

April 9, 2024

Rob Russell, MCIP, RPP, President  
Robert Russell Planning Consultants Inc.  
162 Guelph Street, #209  
Georgetown, ON L7G 5X7

C/O Whizken Enterprises  
13604 Guelph Line  
Milton, ON L0P 1B0

**Attention: Mr. Rob Russell**

**Re: Proposed Dog Daycare Centre (“Dogtopia”)  
459 Main Street East  
Town of Milton, the Regional Municipality of Halton  
Transportation Brief and Parking Study**

Dear Mr. Russell,

CGE Consulting is pleased to submit this Transportation Brief and Parking Study, in support of the proposed dog daycare centre located at 459 Main Street East in the Town of Milton, the Regional Municipality of Halton.

Our findings indicate that the proposed dog daycare can be accommodated on the surrounding road network with minimal impact. Further, the existing auto parking supply is expected to meet the parking needs for the site based on the Town Zoning By-law requirements.

Should you have any questions regarding this study, please do not hesitate to contact the undersigned.

Yours truly,

CGE TRANSPORTATION CONSULTING



Casey Ge, P.Eng.  
President

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## 1.0 INTRODUCTION

CGE Consulting has been retained by Robert Russell Planning Consultants Inc. to complete a Transportation Brief and Parking Study for a proposed dog daycare centre located at 459 Main Street East in the Town of Milton, the Regional Municipality of Halton.

The objective of this transportation brief and parking study is to:

- undertake traffic volume counts during the critical weekday PM and Saturday peak periods and at the existing site accesses onto Main Street East and at the intersection of Main Street East and Ontario Street North/Ontario Street South.
- assess the traffic impact of the proposed dog daycare centre on Main Street East and Ontario Street North/Ontario Street South; and
- recommend improvements, if needed, to accommodate the projected traffic.
- assess the existing auto parking supply and the impact of the parking needs of the proposed dog daycare centre and right in/right out.

CGE Consulting submitted a detailed scope of work to the Town of Milton staff regarding the required content of the transportation brief and parking study. Town response and pre-consultation comments were received from the Town, which have informed the general work program for the transportation brief and parking study, and have been included in **Appendix A**

## 2.0 STUDY AREA CONTEXT

The subject site is currently occupied by one building, that encompasses many retail/commercial businesses accessed via full-movement and right in/right out accesses to Main Street East.

### 2.1 Site Location

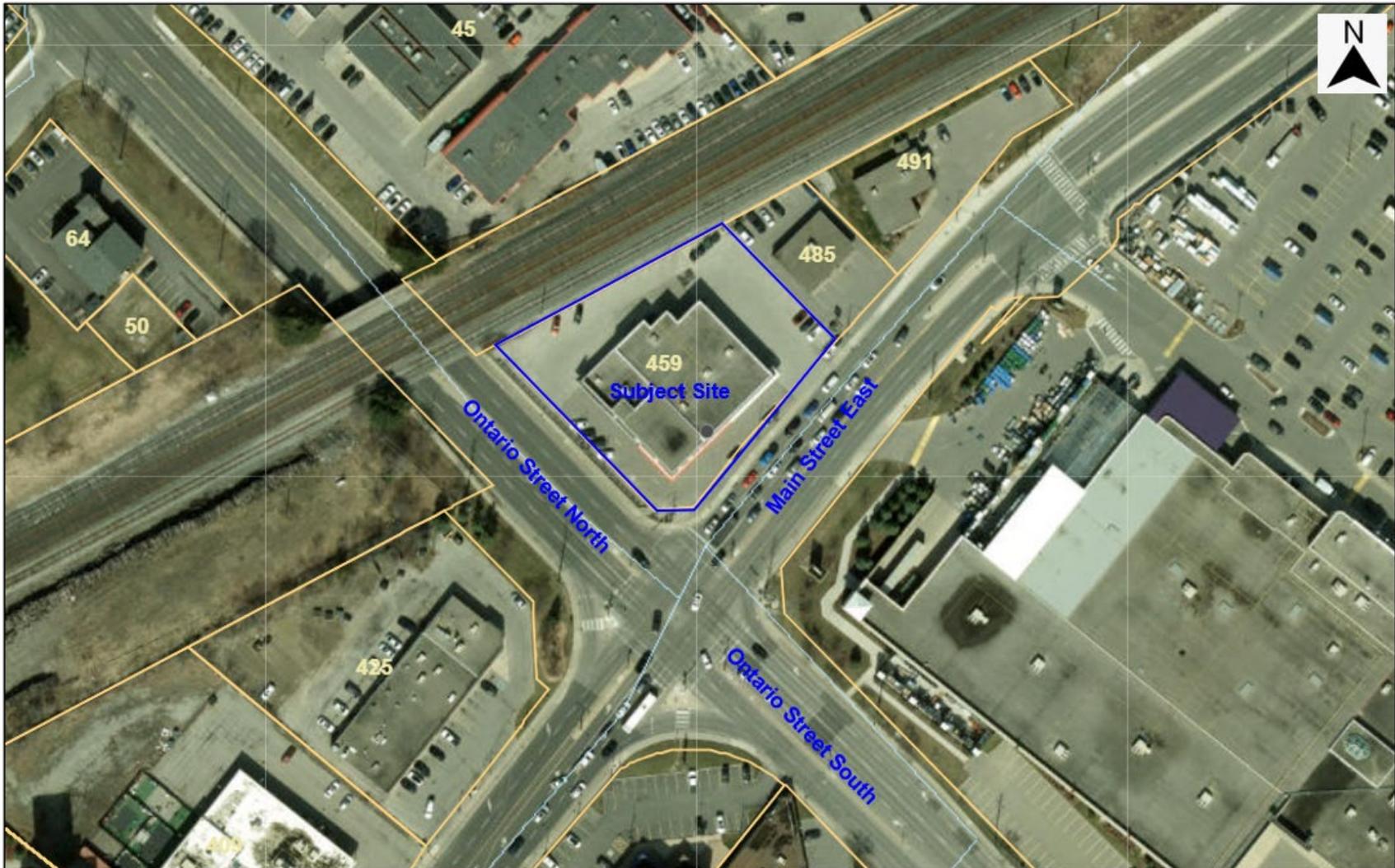
The subject site is located on the northeast corner of the intersection of Main Street East and Ontario Street North/Ontario Street South. It is located at 459 Main Street East. The existing parking area has a total of 49 parking spaces including two barrier-free parking spaces.

***It is to be noted that there are three existing parking spaces that are smaller than the current zoning by-law requirements but they pre-date zoning by-law and were accepted by Town via email April 9, 2024 from Marian Gerges to Rob Russell.***

The surrounding land-uses to the east are commercial/office use, to the west is Ontario Street North, to the north is railway tracks, and to the south is Main Street East. Pictures of the of the subject site are provided in **Appendix B**.

The location of the proposed subject site is illustrated in **Figure 1** and is currently zoned as *Urban Growth Centre Mixed Use Zone (UGC-MU)*.

**Figure 1 Site Location**



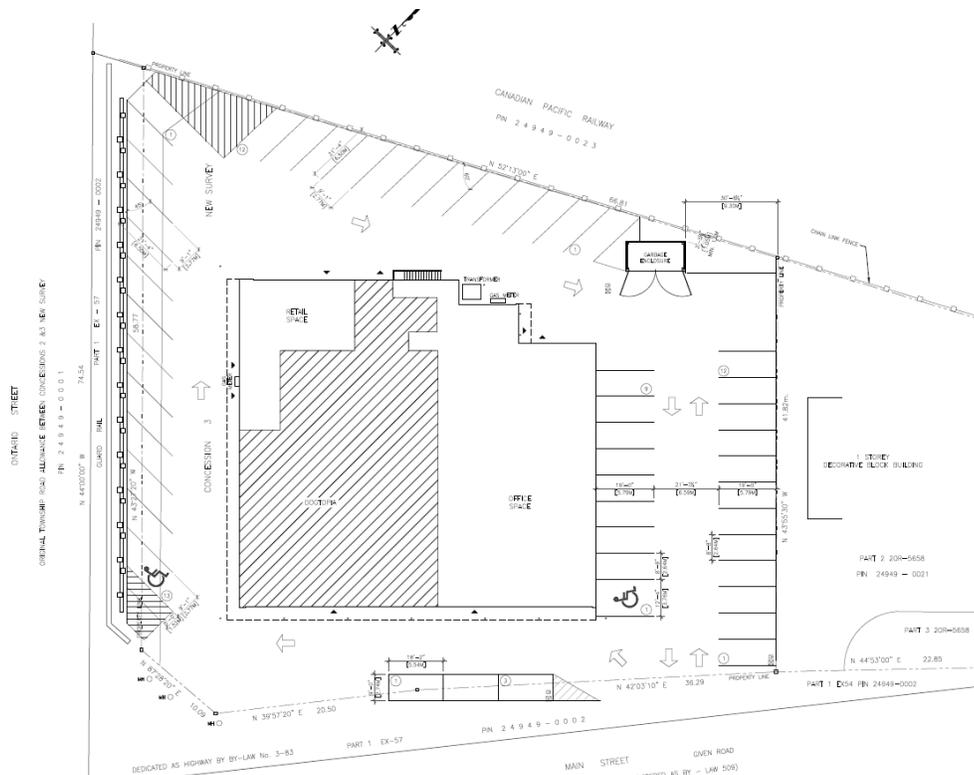
Source: The Town of Milton Interactive Map

## 2.2 Development Proposal Description

Based on the site plan, prepared by “our cool blue architects” (OCBA) is shown in **Figure 2**. The development proposal is a dog daycare centre to be located at the subject site located at 459 Main Street East, Town of Milton, the Regional Municipality of Halton.

Access to the site is provided via a 1 right in/right out driveway and 1 full-moves driveway on Main Street East located approximately 25 meters and 65 meters, respectively east of Ontario Street North.

**Figure 2 Proposed Site Plan**



## 2.3 Existing Road Network

The existing road network, lane configuration and existing traffic control for the study area are shown in **Figure 3**. The details are described below:

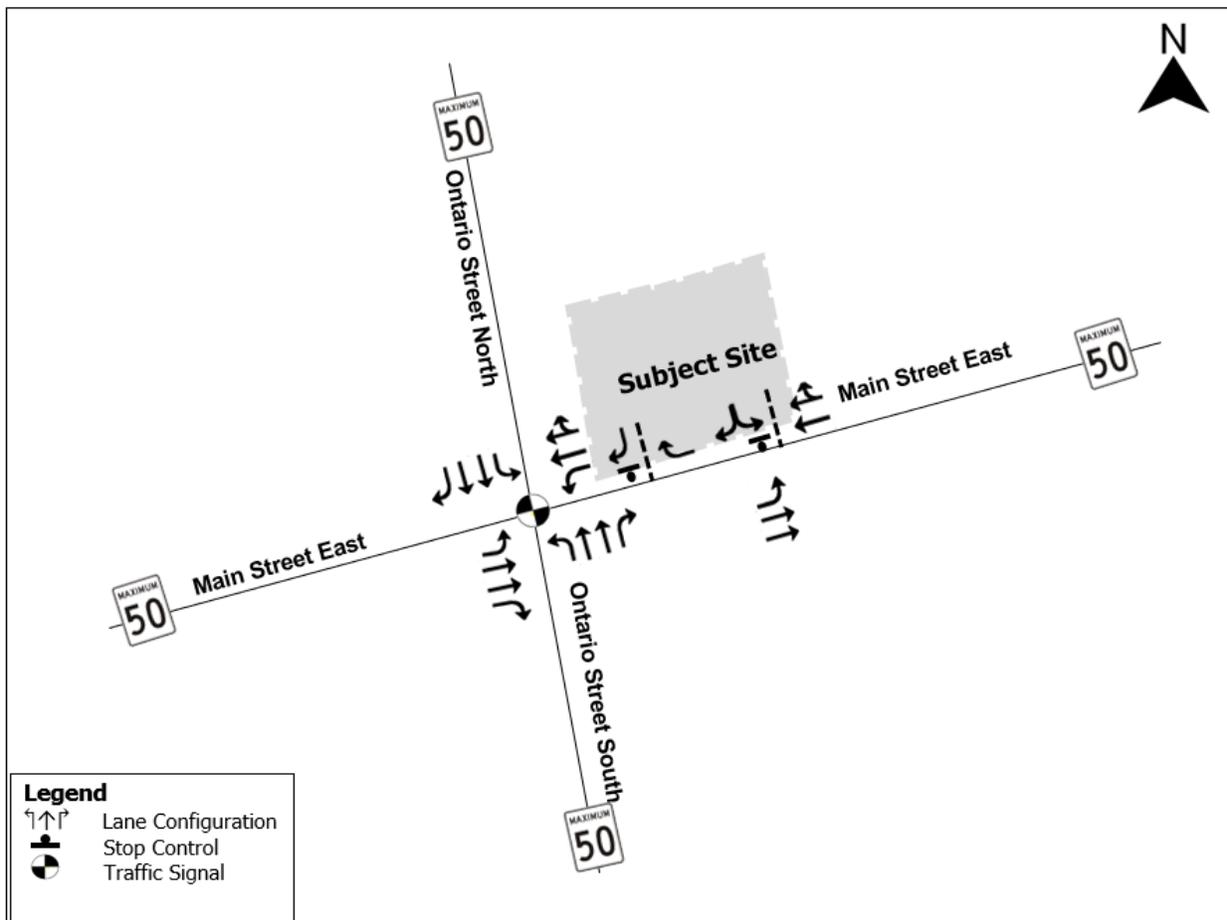
- **Main Street East** is an east-west four lane arterial road under the jurisdiction of the Town of Milton. The road has a 17.5 m pavement width, a posted speed of 50 km/h, and a sidewalk on both sides. The street scape is generally commercial/retail uses along this section of Main Street East. The road connects

the community and cultural arts district in the east to historic downtown Milton in the west.

- **Ontario Street North/Ontario Street South** is a north-south arterial road under the jurisdiction control of the Town of Milton. It has four general purpose lanes, and it maintains a posted speed limit of 50 km/h, and a sidewalk on both sides in the vicinity of the site.

Currently, there are no designated cycling facilities in the vicinity of the site.

**Figure 3 Existing Road Network**



## 2.4 Existing Transit Service

The subject site is in a transit well supportive area with numerous bus stops located within walking distance of the site. Milton Transit provides multiple transit routes along the Main Street East and Ontario Street South corridors.

Bus Transit service routes that are in proximity of the site are:

**Route 6 “Scott”:** generally, operates in the east west direction in the vicinity of the site and is a circular line with 44 stops departing from departing from Milton GO Station. This route runs between 5:27 AM and 8:47 PM Monday – Friday and between 7:30 AM and 6:30 PM on Saturday. Bus stops are located less than 1-minute walk from the subject site.

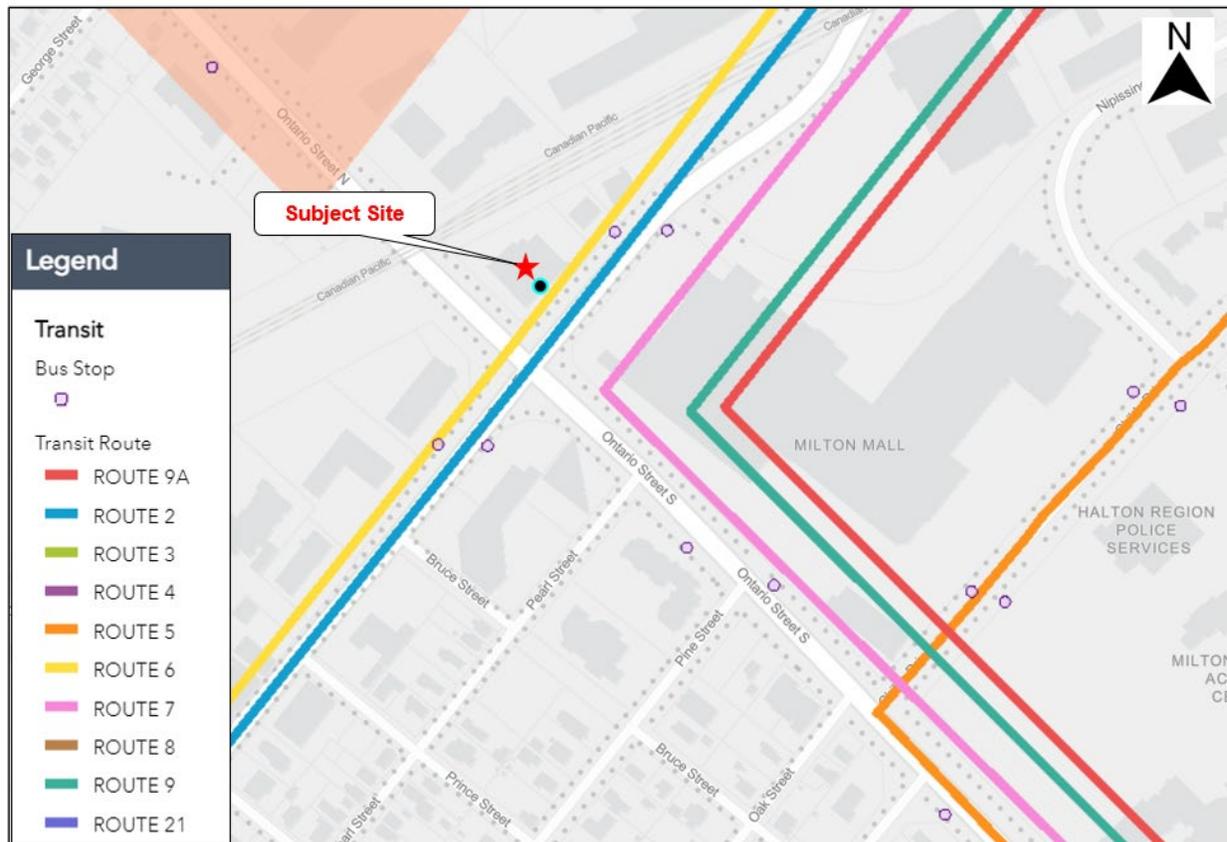
**Route 2 “Main”:** this route also operates in a east-west direction in the vicinity of the site and is a circular line with 45 stops departing from Milton GO Station. This route runs between 5:27 AM and 9:47 PM Monday - Friday and between 7:00 AM and 7:00 PM on Saturday. Bus stops are located less the 1-minute walk from the site.

**Route 7 “Harrison”:** The 7 bus (Dymott at Savoline→Milton Go Station) has 23 stops departing from Dymott at Savoline and ending at Milton Go Station. This route departs once a day Monday – Friday.

**Route 9/9A “Ontario South”** The 9 bus (Milton Go Station→Milton Go Station) is a circular line with 36 stops departing from Milton Go Station. This route runs between 5:27 AM and 8:47 PM Monday - Friday and between 7:30 AM and 6:30 PM on Saturday.

Overall, the subject site is well served by Milton public transit system. The transit map for the study area is shown in **Figure 4**.

**Figure 4 Existing Transit Routes**



Source: Milton Transit Map

## 2.5 Pedestrian Facilities

Continuous pedestrian sidewalks are provided along both sides of Main Street East, Ontario Street North and Ontario Street South and are connecting other roads in the vicinity of the of the subject site. Overall, the pedestrian network is well connected and provides access to transit and amenities in the area.

## 2.6 Cycling Facilities

Currently, there are no dedicated cycling facilities on Main Stret East, Ontario Street North and Ontario Street South; however, the roads have wide pavements and can accommodate cyclists should they choose to cycle to work and/or to get to public transit.

The Town's Comprehensive Zoning By-law requires bicycling parking spaces for the proposed use and GFA size. The site provides 4 bicycle parking spaces (3 long-term and 1 short-term) for employees and customers to secure their bicycles.

## 3.0 TRAFFIC VOLUMES

### 3.1 Study Area Intersections and Driveways

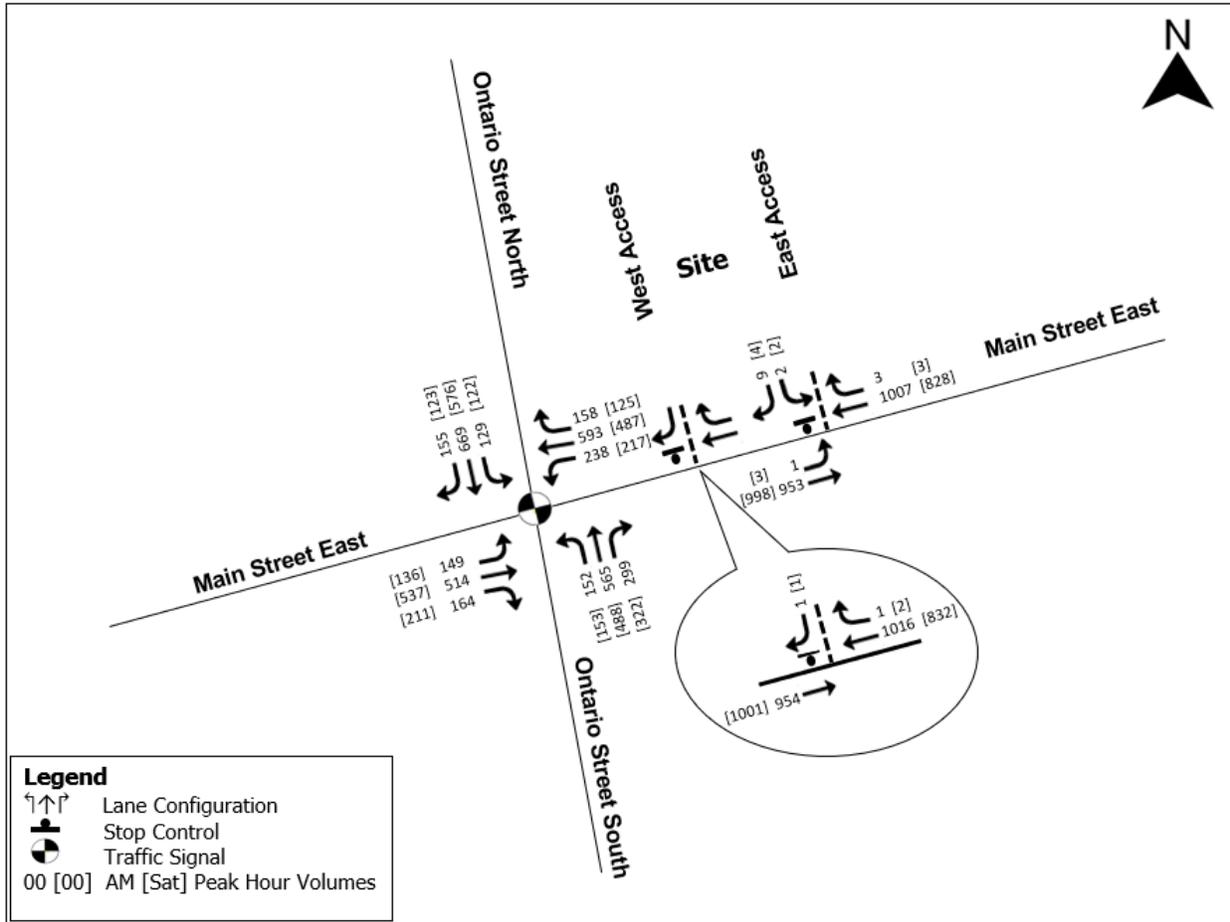
The study area intersections and driveways reviewed in this study analysis are:

- Main Street East and Ontario Street North/Ontario Street South - signalized intersection.
- Main Street East and East Site Access (full movements)
- Main Street East and West Site Access (right in/right out)

### 3.2 Existing Traffic Volumes

To determine the existing traffic volumes in the study area. Intersection and access traffic movement counts (TMC) were undertaken by Accu-Traffic Inc. on Thursday October 26, 2023, during the weekday PM (3:00 pm – 6:00 pm) peak period and on Saturday October 28, 2023, during the hours 11:00 AM – 2:00 PM. Existing traffic volumes are illustrated in **Figure 5** and detailed TMC data is provided in **Appendix C**.

**Figure 5 Existing Traffic Volumes**



## 4.0 SITE TRAFFIC PROJECTIONS

### 4.1 Auto Trip Generation

The projection of new additional traffic volumes generated by the dog daycare centre proposal is estimated based on the *Trip Generation Manual, 11<sup>th</sup> Edition* published by the Institute of Transportation Engineers (ITE).

As recommended by Town staff, we used land use code 565 (children day care center) for trip generation purpose.

Based on conversation with the owner/site operator, they have hundreds of locations all across north American and there's never an influx of traffic because there is no scheduled pick up and drop off times. There is no program start time for the dog daycare, unlike children day care.

Generally, the day care would open from 7am to 7pm and will accommodate some clients that may want to drop off or pick up earlier. Typically, the activities occur from 7am to 9am, and 5pm to 7pm. There are some activities occur outside of these four hours.

The proposal is expected to generate approximately 44 (23 in and 21 out) and 44 (21 in and 23 out) during the weekday AM and PM peak hours, respectively. **Table 1** summarizes the trip generation for LUC 565.

**Table 1 Auto Site Trip Generation**

Land Use		Weekday AM			Weekday PM		
		Peak Hour			Peak Hour		
		In	Out	Total	In	Out	Total
Day Care Centre	Rates	5.75	5.25	11	5.31	5.81	11.12
(ITE Code 565)		Distribution	53%	47%	100%	47%	53%
GFA approx. 4000 ft <sup>2</sup>	<b>Trips</b>	<b>23</b>	<b>21</b>	<b>44</b>	<b>21</b>	<b>23</b>	<b>44</b>

The number of generated trips is less than the daily traffic variation on Main Street East and in the area in general and will have negligible impact on the area road network.

## 5.0 SITE PARKING ASSESSMENT

This section reviews the parking requirement for vehicle users as outlined in the Town’s Comprehensive Zoning By-law 016-2014. The existing parking for site has a total of 53 surface parking spaces including two barrier free parking spaces.

### 5.1 Town Zoning By-law Vehicle Parking Requirements

The Town’s Comprehensive Zoning By-law 016-2014, the minimum required parking standards are as follow:

- **Vehicle Parking**
  - **Urban Growth Centre – Mixed Use Zone (UGC-MU)**
    - 1 parking space per 40 m<sup>2</sup> of gross floor area
- **Bicycle Parking**
  - **Urban Growth Centre – Mixed Use Zone (UGC-MU)**
    - 1 long term bicycle parking space/unit
    - 0.05 short term bicycle parking space/unit

**Table 2** summarizes the minimum parking requirement calculations for the subject site under The Town’s Comprehensive Zoning By-Law 016-2014.

**Table 2 The Town’s Zoning Parking Requirement Summary**

Land Use	Required Number of Parking Spaces			Provided Number of Parking Spaces
	By-law 016-2014			
	GFA/# of Units	Rate (spaces/unit)	Total	
UGC-MU - Existing Building GFA	1,439.21 m <sup>2</sup>	1/40 m <sup>2</sup>	36	49
Bicycle Parking - Long Term - Short Term	3	3 0.15	3 1	
			Total	4
			<b>Total Vehicle and Bicycle Parking Spaces</b>	<b>40</b>
				<b>53</b>

Based on the Town of Milton Comprehensive Zoning By-law, the vehicle parking supply of 49 parking spaces exceeds the Town’s Zoning By-law requirements by 13 parking space. The proposed bicycle parking supply of 4 parking spaces meets the parking requirements.

## 5.2 Parking Utilization Surveys of the Subject Site

To determine if the existing parking supply of 49 parking spaces is adequate, parking utilization surveys were undertaken at the existing subject site at 459 Main Street East.

The parking surveys were conducted on Saturday October 21, 2023, and on Tuesday October 24, 2023. The surveys were conducted between 10:00 AM and 4:00 PM at 30-minute intervals. Detailed counts are provided in **Table 3 and Table 4**.

Parking survey field data is provided in **Appendix D**.

**Table 3 – Saturday October 21, 2023, Parking Utilization (10:00 AM – 4:00 pm)**

<i>Time</i>	<i># of Vehicles</i>	<i>Parking Supply</i>	<i>Utilization</i>	<i>Residual Parking</i>
10:00am	2	49	4%	47
10:30am	1		2%	48
11:00am	1		2%	48
11:30am	1		2%	48
12 noon	2		4%	47
12:30pm	2		4%	47
1:00pm	2		4%	47
1:30pm	3		6%	46
2:00pm	3		6%	46
2:30pm	1		2%	48
3:00pm	1		2%	48
3:30pm	1		2%	48
4:00pm	1		2%	48

The peak demand for 3 parking spaces (50 unused available parking spaces) was recorded during the survey on Saturday at 1:30pm and 2:00pm, which represents 6% parking utilization of the available parking spaces.

**Table 4 – Tuesday October 24, 2023, Parking Utilization (10:00 AM – 4:00 pm)**

<i>Time</i>	<i># of Vehicles</i>	<i>Parking Supply</i>	<i>Utilization</i>	<i>Residual Parking</i>
10:00am	10	49	19%	39
10:30am	11		21%	38
11:00am	12		23%	37
11:30am	13		25%	36
12 noon	9		17%	40
12:30pm	11		21%	38
1:00pm	10		19%	39
1:30pm	11		21%	38
2:00pm	10		19%	39
2:30pm	10		19%	39
3:00pm	9		17%	40
3:30pm	7		13%	42
4:00pm	7		13%	42

The peak demand for 13 parking spaces (36 unused available parking spaces) was recorded during the survey on Tuesday at 11:30 am, which represents 25% parking utilization of the available parking spaces.

The highest observed parking demand of 3 parking spaces 13 parking spaces were recorded during the surveys on Saturday and Tuesday, respectively. Therefore, the existing parking of 49 parking spaces will be sufficient to meet the existing uses and the proposed dog daycare business.

## 6.0 TRANSPORTATION DEMAND MANAGEMENT REVIEW

Transportation Demand Management (TDM) programs consider how people's choices of mode travel are affected by land use patterns, development design, parking availability, parking cost, and the relative cost, convenience, and availability of alternative modes of travel. Various TDM strategies are used to influence those factors so that alternatives to single occupant vehicle travel, such as transit or carpooling, are more competitive. 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 consumption.

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

Typical TDM measures include:

- Carpool/vanpool ride sharing, with emergency ride home.
- High-occupancy vehicle (HOV) lanes in existing rights-of-way for bus, taxis, and cars with three or more occupants.
- Bicycle and pedestrian programs.
- Promotion of public transit, including employer transit fare incentives.
- Parking supply and management strategies.
- Use of "smart card" technology and other advances in the pricing and marketing of transportation services.
- Establishment of Transportation Management Associations (TMAs) in employment areas and car-sharing organizations in residential areas.
- Programs to promote flexible working hours and telecommuting; and,
- Application of incident management systems and Intelligent Transportation System (ITS) innovations.

Development of site-specific TDM measures for the subject site is based on existing traffic condition. There, in the context that the primary objective is to reduce single-

occupancy vehicle use, the plan will review opportunities to set realistic targets for increased use of carpooling, transit, cycling, and walking trips.

Employees are encouraged to join programs such as the Smart Commute Halton Municipalities, which help commuters find active and sustainable travel choices such as cycling, walking, carpooling, public transit, and telework options.

Milton Transit current transit stops are located less than a 1-minute walk away from the subject site on Main Street East.

## 7.0 LOADING ANALYSIS

The garbage loading for the subject property will remain the same as the existing conditions. We have conducted tests on the maneuvering space using a standard MSUTAC truck. The diagrams show that both trucks can effectively exit the site in a forward cab orientation.

The truck swept path analysis is shown in **Appendix E**.

## 8.0 SUMMARY AND CONCLUSIONS

This Transportation Brief and Parking Study, prepared for the proposed dog daycare at 459 Main Street East, Town of Milton, the Regional Municipality of Halton Hills, key findings are summarized as follows:

- Based on the site plan prepared by “our cool blue architects” (OCBA), the development proposal consists of a dog daycare centre unit to an existing commercial building.
- The site is located on the northeast corner of Main Street East and Ontario Street North/Ontario Street South intersection.
- There are two existing accesses. One full-movements access and one right in/right out access to the site into Main Street East.
- Based on the Institute of Transportation Engineer (ITE) Trip Generation Manual, 11th Edition, the proposal is expected to generate approximately 44 (23 in and 21 out) and 44 (21 in and 23 out) during the weekday AM and PM peak hours, respectively.
- Based on the Town of Milton Comprehensive Zoning By-law #016-2014, the site is required to provide a total of 36 auto parking spaces. The proposed parking supply of 49 parking spaces exceeds the parking spaces required by the Zoning By-law.

- Based on parking surveys completed by CGE Consulting the parking supply found to be adequate and support the site parking needs.
- Based on the Town of Milton Comprehensive Zoning By-law #016-2014, a total supply of 4 bicycle parking spaces is required for the site. The proposed bicycle parking supply is 4 spaces, which meets the Zoning By-law requirements.
- Several TDM measure have been recommended to reduce single-occupant vehicle trips and encourage multi-modal travel options.
- Based on the traffic analysis presented in this report, it is concluded that the generated traffic by the new dog daycare centre will have negligible impact on the area road network system and on the existing parking lot.

## **Appendix A**

### **Pre-Consultation Comments**

Re: Fwd: 459 Main Street East, Milton - Proposed Dog Day Care

---

**From:** Chris.Toews@milton.ca <Chris.Toews@milton.ca>  
**Sent:** Tuesday, October 10, 2023 8:10:44 AM  
**To:** Casey Ge <casey@cgeconsulting.ca>  
**Cc:** Rob Russell <rob.russell@russellplanning.com>  
**Subject:** RE: 459 Main Street East, Milton - Proposed Dog Day Care

Good morning Casey,

Thanks for sending this over, we are satisfied with the scope of work you've provided.

Feel free to reach out if you have any other questions.

Kind regards,

Chris



**Chris Toews**

Transportation Planning Technologist  
150 Mary Street., Milton ON, L9T 6Z5  
905-878-7252 ext. 2502  
[www.milton.ca](http://www.milton.ca)

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

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**From:** Casey Ge <[casey@cgeconsulting.ca](mailto:casey@cgeconsulting.ca)>  
**Sent:** Wednesday, October 4, 2023 10:30 AM  
**To:** Chris Toews <[Chris.Toews@milton.ca](mailto:Chris.Toews@milton.ca)>  
**Cc:** Rob Russell <[rob.russell@russellplanning.com](mailto:rob.russell@russellplanning.com)>  
**Subject:** 459 Main Street East, Milton - Proposed Dog Day Care

Good morning Chris, we have been retained to prepare a traffic letter for a proposed dog day care located at the above mentioned address.

Please kindly approve the following scope of work for the traffic letter:

1. Key intersections: Ontario Street / Main Street; and Main Street / Site Accesses
2. Undertake turning movement counts at the above intersections on a weekday PM 3-6 and Saturday 11-2.
3. Undertake parking utilization surveys on a weekday and Saturday from 10am to 5pm.
4. Based on the parking survey results, comment on the parking adequacy once the dog daycare is developed.
5. Based on the turning movement counts, comment on the traffic impacts once the dog day care is developed
6. Prepare autoTURN diagrams for passenger cars, delivery trucks, garbage truck and fire trucks to determine if these vehicles can be sufficiently accommodated on-site
7. Prepare pavement marking and signage plan

Thank you

**Casey Ge, P.Eng.**

President

**CGE Consulting**



# RECORD OF PRE-CONSULTATION

## Subdivision/Condominium/Official Plan Amendment/Zoning By-law Amendment/Site Plan Application

The following form is to be completed with Staff from the Town of Milton Development Services Department, Regional Municipality of Halton Legislative Planning Services and Conservation Authority staff with the applicant/owner at a Pre-Consultation Meeting **prior** to the Pre-Submission Review and future Planning Application being submitted to the Town of Milton.

<b>DATE OF MEETING:</b>	June 27, 2023 @ 11:00am
<b>PROPOSAL:</b>	Rezone to permit a <b>Dog Daycare</b> in the ground floor unit
<b>APPLICANT:</b>	Harmeet Ghuman
<b>SITE LOCATION:</b>	459 Main St E
<b>ATTENDEES:</b>	Natalie Stopar, Development Review Dee Dee Fitzpatrick, Corporate Services (Finance) Renata Tracey, Community Services (Parks) Hugo Rincon, Policy & Urban Design Chris Toews, Transportation Engineering Marian Gerges, Zoning Jon Sylvester, Rhianna Johnston Velimir Lazarevic, Halton Region
<b>PLANNER:</b>	Natalie Stopar

**APPLICATION TYPE: (Please Check)**

- |                                                       |                                                                      |
|-------------------------------------------------------|----------------------------------------------------------------------|
| <input type="checkbox"/> Plan of Subdivision          | <input type="checkbox"/> Plan of Condominium                         |
| <input type="checkbox"/> Official Plan Amendment      | <input checked="" type="checkbox"/> Zoning By-law Amendment          |
| <input type="checkbox"/> SIS Approved?                | YES <input type="checkbox"/> NO <input type="checkbox"/>             |
| <input type="checkbox"/> Site Plan Approval Required? | YES <input type="checkbox"/> N/A <input checked="" type="checkbox"/> |

**LAND USE:**

Conformity with Regional Official Plan Land Use Designation:	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	TBD <input type="checkbox"/>
If "No", an application has been made to amend the Regional Official Plan:	YES <input type="checkbox"/>	NO <input type="checkbox"/>	TBD <input type="checkbox"/>
Existing Town of Milton Official Plan Designation:	Central Business District		
Conformity with Local Official Plan Land Use Designation:	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	TBD <input checked="" type="checkbox"/>
If "NO", the nature of the amendment need: Existing Zoning:	Urban Growth Centre- Mixed-Use (UGC-MU)		
Conformity with the Town's Zoning By-law	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	TBD <input type="checkbox"/>
If "NO", the proposed zoning is:	Dog Daycare use not permitted. 528.52 sq.m.		

### Submission Requirements\*

Plans and Drawings	Required	Notes <small>(all files are digital, unless otherwise noted)</small>
Completed Planning Application Form	<input checked="" type="checkbox"/>	With original signatures
Fees for processing of the Planning Application	<input checked="" type="checkbox"/>	
Cover Letter	<input checked="" type="checkbox"/>	PDF
Survey / Legal Plan	<input checked="" type="checkbox"/>	PDF
Draft Official Plan Amendment	<input type="checkbox"/>	PDF and Word file
Draft Zoning By-law Amendment	<input checked="" type="checkbox"/>	PDF and Word file
Draft Plan of Subdivision and/or Condominium	<input type="checkbox"/>	PDF and AutoCad file
Concept Plan	<input checked="" type="checkbox"/>	PDF and AutoCad file
Aerial Photograph / Context Plan	<input checked="" type="checkbox"/>	PDF
2D/3D Concept Plan (Colour) with street labels	<input checked="" type="checkbox"/>	PDF
Planning Justification Report	<input checked="" type="checkbox"/>	PDF
Public Engagement Strategy	<input type="checkbox"/>	PDF

### Submission Requirements\*

Market Impact Assessment	<input type="checkbox"/>	PDF
Financial Impact Study	<input type="checkbox"/>	PDF
Land Use Compatibility Study	<input type="checkbox"/>	PDF
Employment and Population Density Study	<input type="checkbox"/>	PDF
Employment Lands Conversion Study	<input type="checkbox"/>	PDF
Capital Impact Assessment	<input type="checkbox"/>	PDF
Tree Inventory, Analysis and Preservation Study (including tree protection details)	<input type="checkbox"/>	PDF
Woodlot Inventory/Analysis Assessment	<input type="checkbox"/>	PDF
Natural Heritage Area Enhancement Plan	<input type="checkbox"/>	PDF
Opportunities & Constraint Mapping	<input type="checkbox"/>	PDF and AutoCad file
Top of Bank Survey	<input type="checkbox"/>	PDF and AutoCad file
Fish Habitat Assessment	<input type="checkbox"/>	PDF
Environmental Site Screening Questionnaire	<input type="checkbox"/>	PDF
Environmental Site Assessment (Phase 1 and 2)	<input type="checkbox"/>	PDF
Environmental Impact Statement/Study	<input type="checkbox"/>	PDF
Endangered Species Assessment	<input type="checkbox"/>	PDF
Archaeological Assessment	<input type="checkbox"/>	PDF
Cultural Heritage Impact Assessment and/or Conservation Plan	<input type="checkbox"/>	PDF
Agricultural Impact Assessment	<input type="checkbox"/>	PDF
Stormwater Management Report	<input type="checkbox"/>	PDF
Soils and/or Geotechnical Report	<input type="checkbox"/>	PDF
Hydrogeological Report	<input type="checkbox"/>	PDF
Functional Servicing Report	<input type="checkbox"/>	PDF
Transportation Impact Study (Brief)	<input checked="" type="checkbox"/>	PDF Terms of Reference required.
Parking Justification Study	<input checked="" type="checkbox"/>	PDF Terms of Reference required.
Noise and Vibration Study	<input type="checkbox"/>	PDF
Pedestrian Level Wind Study	<input type="checkbox"/>	PDF
Architectural Control Guidelines	<input type="checkbox"/>	PDF
Urban Design Brief	<input type="checkbox"/>	PDF
Streetscape Design Study/Plan	<input type="checkbox"/>	PDF
Sun Shadow Analysis	<input type="checkbox"/>	PDF
Site Plan and Details	<input type="checkbox"/>	PDF
Grading and Drainage Plan	<input type="checkbox"/>	PDF
Erosion and Sediment Control Plan	<input type="checkbox"/>	PDF
Site Servicing Plan	<input type="checkbox"/>	PDF
Stormwater Management Plan and Details	<input type="checkbox"/>	PDF
Photometric Plan and Exterior Light Fixture Details (pole-mounted and wall-mounted)	<input type="checkbox"/>	PDF
Hydraulic Analysis for Floodplain Analysis	<input type="checkbox"/>	PDF
Railway Crash Wall Assessment	<input type="checkbox"/>	PDF
Park and Open Space Concept Plan	<input type="checkbox"/>	PDF
Architectural Building Elevations	<input type="checkbox"/>	PDF
Pedestrian and Cycling Circulation Plan	<input type="checkbox"/>	PDF
Landscape Plan and Details	<input type="checkbox"/>	PDF
Neighbouring Concept Plan	<input type="checkbox"/>	PDF
Community Service Plan	<input type="checkbox"/>	PDF
Utility Plan	<input type="checkbox"/>	PDF and AutoCad digital
Existing Conditions and Removals Plan	<input type="checkbox"/>	PDF and AutoCad digital
Reference Plan for Land Dedication or Easements	<input type="checkbox"/>	PDF and AutoCad digital
Topographic Survey and Real Property Survey	<input type="checkbox"/>	PDF and AutoCad digital
Garbage Enclosure Details	<input type="checkbox"/>	PDF
Acoustic Buffer, Fencing and Structure Details	<input type="checkbox"/>	PDF
Accessibility Plan and Details	<input type="checkbox"/>	PDF
Retaining Wall / Structure Plan and Details	<input type="checkbox"/>	PDF
Traffic Signage & Pavement Marking Plan	<input checked="" type="checkbox"/>	PDF
Truck Access & Circulation (Auto-Turn Swept Path Analysis)	<input checked="" type="checkbox"/>	PDF
Construction Access, Storage and Staging Plan	<input type="checkbox"/>	PDF
Shoring and Excavation Plans and Details	<input type="checkbox"/>	PDF
Other Requirements	<input type="checkbox"/>	

*\*In compliance with the Accessibility for Ontarians with Disabilities Act, 2005, all documents provided shall be developed and/or designed using software that enables the author to create an accessible format.*

#### Fees:

Agency:	Fees:
<a href="#">Town of Milton</a>	Pre-Submission Review Fee (credited on future Planning Application fee): \$7,308.30  Total Zoning By-law Application Fee: \$28,053.31 Advertising Admin Fee: \$2,445.00 due at application submission
<a href="#">Region of Halton</a>	Region of Halton staff will confirm fees for a future Planning Application.
<a href="#">Conservation Halton</a>	Conservation Halton staff will confirm fees for a future Planning Application prior to Application submission. Credit card or Electronic Fund Transfers (EFTs) are the preferred method of payment for both permit and planning submissions. Staff can provide direction on how to make these payments.

**Notes:**

- a) The purpose of a Record of Pre-Consultation Form is to identify the information required to prepare a complete application as set out in the Planning Act. Pre-Consultation does not imply or suggest any decision whatsoever on the part of Town staff or the Corporation to either support or refuse the application. Comments provided at a Pre-Consultation Meeting are preliminary and based on the information submitted for review at that time.
- b) All applicants are required to complete Pre-Submission Review ahead of submitting a formal application. To request a Pre-Submission review, please email [planning@milton.ca](mailto:planning@milton.ca) for a secure link to submit the documents and instructions on how to pay the required fee.
- c) When a formal application is made, the cheque for the application fee will be processed immediately; however, this does not constitute the application being deemed complete for Planning Act purposes.
- d) For all applications for an Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Condominium, the applicant hereby acknowledges that the Town is not responsible for the construction or installation of a sign and the applicant agrees to submit a digital photograph of the sign on the property.
- e) An application submitted without the requisite information in this Record of Pre-Consultation Form, will not be considered a complete application. Applications submitted without the requisite information will be returned and an invoice will be send to the applicant to pay prior to resubmission. Refer to the incomplete application fees in the Town's User Fee By-law.
- f) Digital mapping/software standards: The Town's standard GIS program is ArcGIS version 10.7.1. The Town's standard CAD program is AutoCAD 2022. Compatibility with either software package is required. The Town's standard projection for all digital submissions is Universal Transverse Mercator, Zone 17 North, North American Datum 1983. Data not conforming to this standard will be sent back to the consultant at the consultant's expense. Data should be submitted as either ArcGIS Shapefile format or AutoCAD DWG/DXF. A CAD seedfile or Shapefile in the appropriate coordinate system can be provided to the consultant. Consultants providing AutoCAD submissions must include legible layer naming conventions and include layers: GIS.Prop\_Block, GIS.Prop\_Building, GIS.Prop\_Driveway, GIS.Prop\_Lot, GIS.Prop\_Road, GIS.Prop\_TownHome\_Lot\_Lines if applicable and only include relevant layer information in the following format, GIS(prop or ext)\_Other\_Feature. Any reference maps attached or layer names not understandable will be sent ba ck to the consultant at the consultant's expense. Consultants providing AutoCAD submission should not use special fonts, reference files or colour tables. Digital information supplied to the consultant by the Town is not to be altered, distributed, manipulated or misrepresented in any form.
- g) Applicant's should consult the available Terms of References on the Town's website when completing their required studies. Additional studies may be required during the processing of the application, depending on the issues identified and information required, as the application proceeds through the development review process.
- h) The applicant acknowledges that the Town considers the application form and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. By filing a future Planning Application, the applicant consents to the Town photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. All plans and documents are to be submitted in accessible format (AODA compliant) under the terms of the *Accessibility for Ontarians with Disabilities Act, 2005*. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.
- i) This Record of Pre-Consultation Form expires ten (10) months from the date of signing or at the discretion of the Commissioner of Planning and Development or his/her designate. In the event that this Record of Pre-Consultation Form expires prior to the Pre-Submission Review or a Planning Application being accepted, and/or new policy and/or new by-laws apply, another Pre-Consultation Meeting will be required.

Natalie Stopar

Town Planning Staff (Print)

Record of Pre-Consultation  
January 2023

Signature

Date

*By signing this Record of Pre-Consultation Form, I/we acknowledge that, subject to any appeals, the drawings, reports and other requirements indicated above must be submitted along with a completed application form, any information or materials prescribed by statute in both paper and electric form and the required planning application fees to be considered complete. In addition, I/we have read, understood and agreed to the Notes listed above.*

\_\_\_\_\_  
Agent (Print)  
(I have the authority to bind the Owner)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Owner (Print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Development Review- Natalie Stopar

*Official Plan*

1. The property is currently designated in the Town of Milton Official Plan as:
  - Central Business District & Milton GO MTSA (Schedule B)
  - Urban Growth Centre Mixed Use Sub-Area (Schedule C)
  - Maximum Height 8 Storeys, Maximum Density 4.0 FSI, Gateway (Schedule C.7.A.1 CBD)
  - Minimum Density FSI 2.0 (Schedule C.7.C.CBD)
  - Strategic Growth Area (Schedule K)
2. These policies permit a variety of commercial, institutional, office uses and community facilities.
3. “Development” is defined in the Official Plan as:  
DEVELOPMENT means the creation of a new lot, a change in land use, or the construction of buildings and structures, any of which requires approval under the Planning Act, or that are subject to the Environmental Assessment Act.

As no changes to the building or structure are proposed at this time, and as a variety of commercial and service commercial uses are already permitted, the proposed additional of the doggy daycare use is not classified as development for the purposed of the OP policies

4. The proposed Zoning By-law amendment must be consistent with the Town’s Official Plan policies.

*Zoning By-law*

5. The property is currently zoned UGC-MU-H (Urban Growth Centre Mixed-Use Zone with Holding Provision). A Zoning By-law Application is required to rezone the property to permit a doggy daycare use.
6. Please note that the UGC-MU zone currently permits other uses such as a Day Care Centre and a Veterinary Clinic.
7. Section 4.21.1.1 of the Zoning By-law states that:

A lot in existence prior to the effective date of this By-law, or capable of being legally conveyed in accordance with the Planning Act, that does not meet the lot area, lot depth, lot frontage, minimum lot density (FSI) and/or maximum surface parking area on a lot requirements of the applicable Zone, may be used and buildings thereon may be erected, enlarged, repaired or renovated provided the use conforms with the By-law and the buildings or structure comply with all of the other provisions of this By-law.

*General Comments*

8. Please note that future road widening’s on Main Street may be required in the future to accommodate improvements to Main Street.
9. The Town has a 2 step application process. A pre-submission will be required prior to the submission of a complete Zoning By-law Amendment application. More information on the new process is attached.

10. All studies, reports, and plans must be completed in accordance with the Town's Terms of Reference, where available.

11. The following must be provided:

- Concept Plan showing the existing parking layout, unit layout and sizes, and the location of the proposed doggy daycare use.
- A letter of use describing the doggy dare care use.
- A draft Zoning By-law Amendment
- A Planning Justification Report

12. Copies of the Town of Milton Terms of References can be found here:

<https://www.milton.ca/en/business-and-development/development-applications.aspx>

13. Terms of References can be found for the following studies and plans:

- Draft Official Plan Amendment and Zoning By-law Amendment
- Environmental Impact Study
- Erosion and Sediment Control Plan
- Functional Servicing Report
- Landscape Plan and Details
- Noise and Vibration Study
- Planning Justification Report
- Site Servicing, Drainage and Grading Plans
- Stormwater Management Study
- Traffic Impact Study

#### Development Finance- Dee Dee Fitzpatrick

1. Regional development charges and educational development charges are applicable in accordance with the 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-laws and other applicable legislation. All development charge inquiries should be directed by e-mail to [DevelopmentFinance@milton.ca](mailto:DevelopmentFinance@milton.ca) or by calling 905-878-7252, extension 2402.
2. The standard development fees, as outlined in the Town's annual user fee report and by-law, are applicable.

#### Transportation- Chris Toews

##### Likely Conditions for Approval

1. A Transportation Impact Brief is required. The full scope of work is to be circulated to the undersigned for approval prior to commencing the study. The report must be stamped, signed, and dated by a licensed Professional Engineer in Ontario (P.Eng). PDF's as well as hard copies are to be provided.

##### Transportation Documents Required:

- Transportation Impact Study (Brief)
- Parking Justification Study
- Traffic Signage & Pavement Marking Plan
- Truck Access & Circulation (Auto-Turn Swept Path Analysis)

#### Zoning-Marian Gerges

The property is currently zoned Future Development (UGU-MU-H) according to Urban Zoning bylaw 016-2014.

The proposed site plan and floor plans have been reviewed for compliance with the requirement of dog day care use

Preliminary zoning review notes are:

Zone standard provisions:

1. Proposed use is not a permitted use under UGU-MU-H zone. [Section 7.1 table 7A]. (Rezoning application to permit use).
2. Applicant to confirm use proposed complies with zoning bylaw definition for dog day care use

DOG DAYCARE (38-2019) Means a premises used for the short-term non-veterinary care of dogs, and may include accessory grooming, training, and retail but does not include overnight accommodation of dogs, and does not include a kennel, a veterinary clinic or a veterinary hospital. [Section 3]

If overnight accommodation is proposed please provide more details.

3. Proposed use needs to comply with Zoning by law [Section 4.23] Where a dog daycare is permitted, the following provisions apply:
  - iii) Accessory grooming and retail shall be limited to 5% of the gross floor area.
  - iv) Waste shall be contained within an enclosed structure.

Parking provision:

4. Min required dimensions for parallel parking space is 6.5m x 2.75m [Section 5.8 table 5D], parallel parking spaces are shown to be 5.54x2.74m.

Other comments:

5. Floor plan shows stairs leading to upper floor, please provide upper floor plans.
6. Floor plan doesn't include any dimensions, please provide dimensions to verify parking requirements.
7. Please provide a detailed floor plan showing uses for space.

#### Urban Design-Hugo Rincon

Urban Design staff has reviewed the proposal to rezone the property at 245 Commercial St to permit a dog daycare in the ground floor unit and provide the following comments:

- The proposed use will be entirely operated within the existing one-storey building.
- Staff is not concern with noise generation as the predominant use around the property is daytime operating commercial establishments.
- The proposal does not impact the existing character of the area since the building alteration is internal to the existing structure and no additions are proposed.

UD staff has no concerns with the request.

#### Community Services (Parks)- Renata Tracey

For the proposed dog daycare use within the existing multi-unit building at 459 Main St E, Parks and Facility Planning, Community Services has no concerns as it is our understanding that no external works are proposed at this time. As advisement however, if any exterior expansions are requested in the future that increase the existing gross floor area, staff reserve the right to re-examine the proposal and reassess comments issued to-date.

#### Development Engineering - Rhianna Johnston

In reference to the subject Zoning By-Law Amendment application, please note that Development Engineering offers no objections at this time.

#### Halton Region -Velimir Lazarevic

Planning does not have an objection to this proposal since this is only related to a change in the land use and no external works are proposed. We only ask that the following comment is attached to the pre-con:

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.

## **Appendix B**

### **Pictures of the Subject Site**





Proposed Dog Daycare Centre Unit



Subject Site View from Main Street East



Existing Businesses



West Side of Building (Ontario Street North)

## Appendix C

### Traffic Count Data

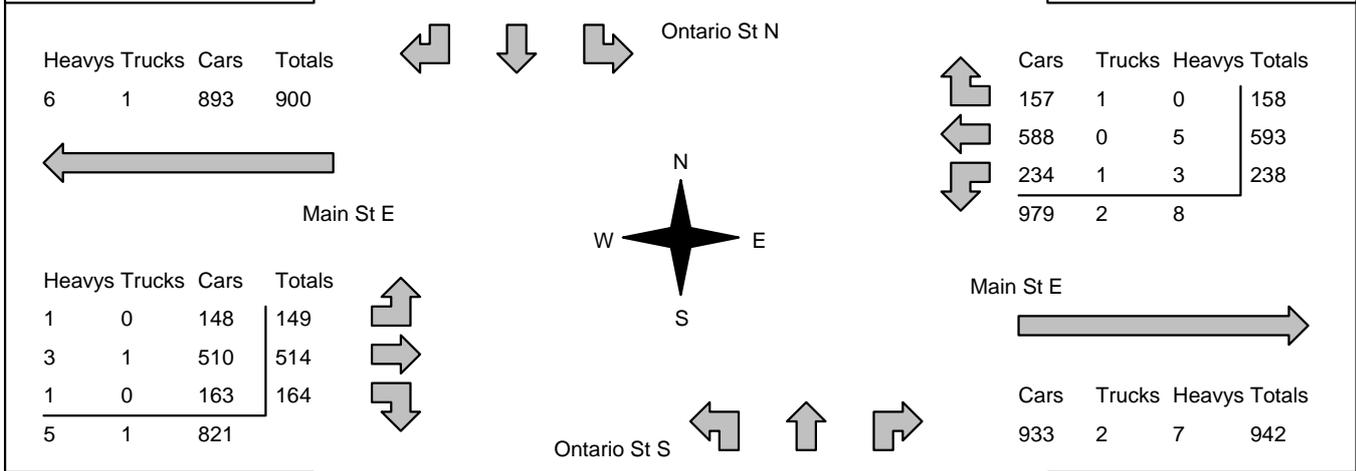
# Afternoon Peak Diagram

<b>Specified Period</b> <b>From:</b> 15:00:00 <b>To:</b> 18:00:00	<b>One Hour Peak</b> <b>From:</b> 16:45:00 <b>To:</b> 17:45:00
-------------------------------------------------------------------------	----------------------------------------------------------------------

<b>Municipality:</b> Milton <b>Site #:</b> 2323700001 <b>Intersection:</b> Ontario St & Main St E <b>TFR File #:</b> 1 <b>Count date:</b> 26-Oct-23	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------

**\*\* Signalized Intersection \*\***      **Major Road:** Ontario St runs N/S

North Leg Total: 1825 North Entering: 953 North Peds: 14 Peds Cross: ☒	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">           Heavys 0    16    0    16            Trucks 1    3    1    5            Cars 154   650   128   932            Totals 155   669   129         </td> <td style="text-align: center; vertical-align: middle;">↑</td> <td style="border-left: 1px solid black;">           Heavys 20            Trucks 2            Cars 850            Totals 872         </td> </tr> </table>	Heavys 0    16    0    16 Trucks 1    3    1    5 Cars 154   650   128   932 Totals 155   669   129	↑	Heavys 20 Trucks 2 Cars 850 Totals 872	East Leg Total: 1931 East Entering: 989 East Peds: 9 Peds Cross: ☒
Heavys 0    16    0    16 Trucks 1    3    1    5 Cars 154   650   128   932 Totals 155   669   129	↑	Heavys 20 Trucks 2 Cars 850 Totals 872			



Peds Cross: ☒ West Peds: 10 West Entering: 827 West Leg Total: 1727	<table style="width: 100%; border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Heavys</th><th>Totals</th></tr> <tr><td>1047</td><td>4</td><td>20</td><td>1071</td></tr> </table>	Cars	Trucks	Heavys	Totals	1047	4	20	1071	Peds Cross: ☒ South Peds: 26 South Entering: 1016 South Leg Total: 2087
Cars	Trucks	Heavys	Totals							
1047	4	20	1071							

## Comments

# Total Count Diagram

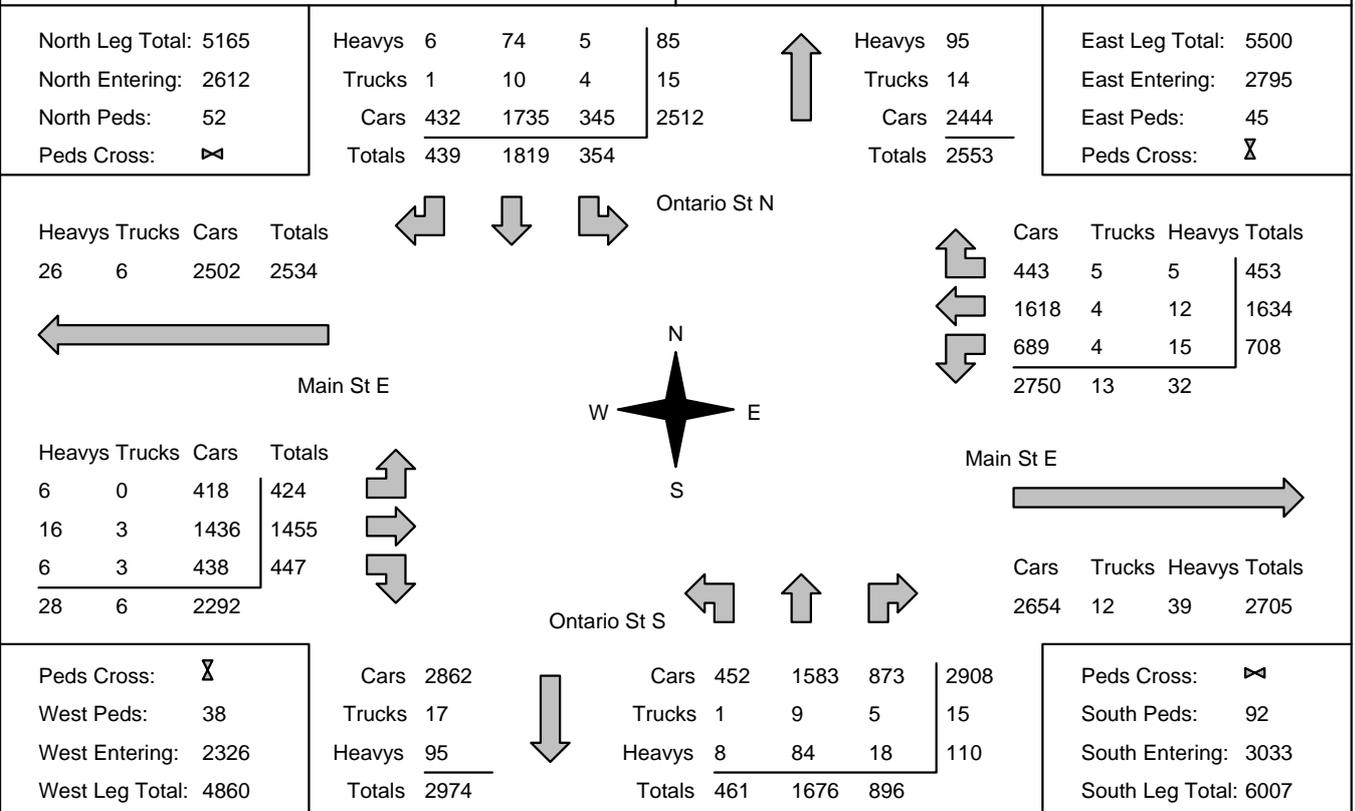
**Municipality:** Milton  
**Site #:** 2323700001  
**Intersection:** Ontario St & Main St E  
**TFR File #:** 1  
**Count date:** 26-Oct-23

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

**Major Road:** Ontario St runs N/S

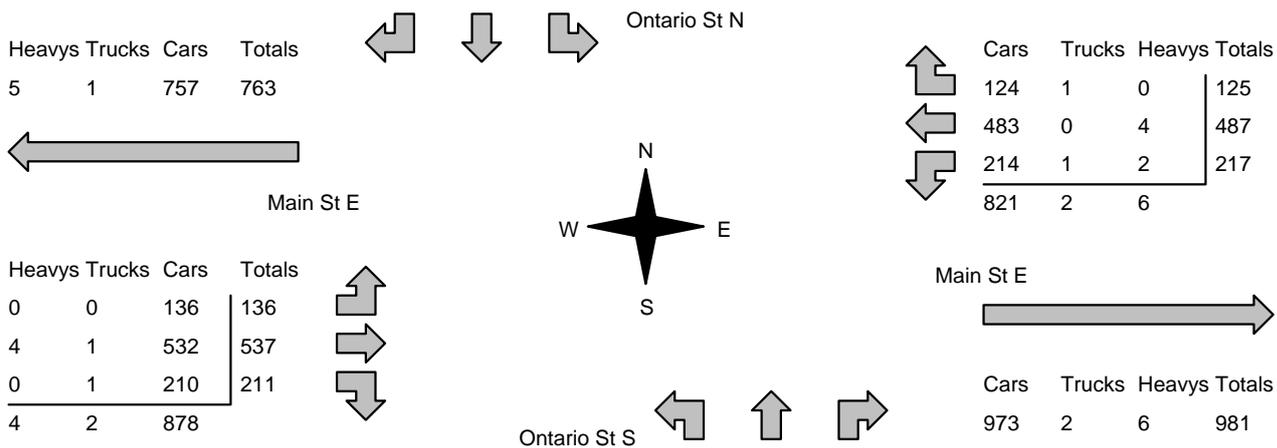


## Comments

# Traffic Count Summary

Intersection: Ontario St & Main St E      Count Date: 26-Oct-23      Municipality: Milton

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	115	553	149	817	28	1817	16:00:00	153	567	280	1000	37
17:00:00	119	598	139	856	9	1864	17:00:00	159	558	291	1008	36
18:00:00	120	668	151	939	15	1964	18:00:00	149	551	325	1025	19
<b>Totals:</b>	<b>354</b>	<b>1819</b>	<b>439</b>	<b>2612</b>	<b>52</b>	<b>5645</b>	<b>S Totals:</b>	<b>461</b>	<b>1676</b>	<b>896</b>	<b>3033</b>	<b>92</b>
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	241	478	138	857	24	1570	16:00:00	135	437	141	713	23
17:00:00	218	543	159	920	13	1735	17:00:00	154	504	157	815	8
18:00:00	249	613	156	1018	8	1816	18:00:00	135	514	149	798	7
<b>Totals:</b>	<b>708</b>	<b>1634</b>	<b>453</b>	<b>2795</b>	<b>45</b>	<b>5121</b>	<b>W Totals:</b>	<b>424</b>	<b>1455</b>	<b>447</b>	<b>2326</b>	<b>38</b>
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	15:00	16:00	17:00	18:00		0:00	0:00	0:00	0:00			
Crossing Values:	0	919	960	1031		0	0	0	0			

<h2>Mid-day Peak Diagram</h2>	<b>Specified Period</b> <b>From:</b> 11:00:00 <b>To:</b> 14:00:00	<b>One Hour Peak</b> <b>From:</b> 12:00:00 <b>To:</b> 13:00:00																													
<b>Municipality:</b> Milton <b>Site #:</b> 2323700001 <b>Intersection:</b> Ontario St & Main St E <b>TFR File #:</b> 1 <b>Count date:</b> 28-Oct-23	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>																														
<b>** Signalized Intersection **</b>		<b>Major Road:</b> Ontario St runs N/S																													
North Leg Total: 1570 North Entering: 821 North Peds: 9 Peds Cross: ☒	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td><td>9</td><td>0</td><td>10</td></tr> <tr><td>Trucks</td><td>0</td><td>3</td><td>0</td><td>3</td></tr> <tr><td>Cars</td><td>122</td><td>564</td><td>122</td><td>808</td></tr> <tr><td>Totals</td><td>123</td><td>576</td><td>122</td><td></td></tr> </table>	Heavys	1	9	0	10	Trucks	0	3	0	3	Cars	122	564	122	808	Totals	123	576	122		<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>11</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>737</td></tr> <tr><td>Totals</td><td>749</td></tr> </table>	Heavys	11	Trucks	1	Cars	737	Totals	749	East Leg Total: 1810 East Entering: 829 East Peds: 15 Peds Cross: ☒
Heavys	1	9	0	10																											
Trucks	0	3	0	3																											
Cars	122	564	122	808																											
Totals	123	576	122																												
Heavys	11																														
Trucks	1																														
Cars	737																														
Totals	749																														
 <p style="text-align: center;">Main St E</p> <p style="text-align: center;">Ontario St N</p> <p style="text-align: center;">Ontario St S</p> <p style="text-align: center;">Main St E</p>																															
Peds Cross: ☒ West Peds: 17 West Entering: 884 West Leg Total: 1647	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>988</td></tr> <tr><td>Trucks</td><td>5</td></tr> <tr><td>Heavys</td><td>11</td></tr> <tr><td>Totals</td><td>1004</td></tr> </table>	Cars	988	Trucks	5	Heavys	11	Totals	1004	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>152</td><td>477</td><td>319</td><td>948</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>1</td><td>2</td></tr> <tr><td>Heavys</td><td>0</td><td>11</td><td>2</td><td>13</td></tr> <tr><td>Totals</td><td>153</td><td>488</td><td>322</td><td></td></tr> </table>	Cars	152	477	319	948	Trucks	1	0	1	2	Heavys	0	11	2	13	Totals	153	488	322		Peds Cross: ☒ South Peds: 51 South Entering: 963 South Leg Total: 1967
Cars	988																														
Trucks	5																														
Heavys	11																														
Totals	1004																														
Cars	152	477	319	948																											
Trucks	1	0	1	2																											
Heavys	0	11	2	13																											
Totals	153	488	322																												
<h2>Comments</h2>																															

# Total Count Diagram

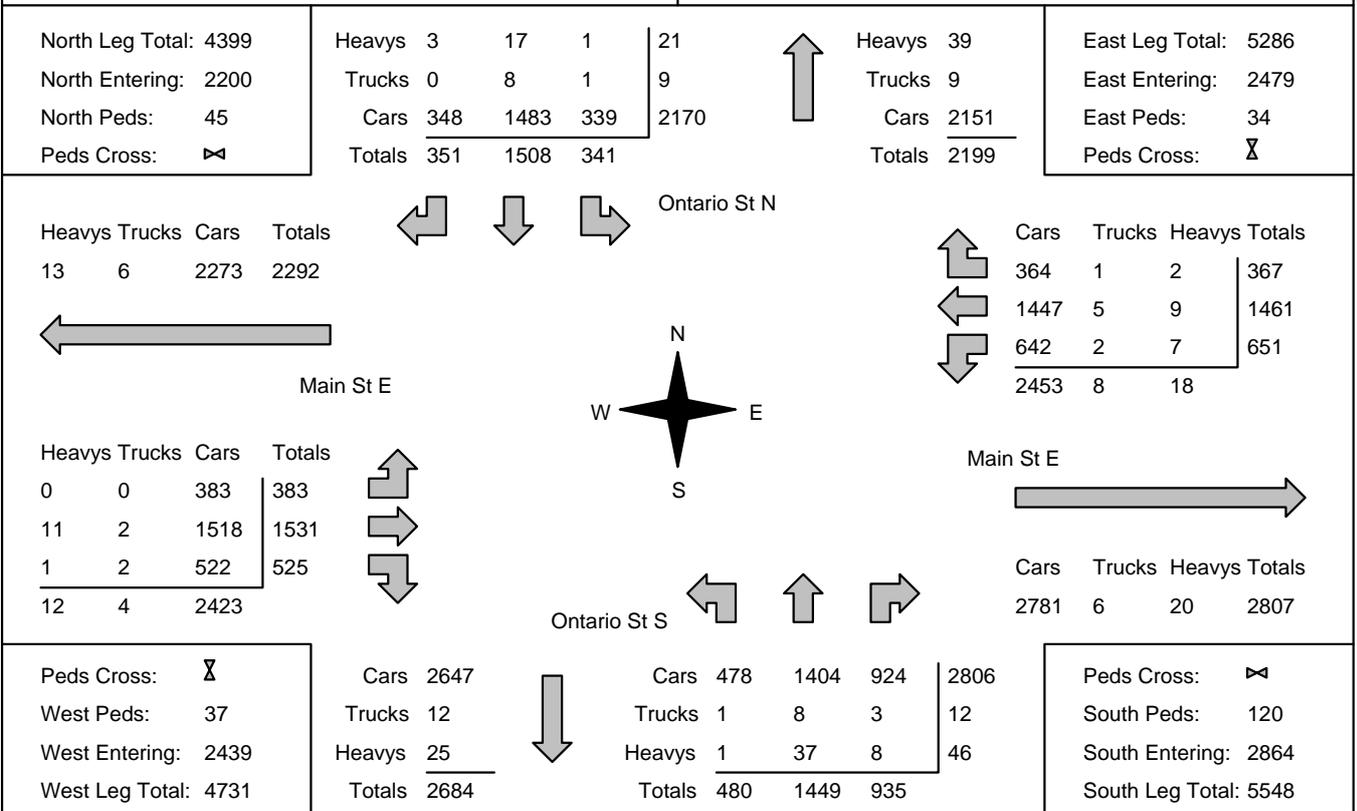
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**Site #:** 2323700001  
**Intersection:** Ontario St & Main St E  
**TFR File #:** 1  
**Count date:** 28-Oct-23

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

**Major Road:** Ontario St runs N/S



## Comments

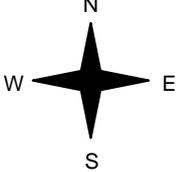
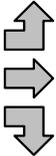
# Traffic Count Summary

Intersection: Ontario St & Main St E

Count Date: 28-Oct-23

Municipality: Milton

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	113	468	112	693	22	1693	12:00:00	185	480	335	1000	38
13:00:00	122	576	123	821	9	1784	13:00:00	153	488	322	963	51
14:00:00	106	464	116	686	14	1587	14:00:00	142	481	278	901	31
<b>Totals:</b>	<b>341</b>	<b>1508</b>	<b>351</b>	<b>2200</b>	<b>45</b>	<b>5064</b>	<b>S Totals:</b>	<b>480</b>	<b>1449</b>	<b>935</b>	<b>2864</b>	<b>120</b>
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	220	455	138	813	10	1548	12:00:00	120	444	171	735	12
13:00:00	217	487	125	829	15	1713	13:00:00	136	537	211	884	17
14:00:00	214	519	104	837	9	1657	14:00:00	127	550	143	820	8
<b>Totals:</b>	<b>651</b>	<b>1461</b>	<b>367</b>	<b>2479</b>	<b>34</b>	<b>4918</b>	<b>W Totals:</b>	<b>383</b>	<b>1531</b>	<b>525</b>	<b>2439</b>	<b>37</b>
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	11:00	12:00	13:00	14:00		0:00	0:00	0:00	0:00			
Crossing Values:	0	855	950	936		0	0	0	0			

<h2>Afternoon Peak Diagram</h2>	<b>Specified Period</b> <b>From:</b> 15:00:00 <b>To:</b> 18:00:00	<b>One Hour Peak</b> <b>From:</b> 17:00:00 <b>To:</b> 18:00:00																													
<b>Municipality:</b> Milton <b>Site #:</b> 2323700002 <b>Intersection:</b> Main St E & Driveway <b>TFR File #:</b> 1 <b>Count date:</b> 26-Oct-23	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>																														
<b>** Non-Signalized Intersection **</b>		<b>Major Road:</b> Main St E runs W/E																													
North Leg Total: 15 North Entering: 11 North Peds: 14 Peds Cross: $\boxtimes$	<table style="margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>9</td><td>0</td><td>2</td><td>11</td></tr> <tr><td>Totals</td><td>9</td><td>0</td><td>2</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	9	0	2	11	Totals	9	0	2		 <table style="margin: auto;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>4</td></tr> <tr><td>Totals</td><td>4</td></tr> </table>	Heavys	0	Trucks	0	Cars	4	Totals	4	East Leg Total: 1965 East Entering: 1010 East Peds: 0 Peds Cross: $\boxtimes$
Heavys	0	0	0	0																											
Trucks	0	0	0	0																											
Cars	9	0	2	11																											
Totals	9	0	2																												
Heavys	0																														
Trucks	0																														
Cars	4																														
Totals	4																														
<table style="margin: auto;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>8</td><td>1</td><td>1007</td><td>1016</td></tr> </table>	Heavys	Trucks	Cars	Totals	8	1	1007	1016	 <p style="text-align: center;">Driveway</p>	 <table style="margin: auto;"> <tr><td>Cars</td><td>Trucks</td><td>Heavys</td><td>Totals</td></tr> <tr><td>3</td><td>0</td><td>0</td><td>3</td></tr> <tr><td>998</td><td>1</td><td>8</td><td>1007</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>1001</td><td>1</td><td>8</td><td></td></tr> </table>	Cars	Trucks	Heavys	Totals	3	0	0	3	998	1	8	1007	0	0	0	0	1001	1	8		
Heavys	Trucks	Cars	Totals																												
8	1	1007	1016																												
Cars	Trucks	Heavys	Totals																												
3	0	0	3																												
998	1	8	1007																												
0	0	0	0																												
1001	1	8																													
 <p style="text-align: center;">Main St E</p>		<p style="text-align: center;">Main St E</p> 																													
<table style="margin: auto;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>4</td><td>2</td><td>947</td><td>953</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>4</td><td>2</td><td>948</td><td></td></tr> </table>	Heavys	Trucks	Cars	Totals	0	0	1	1	4	2	947	953	0	0	0	0	4	2	948			<p style="text-align: center;">Main St E</p> 									
Heavys	Trucks	Cars	Totals																												
0	0	1	1																												
4	2	947	953																												
0	0	0	0																												
4	2	948																													
Peds Cross: $\boxtimes$ West Peds: 0 West Entering: 954 West Leg Total: 1970	 <table style="margin: auto;"> <tr><td>Cars</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>0</td></tr> </table>	Cars	0	Trucks	0	Heavys	0	Totals	0	<table style="margin: auto;"> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	Cars	0	0	0	0	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	0	0	0	0	Peds Cross: $\boxtimes$ South Peds: 9 South Entering: 0 South Leg Total: 0
Cars	0																														
Trucks	0																														
Heavys	0																														
Totals	0																														
Cars	0	0	0	0																											
Trucks	0	0	0	0																											
Heavys	0	0	0	0																											
Totals	0	0	0	0																											
<h3>Comments</h3>																															

# Total Count Diagram

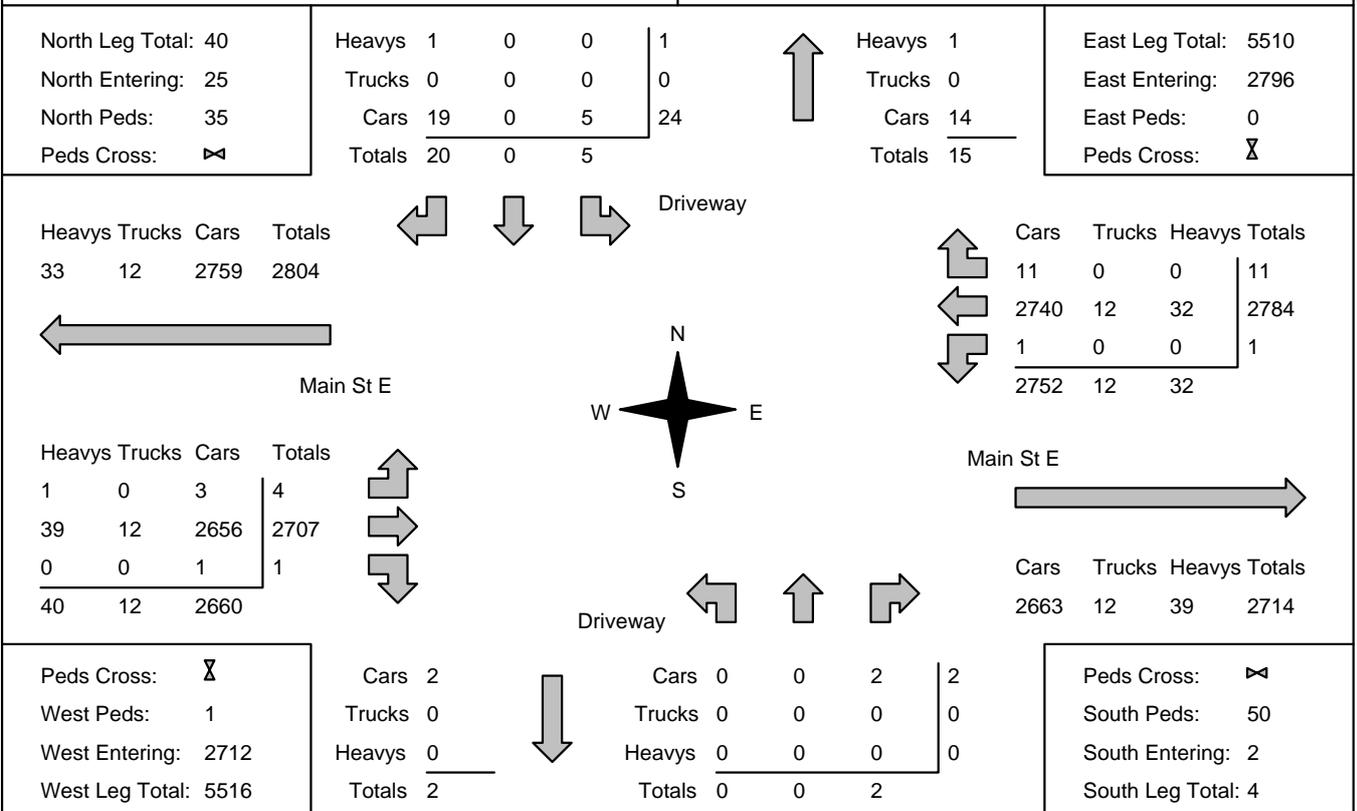
**Municipality:** Milton  
**Site #:** 2323700002  
**Intersection:** Main St E & Driveway  
**TFR File #:** 1  
**Count date:** 26-Oct-23

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Main St E runs W/E

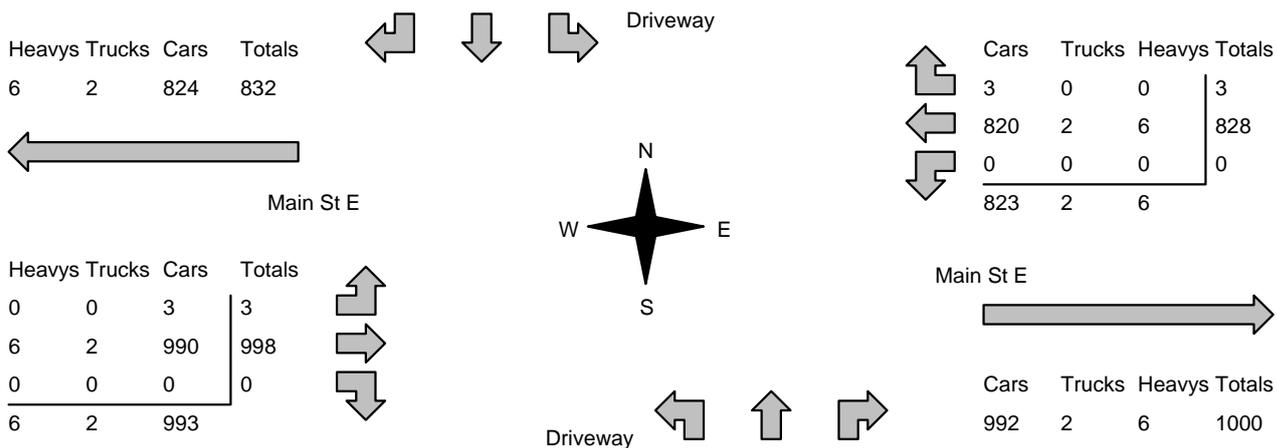


## Comments

# Traffic Count Summary

Intersection: Main St E & Driveway      Count Date: 26-Oct-23      Municipality: Milton

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	1	0	2	3	13	5	16:00:00	0	0	2	2	25
17:00:00	2	0	9	11	8	11	17:00:00	0	0	0	0	16
18:00:00	2	0	9	11	14	11	18:00:00	0	0	0	0	9
<b>Totals:</b>	5	0	20	25	35	27	<b>S Totals:</b>	0	0	2	2	50
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	1	859	1	861	0	1701	16:00:00	2	837	1	840	1
17:00:00	0	918	7	925	0	1843	17:00:00	1	917	0	918	0
18:00:00	0	1007	3	1010	0	1964	18:00:00	1	953	0	954	0
<b>Totals:</b>	1	2784	11	2796	0	5508	<b>W Totals:</b>	4	2707	1	2712	1
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	15:00	16:00	17:00	18:00					0:00	0:00	0:00	0:00
Crossing Values:	0	2	2	2					0	0	0	0

<h2>Mid-day Peak Diagram</h2>	<b>Specified Period</b> <b>From:</b> 11:00:00 <b>To:</b> 14:00:00	<b>One Hour Peak</b> <b>From:</b> 12:00:00 <b>To:</b> 13:00:00																													
<b>Municipality:</b> Milton <b>Site #:</b> 2323700002 <b>Intersection:</b> Main St E & Driveway <b>TFR File #:</b> 1 <b>Count date:</b> 28-Oct-23	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>																														
<b>** Non-Signalized Intersection **</b>		<b>Major Road:</b> Main St E runs W/E																													
North Leg Total: 12 North Entering: 6 North Peds: 5 Peds Cross: ☒	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>4</td><td>0</td><td>2</td><td>6</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>4</td><td>0</td><td>2</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	4	0	2	6	Totals	4	0	2		<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>6</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>6</td></tr> </table>	Heavys	0	Trucks	0	Cars	6	Totals	6	East Leg Total: 1831 East Entering: 831 East Peds: 0 Peds Cross: ☒
Heavys	0	0	0	0																											
Trucks	0	0	0	0																											
Cars	4	0	2	6																											
Totals	4	0	2																												
Heavys	0																														
Trucks	0																														
Cars	6																														
Totals	6																														
<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>6</td><td>2</td><td>824</td><td>832</td></tr> </table>	Heavys	Trucks	Cars	Totals	6	2	824	832			<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Heavys</td><td>Totals</td></tr> <tr><td>3</td><td>0</td><td>0</td><td>3</td></tr> <tr><td>820</td><td>2</td><td>6</td><td>828</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>823</td><td>2</td><td>6</td><td></td></tr> </table>	Cars	Trucks	Heavys	Totals	3	0	0	3	820	2	6	828	0	0	0	0	823	2	6	
Heavys	Trucks	Cars	Totals																												
6	2	824	832																												
Cars	Trucks	Heavys	Totals																												
3	0	0	3																												
820	2	6	828																												
0	0	0	0																												
823	2	6																													
<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>3</td><td>3</td></tr> <tr><td>6</td><td>2</td><td>990</td><td>998</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>6</td><td>2</td><td>993</td><td></td></tr> </table>	Heavys	Trucks	Cars	Totals	0	0	3	3	6	2	990	998	0	0	0	0	6	2	993		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Heavys</td><td>Totals</td></tr> <tr><td>992</td><td>2</td><td>6</td><td>1000</td></tr> </table>		Cars	Trucks	Heavys	Totals	992	2	6	1000	Peds Cross: ☒ South Peds: 23 South Entering: 0 South Leg Total: 0
Heavys	Trucks	Cars	Totals																												
0	0	3	3																												
6	2	990	998																												
0	0	0	0																												
6	2	993																													
Cars	Trucks	Heavys	Totals																												
992	2	6	1000																												
<h3>Comments</h3>																															

# Total Count Diagram

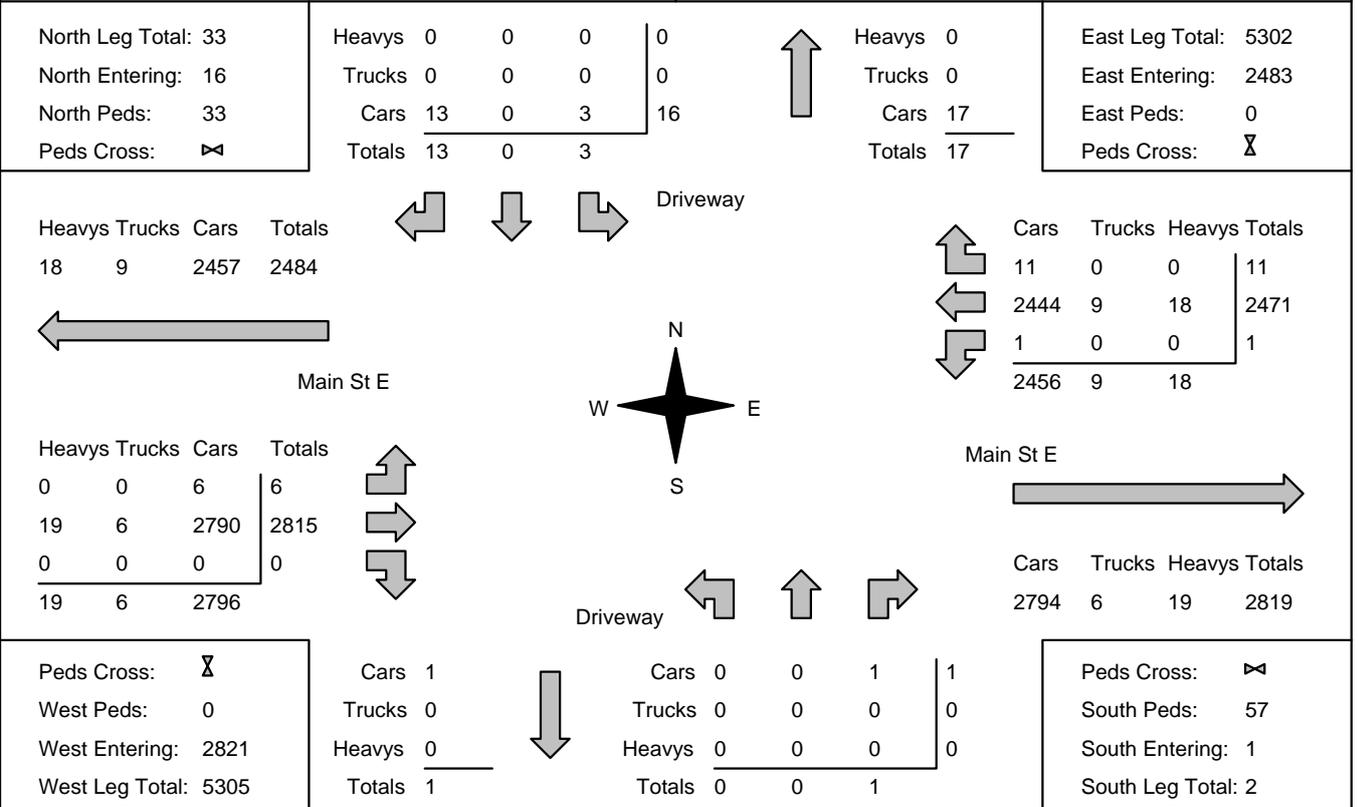
**Municipality:** Milton  
**Site #:** 2323700002  
**Intersection:** Main St E & Driveway  
**TFR File #:** 1  
**Count date:** 28-Oct-23

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Main St E runs W/E



## Comments

# Traffic Count Summary

Intersection: Main St E & Driveway      Count Date: 28-Oct-23      Municipality: Milton

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	0	6	6	14	6	12:00:00	0	0	0	0	19
13:00:00	2	0	4	6	5	6	13:00:00	0	0	0	0	23
14:00:00	1	0	3	4	14	5	14:00:00	0	0	1	1	15
<b>Totals:</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>16</b>	<b>33</b>	<b>17</b>	<b>S Totals:</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>57</b>
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	816	6	822	0	1710	12:00:00	2	886	0	888	0
13:00:00	0	828	3	831	0	1832	13:00:00	3	998	0	1001	0
14:00:00	1	827	2	830	0	1762	14:00:00	1	931	0	932	0
<b>Totals:</b>	<b>1</b>	<b>2471</b>	<b>11</b>	<b>2483</b>	<b>0</b>	<b>5304</b>	<b>W Totals:</b>	<b>6</b>	<b>2815</b>	<b>0</b>	<b>2821</b>	<b>0</b>
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	11:00	12:00	13:00	14:00					0:00	0:00	0:00	0:00
Crossing Values:	0	0	2	1					0	0	0	0

## **Appendix D**

### **Parking Survey Field Data**

**459 Main Street East, Milton, Ontario**

**Parking**

<i>Date Time</i>	<u><i>21-Oct-23</i></u>	<u><i>24-Oct-23</i></u>
10:00am	2	10
10:30am	1	11
11am	1	12
11:30am	1	13
12 noon	2	9
12:30pm	2	11
1pm	2	10
1:30pm	3	11
2pm	3	10
2:30pm	1	10
3pm	1	9
3:30pm	1	7
4pm	1	7

**List of existing businesses on site**

<i>name</i>	<i>Operation Hours</i>
<b>MARSLED</b>	<b>Mon to Fri: 8:30am to 5:30pm</b> <b>Saturday:9:30am to 2:00pm</b> <b>Sunday: closed</b>
<b>ROYAL LEPAGE</b>	<b>Mon to Fri: 9:00am to 9:00pm</b> <b>Saturday:9:00am to 5:00pm</b> <b>Sunday: 10:00am to 4:00pm</b>

**NOTE :**

1. There are a total of 53 parking spaces on site (including disabled parking spaces); parking spaces mainly occupied on the north-east side of the site;
2. There are a total of 3 units and 2 existing businesses on site, one unit is MARS LED Lighting & Electrical Supplies distribution; the 2nd unit contains a Training Centre of ROYAL LEPAGE together with the temporary office of ROYAL LEPAGE inside; the 3rd one is a previous office of ROYAL LEPAGE, which is supposed to be undergoing internal refurbishment (Please see attached pictures).

## **Appendix E**

### **Garbage Truck Swept Path**



