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LAND USE & ENVIRONMENTAL PLANNING

December 17th, 2025

Town of Milton
150 Mary Street
Milton, ON
L9T 6Z5

Attn: Mr. Christian Lupis
Director – Development Review

**Re: Traffic Impact Brief
Proposed Truck and Trailer Parking Area
1000479776 ONTARIO LIMITED PARTNERSHIP
9230 Guelph Line
Town of Milton
Our File No. W20135**

Dear Mr. Lupis:

CANDEVCON GROUP INC. was retained by 1000479776 ONTARIO LIMITED PARTNERSHIP to prepare a Traffic Impact Brief in support of a Temporary Zoning By-Law Application for the proposed Truck and Trailer Parking Area at 9230 Guelph Line, in the Town of Milton. The proposed Truck and Trailer Parking Area is immediately west of Guelph Line and north of Highway 401. The Location Plan is provided in **Figure 1**.

Study parameters, assumptions and analytical approaches were presented in the terms of reference, which was submitted to the Town of Milton and the Region of Halton. Information was subsequently exchanged with the Town and Region and the principal study assumptions and the scope of work were confirmed. The terms of reference and the correspondence with the Town and Region are provided in **Appendix A**.

This Traffic Impact Brief will determine the impacts from site-generated traffic and address traffic operation concerns.

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December 17th, 2025

Attn: Mr. Christian Lupis

Director – Development Review

Re: Traffic Impact Brief

Proposed Truck and Trailer Parking Area

1000479776 ONTARIO LIMITED PARTNERSHIP

9230 Guelph Line

Town of Milton

Our File No. W20135

A motel (Mohawk Inn) with 32 rooms will be replaced with a proposed Truck and Trailer Parking Area that has a capacity for 156 trailers. An existing driveway that forms a right-in/right-out access with Guelph Line and is interconnected with the gas station (9266 Guelph Line) to the north will service the proposed Truck and Trailer Parking Area. Two (2) right-in/right-out accesses that connect with Guelph Line service the gas station at 9266 Guelph Line. The proposed Concept Plan is provided in **Figure 2**.

Traffic Impact Assessment

The operation of the proposed Truck and Trailer Parking Area comprises the storage of trailers that will be dropped off and picked up by WB-20 Trucks. The applicant estimates that the proposed Truck and Trailer Parking Area will generate 39 inbound trips and 39 outbound trips per day, conservatively. This Study assumed that the trips generated by the proposed Truck and Trailer Parking Area during the Weekday A.M. and P.M. Peak Hours is 10 percent of the trips generated by the proposed Truck and Trailer Parking Area per day. As a result, the proposed Truck and Trailer Parking Area is expected to generate 8 trips (4 inbound trips and 4 outbound trips) during the A.M. Peak Hour and 8 trips (4 inbound trips and 4 outbound trips) during the P.M. Peak Hour.

For the previous land use of the Subject Property (Land Use 320), trip generation formulae from the ITE Trip Generation Manual Edition 11th Edition were applied for the A.M. and P.M. Peak Hours of adjacent street traffic¹. The relevant excerpts from the ITE Trip Generation Manual are provided in **Appendix B**.

Table 1 summarizes the trip generation formulae along with the percentages of incoming and outgoing trips for the A.M. and P.M. Peak Hours.

¹ Trip Generation Manual (11th Edition), Institute of Transportation Engineers, September 2021.



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December 17th, 2025

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Town of Milton

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Table 1: Previous Land Use of the Subject Property

- Trip Generation Formulae with Inbound and Outbound Percentages

ITE Land Use	A.M. Peak Hour			P.M. Peak Hour		
	Fitted Curve Equation ¹	% In	% Out	Fitted Curve Equation ¹	% In	% Out
Motel (LU 320)	$T = 0.28X + 7.85$ (Note 1)	37%	63%	$T = 0.24X + 11.16$ (Note 1)	54%	46%

Note 1: T represents the total number of trips and X represents the number of rooms.

The resulting number of trips generated were determined using the trip generation formulae provided in **Table 1** and the number of rooms. The motel that was operating within the Subject Property provided 32 rooms.

The resulting number of trips generated is provided in **Table 2** for the A.M. and P.M. Peak Hours of adjacent street traffic.

Table 2: Previous Land Use of the Subject Property - Site-Generated Trips

ITE Land Use	No. of Rooms	A.M. Peak Hour			P.M. Peak Hour		
		Trips In	Trips Out	Total	Trips In	Trips Out	Total
Motel (LU 320)	32	6	11	17	10	9	19

The motel that was operating within the Subject Property generated a total of 17 trips during the A.M. Peak Hour (6 inbound trips and 11 outbound trips) and 19 trips during the P.M. Peak Hour (10 inbound trips and 9 outbound trips).

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December 17th, 2025

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9230 Guelph Line

Town of Milton

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Since the resulting number of trips generated by the proposed Truck and Trailer Parking Area will be significantly less than the number of trips generated by the motel that was operating within the Subject Property, there will be no traffic impacts to the existing site access and the surrounding road network.

As shown in the proposed Concept Plan (**Figure 2**), for the existing Site Access at Guelph Line, there are two (2) right-in/right-out accesses connected to the west side of Guelph Line, a right-in/right-out access connected to the east side of Guelph Line and the intersection of Campbellville Road at Guelph Line to the north; and an on-ramp to Highway 401 WB and an off-ramp from Highway 401 EB to the south, which are un-signalized. In addition, there are no anticipated background developments within the vicinity of the Subject Property that may add site accesses on Guelph Line². Since the access configuration on Guelph Line within the vicinity of the Subject Property will not change and the resulting number of trips generated by the proposed Truck and Trailer Parking Area will be significantly less than the trips generated by the motel that was operating within the Subject Property, there are no impacts to the access management on Guelph Line. Given the number of trips generated by the proposed Truck and Trailer Parking Area, the turning restrictions placed on the existing right-in/right-out access and the fact that Campbellville Road at Guelph Line is a semi-actuated uncoordinated signalized intersection, there will be no impacts to the flow of Guelph Line and Highway 401.

² Development Application and Permits, Town of Milton, Site Visited on October 24, 2025.
<https://www.milton.ca/en/business-and-development/development-applications.aspx>

Page 5

December 17th, 2025

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Town of Milton

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With the proposed Truck and Trailer Parking Area and the gas station (9266 Guelph Line) being interconnected, there may be concerns regarding conflicts between WB-20 trucks and passenger vehicles. Although the gas station can provide retail services to truck drivers, fuel for WB-20 trucks is not available. Given the nature of the land uses, the interaction between WB-20 trucks and passenger vehicles occurs when trucks stop at the gas station for retail services before/after accessing the proposed Truck and Trailer Parking Area. With the resulting number of trips generated by the proposed Truck and Trailer Parking Area being low, the number of WB-20 trucks using the gas station is even lower. In addition, the gas station currently operates with trucks utilizing the parking lot. As a result, with the proposed Truck and Trailer Parking Area, there are no concerns regarding the interaction between WB-20 trucks and passenger vehicles. WB-20 trucks can safely enter and exit the gas station to/from the Subject Property while avoiding conflicts.

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December 17th, 2025

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Internal Traffic Circulation – Fire Emergency Vehicles and WB-20 Trucks

With the proposed Concept Plan that is provided in **Figure 2**, the traffic circulation was analyzed for fire emergency vehicles and WB-20 trucks using the AutoTURN software.

Using the west end of the parking aisles as cul-de-sacs to change directions, fire emergency vehicles can move forward for the entirety of its path to service the proposed Truck and Trailer Parking Area. The swept path plan for fire emergency vehicles is provided in **Figure 3**.

The swept path plan for WB-20 trucks was analyzed for two (2) trailer parking spaces that represent the worst-case scenarios; parking spaces 62 and 124. For Trailer Parking Space 62, WB-20 trucks will move to the west end of the parking aisle by moving forward before backing-in to park the trailer. To exit the Subject Property, they will complete a three-point turn from Trailer Parking Space 62 before travelling to the existing site access by moving forward. For Trailer Parking Space 124, WB-20 trucks will move to the area of the parking lot that is immediately west of Trailer Parking Space 130 before backing-in to park the trailer. The WB-20 trucks can exit the Subject Property by moving forward for the remainder of its path. The swept path plan for WB-20 trucks is provided in **Figure 4**.

Sight Distance Analysis

The sight distance was analyzed for WB-20 trucks making a right from the existing site access to travel onto Guelph Line. Since the alignment for Guelph Line within the vicinity of the proposed Truck and Trailer Parking Area is relatively straight, for the sight distance measured from the horizontal plane, the sight distance provided will exceed the sight distance required.

CANDEVCON GROUP INC. conducted a site visit on October 24th, 2025 to determine the sight distance measured in the vertical plane. A picture taken during the site visit that illustrates the sight distance from the vertical plane is provided in **Appendix C**. The findings of the sight distance analysis are summarized in **Table 3**.

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December 17th, 2025

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Town of Milton

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To evaluate the sight distances, the principles were taken from the Transportation Association of Canada's Geometric Design Guide for Canadian Roads³.

Table 3: The Required and Provided Sight Distances

Turning Maneuver	Sight Distance Required	Sight Distance Provided	
		Vertical	Horizontal
Making a Right	205m	>220m	>220m

Note 1: With a posted speed limit of 60 km/h. The design speed that is assumed for Guelph Line is 70 km/h.

Note 2: It is assumed that the approach grade is within 3 percent.

The sight distance analysis determined that the sight distances provided in the horizontal and vertical planes exceed the sight distance required.

Clear Throat Analysis

As illustrated in **Figure 5**, the clear throat length for the existing site access is 22 metres, which is greater than the length of a fire emergency vehicle and a WB-20 truck. Given that the resulting number of trips generated will be low and the number of WB-20 trucks exiting the existing gas station and entering proposed Truck and Trailer Parking Area will be minimal, the clear throat length provided is adequate since a scenario where a WB-20 truck entering the Subject Property from the existing gas station meets a queue of two (2) or more WB-20 trucks at the existing site access will be seldom.

³ Geometric Design Guide for Canadian Roads, Transportation Association of Canada, June 2017.



Page 8

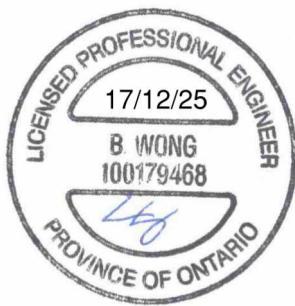
December 17th, 2025

Attn: Mr. Christian Lupis
Director – Development Review
Re: Traffic Impact Brief
Proposed Truck and Trailer Parking Area
1000479776 ONTARIO LIMITED PARTNERSHIP
9230 Guelph Line
Town of Milton
Our File No. W20135

We trust that this letter is satisfactory. However, if you have any questions or concerns or if we may be of further assistance, please do not hesitate to call us.

Yours truly,

CANDEVCON GROUP INC.



Brian Wong, P. Eng.
Intermediate Transportation Engineer

David Lee, P. Eng.
Project Manager



Attachments: Figure 1 - Location Plan,
Figure 2 – Proposed Concept Plan,
Figure 3 – Fire Emergency Swept Path Plan,
Figure 4 – WB-20 Swept Path Plan,
Figure 5 – Clear Throat Measurements,
Appendix A – Terms of Reference,
Appendix B – Relevant Excerpts from the ITE Trip Generation Manual,
Appendix C – Site Visit for Existing Conditions.



LOCATION PLAN

TRAFFIC IMPACT BRIEF
1000479776 ONTARIO LIMITED PARTNERSHIP
9230 GUELPH LINE
TOWN OF MILTON

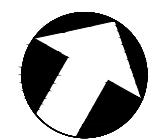
CDG CANDEVCON GROUP INC.
CONSULTING ENGINEERS AND PLANNERS
9350 GOREWAY DRIVE
BRAMPTON ON. L6P 0M7
TEL (905) 794-0600
FAX (905) 794-0611

DRAWN BY:	PROJECT No.
K.F.	W20135
CHECKED BY:	FIGURE No.
B.W.	
SCALE:	1
N.T.S.	
DATE:	
SEP 2nd, 2021	



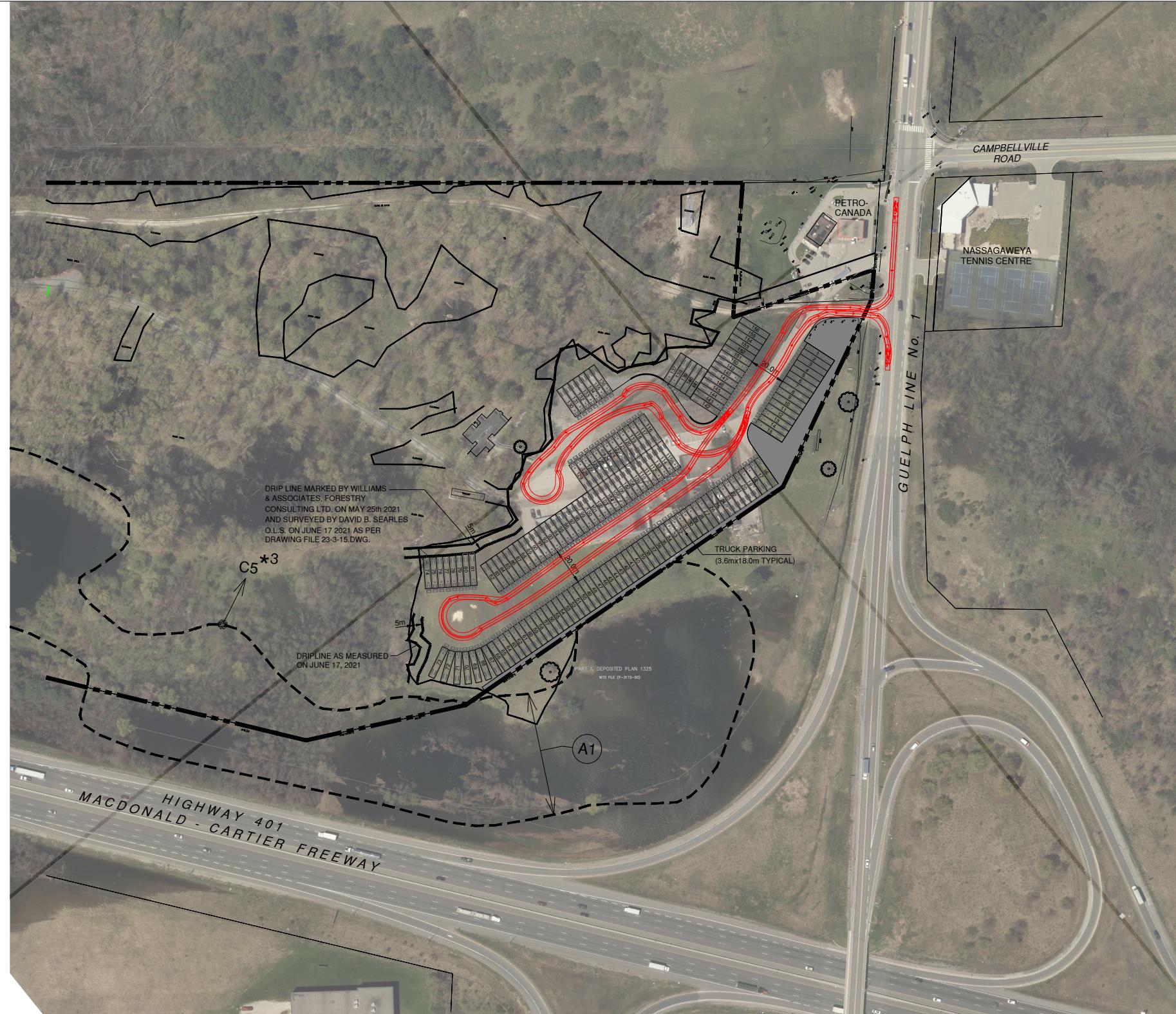
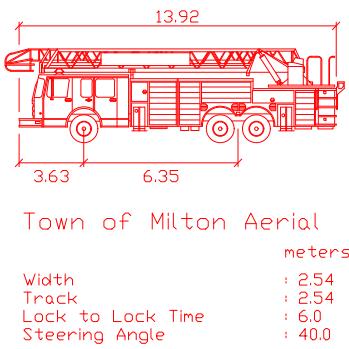
TRAFFIC IMPACT BRIEF
1000479776 ONTARIO LIMITED PARTNERSHIP
9230 GUELPH LINE
TOWN OF MILTON

PROPOSED CONCEPT PLAN



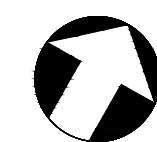
CANDEVCON GROUP INC.
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 FAX (905) 794-0611

DATE:	OCT. 23rd 2025	JOB No. W20135
DESIGN:	B.W.	FIG. No.
SCALE:	N.T.S	2



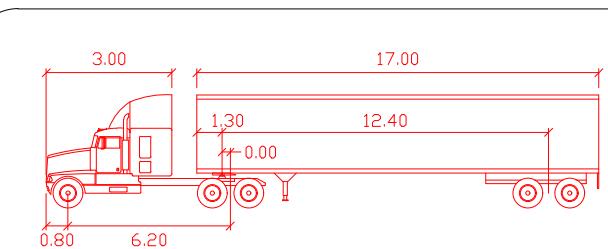
TRAFFIC IMPACT BRIEF
1000479776 ONTARIO LIMITED PARTNERSHIP
9230 GUELPH LINE
TOWN OF MILTON

FIRE EMERGENCY SWEPT PATH PLAN



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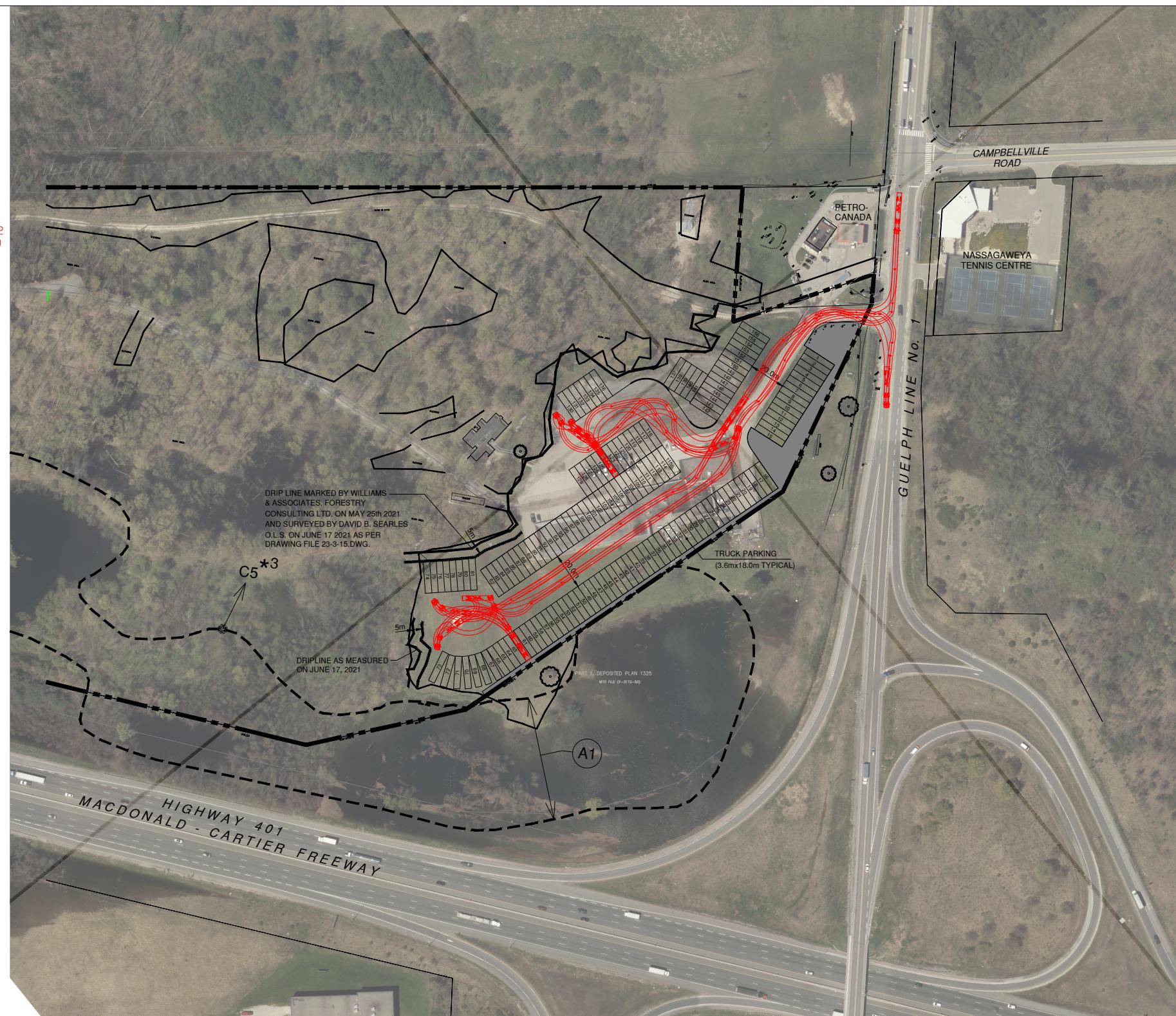
DATE:	OCT. 24th 2025	JOB No. W20135
DESIGN:	B.W.	FIG. No.
SCALE:	N.T.S	3



WB-20

metres

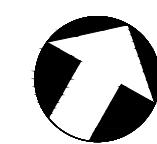
Tractor Width	:	2.60	Lock to Lock Time	:
Trailer Width	:	2.60	Steering Angle	:
Tractor Track	:	2.60	Articulating Angle	:
Trailer Track	:	2.60		



TRAFFIC IMPACT BRIEF

**1000479776 ONTARIO LIMITED PARTNERSHIP
9230 GUELPH LINE
TOWN OF MILTON**

WB-20 SWEPT PATH PLAN



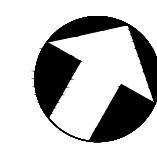
DATE:	OCT. 24th 2025	JOB No.	W20135
DESIGN:	B.W.	FIG. No.	4
SCALE:	N.T.S		

4



TRAFFIC IMPACT BRIEF
1000479776 ONTARIO LIMITED PARTNERSHIP
9230 GUELPH LINE
TOWN OF MILTON

CLEAR THROAT MEASUREMENTS



CANDEVCON GROUP INC.
CONSULTING ENGINEERS AND PLANNERS
8358 GOREWAY DRIVE
BRAMPTON ON L6P 0M7
TEL (905) 794-0600
FAX (905) 794-0611

DATE:	OCT. 24th 2025	JOB No. W20135
DESIGN:	B.W.	FIG. No.
SCALE:	N.T.S	5

APPENDIX A

TERMS OF REFERENCE

File No. W20135
July 21st 2021

MOHAWK INN

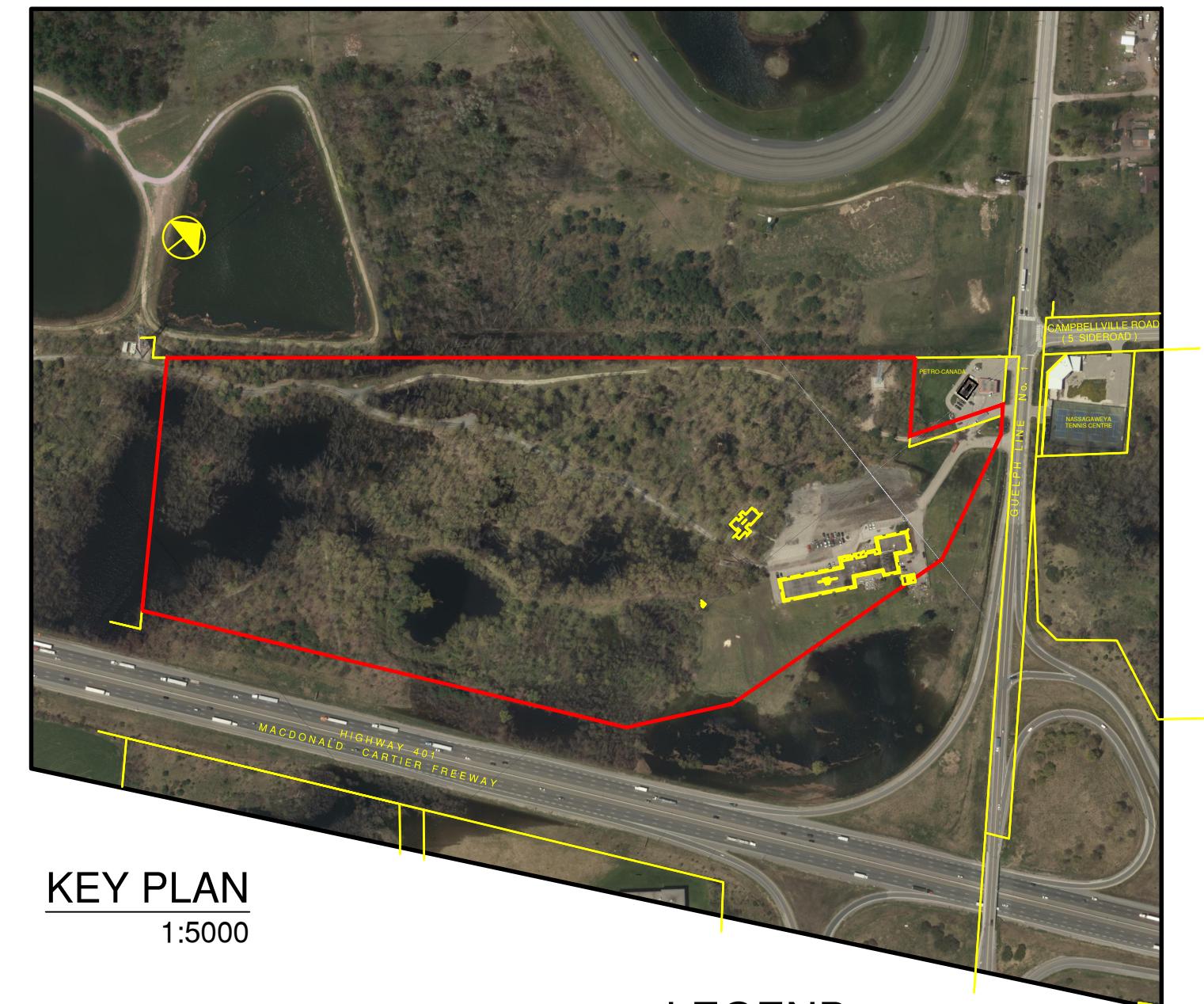
PROPOSED TRAILER STORAGE YARD

9230 GUELPH LINE

TOWN OF MILTON

APPENDIX "A"
TRAFFIC IMPACT BRIEF – TERMS OF REFERENCE

- a) Assemble, review and confirm background data (i.e. traffic volume/flow on the adjacent road network during weekday peak hours) available from official sources, existing road geometry and access locations.
- b) Gather turning movement counts (if necessary) for the intersection of Guelph Line at Campbellville Road during the Weekday AM and Weekday PM Peak Hours. (We may need to use historical traffic counts given the current Covid-19 situation)
- c) Confirm growth rates on Guelph Line and Campbellville Road to project traffic counts.
- d) Analyze peak period existing traffic operations at the following intersection. (To be confirmed with the Region of Halton and the Town of Milton)
 - Guelph Line at Campbellville Road.
- e) Complete traffic operations and volume-capacity analyses using the Synchro 9.0 software.
- f) Assess existing traffic operations at the intersection mentioned above.
- g) Assess future trips generated by the proposed Trailer Storage Yard during the Weekday AM and Weekday PM Peak Hours.
- h) Review the site access location. (Reference the MTO Corridor Control guideline.)
- i) Analyze the turning movements of WB-20 Trucks for future traffic circulation at the driveway access to the Guelph Line.
- j) Prepare a Brief to summarize the findings of the traffic impact analysis. Submit the Brief to the Region of Halton, the Town of Milton and MTO for review/comments.
- k) Provide and circulate copies of the Brief to all applicable approval authorities.
- l) Update the Brief as required to address Agency comments.



KEY PLAN

LEGEND:

- PROPERTY LINE

C5*3 ZONING BY-LAW
144-2003

VEGETATION LINE AS PER
DAVID B. SEARLES SURVEYING LTD.
DWG. No. 23-0-15 DATED MAY 2015

DRIPLINE AS STAKED BY WILLIAMS
& ASSOCIATES, FORESTRY
CONSULTING LTD. ON MAY 25th 2021

10m SETBACK FROM DRIPLINE

PROPOSED DRIVEWAY

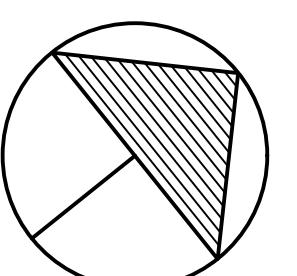
TRAILER STORAGE

TANDEM TRAILER STORAGE

 5			
 4			
 3			
 2			
 1			
NO.	DESCRIPTION	DATE	BY

REVISIONS

CDG CANDEVCON LIMITED
CONSULTING ENGINEERS AND PLANNERS



Mohawk Inn Property

9230 GUELPH LINE
CAMPBELLVILLE ONTARIO

SET TITLE:

TRAILER STORAGE LAYOUT PLAN

DRAWN BY: S.G.K.	PROJECT No. W20135
CHECKED BY: D.K.H.	DRAWING No. 
SCALE: 1:1000	
DATE: JULY 2nd 2021	TLP-1

TLP-1

Brian Wong

From: Kavleen.Sachdeva@milton.ca
Sent: July 28, 2021 1:25 PM
To: Brian Wong
Cc: David Lee; Diarmuid Horgan
Subject: RE: W20135 - 9230 Guelph Line - Traffic Impact Study Terms of Reference (Milton)
Attachments: W20135 - TOR [FINAL]_TOM Comments.pdf

Hi Brian,

Please find the Town's comments in the attached PDF. Please also contact Darren Loro at the Region to get the Region's input on the ToR.

If you have any questions, please feel free to contact me.



Kavleen Sachdeva, P.Eng
Transportation Planning Technologist
150 Mary Street., Milton ON, L9T 6Z5
905-878-7252 x2363
www.milton.ca

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From: Brian Wong <brian@candevcon.com>
Sent: Wednesday, July 21, 2021 10:27 AM
To: Eng - engineering@milton.ca <Incoming-Engineering-Email@milton.ca>
Cc: David Lee <david@candevcon.com>; Diarmuid Horgan <dhorgan@candevcon.com>
Subject: W20135 - 9230 Guelph Line - Traffic Impact Study Terms of Reference (Milton)

To whom it may concern,

As per Michael Turco's preconsultation comments for Transportation Planning attached, a Terms of Reference is to be submitted prior to the start of a Transportation Impact Study. We understand that Michael is no longer working for the Town of Milton. Can you please circulate the Terms of Reference and the latest Layout Plan attached accordingly so that we can receive comments back with regards to the scope of work.

If you require any further information, please do not hesitate to contact me.

Brian Wong, P.Eng.

Intermediate Transportation Engineer

CANDEVCON LIMITED
CONSULTING ENGINEERS & PLANNERS
GTA WEST OFFICE (CORPORATE)
9358 Goreway Drive
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E-mail: brian@candevcon.com

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File No. W20135
July 21st 2021

MOHAWK INN

PROPOSED TRAILER STORAGE YARD

9230 GUELPH LINE

TOWN OF MILTON

APPENDIX "A"
TRAFFIC IMPACT BRIEF – TERMS OF REFERENCE

- a) Assemble, review and confirm background data (i.e. traffic volume/flow on the adjacent road network during weekday peak hours) available from official sources, existing road geometry and access locations.
- b) Gather turning movement counts (if necessary) for the intersection of Guelph Line at Campbellville Road during the Weekday AM and Weekday PM Peak Hours. (We may need to use historical traffic counts given the current Covid-19 situation)
- c) Confirm growth rates on Guelph Line and Campbellville Road to project traffic counts.
- d) Analyze peak period existing traffic operations at the following intersection. (To be confirmed with the Region of Halton and the Town of Milton) **Please use a 2% growth rate per annum for Town Roads.**
 - Guelph Line at Campbellville Road.
- e) Complete traffic operations and volume-capacity analyses using the Synchro 9.0 software.
- f) Assess existing traffic operations at the intersection mentioned above.
- g) Assess future trips generated by the proposed Trailer Storage Yard during the Weekday AM and Weekday PM Peak Hours. **Please provide the detailed methodology used to determine the trips generated from the subject site**
- h) Review the site access location. (Reference the MTO Corridor Control guideline.)
- i) Analyze the turning movements of WB-20 Trucks for future traffic circulation at the driveway access to the Guelph Line.
- j) Prepare a Brief to summarize the findings of the traffic impact analysis. Submit the Brief to the Region of Halton, the Town of Milton and MTO for review/comments.
- k) Provide and circulate copies of the Brief to all applicable approval authorities.
- l) Update the Brief as required to address Agency comments.
Analysis of a 5-year horizon with and without the addition of site generated traffic will be required.

Brian Wong

From: Loro, Darren <Darren.Loro@halton.ca>
Sent: August 10, 2021 2:56 PM
To: Brian Wong
Cc: Spoleti, Antonino; David Lee; Diarmuid Horgan; Clackett, Robert; Krusto, Matt; Kavleen.Sachdeva@milton.ca
Subject: RE: W20135 - 9230 Guelph Line - Traffic Impact Study Terms of Reference (Halton Region)
Attachments: W20135 - TOR [FINAL].pdf; send-dkh-home-W20135-TLP-1-TRAILER-STORAGE-LAYOUT-PLAN-MOHAWK-MOTEL-JULY....pdf

Hi Brian,

Transportation Planning has reviewed the Trailer Storage Layout Plan for the proposed trailer storage yard and the “Proposed Trailer Storage Yard 9230 Guelph Line Town of Milton Traffic Impact Brief – Terms of Reference” and offers the following comments:

Site Plan Comments

Any lands within 17.5m of the centreline of the original 66ft right-of-way of Guelph Line (Regional Road 1) that are part of the subject property shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements. This land dedication should be clearly illustrated and dimensioned on development plans.

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

Setbacks from the ultimate property line along Guelph Line must be per the Town of Milton’s requirements.

Request for more information

Prior to preparing the transportation study, please provide the Region with:

- the methodology proposed to forecast trip generation for the proposed development;
- the methodology proposed to estimate trip distribution for site generated traffic; and
- trip generation forecasts (for heavy trucks) for the proposed development during the weekday a.m. and p.m. peak hours.

Depending on the scale of the trip generation forecasts for the site, the Region may require a comprehensive Transportation Impact Study (TIS) as opposed to a Traffic Impact Brief as proposed.

MTO Review

Given the anticipated increase in heavy truck volumes on Guelph Line to and from Highway 401, consultation with the Ministry of Transportation of Ontario (MTO) is recommended prior to preparing the transportation study to determine if they require analysis of the Highway 401 ramp terminal at Guelph Line and if so, receive confirmation from the MTO on the proposed Terms of Reference.

Traffic Data

Traffic counts newer than March 2020 should not be used given the impacts to travel patterns resulting from the COVID-19 pandemic. Historical traffic data should be used and adjusted to reflect 2021 “existing” conditions, with

the methodology and assumptions for adjustments clearly documented in the study. Historical traffic data and signal timing data can be requested at trafficdatarequests@halton.ca.

Horizon Years

Analysis should be conducted for 2021 “existing” conditions and for future background and total conditions for the five-year horizon (2026).

Growth Rates

Per the Region’s EMME model forecasts, please apply a growth rate of 2% compounded annually to Guelph Line to forecast 2026 future background volumes.

Study Intersections

Please include the subject property site access to Guelph Line within the study scope.

Traffic Operations Analysis

Traffic operations analysis must be conducted and results documented per the Region’s Transportation Impact Study Guidelines. The TIS Guidelines are available online at: <https://www.halton.ca/Repository/Transportation-Impact-Study-Guidelines>.

Please use the SimTraffic application for queueing analysis at the study intersections.

Trip Generation and Distribution

The final study will need to clearly document the methodologies for forecasting trip generation for the proposed development and for estimating trip distribution for site generation traffic.

Access Spacing on Guelph Line

The site access location does not meet the minimum spacing requirement from Campbellville Road per the Region’s Access Management Guideline. The Access Management Guideline is available online at: <https://www.halton.ca/Repository/Access-Management-Guideline>.

However, we understand that access opportunities to Guelph Line for the subject property are limited. Therefore, the study will need to demonstrate that there are no future traffic operations nor safety issues on Guelph Line associated with the spacing between Campbellville Road and the site access.

Other Traffic Safety Analysis Components

Per the Region’s Transportation Impact Study Guidelines, the TIS should include analysis of other transportation components including (but not limited to):

- ingress from Guelph Line into the site (e.g. heavy trucks waiting on Guelph Line to turn left into the site and potentially impeding northbound traffic on Guelph Line and exiting traffic from the Highway 401 westbound off-ramp);
- sight distance availability and requirements at the site access to Guelph Line;
- clear throat availability at the site access drive aisle (between Guelph Line and the existing internal connection to the adjacent gas station); and
- passenger car and heavy truck overlapping traffic streams within the site access drive aisle that may result from the existing internal connection to the adjacent gas station.

Cheers,
Darren

Darren Loro, C.E.T.
Project Manager I – Transportation Planning Coordination
Infrastructure Planning & Policy
Public Works
Halton Region
905-825-6000, ext. 2694 | 1-866-442-5866



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From: Brian Wong <brian@candevcon.com>
Sent: Thursday, July 29, 2021 11:44 AM
To: Loro, Darren <Darren.Loro@halton.ca>
Cc: Spoleti, Antonino <Antonino.Spoleti@halton.ca>; David Lee <david@candevcon.com>; Diarmuid Horgan <dhorgan@candevcon.com>
Subject: RE: W20135 - 9230 Guelph Line - Traffic Impact Study Terms of Reference (Halton Region)

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you are unsure or need assistance please contact the IT Service Desk.

Good Morning Darren,

I was recently instructed by Kavleen Sachdeva from the Town of Milton to submit the Terms of Reference for the proposed Trailer Storage Yard that is located immediately west of Guelph Line and north of Highway 401. The Terms of Reference and the latest Layout Plan are attached for your review and comment.

If you require any further information, please do not hesitate to contact me.

Brian Wong, P.Eng.

Intermediate Transportation Engineer

CANDEVCON LIMITED
CONSULTING ENGINEERS & PLANNERS
GTA WEST OFFICE (CORPORATE)
9358 Goreway Drive
Brampton, Ontario, L6P 0M7
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APPENDIX B

RELEVANT EXCERPTS FROM THE ITE TRIP GENERATION MANUAL

Land Use: 320

Motel

Description

A motel is a place of lodging that provides sleeping accommodations and provides little or no meeting space and few supporting facilities. Exterior corridors accessing rooms (immediately adjacent to a parking lot) is common for a motel. Hotel (Land Use 310), all suites hotel (Land Use 311), business hotel (Land Use 312), and resort hotel (Land Use 330) are related uses.

Additional Data

Sixteen studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Florida, Indiana, New Jersey, New York, Oregon, South Dakota, and Texas.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Source Numbers

172, 187, 191, 277, 295, 300, 357, 439, 443, 598, 877, 915, 1046

Motel (320)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

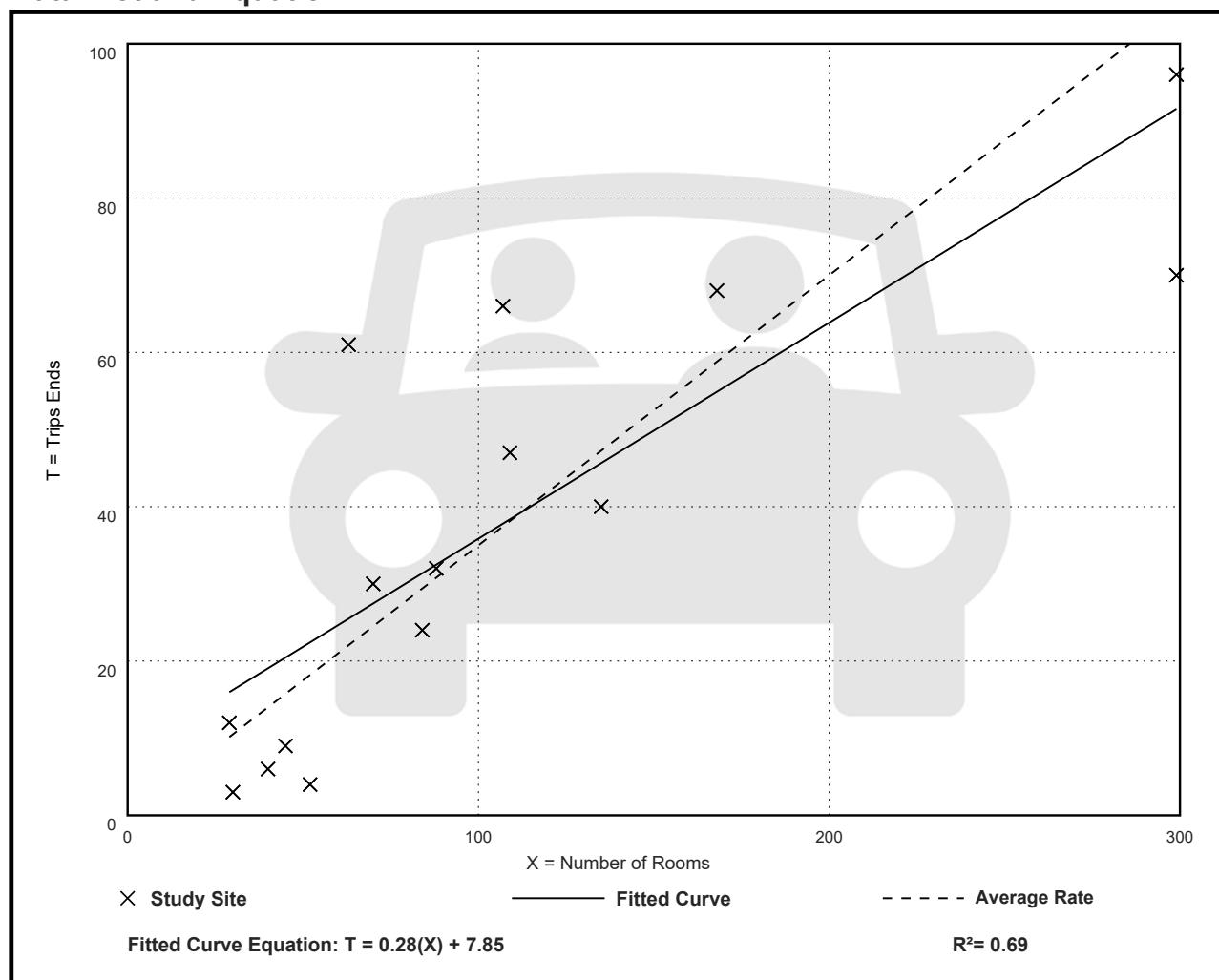
Avg. Num. of Rooms: 108

Directional Distribution: 37% entering, 63% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.35	0.08 - 0.97	0.18

Data Plot and Equation



Motel (320)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 20

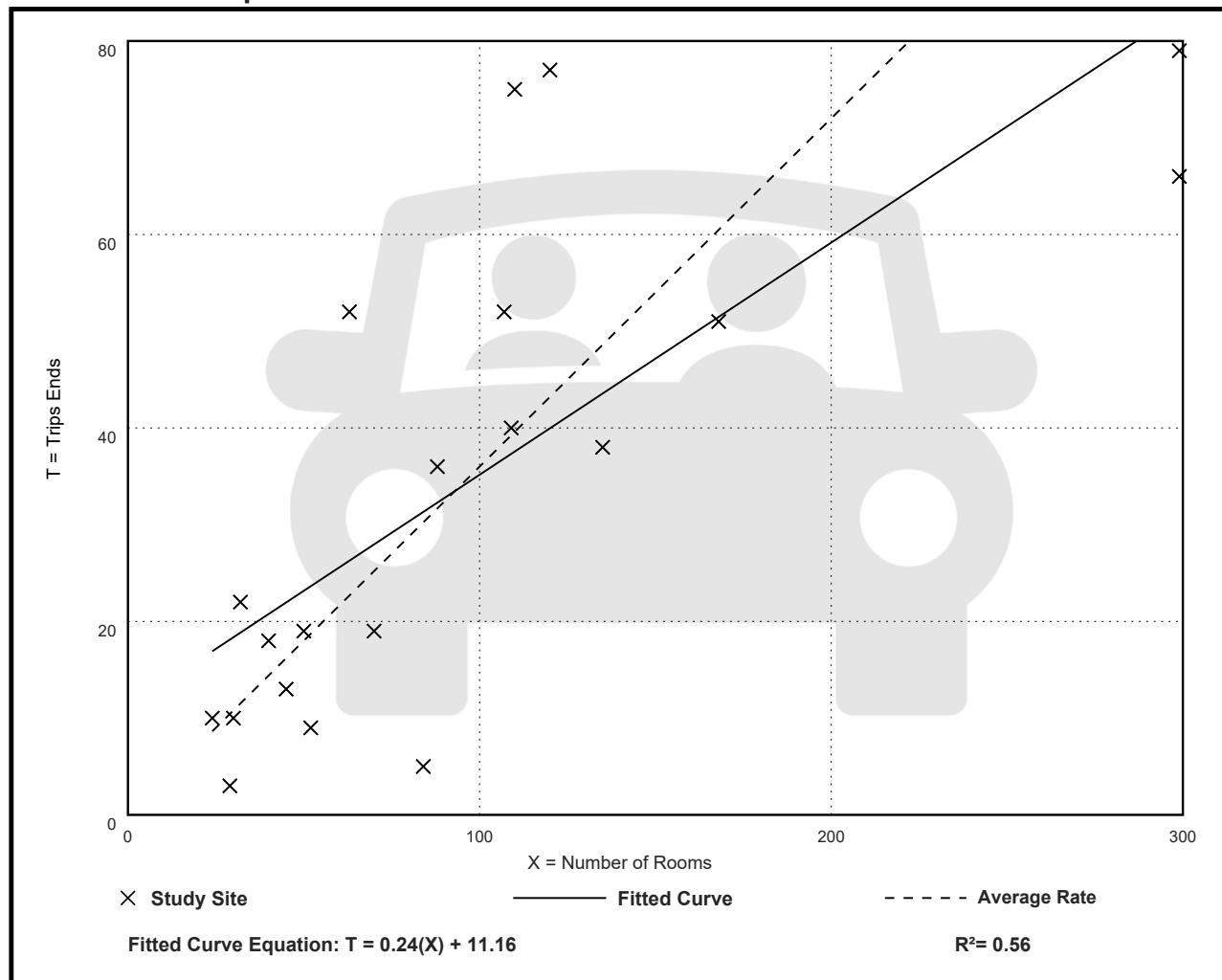
Avg. Num. of Rooms: 98

Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 0.83	0.18

Data Plot and Equation



APPENDIX C

SITE VISIT FOR EXISTING CONDITIONS



EXISTING SITE ACCESS AT GUELPH LINE – LOOKING NORTH