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April 15, 2025

Habitat for Humanity Halton-Mississauga-Dufferin
1800 Appleby Line
Unit 10
Burlington, ON
L7L 6A1

Attention: Sarah Golan

Re: Traffic Brief
Proposed Residential Development
37 King Street
Halton Hills

INTRODUCTION

This Traffic Brief has been prepared in support of the proposed residential development at 37 King Street, Halton Hills. The purpose of this brief is to assess the anticipated transportation impacts of the development and ensure that the site can be effectively integrated into the surrounding transportation network. The analysis includes an evaluation of trip generation, parking supply and demand, site access, internal circulation, maneuverability, and potential Transportation Demand Management (TDM) measures aimed at reducing reliance on single-occupancy vehicles.

This document has been prepared in response to the Town of Halton Hills' transportation study requirements, as outlined in the provided Terms of Reference (ToR). The assessment considers both existing and future traffic conditions, ensuring that the proposed development aligns with municipal transportation policies and supports broader planning objectives related to multi-modal connectivity, active transportation, and transit accessibility.

SITE LOCATION AND CONTEXT

The subject site is located at 37 King Street in Georgetown, Halton Hills. It is situated south of the Metrolinx rail corridor, adjacent to the GO Parking Lot and within proximity to several key intersections, including:

- King Street and Queen Street
- King Street and Mountainview Road North
- Queen Street and Guelph Street

The site is well integrated within the existing road network and benefits from direct access to nearby transit infrastructure. The adjacent land uses are primarily residential, with commercial and institutional uses located nearby.

The main intersection adjacent to the site is an all-way stop controlled intersection with access to the GO Station parking lot as the north leg.

This site location is illustrated in **Figure 1.**

Figure 1 Site Location

DEVELOPMENT PROPOSAL

The proposed development consists of three blocks with a total of 12 residential units and associated surface parking. The development will provide 13 parking spaces, including one designated accessible space.

Figure 2 below illustrates the proposed Site Plan for the subject site.

The Site Plan proposed to provide a new pedestrian sidewalk on the west side of Queen Street connecting to the existing sidewalk along King Street and providing pedestrian connectivity directly into the site.

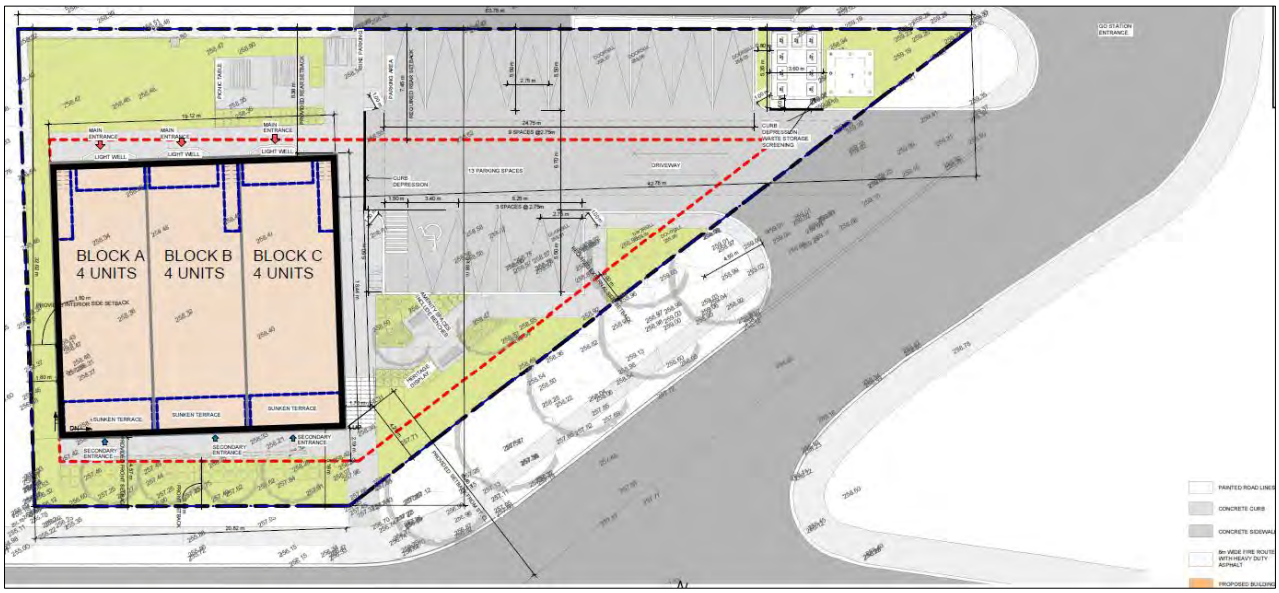


Figure 2 Proposed Site Plan

TRIP GENERATION ANALYSIS

The proposed development consists of stacked townhouse buildings with a total of 12 dwelling units.

Site traffic generated by the proposed development for the weekday a.m. and p.m. peak hours was estimated by applying the trip rate for Land Use Code 222 Multifamily Housing (High-Rise) in the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). A transit modal split reduction was not applied to the estimated site-generated trips to provide a more conservative estimate of site traffic.

Table 1 summarizes the estimated trip generation for the subject site. The trip generation was calculated using both the fitted curve equations and average rate. However, due to the low number of units, the fitted curve equations produced unrealistic results, adding more than 20 trips regardless of the unit count. As a result, the average rates were used as they provided a more reasonable estimate of trip generation.

Table 1 Total Site Trip Generation

Land Use Code	Dwelling Units/GFA	Parameters	Peak Hour Trip Generation					
			Weekday AM			Weekday PM		
			In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise) LUC 222	12 dwelling units	Trip Rate	0.051	0.179	0.230	0.161	0.099	0.260
		Trip Ratio	24%	76%	100%	63%	37%	100%
		New Trips	1	4	5	4	2	6

The subject site is expected to generate a total of 5 new two-way trips during the a.m. peak hour consisting of 1 inbound and 4 outbound trips. During the p.m. peak hour, a total of 6 new two-way trips are generated consisting of 4 inbound and 2 outbound trips.

Site Traffic Distribution and Assignment

Considering the existing road network and key traffic patterns in the area, it is expected that most site-generated trips will be oriented southward toward major roadways providing access to broader regional destinations. In particular, the intersection of King Street and Mountainview Road North serves as a primary connection to Guelph Street (Highway 7), which is a major east-west arterial road providing access to nearby commercial, employment, and institutional areas.

Morning Peak Hour (Outbound-Oriented):

- The majority of trips (4 outbound) are expected to travel south via Queen Street to King Street, where vehicles will turn left at the existing all-way stop at King Street and Queen Street before continuing toward Mountainview Road North.
- From Mountainview Road North, vehicles are anticipated to travel north or south to their ultimate destinations.
- Some outbound trips may also use alternative local routes to access major corridors such as Queen Street to Guelph Street, though the most direct and efficient route is via Mountainview Road North.
- The relatively lower inbound volume (1 trip) during the AM peak suggests that most residents are leaving home rather than returning home to the site during this period.

Evening Peak Hour (Inbound-Oriented):

- The primary inbound movement (4 trips) will likely originate from south of Guelph Street (Highway 7) and travel north via Mountainview Road North.

- Vehicles are expected to turn left onto King Street, followed by a right turn onto Queen Street, accessing the site via the proposed driveway.
- The relatively lower outbound volume (2 trips) during the PM peak suggests that most residents are returning home rather than leaving the site during this period.

Given the low trip generation and the well-connected local road network, the site-generated traffic is expected to have minimal impact on surrounding intersections, with movements primarily concentrated along Queen Street, King Street, and Mountainview Road North. The all-way stop control at King Street and Queen Street is expected to effectively accommodate the low volume of site-related turning movements without significant operational concerns. The anticipated increase in traffic at this intersection is within the expected daily variation of traffic generated by the nearby GO station, which experiences fluctuations in vehicle volumes depending on transit ridership and external factors. Furthermore, morning peak GO station traffic is predominantly inbound, while evening peak GO station traffic is primarily outbound. This pattern is the opposite of the subject site's trip generation, meaning that the site trips and GO station trips are largely complementary, reducing the potential for congestion or operational issues at the intersection.

PARKING REVIEW

The minimum Zoning By-law requirements are found in the Town of Halton Hill's Zoning By-Law 2010-0050 and provides the minimum parking requirements for vehicular parking, accessible parking, bicycle parking, and loading spaces.

Vehicular parking requirements are found in Section 5.3 for residential parking requirements and Section 5.4 for non-residential parking requirements.

The minimum parking requirements for the subject site are summarized in the following table.

Table 2 Zoning By-law 2010-0050 Minimum Parking Requirement Rates

Unit Type	Unit Count/GFA	By-law Rate	Parking Requirement
Residents	12 Dwelling Units	Multiple Dwelling Units 2 spaces per unit 0.30 spaces per unit for visitors	24 resident spaces
Visitors		Multiple Dwelling Units 0.30 spaces per unit for visitors	4 parking spaces
		TOTAL	**28**

Under the current Town Zoning By-Law 2010-0050, the subject site is required to provide a minimum of 28 parking spaces.

Barrier Free Parking

The current The Town of Halton Hills Zoning By-Law 2005-0117 provides the minimum barrier free parking requirement. The barrier free parking requirement is based on the number of parking spaces provided and are as follows:

- 0-12 parking spaces: 1 barrier free space
- 13 – 100 parking spaces: 4% of the total number of parking spaces, rounding up to the nearest whole number.
- 101 – 200 parking spaces: 1 plus 3% of the total number of parking spaces, rounding up to the nearest whole number.
- 201 – 1000 parking spaces: 2 plus 2% of the total number of parking spaces, rounding up to the nearest whole number.

- More than 1,000: 11 plus 1% of the total number of parking spaces, rounding up to the nearest whole number.

Based on the total number of parking spaces required by the current Zoning By-law, a total of 2 accessible parking spaces would be required consisting of 1 Type A and 1 Type B accessible parking space. A Type A parking space is 5.8 metres in length and 3.4 metres in width with an accessible aisle adjacent to the accessible parking space with a minimum width of 1.5 metre and length of 5.8 metres. The Type B parking space is 5.8 metre in length and 2.4 metres in width with a 1.5 metre aisle.

However, the subject site is proposing to provide a total of 13 parking spaces making the requirement only one accessible parking space.

The subject site proposed to provide one Type A accessible parking space which satisfies the Zoning By-law based on the number of provided parking spaces.

Bicycle Parking

The minimum requirement for bicycle parking spaces is found in Town of Halton Hills' Zoning By-law 2010-0050 Section 5.7, with the minimum bicycle parking requirement found in Table 5.6. The Zoning By-law does not require bicycle parking spaces for residential uses and none are proposed for the subject site.

Loading Space

The minimum requirement for loading spaces is found in Town of Halton Hills' Zoning By-law 2010-0050 Section 5.2.10, with the minimum loading space requirements found in Table 5.4. The Zoning By-law does not require a loading space for residential uses, and none are proposed for the subject site.

Parking Space Dimensions

The minimum parking space dimensions is found in Town of Halton Hills' Zoning By-law 2010-0050 Section 5.7, which requires parking spaces on a surface parking area, or on a driveway to have a width of not less than 2.75 metres and a length of not less than 5.5. metres. The dimensions of the proposed parking spaces satisfy this requirement.

The requirement for accessible parking spaces is found in Part 5 of Zoning By-law No. 2024-0037 which requires Type A spaces to have a minimum length of 5.8 metres and width of 3.4 metres with a 1.5 metre accessible aisle and Type B spaces to have a minimum length of 5.8 metres and width of 2.4 metres with a 1.5 metre accessible aisle.

The proposed Type A parking spaces for the subject site satisfies this zoning requirement.

PARKING ASSESSMENT

Habitat for Humanity primarily builds affordable, low to medium density housing, including single-detached homes, semi-detached houses, street townhouses, and stacked townhouses, depending on community needs. Their developments emphasize efficient land use, often incorporating smaller lot sizes and compact site layouts to maximize affordability. Many of their projects integrate reduced parking standards by promoting transit-oriented development, walkability, and shared parking arrangements. Habitat often seeks reduced parking standards that allow for fewer parking spaces per unit, recognizing that their homeowners typically have lower car ownership rates and rely more on public transit. By designing pedestrian-friendly, community-focused developments, they help reduce parking demand while addressing housing shortages.

In the case of the subject site, providing off-street residential parking influences a commuter's choice on whether to drive or choose alternate forms of transportation. Providing more parking in general leads to a higher percentage of auto ownership and auto usage as well. Changing travel behaviour is most effectively influenced at the time a prospective buyer is considering purchasing a unit. In the context of affordable housing, where cost sensitivity is high, the availability and pricing of parking spaces play a crucial role in shaping transportation choices. Providing an opportunity to easily purchase a parking space whether by making it affordable, including it at no additional cost, or offering an excess supply can encourage car ownership and dependence in areas where alternative modes of transportation could be prioritized. However, in affordable housing developments, minimizing parking requirements can help reduce overall unit costs, promote transit use, and support walkability. Once established, travel behaviour becomes

difficult to change, making it critical to align parking supply with long-term sustainable mobility goals rather than inadvertently encouraging car dependency through excess or subsidized parking.

TTS Vehicle Ownership

GHD has also reviewed the 2016 TTS data of vehicle ownership per apartment dwelling units in the zones surrounding zones the subject site as illustrated in the figure below.

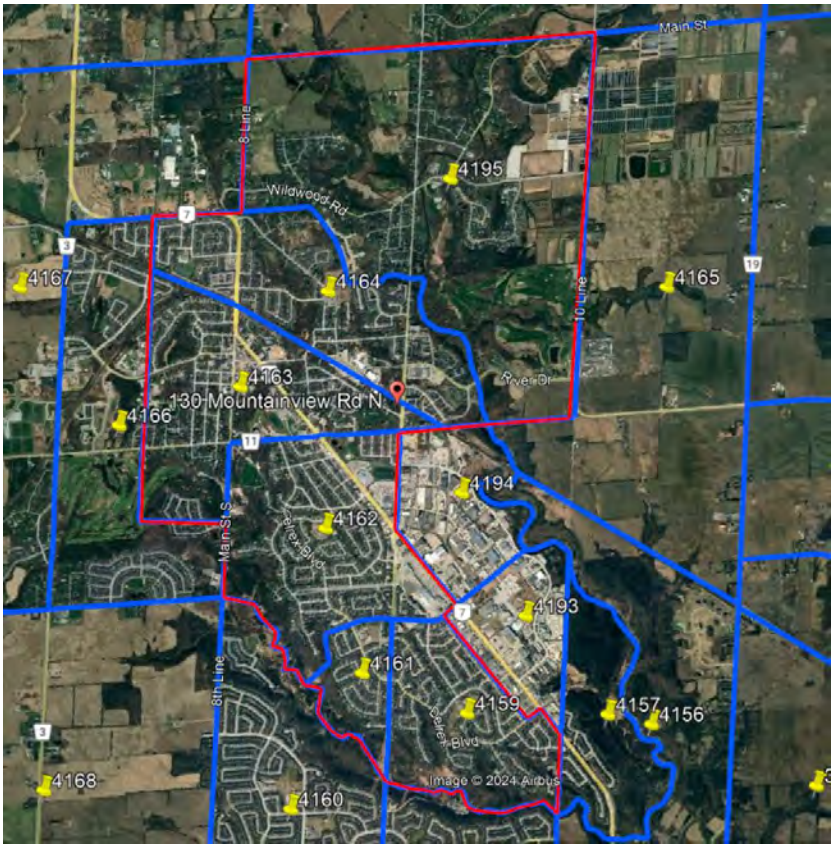


Figure 3 TTS Zones Selected for Vehicle Ownership Data

Table 3 TTS Vehicle Ownership TTS Data for Apartments Units

Vehicles per Household	Number of Households	Total number of vehicles	Household % Vehicle/Household
0 vehicles	272	0	18.7%
1 vehicle	997	997	68.3%
2 vehicles	159	318	10.9%
3 vehicles	30	90	2.1%
Total	**1,458**	**1,405 (0.96 vehicles per household)**	**100%**

The 2016 TTS data shows that currently 18.7% of apartment households in the Town (equivalent to the stacked Townhouse product) do not own a vehicle and consequently to not require a parking space.

This trend reflects a growing shift towards reduced vehicle ownership, particularly in areas near GO Stations which can offer convenient alternatives to driving. Additionally, rideshare services like Uber and Lyft have become popular, providing flexible, on-demand travel options.

The provision of a minimum of one resident parking space per unit more than satisfies the expected parking demand for resident parking.

Additionally, the site's planned Transportation Demand Management (TDM) measures, including enhanced pedestrian connections, bicycle parking, and transit incentives, further reduce the need for high vehicle parking ratios.

Rideshare Services

Rideshare services such as Uber, Lyft, and other competitors have emerged as a viable alternative that provides residents with choices to avoid the necessity of purchasing a personal vehicle. By utilizing rideshare platforms, individuals can access convenient transportation without the financial burdens of car ownership, including purchasing, maintenance, insurance, and parking costs.

This approach not only offers significant cost savings but also aligns with environmentally conscious lifestyles, reducing the overall carbon footprint associated with personal vehicle usage. Rideshare services also cater to diverse travel needs, offering options ranging from solo rides to shared trips, promoting efficient resource utilization.

With the ease of smartphone app access, users can summon rides on-demand, making them a flexible and time-efficient solution for daily commuting, errands, and social activities. As urban areas strive for improved traffic flow and reduced congestion, rideshare services have become a pivotal component of a modern, sustainable transportation ecosystem, granting residents the freedom to navigate their surroundings without the commitment of vehicle ownership.

Bill 185 – Cutting Red Tape to Build More Homes Act, 2024

Bill 185, Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent on June 6th, 2024. The Bill made various amendments to the Planning Act, including the inability of a municipality's Official Plan or Zoning By-law to require parking (with the exception of bicycle parking) on land that is not part of a highway and that is located within:

- a Protected Major Transit Station Area (PMTSA) identified in accordance with subsection (15) or (16);
- an area delineated in the official plan of the municipality surrounding and including an existing or planned higher order transit station or stop, within which area the official plan policies identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated, but only if those policies are required to be included in the official plan to conform with a provincial plan or be consistent with a policy statement issued under subsection 3 (1); or
- any other area prescribed for the purposes of this clause.

Under Bill 185, new subsections 16 (22) to (24) were added to the Planning Act that related to Official Plans and limit the ability of Official Plans to contain policies requiring an owner to provide or maintain parking facilities within PMTSA's, certain other areas surrounding and including an existing or planned higher order station or stop and other prescribed areas. Related amendments are also made to Section 34. The Town has confirmed that the subject lands, within the Georgetown GO MTSA are defined as such an area and therefore no parking minimums shall apply.

Additionally, the Georgetown GO Station Area/Mill Street Corridor Secondary Plan Review Background and Policy Options Report prepared for the Town, identified that the Georgetown GO MTSA is anticipated to be assigned density targets through the Municipal Comprehensive Review and is therefore expected to become a PMTSA in the future.

Visitor Parking

The proposed development does not include dedicated on-site visitor parking; however, ample on-street parking is available along King Street and Queen Street near the site, providing convenient and accessible options for visitors.

Additionally, the Georgetown GO Station parking lot, located next to the site provides an alternative parking option, particularly during off-peak hours when demand is lower. Given that visitor parking needs are generally intermittent and short-term, the availability of nearby public parking ensures that the site can accommodate visitor demand without an oversupply of underutilized on-site spaces.

Conclusion

The proposed parking supply of 13 spaces for the subject site is appropriate and sufficient based on the findings of the parking assessment. Habitat for Humanity developments are designed to promote

affordable, community-focused housing with a strong emphasis on efficient land use and sustainable transportation choices, which aligns with reduced parking requirements.

Further supporting reduced parking demand, the site will implement Transportation Demand Management (TDM) measures, including enhanced pedestrian connections, bicycle parking, and transit incentives, which encourage alternative modes of travel. Additionally, the increasing use of rideshare services such as Uber and Lyft provides residents with flexible, cost-effective mobility options, further reducing the need for private vehicle ownership.

For visitors, ample on-street parking is available along King Street and Queen Street near the site, providing convenient access to the site without requiring additional dedicated spaces. Furthermore, the Georgetown GO Station parking lot, located nearby, offers an alternative parking option during off-peak hours, further supporting the feasibility of the proposed supply. Given the site's transit accessibility, walkability, and parking alternatives, the provision of 13 parking spaces is expected to adequately meet the expected demand of the site while aligning with broader sustainable transportation objectives.

SITE ACCESS AND CIRCULATION

The site is proposed to be accessed via a single full moves driveway located on Queen Street. The access has been reviewed for safe maneuverability, sightlines, and potential conflicts with pedestrian and vehicular movements. The following considerations were assessed:

Driveway Location & Design

According to the Transportation Association of Canada (TAC) Chapter 8 Access, a minimum corner clearance of 15 metres is recommended for access points from an intersection along local roads. The proposed driveway is located more than 15 metres from the all-way stop intersection.

It is our understanding based on a review of the Town of Halton Hills Engineering and Public Works Subdivision Manual that the Town requires whenever possible, that the Ontario Provincial Standard Drawings (OPSD) shall be used for design. The proposed site access has been designed to satisfy the OPSD 350.010 standard with a minimum 7.2 metre driveway width and 4.5 metre curb radii.

Waste Collection

Waste collection for the proposed development will be serviced through Regional Waste curbside collection from Queen Street, consistent with the Region’s waste management programs for low- to medium-density residential developments. Waste, recycling, and organics bins will be stored on-site and will be rolled out to the curb on collection day for pickup by Regional waste trucks and returned to the designated storage areas after collection.

The designated waste area will ensure that sufficient space is available along the curb for waste collection without impeding pedestrian movement or site access. Given the development’s small footprint, curbside collection is the most practical and effective waste management solution, eliminating the need for on-site waste collection and turnaround facilities.

Internal Circulation

GHD conducted a vehicle swept path analysis to evaluate site circulation for an emergency vehicle using the fire route and passenger vehicle movements within the parking lot. The results of this analysis, which is appended, demonstrates that the site can accommodate these design vehicles without any issues.

It is expected that delivery vehicle and passenger loading/unloading for taxis, Uber or Lyft services will occur from King Street with vehicles stopping curbside and using pedestrian connections to access the building.

Sightline Assessment

For the purpose of this assessment, a design speed of 30 km/h was used considering the location of the proposed access between the GO Parking Lot and the all way stop-controlled intersection. A design speed of 30 km/h for the proposed site access is appropriate given the surrounding context and operational characteristics. The access is located between an all-way stop-controlled intersection and a GO Station

parking lot driveway, both of which inherently reduce operating vehicle speeds. Additionally, the area is highly pedestrianized and experiences frequent turning movements associated with commuter parking activity, further contributing to a naturally calmer traffic environment.

Per Transportation Association of Canada's Geometric Design Guide for Canadian Roads (TAC GDGCR) Table 2.5.2, the minimum stopping sight-distance for a roadway with a design speed of 30 km/h is 35 metres.

Section 9.9 of the TAC GDCR provides intersection sight distances for different scenarios, with the following scenarios used to complete the intersection sight distance analysis:

- Case B1 – Left turn from the minor road
- Case B2 – Right turn from the minor road
- Case F – Left turns from the major road

A vehicle entering the major road (Queen Street) from the site access is assumed to stop approximately 4.5 metres to the pavement edge of the major road as recommended by TAC. In this stopped position, the driver will be required to look left and right in order to perceive and react to approaching vehicles prior to initiating a turning movement onto Queen Street.

The required intersection sight distances are provided in TAC GDGCR Tables 9.9.4, 9.9.6 and 9.9.12 for passenger vehicles turning left from stop, turning right from stop, or turning left from the major road, respectively, and are summarized in the following table.

Table 4 Sightline Assessment Review

Case (Design Speed of 30 km/h)	Suggested Intersection Sight Distance for Passenger Cars (TAC 2017)	Available Intersection Sight Distance	TAC Reference
B1: Vehicles turning left from stop	65 m	Clear line of sight into the GO parking lot and to the Stop Controlled intersection	Table 9.9.4
B2: Vehicles turning right from stop	55 m	Clear line of sight into the GO parking lot	Table 9.9.6
F: Left turns from the major road	50 m	>50 m	Table 9.9.12

The available sightlines are illustrated in Drawings TMD-101 for Condition B1 and B2 and TMD-102 for Condition F. Both drawings are attached in the appendix.

While the recommended intersection sight distance for a 30 km/h design speed is 65 metres for Condition B1, the available sightlines at the proposed driveway of approximately 50 metres to the left and 35 metres to the right are considered acceptable given the unique operating conditions of the surrounding area. Looking to the right, the sightline is directed toward an all-way stop-controlled intersection. Vehicles approaching from this direction are accelerating from a complete stop and have very limited distance to gain any meaningful speed before reaching the driveway. As such, their operating speeds are low and predictable, reducing the criticalness of achieving the full 65 metres. To the left, the sightline is oriented into the GO Station parking lot, where vehicles are emerging from low-speed internal aisles. Similar to the right-side condition, drivers turning out of the GO parking lot do not have sufficient space to accelerate to any significant speed before reaching the driveway, resulting in slower vehicle movements.

The minimum stopping sight distance for 30 km/h which is approximately 35 metres, is fully met in both directions. This means that even if a vehicle is approaching from either direction, it will have sufficient distance to see, react to, and stop for a vehicle exiting the driveway if needed. Given the naturally low speeds, high driver awareness, and controlled access context, the reduced intersection sight distances are not expected to result in any operational or safety concerns from a traffic engineering perspective.

Additionally, the access is positioned to minimize obstructions from roadside elements such as landscaping, utility poles, or transformer boxes which further improves visibility. Additionally, the driveway is located on the opposite side of the road from the main pedestrian access to the GO station which improves visibility of pedestrians and minimizes conflicts.

TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Travel Demand Management (TDM) refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. TDM strategies have multiple benefits including the following:

- Reduced auto-related emissions to improve air quality;
- Decreased traffic congestion to reduce travel time;
- Increased travel options for businesses and commuters;
- Reduced personal transportation costs and energy consumptions; and
- Support Provincial smart growth objectives.

The combined benefits listed above will assist in creating a more active and livable community through improvements to overall active transportation standards for the local businesses and surrounding community.

Recommended TDM Measures

The table below summarizes the recommended TDM strategies for the subject site.

Table 5 Recommended TDM Strategies

TDM Measure	Responsibility	Cost	Note
Hard Measures			
Pedestrian connections	Applicant	Integrated into the overall development cost	Site plan includes a walkway system providing a connection to existing municipal sidewalks
Public Transit Access	Applicant	Integrated into the overall development cost	The subject site is located within walking distance of the Georgetown GO Station.
Reduced Parking Supply	Applicant	Integrated into the overall development cost	Reduced parking supply encourages residents to reconsider ownership of a vehicle
Soft Measures			

Information packages (GO schedules, cycling maps)	Applicant	To be determined.	Distributed at the sales office with Purchase and Sales Agreement
Unbundled vehicle parking	Applicant	Integrated into the overall development cost	Proposed to unbundle the sales of the parking space and unit to provide residents with the true cost of a parking space

SUMMARY AND CONCLUSIONS

The proposed residential development at 37 King Street has been assessed for its transportation impacts, including trip generation, parking supply, site access, circulation, and Transportation Demand Management (TDM) measures. The analysis confirms that the site will generate minimal new traffic, with only 5 trips in the a.m. peak hour and 6 trips in the p.m. peak hour, which can be accommodated within the existing road network without operational concerns. The driveway access on Queen Street meets sightline requirements and ensures safe entry and exit movements, with no significant impact on adjacent intersections. Parking has been assessed against Town of Halton Hills Zoning By-law requirements, and while the site provides fewer spaces than required under the current Zoning By-law, it aligns with Bill 185, which removes parking minimums in Major Transit Station Areas (MTSA), and reflects trends in reduced vehicle ownership, particularly near GO transit stations.

The proposed supply of 13 parking spaces is sufficient to meet anticipated resident demand, with on-street visitor parking available along King Street and Queen Street and at the Georgetown GO Station. The development also includes TDM measures such as enhanced pedestrian connections, bicycle parking, and transit incentives, which encourage alternative transportation modes and further reduce reliance on private vehicles.

Overall, the transportation assessment supports the development, confirming that it will integrate well with the surrounding network while aligning with sustainable mobility objectives and municipal planning policies.

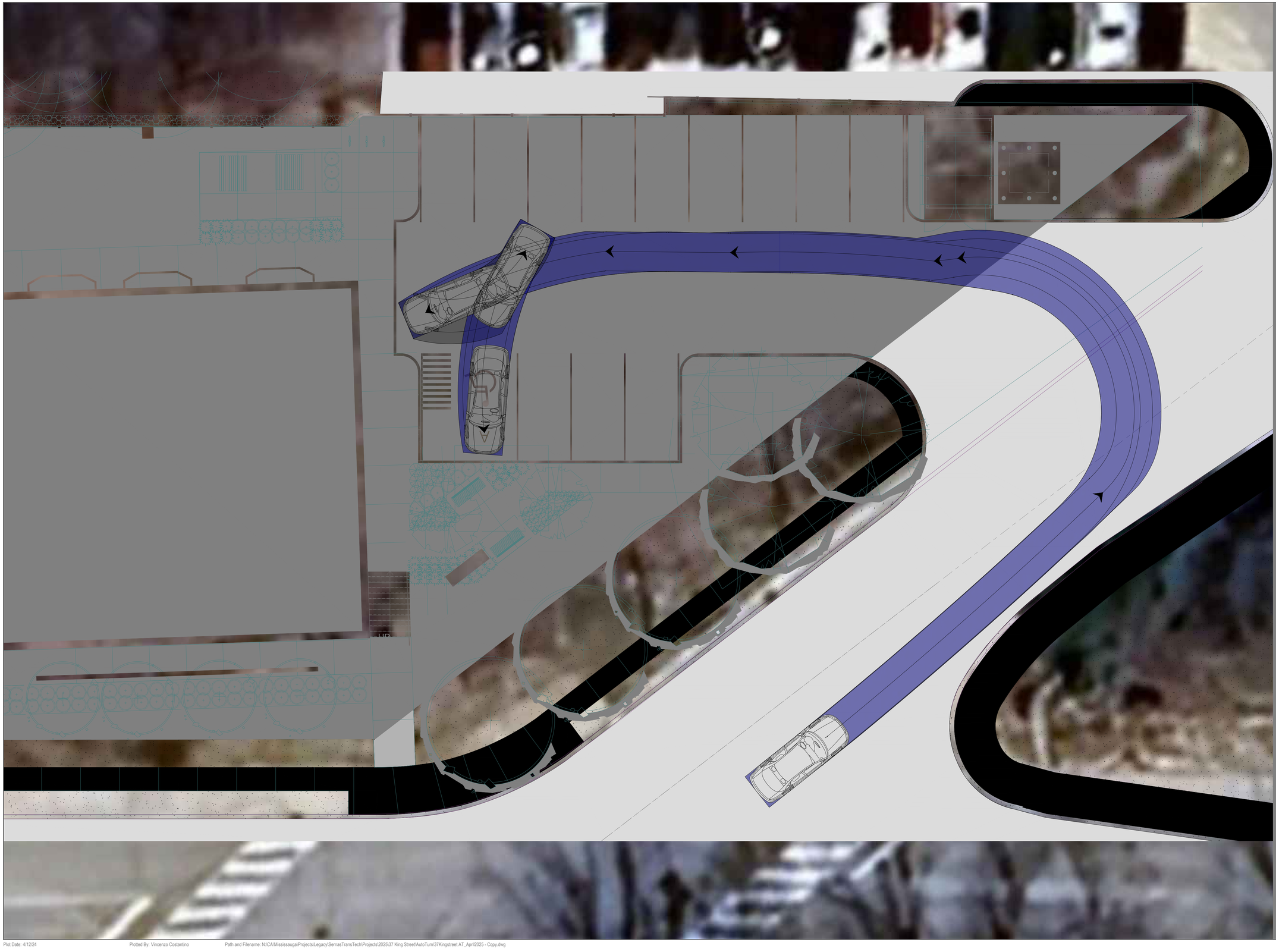
Regards

Rafael Andrenacci, B. Eng,
Transportation Planner

William Maria, P. Eng.
Transportation Planning Lead

Appendix A

Swept Path and Sight Distance Drawings



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Mar. 27, 25
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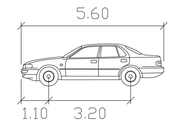

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Width	: 2.00
Track	: 2.00
Lock to Lock Time	6.0
Steering Angle	: 35.9

No.	Issue	Checked	Approved	Date
1	FIRST SUBMISSION	W.M	W.M	3/27/25

Author	V.C	Designer	V.C
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

Client

TOWN OF HALTON HILLS

Project

37 KING STREET

Date March 27, 2025

Scale NTS

Project No.

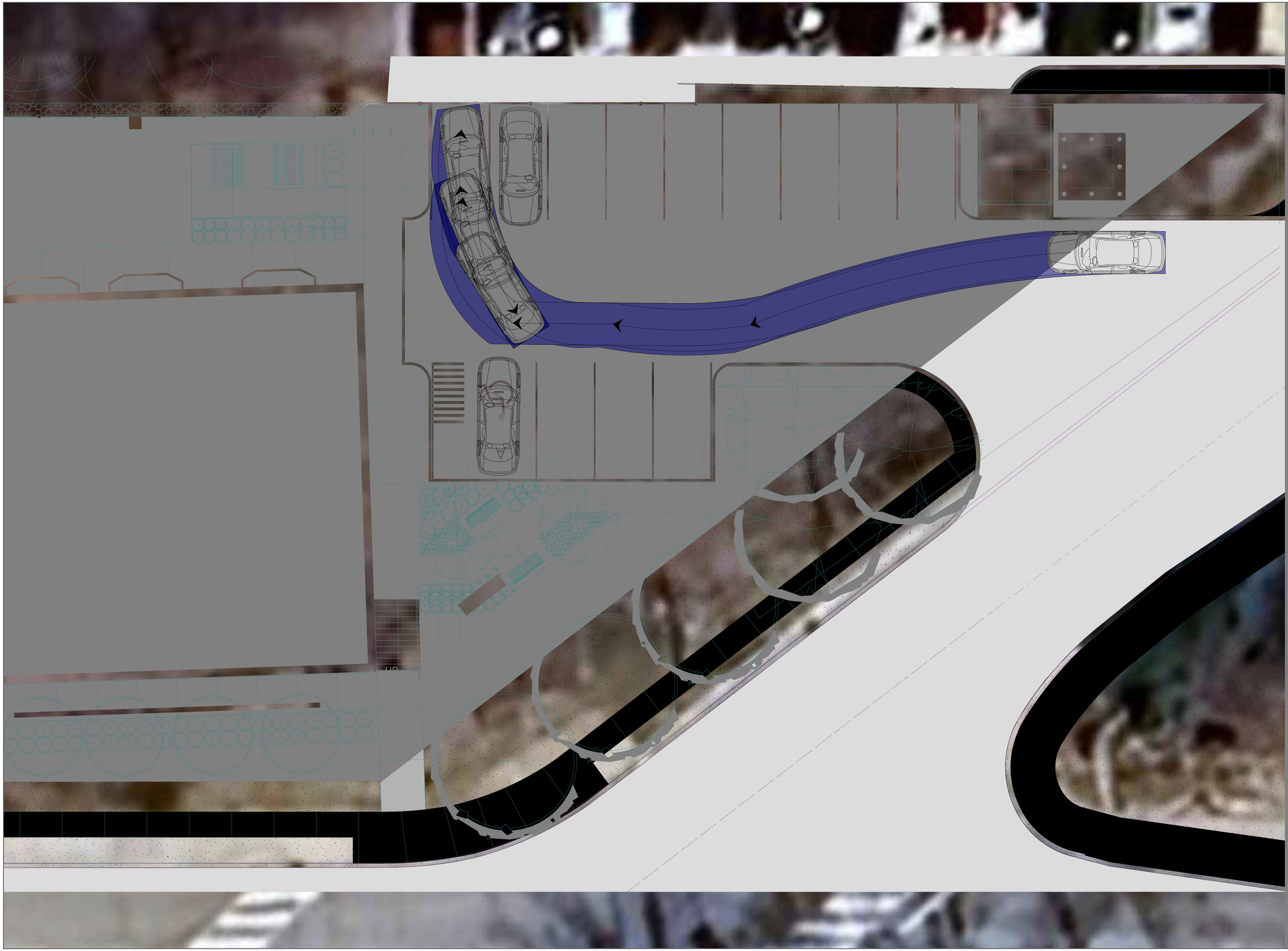
Title

VEHICLE MANEUVERING DIAGRAM - PASSENGER CAR (INBOUND) SHEET 1 OF 2

Size ANSI D

Sheet No. AT-101

Plot Date: 4/12/24 Plotted By: Vincenzo Costantino Path and Filename: N:\CA\Mississauga\Projects\Legacy\SernasTransTech\Projects\2025\37 King Street\AutoTurn\37Kingstreet AT_April2025 - Copy.dwg



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TOWN OF HALTON HILLS

Project
37 KING STREET

Date March 27, 2025
Scale NTS

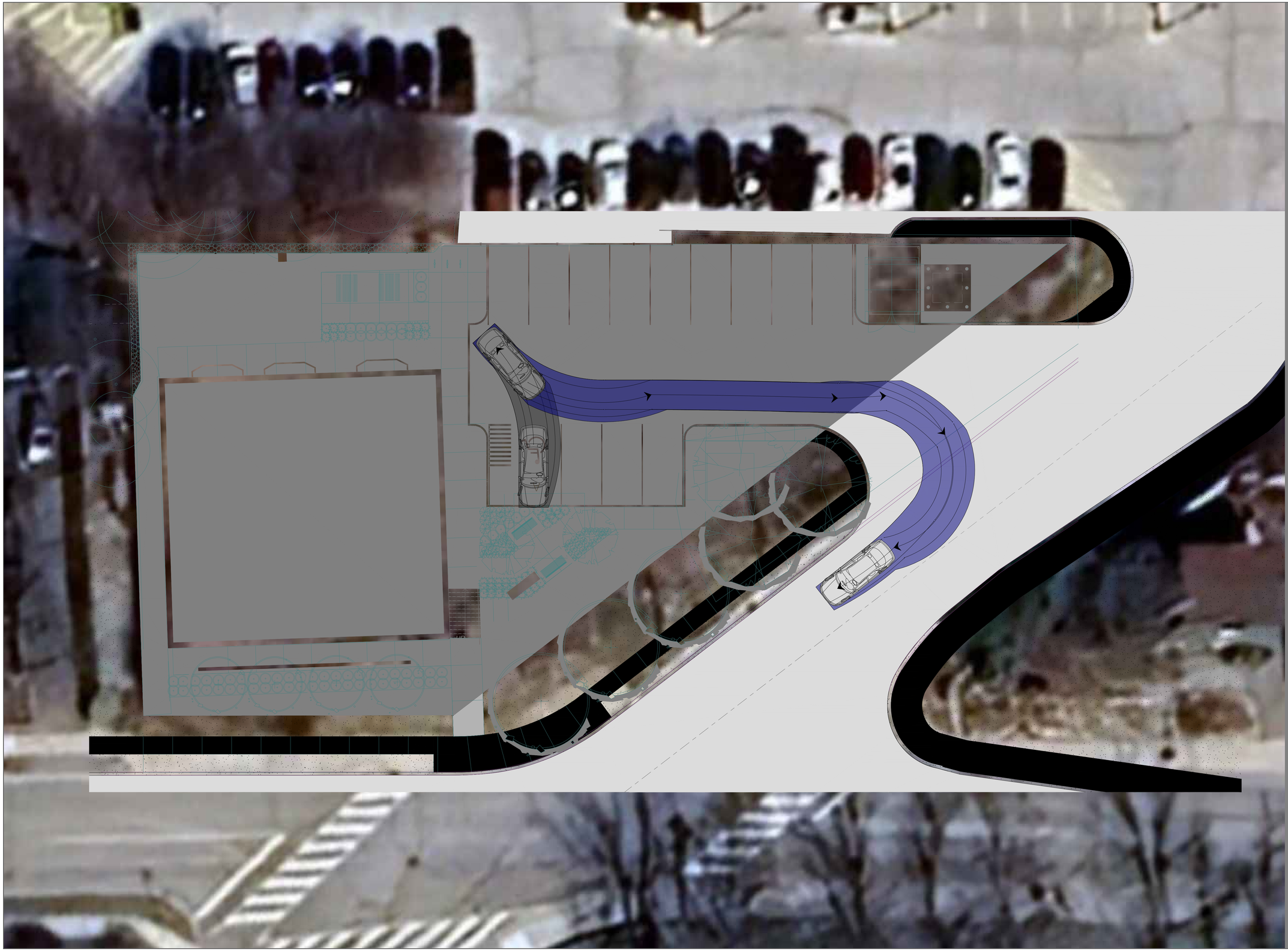
Project No.

Title
VEHICLE MANEUVERING DIAGRAM - PASSENGER CAR (INBOUND) SHEET 2 OF 2

Size ANSI D

Sheet No. AT-102

Plot Date: 4/12/24 Plotted By: Vincenzo Costantino Path and Filename: N:\CA\Mississauga\Projects\Legacy\SernasTransTech\Projects\2025\37 King Street\AutoTurn\37Kingstreet AT_April2025 - Copy.dwg



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TOWN OF HALTON HILLS

Project

37 KING STREET

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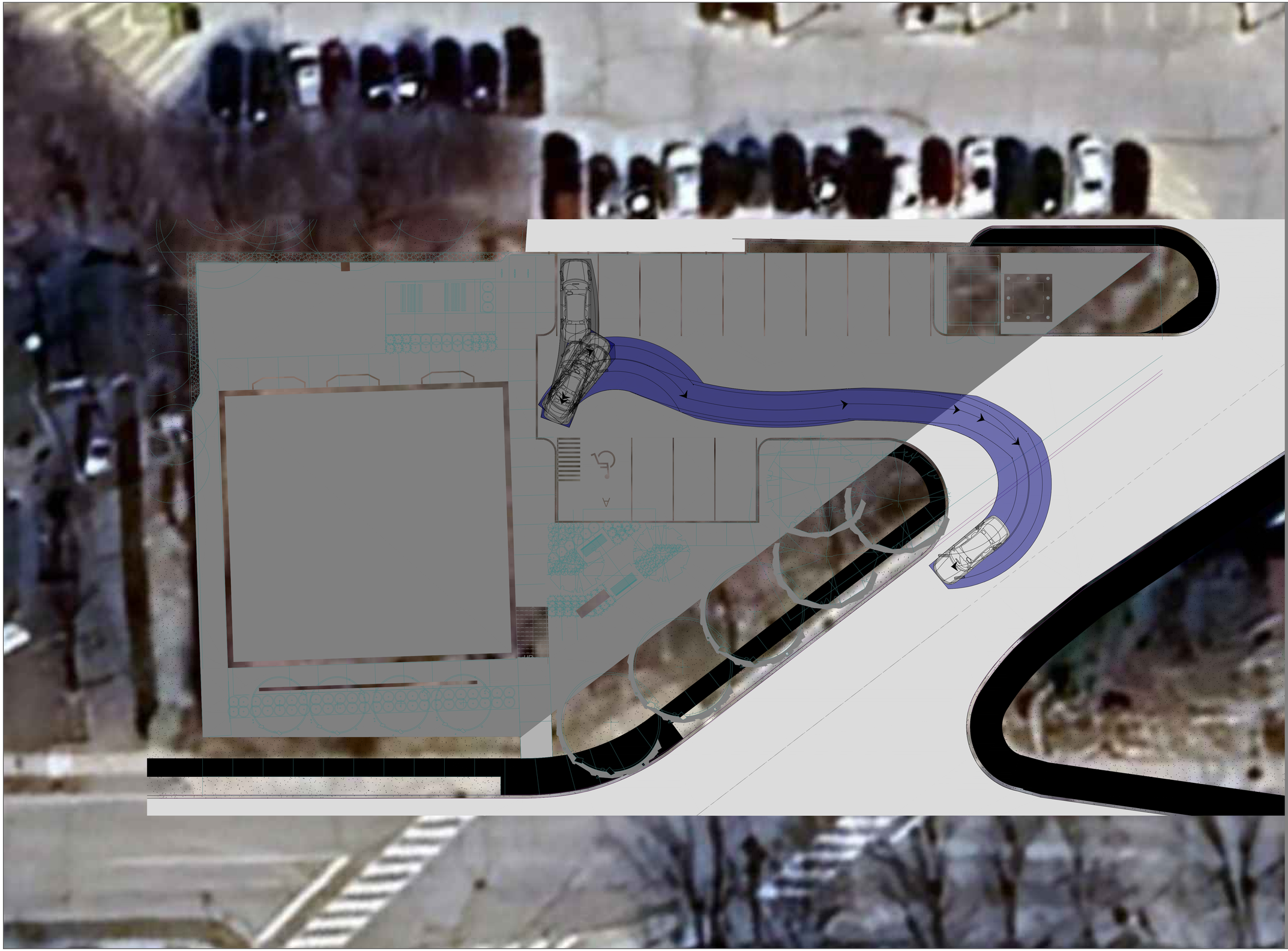
VEHICLE MANEUVERING DIAGRAM - PASSENGER CAR (OUTBOUND) SHEET 1 OF 2

Size
ANSI D

Sheet No.
AT-103

Plot Date: 4/12/24 Plotted By: Vincenzo Costantino Path and Filename: N:\CA\Mississauga\Projects\Legacy\SernasTransTech\Projects\2025\37 King Street\AutoTurn\37Kingstreet AT_April2025 - Copy.dwg



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P

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

No.	Issue	Checked	Approved	Date
1	FIRST SUBMISSION	W.M	W.M	3/27/25

Author	V.C	Designer	V.C
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

Client

TOWN OF HALTON HILLS

Project

37 KING STREET

Date	Scale
March 27, 2025	NTS

Project No.

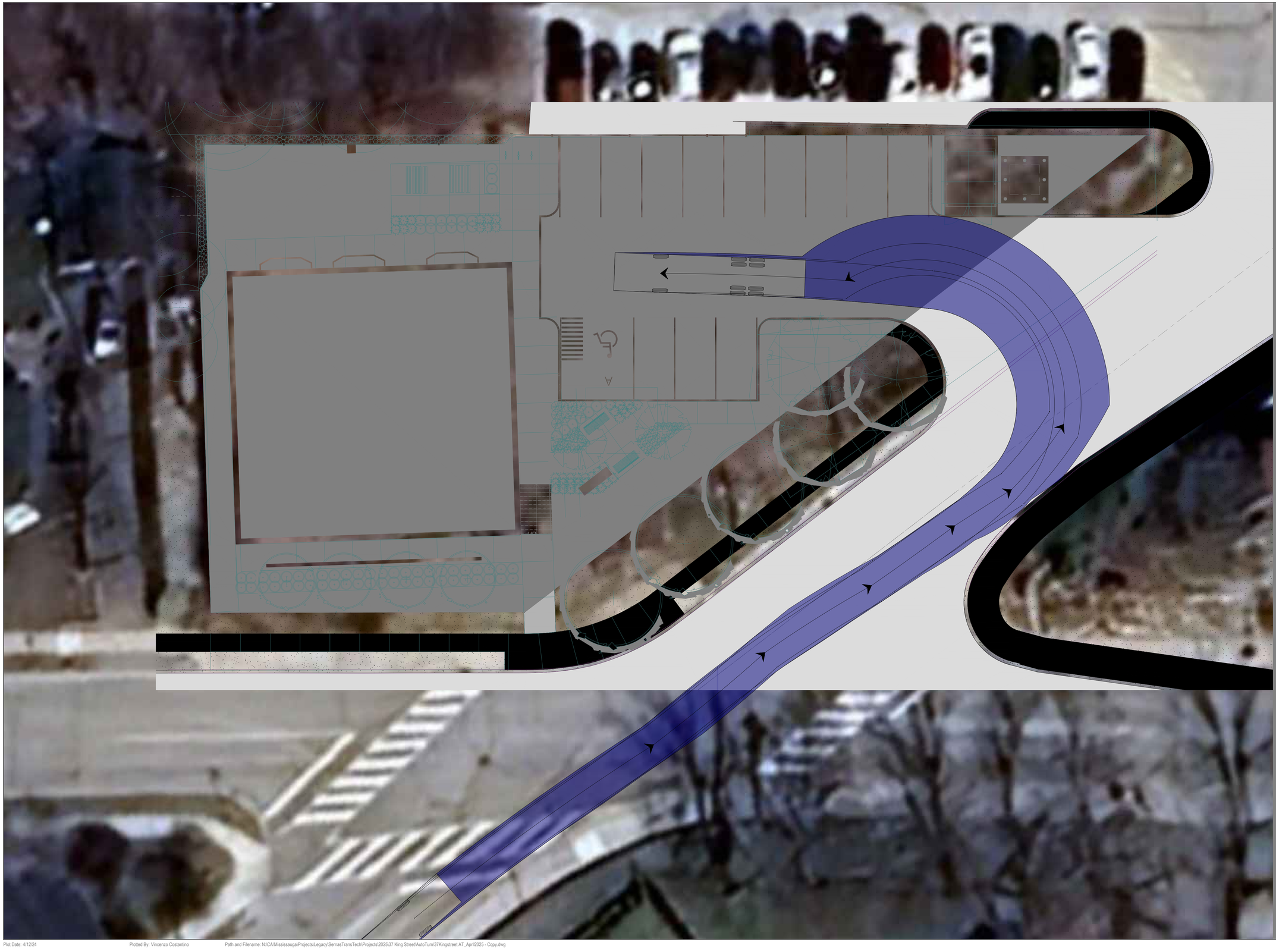
Title

VEHICLE MANEUVERING DIAGRAM - PASSENGER CAR (OUTBOUND) SHEET 2 OF 2

Size
ANSI D

Sheet No.
AT-104

Plot Date: 4/12/24 Plotted By: Vincenzo Costantino Path and Filename: N:\CA\Mississauga\Projects\Legacy\SernasTransTech\Projects\2025\37 King Street\AutoTurn\37Kingstreet AT_April2025 - Copy.dwg



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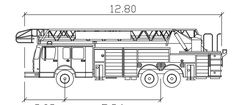


Aerial Fire

	meters
Width	: 2.54
Track	: 2.54
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

No.	Issue	Checked	Approved	Date
1	FIRST SUBMISSION	W.M	W.M	3/27/25

Author	V.C	Designer	V.C
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

Client

TOWN OF HALTON HILLS

Project

37 KING STREET

Date	Scale
March 27, 2025	NTS

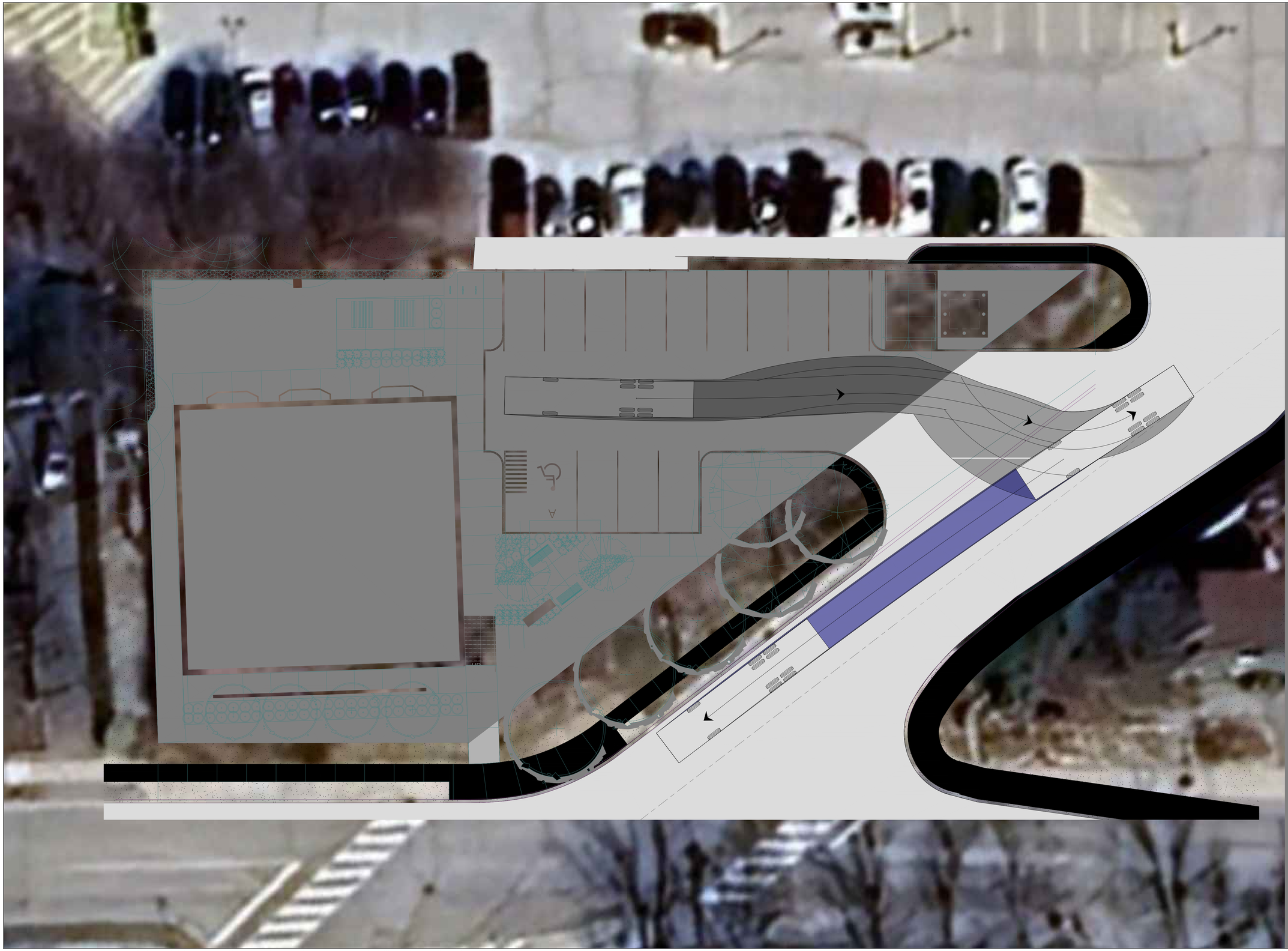
Project No.

Title

VEHICLE MANEUVERING DIAGRAM - FIRE TRUCK (INBOUND)

Size
ANSI D

Drawing No.
AT-105



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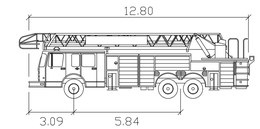


Aerial Fire

	meters
Width	: 2.54
Track	: 2.54
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

No.	Issue	Checked	Approved	Date
1	FIRST SUBMISSION	W.M	W.M	3/27/25

Author	V.C	Designer	V.C
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

Client

TOWN OF HALTON HILLS

Project

37 KING STREET

Date	Scale
March 27, 2025	NTS

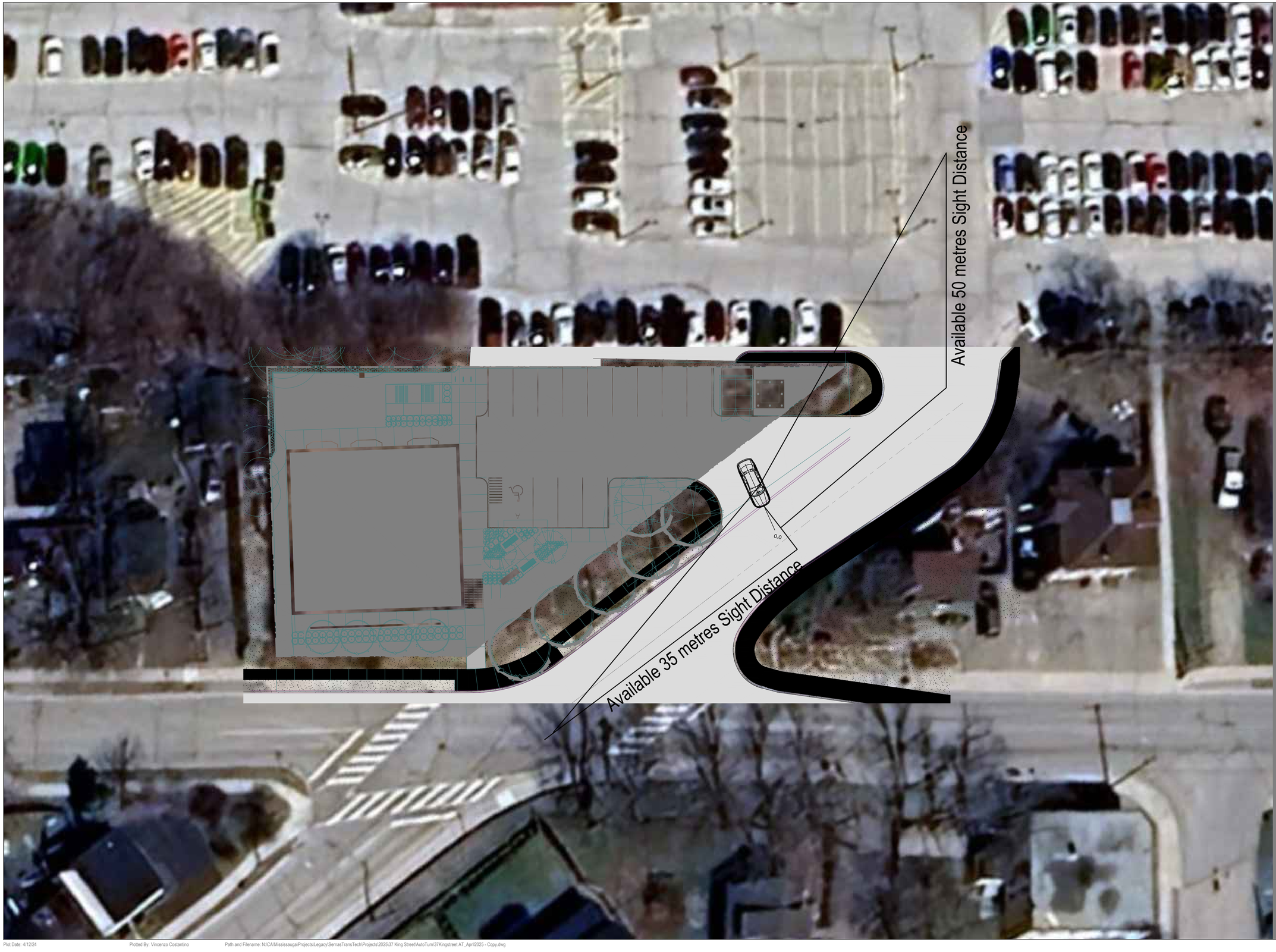
Project No.

Title

VEHICLE MANEUVERING DIAGRAM - FIRE TRUCK (OUTBOUND)

Size
ANSI D

Sheet No.
AT-106



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No.	Issue	Checked	Approved	Date
1	FIRST SUBMISSION	W.M	W.M	3/27/25

Author	V.C	Designer	V.C
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

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TOWN OF HALTON HILLS

Project

37 KING STREET

Date	Scale
March 27, 2025	NTS

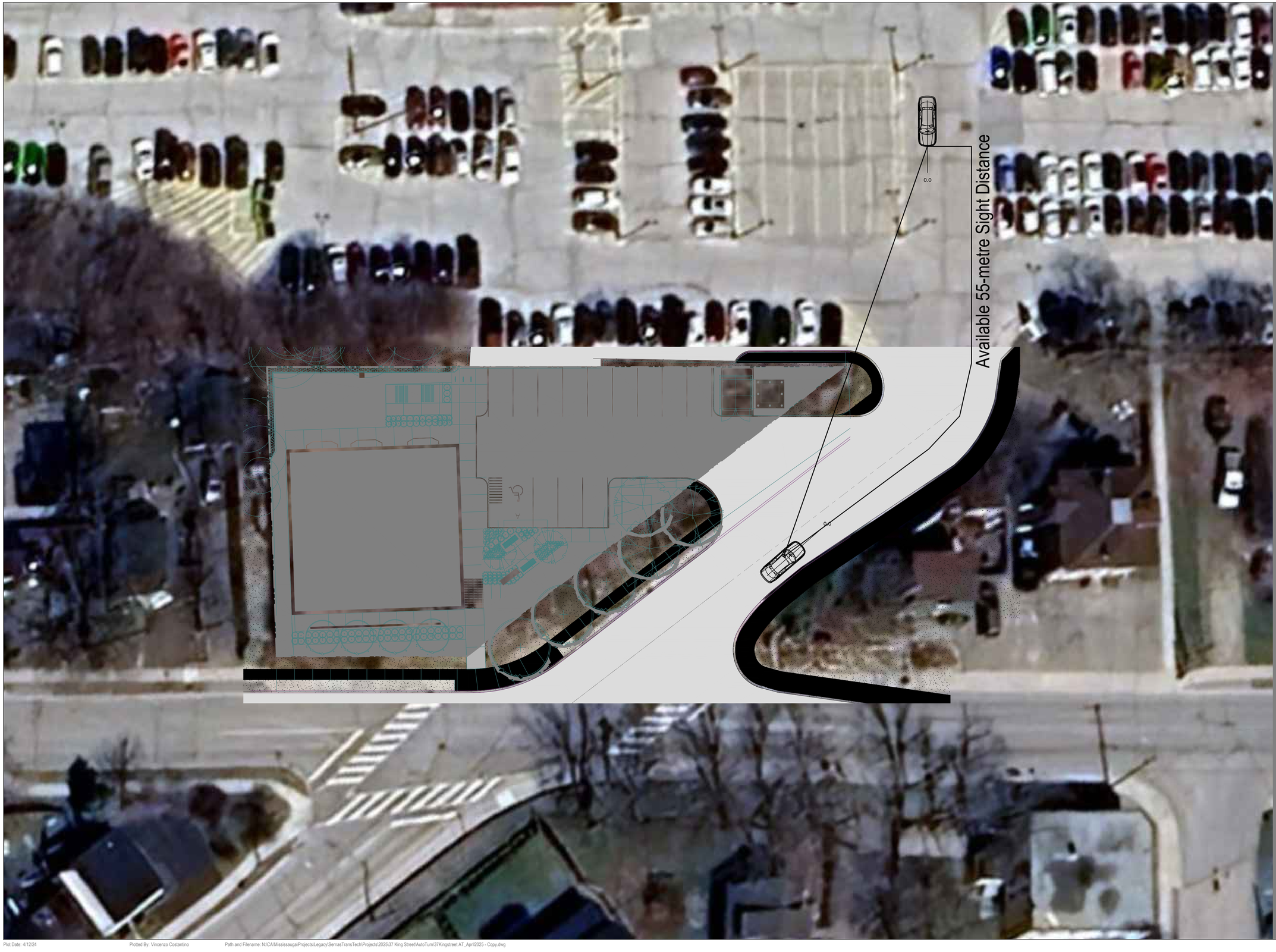
Project No.

Title

SIGHT DISTANCE DIAGRAM - LEFT-RIGHT OUT DRIVEWAY

Size
ANSI D

Drawing No.
TMD-101



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PROVINCE OF ONTARIO

No.	Issue	Author	Checked	Approved	Date
1	FIRST SUBMISSION	V.C	W.M	W.M	3/27/25

Author	V.C	Designer	V.C
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

Client

TOWN OF HALTON HILLS

Project

37 KING STREET

Date	Scale
March 27, 2025	NTS

Project No.

Title

SIGHT DISTANCE DIAGRAM - LEFT FROM MAJOR ROAD

Size
ANSI D

Figure No.
TMD-102