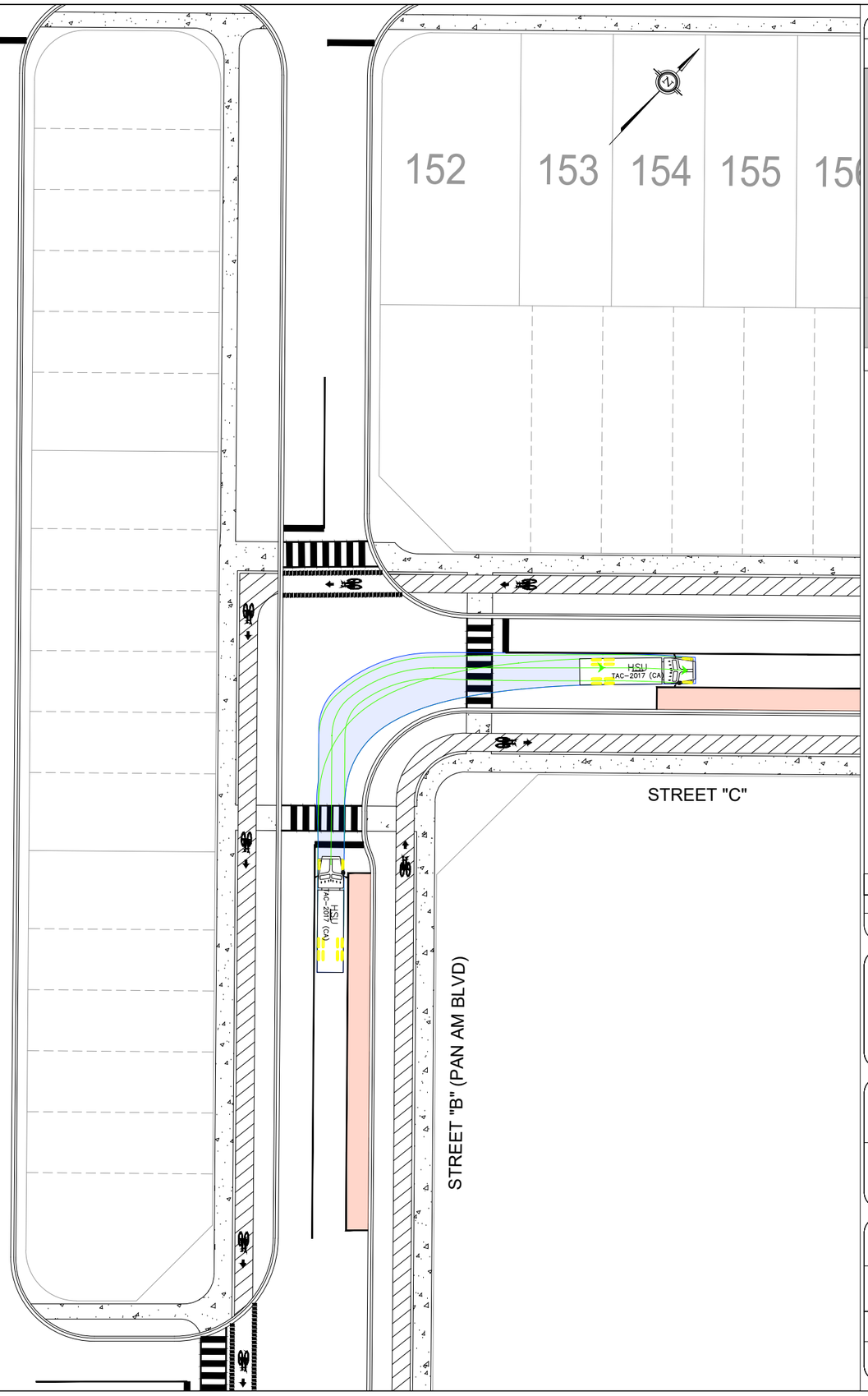
SITE: Milton Land 4

TITLE: Turning Templates Analysis
HSU Movements

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-10-17	AN	TD

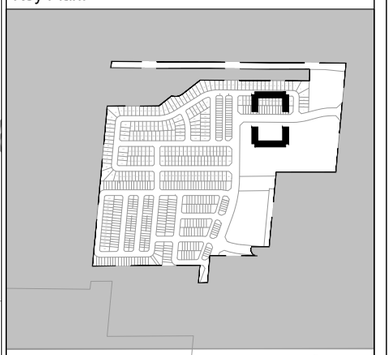
PROJECT NO:	DRAWING NO:	REVISION:
2025-116	001	01

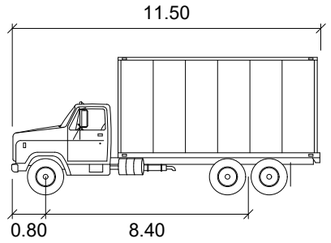




Notes:

Key Plan:





HSU

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

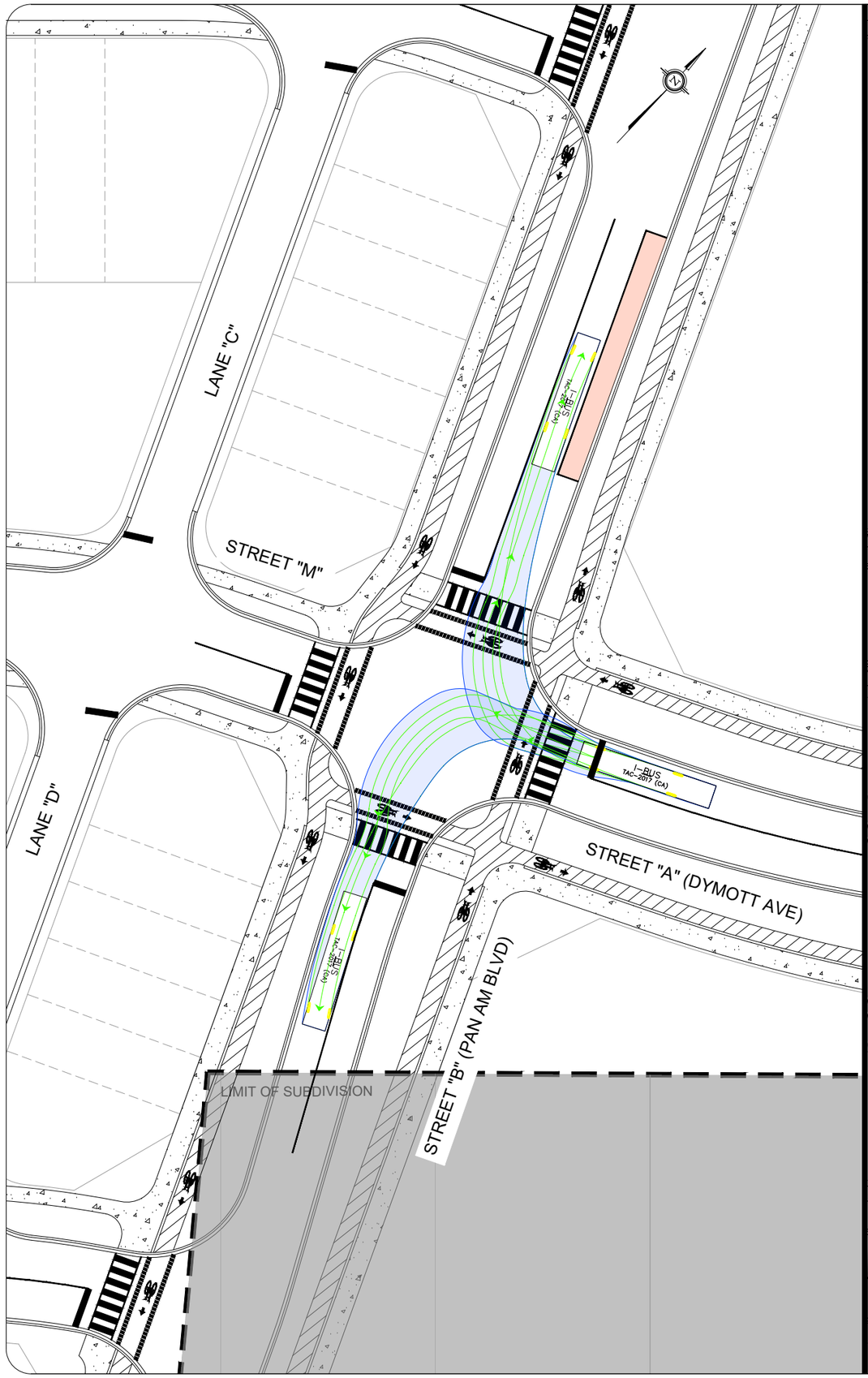
ARCHITECT:

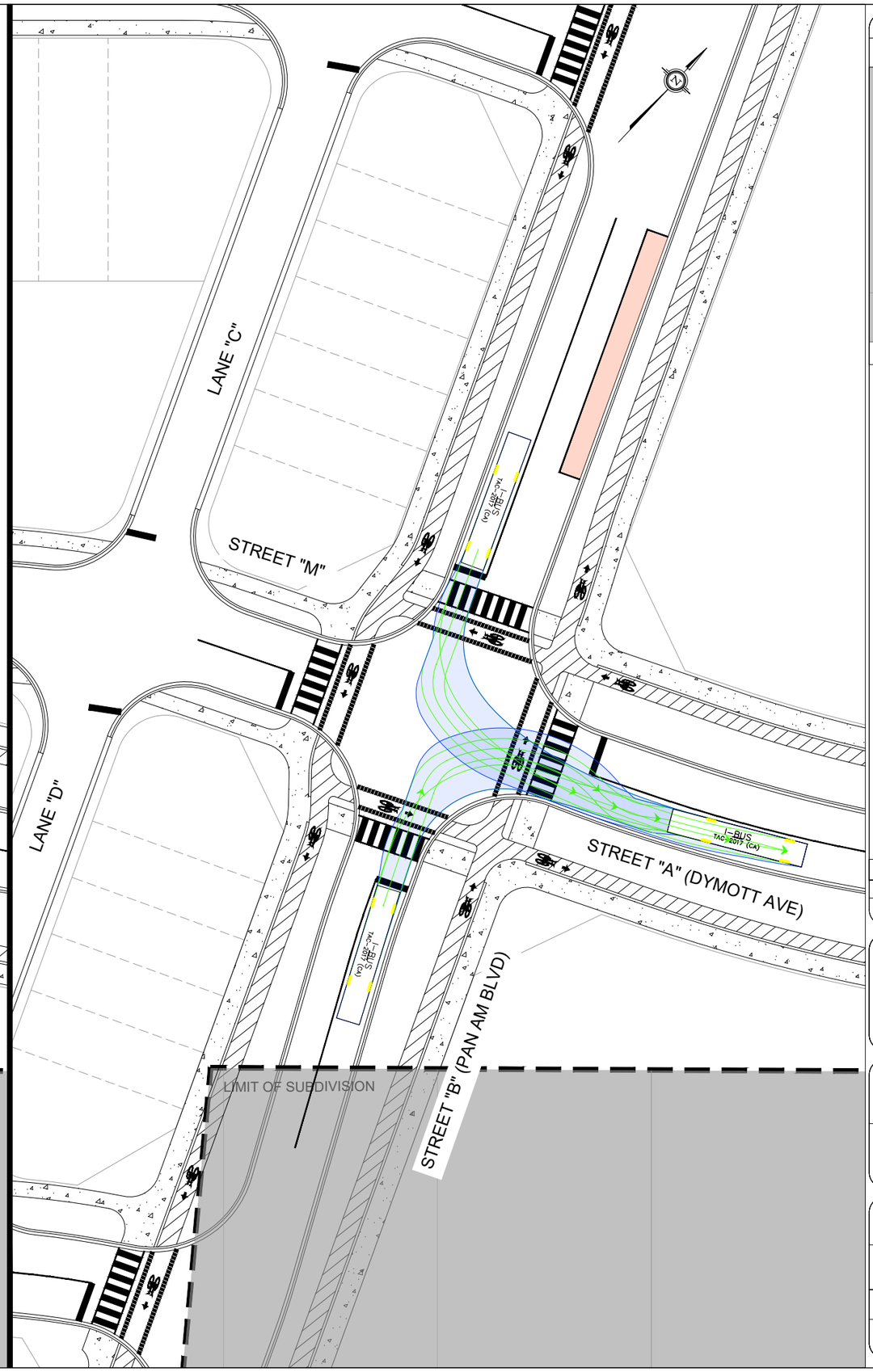
SITE: Milton Land 4

TITLE: Turning Templates Analysis
HSU Movements

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-10-17	AN	TD

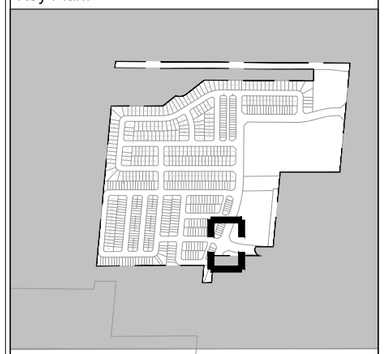
PROJECT NO:	DRAWING NO:	REVISION:
2025-116	002	01

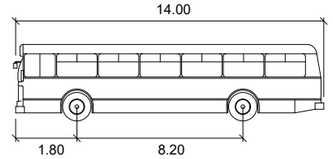




Notes:

Key Plan:





I-BUS
meters

Width	: 2.40
Track	: 2.40
Lock to Lock Time	: 6.0
Steering Angle	: 39.3

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

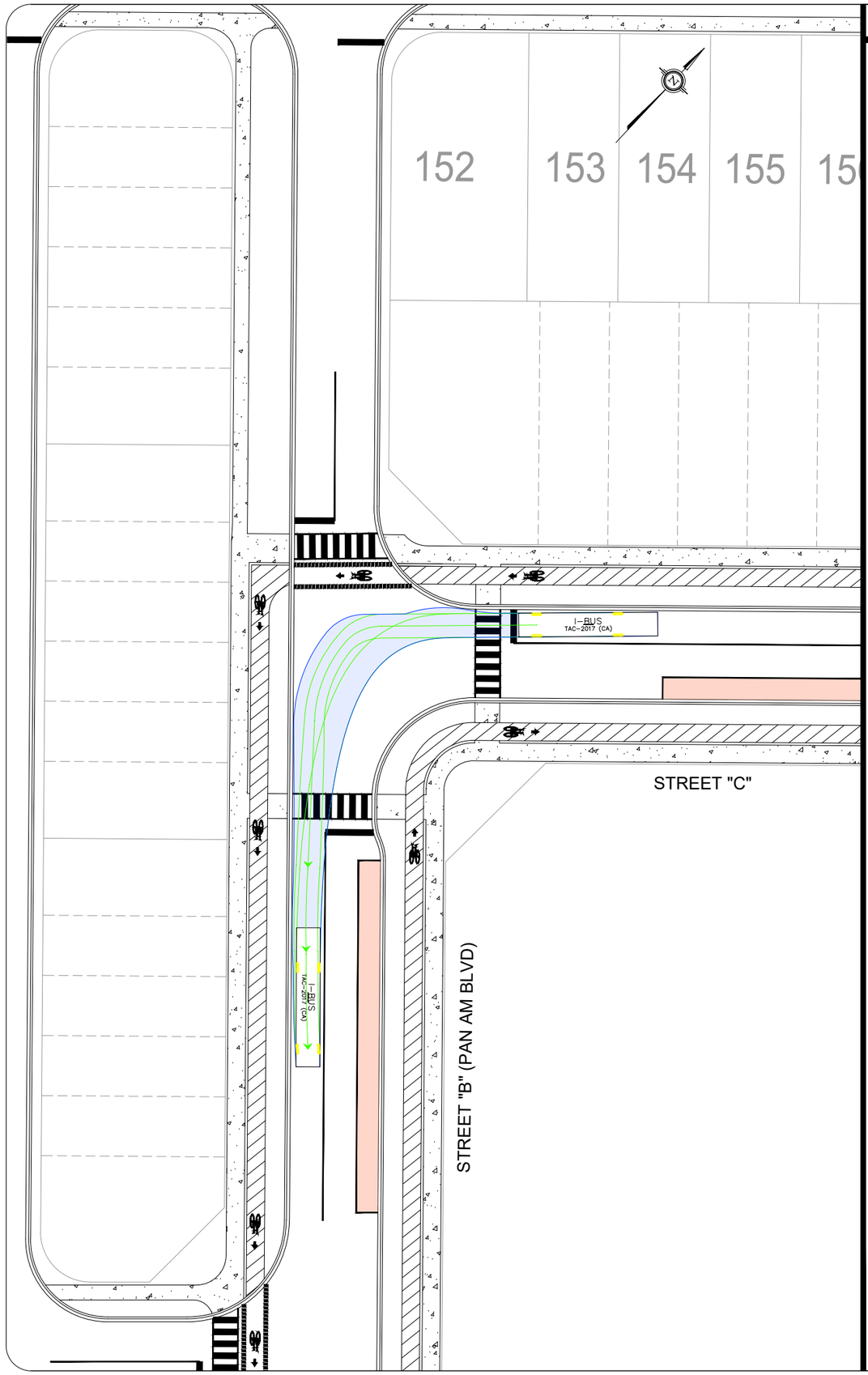
ARCHITECT:

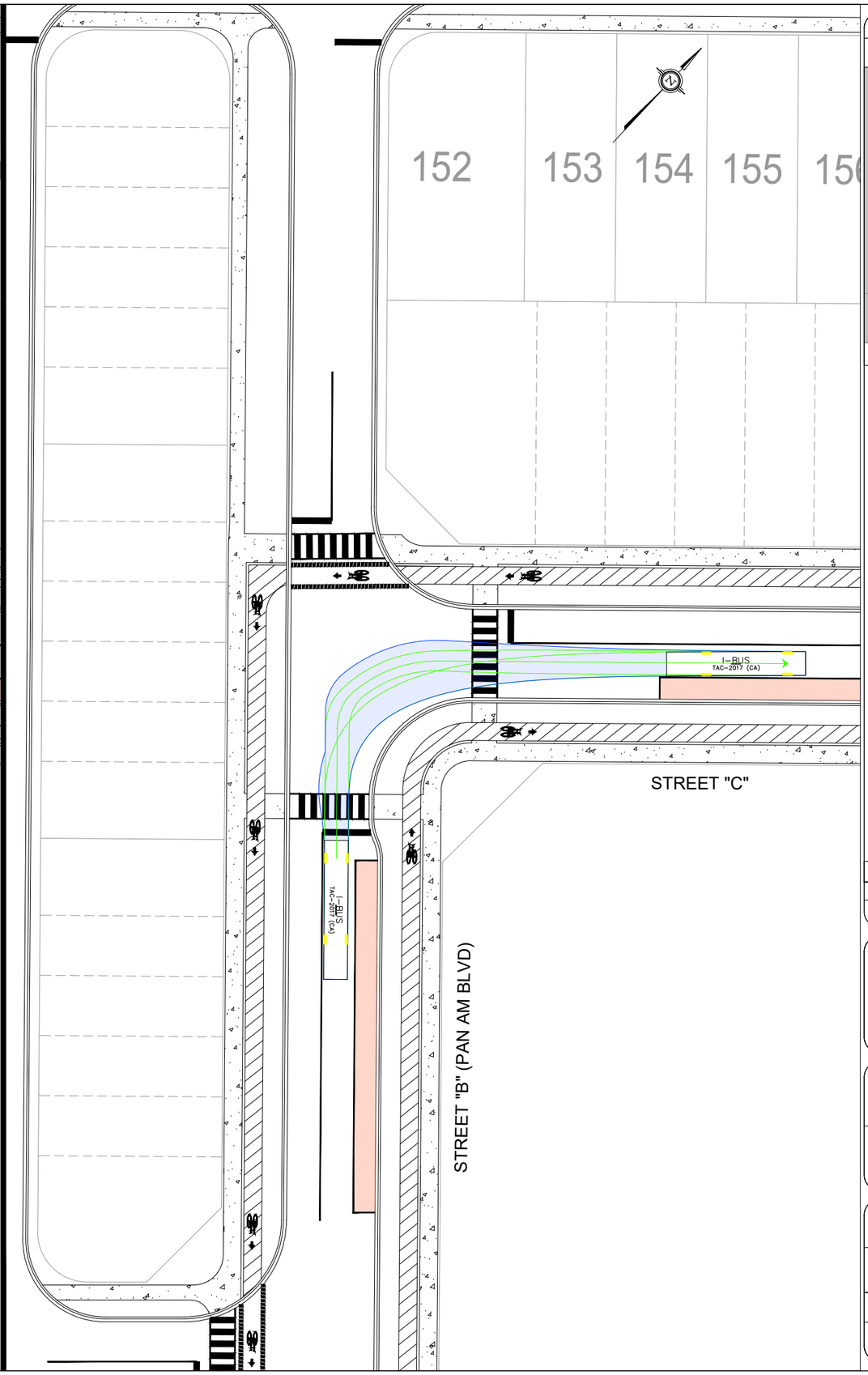
SITE: Milton Land 4

TITLE: Turning Templates Analysis
Bus Movements

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-10-17	AN	TD

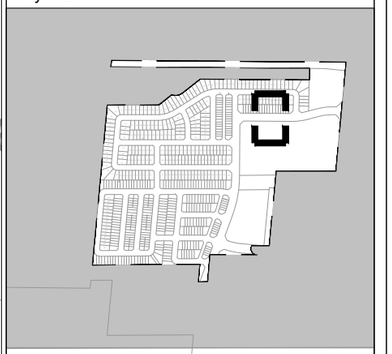
PROJECT NO:	DRAWING NO:	REVISION:
2025-116	003	01

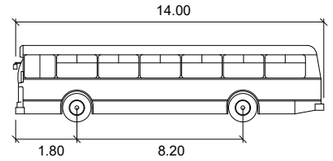




Notes:

Key Plan:





I-BUS

meters

Width	: 2.40
Track	: 2.40
Lock to Lock Time	: 6.0
Steering Angle	: 39.3

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

TITLE: Turning Templates Analysis
Bus Movements

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-10-17	AN	TD
PROJECT NO:	DRAWING NO:		REVISION:
2025-116	004		01

STREET "K"

LANE "C"

STREET "M"

STREET "K"

LANE "D"

STREET "A" (DYMOTT AVE)

STREET "B" (PAN AM BLVD)

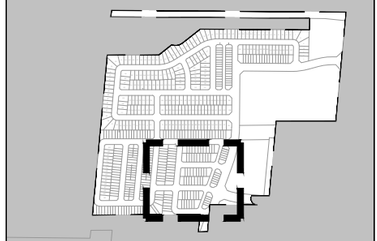
LIMIT OF SUBDIVISION

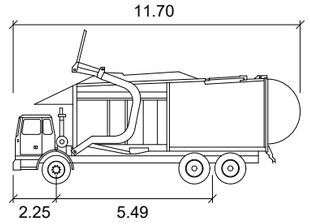
LIMIT OF SUBDIVISION

Halton Region Collection

Notes:

Key Plan:





Halton Region Collection

	meters
Width	: 3.20
Track	: 3.20
Lock to Lock Time	: 6.0
Steering Angle	: 28.8

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

TITLE: Turning Templates Analysis
Garbage Movements

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-10-17	AN	TD

PROJECT NO:	DRAWING NO:	REVISION:
2025-116	005	01

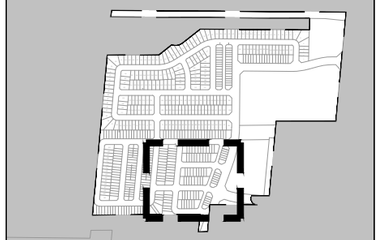
Halton Region Collection
Custom

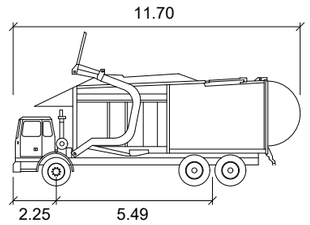
LIMIT OF SUBDIVISION

LIMIT OF SUBDIVISION

Notes:

Key Plan:





Halton Region Collection

meters

Width	: 3.20
Track	: 3.20
Lock to Lock Time	: 6.0
Steering Angle	: 28.8

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

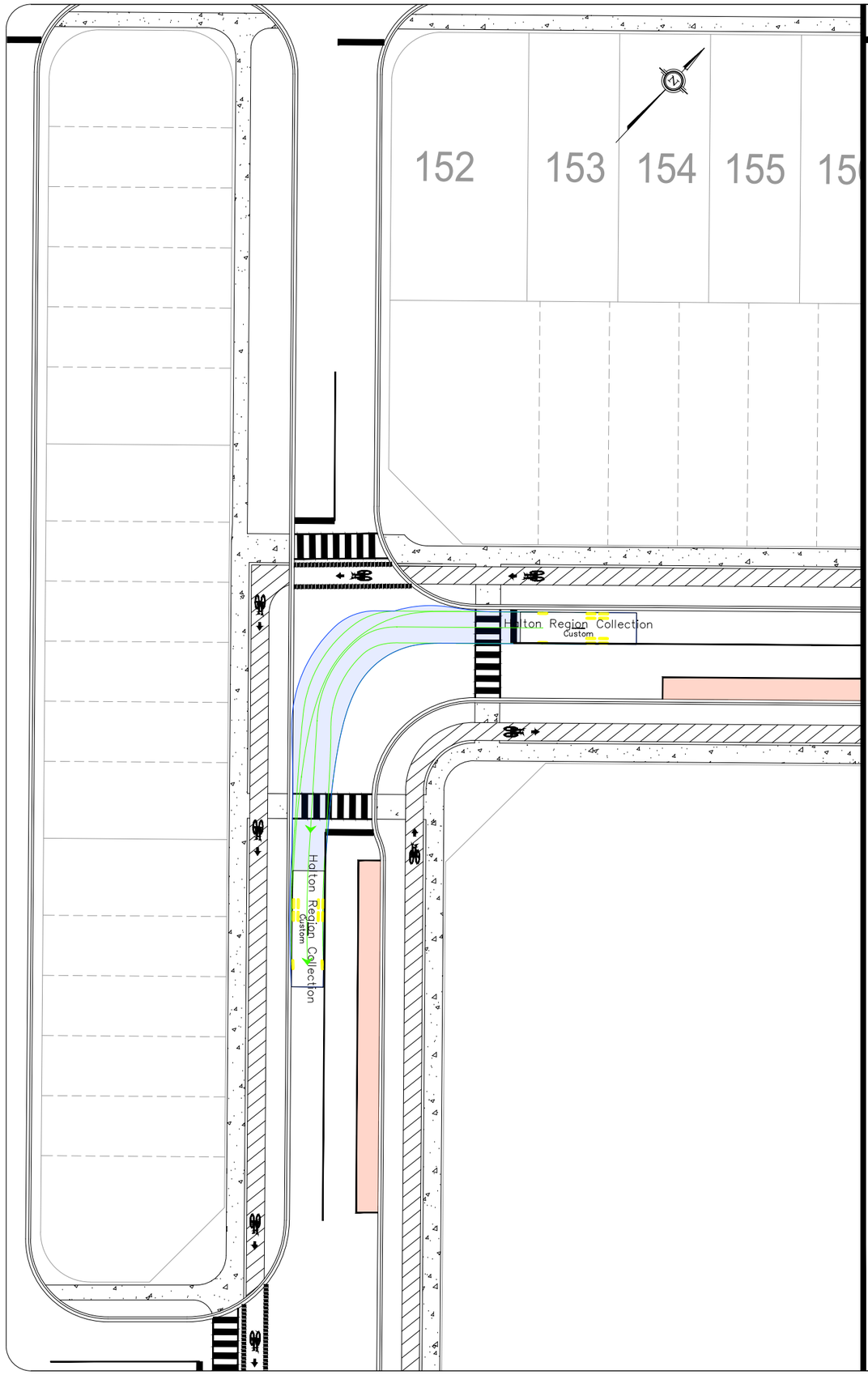
ARCHITECT:

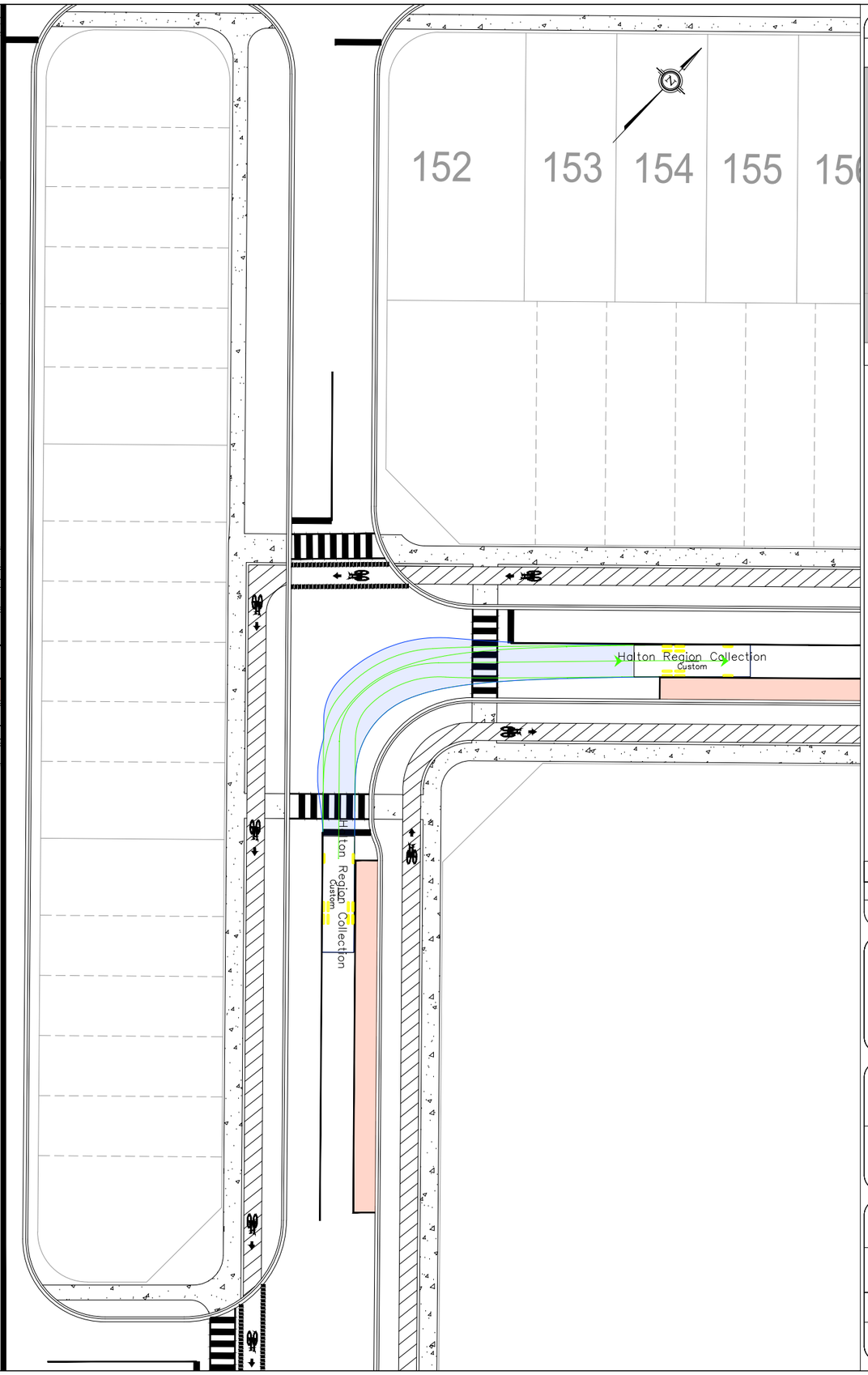
SITE: Milton Land 4

TITLE: Turning Templates Analysis
Garbage Movements

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-10-17	AN	TD

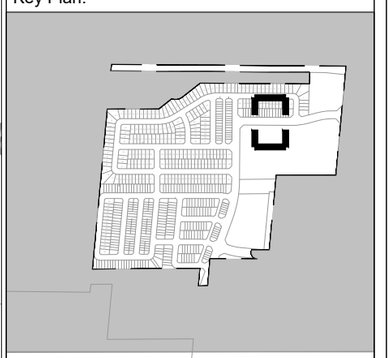
PROJECT NO:	DRAWING NO:	REVISION:
2025-116	006	01

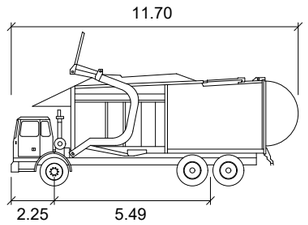




Notes:

Key Plan:





Halton Region Collection

meters

Width	: 3.20
Track	: 3.20
Lock to Lock Time	: 6.0
Steering Angle	: 28.8

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

TITLE: Turning Templates Analysis
Garbage Movements

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-10-17	AN	TD

PROJECT NO:	DRAWING NO:	REVISION:
2025-116	007	01

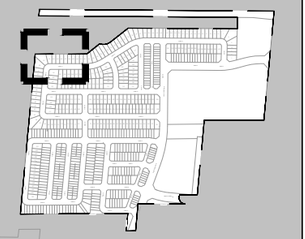
Appendix G

Preliminary On-Street Parking Plan

CGH TRANSPORTATION

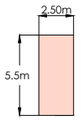
Notes:

Key Plan:

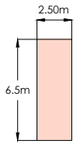


LEGEND

TYPICAL ON STREET PARKING SPACES



Exterior Parking Space



Interior Parking Space

Total Parking Spaces: **192**
Residential Units: **587**

Parking Spaces / Residential Units: **0.327**

Note: On-street parking is subject to change upon determination of driveway and fire hydrant locations.

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	AN	2025-10-17

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: TSAM Investments Inc.

ARCHITECT:

SITE: Milton Land 4

TITLE: Prelimiary On-Street Parking Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-10-17	AN	TD
PROJECT NO:	DRAWING NO:		REVISION:
2025-116	001		01