APPENDIX I:

Background Development Excerpts

Traffic Impact Study

Halton Business Community

3rd Submission

December 2023 | Milton, Ontario

Orlando Corporation

2.2 Study Area

The following study intersections were selected through pre-consultation discussions with the Town and Region:

- Regional Road 25 at James Snow Parkway (Regional Road 4) – Signalized
- Boston Church Road at James Snow Parkway (Regional Road 4) – Signalized
- Esquesing Line at James Snow Parkway (Regional Road 4) – Signalized
- Steeles Avenue (Regional Road 8) at James Snow Parkway (Regional Road 4) – Signalized
- Regional Road 25 at 5 Side Road – Signalized
- Boston Church Road at 5 Side Road
- Esquesing Line at 5 Side Road
- Two Site West Accesses at 5 Side Road (Future Condition)
- Three West Site Accesses at Boston Church Road (Future Condition)
- One East Site Access at Boston Church Road (Future Condition)
- Two East Site Accesses via proposed public road intersections at James Snow Parkway (Future Condition)

2.3 Site Plan

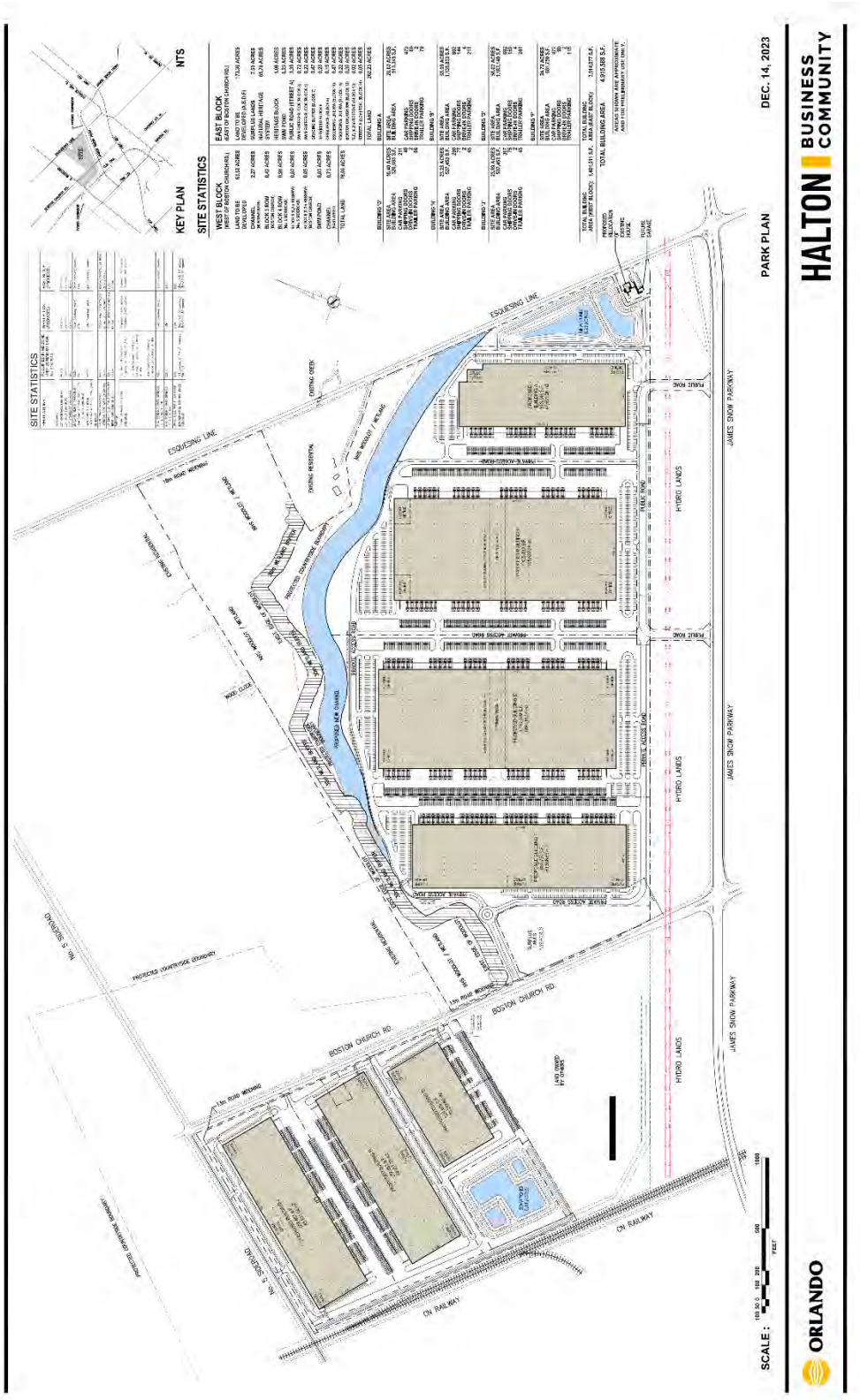
The December 14, 2023 concept plan proposes a total of seven buildings with a combined gross floor area (G.F.A.) of 456,674 m^2 (4,915,588 ft^2). Three of the buildings are located on the west parcel, totaling 130,205 m^2 (1,401,511 ft^2) G.F.A., and the remaining four buildings located on the east parcel have a total G.F.A. of 326,469 m^2 (3,514,077 ft^2).

Access to the east lands is proposed via three full-moves intersections. One access to Boston Church Road is proposed in addition to two full-moves intersections to James Snow Parkway. via the construction of a new crescent public road that will cross the hydro corridor north of James Snow Parkway, immediately south of the subject site.

Access to the west lands is proposed via four full-moves and one right-in and right-out access driveways. The easterly connection to 5 Side Road is proposed to allow only right-in and right-out movements while the westerly connection to 5 Side Road and three connections to Boston Church Road are proposed as full-moves.

The proposed site accesses are shown on the concept plan, provided as **Figure 2-2** and in **Appendix B.**

Figure 2-2 Halton Business Community Concept Plan



5 SITE TRIP GENERATION

5.1 Site Trip Generation

The proposed concept plan, dated December 14, 2023, consists of seven warehouse buildings with a combined total of 4,915,588 ft^2 G.F.A. Three buildings with a combined G.F.A. of 1,401,511 ft^2 are located west of Boston Church Road, and four buildings with a combined G.F.A. of 3,514,077 ft^2 are located to the east.

For analysis purposes, the names of the seven proposed buildings were taken from the Concept Plan's labeling. Buildings 'G, 'H', and 'J' are located on the parcel of land west of Boston Church Road. Buildings 'A', 'B', 'D', and 'F' are located on the parcel of land east of Boston Church Road.

Of note, compared to the G.F.A. values used in the 2nd submission of the TIS, the latest concept plan reduces the G.F.A of Building G from 349,845 ft^2 (32,302 m^2) to 326,605 ft^2 (30,342 m^2), a difference of 23,240 ft^2 (1,960 m^2). The magnitude of the reduction in Building G's G.F.A is small enough that it will not have a significant impact on the results and conclusions of the analysis. Accordingly, the following subject site trip generation estimates remain the same as the previous submission. Therefore, the site generated trips estimated in this TIS are conservative.

Site traffic generated by the proposed development for the weekday a.m. and p.m. peak hours was estimated by applying the trip rates for Land Use Code (LUC) 150 "Warehousing" in Trip Generation, 10th Edition, published by the Institute of Transportation Engineers (ITE). At the time of this TIS update, ITE 11th Edition was available. A comparison of trip generation rates from the 11th and 10th Editions suggests that trip rates from the 11th Edition are lower than those in the 10th Edition. Therefore, in this TIS update, ITE 10th Edition trip rates were maintained and the resultant future traffic operations in the TIS are considered conservative.

Both the total site trip generation (i.e., all vehicles) and the truck-only trip generation were computed to determine the number of automobile trips for the site. The number of automobile trips was found by subtracting the number of truck trips from the total number of site trips.

As noted previously, trip generation estimates were adjusted to reflect the proportion of automobiles versus heavy vehicles inherent in an industrial warehouse/distribution centre development. The mix of automobiles and heavy vehicles was based on information provided in ITE's 10th edition Trip Generation.

While consideration was given to including a proportion of non-automobile site trips, particularly transit trips, the proposed land use of the subject site is likely to have only a minor component of non-automobile trips. Thus, the site trip estimates conservatively excluded an allowance for non-automobile trips during all peak study hours.

Table 5-1 summarizes the estimated total trip generation of the west parcel at full build-out of the subject site. Similarly, **Table 5-2** summarizes the estimated total trip generation of the east parcel upon full build-out of the development. The trip generation tables also specify the volume of site trips assigned to heavy vehicles (trucks) and automobiles.

Table 5-1 Site Trip Generation - West Parcel Buildings

Building Name and G.F.A. (ft^2)	Parameters	Peak Hour Trip Generation					
		Weekday AM			Weekday PM		
		In	Out	Total	In	Out	Total
Building 'J' ($537,453\ ft^2$)	Combined Trip Rate	0.130	0.039	0.169	0.051	0.139	0.190
	Combined Trip Ratio	77%	23%	-	27%	73%	-
	Combined Gross Trips	70	21	91	28	74	102
	Truck Trip Rate	0.011	0.009	0.020	0.015	0.015	0.030
	Truck Trip Ratio	52%	48%	-	52%	48%	-
	Truck Gross Trips	6	5	11	8	8	16
	Automobile Gross Trips	64	16	80	20	66	86
Building 'H' ($537,453\ ft^2$)	Combined Trip Rate	0.130	0.039	0.169	0.051	0.139	0.190
	Combined Trip Ratio	77%	23%	-	27%	73%	-
	Combined Gross Trips	70	21	91	28	74	102
	Truck Trip Rate	0.011	0.009	0.020	0.015	0.015	0.030
	Truck Trip Ratio	52%	48%	-	52%	48%	-
	Truck Gross Trips	6	5	11	8	8	16
	Automobile Gross Trips	64	16	80	20	66	86
Building 'G' ($349,845\ ft^2$)	Combined Trip Rate	0.130	0.039	0.169	0.051	0.138	0.189
	Combined Trip Ratio	77%	23%	-	27%	73%	-
	Combined Gross Trips	45	14	59	18	48	66
	Truck Trip Rate	0.010	0.010	0.020	0.015	0.014	0.029
	Truck Trip Ratio	52%	48%	-	52%	48%	-
	Truck Gross Trips	4	3	7	5	5	10
	Automobile Gross Trips	41	11	52	13	43	56
Total New Automobile West Site Trips		*169*	*43*	*212*	*53*	*175*	*228*
Total New Heavy Vehicle West Site Trips		*16*	*13*	*29*	*21*	*21*	*42*
Total New West Site Trips		**185**	**56**	**241**	**74**	**196**	**270**

Table 5-2 Site Trip Generation-East Parcel Buildings

Building Name and G.F.A. (ft^2)	Parameters	Peak Hour Trip Generation					
		Weekday AM			Weekday PM		
		In	Out	Total	In	Out	Total
Building 'A' ($513,345\ ft^2$)	Combined Trip Rate	0.130	0.039	0.169	0.052	0.139	0.191
	Combined Trip Ratio	77%	23%	-	27%	73%	-
	Combined Gross Trips	67	20	87	26	72	98
	Truck Trip Rate	0.010	0.009	0.019	0.015	0.014	0.029
	Truck Trip Ratio	52%	48%	-	52%	48%	-
	Truck Gross Trips	5	5	10	8	7	15
	Automobile Gross Trips	62	15	77	18	65	83
Building 'B' ($1,135,833\ ft^2$)	Combined Trip Rate	0.131	0.039	0.170	0.051	0.139	0.190
	Combined Trip Ratio	77%	23%	-	27%	73%	-
	Combined Gross Trips	149	44	193	58	158	216
	Truck Trip Rate	0.011	0.009	0.020	0.016	0.014	0.030
	Truck Trip Ratio	52%	48%	-	52%	48%	-
	Truck Gross Trips	12	11	23	18	16	34
	Automobile Gross Trips	137	33	170	40	142	182
Building 'D' ($1,183,149\ ft^2$)	Combined Trip Rate	0.131	0.039	0.170	0.051	0.139	0.190
	Combined Trip Ratio	77%	23%	-	27%	73%	-
	Combined Gross Trips	155	46	201	61	164	225
	Truck Trip Rate	0.011	0.009	0.020	0.015	0.015	0.030
	Truck Trip Ratio	52%	48%	-	52%	48%	-
	Truck Gross Trips	12	12	24	18	17	35
	Automobile Gross Trips	143	34	177	43	147	190
Building 'F' ($681,750\ ft^2$)	Combined Trip Rate	0.131	0.039	0.170	0.051	0.140	0.191
	Combined Trip Ratio	77%	23%	-	27%	73%	-
	Combined Gross Trips	89	27	116	35	95	130
	Truck Trip Rate	0.011	0.010	0.021	0.015	0.014	0.029
	Truck Trip Ratio	52%	48%	-	52%	48%	-
	Truck Gross Trips	7	7	14	10	10	20
	Automobile Gross Trips	82	20	102	25	85	110
Total New Automobile East Site Trips		*424*	*102*	*526*	*126*	*439*	*565*
Total New Heavy Vehicle East Site Trips		*36*	*35*	*71*	*54*	*50*	*104*
Total New East Site Trips		**460**	**137**	**597**	**180**	**489**	**669**

The three warehouse buildings on the west parcel of the proposed development are expected to generate a total of 241 new two-way vehicle trips during the weekday a.m. peak hour consisting of 185 inbound and 56 outbound trips. During the weekday p.m. peak hour, the west parcel is expected to generate a total of 270 new two-way vehicle trips consisting of 74 inbound and 196 outbound trips.

The four warehouse buildings located on the east parcel of the proposed development are expected to generate a total of 597 new two-way vehicle trips during the weekday a.m. peak hour consisting of 460 inbound and 137 outbound trips. During the weekday p.m. peak hour, the east parcel is expected to generate a total of 669 new two-way vehicle trips consisting of 180 inbound and 489 outbound trips.

Table 5-3 summarizes the total trips generated by the east and west parcels of land and the overall total trip generation of the proposed industrial warehouse site.

Table 5-3 Site Trip Generation - East and West Parcels Combined

Parcel Name and G.F.A. (ft^2)	Parameters	Peak Hour Trip Generation					
		Weekday AM			Weekday PM		
		In	Out	Total	In	Out	Total
West Parcel (1,424,751 ft^2)	Automobile Trips	169	43	212	53	175	228
	Truck Trips	16	13	29	21	21	42
	Total Trips	185	56	241	74	196	270
East Parcel (3,514,077 ft^2)	Automobile Trips	424	102	526	126	439	565
	Truck Trips	36	35	71	54	50	104
	Total Trips	460	137	597	180	489	669
Total New Automobile Site Trips		593	145	738	179	614	793
Total New Heavy Vehicle Site Trips		52	48	100	75	71	146
Total New Site Trips		**645**	**193**	**838**	**254**	**685**	**939**

The proposed development is expected to generate a combined total of 838 new two-way vehicle trips during the weekday a.m. peak hour consisting of 645 inbound and 193 outbound trips. During the weekday p.m. peak hour, it is expected to generate a total of 939 new two-way vehicle trips consisting of 254 inbound and 685 outbound trips.

5.2 Site Trip Distribution and Assignment

The new trips generated by the subject site were assigned to the surrounding road network on a building-by-building basis for the purposes of distributing site traffic across the multiple site accesses for each parcel of land. Consideration was also made for assigning heavy vehicle and automobile site traffic differently. For example, no truck traffic was assigned to 5 Side Road, as it was assumed all heavy vehicles would access the site via accesses on James Snow Parkway and Boston Church Road.

Distribution of site traffic was derived from a review of 2016 Transportation Tomorrow Survey (TTS) summary data and existing travel patterns. Automobile site traffic was assigned to the road network based on these distributions and are provided in **Table 5-4**.

The distribution of site traffic derived from 2016 TTS data was also used to inform the distribution of heavy vehicle site traffic, however, a review of information from the Escarpment Business Community 2009 Study (EBC Study) prepared by Sernas Transtech as it relates to the site was also used. The 2019 Site Traffic distribution figure in the EBC Study (provided in **Appendix G)** summarized the differing distribution of automobiles and heavy vehicles in the vicinity of the Escarpment Business Community. The distributions applied to the heavy vehicle site traffic are provided in

Table 5-5, with further information available in **Appendix G**.

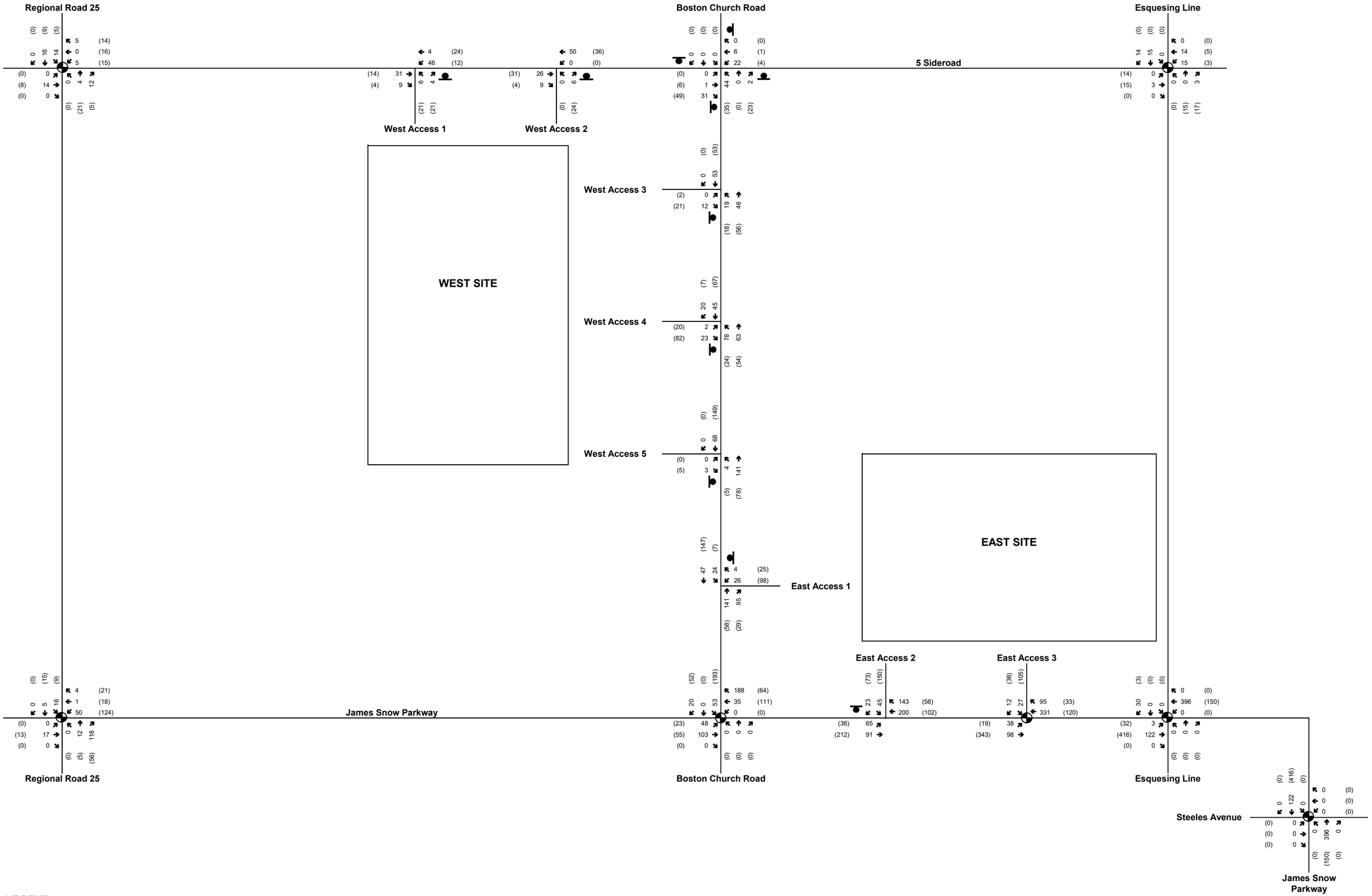
The estimated total site trips generated by the proposed development, as assigned to the nearby road network for the weekday a.m. and p.m. peak hours, are provided in **Figure 5-1.** More detailed trip assignment, divided into auto and truck site traffic, is provided in **Figure 5-2** and **Figure 5-3**, respectively. 2016 TTS data is provided in **Appendix G.**

Table 5-4 Site Trip Distribution-Automobiles

Trip Orientation	AM Peak Hour		PM Peak Hour	
	Inbound	Outbound	Inbound	Outbound
North	**10%**	**5%**	**5%**	**10%**
R.R. 25	5%	5%	5%	5%
Esquesing Line	5%	0%	0%	5%
South	**45%**	**25%**	**65%**	**50%**
Tremaine Road via 5 Sideroad	5%	0%	10%	5%
R.R. 25	10%	5%	15%	10%
James Snow Parkway	30%	20%	40%	35%
East	**35%**	**35%**	**25%**	**30%**
Highway 401 via RR 25	5%	5%	5%	5%
Highway 401 via JSP	25%	25%	15%	20%
5 Sideroad	5%	5%	5%	5%
West	**10%**	**35%**	**5%**	**10%**
Highway 401 via RR 25	5%	20%	5%	5%
Highway 401 via JSP	5%	15%	0%	5%
Total	**100%**	**100%**	**100%**	**100%**

Table 5-5 Site Trip Distribution-Heavy Vehicles

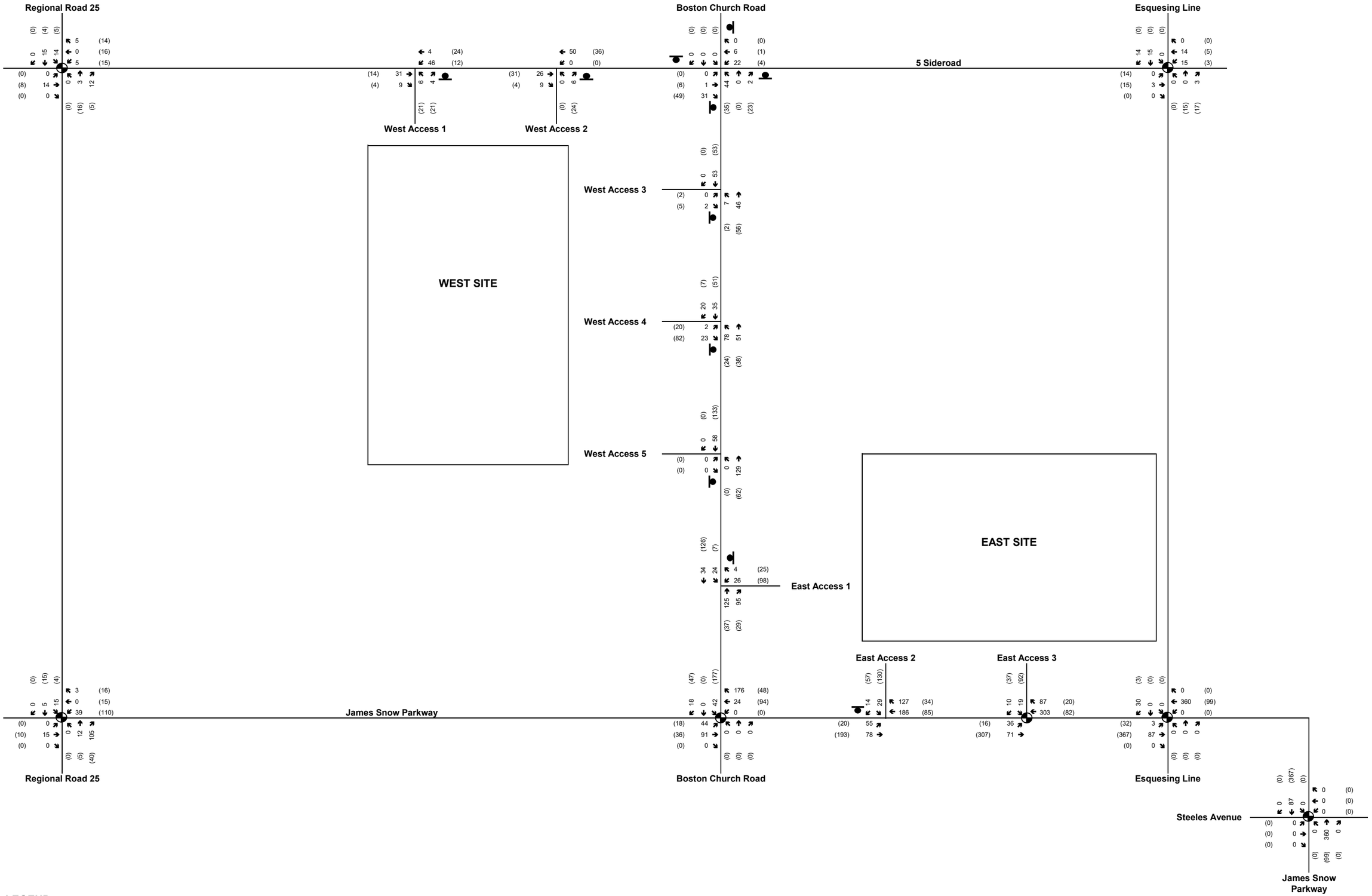
Trip Orientation	AM Peak Hour		PM Peak Hour	
	Inbound	Outbound	Inbound	Outbound
North	**7%**	**7%**	**7%**	**7%**
R.R. 25	7%	7%	7%	7%
South	**30%**	**30%**	**30%**	**30%**
Tremaine Road via 5 Sideroad	5%	5%	5%	5%
R.R. 25	5%	5%	5%	5%
James Snow Parkway	20%	20%	20%	20%
East	**38%**	**38%**	**38%**	**38%**
Highway 401 via RR 25	5%	5%	5%	5%
Highway 401 via JSP	33%	33%	33%	33%
West	**25%**	**25%**	**25%**	**25%**
Highway 401 via RR 25	15%	15%	15%	15%
Highway 401 via JSP	10%	10%	10%	10%
Total	**100%**	**100%**	**100%**	**100%**



LEGEND

XX	AM Peak Hour Volumes
(XX)	PM Peak Hour Volumes
	Signalized Intersection
	Stop Control

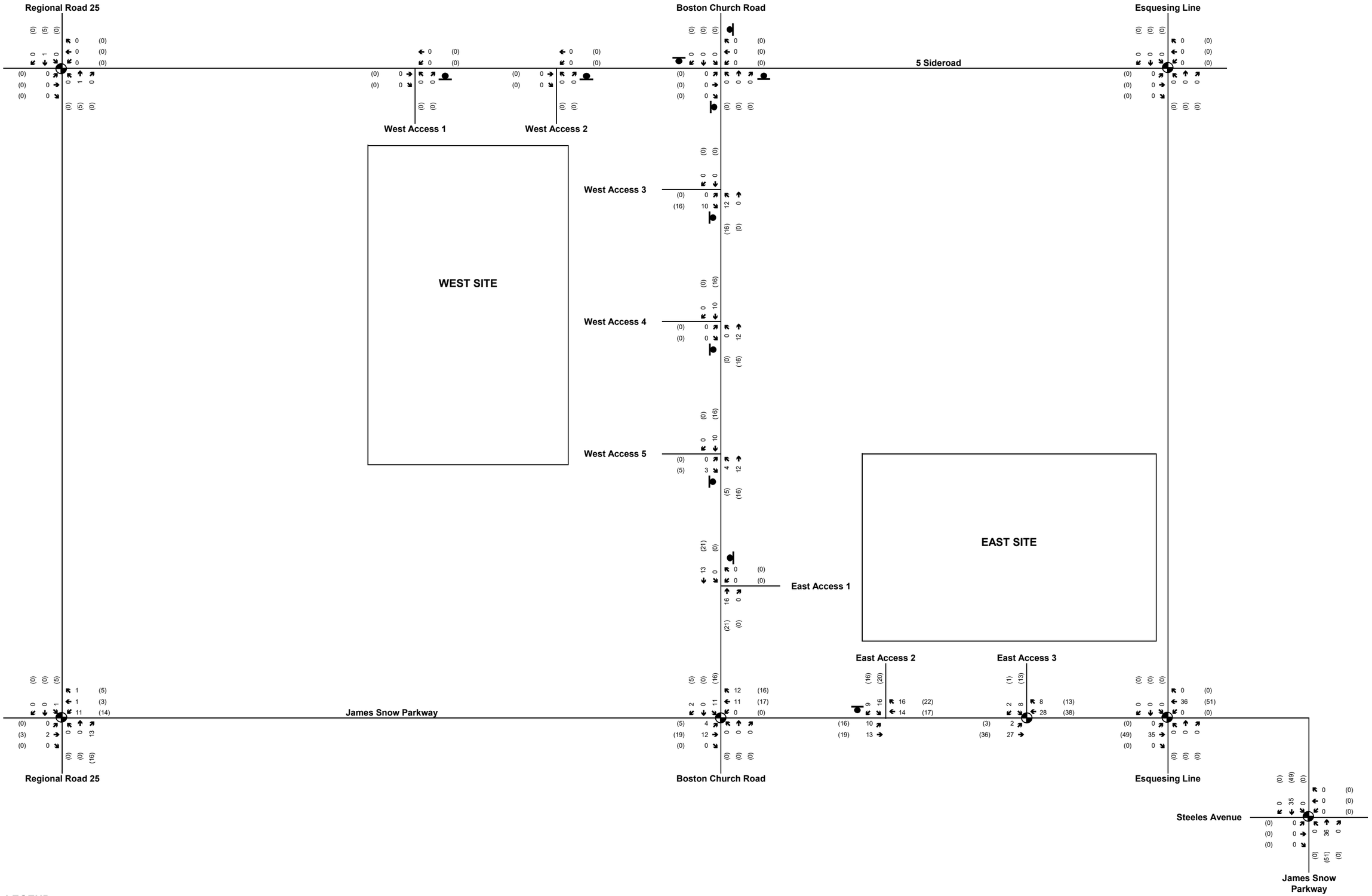
Site Traffic Volumes
Figure 5-1



LEGEND

XX	AM Peak Hour Volumes
(XX)	PM Peak Hour Volumes
	Signalized Intersection
	Stop Control

Automobile Site Traffic Volumes
Figure 5-2



LEGEND

XX AM Peak Hour Volumes
(XX) PM Peak Hour Volumes
Signalized Intersection
Stop Control

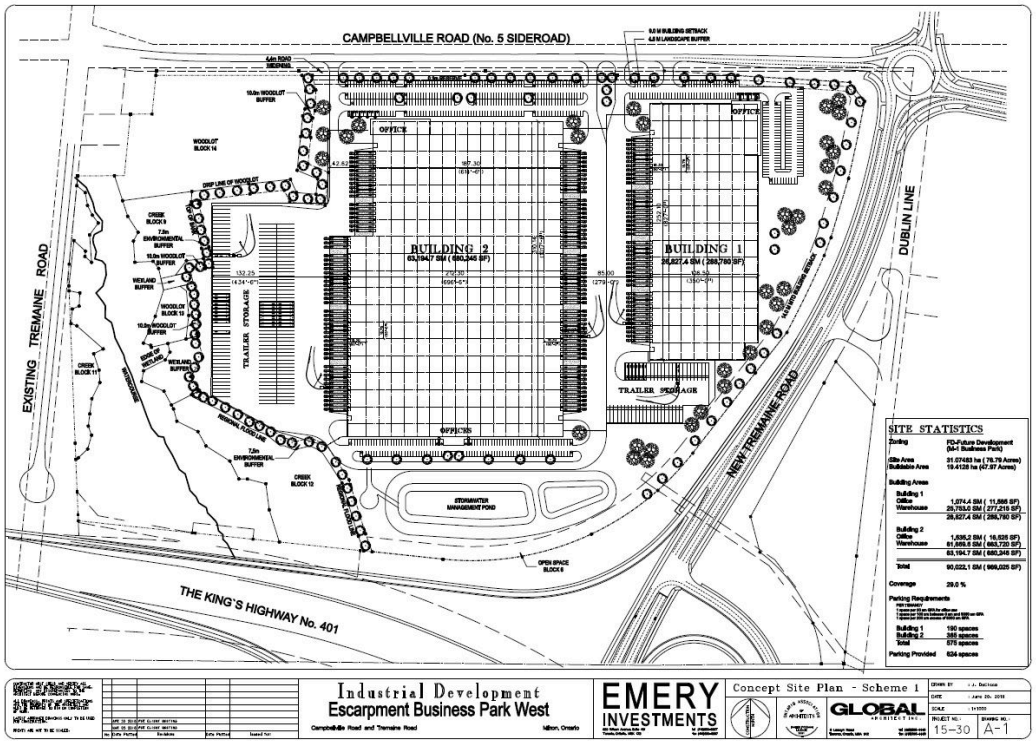
Heavy Vehicle Site Traffic Volumes
Figure 5-3

Located in the northwest quadrant of the 401 Industrial/ Business Park Secondary Plan. It is located at the southwest corner of James Snow Parkway and Mount Pleasant Way.

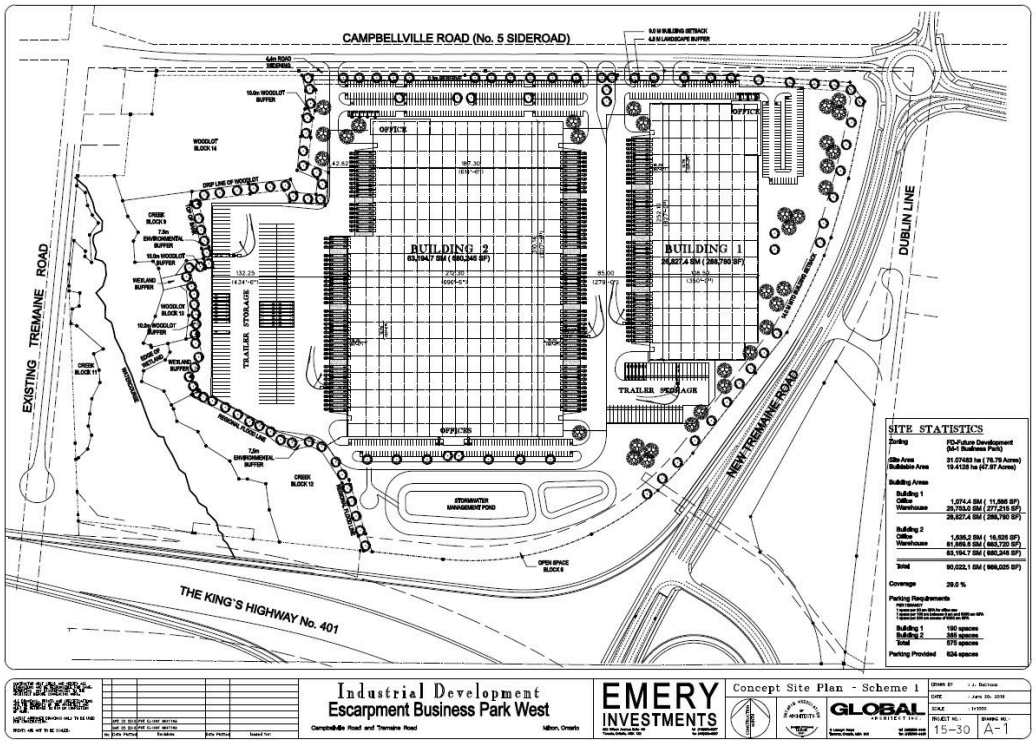
MILTON

Site Map

6500 Campbellville Road



6750 Campbellville Road



MILTON

Site Stats

6500 Campbellville Road

680,245 sq. ft. industrial warehouse

Expected Q3 2021

6750 Campbellville Road

288,780 sq. ft. industrial warehouse

Expected Q3 2021

MILTON

Zoning By-Law

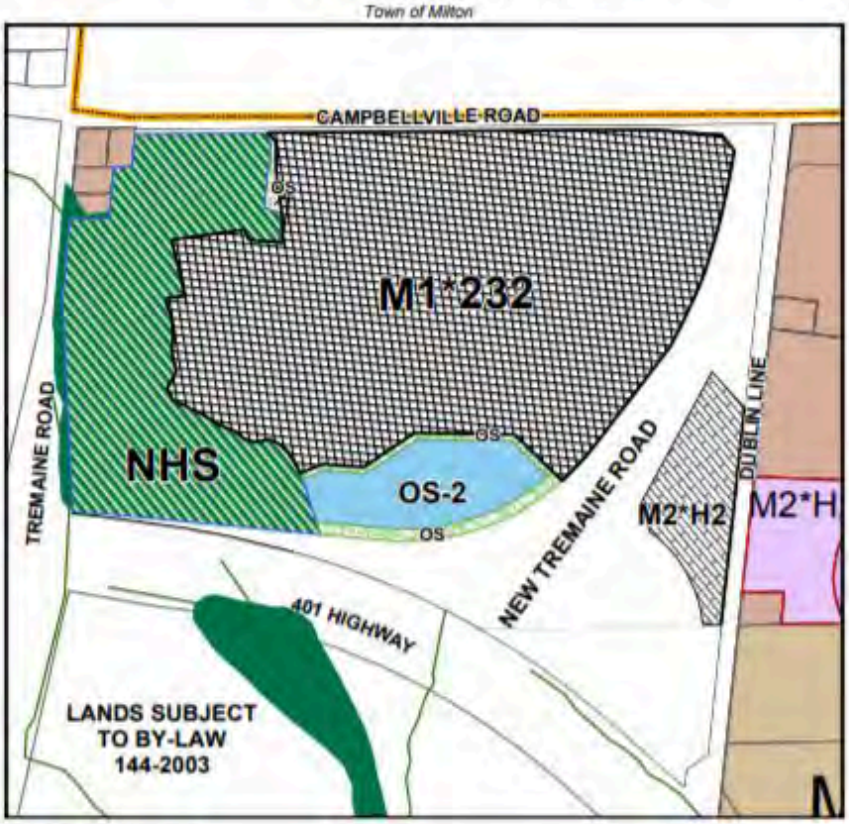
By-Law 049-2016 rezoned these lands from the existing Future Development (FD) and Natural Heritage System (NHS) Zone symbols to a site-specific Business Park (M1*232), General Industrial with a Holding Provision (M2*H2), Natural Heritage System (NHS), Open Space (OS), and Stormwater Management (OS-2) Zone

SCHEDULE A
TO BY-LAW No. 049-2016

TOWN OF MILTON

PART OF LOT 5, CONCESSION 2 (FORMER TOWNSHIP OF ESQUESING)
PART OF PART 1 ON 20R13784

Town of Milton



THIS IS SCHEDULE A
TO BY-LAW NO.049-2016 PASSED
THIS MAY 30, 2016

MAYOR - Gordon A. Krantz

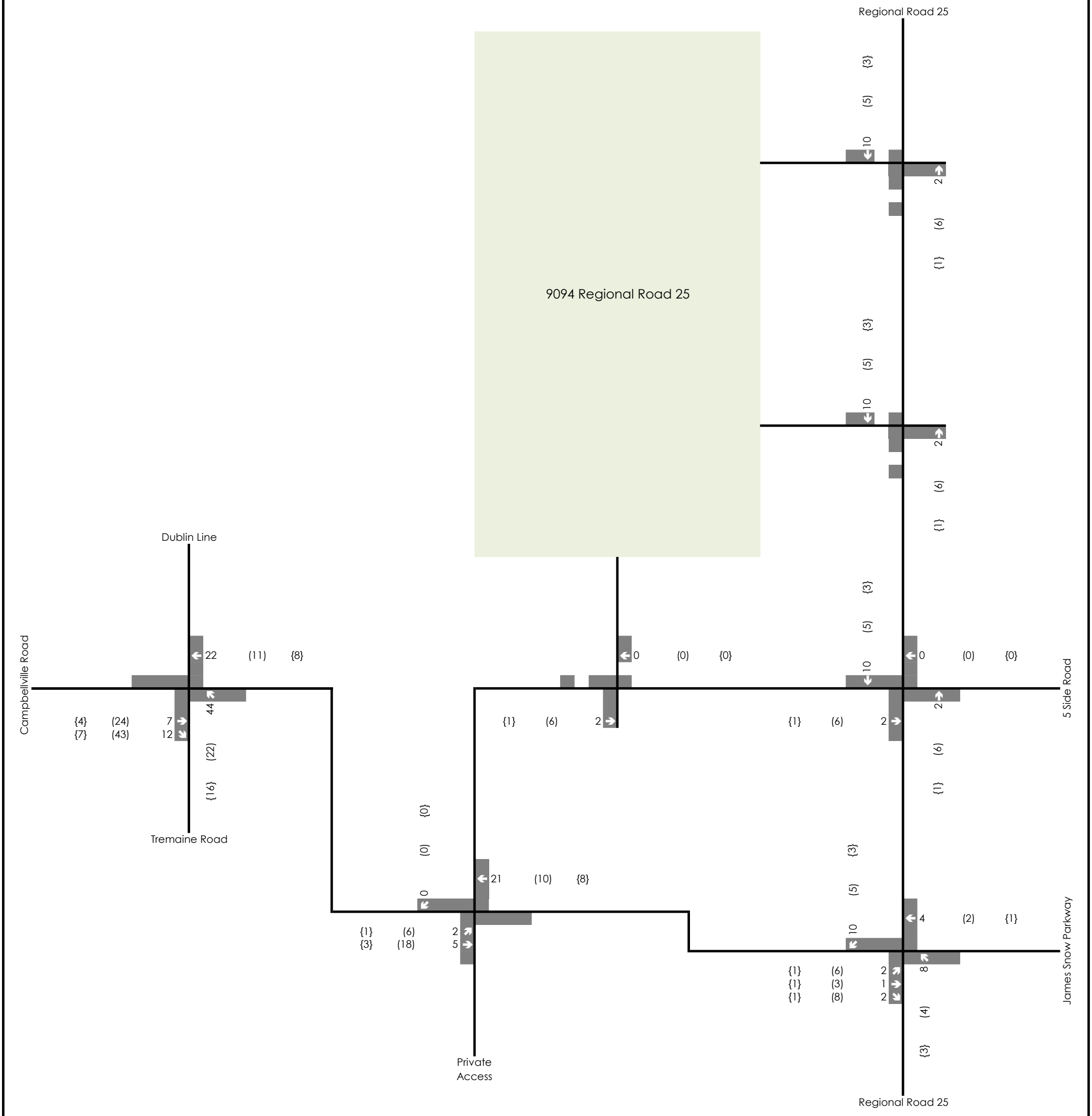
CLERK - Troy McHarg

M1*232 - Business Park Zone Special
M2*H2 - General Industrial Zone with Holding Provision
NHS - Natural Heritage System Zone
OS - Open Space Zone
OS-2 - Open Space Zone Special

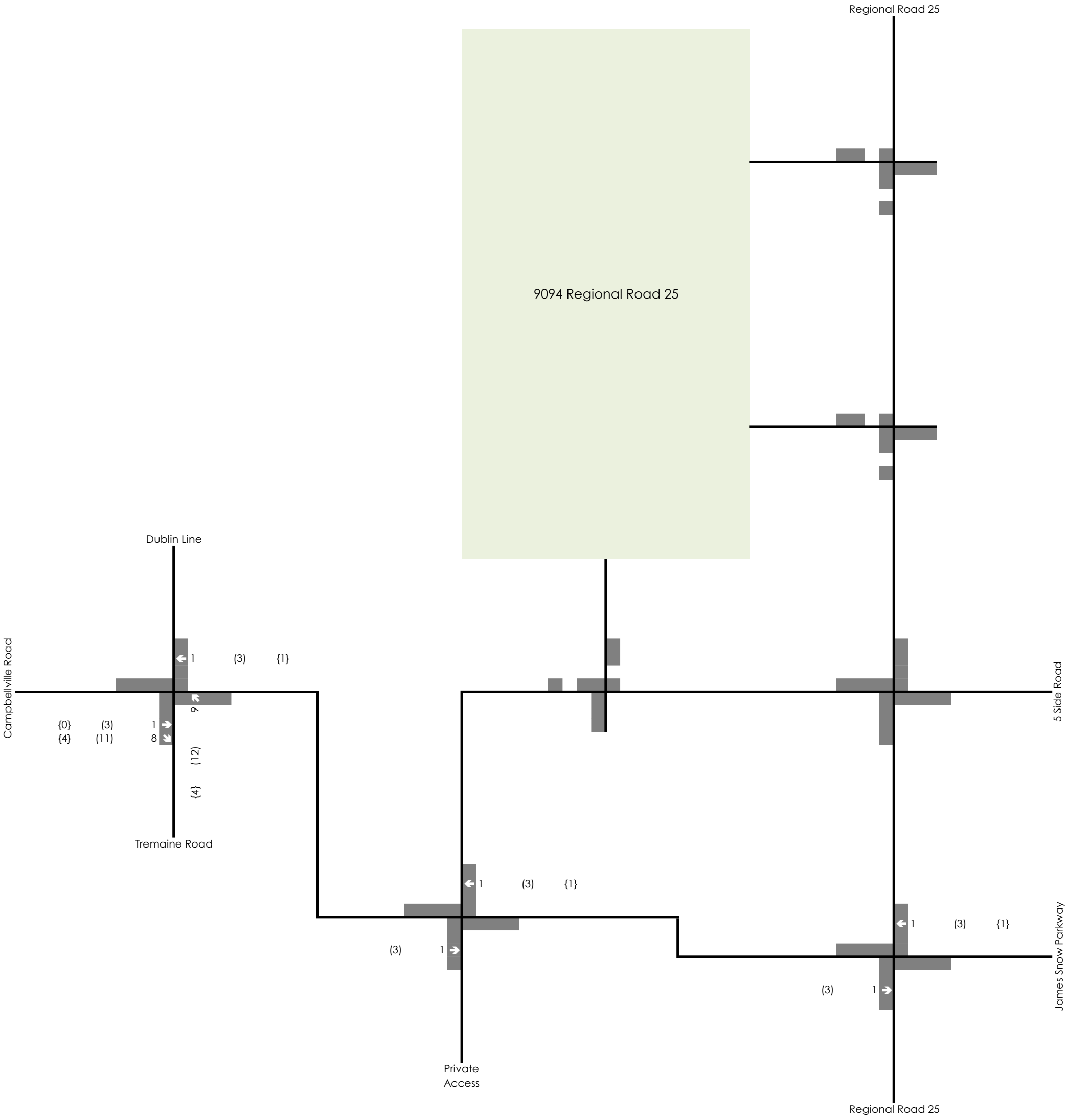
Page 3 of 3 of By-law No. 049-2016

Z-11/11

By-Law 049-2016



Legend	9094 Regional Road 25	CROZIER CONSULTING ENGINEERS	Figure I1
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes {xx} Weekend Peak Hour Traffic Volumes	6500 & 6750 Campbellville Road (Passenger Car) Site Traffic Volumes		Project No. 2022-7556 Date: 11/14/25 Analyst. MY



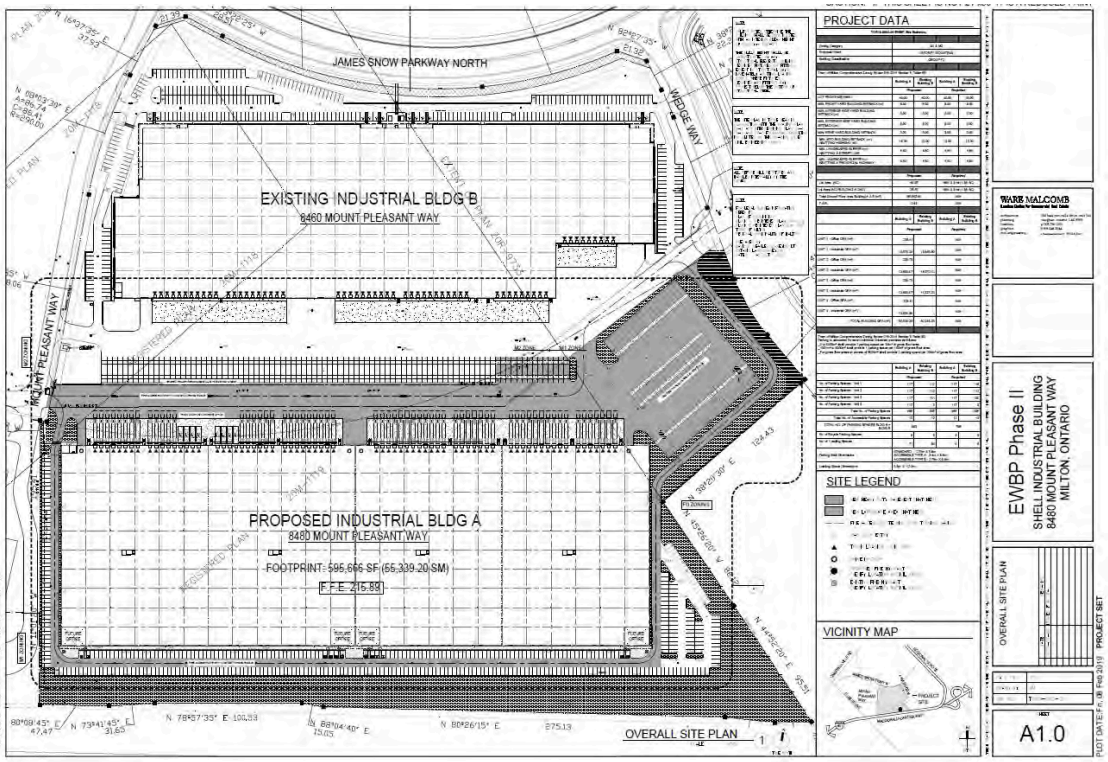
Legend	9094 Regional Road 25	CROZIER CONSULTING ENGINEERS	Figure I2
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes {xx} Weekend Peak Hour Traffic Volumes	6500 & 6750 Campbellville Road (Truck) Site Traffic Volumes		Project No. 2022-7556 Date: 11/14/25 Analyst. MY

Located in the northwest quadrant of the 401 Industrial/ Business Park Secondary Plan. It is located at the southwest corner of James Snow Parkway and Mount Pleasant Way.

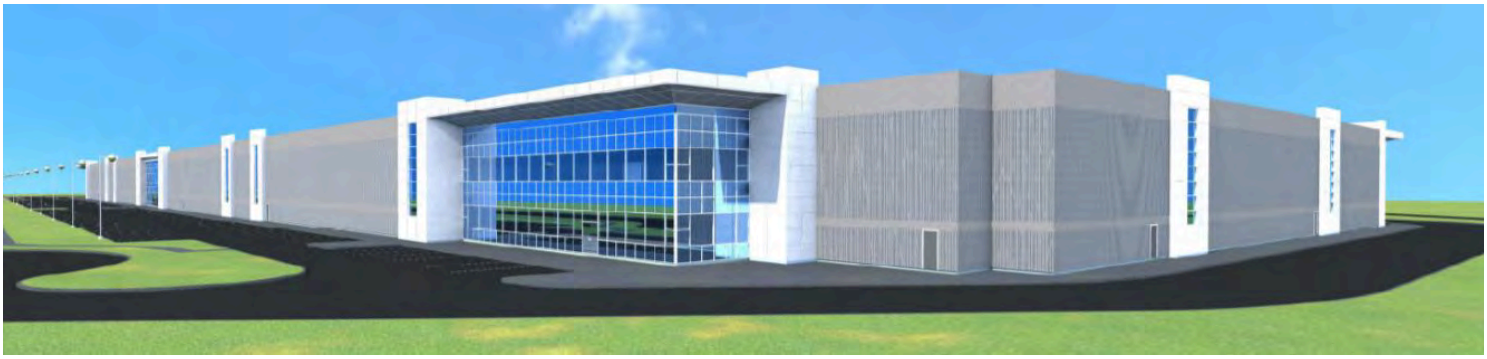
MILTON

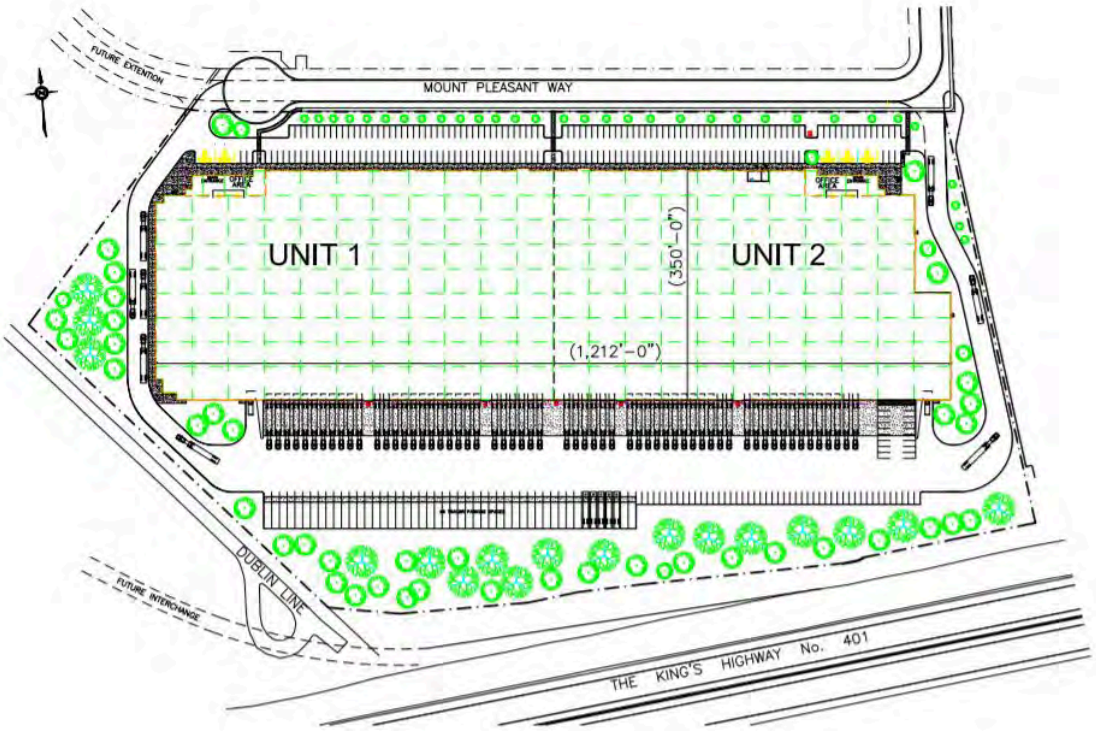
Site Map

8460 Mount Pleasant Way



8500 Mount Pleasant Way





MILTON

Site Stats

8460 Mount Pleasant Way

Commercial Property

437,240 sq. ft. distribution centre

Unit 1: 162,633 sq. ft. with 3,500 sq. ft. office space

Unit 2: 216, 087 sq. ft.

Unit 3: 58,520 sq. ft.

8500 Mount Pleasant Way

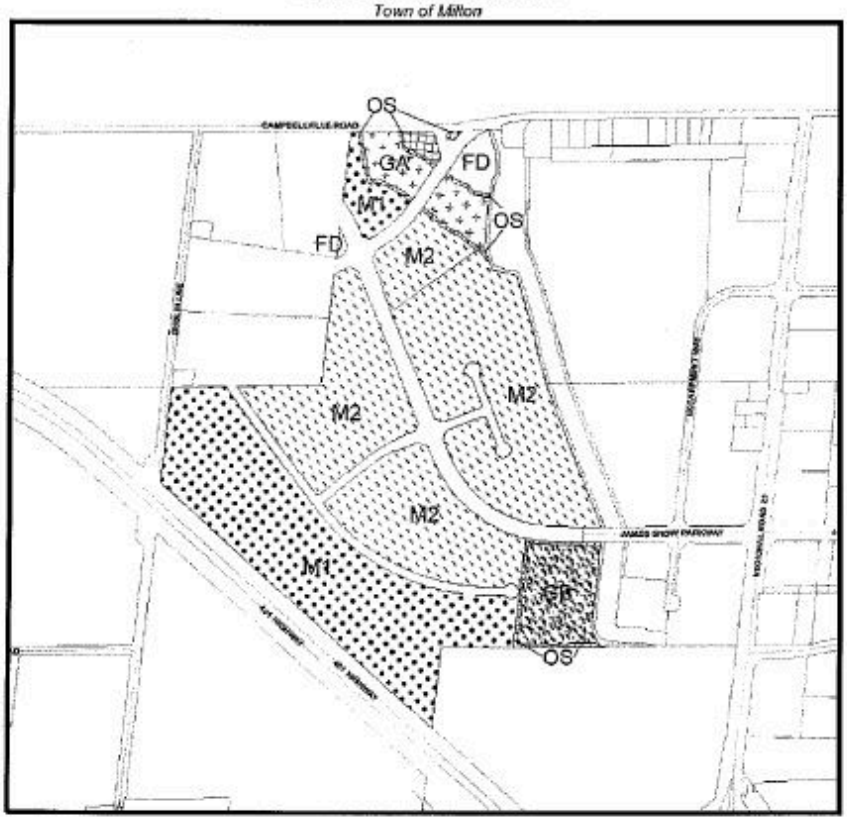
Commercial Property

410,000 sq. ft. industrial warehouse

Zoning By-Law

By-Law 007-2008 rezoned these lands from the existing Future Development Zone (FD) and General Industrial (M2-H4) Zone symbols to the Business Park (M1), Industrial (M2), Greenlands A (GA), Greenlands B (GB) and Open Space (OS) Zones.

SCHEDULE A
TO BY-LAW No.007-2008
TOWN OF MILTON
Part of Lots 3, 4,& 5, Concession 2
Town of Milton

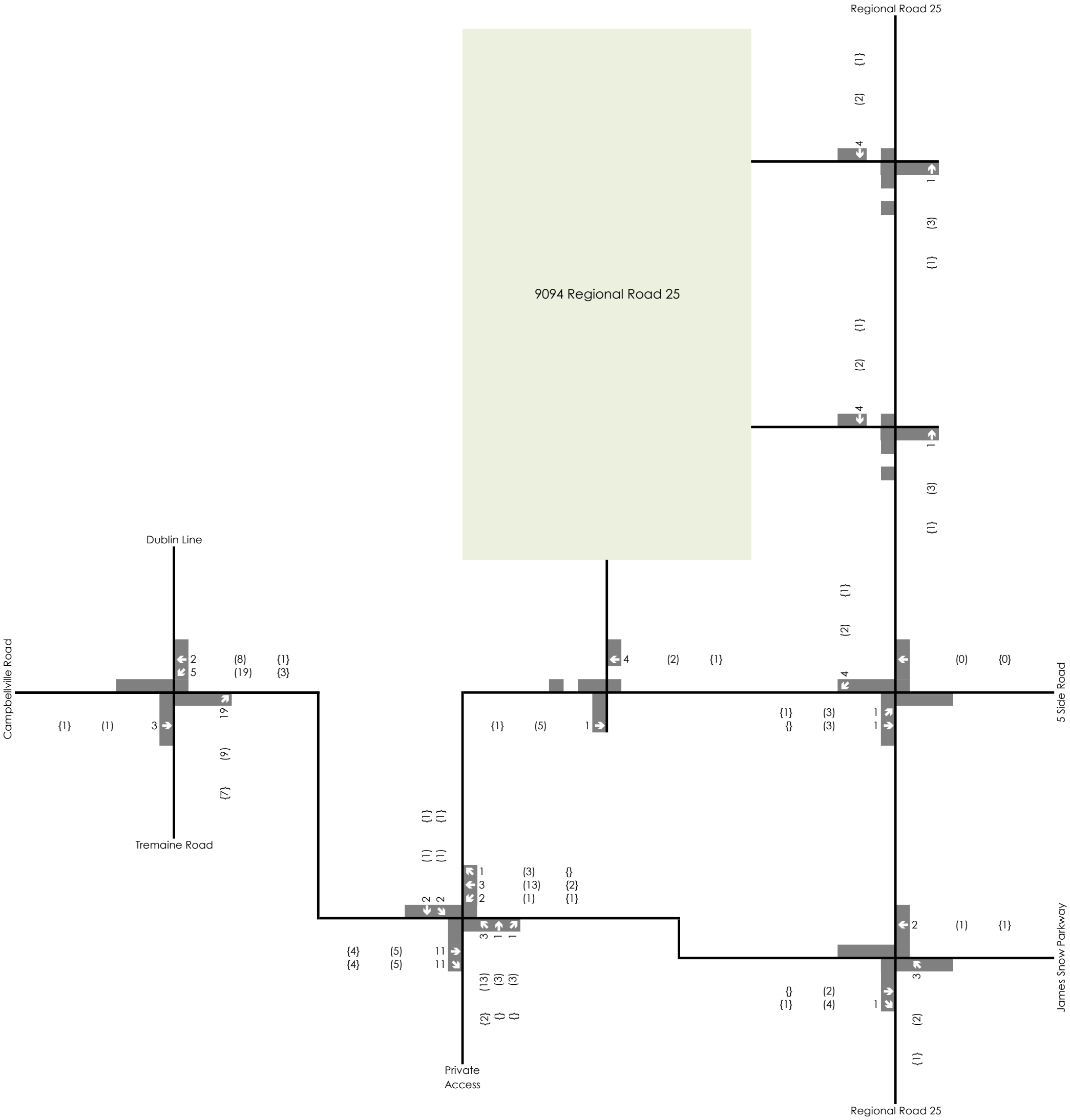


THIS IS SCHEDULE A
TO BY-LAW No 007-2008 PASSED
THIS 28th DAY OF JANUARY, 2008.

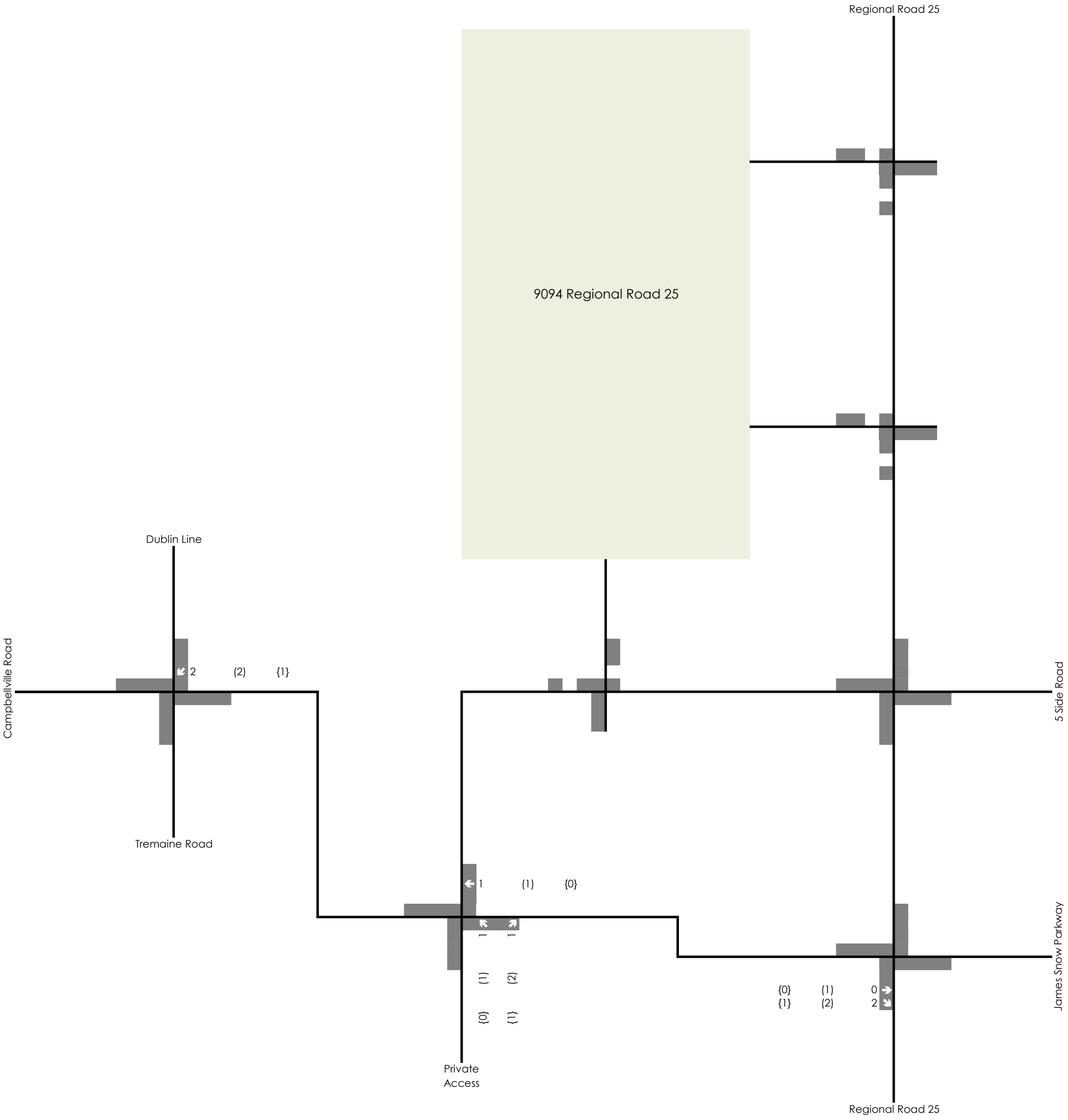
MAYOR - Gordon A. Krantz

CLERK - Troy McHarg

FD - Future Development Zone
GA - Greenlands 'A' Zone
GB - Greenlands 'B' Zone
M1 - Business Park Zone
M2 - General Industrial Zone
OS - Open Space Zone



Legend	9094 Regional Road 25	CROZIER CONSULTING ENGINEERS	Figure I3
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes {xx} Weekend Peak Hour Traffic Volumes	8500 Mount Pleasant Way (Passenger Car) Site Traffic Volumes		Project No. 2022-7556 Date: 11/14/25 Analyst. MY



Legend

xx A.M. Peak Hour Traffic Volumes
(xx) P.M. Peak Hour Traffic Volumes
{xx} Weekend Peak Hour Traffic Volumes

9094 Regional Road 25

8500 Mount Pleasant Way (Truck) Site Traffic Volumes

CROZIER CONSULTING ENGINEERS

Figure I4

Project No. 2022-7556
Date: 11/14/25
Analyst. MY