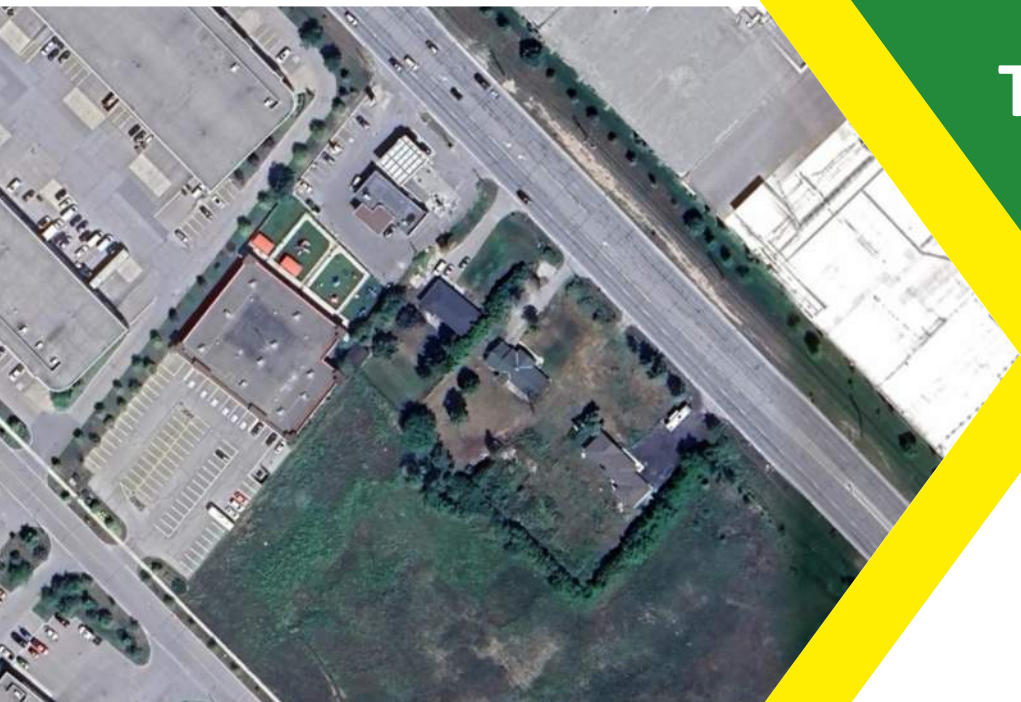


Salmona Development Consultants

8584 Reg. Rd. No. 25



Transportation Brief



8584 Regional Road No. 25 Transportation Brief

Prepared for:

Salmona Development Consultants
c/o Uri Salmona
2578 Bristol Circle – Suite 12
Oakville, ON L6H 6Z7

Prepared by:



628 Haines Road
Newmarket, ON
L3Y 6V5

April 2024

PN: 2023-048

Table of Contents

1	Introduction.....	1
2	Existing Conditions	4
2.1	Area Road Network	4
2.2	Existing Intersections.....	4
2.3	Existing Accesses.....	5
2.4	Existing Pedestrian Network.....	6
2.5	Existing Cycling Network.....	7
2.6	Existing Transit.....	8
3	Future Background Conditions	9
3.1	Planned Conditions.....	9
3.1.1	Regional Road 25 Widening and Improvements	9
3.1.2	Active Transportation Improvements.....	10
3.1.3	Planned Transit Improvements.....	11
4	Forecasting	12
4.1	ITE Trip Generation and Mode Shares	12
4.2	Proxy Site Analysis	13
4.2.1	Proxy Site Context.....	13
4.2.2	Turning Movement Counts	14
4.2.3	Proxy Site Trip Generation Analysis and Subject Site Trip Generation Application	15
4.3	Trip Distribution and Assignment	16
5	Development Design	18
5.1	Circulation.....	18
5.2	Access Review.....	18
5.2.1	Access Management Guidelines	18
5.2.2	Access Spacing Between Adjacent Properties	18
5.2.3	Sight Distances.....	18
5.2.4	TAC Throat Length Review.....	20
5.3	Loading Requirements.....	20
6	Parking Study.....	21
6.1	Vehicle Parking Requirements.....	21
6.2	Parking Reduction Study.....	22
6.2.1	Proxy Site Context.....	22
6.2.2	Parking Survey	23

6.3	ITE Parking Generation	24
6.4	Parking Methodology Comparison	24
6.5	Bicycle Parking	24
7	Conclusions.....	25

List of Figures

Figure 1:	Site Context	2
Figure 2:	Proposed Site Plan	3
Figure 3:	Existing Pedestrian Network.....	6
Figure 4:	Existing Study Area Cycling Network	7
Figure 5:	Existing Milton Transit Service.....	8
Figure 6:	Regional Road 25 Proposed Typical Cross-Section	9
Figure 7:	Future Study Area Cycling Network.....	10
Figure 8:	Future Town of Milton Transit Network.....	11
Figure 9:	Proxy Site Context - Jal Truck Centre Ltd.	13
Figure 10:	Proxy Site Access and Vehicle Parking Lot Locations.....	14
Figure 11:	Proxy Site 2023 Existing Traffic Volumes.....	15
Figure 12:	New Subject Site Generated Volumes.....	17
Figure 13:	Single Unit Departure Sight Distance - Site Access at Regional Road 25	19
Figure 14:	Point-of-View South on Regional Road 25 from Proposed Site Access Location.....	19
Figure 15:	Point-of-View North on Regional Road 25 from Proposed Site Access Location.....	20
Figure 16:	Proxy Site Context - Jal Truck Centre Ltd.	22
Figure 17:	Jal Truck Centre Ltd. Parking Survey Areas.....	23

List of Tables

Table 1:	Trip Generation Vehicle Trip Rates	12
Table 2:	Vehicle Trip Generation	12
Table 3:	ITE Truck Trip Generation Rates	13
Table 4:	Subject Site and Proxy Site Characteristic Comparison	14
Table 5:	TMC Data Dates	15
Table 6:	Proxy Site Trip Generation and Comparison.....	16
Table 7:	2016 TTS Trip Distribution	16
Table 8 :	Sightline Calculations - Site Access	18
Table 9:	Minimum Site Throat Length	20
Table 10:	Vehicle Parking Requirement Zoning By-Law Approach.....	21
Table 11:	Barrier-Free Vehicle Parking Requirement and Provision	21
Table 12:	Subject Site and Proxy Site Comparison	22
Table 13:	Parking Survey Summary	23
Table 14:	Provided Parking Statistics Comparison	23
Table 15:	ITE Parking Generation Analysis	24
Table 16:	Parking Methodology Comparison	24
Table 17:	Bicycle Parking Requirement Zoning By-Law Approach	24

List of Appendices

Appendix A – Town of Milton Consultation Summary and Comments

Appendix B – Land Use Information

Appendix C – Proxy Site Turning Movement Counts

Appendix D – Turning Template Drawings

1 Introduction

This Transportation Brief has been prepared to support the Site Plan Application for Salmona's proposed development at 8584 Regional Road 25 in the Town of Milton. This development is anticipated to generate fewer trips than the volume threshold above which a full Transportation Impact Study will be triggered. This transportation brief includes the elements requested through the pre-consultation meeting. This report will explore the trip generation characteristics of the proposed uses, examine the access location and configuration, evaluate the site circulation, and review site parking and loading requirements. The pre-consultation meeting notes are included in Appendix A.

The subject area is within a property zoned as a Future Development Zone [FD] and currently consists of a house and its yard and driveway. Surrounding the site are Business Park Zones [M1] and Auto Commercial Zones [C5] currently contain multiple industrial and employment properties. The site is located on the west side of Regional Road 25, 200 metres north of the intersection of Regional Road 25 at James Snow Parkway and 1.15 kilometres north of the Highway 401 interchange at Regional Road 25. North of Highway 401 is designated as the Town of Milton industrial business park area.

The proposed development will include a 2-storey electric truck sales and repair facility with eight loading docks for tractors and one loading dock for trailers on the rear of the building. The building has a total floor area of 2,281 square metres. The ground floor consists of a service area of 58 square metres, a service bay area of 763 square metres, and a show room area of 316 square metres. The second floor consists of a storage area of 925 square metres and an office area of 187 square metres. A total of 63 car and 2 tractor trailer parking spaces are provided above grade on the north, west, and south sides of the site.

One access is proposed for this site, located just north of the southern property line on Regional Road 25 and restricted to right-in and right-out movements. The configuration of the access points conforms to Halton Region's Access Management Guideline. The inbound vehicles will enter the site from this access and continue straight and loop around the site in the clockwise direction to exit the site at the same access.

For the purposes of this study, the projected full build-out and occupancy horizon is 2025. Figure 1 illustrates the site context. Figure 2 illustrates the proposed site plan.

Figure 1: Site Context

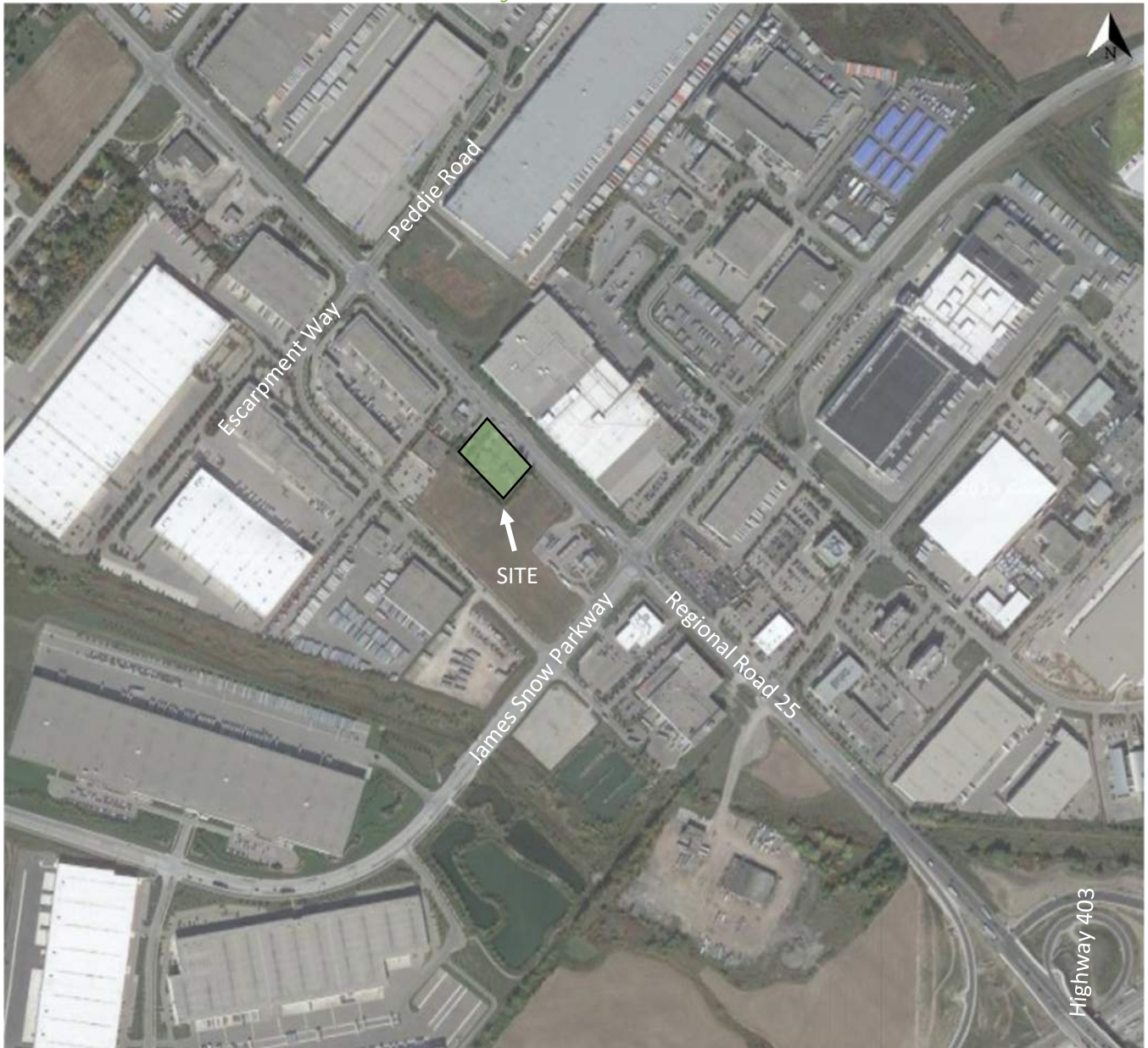
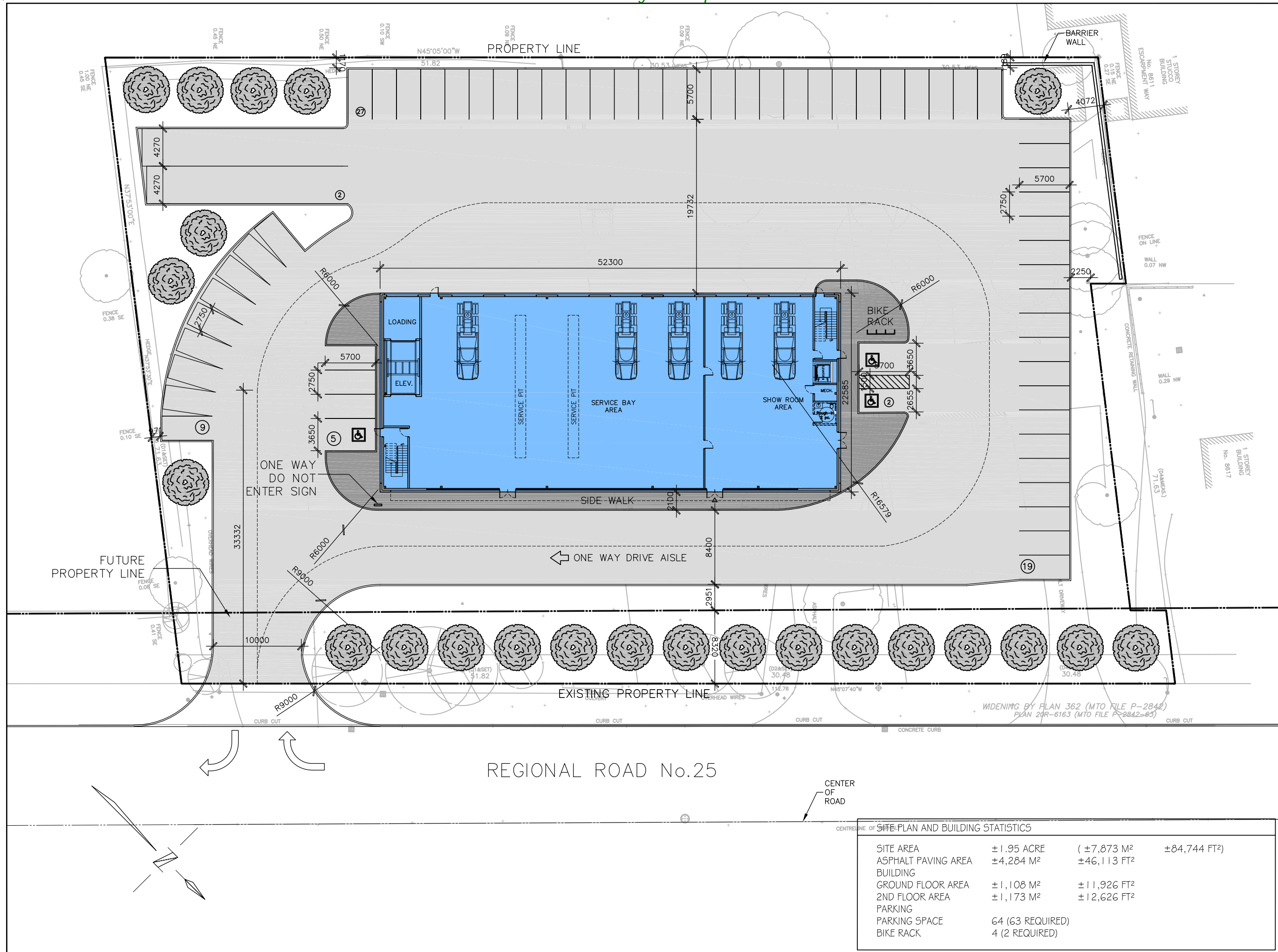


Figure 2: Proposed Site Plan



KEY PLAN N.T.S.

DATE	DESCRIPTION	CHECKED BY
2	July 2023	revision
1	June 2023	

DATE	DESCRIPTION	CHECKED BY
2	July 2023	revision
1	June 2023	

REVISIONS

NOTE: Contractor is to check and verify all dimensions and conditions on the project, and is immediately report any discrepancies to the landscape architect before proceeding with the work.

SALMONA DEVELOPMENT CONSULTANTS
 2578 BRISTOL CIRCLE - SUITE 12
 OAKVILLE, ONTARIO L6H 6Z7
 TEL: 416-809-8119
 EMAIL: JURISALMONA@GMAIL.COM

Project Name:
8584 Regional Rd No. 25

Sheet Description:
SITE PLAN

Date:	Issued:
Job No.:	Drawn By.:
Scale:	Checked By:
1:400	
SHEET No.:	File No.:

SP.2

SITE PLAN AND BUILDING STATISTICS			
SITE AREA	±1.95 ACRE	(±7,873 M ²	±84,744 FT ²)
ASPHALT PAVING AREA	±4,284 M ²	±46,113 FT ²	
BUILDING			
GROUND FLOOR AREA	±1,108 M ²	±11,926 FT ²	
2ND FLOOR AREA	±1,173 M ²	±12,626 FT ²	
PARKING			
PARKING SPACE	64 (63 REQUIRED)		
BIKE RACK	4 (2 REQUIRED)		

2 Existing Conditions

2.1 Area Road Network

Regional Road 25

Regional Road 25 is a Halton Region major arterial with a five-lane urban cross-section (two lanes in each direction and a two-way left turn lane). No sidewalks or cycling facilities are provided along the sides of the road the section of Regional Road 25 within the Study Area. The Halton Region Official Plan preserves a 35-metre-wide right-of-way. A 70 kilometre per hour posted speed limit applies.

James Snow Parkway North

James Snow Parkway North is a Town of Milton major arterial road with a five-lane urban cross-section (two lanes in each direction and a two-way left turn lane). Boulevard-separated sidewalks are provided on both sides of the road east of Regional Road 25. West of Regional Road 25, a boulevard-separated sidewalk is provided on the south side while a multi-purpose pathway is provided on the north side. An eastbound cycle lane is provided west of Regional Road 25. The 2008 Town of Milton Official Plan preserves a right-of-way up to 50 metres. A 60 kilometre per hour posted speed limit applies.

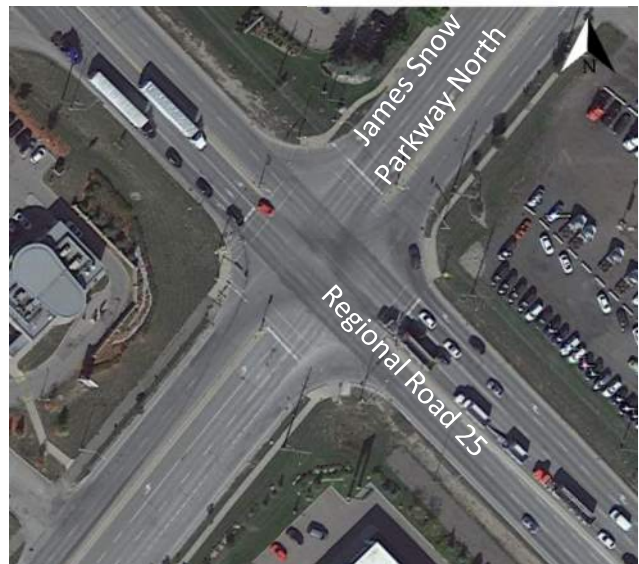
Escarpment Way

Escarpment Way is a Town of Milton collector road with a two-lane cross-section. Boulevard-separated sidewalks are provided on the south side of this road west of Regional Road 25 and on the north side east of Regional Road 25. The 2008 Town of Milton Official Plan preserves a right-of-way up to 20 metres. A 50 kilometre per hour posted speed limit applies.

2.2 Existing Intersections

Regional Road 25 at James Snow Parkway North

The intersection of Regional Road 25 at James Snow Parkway North is a signalized intersection located approximately 200 metres to the south of the access driveway to the proposed development. The north leg consists of an auxiliary left turn lane, a through lane, and a shared through / right-turn lane. The south leg consists of an auxiliary left turn lane, two through lanes, and an auxiliary right turn lane. The east and west legs both consist of an auxiliary left turn lane, two through lanes, and an auxiliary right turn lane. Standard transverse crosswalk is present on all legs. No turn restrictions have been noted.



Regional Road 25 at Escarpment Way

The intersection of Regional Road 25 at Escarpment Way is a signalized intersection located approximately 350 metres to the north of the access driveway to the proposed development. The north leg consists of an auxiliary left turn lane, a through lane, and a shared through / right-turn lane. The south leg consists of an auxiliary left turn lane, two through lanes, and an auxiliary right turn lane. The east and west legs both consist of an auxiliary left turn lane, and a shared through / right-turn lane. Standard transverse crosswalk is present on all legs. No turn restrictions have been noted.



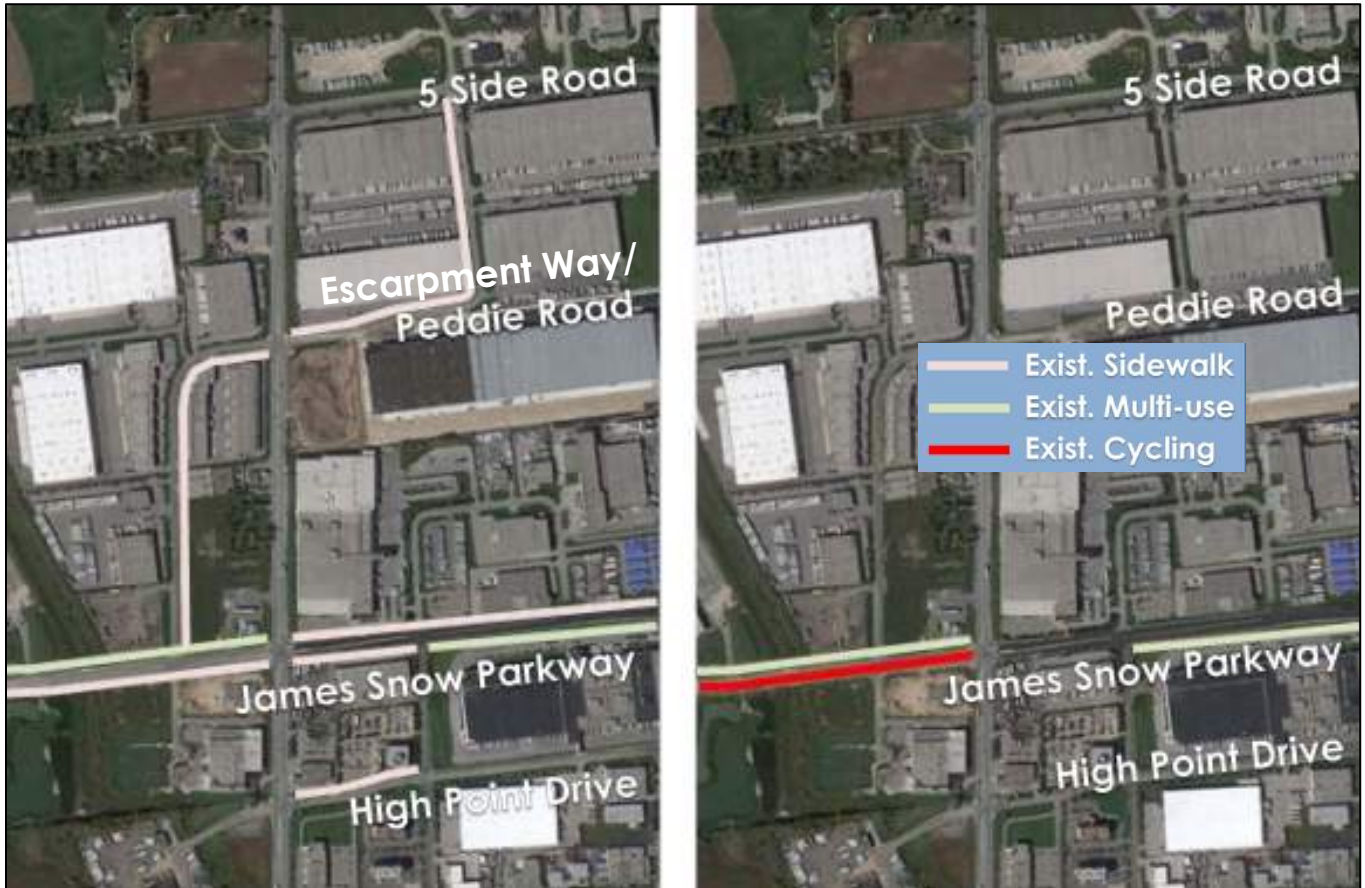
2.3 Existing Accesses

Along Regional Road 25, no accesses are present on the east side of the road. There are six accesses between James Snow Parkway North and Escarpment Way on the west side of Regional Road 25: one is located approximately 100 metres north of James Snow Parkway North providing access to the Petro Canada gas station and truck stop, the three in the middle providing access to the bungalows including the one to the existing building at the subject site, and two accesses that are 215 and 255 metres south of Escarpment Way providing access to the Shell gas station and fast-food restaurants on the same lot. The residential driveways facilitate a small number of trips which are insignificant compared to the volumes on the road. The gas stations can be considered as more significant traffic sources, but the trips generated there will be pass-by trips due to the nature of the gas station land use and do not have a large impact on the peak hour volumes on the adjacent streets. Therefore, the existing accesses along Regional Road 25 will have minimal contribution to traffic volume imbalances between Study Area intersections.

2.4 Existing Pedestrian Network

An excerpt from the Regional Road 25 Municipal Class Environment Assessment Transportation Planning Report (2019) shows the existing conditions, including the pedestrian network, in the Study Area, which is presented in Figure 3. Currently, there are no sidewalks along Regional Road 25 within the Study Area.

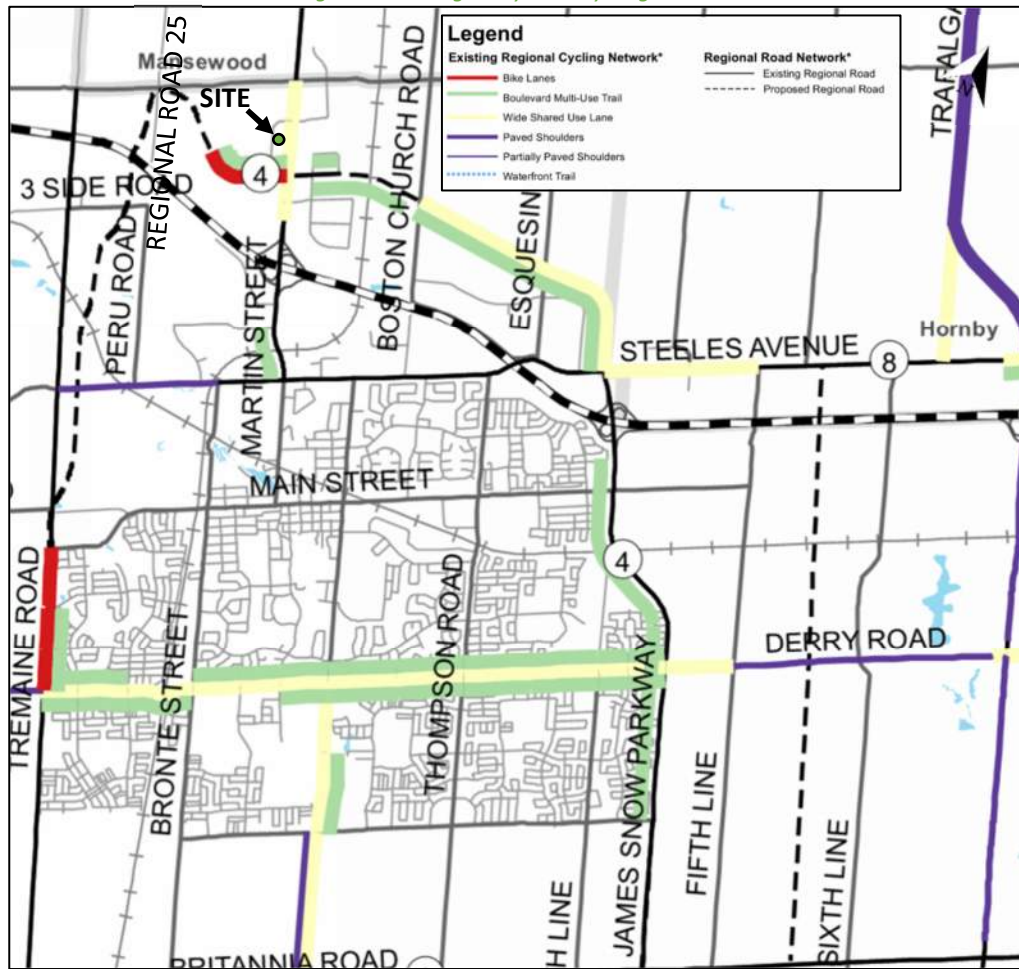
Figure 3: Existing Pedestrian Network



2.5 Existing Cycling Network

An excerpt from the Existing Regional Cycling Network Map from the Halton Region Active Transportation Master Plan (2015) is shown in Figure 4. Currently, bike lanes are present on James Snow Parkway, east of Regional Road 25. There are also several boulevard multi-use trails along James Snow Parkway. Regional Road 25 is shown to contain wide shared use lanes along the frontage of the proposed site; however, it is not signed as a cycling route using Google Streetview observations.

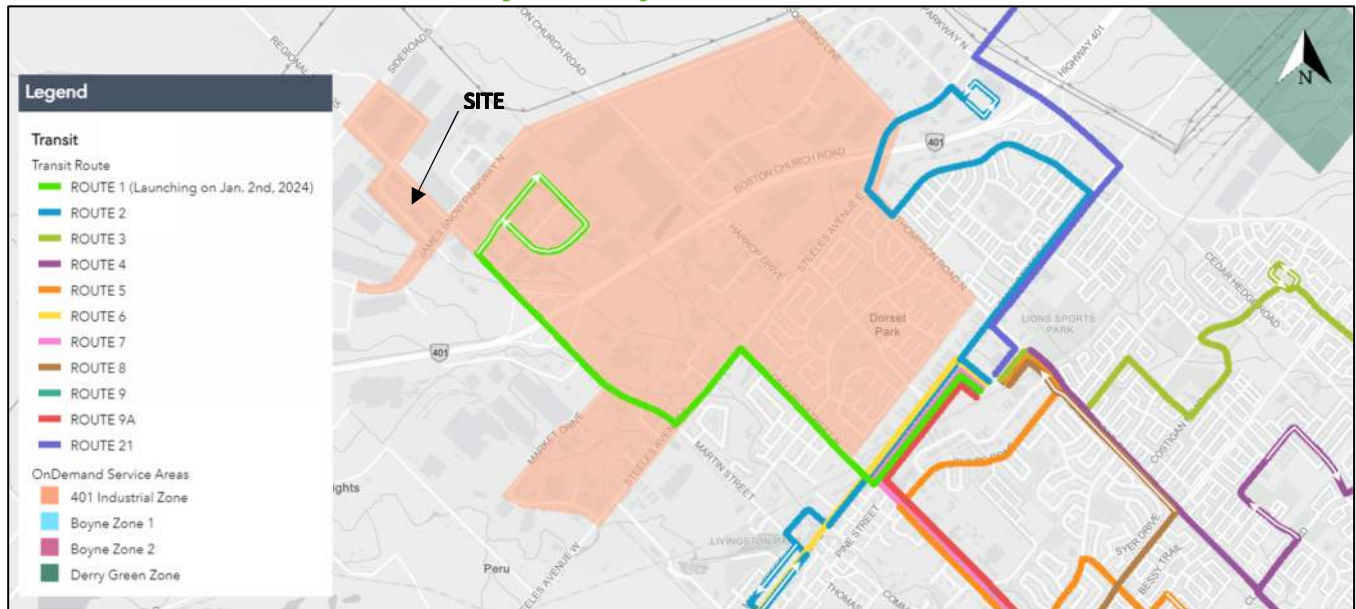
Figure 4: Existing Study Area Cycling Network



2.6 Existing Transit

The proposed site is located in an industrial area with one Milton Transit route in the vicinity as of April 2024. The Milton Transit Route #1 (High Point) operates just south of Regional Road 25 at James Snow Parkway to serve the Conestoga College Milton Campus, approximately 550 metres south of the subject site. Milton Transit routes #2 and #6 operate along Main Street approximately 3.5 kilometres to the south of the subject site. Moreover, Milton Transit provides an OnDemand transit service to the 401 Industrial Zone as shown in Figure 5. It is a flexible, shared-ride service that provides transit without following a fixed route or schedule, booked via a mobile app. OnDemand transit connects passengers to/from available fixed route services at key transfer locations. Smaller-sized, fully accessible Milton Transit buses are used to deliver OnDemand services. The hours of operation for the OnDemand service are 5:15 a.m. – 10:11 p.m. on weekdays and 7:10 a.m. – 7:40 p.m. on Saturdays.

Figure 5: Existing Milton Transit Service



Source: <https://www.milton.ca/en/living-in-milton/milton-transit-ondemand.aspx#IndustrialZone>

Accessed: April 2, 2024

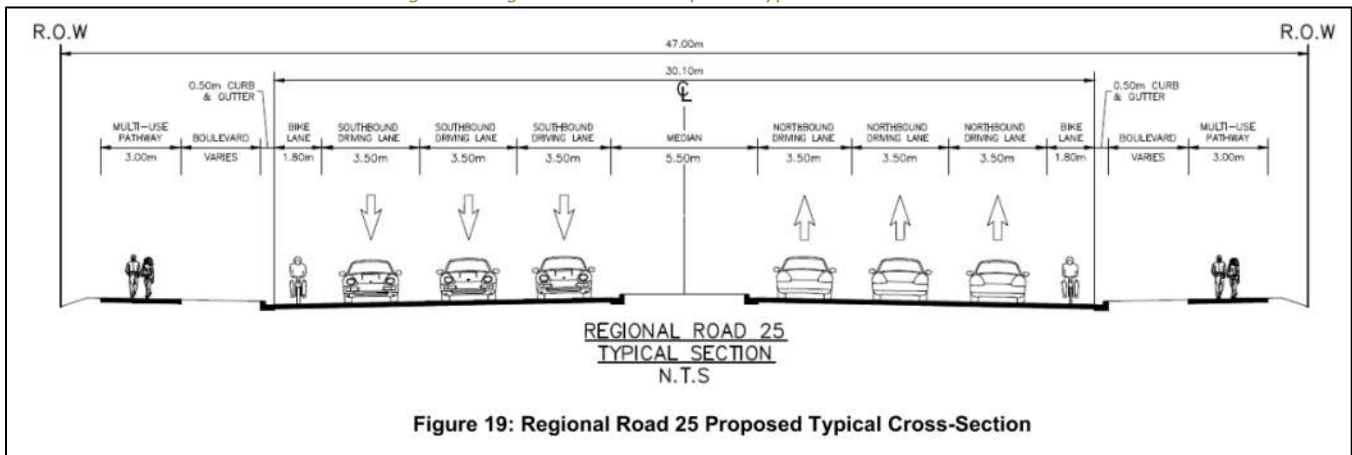
3 Future Background Conditions

3.1 Planned Conditions

3.1.1 Regional Road 25 Widening and Improvements

A future road widening construction is proposed on Regional Road 25 as per the Regional Road 25 Transportation Corridor Improvements from Steeles Avenue to 5 Side Road Environmental Study Report (2020). Construction for this project is expected to start by 2026 according to Halton Region’s 2022 Budget and Business Plan. The project includes road widening along Regional Road 25 from 4 lanes to 6 lanes with a projected right-of-way requirement of 47 metres. The total frontage of the subject site will be impacted by this widening. There will be a raised concrete centre median along these extents, which will restrict accesses to properties to right-in/right-out configurations. An excerpt from the Environmental Study Report is shown in Figure 6, which displays a typical cross-section of the proposed widening project.

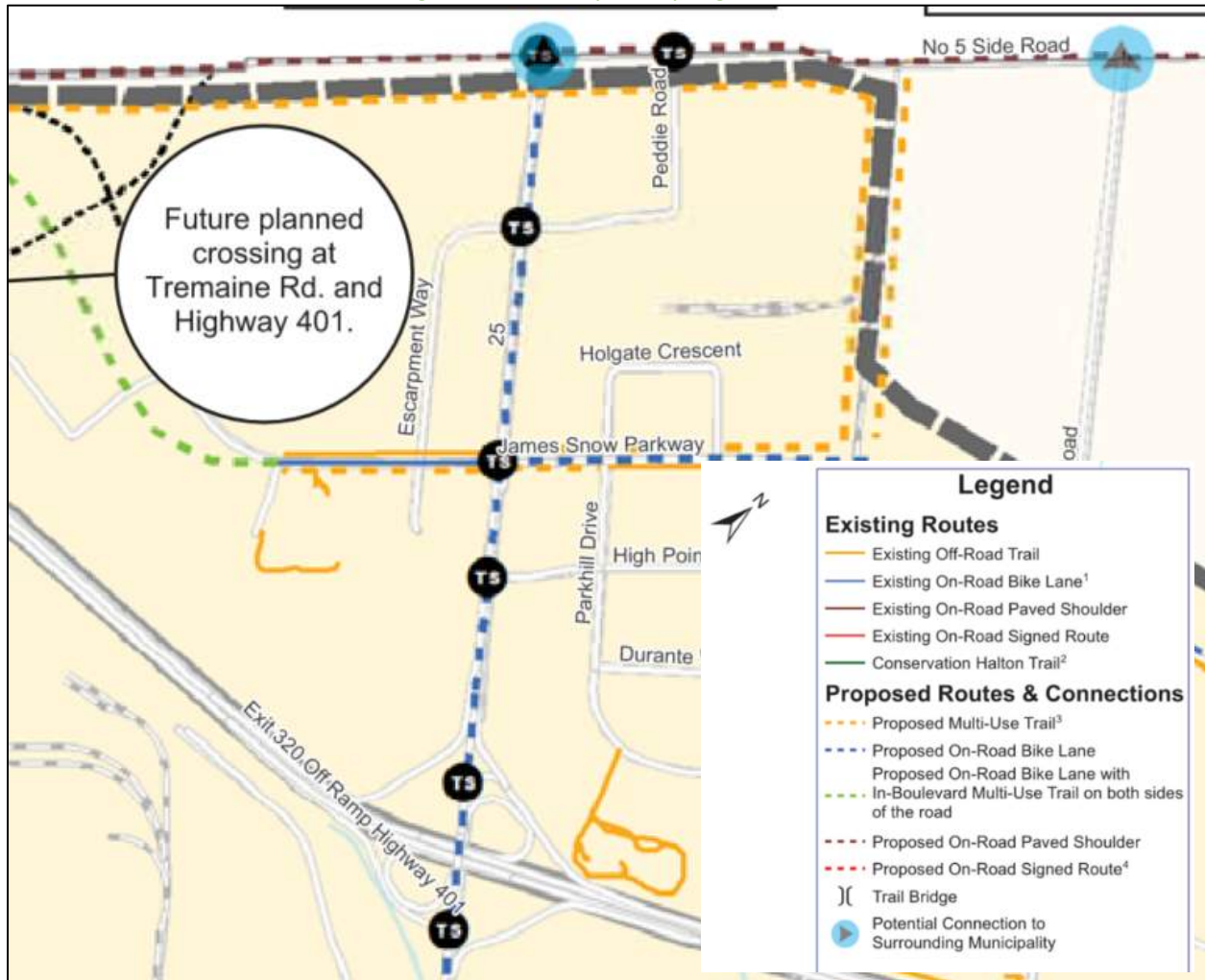
Figure 6: Regional Road 25 Proposed Typical Cross-Section



3.1.2 Active Transportation Improvements

As sourced from the Town of Milton Transportation Plan (2018), the future cycling infrastructure network for the Study Area is shown in Figure 7. Regional Road 25 is proposed to contain on-road bike lanes and James Snow Parkway is proposed to contain on-road bike lanes east of Regional Road 25 to provide a connection to the existing bike lanes west of Region Road 25. A multi-use trail is also proposed along James Snow Parkway and is being considered for the Regional Road 25 road widening project. The timing of these future improvements is not confirmed yet as further detailed design is required.

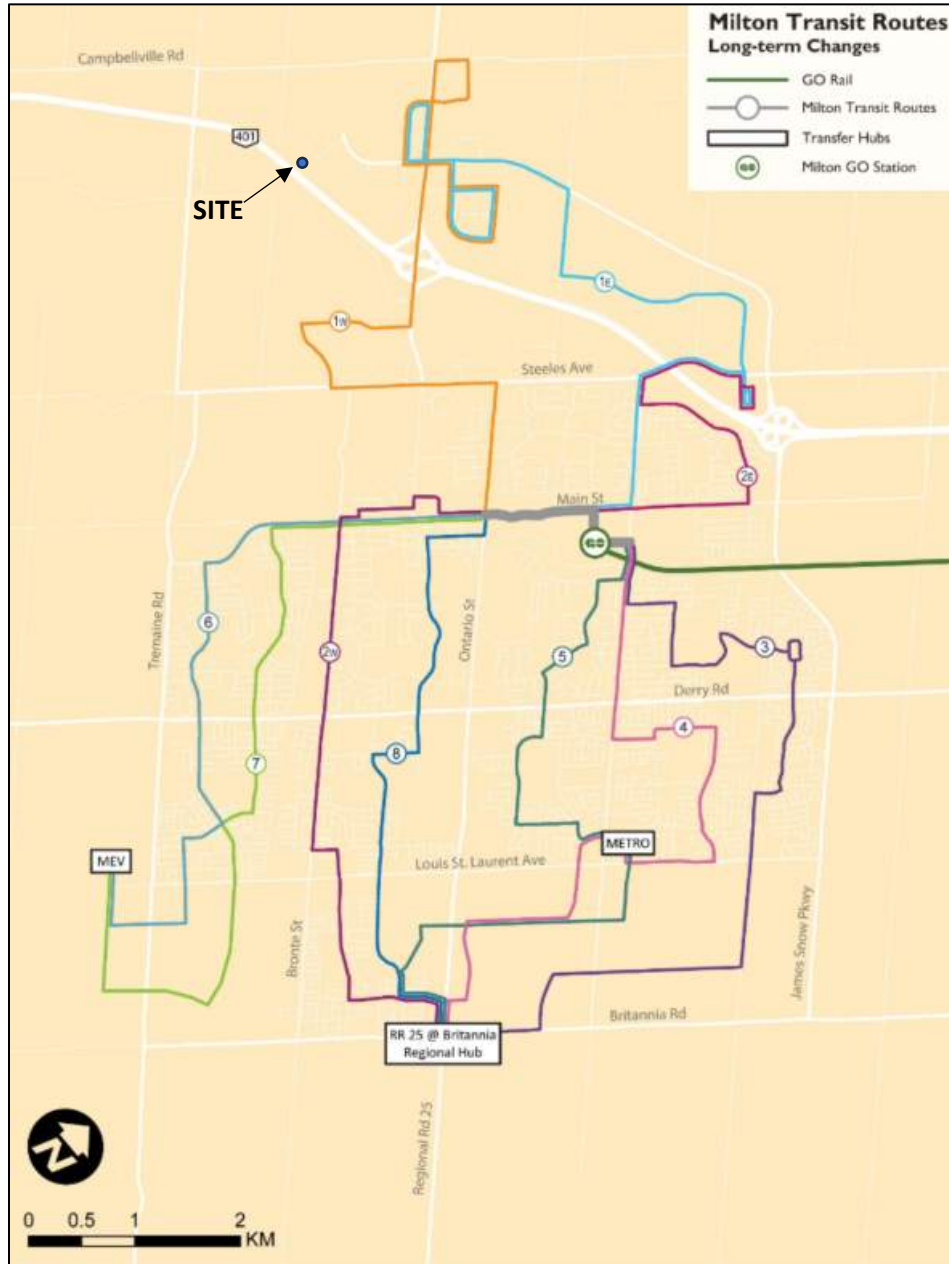
Figure 7: Future Study Area Cycling Network



3.1.3 Planned Transit Improvements

Transit improvements have been proposed for the Town of Milton in the 2019 – 2023 Milton Transit Service and Master Plan Review Update (2019) to extend existing routes to serve new development areas and new transfer hubs. These routes are shown in Figure 8. Further study is required to confirm the timing of these transit improvements.

Figure 8: Future Town of Milton Transit Network



4 Forecasting

4.1 ITE Trip Generation and Mode Shares

The trip generation has been determined using the vehicle trip rates from the ITE Trip Generation Manual (11th Edition). Since there is no unique electric and regular truck sale and repair facility within the manual, several similar land uses were selected for analysis: new automobile sales, used automobile sales, recreational vehicle sales. The associated trip generation rates and resulting trip generation is shown in Table 1 and

Table 2, respectively. The number of studies supporting the AM and PM peak hour ITE trip generation rates have been noted as well. The average rates were utilized given the limited availability of studies and the lack of fitted curve equations for these land uses. Appendix B contains the land use description for these uses. Considering that the proposed site is surrounded by industrial park and commercial areas, the assumed mode share of this location is 100% auto driver to remain conservative.

Table 1: Trip Generation Vehicle Trip Rates

Land Use	Land Use Code	Number of ITE Studies	Peak Hour	Estimation Method	Vehicle Trip Rate per 1000 ft ² GFA
Automobile Sales (New)	840	85	AM	Average	1.86
			PM	Average	2.42
Automobile Sales (Used)	841	22	AM	Average	2.13
			PM	Average	3.75
Recreational Vehicle Sales	842	12	AM	Average	0.46
			PM	Average	0.77

Table 2: Vehicle Trip Generation

Land Use	Number of ITE Studies	GFA (ft ²)	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Automobile Sales (New)	85	25,012	42	16	58	30	46	76
Automobile Sales (Used)	22	25,012	51	16	67	43	49	92
Recreational Vehicle Sales	12	25,012	12	2	14	7	17	24

As shown above, the maximum vehicle trip generation at this proposed development is produced by the Automobiles Sales (Used) land use, which generates 67 AM and 92 PM peak hour two-way vehicle.

The truck trip generation rates from the ITE Trip Generation Manual (11th Edition) Appendix on Truck Trip Generation Data Plots have been listed in Table 3. The average truck trip rates for the same previously mentioned land uses have been summarized.

Table 3: ITE Truck Trip Generation Rates

Land Use	Land Use Code	Number of ITE Studies	Peak Hour	Estimation Method	Vehicle Trip Rate per 1000 ft ² GFA
Automobile Sales (New)	840	10	AM	Average	0.01
			PM	Average	0.06
Automobile Sales (Used)	841	22	AM	Average	0.00
			PM	Average	0.00
Recreational Vehicle Sales	842	10	AM	Average	0.00
			PM	Average	0.00

Given that the above truck trip rates for these land uses are too low to consider for trip generation purposes and that the information for truck trip generation for these land uses is very limited, a proxy site analysis is presented to estimate total trip generation at this site. This analysis is presented in Section 4.2.

4.2 Proxy Site Analysis

4.2.1 Proxy Site Context

The selected proxy site Jal Truck Centre Ltd is located in Milton at Lawson Road at Hunter Drive approximately 4 kilometres east of the subject site. The property is zoned as Business Park Zone [M1] and has frontage along Lawson Road to the north and Hunter Drive to the west. The site context is shown in Figure 9. A comparison between site characteristics of the subject site and proxy site can be found in Table 4.

Figure 9: Proxy Site Context - Jal Truck Centre Ltd.

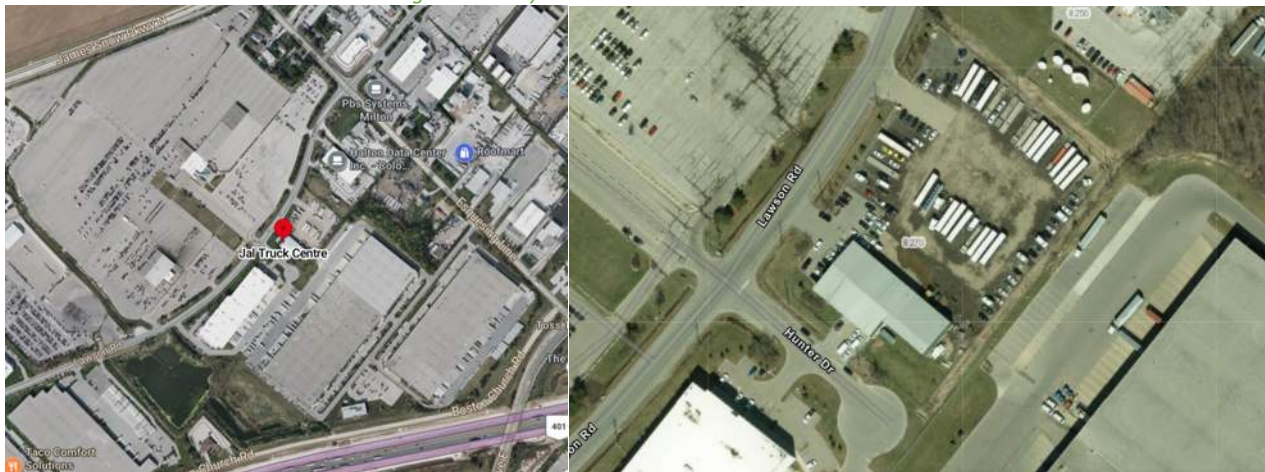


Table 4: Subject Site and Proxy Site Characteristic Comparison

Characteristics	Subject Site 8584 Regional Road 25	Proxy Site Jal Centre Ltd.
Facility Description	2-storey electric and regular truck sales and repair facility	2-storey truck sales and repair facility
Gross Floor Area	2,281 m ²	2,540 m ² (~1.1 x Subject Site Area)
Land Use Zones	Future Development (previously Business Park Zone [M1])	Business Park Zone [M1]
Surrounding Land Use Zones	Business Park Zone [M1], Auto Commercial Zone [C5]	General Industrial Zone [M2]
Proximity to Nearest HWY 401 Interchange	2 kilometres	3 kilometres

As shown in the above table, both sites have similar gross floor areas, site land uses, and surrounding land uses, and a result, this proxy site is sufficient to carry forward in terms of trip generation analysis.

4.2.2 Turning Movement Counts

The proxy site analysis will cover the AM and PM peak hours due to the proposed development’s location within a similar industrial land use. To understand the existing AM and PM peak hour traffic volumes at the proxy site’s driveways, the turning movement counts for these intersections have been conducted by Ontario Traffic Inc. Turning movement count data is included in Appendix C. None of the Study Area intersections are signalized.

Figure 10 shows the two parking lot areas at the proxy site, areas A and B, as well as the driveways of the site for which turning movement counts have been conducted circled in red. Table 5 summarizes the date of the most recent turning movement count at the proxy site driveway intersections. Using this data, Figure 11 shows the 2023 existing traffic volume figure for the proxy site.

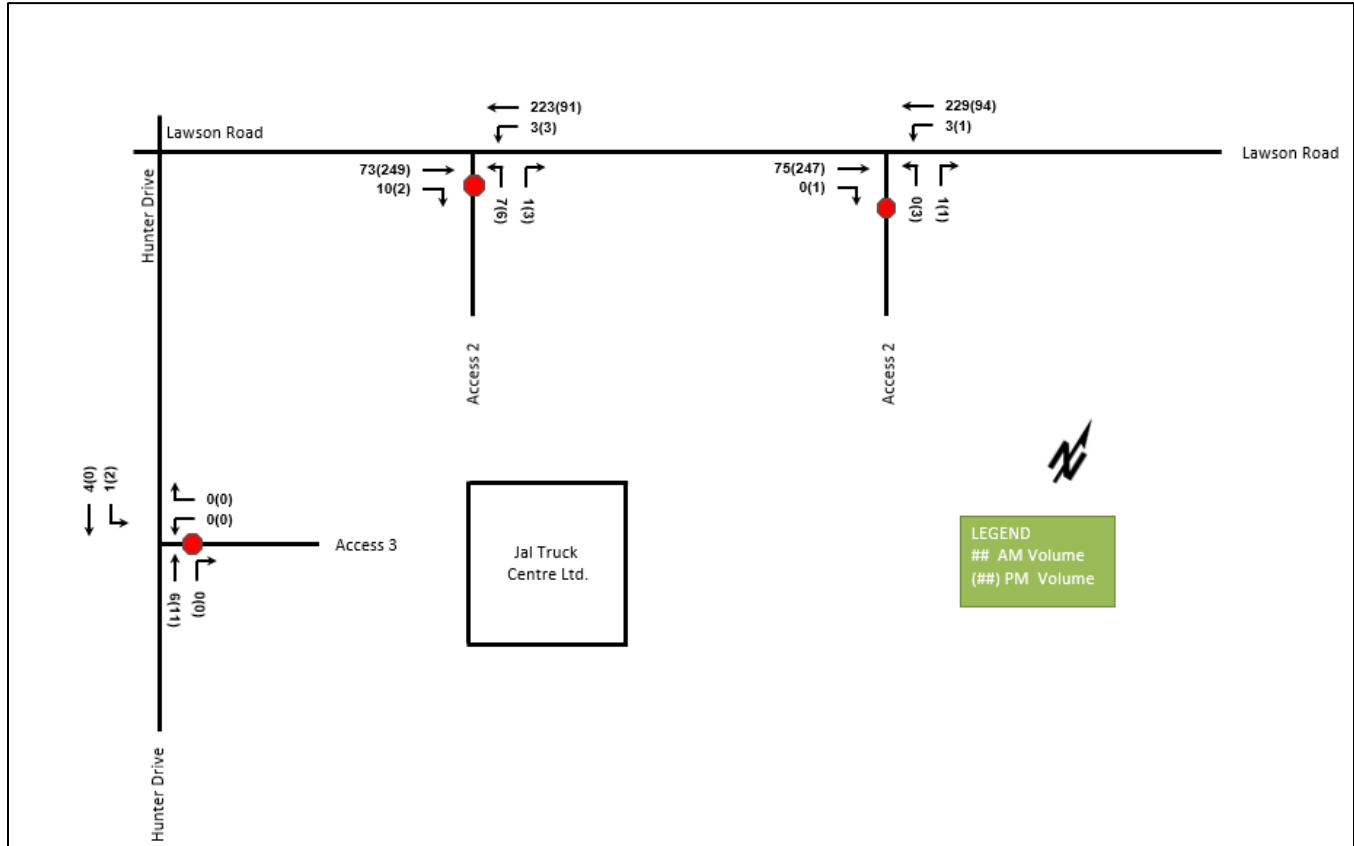
Figure 10: Proxy Site Access and Vehicle Parking Lot Locations



Table 5: TMC Data Dates

Data Type	Location	Count Date	Data Source
Turning Movement Counts (TMC)	Lawson Road / Access 1	Tuesday, May 9, 2023	Ontario Traffic Inc.
	Lawson Road / Access 2	Tuesday, May 9, 2023	Ontario Traffic Inc.
	Hunter Drive / Access 3	Tuesday, May 9, 2023	Ontario Traffic Inc.

Figure 11: Proxy Site 2023 Existing Traffic Volumes



4.2.3 Proxy Site Trip Generation Analysis and Subject Site Trip Generation Application

Using the turning movement splits of the proxy site intersections, namely the driveways into the site, the vehicle and truck trip generation at the proxy site can be calculated given that the inbound and outbound trips of both trip types can be determined from the TMC data of each access. By extension, the trips generated by proxy site can be used to estimated the projected subject site trip generation given the substantial similarities between the two sites. Given that the subject site GFA is less than the proxy site GFA, the trips generated by the proxy site can be scaled down using an area reduction factor ($2,281 \text{ m}^2 / 2,540 \text{ m}^2 = 0.90$) to project the trips generated at the subject site based on proxy site data. The proxy site trip generation and resulting estimated subject site trip generation are shown in Table 6.

Table 6: Proxy Site Trip Generation and Comparison

Location	Site GFA	Trip Type	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proxy Site Trip Generation								
Proxy Site (Total)	2,540 m ²	Vehicle	10	3	13	6	7	13
		Truck	6	6	12	1	6	7
		Total	16	9	25	7	13	20
% Heavy Vehicles			38%	67%	48%	14%	46%	35%
Subject Site Trip Generation Estimation								
Subject Site	2,281 m ²	Estimated Vehicle	9	3	12	5	6	12
		Estimated Trucks	5	5	11	1	5	6
		Estimated Total	15	8	23	6	12	18

As shown in the above table, the proxy site analysis projects 12 AM and 12 PM peak hour two-way vehicle trips and 11 AM and 6 PM peak hour truck trips for the subject site. In total, 23 AM and 18 PM peak hour two-way trips are projected. Given that the proxy site experiences substantial heavy vehicle percentages, it more accurately and realistically captures the truck activity produced by this truck sales and repair facility than could be achieved using the ITE methodology. As a result, the proxy site methodology for trip generation will be carried forward in the analysis of this report.

4.3 Trip Distribution and Assignment

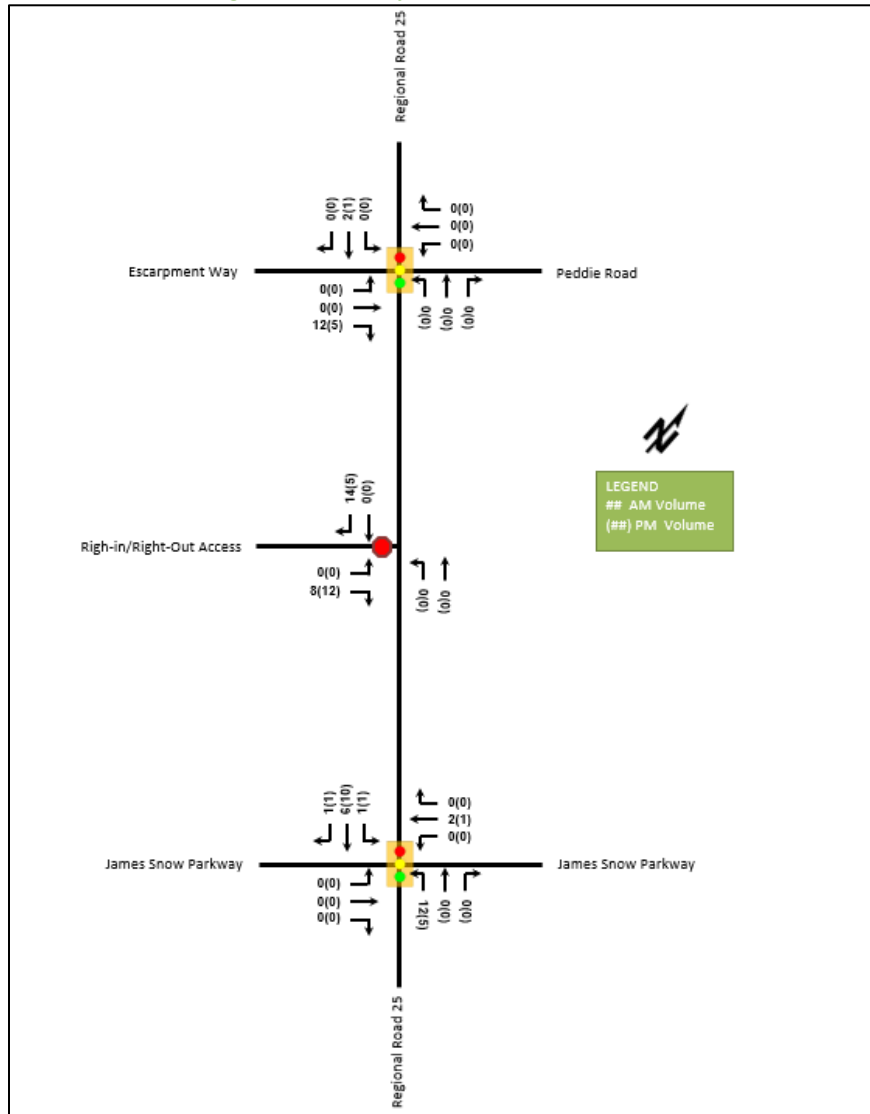
To understand the travel patterns of the subject development, the Transportation Tomorrow Survey (TTS) has been reviewed to determine the existing inbound and outbound travel patterns during AM and PM peak hours for TTS zone 4144 in which the proposed site is located. Table 7 below summarizes the distribution.

Table 7: 2016 TTS Trip Distribution

To/From	Percent of Trips
North	10%
South	25%
East	60%
West	5%
Total	100%

Considering the distribution above and access to major transportation infrastructure, the new auto site trips were distributed to the Study Area road network. The new site generated volumes are illustrated in Figure 12.

Figure 12: New Subject Site Generated Volumes



5 Development Design

5.1 Circulation

The proposed site plan and access configuration has been reviewed to assess vehicle site circulation using a WB-20 tractor trailer, a Halton Region garbage truck, and a fire truck. The driveway is designed as a right-in/right-out driveway as per Halton Region's future roadway infrastructure plans. Appendix D includes the drawing illustrating the turning paths for the design vehicles at the access. All turning paths are accommodated by the proposed curbs and driveways. The range for driveway width at this location in Halton Region is between 4.5 metres to 9 metres. The driveway radii range is 3 to 16 degrees in this commercial area. The angle of intersection between the access to Regional Road 25 is 90 degrees, which is acceptable for the Region. With regards to pedestrian circulation, a sidewalk should be provided through the driveway to give pedestrians access.

5.2 Access Review

5.2.1 Access Management Guidelines

The proposed access will be reviewed using Halton Region's Access Management Guide (2015) and TAC's Geometric Design Guide for Canadian Roads (2017).

5.2.2 Access Spacing Between Adjacent Properties

The Halton Region Transportation Master Plan (2011) designates Regional Road 25 as a C4 Urban Corridor in the future in accordance with Halton Region Right-of-Way Guidelines (2011). Given that the road widening at Regional Road 25 will implement a center median within the entirety of the Study Area extents, adjacent properties will also include right-in/right-out access configurations. The measured distances between the subject site access and adjacent property accesses to the north and south are both approximately 115 metres. The regional Access Management Guidelines state that C4 roads require a minimum access spacing of 115 metres for right-in/right-out accesses onto C4 roads.

5.2.3 Sight Distances

A sightline analysis of the proposed right-in/right-out site access onto Regional Road 25 has been undertaken to determine if the proposed access is impeded by obstructions, which would limit the visibility from the access point to vehicles traveling along Regional Road 25. Sightlines have been reviewed to the north of the access given that opposing traffic will be separated by a centre median, which only allows vehicles to enter the site via right-turn and exit the site via right-turn. The cases associated with stop control on the access road have been reviewed at this location. The sight distances have been calculated for a design speed of 80 km/h design speed (70 km/h posted speed limit). Table 8 summarizes the required sight distances for cars and trucks. Figure 13 shows the maximum sightline triangle required for the site access. As part of this analysis, it has been assumed that the Town of Milton will maintain a clear right-of-way.

Table 8 : Sightline Calculations - Site Access

Intersection	Vehicle Type	Design Speed (km/hr)	Departure Sight Distance (Right-Turn)	Stopping Sight Distance
Site Access	Car	80	145	130
	Truck	80	235	130

Figure 13: Single Unit Departure Sight Distance - Site Access at Regional Road 25



As indicated above, the available sight distance of the site access is shown to be more than the stopping sight distance, and therefore, the departure sight distance as well. As a result, no mitigation measures are proposed. In addition, Figure 14 and Figure 15 show the views north and south along Regional Road 25 from the approximate location of the proposed site access utilizing Google Streetview image data (August, 2021), respectively. There are no visual obstructions, such as notable grade changes, to James Snow Parkway to the south or to Escarpment Way to the north along Regional Road 25.

Figure 14: Point-of-View South on Regional Road 25 from Proposed Site Access Location



Figure 15: Point-of-View North on Regional Road 25 from Proposed Site Access Location



5.2.4 TAC Throat Length Review

The throat length of the access was reviewed using TAC's Geometric Design Guide for Canadian Roads (2017). The minimum clear throat length required of the site based on land use and development size is listed in Table 9.

Table 9: Minimum Site Throat Length

Land Use	Development Size	Minimum Clear Throat Length (m)	
		Collector	Arterial
Light Industrial	< 10,000 m ²	8	15

Given that Regional Road 25 is an arterial road, the applicable minimum throat length for the proposed site is 15 metres. The throat length at the site is approximately 7.2 metres to the first north-south driving aisle encountered upon entrance to the site. As a result, the available throat length at the proposed site is not sufficient. However, measures have been taken, as shown in the site plan, to mitigate the impact of this limited throat length. A one-way driving aisle surrounds the site to increase predictability of vehicle movement and circulation. This one-way drive aisle has stop-control upon its southbound approach to its internal intersection at the site access. This gives priority to inbound vehicles and limits conflict between the entrance path and the exit path. The next point of conflict is approximately 21.9 metres away from the site access in terms of throat length, which is at the closest parking lot to the site access, which is not controlled and requires drivers backing out and entering the site enough distance to yield and stop for driveway movements. Given that the drive aisle is controlled and that the parking point of conflict is over 15 metres away from the site access, issues related to the minimum throat length requirements can be mitigated.

5.3 Loading Requirements

According to the Town of Milton By-Law 016-014 and based on the subject site GFA of 2,281 m², the site requires one loading area with a minimum length of 6.0 metres, minimum width of 3.5 metres, and minimum vertical clearance of 3.0 metres. Given that the loading area provided on site meets these minimum dimensions, the loading requirements at the site are satisfied.

6 Parking Study

6.1 Vehicle Parking Requirements

The proposed development at 8584 Regional Road 25 will include 64 parking stalls. According to the Town of Milton By-Law 016-014, the industrial land use includes accessory office space within its provisions. Since it does not explicitly mention service areas within the industrial use, several parking provisions can be calculated using similar land uses outlined in the By-Law. The maximum zoning requirements for the proposed land use as well as the proposed vehicle parking provisions are summarized in Table 10. The requirements and provisions of barrier-free vehicle parking area summarized in Table 10.

Table 10: Vehicle Parking Requirement Zoning By-Law Approach

Type or Nature of Use	Unit/GFA	Parking Rate (Required)	Parking Spaces (Required)	Parking Spaces (Provided)	Difference
Uses permitted by this By-law other than those listed in Table 5G	2,281 m ²	1.0 per 30 m ² GFA	77	64	-13

As shown above, the vehicle parking requirement for the unique proposed land uses at 8584 Regional Road 25 is 77 parking spaces. As a result, there is a deficiency of 14 spaces at the proposed development compared to the zoning by-law. Section 6.2 will provide a parking justification to support this deficiency. As part of the vehicle parking requirements, accessibility parking standards as per the AODA must be provided on-site as well. The accessible vehicle parking space requirements at the proposed site using the proposed parking count are detailed in Table 11. As shown in the table below, accessibility parking space requirements have been met at the site.

Table 11: Barrier-Free Vehicle Parking Requirement and Provision

Total Number of Parking Spaces	Range	Minimum Barrier-free Parking Rates	Barrier-free Parking Spaces (Required)	Barrier-free Parking Spaces (Provided)
64	13 to 100 (2016-014)	4% of the total number of parking spaces in the parking area	3	3

6.2 Parking Reduction Study

Given the deficiencies in the number of required parking spaces required at the proposed land uses at the subject site, a parking reduction justification is proposed. Using proxy site parking survey data and the ITE Parking Generation Manual (5th Edition), a parking reduction justification has been prepared.

6.2.1 Proxy Site Context

The proxy site context is shown in Figure 16. A comparison between site characteristics of the subject site and proxy site can be found in Table 12. Both sites have similar gross floor areas, site land uses, and surrounding land uses, and a result, this proxy site is sufficient to carry forward in terms of parking analysis.

Figure 16: Proxy Site Context - Jal Truck Centre Ltd.



Table 12: Subject Site and Proxy Site Comparison

Characteristics	Subject Site 8584 Regional Road 25	Proxy Site Jal Centre Ltd.
Facility Description	2-storey electric and regular truck sales and repair facility	2-storey truck sales and repair facility
Gross Floor Area	2,281 m ²	2,540 m ²
Land Use Zones	Future Development (previously Business Park Zone [M1])	Business Park Zone [M1]
Surrounding Land Use Zones	Business Park Zone [M1], Auto Commercial Zone [C5]	General Industrial Zone [M2]
Proximity to Nearest HWY 401 Interchange	2 kilometres	3 kilometres

6.2.2 Parking Survey

A parking survey at Jal Truck Centre was conducted on Tuesday May 9th, 2023, from 8:00am to 6:00pm. Figure 17 shows the two parking lot areas at the proxy site, denoted as areas A and B, as well as the driveways of the site for which turning movement counts have been conducted in red. The parking survey summary is detailed in Table 13.

Figure 17: Jal Truck Centre Ltd. Parking Survey Areas



Table 13: Parking Survey Summary

Site	GFA (m ²)	Parking Supply A	Parking Supply B	Parking Supply (Total)	Max Parking Demand	Parking Supply Rate	Parking Demand Rate	Parking Utilization Rate
Jal Truck Centre Ltd.	2,540	2	18	20	17	0.79 / 100 m ²	0.67 / 100 m ²	85%

It was determined through the parking survey that demand did not exceed capacity in any study period at the proxy site. The maximum parking utilization rate is 85% at this site. Given that the subject site parking supply is larger than the proxy site parking supply, the provided parking statistics at both sites are compared in Table 14 to determine provided parking rates and projected subject site demand using the parking utilization rate.

Table 14: Provided Parking Statistics Comparison

Site	GFA (m ²)	Parking Provided	Parking Rate (Provided)	Parking Demand
Jal Centre Ltd.	2,540	20	0.79 / 100 m ²	17
8584 Regional Road 25	2,281	63	2.76 / 100 m ²	54 (projected)

As shown above, the parking survey parking utilization rate produces a parking demand at the subject site of 54 vehicle parking spaces. Overall, the parking provided on the site will satisfy the projected parking demand based on the proxy site survey.

6.3 ITE Parking Generation

Parking demand was determined using the ITE Parking Generation Manual (5th Edition) using similar land uses, as performed in the previous trip generation methodology. The ITE average parking generation rates and resulting demands are listed in Table 15.

Table 15: ITE Parking Generation Analysis

Land Use	ITE Average Rate	Generated Parking	Parking Provided	Max. Difference
Automobile Sales (New)	2.29	57	63	-13
Automobile Sales (Used)	3.08	76		
Recreational Vehicle Sales	0.78	20		

As shown above, the maximum parking demand based on the related ITE land uses is 76 parking spaces. However, given the wide range in demands between the related land uses, it is estimated that this maximum is overly conservative for the proposed uses at the subject site.

6.4 Parking Methodology Comparison

Using the Zoning By-Law, parking survey, and ITE Parking Generation methodologies as well as the proposed site statistics, a comparison of proposed parking requirements is detailed in Table 16.

Table 16: Parking Methodology Comparison

Item	Zoning By-Law 2016-014	Proxy Site Parking Survey	ITE Parking Generation	Provided Parking
Proposed Parking Requirements	77	54	76	64
Difference from Provided Parking	-13	+10	-12	

Given that the methodologies yield parking requirements within a range of ±15 parking spaces compared to the provided supply at the proposed site and given the parking study and proxy site findings, a parking reduction can be supported at the site. Carrying forward the proposed 64 parking spaces is recommended.

6.5 Bicycle Parking

Bicycle parking requirements and provisions are summarized in Table 17.

Table 17: Bicycle Parking Requirement Zoning By-Law Approach

Land Use	Minimum Bicycle Parking Rate (Required)	Vehicle Parking Spaces	Bicycle Parking Spaces (Required)	Bicycle Parking Spaces (Provided)
All other Commercial, Employment and Institutional Uses	3 per 100 vehicle parking spaces	64	2	4

As shown above, the proposed site requires 2 bicycle parking spaces to meet the zoning by-law requirements. Given that there is a surplus of 2 bicycle parking spaces at the proposed site, bicycle parking requirements are satisfied at the proposed site.

7 Conclusions

This Transportation Brief has examined the trip generation, access requirements, and study area intersection impact of the proposed development at 8584 Regional Road in the Town of Milton. The Traffic Brief has shown the following:

- A. The proposed site is within a property zoned as a Future Development Zone [FD] and currently consists of a house and its yard and driveway. This study has been prepared to address the transportation requirements of the proposed 2,281 square-metre 2-storey electric and regular truck sales and repair facility.
- B. Using the ITE Trip Generation Manual, the numbers of AM and PM peak hour trips generated by similar land uses to the truck sales and repair facility were identified.
- C. It was found that the proposed uses are anticipated to generate 55 AM, and 75 PM new peak hour two-way vehicle trips. The low projected traffic volumes would have a minimal impact on the surrounding road network.
- D. The truck trip generation was also calculated using the ITE Trip Generation Manual. It was found that the proposed uses are anticipated to generate 12 AM, and 7 PM new peak hour two-way truck trips.
- E. One right-in/right-out driveway will provide access to the site and meets Halton Region's requirements outlined in the Access Management Guidelines.
- F. Parking requirements at the proposed site were calculated through 3 different methods: the Town of Milton Zoning By-Law 2016-014 approach, proxy site parking survey analysis, and ITE parking generation calculations. The parking analysis provides a parking reduction justification that supports the provided parking provisions at the site of 64 parking spaces.
- G. The turning paths of the design vehicles are accommodated by the proposed curbs and driveways.

The proposed development will function within the Study Area road network. It is recommended that, from a transportation perspective, the proposed development application process proceeds.

Prepared By:



Nasteha Abdullahi, M. Eng.

647-965-2835

Nasteha.Abdullahi@CGHTransportation.com

Reviewed By:



Mark Crockford, P. Eng.

905-251-4070

Mark.Crockford@CGHTransportation.com

Appendix A

Town of Milton Consultation Summary and Comments



Town of Milton

Memo

To: Francesco Fiorani, Brutto Consulting
From: Jessica Tijanic, Senior Planner, Development Review, Town of Milton
Date: Thursday, January 12, 2023
Subject: Planning Memo - Pre-Consultation Meeting for 8584 and 8598 Regional Road 25

On December 13, 2022, a pre-consultation meeting was held with the applicant and staff from the Town of Milton and Halton Region to discuss a proposed Zoning By-law Amendment for the lands located at 8584 and 8598 Regional Road 25 in the Town of Milton. The applicant is proposing to rezone the subject lands to facilitate the construction of a 2-storey commercial truck dealership (2,324 m²) that sells both electric trucks and regular trucks. Two accesses being proposed from Regional Road 25 as well as 37 surface parking spaces and an area for the outdoor display of trucks.

The following comments are provided from Development Review:

1. It is Town staff's understanding that the applicant intends to incorporate the property located at 8604 Regional Road 25 as part of the proposed development, however this property requires a consent application for a lot addition. All study requirements and future Planning Application should reflect the inclusion of all 3 properties.
2. The subject lands are designated Business Park Area as per Schedule C.2.B of the Town of Milton Official Plan. The subject lands are zoned Future Development - FD in the Town's Zoning By-law 2016-014. An application for a Zoning By-law Amendment is required.
3. Once zoning has been established, a Site Plan application will be required. Please note a separate Pre-Consultation Meeting for the Site Plan application is required.
4. Beginning January 1, 2023, the Town of Milton is following a new development process to implement the changes introduced to the Planning Act through Bill 109. Please visit [this webpage](#) for more information on the stages of the Pre-Application Process.
5. The applicant is required to review the 401 Business Park FSEMS and North Porta CESS Terms of Reference and provide the Town with a scoped CESS addendum. These documents are attached to this letter as reference.

An addendum CESS must be substantially complete prior to the submission of a formal Zoning By-law Amendment application. Please contact Rachel Ellerman, Manager of Stormwater, to discuss the requirements for stormwater management on this site. Rachel can be reached at Rachel.Ellerman@milton.ca

6. A Planning Justification Report is required to support the proposed Zoning By-law Amendment. Section 3.8 of the Town's Official Plan contains policies that apply in the Business Park Area. Light industrial and office uses are permitted within this designation, subject to a high standard of design. These policies, in addition to any other relevant policies, must be addressed in a Planning Justification Report.

Please note that there is a daycare located at 8611 Escarpment Way that shares its outdoor space with the lot line of the property located at 8604 Regional Road 25. Please approach to buffering (e.g. landscaping or otherwise) along this (future) shared lot line.

7. A draft Zoning By-law Amendment is required.
8. A Pre-Submission Review is required as the next step of the Pre-Application Process. All items included in the Record of Pre-Consultation are required for the Pre-Submission Review. To request a Pre-Submission Review, instructions for payment of the required fee and a link to upload your submission, please contact planning@milton.ca.
9. Additional comments may be provided throughout the ongoing review of the development on these lands.

Jessica Tjanic, M.Sc., MCIP, RPP
Senior Planner, Development Review
Jessica.Tjanic@milton.ca

Parks and Facilities Planning Comments:

Payment in lieu of Land Conveyance

While conveyance of land to the Town for park or other public recreational purposes is not required within the limits of the subject lands, payment in lieu (PIL) thereof is applicable. The Owner will be required to provide the Town PIL of land conveyance at the standard industrial rate of 2% of the value of the merged lands (as if vacant), to be determined by way of a site-specific appraisal (to be prepared at the Owner's expense).

Details regarding the implementation of the Town's PIL of land conveyance process (including parameters for the required appraisal, as well as submission and payment timing), in accordance with applicable legislation and the Town By-law in effect, will be outlined as part of our review of the forthcoming development applications, recognizing that changes to the current Town By-law (055-2022) are anticipated as a result of Bill 23, the More Homes Built Faster Act, 2022. Moving forward, the prospective Applicant is to ensure that the total net developable (private, combined) area of 8584 and 8598 Regional Rd 25 is identified in the SP statistics (this is to form the basis of the required appraisal); if 8604 Regional Rd 25 is acquired and added to this proposal, the subject area is to be included as well.

The detailed review of the preliminary submittals circulated by Development Services on November 29, 2022 are deferred to other Town departments/external agencies at this time. Note additional comments may follow upon receipt/review of any new/revised information.

Renata Tracey, MCIP, RPP
Parks Planner
Renata.Tracey@Milton.ca

Policy Comments

No comments.

David Twigg
Director, Planning Policy and Urban Design
David.Twigg@milton.ca

Transportation Comments

1. A Transportation Brief is required. A Parking Justification Study would be required in the event that the subject site is deficient in parking requirements. The full scope of work is to be circulated to the undersigned for approval prior to commencing the study. PDF's as well as hard copies are to be provided. Town requires that the TIS be stamped, signed, and dated by a licensed Professional Engineer in Ontario (P.Eng).
2. Accessible parking to be provided in accordance with the Town's Zoning By-law, in close proximity to main entrances.
3. Sufficient throat lengths (As required per TAC Geometric Design Guide for Canadian Roads) should be provided on site. Clear throat lengths are measured from the ends of the driveway curb return radii at the roadway and the point of first conflict on-site. No parking spaces or intersecting drive-aisles are permitted within clear throat lengths. Reductions to the minimum clear throat length requirements may be considered if justified by the Transportation Impact Study.
4. Since the site fronts on to a Regional Road, please confirm with the Region on whether the proposed site accesses are acceptable and for daylighting requirements.
5. Any portion of the site used for passenger vehicle parking and / or circulation is to be paved.
6. Consideration must be given to pedestrian circulation. Safe and convenient pedestrian connections from the building entrance(s) to the parking areas should be provided.

Kavleen Sachdeva, P.Eng
Transportation Planning Technologist
Kavleen.Sachdeva@milton.ca

Development Finance Comments:

1. Regional development charges and educational development charges are applicable in accordance with appropriate agency's policies and by-laws. Town development charges and other charges are applicable on any future development in accordance with Town policies and by-law and other applicable legislation. All development charge inquiries should be directed by email to DevelopmentFinance@milton.ca or by calling the Development Administrator at 905-878-7252, extension 2404.
2. The standard development fees, as outlined in the Town's annual user fee report and bylaw, are applicable.

Dee Dee Fitzpatrick
Supervisor, Development Finance
Deedee.Fitzpatrick@milton.ca

Zoning Comments

1. Motor vehicle dealership use is not a permitted use for proposed M1 zone under Section 8.1, Table 8A, this may be addressed proposed under site specific.
2. Area of lot is less than the min required 0.8ha according to zoning bylaw Section 8.2, Table 8B. Applicant indicated addition of the adjacent property is an option and this may be addressed.
3. Proposed site plan shows parking spaces less than minimum required by Section 5 of the Zoning bylaw. Applicant confirmed they have enough space to comply with the requirements and will update site plan accordingly.
4. Fully dimension Site Plan with site statistics, and Architectural Drawings, are required. Applicant to ensure compliance with proposed M1 zone with site specifics.
5. Additional Zoning comments may follow after a full set of drawings is submitted and reviewed.

Marian Gerges
Zoning Officer
Marian.Gerges@milton.ca



Pre-Consultation Review

Date: December 12, 2022

Regional Planner: Velimir Lazarevic

Address: 8584 & 8598 Regional Rd. 25, Milton

Application type(s):

- Local Official Plan Amendment
- **Rezoning**
- Plan of Subdivision
- **Site Plan Approval**
- Consent
- Condominium
- Regional Official Plan Amendment

Proposal: Zoning By-law Amendment and Site Plan Approval to facilitate the proposed 2-storey commercial truck dealership with a gross floor area of 2,324 m², 37 parking spaces and two accesses from Regional Road 25. The proposed truck dealership intends to sell both electric trucks and regular trucks.

ROP (2009): Urban Area; Employment Area; Built Boundary

Preliminary Regional Comments / Submission Requirements:

Planning Comments

The subject lands are designated Urban Area in the Halton Region Official Plan (ROP). The Urban Area policies of the ROP provide that the range of permitted uses within the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to all other relevant policies of the ROP.

The Region requests that the site specific Zoning is scoped only for this specific use, so it does not allow for general automotive sales.

Land Use Compatibility

Per Section 143 (12) of the ROP, the proponents of sensitive land use in proximity to transportation sources of noise, vibration, odour and air pollutants must complete appropriate studies and undertake necessary mitigating actions in accordance with the Region's Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines and applicable Ministry of the Environment Guidelines.

The Region requests that the applicant's Planning Justification Report address context in which they conform to the Land Use Compatibility related policies of the ROP.

Archeology

The subject lands are located within an area of Archaeological Potential. However, it is acknowledged that the lands have been previously disturbed with development. While an Archaeological Assessment is not required, the proponent is cautioned that during development activities, should archaeological materials be found on the property, the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries should be notified immediately. In the event that human remains are encountered during construction, the proponent should immediately contact the appropriate authorities (police or coroner) and all soil disturbance must stop to allow the authorities to investigate and the Registrar of Cemeteries to be consulted.

Servicing

The existing water and wastewater services appear to be located within an existing easement; Regional Servicing is uncertain whether the proposed development can be connected to the existing services. Public Works is currently reviewing this and the Region will provide a confirmation once Public Works has completed their review.

The applicant is required to submit engineering drawings and a Functional Servicing Report (FSR), both are to be prepared by a Professional Engineer of Ontario. The drawings and Report must demonstrate that both the water and wastewater services are feasible to support the proposed development and will not have negative impact to the existing infrastructure.

Contamination

Section 147(17) of the Regional Official Plan (ROP) requires the applicant of a development proposal to determine whether there is any potential contamination on the site they wish to develop, and if there is, to undertake the steps necessary to bring the site to a condition suitable for its intended use. This process is described Halton Region's Protocol for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites. The Region further expects that the applicant will follow the processes outlined in O. Reg. 153/04 in the preparation of all Environmental Site Assessment (ESA) reports and supporting documentation. As such, ESA reports must be no older than 18 months old and completed in accordance with part VII and VIII and Schedule D and E of the regulation.

Regional staff request that a completed and signed Site Screening Questionnaire (ESSQ) as well as any existing ESA reports be submitted for review to establish any potential further requirements. The author of the environmental reports must extend third party reliance to Halton Region.

Transportation

Transportation Planning has reviewed the pre-consultation request for the 8584 & 8598 Regional Road 25 properties in Milton and offers the following comments. Transportation Planning notes that while every effort will be made to provide detailed comments based on the provided information, our comments are subject to change as more information becomes available during the development application process.

Right-of-way Dedication – Regional Road 25:

Halton Region's Transportation Master Plan (TMP) identified the need to widen Regional Road 25 from Steeles Avenue to 5 Side Road. This improvement is currently scheduled to start construction in 2026 per Halton Region's 2022 Budget and Business Plan. A right of way dedication will be required from this development. The land dedication will be required to satisfy the greatest dedication of the following listed below.

Official Plan/Transportation Master Plan Right-of-Way Requirements:

Any lands within 23.5m of the centreline of the original right-of-way of Regional Road 25 that are part of the subject property shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements.

Municipal Class Environmental Assessment Study/Environmental Study Report (Transportation Planning) Right-of-Way Requirements – Regional Road 25:

Any lands that are part of the subject property and have been identified as required for the future widening of Regional Road 25 per the completed "Regional Road 25 Corridor Study – Steeles Avenue to 5 Side Road" Municipal Class Environmental Assessment Study / Environmental Study Report shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements.

The completed study is available online at: <https://www.halton.ca/For-Residents/Roads-Construction/Municipal-Class-Environmental-Assessment-Studies/Regional-Road-25-Corridor-Study-%E2%80%93-Steeles-Avenue-t>

Detail Design Project (Engineering & Construction) Right-of-Way Requirements – Regional Road 25:

Any additional lands that are part of the subject property and have been identified as required for the future widening of Regional Road 25 per a Detail Design Project shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements.

Any proposed private signage, landscaping, etc., for the site must be placed outside of the ultimate Regional right-of-way (on private property).

All lands to be dedicated to Halton Region shall be dedicated with clear title (free and clear of encumbrances) and a Certificate of title shall be provided, in a form satisfactory to the Director of Legal Services or his/her designate.

Access:

The proposed site accesses to Regional Road 25 do not conform to Halton Region's Access Management Guideline. The guideline is available online at: <https://www.halton.ca/Repository/Access-Management-Guideline>. The minimum allowable spacing for accesses to Regional Road 25 is 300m for a full-moves access and 115m for a right-in/right-out (RI/RO) access.

As the site frontage to Regional Road 25 is approximately 85m, only one access can be provided to Regional Road 25. Therefore, the proposed northerly site access should be removed so that the proposed southerly site access would be the only access to Regional Road 25. This would also maximize the possible spacing from both adjacent site accesses (the access at 8604 Regional Road 25 to the north and the access at 3025 James Snow Parkway to the south) by being located at approximately the midpoint between these adjacent accesses.

Given the minimum spacing requirements for a full-moves access (300m) and a RI/RO access (115m), the site access will need to be restricted to a RI/RO operation to bring the site as close as possible to conformance with the Access Management Guideline. The RI/RO operation must be enforced via the extension of the existing raised centre median on Regional Road 25 south of the subject property.

Transportation Impact Study (TIS) Requirement:

A Transportation Impact Study (TIS) must be completed by a qualified Transportation consultant for the proposed development. The study must be completed per Halton Region's Transportation Impact Study Guidelines (2015). The final study, its assumptions and recommendations must be to the satisfaction of Transportation Planning and approved by Halton Region. The TIS Guidelines are available online at: <https://www.halton.ca/Repository/Transportation-Impact-Study-Guidelines>.

A Scope of Work for the TIS will be required for review and approval by Transportation Planning staff prior to preparing the study.

Agreements and Permits:

The owner may be required to enter into a Servicing Agreement (through the Development Project Manager) for the completion of required Works for all development associated road improvements, if warranted. Road improvements will be determined after the review and approval of the TIS. The owner is responsible for all costs associated with the improvements detailed as part of the works and must submit for approval detail design drawings and cost estimates.

Once Transportation Planning staff's review of the development application and supporting Transportations studies are completed, in coordination with Halton Region's Capital Implementation Plan and existing area road network features, there may be the requirement for any of the following Regional agreements or permits:

- Access Agreement;
- Encroachment Agreement;
- Land Dedication Form;
- Entrance Permit;
- Municipal Consent Permit

Construction Activities:

- Construction Methods - Shoring/Tiebacks, Open Excavation, etc.:

A detailed submission of construction methods is required for internal review by various Regional groups prior to proceeding with plans for construction through the Servicing Agreement/detail design drawings. This review will be through the Planner to groups such as System Improvements, Water/Wastewater Operations, Road Operations, Transportation Planning and Engineering & Construction.

- Construction – Crane Swing:

If it is determined that the construction crane swing will impact the Region's right-of-way, the applicant must enter into the Encroachment Agreement and/or submit a Municipal Consent application, with Engineering Drawings, for review and approval, which would go through Halton Region's internal review process to various staff & departments (Road Operations & Maintenance, Engineering & Construction, Planning and Transportation Planning). There will be specific requirements for the Agreement/Municipal Consent, including fees, security deposit, etc., (to be determined by staff as part of the review process), and a due date for final completion.

- Construction – Access:

Construction access, traffic management plan and any proposed use of the Regional right-of-way, is subject to review and approval from Halton Region.

Setbacks:

Setbacks from the ultimate Regional Road 25 property line must conform to the Town of Milton's minimum setback requirements.

The construction of any above ground or underground development infrastructure (e.g. SWM tanks, buildings, etc.) must not impact or encroach upon the Regional right-of-way (i.e. temporary or permanent infrastructure including structural tiebacks will not be permitted within the Regional right-of-way).

The location of development infrastructure (e.g. SWM tanks, buildings, etc.) 0 metres from the property line would limit or potentially preclude the Region's ability to locate infrastructure such as utilities, and will limit any future Regional Capital Project's grading flexibility within the Regional right-of-way in close proximity to the right-of way limit (i.e. within the zone of influence). Transportation Planning does not support setbacks of 0 metres from the property line.

Stormwater Management:

Regarding stormwater management for the development site, the Development Project Manager is responsible for the review and approval of the Stormwater Management (SWM) report. The future development lands must be able to accommodate stormwater from the ultimate Regional Road 25.

Per Halton Region's Urban Services Guidelines (Section 2.2.2) it should be noted that all stormwater management facilities within the development lands must accommodate the ultimate Regional Road 25 drainage. Stormwater management facilities must be situated and designed such that they will accommodate the ultimate Regional Road 25 drainage. This needs to be acknowledged in the Stormwater Management Report and all associated drawings.

The owner shall agree that pre and post development storm water flows from the site to the existing drainage system on Regional Road 25 are maintained both during and after construction, such that there are no adverse impacts to the existing drainage system on Regional Road 25, to the satisfaction of Halton Region's Development Project Manager.

Waste Management

The proposed development is not eligible for Waste collection provided by Halton Region. Private Waste collection must be provided for all Industrial, Commercial and Institutional locations.

For Waste diversion requirements for the Industrial, Commercial and Institutional sectors, refer to Environmental Protection Act, O. Reg. 102/94 "Waste Audits and Waste Reduction Work Plans" and Environmental Protection Act, O. Reg. 103/94 "Industrial, Commercial and Institutional Source Separation Programs" or legislation that supersedes those Regulations.

Industrial developments and commercial developments must be designed to accommodate for containerized Waste collection specific to the development's operational Waste collection needs and should include Waste diversion.

Each Commercial Unit must have provision for adequate Waste storage.

Finance

The Owner will be required to pay all applicable Regional Development Charges in accordance with the Region of Halton Development Charge By-law(s), as amended. Please visit our website at <https://www.halton.ca/The-Region/Finance-and->

Transparency/Financing-Growth/Development-Charges-Front-ending-Recovery-Payment to obtain the most current Development Charge and Front-ending Recovery Payment information, which is subject to change.

Submission Requirements

- Planning Justification Report
- Functional Servicing Report (FSR)
- Servicing Plan
- Environmental Site Servicing Questionnaire (ESSQ)
- Phase 1 and/or 2 ESA Report(s) completed to O.Reg. 153/04 standards,
- Letter of Reliance
- Transportation Impact Study (TIS)
- A right of way dedication will be required from this development.
- Only one access can be provided to RR 25.
- Regional development reviews fees as per current Fee Schedule.

Appendix B

Land Use Information

Land Use: 840

Automobile Sales (New)

Description

A new automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or leasing of new cars is the primary business at these facilities. However, the land use also commonly provides automobile servicing, parts sales, and used car sales. The dealerships may also provide truck sales and servicing. Automobile sales (used) (Land Use 841) and recreational vehicle sales (Land Use 842) 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 sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, Georgia, Indiana, New York, North Carolina, Ontario (CAN), Oregon, Texas, Vermont, and Virginia.

Source Numbers

260, 271, 280, 328, 414, 424, 427, 438, 440, 507, 571, 583, 612, 715, 728, 880, 881, 936, 974, 975, 1036

Land Use: 841

Automobile Sales (Used)

Description

A used automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or lease of used cars is the primary business at these facilities. Automobile servicing and parts sales may also be available. The dealerships may also provide truck sales and servicing. Automobile sales (new) (Land Use 840) and recreational vehicle sales (Land Use 842) 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 sites were surveyed in the 2010s in Texas.

Source Numbers

880, 881

Land Use: 842

Recreational Vehicle Sales

Description

A recreational vehicle (RV) sales dealership is a free-standing facility that specializes in the sales of new RVs. Recreational vehicle services, parts and accessories sales, and substantial used RV sales may also be available. Some RV dealerships may also include boat sales and servicing. Automobile sales (new) (Land Use 840) and automobile sales (used) (Land Use 841) 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 sites were surveyed in the 2000s and the 2010s in Florida and Texas.

Source Numbers

721, 881

Appendix C

Proxy Site Turning Movement Counts



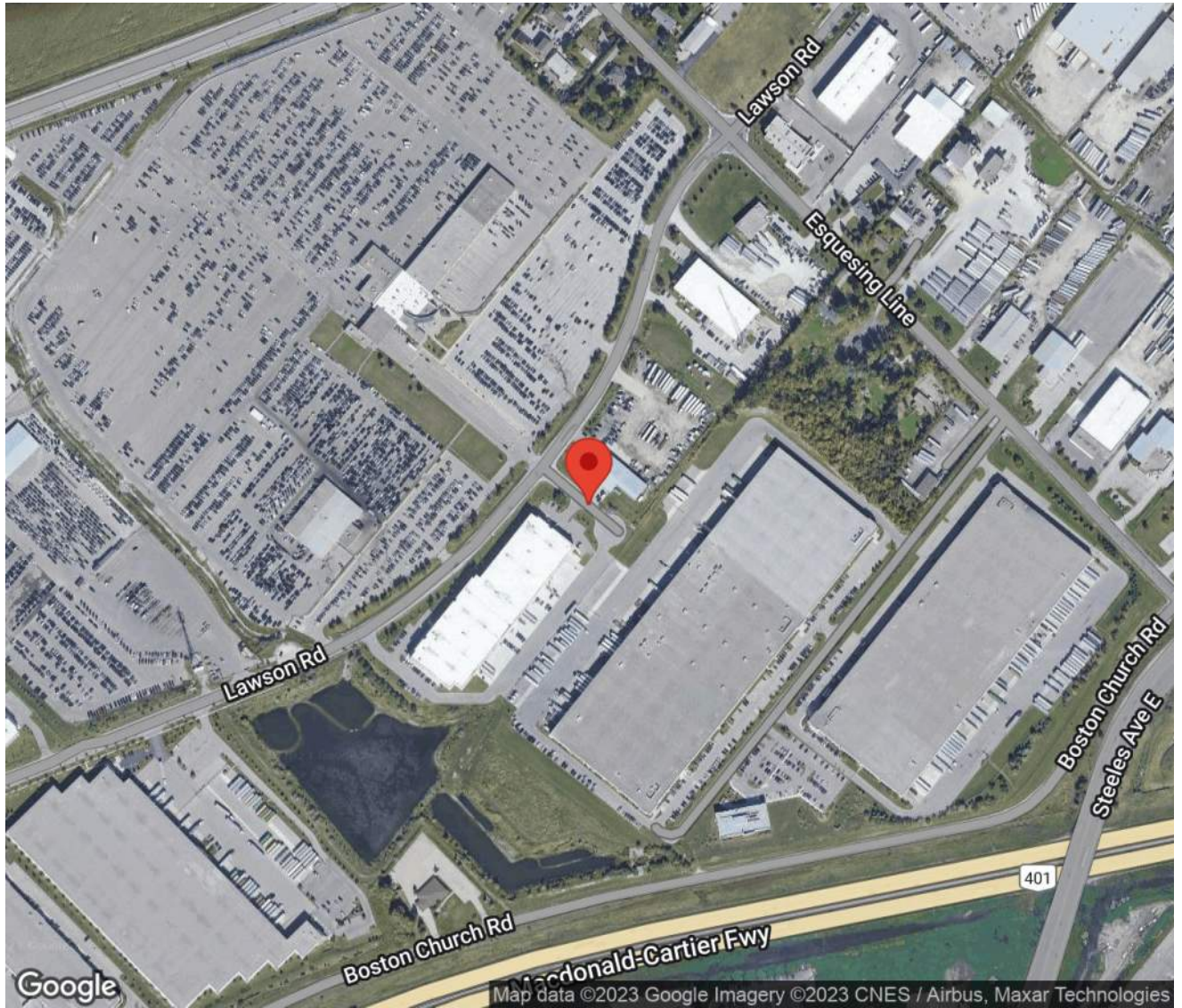
Project #23-136 - CGH Transportation

Intersection Count Report

Intersection: Hunter Dr & Jal Truck Centre Driveway
Municipality: Milton
Count Date: Tuesday, May 09, 2023
Site Code: 2313600001
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 08:00-10:00, 15:00-18:00
Weather: Clear
Comments:

Traffic Count Map

Intersection: Hunter Dr & Jal Truck Centre Driveway
Site Code: 2313600001
Municipality: Milton
Count Date: May 09, 2023



Traffic Count Summary

Intersection: Hunter Dr & Jal Truck Centre Driveway
 Site Code: 2313600001
 Municipality: Milton
 Count Date: May 09, 2023

Hunter Dr - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
08:00 - 09:00	0	3	0	1	4	0	0	2	0	0	2	0	6
09:00 - 10:00	0	3	0	0	3	0	0	6	0	0	6	0	9
BREAK													
15:00 - 16:00	0	0	0	2	2	0	0	11	0	0	11	0	13
16:00 - 17:00	0	3	0	0	3	0	0	7	0	0	7	0	10
17:00 - 18:00	0	2	0	0	2	0	0	6	0	0	6	0	8
GRAND TOTAL	0	11	0	3	14	0	0	32	0	0	32	0	46



Traffic Count Data

Intersection: Hunter Dr & Jal Truck Centre Driveway
 Site Code: 2313600001
 Municipality: Milton
 Count Date: May 09, 2023

North Approach - Hunter Dr

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
08:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:45	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0
09:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	5	0	0	5	0	1	0	1	2	0	0	0	0	0	0



Traffic Count Data

Intersection: Hunter Dr & Jal Truck Centre Driveway
 Site Code: 2313600001
 Municipality: Milton
 Count Date: May 09, 2023

North Approach - Hunter Dr

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	3	0	0	3	0	2	0	2	4	0	0	0	0	0	0
GRAND TOTAL	0	8	0	0	8	0	3	0	3	6	0	0	0	0	0	0



Traffic Count Data

Intersection: Hunter Dr & Jal Truck Centre Driveway
 Site Code: 2313600001
 Municipality: Milton
 Count Date: May 09, 2023

South Approach - Hunter Dr

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
09:00	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0
09:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
09:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0



Traffic Count Data

Intersection: Hunter Dr & Jal Truck Centre Driveway
 Site Code: 2313600001
 Municipality: Milton
 Count Date: May 09, 2023

South Approach - Hunter Dr

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
15:15	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
15:30	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
16:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
16:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0
17:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	14	0	0	14	0	10	0	0	10	0	0	0	0	0	0
GRAND TOTAL	0	19	0	0	19	0	13	0	0	13	0	0	0	0	0	0

Peak Hour Diagram

Specified Period

From: 08:00:00
To: 10:00:00

One Hour Peak

From: 08:30:00
To: 09:30:00




Intersection: Hunter Dr & Jal Truck Centre Driveway
Site Code: 2313600001
Count Date: May 09, 2023

Weather conditions: Clear




**** Unsignalized Intersection ****

Major Road: Hunter Dr runs N/S

North Approach

	Out	In	Total
	3	3	6
	2	4	6
	0	0	0
Totals	5	7	12




Hunter Dr

	0	0	0
	1	0	1
	3	0	0
Totals	4	0	1






Peds: 0









Totals	6	0	0
	3	0	0
	3	0	0
	0	0	0

Hunter Dr




East Approach

	Out	In	Total
	0	0	0
	0	0	0
	0	0	0
Totals	0	0	0


Jal Truck Centre Driveway

Totals			
	0	0	0
	0	0	0
	0	0	0

South Approach

	Out	In	Total
	3	3	6
	3	1	4
	0	0	0
Totals	6	4	10

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: Hunter Dr & Jal Truck Centre Driveway
 Site Code: 2313600001
 Count Date: May 09, 2023
 Period: 08:00 - 10:00

Peak Hour Data (08:30 - 09:30)

Start Time	North Approach Hunter Dr						South Approach Hunter Dr						East Approach Jal Truck Centre Driveway						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:30	0	1		0	0	1		0	0	0	0	0	0		0	0	0	0					0		1
08:45	0	1		1	0	2		1	0	0	0	1	0		0	0	0	0					0		3
09:00	0	1		0	0	1		3	0	0	0	3	0		0	0	0	0					0		4
09:15	0	1		0	0	1		2	0	0	0	2	0		0	0	0	0					0		3
Grand Total	0	4		1	0	5		6	0	0	0	6	0	0	0	0	0					0	0	11	
Approach %	0	80		20	-	-	100	0	0	-	-	-	0	0	0	-	-					-	-	-	
Totals %	0	36.4		9.1	45.5	-	54.5	0	0	54.5	-	-	0	0	0	0	-					0	-	0	
PHF	0	1		0.25	0.63	-	0.5	0	0	0.5	-	-	0	0	0	0	-					0	-	0.69	
Cars	0	3		0	3	-	3	0	0	3	-	-	0	0	0	0	-					0	-	6	
% Cars	0	75		0	60	-	50	0	0	50	-	-	0	0	0	0	-					0	-	54.5	
Trucks	0	1		1	2	-	3	0	0	3	-	-	0	0	0	0	-					0	-	5	
% Trucks	0	25		100	40	-	50	0	0	50	-	-	0	0	0	0	-					0	-	45.5	
Bicycles	0	0		0	0	-	0	0	0	0	-	-	0	0	0	0	-					0	-	0	
% Bicycles	0	0		0	0	-	0	0	0	0	-	-	0	0	0	0	-					0	-	0	
Peds					0	-				0	-	-					0	-					0	-	0
% Peds					0	-				0	-	-					0	-					0	-	0

Peak Hour Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 15:00:00
To: 16:00:00




Intersection: Hunter Dr & Jal Truck Centre Driveway
Site Code: 2313600001
Count Date: May 09, 2023

Weather conditions: Clear




**** Unsignalized Intersection ****

Major Road: Hunter Dr runs N/S

North Approach

	Out	In	Total
	0	9	9
	2	4	6
	0	0	0
Totals	2	13	15

Hunter Dr

	0	0	0
	0	0	2
	0	0	0
Totals	0	0	2






Peds: 0

Peds: 0






Peds: 0

Peds: 0







Totals	11	0	0
	9	0	0
	2	0	0
	0	0	0

Hunter Dr




East Approach

	Out	In	Total
	0	0	0
	0	0	0
	0	0	0
Totals	0	0	0


Jal Truck Centre Driveway

Totals			
	0	0	0
	0	0	0
	0	0	0

South Approach

	Out	In	Total
	9	0	9
	2	0	2
	0	0	0
Totals	11	0	11

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: Hunter Dr & Jal Truck Centre Driveway
 Site Code: 2313600001
 Count Date: May 09, 2023
 Period: 15:00 - 18:00

Peak Hour Data (15:00 - 16:00)

Start Time	North Approach Hunter Dr						South Approach Hunter Dr						East Approach Jal Truck Centre Driveway						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
15:00	0	0		1	0	1		2	0	0	0	2	0		0	0	0	0					0		3
15:15	0	0		0	0	0		4	0	0	0	4	0		0	0	0	0					0		4
15:30	0	0		1	0	1		3	0	0	0	3	0		0	0	0	0					0		4
15:45	0	0		0	0	0		2	0	0	0	2	0		0	0	0	0					0		2
Grand Total	0	0		2	0	2		11	0	0	0	11	0	0	0	0	0					0	0	13	
Approach %	0	0		100		-	100	0	0		-	0	0	0		-							-		
Totals %	0	0		15.4		15.4	84.6	0	0		84.6	0	0	0		0							0		
PHF	0	0		0.5		0.5	0.69	0	0		0.69	0	0	0		0							0	0.81	
Cars	0	0		0		0	9	0	0		9	0	0	0		0							0	9	
% Cars	0	0		0		0	81.8	0	0		81.8	0	0	0		0							0	69.2	
Trucks	0	0		2		2	2	0	0		2	0	0	0		0							0	4	
% Trucks	0	0		100		100	18.2	0	0		18.2	0	0	0		0							0	30.8	
Bicycles	0	0		0		0	0	0	0		0	0	0	0		0							0	0	
% Bicycles	0	0		0		0	0	0	0		0	0	0	0		0							0	0	
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	0



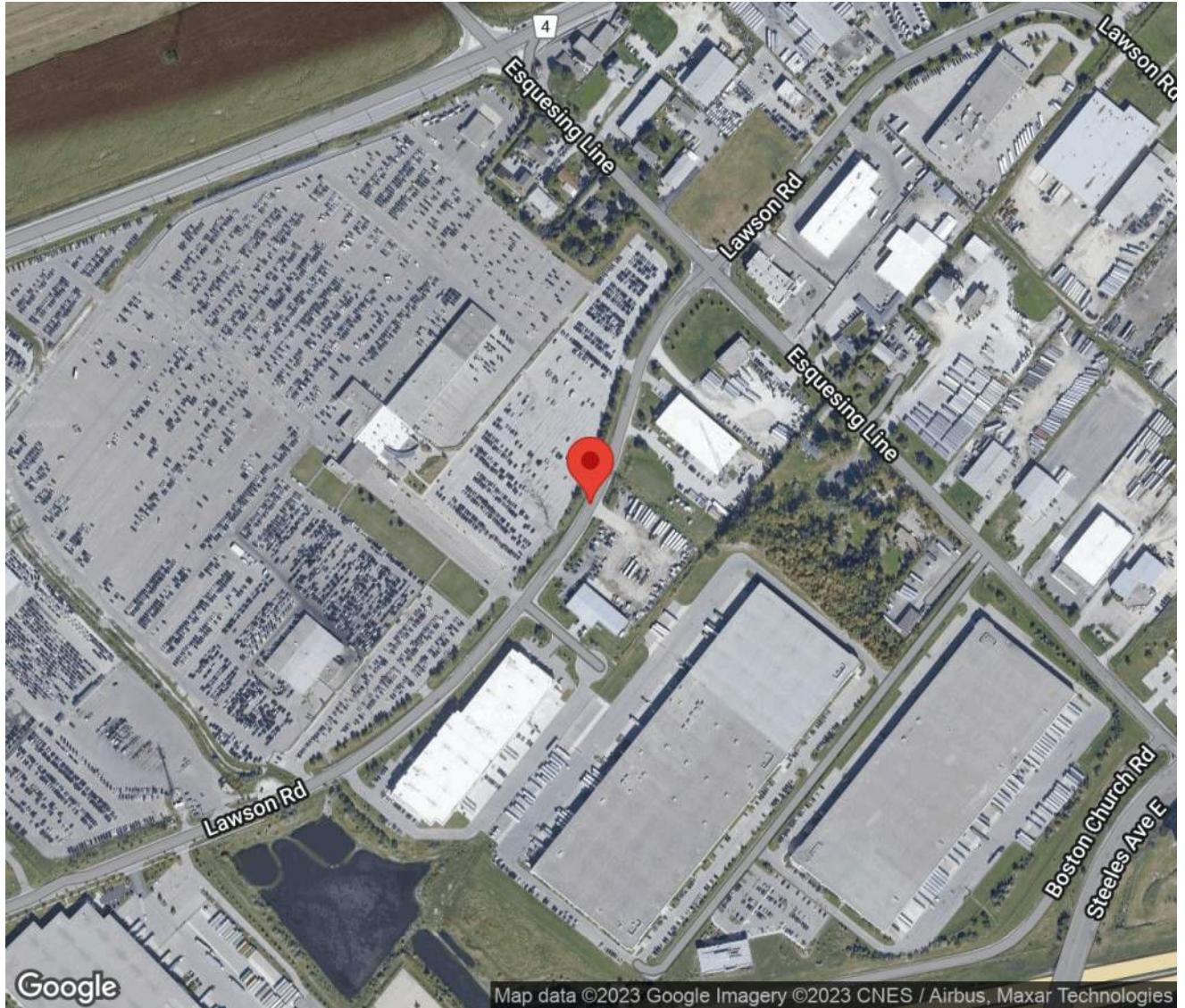
Project #23-136 - CGH Transportation

Intersection Count Report

Intersection: Lawson Rd & Jal Truck Centre (north driveway)
Municipality: Milton
Count Date: Tuesday, May 09, 2023
Site Code: 2313600002
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 08:00-10:00, 15:00-18:00
Weather: Clear
Comments:

Traffic Count Map

Intersection: Lawson Rd & Jal Truck Centre (north driveway)
Site Code: 2313600002
Municipality: Milton
Count Date: May 09, 2023





Traffic Count Summary

Intersection: Lawson Rd & Jal Truck Centre (north driveway)
 Site Code: 2313600002
 Municipality: Milton
 Count Date: May 09, 2023

Jal Truck Centre (north driveway) - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
08:00 - 09:00	0	0	0	0	0	0	0	0	1	0	1	0	1
09:00 - 10:00	0	0	0	0	0	0	0	0	1	0	1	0	1
BREAK													
15:00 - 16:00	0	0	0	0	0	0	0	0	2	0	2	1	2
16:00 - 17:00	0	0	0	0	0	0	1	0	3	0	4	0	4
17:00 - 18:00	0	0	0	0	0	0	3	0	5	0	8	0	8
GRAND TOTAL	0	0	0	0	0	0	4	0	12	0	16	1	16



Traffic Count Summary

Intersection: Lawson Rd & Jal Truck Centre (north driveway)
 Site Code: 2313600002
 Municipality: Milton
 Count Date: May 09, 2023

Lawson Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
08:00 - 09:00	3	229	0	0	232	0	0	75	0	0	75	0	307
09:00 - 10:00	1	141	0	0	142	0	0	69	1	0	70	0	212
BREAK													
15:00 - 16:00	3	90	0	0	93	0	0	142	1	0	143	0	236
16:00 - 17:00	1	98	0	0	99	0	0	205	0	0	205	0	304
17:00 - 18:00	0	46	0	0	46	0	0	193	1	0	194	0	240
GRAND TOTAL	8	604	0	0	612	0	0	684	3	0	687	0	1299



Traffic Count Data

Intersection: Lawson Rd & Jal Truck Centre (north driveway)
 Site Code: 2313600002
 Municipality: Milton
 Count Date: May 09, 2023

East Approach - Lawson Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
08:00	1	41	0	0	42	0	8	0	0	8	0	0	0	0	0	0
08:15	1	61	0	0	62	0	12	0	0	12	0	0	0	0	0	0
08:30	1	45	0	0	46	0	5	0	0	5	0	0	0	0	0	0
08:45	0	49	0	0	49	0	8	0	0	8	0	0	0	0	0	0
09:00	1	31	0	0	32	0	2	0	0	2	0	0	0	0	0	0
09:15	0	27	0	0	27	0	5	0	0	5	0	0	0	0	0	0
09:30	0	26	0	0	26	0	9	0	0	9	0	0	0	0	0	0
09:45	0	32	0	0	32	0	9	0	0	9	0	0	0	0	0	0
SUBTOTAL	4	312	0	0	316	0	58	0	0	58	0	0	0	0	0	0



Traffic Count Data

Intersection: Lawson Rd & Jal Truck Centre (north driveway)
 Site Code: 2313600002
 Municipality: Milton
 Count Date: May 09, 2023

East Approach - Lawson Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	1	13	0	0	14	0	6	0	0	6	0	0	0	0	0	0
15:15	0	8	0	0	8	0	10	0	0	10	0	0	0	0	0	0
15:30	0	17	0	0	17	0	12	0	0	12	0	0	0	0	0	0
15:45	2	16	0	0	18	0	8	0	0	8	0	0	0	0	0	0
16:00	0	13	0	0	13	0	8	0	0	8	0	0	0	0	0	0
16:15	0	28	0	0	28	0	6	0	0	6	0	0	0	0	0	0
16:30	0	12	0	0	12	0	7	0	0	7	0	0	0	0	0	0
16:45	1	17	0	0	18	0	7	0	0	7	0	0	0	0	0	0
17:00	0	12	0	0	12	0	5	0	0	5	0	0	0	0	0	0
17:15	0	12	0	0	12	0	2	0	0	2	0	0	0	0	0	0
17:30	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0
17:45	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0
SUBTOTAL	4	158	0	0	162	0	76	0	0	76	0	0	0	0	0	0
GRAND TOTAL	8	470	0	0	478	0	134	0	0	134	0	0	0	0	0	0



Traffic Count Data

Intersection: Lawson Rd & Jal Truck Centre (north driveway)
 Site Code: 2313600002
 Municipality: Milton
 Count Date: May 09, 2023

West Approach - Lawson Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
08:00	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0
08:15	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0
08:30	0	11	0	0	11	0	15	0	0	15	0	0	0	0	0	0
08:45	0	8	0	0	8	0	9	0	0	9	0	0	0	0	0	0
09:00	0	10	1	0	11	0	7	0	0	7	0	0	0	0	0	0
09:15	0	9	0	0	9	0	8	0	0	8	0	0	0	0	0	0
09:30	0	8	0	0	8	0	3	0	0	3	0	0	0	0	0	0
09:45	0	14	0	0	14	0	10	0	0	10	0	0	0	0	0	0
SUBTOTAL	0	78	1	0	79	0	66	0	0	66	0	0	0	0	0	0



Traffic Count Data

Intersection: Lawson Rd & Jal Truck Centre (north driveway)
 Site Code: 2313600002
 Municipality: Milton
 Count Date: May 09, 2023

West Approach - Lawson Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	33	0	0	33	0	14	0	0	14	0	0	0	0	0	0
15:15	0	28	1	0	29	0	6	0	0	6	0	0	0	0	0	0
15:30	0	31	0	0	31	0	8	0	0	8	0	0	0	0	0	0
15:45	0	14	0	0	14	0	8	0	0	8	0	0	0	0	0	0
16:00	0	40	0	0	40	0	8	0	0	8	0	0	0	0	0	0
16:15	0	39	0	0	39	0	11	0	0	11	0	0	0	0	0	0
16:30	0	42	0	0	42	0	10	0	0	10	0	0	0	0	0	0
16:45	0	48	0	0	48	0	7	0	0	7	0	0	0	0	0	0
17:00	0	79	1	0	80	0	11	0	0	11	0	0	0	0	0	0
17:15	0	35	0	0	35	0	9	0	0	9	0	0	0	0	0	0
17:30	0	21	0	0	21	0	6	0	0	6	0	0	0	0	0	0
17:45	0	24	0	0	24	0	8	0	0	8	0	0	0	0	0	0
SUBTOTAL	0	434	2	0	436	0	106	0	0	106	0	0	0	0	0	0
GRAND TOTAL	0	512	3	0	515	0	172	0	0	172	0	0	0	0	0	0

Peak Hour Diagram

Specified Period

From: 08:00:00
To: 10:00:00

One Hour Peak

From: 08:00:00
To: 09:00:00

Intersection: Lawson Rd & Jal Truck Centre (north driveway)
Site Code: 2313600002
Count Date: May 09, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Lawson Rd runs E/W

East Approach

	Out	In	Total
	199	38	237
	33	38	71
	0	0	0
Totals	232	76	308

Lawson Rd

			Totals
0	0	0	0
0	38	37	75
0	0	0	0

Peds: 0

Peds: 0



Peds: 0

Lawson Rd

Totals			
0	0	0	0
229	196	33	0
3	3	0	0

Peds: 0

West Approach

	Out	In	Total
	37	196	233
	38	33	71
	0	0	0
Totals	75	229	304

Totals			
0	0	1	0
	0	1	0
	0	0	0
	0	0	0

Jal Truck Centre (north driveway)

South Approach

	Out	In	Total
	1	3	4
	0	0	0
	0	0	0
Totals	1	3	4

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Lawson Rd & Jal Truck Centre (north driveway)
 Site Code: 2313600002
 Count Date: May 09, 2023
 Period: 08:00 - 10:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach				South Approach Jal Truck Centre (north driveway)				East Approach Lawson Rd				West Approach Lawson Rd				Total Vehicles									
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻		Peds	Total							
08:00					0		0		1	0	0	1	1	49			0	0	50	16	0	0	0	16	67	
08:15					0		0		0	0	0	0	1	73			0	0	74	16	0	0	0	16	90	
08:30					0		0		0	0	0	0	1	50			0	0	51	26	0	0	0	26	77	
08:45					0		0		0	0	0	0	0	57			0	0	57	17	0	0	0	17	74	
Grand Total					0	0	0	1	0	0	1	3	229	0	0	232	75	0	0	75	0	0	0	75	308	
Approach %					-		0	100	0	-		1.3	98.7	0	-		100	0	0	-						
Totals %					0		0	0.3	0	0.3		1	74.4	0	75.3		24.4	0	0	24.4						
PHF					0	0	0.25	0	0.25	0.75	0.78	0	0.78	0.72	0	0	0.72	0	0	0.72	0.86					
Cars					0		0	1	0	1	3	196	0	199	37	0	0	37	237						237	
% Cars					0		0	100	0	100	100	85.6	0	85.8	49.3	0	0	49.3	76.9						76.9	
Trucks					0		0	0	0	0	0	33	0	33	38	0	0	38	71						71	
% Trucks					0		0	0	0	0	0	14.4	0	14.2	50.7	0	0	50.7	23.1						23.1	
Bicycles					0		0	0	0	0	0	0	0	0	0	0	0	0	0						0	
% Bicycles					0		0	0	0	0	0	0	0	0	0	0	0	0	0						0	
Peds					0	-			0	-				0	-				0						0	
% Peds					0	-			0	-				0	-				0							0

Peak Hour Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 16:15:00
To: 17:15:00




Intersection: Lawson Rd & Jal Truck Centre (north driveway)
Site Code: 2313600002
Count Date: May 09, 2023

Weather conditions: Clear




**** Unsignalized Intersection ****

Major Road: Lawson Rd runs E/W

East Approach

	Out	In	Total
	70	209	279
	25	39	64
	0	0	0
	95	248	343

Lawson Rd

			Totals
0	0	0	0
0	39	208	247
0	0	1	1

Peds: 0




Peds: 0



Peds: 0







Peds: 0

Lawson Rd

Totals			
0	0	0	0
94	69	25	0
1	1	0	0

West Approach

Out	In	Total
209	72	281
39	25	64
0	0	0
248	97	345


Totals			
3	1	0	
	3	1	0
	0	0	0
	0	0	0

Jal Truck Centre (north driveway)

South Approach

Out	In	Total
4	2	6
0	0	0
0	0	0
4	2	6

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: Lawson Rd & Jal Truck Centre (north driveway)
 Site Code: 2313600002
 Count Date: May 09, 2023
 Period: 15:00 - 18:00

Peak Hour Data (16:15 - 17:15)

Start Time	North Approach				South Approach Jal Truck Centre (north driveway)				East Approach Lawson Rd				West Approach Lawson Rd				Total Vehicles								
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻		Peds	Total						
16:15					0		0		1	0	0	1	0	34			0	0	34	50	0	0	0	50	85
16:30					0		1		0	0	0	1	0	19			0	0	19	52	0	0	0	52	72
16:45					0		0		0	0	0	0	1	24			0	0	25	55	0	0	0	55	80
17:00					0		2		0	0	0	2	0	17			0	0	17	90	1	0	0	91	110
Grand Total					0	0	3	1	0	0	4	1	94	0	0	95	247	1	0	0	248	347			
Approach %					-		75	25	0	-		1.1	98.9	0	-		99.6	0.4	0		-				
Totals %					0		0.9	0.3	0	1.2		0.3	27.1	0	27.4		71.2	0.3	0		71.5				
PHF					0		0.38	0.25	0	0.5		0.25	0.69	0	0.7		0.69	0.25	0		0.68		0.79		
Cars					0		3	1	0	4		1	69	0	70		208	1	0	209			283		
% Cars					0		100	100	0	100		100	73.4	0	73.7		84.2	100	0	84.3			81.6		
Trucks					0		0	0	0	0		0	25	0	25		39	0	0	39			64		
% Trucks					0		0	0	0	0		0	26.6	0	26.3		15.8	0	0	15.7			18.4		
Bicycles					0		0	0	0	0		0	0	0	0		0	0	0	0			0		
% Bicycles					0		0	0	0	0		0	0	0	0		0	0	0	0			0		
Peds					0	-				0	-					0	-			0	-			0	
% Peds					0	-				0	-					0	-			0	-			0	



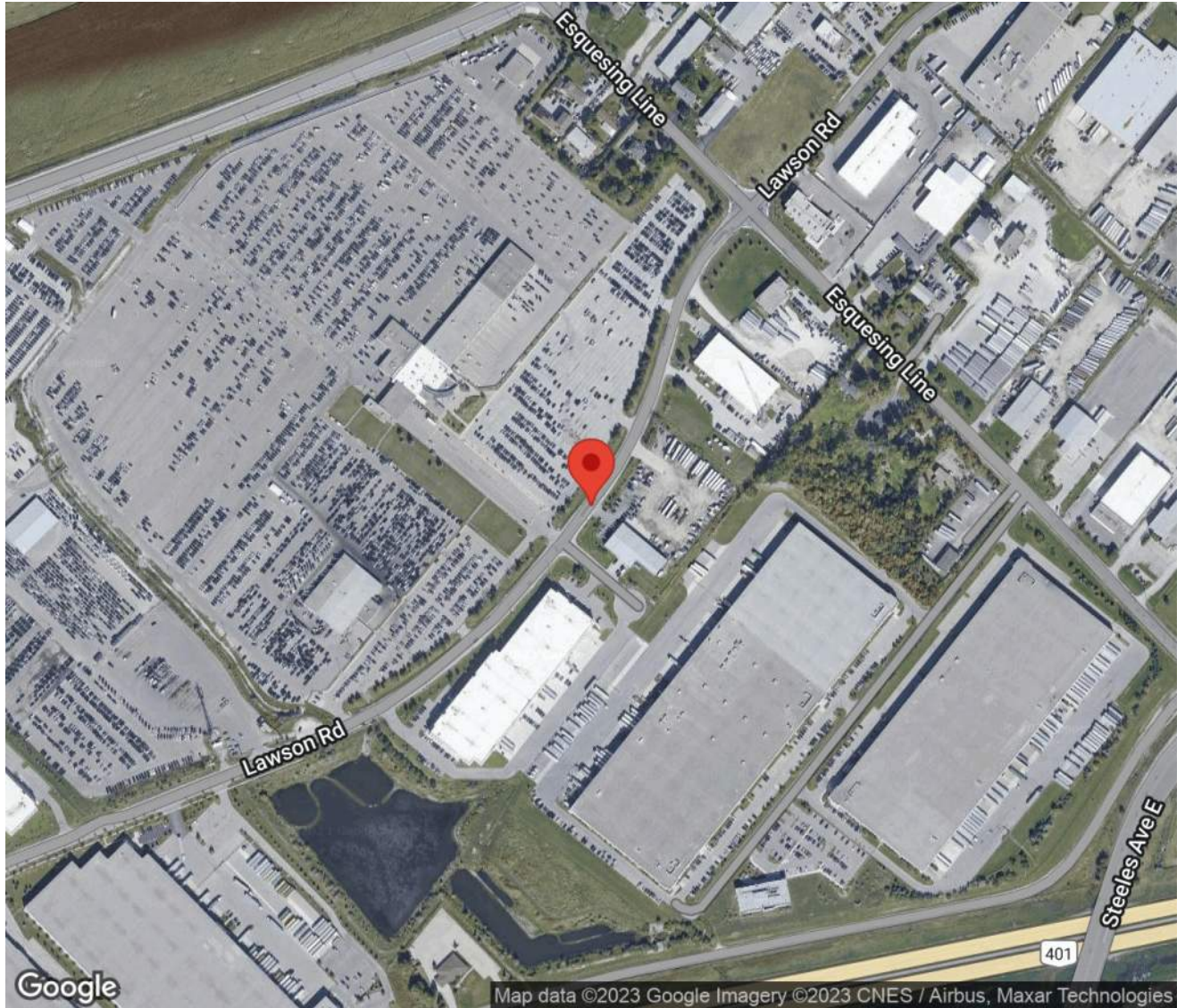
Project #23-136 - CGH Transportation

Intersection Count Report

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
Municipality: Milton
Count Date: Tuesday, May 09, 2023
Site Code: 2313600003
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 08:00-10:00, 15:00-18:00
Weather: Clear
Comments:

Traffic Count Map

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
Site Code: 2313600003
Municipality: Milton
Count Date: May 09, 2023





Traffic Count Summary

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
 Site Code: 2313600003
 Municipality: Milton
 Count Date: May 09, 2023

Jal Truck Centre (south driveway) - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
08:00 - 09:00	0	0	0	0	0	0	7	0	1	0	8	0	8
09:00 - 10:00	0	0	0	0	0	0	5	0	2	0	7	2	7
BREAK													
15:00 - 16:00	0	0	0	0	0	0	4	0	7	0	11	0	11
16:00 - 17:00	0	0	0	0	0	0	5	0	3	0	8	5	8
17:00 - 18:00	0	0	0	0	0	0	8	0	8	0	16	0	16
GRAND TOTAL	0	0	0	0	0	0	29	0	21	0	50	7	50



Traffic Count Summary

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
 Site Code: 2313600003
 Municipality: Milton
 Count Date: May 09, 2023

Lawson Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
08:00 - 09:00	3	223	0	0	226	0	0	73	10	0	83	0	309
09:00 - 10:00	4	140	0	0	144	0	0	69	7	0	76	0	220
BREAK													
15:00 - 16:00	3	95	0	0	98	0	0	136	10	0	146	0	244
16:00 - 17:00	2	90	0	0	92	0	0	203	2	0	205	0	297
17:00 - 18:00	6	42	0	0	48	0	0	185	4	0	189	0	237
GRAND TOTAL	18	590	0	0	608	0	0	666	33	0	699	0	1307



Traffic Count Data

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
 Site Code: 2313600003
 Municipality: Milton
 Count Date: May 09, 2023

North Approach - Jal Truck Centre (south driveway)

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Count Data

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
 Site Code: 2313600003
 Municipality: Milton
 Count Date: May 09, 2023

South Approach - Jal Truck Centre (south driveway)

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0
15:15	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0
15:30	1	0	3	0	4	1	0	0	0	1	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
16:00	1	0	2	0	3	2	0	0	0	2	0	0	0	0	0	0
16:15	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
17:00	1	0	0	0	1	3	0	2	0	5	0	0	0	0	0	0
17:15	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
17:30	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	9	0	13	0	22	8	0	5	0	13	0	0	0	0	0	5
GRAND TOTAL	12	0	14	0	26	17	0	7	0	24	0	0	0	0	0	7



Traffic Count Data

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
 Site Code: 2313600003
 Municipality: Milton
 Count Date: May 09, 2023

East Approach - Lawson Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
08:00	2	41	0	0	43	0	6	0	0	6	0	0	0	0	0	0
08:15	0	60	0	0	60	0	10	0	0	10	0	0	0	0	0	0
08:30	0	44	0	0	44	0	6	0	0	6	0	0	0	0	0	0
08:45	1	47	0	0	48	0	9	0	0	9	0	0	0	0	0	0
09:00	2	28	0	0	30	0	3	0	0	3	0	0	0	0	0	0
09:15	1	28	0	0	29	0	7	0	0	7	0	0	0	0	0	0
09:30	0	25	0	0	25	0	9	0	0	9	0	0	0	0	0	0
09:45	1	32	0	0	33	0	8	0	0	8	0	0	0	0	0	0
SUBTOTAL	7	305	0	0	312	0	58	0	0	58	0	0	0	0	0	0



Traffic Count Data

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
 Site Code: 2313600003
 Municipality: Milton
 Count Date: May 09, 2023

East Approach - Lawson Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	13	0	0	13	0	8	0	0	8	0	0	0	0	0	0
15:15	1	8	0	0	9	0	8	0	0	8	0	0	0	0	0	0
15:30	1	17	0	0	18	0	14	0	0	14	0	0	0	0	0	0
15:45	1	17	0	0	18	0	10	0	0	10	0	0	0	0	0	0
16:00	0	9	0	0	9	0	6	0	0	6	0	0	0	0	0	0
16:15	1	27	0	0	28	0	5	0	0	5	0	0	0	0	0	0
16:30	1	14	0	0	15	0	7	0	0	7	0	0	0	0	0	0
16:45	0	16	0	0	16	0	6	0	0	6	0	0	0	0	0	0
17:00	1	12	0	0	13	0	4	0	0	4	0	0	0	0	0	0
17:15	2	9	0	0	11	0	2	0	0	2	0	0	0	0	0	0
17:30	2	4	0	0	6	0	2	0	0	2	0	0	0	0	0	0
17:45	1	5	0	0	6	0	4	0	0	4	0	0	0	0	0	0
SUBTOTAL	11	151	0	0	162	0	76	0	0	76	0	0	0	0	0	0
GRAND TOTAL	18	456	0	0	474	0	134	0	0	134	0	0	0	0	0	0



Traffic Count Data

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
 Site Code: 2313600003
 Municipality: Milton
 Count Date: May 09, 2023

West Approach - Lawson Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
08:00	0	9	0	0	9	0	8	2	0	10	0	0	0	0	0	0
08:15	0	8	0	0	8	0	5	1	0	6	0	0	0	0	0	0
08:30	0	13	2	0	15	0	15	2	0	17	0	0	0	0	0	0
08:45	0	7	2	0	9	0	8	1	0	9	0	0	0	0	0	0
09:00	0	11	2	0	13	0	7	0	0	7	0	0	0	0	0	0
09:15	0	10	0	0	10	0	7	1	0	8	0	0	0	0	0	0
09:30	0	8	0	0	8	0	3	0	0	3	0	0	0	0	0	0
09:45	0	12	2	0	14	0	11	2	0	13	0	0	0	0	0	0
SUBTOTAL	0	78	8	0	86	0	64	9	0	73	0	0	0	0	0	0



Traffic Count Data

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
 Site Code: 2313600003
 Municipality: Milton
 Count Date: May 09, 2023

West Approach - Lawson Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	29	1	0	30	0	13	1	0	14	0	0	0	0	0	0
15:15	0	30	2	0	32	0	5	1	0	6	0	0	0	0	0	0
15:30	0	31	1	0	32	0	8	0	0	8	0	0	0	0	0	0
15:45	0	13	0	0	13	0	7	4	0	11	0	0	0	0	0	0
16:00	0	37	0	0	37	0	8	0	0	8	0	0	0	0	0	0
16:15	0	40	0	0	40	0	10	0	0	10	0	0	0	0	0	0
16:30	0	44	0	0	44	0	11	1	0	12	0	0	0	0	0	0
16:45	0	46	1	0	47	0	7	0	0	7	0	0	0	0	0	0
17:00	0	82	0	0	82	0	9	0	0	9	0	0	0	0	0	0
17:15	0	33	0	0	33	0	9	2	0	11	0	0	0	0	0	0
17:30	0	18	0	0	18	0	8	1	0	9	0	0	0	0	0	0
17:45	0	20	0	0	20	0	6	1	0	7	0	0	0	0	0	0
SUBTOTAL	0	423	5	0	428	0	101	11	0	112	0	0	0	0	0	0
GRAND TOTAL	0	501	13	0	514	0	165	20	0	185	0	0	0	0	0	0

Peak Hour Diagram

Specified Period

From: 08:00:00
To: 10:00:00

One Hour Peak

From: 08:00:00
To: 09:00:00

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
Site Code: 2313600003
Count Date: May 09, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Lawson Rd runs E/W

North Approach

	Out	In	Total
	0	0	0
	0	0	0
	0	0	0
Totals	0	0	0

Jal Truck Centre (south driveway)

	0	0	0	0
	0	0	0	0
	0	0	0	0
Totals	0	0	0	0

East Approach

	Out	In	Total
	195	37	232
	31	37	68
	0	0	0
Totals	226	74	300

Lawson Rd

				Totals
	0	0	0	0
	0	0	0	0
	0	36	37	73
	0	6	4	10

Peds: 0



Lawson Rd

Totals			
	0	0	0
	0	0	0
	223	192	31
	3	3	0

Peds: 0

West Approach

	Out	In	Total
	41	194	235
	42	36	78
	0	0	0
Totals	83	230	313

Totals				
	7	0	1	0
	2	0	0	0
	5	0	1	0
	0	0	0	0

Jal Truck Centre (south driveway)

South Approach

	Out	In	Total
	2	7	9
	6	6	12
	0	0	0
Totals	8	13	21

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
 Site Code: 2313600003
 Count Date: May 09, 2023
 Period: 08:00 - 10:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Jal Truck Centre (south driveway)						South Approach Jal Truck Centre (south driveway)						East Approach Lawson Rd						West Approach Lawson Rd						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:00	0	0	0	0	0	0	3	0	0	0	0	3	2	47	0	0	0	49	0	17	2	0	0	19	71
08:15	0	0	0	0	0	0	2	0	1	0	0	3	0	70	0	0	0	70	0	13	1	0	0	14	87
08:30	0	0	0	0	0	0	2	0	0	0	0	2	0	50	0	0	0	50	0	28	4	0	0	32	84
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	56	0	0	0	57	0	15	3	0	0	18	75
Grand Total	0	0	0	0	0	0	7	0	1	0	0	8	3	223	0	0	0	226	0	73	10	0	0	83	317
Approach %	0	0	0	0	-	-	87.5	0	12.5	0	-	-	1.3	98.7	0	0	-	-	0	88	12	0	-	-	-
Totals %	0	0	0	0	0	0	2.2	0	0.3	0	2.5	0.9	70.3	0	0	71.3	0	23	3.2	0	26.2	-	-	-	-
PHF	0	0	0	0	0	0	0.58	0	0.25	0	0.67	0.38	0.8	0	0	0.81	0	0.65	0.63	0	0.65	0.91	0.91	0.91	
Cars	0	0	0	0	0	0	2	0	0	0	2	3	192	0	0	195	0	37	4	0	41	238	238		
% Cars	0	0	0	0	0	0	28.6	0	0	0	25	100	86.1	0	0	86.3	0	50.7	40	0	49.4	75.1	75.1		
Trucks	0	0	0	0	0	0	5	0	1	0	6	0	31	0	0	31	0	36	6	0	42	79	79		
% Trucks	0	0	0	0	0	0	71.4	0	100	0	75	0	13.9	0	0	13.7	0	49.3	60	0	50.6	24.9	24.9		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds					0	-					0	-					0	-				0	-	0	-
% Peds					0	-					0	-					0	-				0	-	0	-

Peak Hour Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 16:15:00
To: 17:15:00

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
Site Code: 2313600003
Count Date: May 09, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Lawson Rd runs E/W

North Approach

	Out	In	Total
	0	0	0
	0	0	0
	0	0	0
Totals	0	0	0

Jal Truck Centre (south driveway)

	0	0	0	0
	0	0	0	0
	0	0	0	0
Totals	0	0	0	0

East Approach

	Out	In	Total
	72	213	285
	22	39	61
	0	0	0
Totals	94	252	346

Lawson Rd

				Totals
	0	0	0	0
	0	0	0	0
	0	37	212	249
	0	1	1	2

Peds: 0



Lawson Rd

Totals			
	0	0	0
	0	0	0
	91	69	22
	3	3	0

Peds: 5

West Approach

	Out	In	Total
	213	71	284
	38	26	64
	0	0	0
Totals	251	97	348

Totals				
	2	0	1	0
	4	0	2	0
	0	0	0	0

Jal Truck Centre (south driveway)

South Approach

	Out	In	Total
	3	4	7
	6	1	7
	0	0	0
Totals	9	5	14

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Lawson Rd & Jal Truck Centre (south driveway)
 Site Code: 2313600003
 Count Date: May 09, 2023
 Period: 15:00 - 18:00

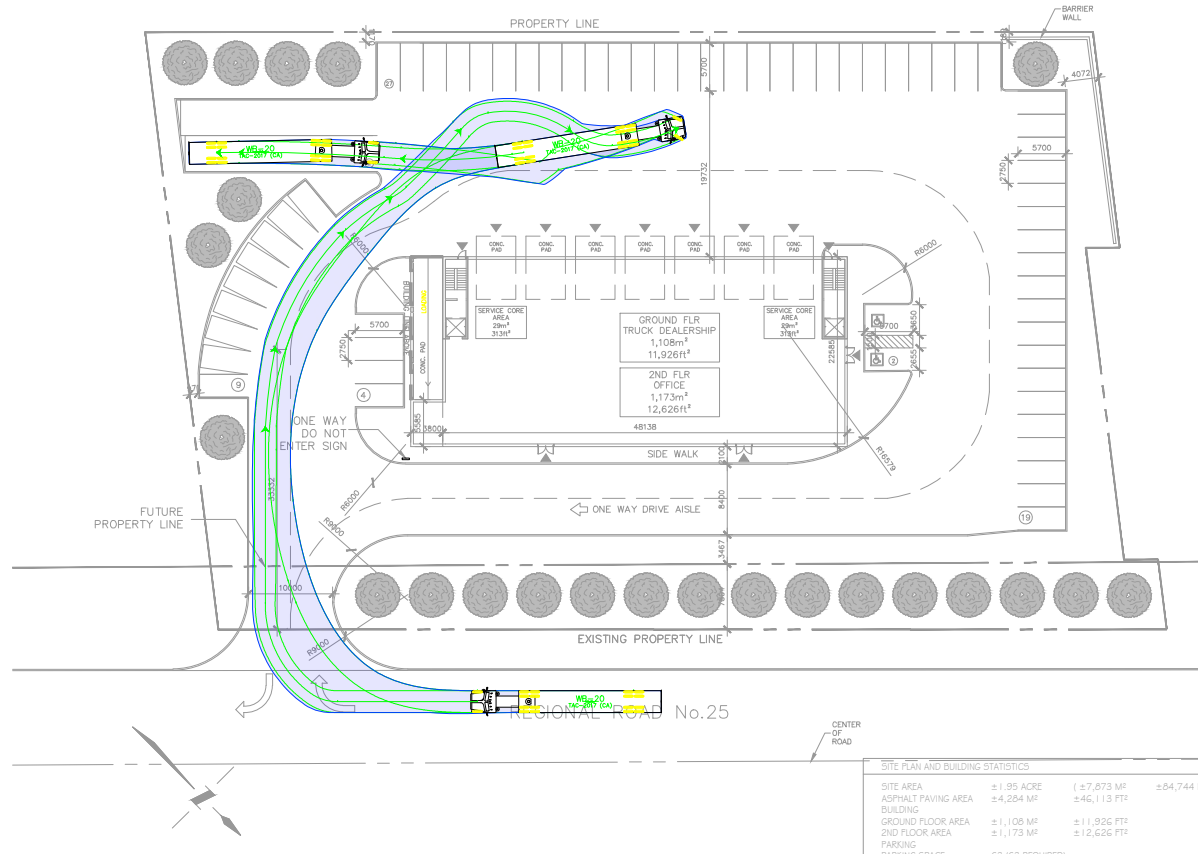
Peak Hour Data (16:15 - 17:15)

Start Time	North Approach Jal Truck Centre (south driveway)						South Approach Jal Truck Centre (south driveway)						East Approach Lawson Rd						West Approach Lawson Rd						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:15	0	0	0	0	0	0	2	0	0	0	4	2	1	32	0	0	0	33	0	50	0	0	0	50	85
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	21	0	0	0	22	0	55	1	0	0	56	78
16:45	0	0	0	0	0	0	0	0	1	0	1	1	0	22	0	0	0	22	0	53	1	0	0	54	77
17:00	0	0	0	0	0	0	4	0	2	0	0	6	1	16	0	0	0	17	0	91	0	0	0	91	114
Grand Total	0	0	0	0	0	0	6	0	3	0	5	9	3	91	0	0	0	94	0	249	2	0	0	251	354
Approach %	0	0	0	0	-	-	66.7	0	33.3	0	-	-	3.2	96.8	0	0	-	0	99.2	0.8	0	-	-		
Totals %	0	0	0	0	0	0	1.7	0	0.8	0	2.5	2.5	0.8	25.7	0	0	26.6	0	70.3	0.6	0	0	70.9		
PHF	0	0	0	0	0	0	0.38	0	0.38	0	0.38	0.38	0.75	0.71	0	0	0.71	0	0.68	0.5	0	0	0.69	0.78	
Cars	0	0	0	0	0	0	2	0	1	0	3	3	3	69	0	0	72	0	212	1	0	0	213	288	
% Cars	0	0	0	0	0	0	33.3	0	33.3	0	33.3	100	75.8	0	0	76.6	0	85.1	50	0	0	84.9	81.4		
Trucks	0	0	0	0	0	0	4	0	2	0	6	0	22	0	0	22	0	37	1	0	0	38	66		
% Trucks	0	0	0	0	0	0	66.7	0	66.7	0	66.7	0	24.2	0	0	23.4	0	14.9	50	0	0	15.1	18.6		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peds					0	-					5	-					0	-					0	-	5
% Peds					0	-					100	-					0	-					0	-	

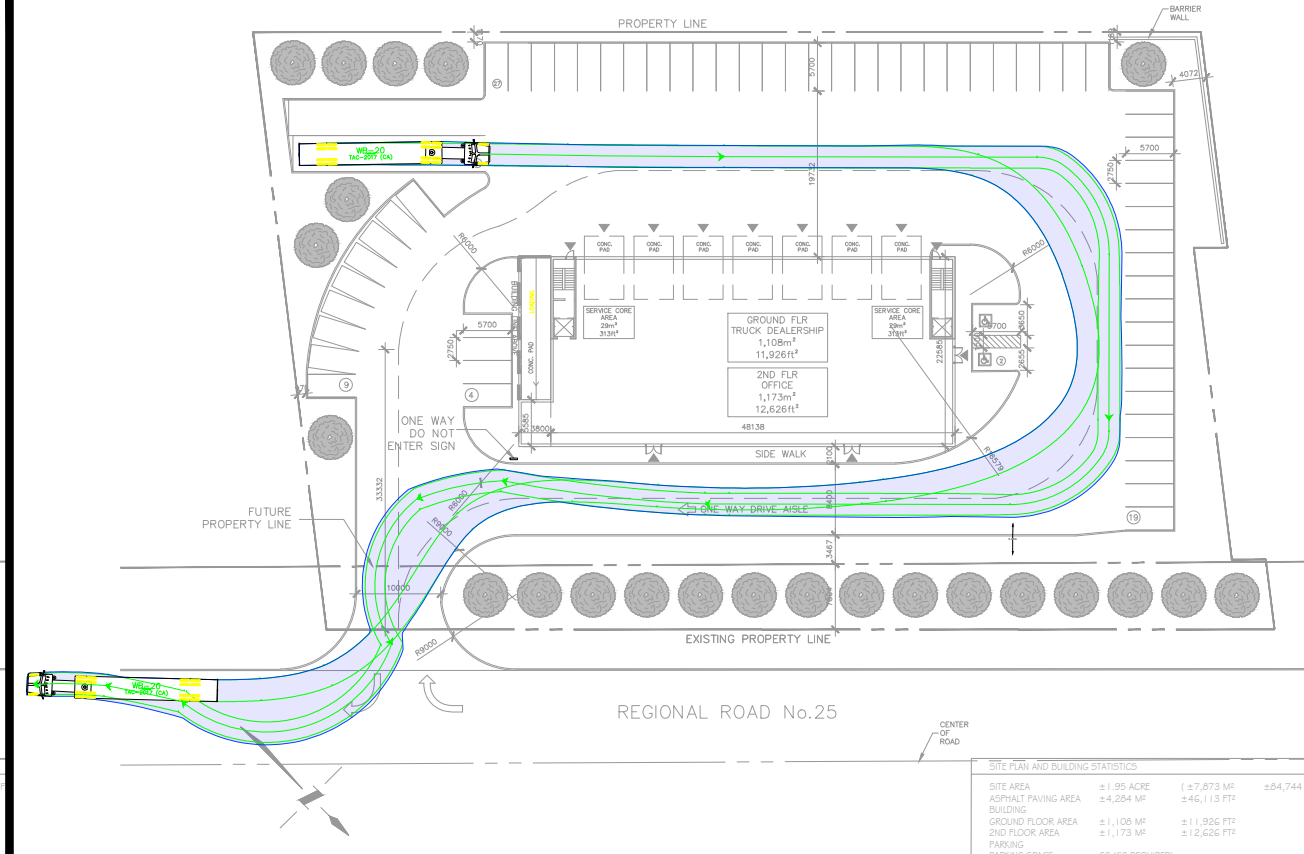
Appendix D

Turning Template Drawings

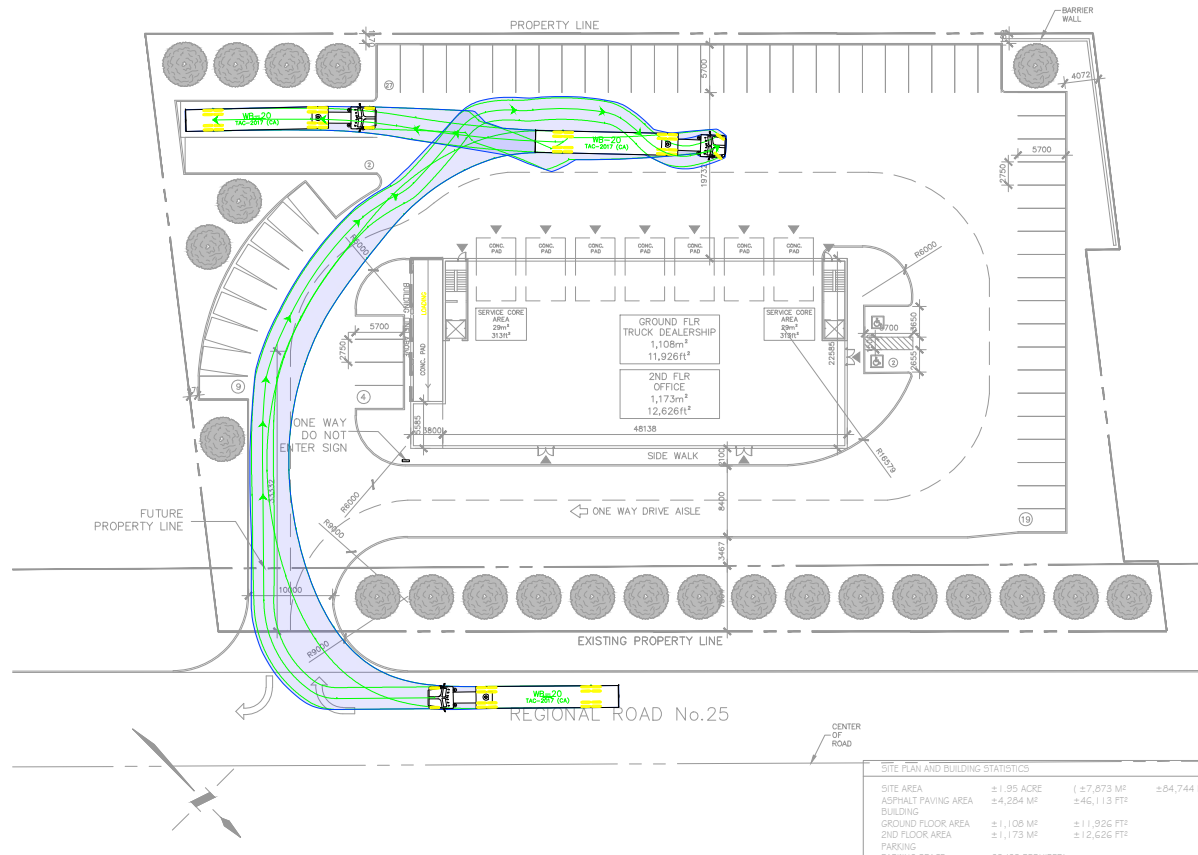
Wb-20 Inbound Movement



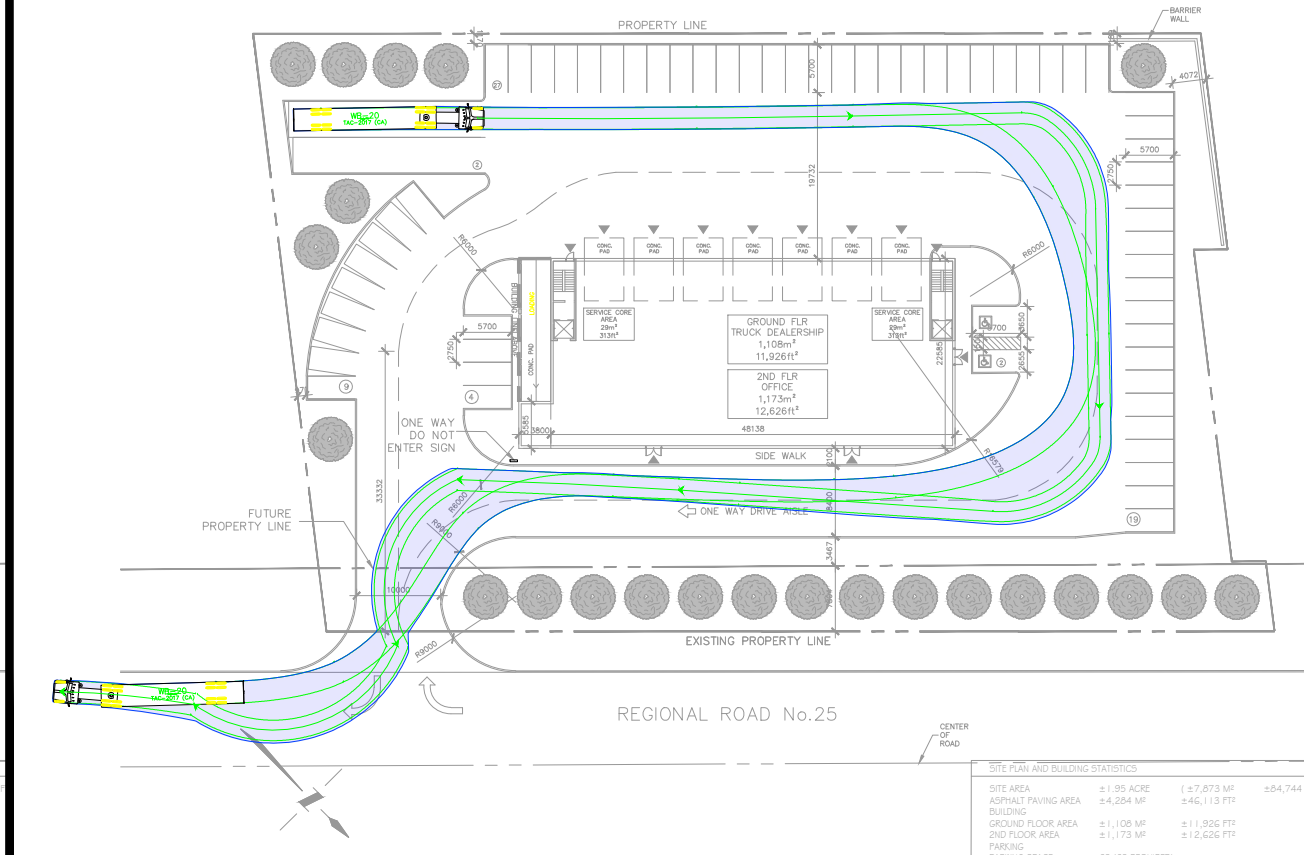
Wb-20 Outbound Movement



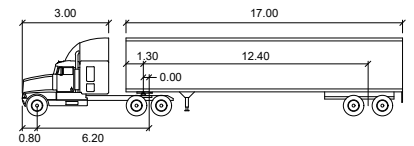
Wb-20 Inbound Movement



Wb-20 Outbound Movement



Notes:



WB-20

Tractor Width	: 2.60 meters	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

04	Issued for Review	AN	2024-03-07
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

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

CLIENT: Salmona Development Consultants

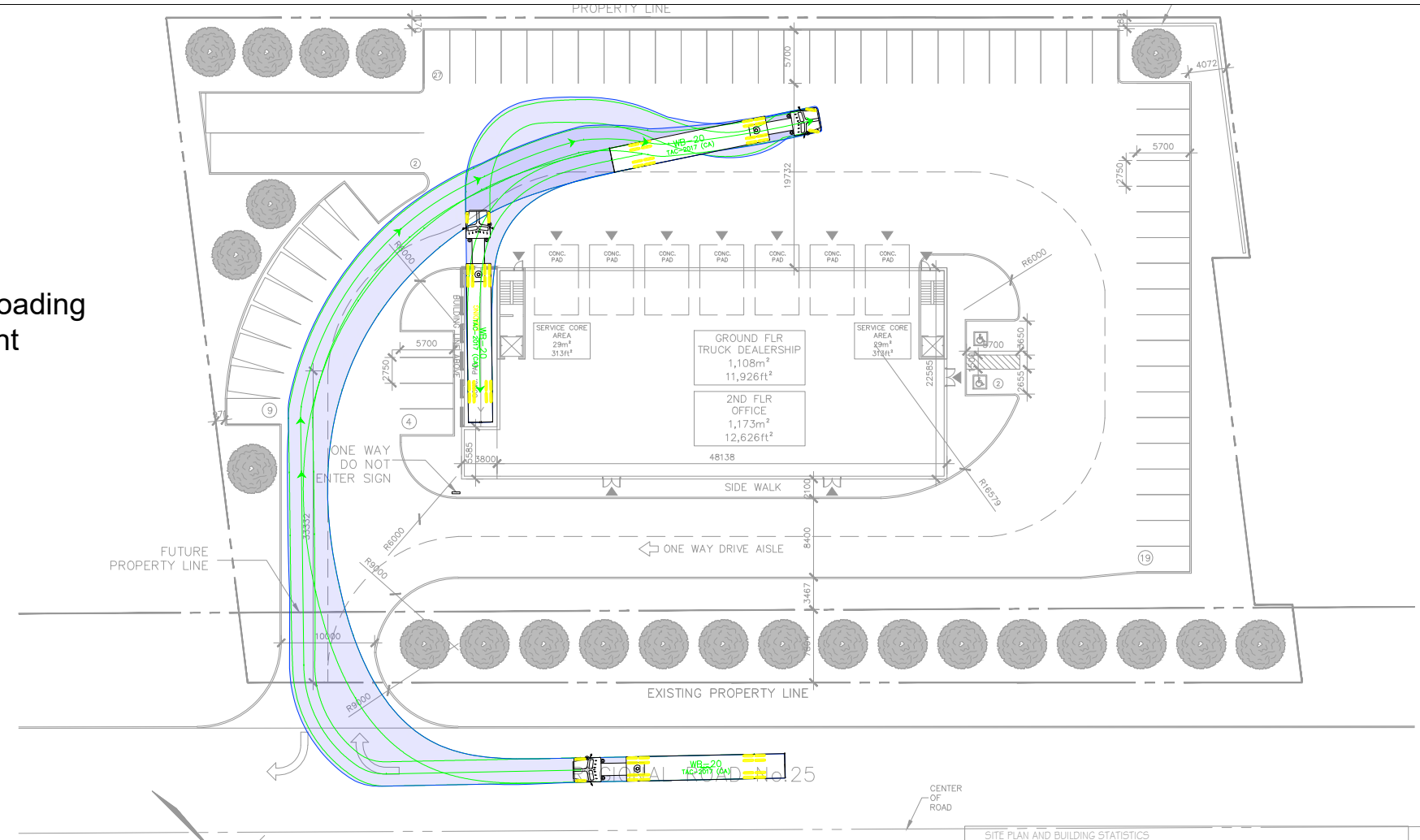
ARCHITECT:

SITE: 8584 Regional Road 25

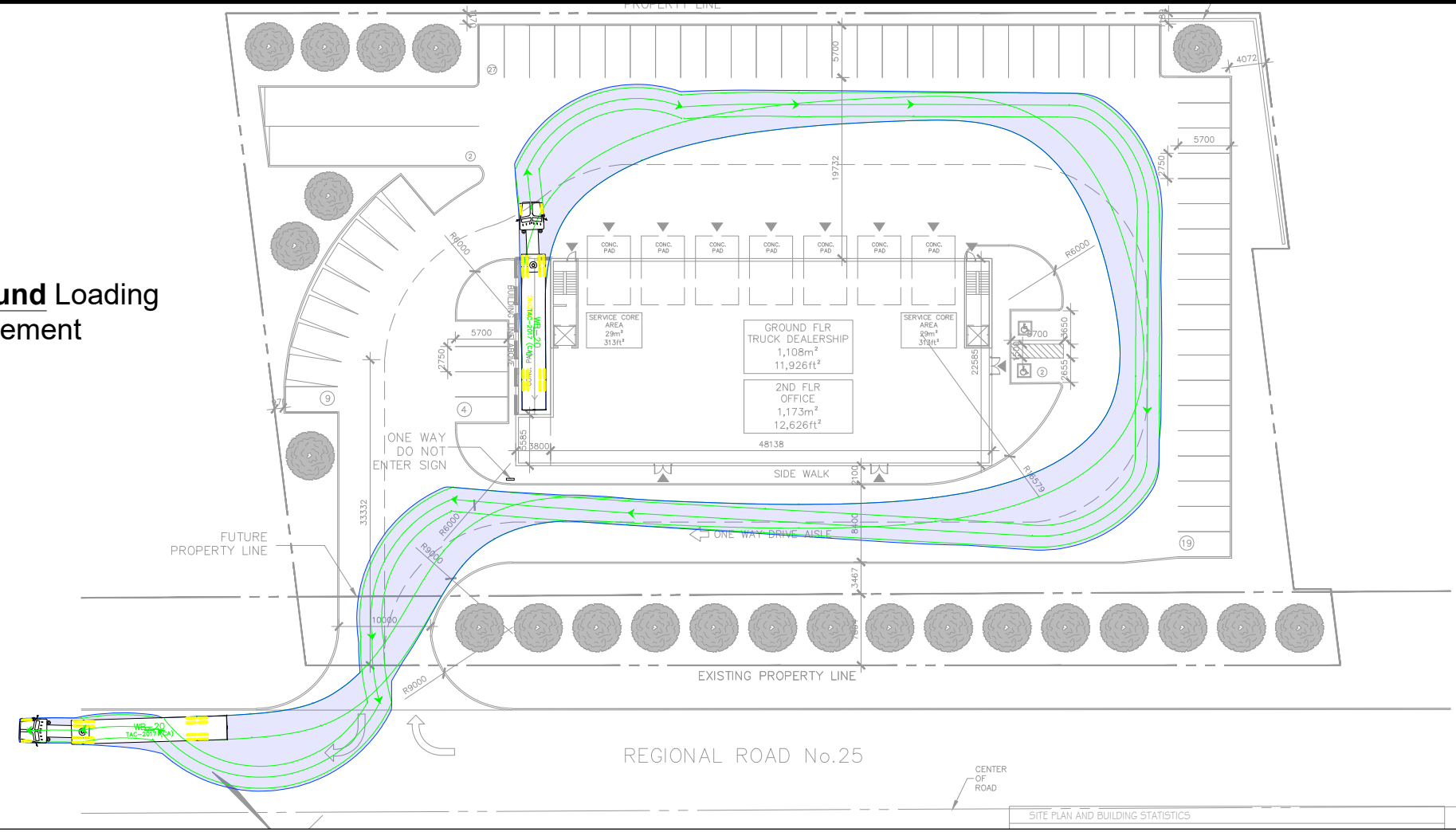
TITLE: Turning Movement Analysis
Wb-20 Turning Movements (1)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2024-03-07	AN	MC
PROJECT NO:	DRAWING NO:	REVISION:	
2023-048	001	04	

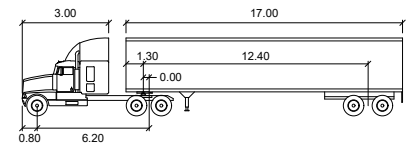
Wb-20 Inbound Loading Bay Movement



Wb-20 Outbound Loading Bay Movement



Notes:



WB-20

meters			
Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

04	Issued for Review	AN	2024-03-07
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

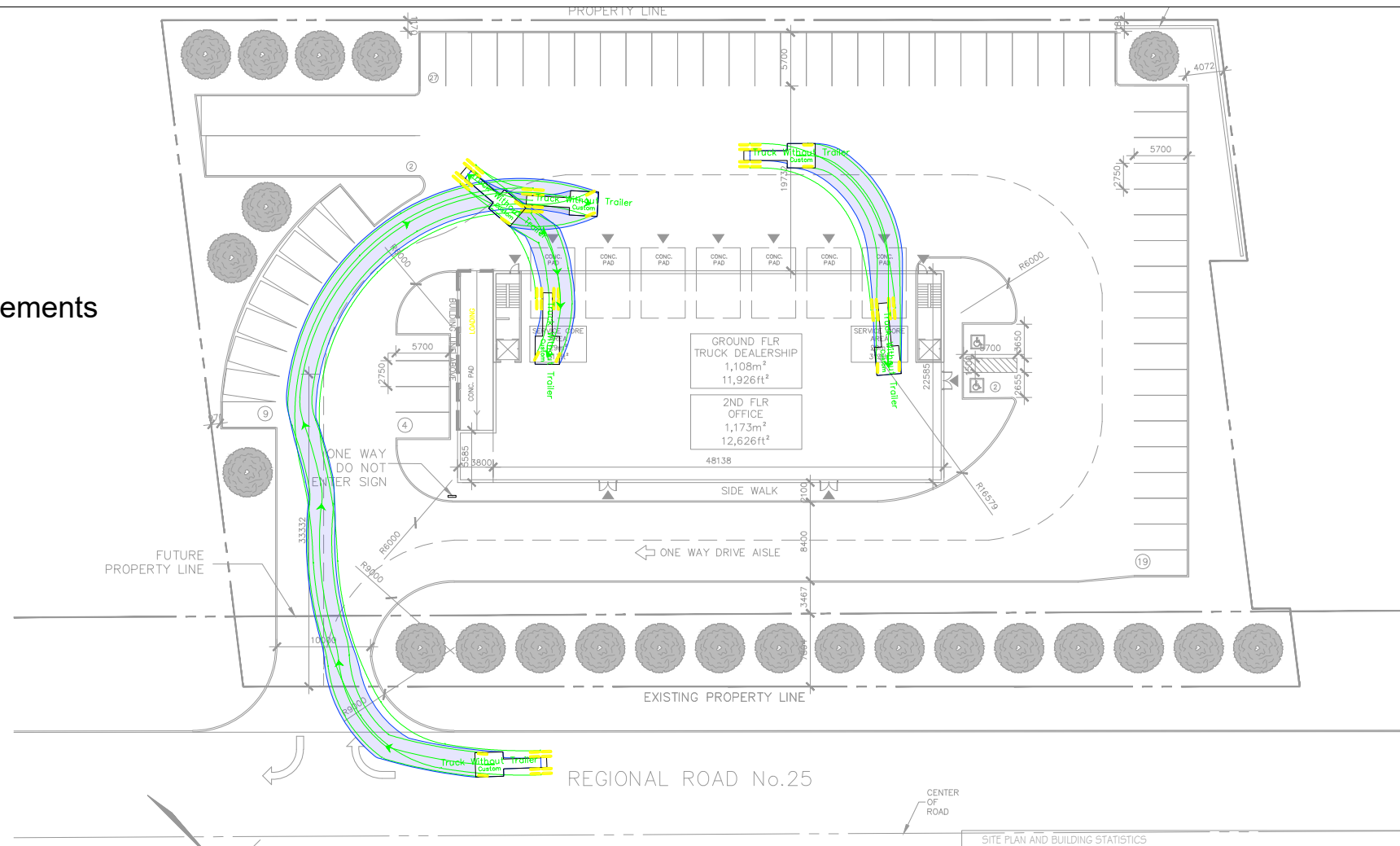


CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

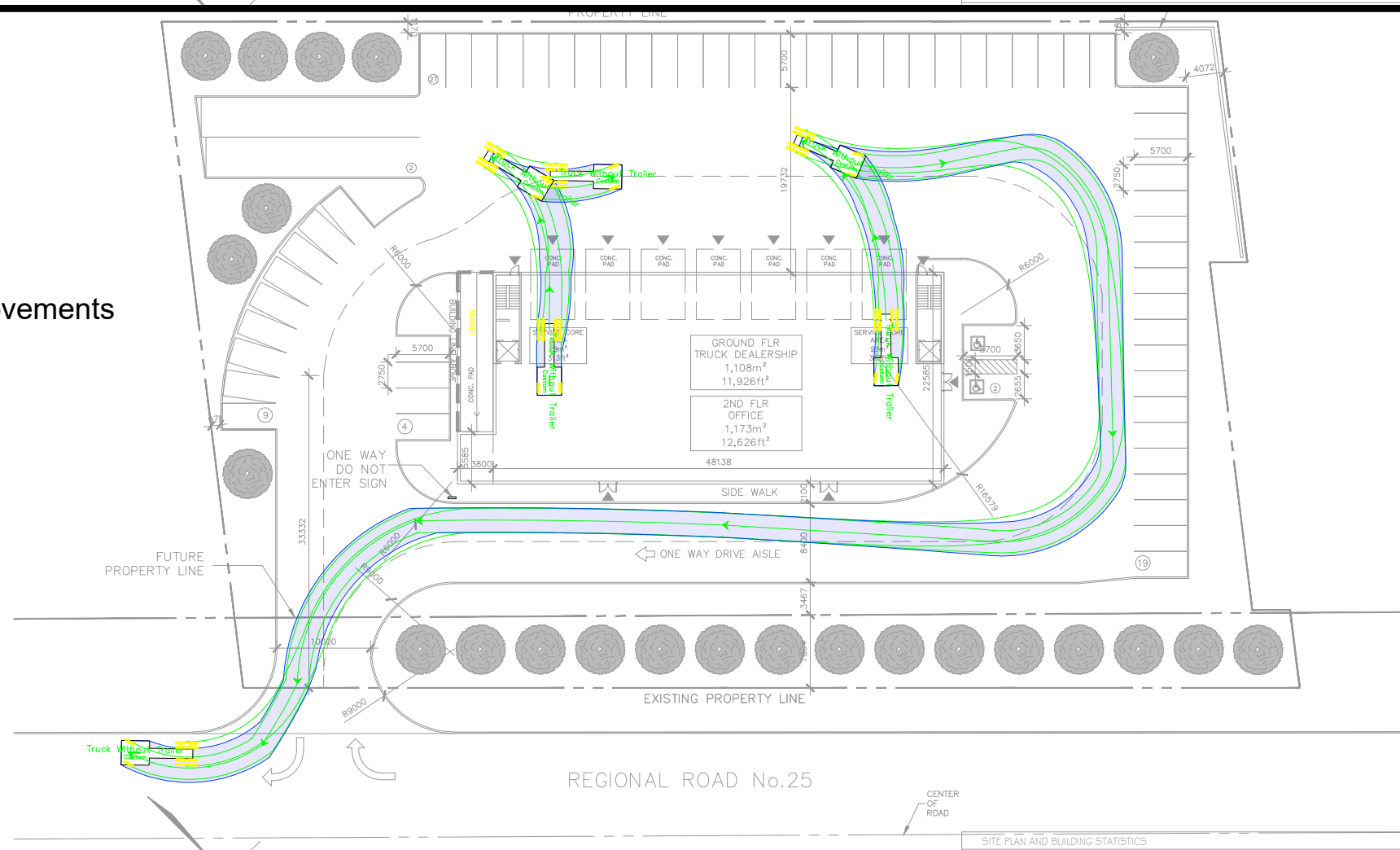
CLIENT:	Salmona Development Consultants
ARCHITECT:	

SITE:	8584 Regional Road 25		
TITLE:	Turning Movement Analysis Wb-20 Turning Movements (2)		
SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2024-03-07	AN	MC
PROJECT NO:	DRAWING NO:	REVISION:	
2023-048	002	04	

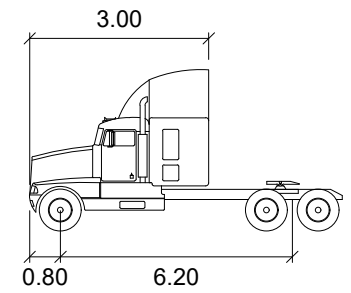
Truck Inbound Movements



Truck Outbound Movements



Notes:



Truck Without Trailer

	units
Tractor Width	: 2.60
Trailer Width	: WD2
Tractor Track	: 2.60
Trailer Track	: TR2
Lock to Lock Time	: 6.0
Steering Angle	: 28.2
Articulating Angle	: AA

04	Issued for Review	AN	2024-03-07
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

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

CLIENT: **Salmona Development Consultants**

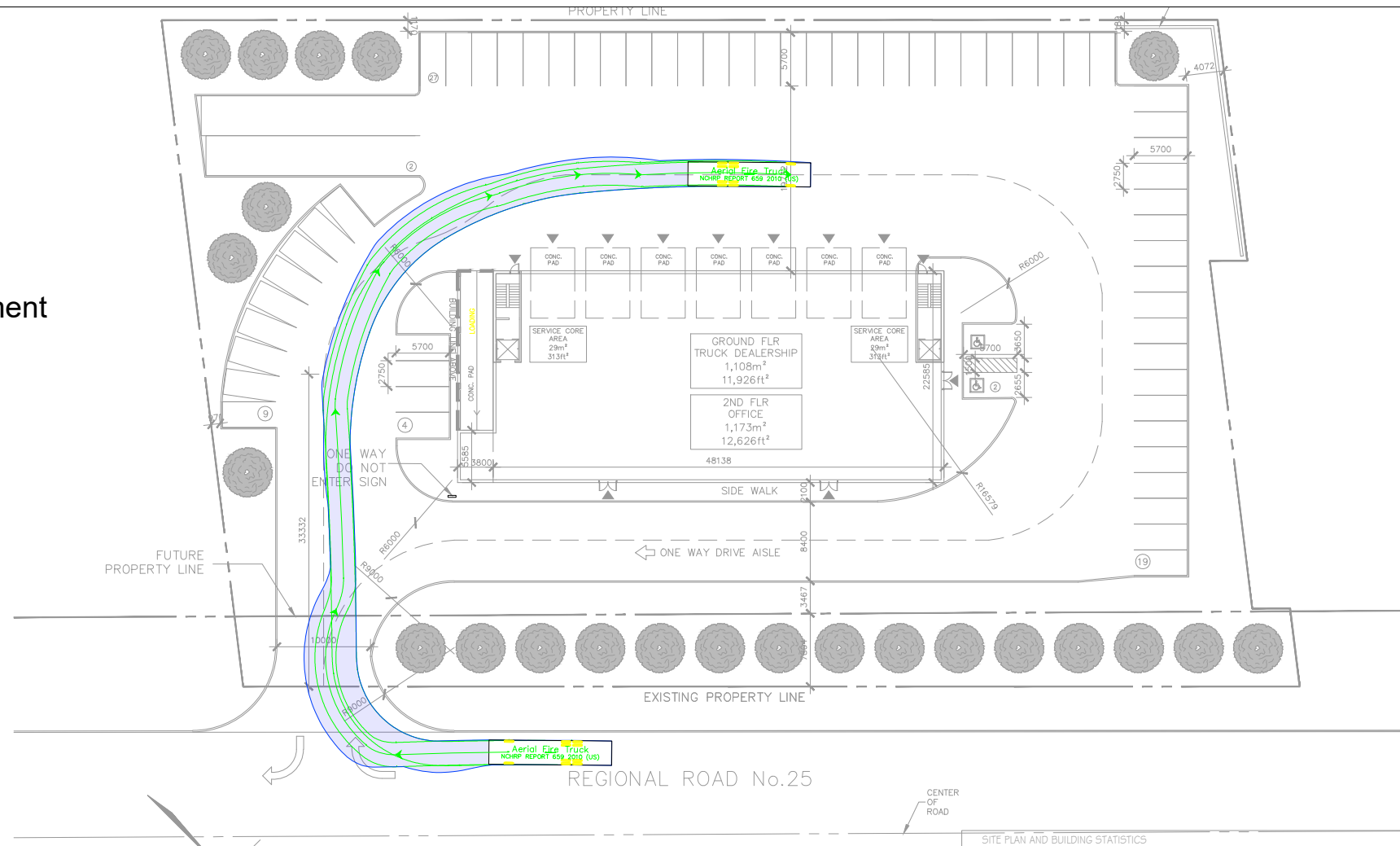
ARCHITECT:

SITE: **8584 Regional Road 25**

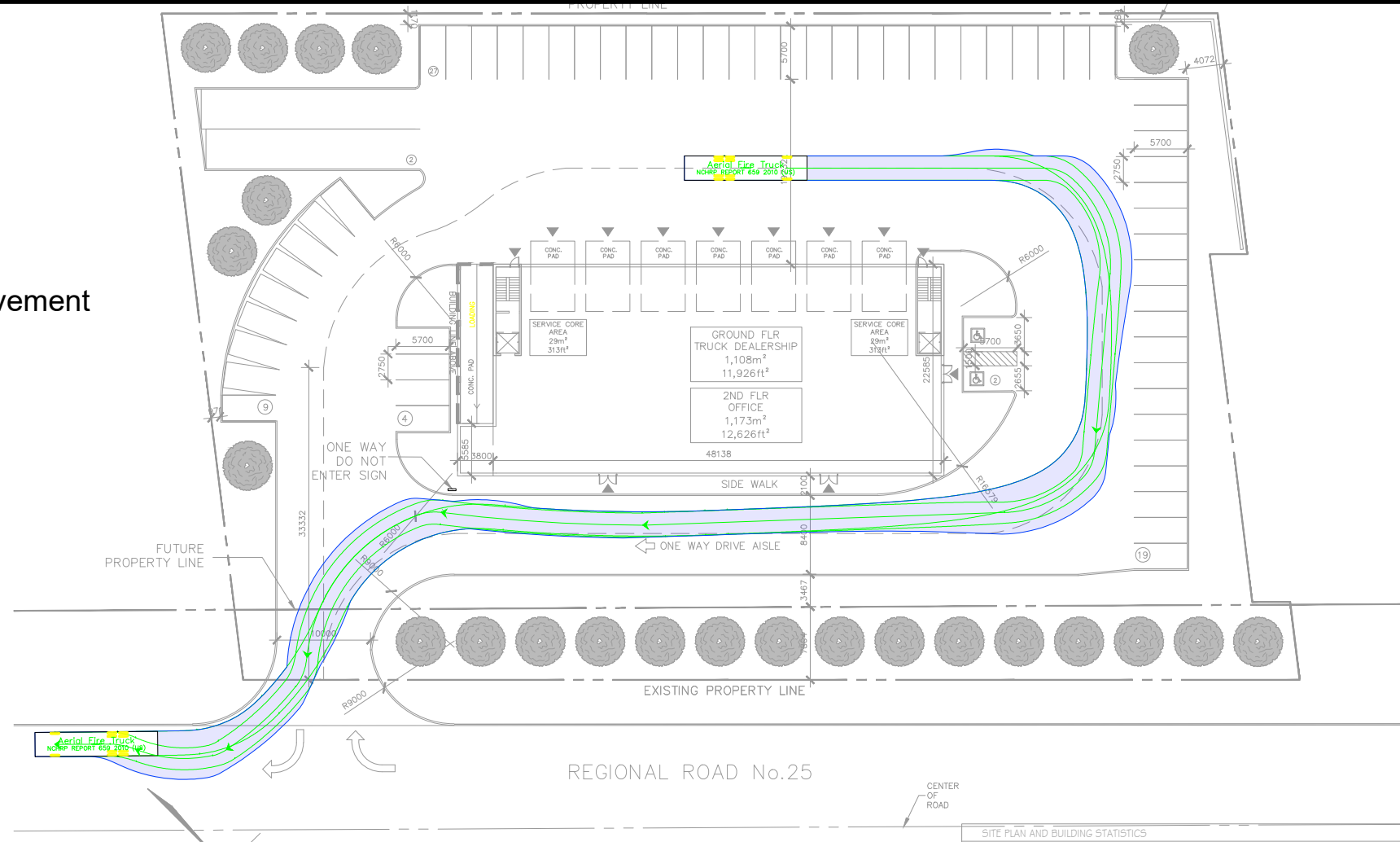
TITLE: **Turning Movement Analysis
Truck Without Trailer**

SCALE AT A3: NTS	DATE: 2024-03-07	DRAWN: AN	CHECKED: MC
PROJECT NO: 2023-048	DRAWING NO: 003	REVISION: 04	

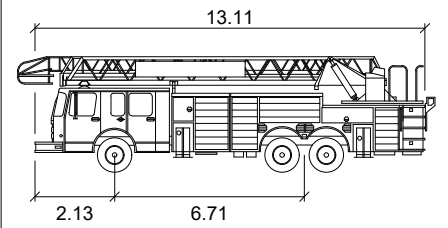
Fire Inbound Movement



Fire Outbound Movement



Notes:



Aerial Fire Truck

	units
Width	: 2.59
Track	: 2.59
Lock to Lock Time	: 6.0
Steering Angle	: 33.3

04	Issued for Review	AN	2024-03-07
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

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

CLIENT: **Salmona Development Consultants**

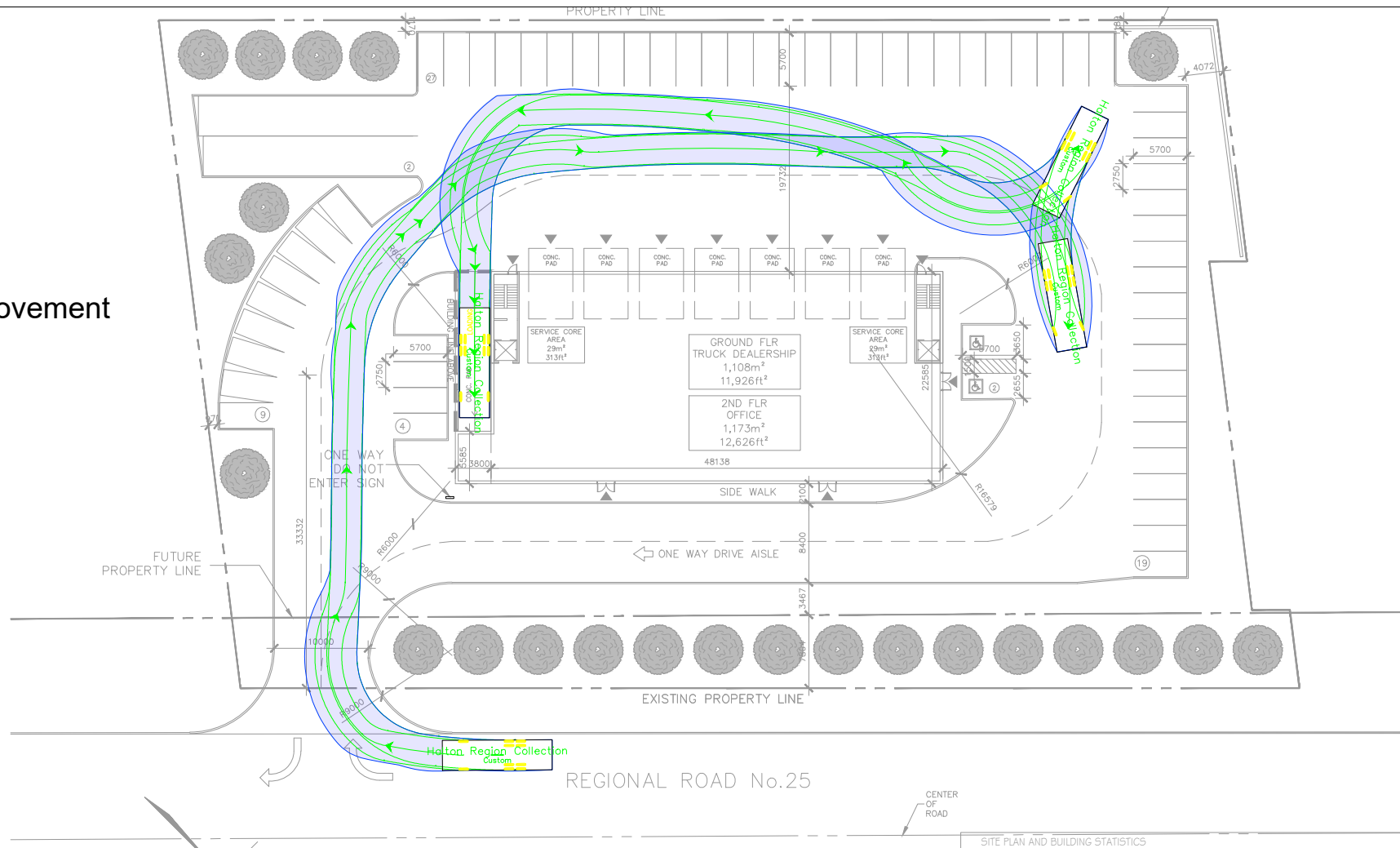
ARCHITECT:

SITE: **8584 Regional Road 25**

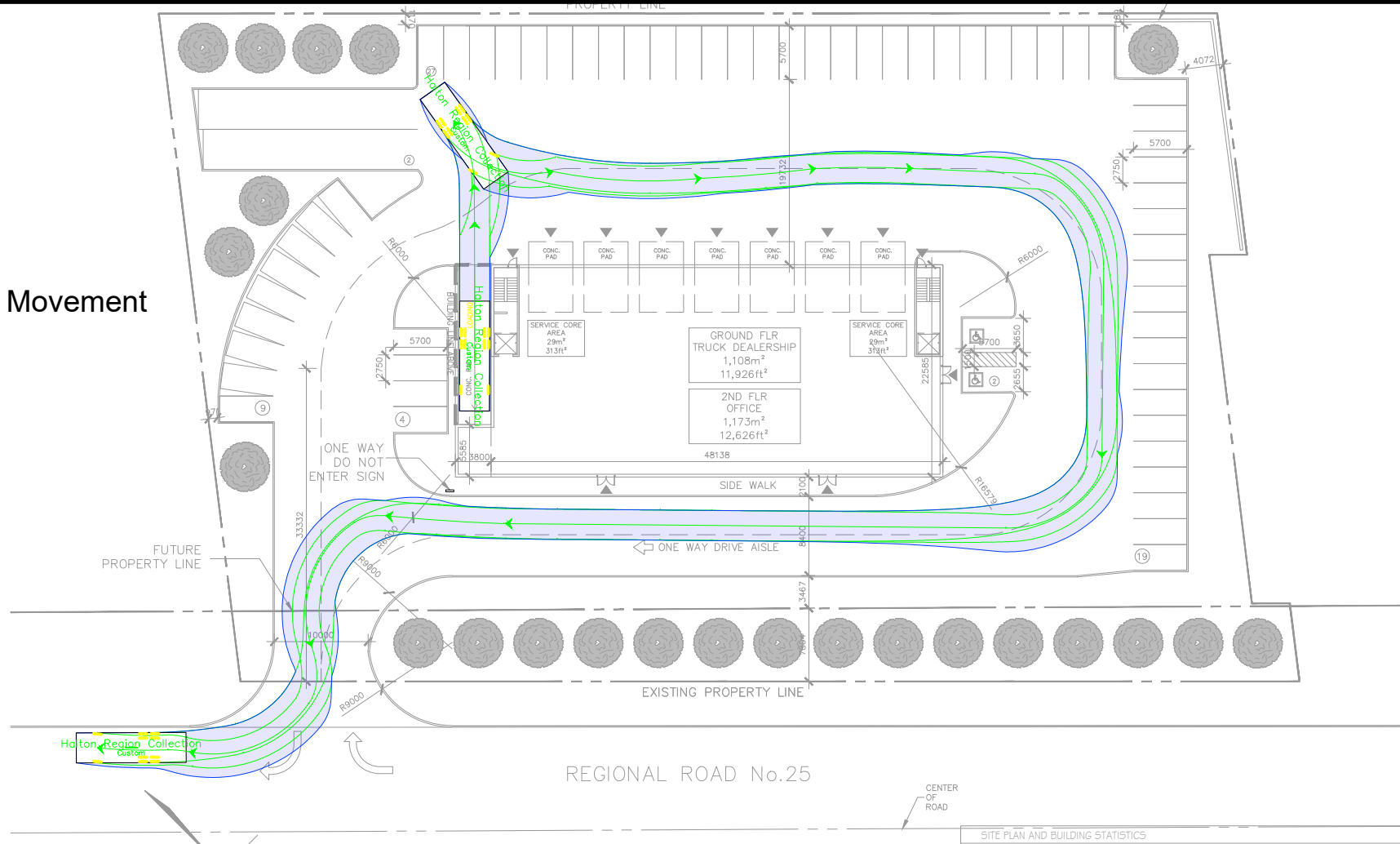
TITLE: **Turning Movement Analysis
 Fire Turning Movements**

SCALE AT A3: NTS	DATE: 2024-03-07	DRAWN: AN	CHECKED: MC
PROJECT NO: 2023-048	DRAWING NO: 004	REVISION: 04	

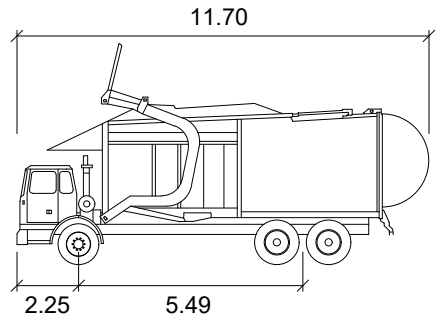
Garbage **Inbound** Movement



Garbage **Outbound** Movement



Notes:



Halton Region Collection

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

04	Issued for Review	AN	2024-03-07
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

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

CLIENT: **Salmona Development Consultants**

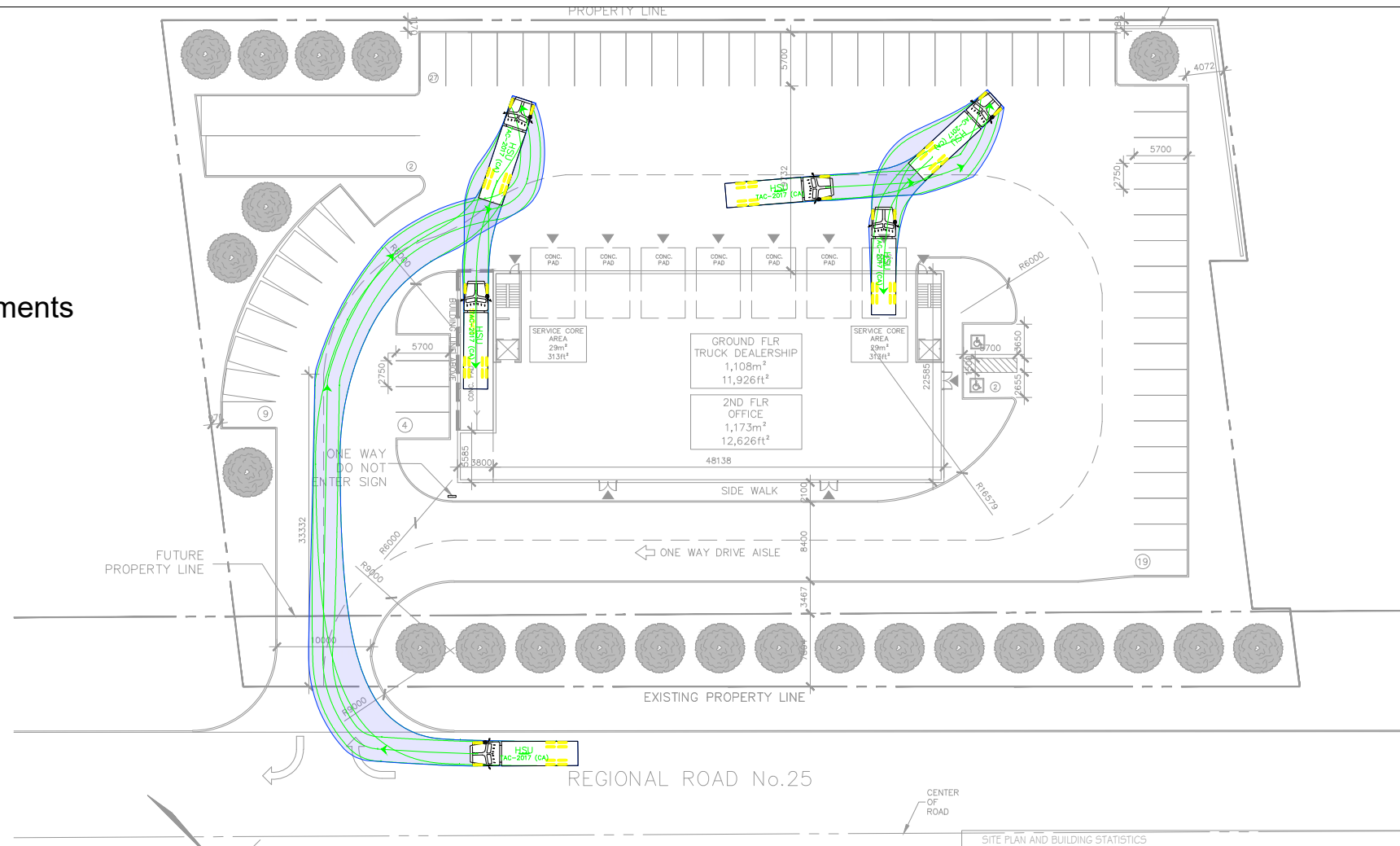
ARCHITECT:

SITE: **8584 Regional Road 25**

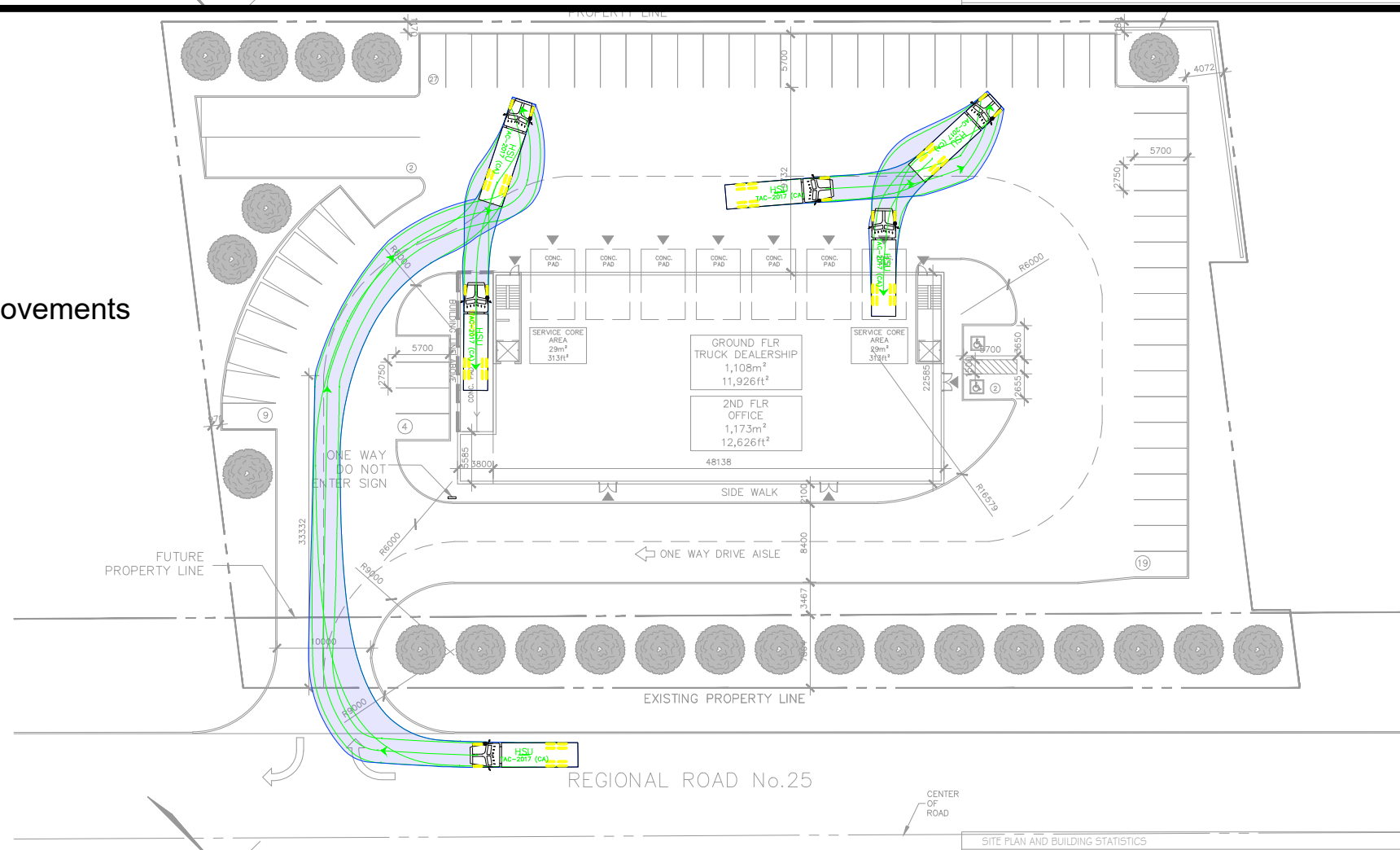
TITLE: **Turning Movement Analysis
Garbage Turning Movements**

SCALE AT A3: NTS	DATE: 2024-03-07	DRAWN: AN	CHECKED: MC
PROJECT NO: 2023-048	DRAWING NO: 005	REVISION: 04	

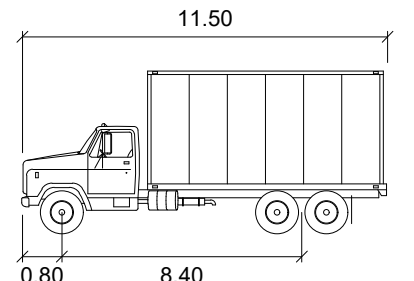
HSU Inbound Movements



HSU Outbound Movements



Notes:



HSU

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

04	Issued for Review	AN	2024-03-07
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

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

CLIENT:	Salmona Development Consultants
ARCHITECT:	

SITE:	8584 Regional Road 25		
TITLE:	Turning Movement Analysis HSU Turning Movements		
SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2024-03-07	AN	MC
PROJECT NO:	DRAWING NO:	REVISION:	
2023-048	005	04	