WATER AND WASTEWATER

AREA SERVICING PLAN

ADDENDUM

FOR THE

AGERTON SECONDARY PLAN

AREA

IN THE

TOWN OF MILTON

REGION OF HALTON

PROJECT NO. 18-1073

FEBRUARY 2026

WATER AND WASTEWATER AREA SERVICING PLAN ADDENDUM FOR THE AGERTON SECONDARY PLAN AREA

TOWN OF MILTON
REGION OF HALTON

FEBRUARY 2026

TABLE OF CONTENTS

TABLES

FIGURES

APPENDICES

WATER AND WASTEWATER AREA SERVICING PLAN ADDENDUM FOR THE AGERTON SECONDARY PLAN AREA

TOWN OF MILTON
REGION OF HALTON

FEBRUARY 2026
OUR FILE: 18-1073

1.0 INTRODUCTION & PURPOSE

The Milton Phase 4 Agerton Secondary Plan area (***Agerton***), referred to as the 'Subject Lands' is comprised of approximately 437 hectares in the vicinity of Trafalgar Road generally bound by Highway 401 to the north, Eighth Line to the east, Derry Road to the south, and the Greenbelt to the west, as illustrated in ***Figure 1***. The Subject Lands are bisected by an existing hydro corridor, creating separated north and south regions. The Town of Milton, through their consultant Wood Environment & Infrastructure Solutions, completed an Area Servicing Plan (***ASP***) for the Agerton & Trafalgar Secondary Plans with a final report dated April 13, 2022. This study outlined the water and wastewater servicing needs for the Subject Lands.

Since the completion and acceptance of the ***ASP*** by the Town and Region, the Agerton Secondary Plan has been advanced and identified that additional population will be realized beyond the quantum included in the ***ASP***. As such, this ASP Addendum is required in support of the Secondary Plan to affirm the water and wastewater servicing needs resulting from the additional population.

The Terms of Reference for this ASP Addendum is included in ***Appendix A***.

The Land Use Plan, prepared by the participating landowners of Agerton New Urban Ltd. (***Agerton LOG***), acts as the basis for all figures and analyses outlined in this Addendum. The plan, illustrated in ***Figure 2***, includes development of medium / high density residential, institutional, park, mixed-use, and employment blocks within the Subject Lands.

This addendum report validates the proposed water and wastewater servicing for the Subject Lands given the increased population and addresses changes to the wastewater servicing concept of the Subject Lands from the ***ASP***.

2.0 PREVIOUS STUDIES AND REPORTS

The following materials have been reviewed in support of this addendum report:

- **Agerton & Trafalgar Secondary Plans Area Servicing Plan**
  Wood Environment & Infrastructure Solutions, April 2022
  (ASP)

- **Detailed Design Drawings, Region Contract S-3126B-21, 1200mm Wastewater Main on Trafalgar Road**
  Regional Municipality of Halton / Hatch, May 2022
  (Trafalgar Trunk)

- **Water and Wastewater Linear Design Manual – Version 7**
  Regional Municipality of Halton, December 2025
  (Region Standards)

- **Town of Milton Engineering and Parks Standards Manual**
  Town of Milton, September 2024
  (Town Standards)

- **Design Guidelines for Sewage Works**
  Ministry of the Environment, Conservation and Parks, February 2016 (*Updated November 2023*)
  (MECP Sewer Design Guidelines)

- **Design Guidelines for Drinking Water Systems**
  Ministry of the Environment, Conservation and Parks, January 2016 (*Updated May 2023*)
  (MECP Drinking Water Design Guidelines)

- **2022 Development Charges Update Water/Wastewater Technical Report**
  GM BluePlan Engineering, September 2021
  (2022 DC Update)

3.0 PHASING & POPULATION

3.1 Phasing

As outlined in ***Figure 2***, the north and south regions of the Subject Lands are separated by an existing hydro corridor. The south region is composed of a mix of employment, institutional, park, mixed-use, and medium / high density residential lands. Portions of the Subject Lands have been designated as Major Transit Station Area (MTSA), due to a proposed Go Station which will be located within the south region, within the Agerton Capital property. The north region is primarily composed of employment lands and NHS, with some existing employment lands along Auburn Road.

It is expected that the precise timing of individual subdivisions within the community will vary based on owner requirements, market conditions, and availability of infrastructure.

3.2 Population

The planned populations for the Agerton Secondary Plan have evolved through various existing and ongoing studies. The approved ***ASP*** was based on a preliminary population assumption, while it is understood the ongoing Region Integrated Master Plan is based on the 2024 Joint Best Planning Estimates (JBPE). Since then, the Town has increased the targets for the Agerton Secondary Plan to 14,100 people and 17,500 jobs to 2051. In addition, given the lands include a MTSA and proposed Secondary Plan policies allow for a range of densities, there is potential for additional population beyond 2051 that is to be considered in the infrastructure assessments.

A summary of the evolution of planned populations for the Subject Lands is provided in **Table 3-1** below. Further background is included as ***Appendix B***.

Table 3-1: Agerton Population Estimates

Study	Population
Approved Area Servicing Plan (ASP)	Residential: 6,800 Employment: 15,000
Joint Best Planning Estimate (JBPE)	Residential: 8,256 Employment: 14,450
Secondary Plan (to 2051)	Residential: 14,100 Employment: 17,500
Allowance for Post-2051 Ultimate Buildout Population*	Residential: 12,600
Area Servicing Plan Addendum (incl. Post-2051 allowance*)*	Residential: 26,700 Employment: 17,500

** as estimated by SGL Planning & Design, see Appendix B3*

To ensure infrastructure is adequately sized at this preliminary level of study, the ultimate buildout population (including a projection of residential growth beyond the planning horizon of 2051) prepared by the Group Planner for the ***Agerton LOG*** has been considered for this ASP Addendum.

This ultimate potential population assessment was completed for each Traffic Analysis Zone (TAZ) area and considered the location, configuration, density allowances, and practical buildout of each land use area within the MTSA. From the assessment, a projected ultimate residential population of 26,700 was derived (See ***Appendix B3***).

For employment population, the Town's Secondary Plan estimate of 17,500 has been implemented. This total has been distributed between institutional uses, employment within the mixed-use areas of the MTSA (as derived by SGL Planning in ***Appendix B3***), and the remainder assigned to the Employment and Business Commercial areas of the Secondary Plan. The latter results in a population density of approximately 71 persons / ha for the Employment / Business Commercial areas which is less than ***Region Standards*** of 145 persons / ha for light industrial areas but is consistent with the Secondary Plan objectives. A summary of the populations used for this ASP Addendum and their sources are summarized in **Table 3-2**.

Table 3-2: ASP Addendum Population Allowances

LAND USE		POPULATION	SOURCE
Residential	To 2051	14,100	Secondary Plan
	Post-2051 Allowance	12,600	Ultimate Buildout Projection by SGL Planning (See ***Appendix B3***)
	Total Residential	26,700	
Employment	Institutional, Park, and Community Centre	611	40 persons / hectare per 2024 ***Region Standards***[1]
	MTSA (Mixed Use Areas)	2,609	Ultimate Buildout Projection by SGL Planning (See ***Appendix B3***)
	Employment & Business Commercial Areas	14,280	Remainder of Secondary Plan
	Total Employment	17,500	Secondary Plan

1 – 2024 Region Standards implemented prior to the release of the 2025 LDM by the Region. Updated density of 50 ppl/Ha to be implemented through the next level of study.

The populations used will be reviewed at each stage of study to ensure an appropriate population is used throughout the planning and detailed design process, in consultation with the Region.

4.0 WATER SUPPLY SERVICING

4.1 Design Criteria

The water supply servicing the Subject Lands has been designed according to the Region of Halton Water and Wastewater Linear Design Manual (***Region Standards***) such that adequate pressures and fire flows can be achieved. Water design flows will be designed with the following criteria listed below in **Table 4-1**. The population densities utilized for this study are consistent with **Table 3-2**.

Table 4-1: Water Design Criteria

Demand Type	Criteria
Average Daily Demand Residential ICI	 230 L/cap/day 190 L/emp/day
Maximum Daily Demand Peaking Factor Lake-Based Supply	 1.9
Maximum Hourly Demand Peaking Factor Lake-Based Supply	 3.0

The development must meet the Region of Halton pressure criteria for domestic flow conditions between 40 psi (275 kPa) and 100 psi (690 kPa) and fire flow conditions should be maintained above 20 psi (140 kPa). The Building Code maximum domestic flow criteria of 80 psi (550 kPa) must also be met within the dwelling.

4.2 Existing Water Servicing

Existing watermains are currently available in the vicinity of the Subject Lands, as shown in **Table 4-2**. The Subject Lands currently fall within Pressure Zone 250.

Table 4-2: Summary of Existing Water Infrastructure Adjacent to Subject Lands

Watermain	Location
DERRY ROAD	
900 mm ➢ Regional ID: 5875	Trafalgar Road to Fifth Line
TRAFALGAR ROAD	
Twin 900 mm ➢ Regional ID: 4985	Ashgrove Reservoir to Derry Road

The location of existing water infrastructure is illustrated in ***Figure 4***, with Regional ID references included.

4.3 Planned Water Infrastructure – Master Plan

The Water and Wastewater Master Plan set out the preferred servicing strategy and location of future watermains to support the development of the Subject Lands. The Master Plan updates completed by the Region utilize regional water models and simulated demands (for buildout of growth areas) to establish a comprehensive water supply to meet the regional distribution of population and employment demands to the year 2031. Excerpts from the ***2022 DC Update*** are included in ***Appendix C***, and planned Region infrastructure is summarized in **Table 4-3** and ***Figure 4***.

Table 4-3: Summary of Planned Trunk Water Infrastructure

REGIONAL ID	SIZE	REGION'S ANTICIPATED CONSTRUCTION TIMING	LOCATION
DERRY ROAD			
6638	400 mm	Starting in 2026	From Trafalgar Rd to 8th Line

4.4 Proposed Water Servicing

The Subject Lands will be serviced by a proposed network of new watermains, designed in accordance with the latest ***Region Standards***, connecting to the existing and proposed watermains in Trafalgar Road and Derry Road. The proposed watermains are illustrated in ***Figure 5***. This ***ASP Addendum*** proposes modifications to the ***ASP***, detailed below.

4.4.1 Modifications from the ASP

The water servicing approach is generally similar to the ***ASP***, with the same DC infrastructure proposed with no major alignment changes. The local watermain alignments and connections to existing watermains have been refined through this ***ASP Addendum***.

The ***ASP*** originally identified three connections to the existing watermain on Trafalgar Road to service the Subject Lands. The ***ASP*** also outlined a 'reduced connection scenario' where only two connections were proposed. Excerpts from the ***ASP*** illustrating the connection points are included in ***Appendix D***.

While it is recognized that the Region desires to minimize connections to the existing Trafalgar watermains, this ASP proposes to maintain the approved ASP strategy and proposes three connections, as outlined in ***Figure 5***. Given the significant population potential for the MTSA lands, two connections for the southern lands are required to ensure adequate water demands are achieved. Providing two southern connections also ensures independent connections are available for the participating lands to allow flexibility in phasing and staging of the MTSA buildout. In particular, this provides an independent connection for the property of the proposed GO station to ensure the station can be constructed without dependence on external lands.

In summary, this addendum proposes three connections to the existing Trafalgar watermain, one connection to the existing Derry Road western watermain, and two connections to the proposed Derry Road eastern watermain (DC 6638). The proposed connections will ensure adequate flows are achieved throughout the Subject Lands and provides timing flexibility and independence for each of the individual properties.

4.4.2 Watermain Analysis

A watermain analysis was conducted to confirm watermain servicing required for the ultimate buildout of the Subject Lands. The ultimate population was applied within the model to the Region's forecast year of 2031. The scenarios are outlined in the watermain analysis, included as ***Appendix E***, and outlined in **Table 4-4** below.

The service pressures are expected to range between the ranges noted in **Table 4-4** below:

Table 4-4: Watermain Pressure Ranges by Scenario

Scenario:	Average Day (psi)	Maximum Day (psi)	Peak Hour (psi)	Max Day + Fire
2031 (South Parcel)	63.9 – 82.7	64.0 – 82.7	47.7 – 71.7	380 – 3,209 L/s @20psi
2031 (North Parcel)	61.5 – 76.1	61.6 – 76.2	45.8 – 60.6	303 – 1,809 L/s @20psi

The pressures noted above are within the Region of Halton standards for water distribution systems. Pressure reducing valves (PRVs) on individual services may be required where the pressure exceeds the OBC maximum pressure criteria of 80 psi (550 kPa).

The watermain analysis is included in ***Appendix E.***

4.4.3 Preliminary DC and Local Trunk Watermains

The conceptual water servicing scheme, including local trunk watermains, utility crossings, and existing infrastructure is shown in ***Figure 5.***

The watermains are expected to be constructed concurrent with the land development applications. In the event that regional water projects are not completed at the time of development, interim water servicing alternatives will be investigated to meet the servicing requirements for the initial phases of the Subject Lands.

There are no proposed DC watermains to be constructed by the landowners within the Study Limits.

5.0 WASTEWATER SERVICING

5.1 Design Criteria

The wastewater mains will be designed with the following ***Region Standards*** listed below in **Table 5-1**.

Table 5-1: Wastewater Design Criteria

DEMAND TYPE	DEMAND
Average dry weather flow Residential Design ICI	 215 L/capita/day 185 L/emp/day
Infiltration	0.28 L/s/ha
Peaking Factor	Modified Harmon Formula *(**Region Standards** Section 3.2.3)*

The populations for each land use implemented for this addendum are outlined in **Table 3-2**. All populations and densities will be refined based on final land uses at the detailed design stage, in consultation with the Region.

To account for future external flows from the future employment area east of Eighth Line, the ***Region Standard*** density of 145 persons / hectare has been implemented (accounting for 'Light Industrial Areas').

5.2 Existing Wastewater Infrastructure

Existing wastewater infrastructure is currently available in the vicinity of the Subject Lands as shown in **Table 5-2**.

Table 5-2: Existing Trunk Wastewater Infrastructure

Sanitary Sewer	Location
AUBURN ROAD	
1200mm Sanitary Sewer ➢ Regional ID 7553 ➢ Regional ID 7554	From Steeles Avenue to Trafalgar Road
TRAFALGAR ROAD	
1200mm Sanitary Sewer	From Auburn Road to Derry Road

➢ Regional ID 7555	
1200mm Sanitary Sewer ➢ Regional ID 7529 ➢ Regional ID 7530	From Derry Road to Britannia Road

As a result of previous discussions and coordination with the Region, there are three existing connections to the Trafalgar Road trunk, designed with the intent to service the Subject Lands. The following existing connections have been provided:

- **Derry Road Intersection**:
  - **East**: A 600mm sanitary sewer connecting to a new manhole has been constructed. This will tie-into the future DC 6497 sewer, which will be designed by the Region.
  - **West**: A 600mm sanitary sewer, manhole, and stub have been provided for future tie-in to service the future 662073 Ontario Limited Lands, and a future non-participating property.

- **Agerton Capital Lands**:
  - A 600mm connection has been provided to the Agerton Capital lands, with the intent that they construct a manhole in the future to service their lands. The connection is outlined further in ***Section 5.4.2.***

The location of existing sanitary infrastructure is illustrated in ***Figure 6***.

5.3 Planned Wastewater Infrastructure – Master Plan

The Water and Wastewater Master Plan set out the preferred servicing strategy and general location of trunk sewers, pump stations, and forcemains to support the development of the Subject Lands. The recommended wastewater infrastructure as part of the approved ***2022 DC Update*** is summarized in **Table 5-3.** Through the Region's Integrated Master Plan, it was identified that the Derry Road sewer should be increased to a 525mm trunk to accommodate increased Agerton populations, and future employment lands east of Eighth Line.

Table 5-3: Summary of Planned Trunk Wastewater Infrastructure

REGIONAL ID	SIZE/TYPE	LOCATION
DERRY ROAD		
6497	525 mm *(originally 300mm per the 2022 DC Update)*	From Eighth Line to Trafalgar Rd (MIL)
EIGHTH LINE		
6503	450 mm (originally 300mm per the 2022 DC Update)	From north of Derry Rd to Derry Rd (MIL)

Excerpts from the ***2022 DC Update*** are included in ***Appendix C***.

All sanitary flows generated within the Subject Lands will be conveyed south to the Mid-Halton Wastewater Treatment Plan for treatment via the Britannia Road pumping station in the interim, and ultimately via the Lower Base Line Pumping Station once the appropriate infrastructure is constructed.

5.4 Proposed Internal Wastewater Servicing

The Subject Lands are to be serviced by a proposed network of new gravity wastewater sewers, designed in accordance with the latest ***Region Standards***. The Subject Lands will be serviced by existing and proposed connections to the existing Trafalgar Road trunk and the future Derry Road sanitary sewer (DC 6497), which is to be constructed by the Region. The proposed connections to the sanitary trunk sewers are outlined in **Table 5-4**. The proposed sanitary drainage areas and sewer profiles can be found in ***Figures 7*** and ***8*** respectively, and the design sheets are included in ***Appendix F***.

This ***ASP Addendum*** proposes modifications to Wood's previous ***ASP***, detailed through **Section 5.4.1**.

5.4.1 Modifications from the ASP

The ***ASP*** identifies various connections to the existing Auburn Road and Trafalgar Road sanitary trunks, as well as connections to the proposed Eighth Line and Derry Road trunks.

Figure 2.3 of the ***ASP*** (included in ***Appendix D***) identifies fifteen (15) connections from the Subject Lands to the existing and proposed Regional Trunks. **Table 5-4** below summarizes the modifications to connection locations and reduction in proposed connections through this addendum:

Table 5-4: Modifications to ASP Connections

Proposed Connection	ASP Approach (Figure 2.3)	ASP Addendum Modification
Eighth Line	Two (2) proposed connections north of utility corridor ➢ Connections to MH 17 & MH 16 One (1) proposed connection south of utility corridor ➢ Connection to future MH north of Derry Road	No connections proposed to Eighth Line through this addendum.
Auburn Road	Four (4) proposed connections to Auburn Road ➢ Two (2) connections between MH 15 & MH 16 ➢ Two (2) connections between MH 14 & MH 15	Two (2) proposed connections at MH 14. ➢ Additional connections may be proposed through the design of the employment areas, pending development timing and requirements.
Trafalgar Road (north region)	Two (2) proposed connections ➢ Both connections at MH 12	No modifications ➢ Two (2) proposed connections at MH12.
Trafalgar Road (south region)	Three (3) proposed connection ➢ West connection between MH 11 & MH 10 ➢ West connection between MH 9 & MH 10 ➢ East connection at MH 9	Modifications to reflect three (3) existing stubs that have been constructed at MH 9 (west & east) and MH 10A
Derry Road	Three (3) proposed connections to the future Derry Road trunk ➢ All connections were proposed between Trafalgar Road and Eighth Line	Two (2) proposed connections to the future Derry Road Trunk east of Trafalgar Road ➢ Per the Region's Integrated Master Plan and as illustrated in the Sanitary Design Sheets

Proposed Connection	ASP Approach (Figure 2.3)	ASP Addendum Modification
		(Appendix F), the 525mm Derry Road trunk will be adequate to service the Subject Lands and future employment lands east of the Subject Lands.

The total number of sanitary connections to existing / proposed regional infrastructure has been reduced from fifteen (15) to nine (9) through this addendum.

5.4.2 Preliminary DC Sewers & Local Trunks

The general drainage strategy is outlined in ***Figure 7***, illustrating the proposed trunk connections for each portion of the site (via Trafalgar Road, Auburn Road, and Derry Road). Trunk profiles have been provided within ***Figure 8***, and all trunk sizing has been verified through the Sanitary Design Sheets included in ***Appendix F.***

Table 5-5 below summarizes the location and flow / capacity expected at each proposed and existing connection for the Subject Lands.

Table 5-5: Summary of Proposed Sanitary Connections

Sanitary Connection	Size (mm)	Population (Residential & Employment)	Q/Qf
Existing Manholes			
Trunk 1: Trafalgar Road MH 12A (West Connection)	300	2,298	45%
Trunk 2: Trafalgar Road MH 12A (East Connection)	200	463	27%
Trunk 3: Auburn Road MH 14 (north connection)	300	1,870	35%
Trunk 3: Auburn Road MH 14 (south connection)	300	2,895	52%

Trunk 4: Trafalgar Road MH 1010A to MH 10A ***(Existing Stub)***	600	13,484	20%
Trunk 5: Trafalgar Road MH 9B ***(Existing Stub)***	600	6,103	12%
Future Manholes			
Trunk 6: Derry Road MH 995A	525 *(requesting a stub to edge of ROW with INV. 188.256)*	13,681	47%
Trunk 7: Derry Road MH 992A	375 *(requesting a stub to edge of ROW with INV. 191.981)*	3,400	35%

To ensure adequate servicing for the Subject Lands, it is requested that the Region provide stubs on the future Derry Road trunk (ID 6497) to match the invert and size outlined in the Sanitary Profiles (***Figure 9***). Providing stubs would minimize impacts to Derry Road for the future construction of Trunks 6 and 7.

Trunk 4 (*Agerton Capital Lands*)

Sanitary Trunk 4 (connecting to existing MH 10A in Trafalgar Road) will service approximately 32 Ha of the Agerton Capital lands. As outlined in the Sanitary Design sheets, the trunk has been proposed between 450mm and 600mm to support MTSA development lands including the proposed GO Station. Trunk 4 connects to the existing stub at MH 1010A which outlets to the Trafalgar Trunk at MH 10A. The location of the existing stub is outlined in ***Figure 7***.

Per discussions with the Region, an existing shaft has been left at the location of future MH1010A, which will be constructed by the developer. The existing 600mm connection to MH10A in Trafalgar Road was extended past the shaft limits, for future connection to MH1010A.

To access the Manhole 1010A connection, an easement through a future Medium Density condo block will be required. The easement size and alignment will be confirmed through detailed design.

Trunk 6 (*York Trafalgar*)

Sanitary Trunk 6 will connect to the future Derry Road Sanitary Sewer (ID 6497) and is proposed to service approximately 90 ha of the Subject Lands including a future community centre, fire station, medium / high density residential, and employment lands. Trunk 6 receives drainage from the York Trafalgar Lands, and the entirety of the non-participating CP lands.

Directing all CP lands through this trunk will eliminate any reliance of the Subject Lands on the future proposed sanitary sewer on Eighth Line (ID 6503) and assists in reducing the number of sanitary connections required (as outlined in ***Table 5-4***).

Given the scale of lands supported by Trunk 6, it is recommended that all portions of the trunk over 450mm be considered for inclusion in the Region's future DC update.

5.5 Cost Estimates – DC Sewers

Preliminary cost estimates for the proposed owner constructed DC sewer are provided below in ***Table 5-6*** with details in ***Appendix G***.

Table 5-6: Owner DC Sewer Preliminary Cost Estimates

Region ID	Description	Preliminary Cost Estimate
N/A (Trunk 6 and Trunk 6 Connection)	525mm sewer on internal 22m collector	~$1.0M

As outlined in ***Appendix G***, this estimate assumes that the Region is providing a connection for Trunk 6 extending to the future subdivision limit. This would ensure future construction of Trunk 6 minimizes impacts to Derry Road.

6.0 SERVICING FOR NON-PARTICIPATING PROPERTIES

There are non-participating properties within the Subject Lands. Trunk sewers and watermains will generally be available in the vicinity of the non-participating properties with options to connect that could be explored should they develop in the future. Local watermains and sanitary sewers could potentially be extended to service these properties in the future if required, subject to making satisfactory arrangements with the Region of Halton.

7.0 CONCLUSIONS

This addendum provides an overview of the proposed water and wastewater servicing for the Subject Lands located within the Region of Halton. This report demonstrates how the proposed internal water and wastewater infrastructure supports the Subject Lands given increased populations and modifications to the servicing concept from the ***ASP***.

Future studies prepared in support of individual draft plans of subdivision will refine the findings and preliminary design presented in this ***ASP Addendum***.

We trust this addendum report is satisfactory. Please do not hesitate to contact our office if you require additional clarification.

Prepared by,	Reviewed by,
David Schaeffer Engineering Ltd.	**David Schaeffer Engineering Ltd.**
	
Rebecca Auerbach	Alexandra Schaeffer, P.Eng.

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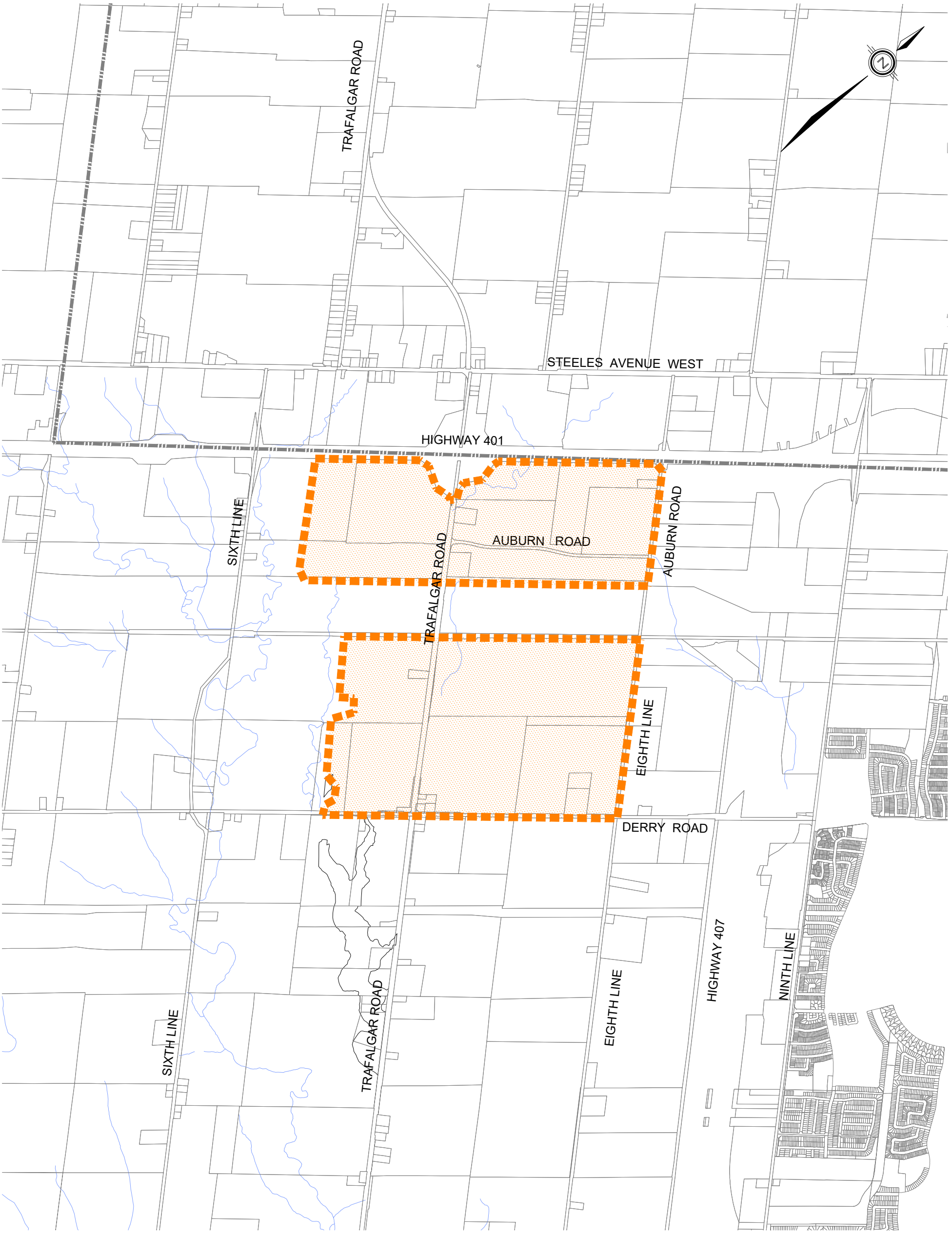
Drawings & Figures



LEGEND

SUBJECT LANDS

WATERCOURSE

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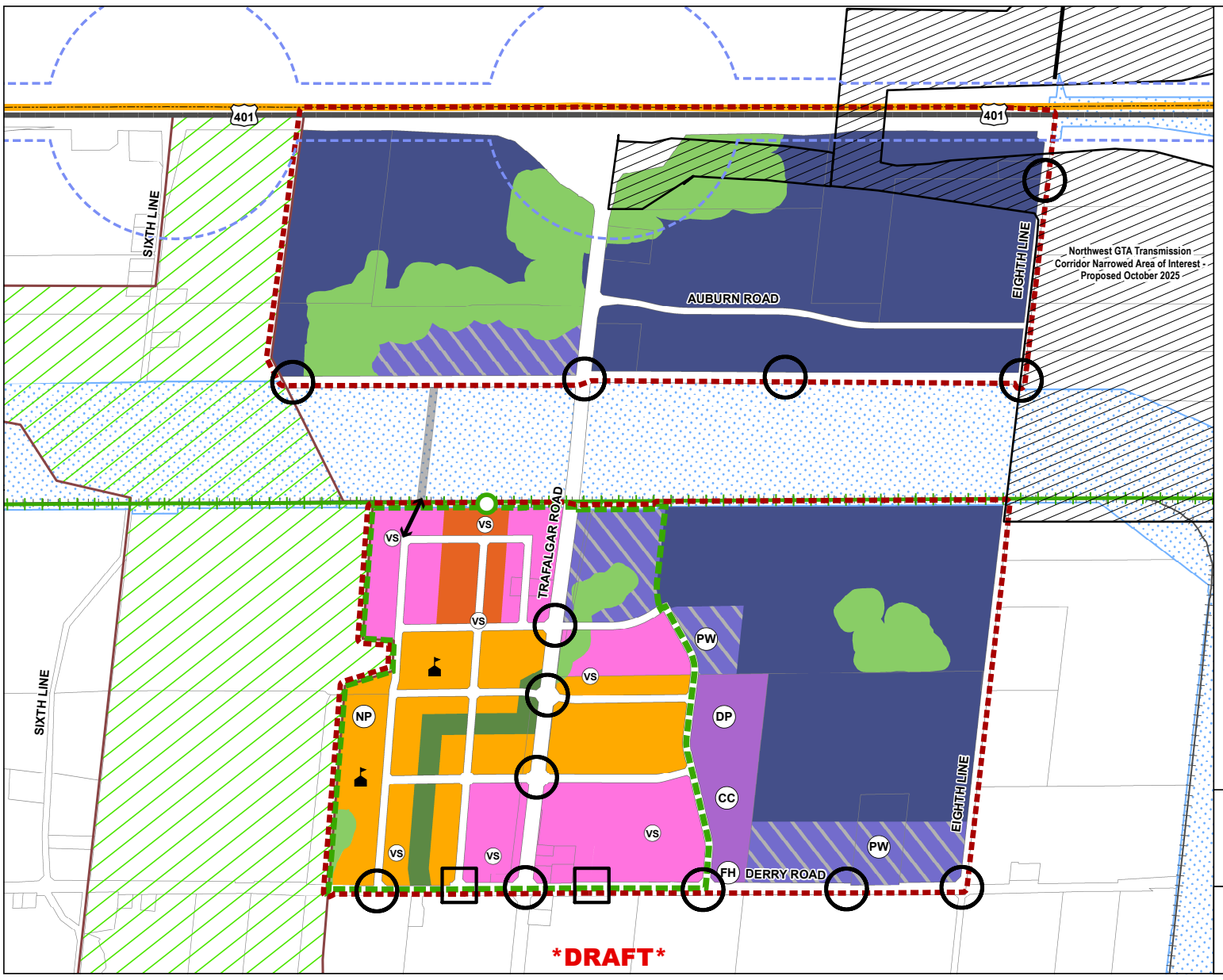
MP4 AGERTON - ASP
ADDENDUM
MILTON

SITE LOCATION PLAN

SCALE:	1:25000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	1



TOWN OF MILTON OFFICIAL PLAN

Schedule C.X.C

AGERTON SECONDARY PLAN LAND USE PLAN

- SECONDARY PLAN AREA
- MUNICIPAL BOUNDARY
- GREENBELT PLAN PROTECTED COUNTRYSIDE
- PARKWAY BELT WEST PLAN AREA
- MTO PERMIT CONTROLLED LANDS (BUILDING OR OTHER STRUCTURE)
- NORTHWEST GTA TRANSMISSION CORRIDOR NARROWED AREA OF INTEREST
- CANADIAN PACIFIC RAIL LINE
- GO STATION
- GO TRANSIT ROUTE
- MAJOR TRANSIT STATION AREA
- MEDIUM DENSITY RESIDENTIAL II
- MIXED-USE HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD CENTRE MIXED USE II
- PUBLIC USE
- MIXED COMMERCIAL AREA
- EMPLOYMENT AREA
- NATURAL HERITAGE SYSTEM (SUBJECT TO REFINEMENT)
- CHANNEL
- POTENTIAL GO STATION ACCESS
- POTENTIAL FULL-MOVES INTERSECTION
- POTENTIAL RIGHT-IN RIGHT-OUT INTERSECTION
- POTENTIAL CONNECTION
- SCHOOL
- FH FIRE HALL
- CC COMMUNITY CENTRE
- PW PLACE OF WORSHIP
- DP DISTRICT PARK
- NP NEIGHBOURHOOD PARK
- VS VILLAGE SQUARE

0 200 400 800
metres

NAD 1983 - UTM Zone 17N

This schedule forms part of the Official Plan and should be read in conjunction with the text.

Prepared by: Malone Given Parsons Ltd.

October 2025

LEGEND

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MP4 AGERTON - ASP
ADDENDUM
MILTON

LAND USE PLAN

SCALE:	NTS	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	2

HIGHWAY 401

TRAFALGAR ROAD

AUBURN ROAD

2689339
ONTARIO LTD

AGERTON
CAPITAL

CPKC RAIL YARD

662073
ONTARIO
LIMITED

YORK
TRAFALGAR

DERRY
CENTRALIA

EIGHTH LINE

DERRY ROAD

LEGEND

SUBJECT LANDS

PARTICIPATING LANDS

NON-PARTICIPATING LANDS

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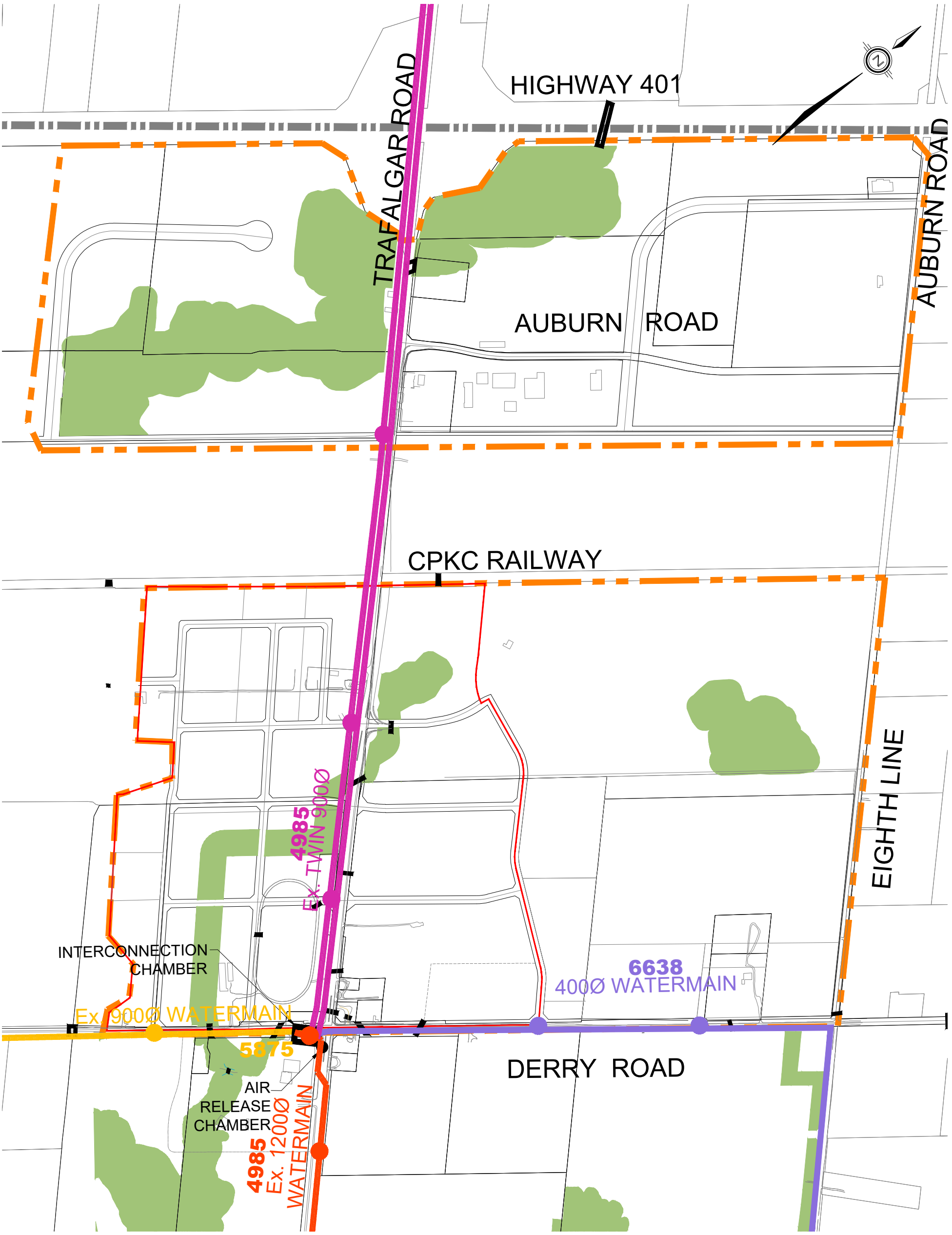
MP4 AGERTON - ASP
ADDENDUM
MILTON

PARTICIPATING LAND OWNERSHIP

SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	3



LEGEND

- SITE BOUNDARY
- MTSA BOUNDARY
- PROPOSED 400Ø WATERMAIN (B.O.)
- EXISTING TWIN 900Ø WATERMAIN
- EXISTING 1200Ø WATERMAIN
- EXISTING 900Ø WATERMAIN

5875 REGIONAL I.D.

NHS AREA

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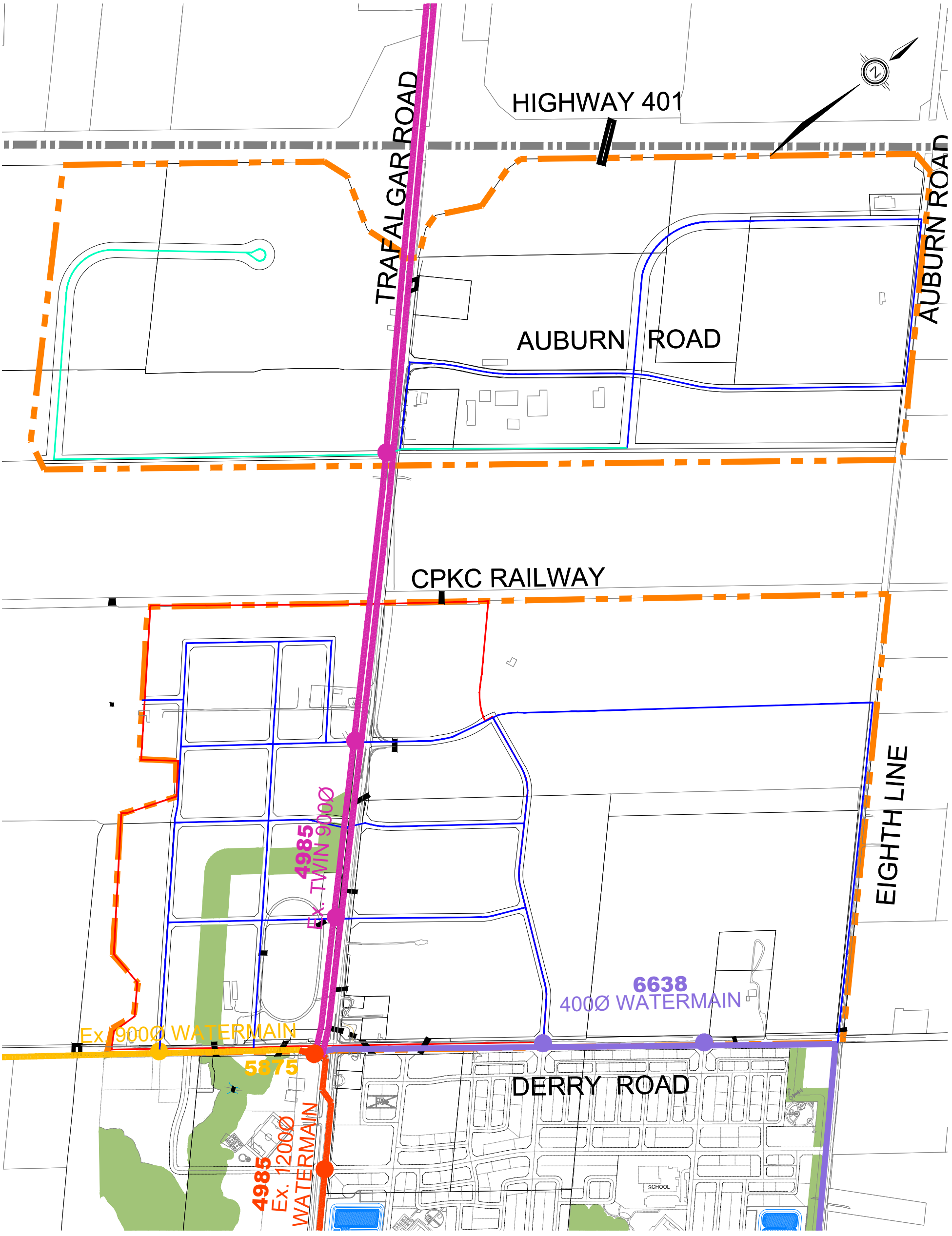
MP4 AGERTON - ASP ADDENDUM MILTON

EXISTING & PROPOSED REGIONAL WATER DC PROJECTS

SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	4



LEGEND

- SITE BOUNDARY
- MTSA BOUNDARY
- PROPOSED 300Ø WATERMAIN
- PROPOSED 400Ø WATERMAIN
- 400Ø WATERMAIN (B.O.)
- EXISTING TWIN 900Ø WATERMAIN
- EXISTING 900Ø WATERMAIN
- EXISTING 1200Ø WATERMAIN

5875 REGIONAL I.D.

EXISTING WATER CHAMBERS

CONNECTION TO EXISTING WATERMAIN

NHS AREA

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Markham, Ontario, L3R 0E7
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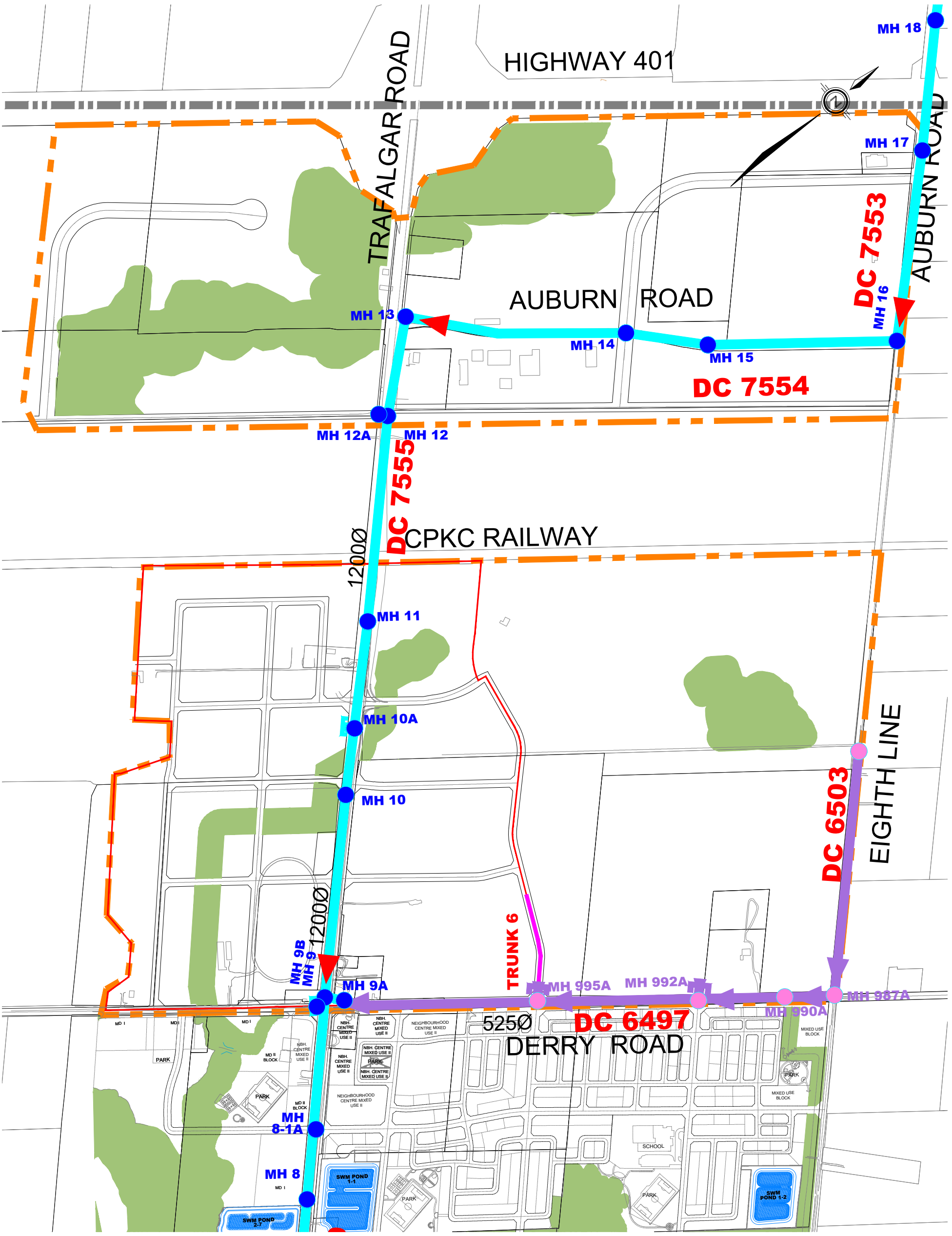
Fax. (905) 475-3081
www.DSEL.ca

MP4 AGERTON - ASP ADDENDUM
MILTON

PROPOSED WATERMAIN SERVICING

SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	5



LEGEND

- SITE BOUNDARY
- MTSA BOUNDARY
- EX. REGIONAL SANITARY TRUNK SEWER
- MH 8 — EX. REGIONAL SANITARY TRUNK MANHOLE
- REGIONAL SANITARY TRUNK SEWER (B.O.)
- MH 9A — REGIONAL SANITARY TRUNK MANHOLE (B.O.)
- NHS AREA
- PROPOSED DC SANITARY TRUNK SEWER
- DC 6497 — DC ID NUMBER
- EXISTING SANITARY STUB (B.O.)

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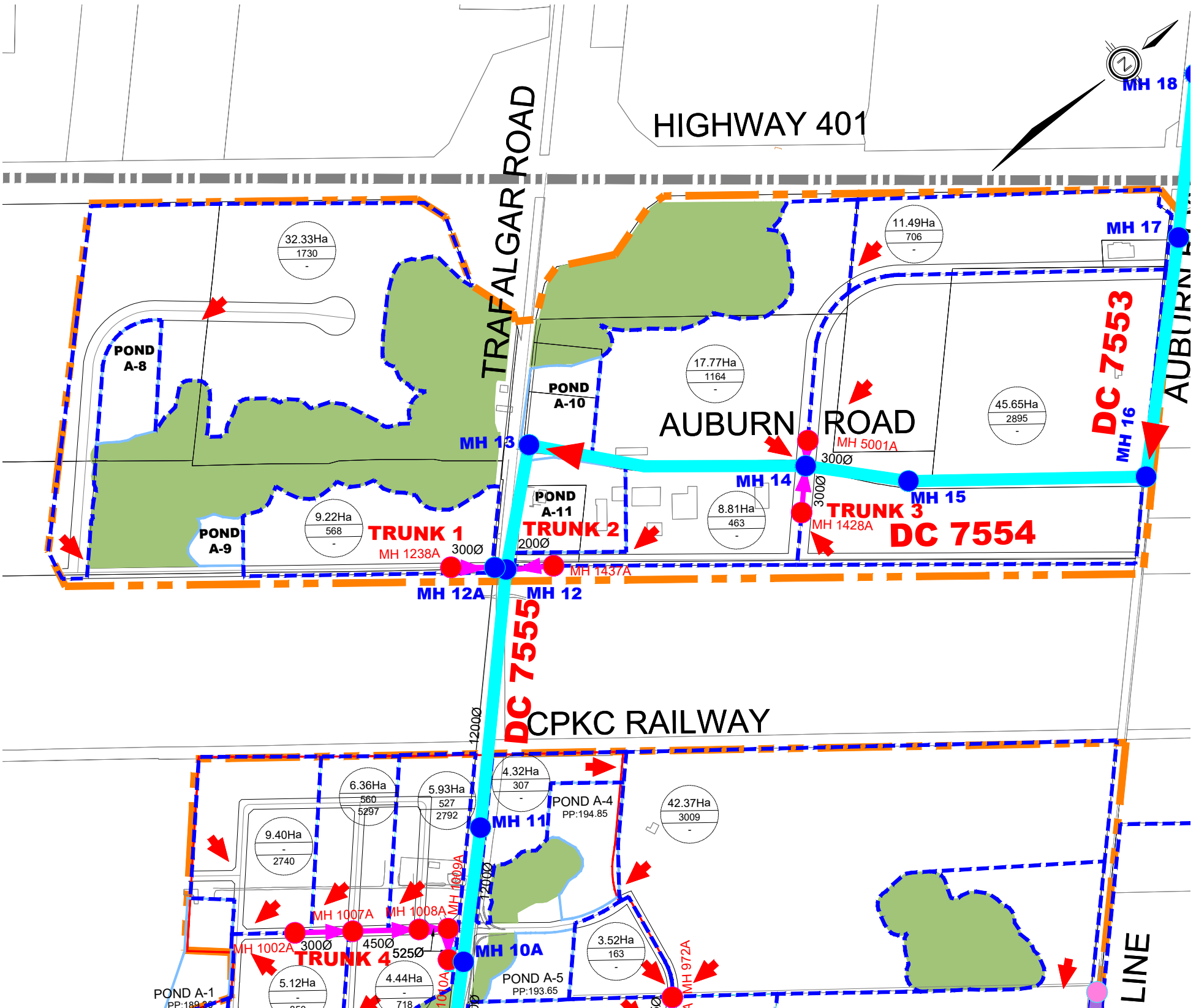
MP4 AGERTON - ASP ADDENDUM
MILTON

EXISTING & PROPOSED REGION WASTEWATER DC PROJECTS

SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	6



LEGEND

- SITE BOUNDARY
- MTSA BOUNDARY
- PROPOSED SANITARY TRUNK SEWER
- MH 914A — PROPOSED SANITARY TRUNK MANHOLE
- SANITARY LOCAL SEWER DIRECTION
- EXISTING SANITARY STUB (B.O.)
- EX. REGIONAL SANITARY TRUNK SEWER
- MH 8 — EX. REGIONAL SANITARY TRUNK MANHOLE
- REGIONAL SANITARY TRUNK SEWER (B.O.)
- MH 9A — REGIONAL SANITARY TRUNK MANHOLE (B.O.)
- SANITARY TRIBUTARY DRAINAGE AREA
- 35.4Ha / 250 / 2954 — EMPLOYMENT POPULATION / RESIDENTIAL POPULATION
- NHS AREA

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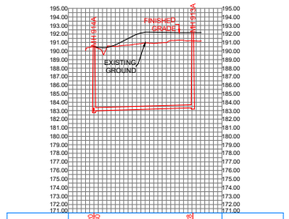
MP4 AGERTON - ASP
ADDENDUM
MILTON

PROPOSED WASTEWATER SERVICING

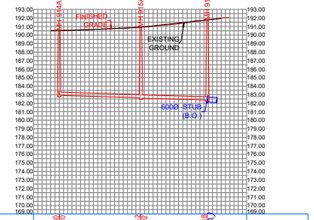
SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	7

TRUNK 5



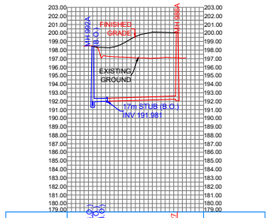
SANITARY INVERT	NW 190.000 NW 189.850	375Ø SAN 116.0 @ 0.30%
PROPOSED GRADES	190.524	192.158
CENTERLINE CHAINAGE	0+000.000	0+115.946

TRUNK 5



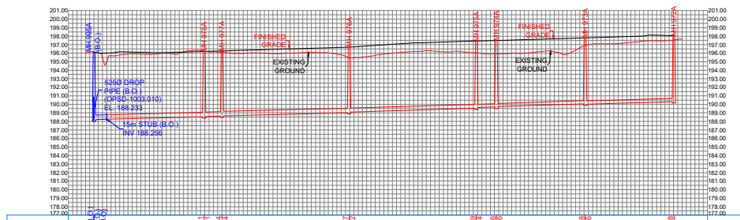
SANITARY INVERT	NW 193.000 NE 192.850	375Ø SAN 96.0 @ 0.30%	SW 193.022 NE 192.892	375Ø SAN 78.0 @ 0.30%	SANITARY INVERT
PROPOSED GRADES	190.524	190.991	191.777	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+096.787	0+173.740	CENTERLINE CHAINAGE

TRUNK 7



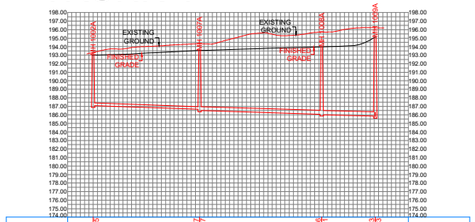
SANITARY INVERT	SW 191.040 NW 190.890	375Ø SAN 99.0 @ 0.30%	SANITARY INVERT
PROPOSED GRADES	198.431	200.029	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+098.145	CENTERLINE CHAINAGE

TRUNK 6



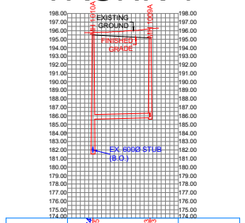
SANITARY INVERT	SW 196.139 NW 196.021	525Ø SAN 129.0 @ 0.25%	NE 196.541 NW 196.412	525Ø SAN 21.0 @ 0.25%	SE 196.622 NW 196.522	525Ø SAN 149.0 @ 0.25%	SE 189.027 NW 188.902	450Ø SAN 149.0 @ 0.30%	SE 189.548 NW 189.424	375Ø SAN 104.0 @ 0.30%	NE 189.728 NW 189.598	375Ø SAN 23.5 @ 0.35%	SE 190.058 NW 189.908	375Ø SAN 104.0 @ 0.30%	SE 190.318	SANITARY INVERT
PROPOSED GRADES	196.212	196.275	196.721	197.418	197.488	197.801	198.040	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+129.173	0+150.205	0+299.385	0+448.573	0+471.994	0+576.225	0+680.424	CENTERLINE CHAINAGE

TRUNK 4



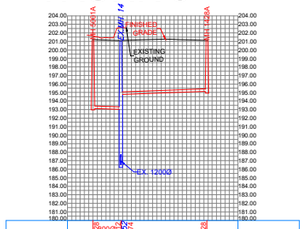
SANITARY INVERT	NE 187.095	300Ø SAN 125.0 @ 0.35%	SW 186.607 NE 186.507	450Ø SAN 143.5 @ 0.30%	SW 186.070 NE 185.970	525Ø SAN 63.0 @ 0.25%	SE 185.445 SW 185.345	SANITARY INVERT
PROPOSED GRADES	193.083	193.561	193.991	195.140	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+124.929	0+268.227	0+330.994	CENTERLINE CHAINAGE

TRUNK 4



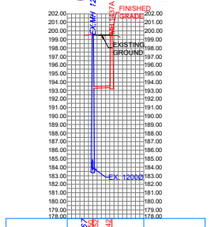
SANITARY INVERT	EX. IE 187.174	525Ø SAN 67.0 @ 0.25%	SW 185.445 SW 185.345	SANITARY INVERT
PROPOSED GRADES	195.489	195.140	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+066.974	CENTERLINE CHAINAGE

TRUNK 3



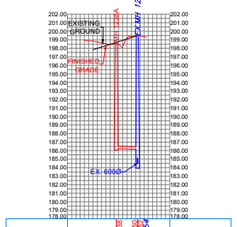
SANITARY INVERT	SE 193.126 300Ø SAN 33.0 @ 0.35% SE 194.774	300Ø SAN 101.0 @ 0.35%	NW 195.126	SANITARY INVERT
PROPOSED GRADES	201.112	201.094	201.110	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+032.759	0+133.760	CENTERLINE CHAINAGE

TRUNK 2



SANITARY INVERT	EX. SE 183.672 NW 183.352	200Ø SAN 22.5 @ 0.35%	EX. SE 183.342 NW 183.192	SANITARY INVERT
PROPOSED GRADES	199.498	199.540	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+022.448	CENTERLINE CHAINAGE

TRUNK 1



SANITARY INVERT	300Ø SAN 25.0 @ 0.35%	NE 180.233 SW 180.133 EX. SE 184.354	SANITARY INVERT
PROPOSED GRADES	198.704	199.498	PROPOSED GRADES
CENTERLINE CHAINAGE	0+027.305	0+052.382	CENTERLINE CHAINAGE

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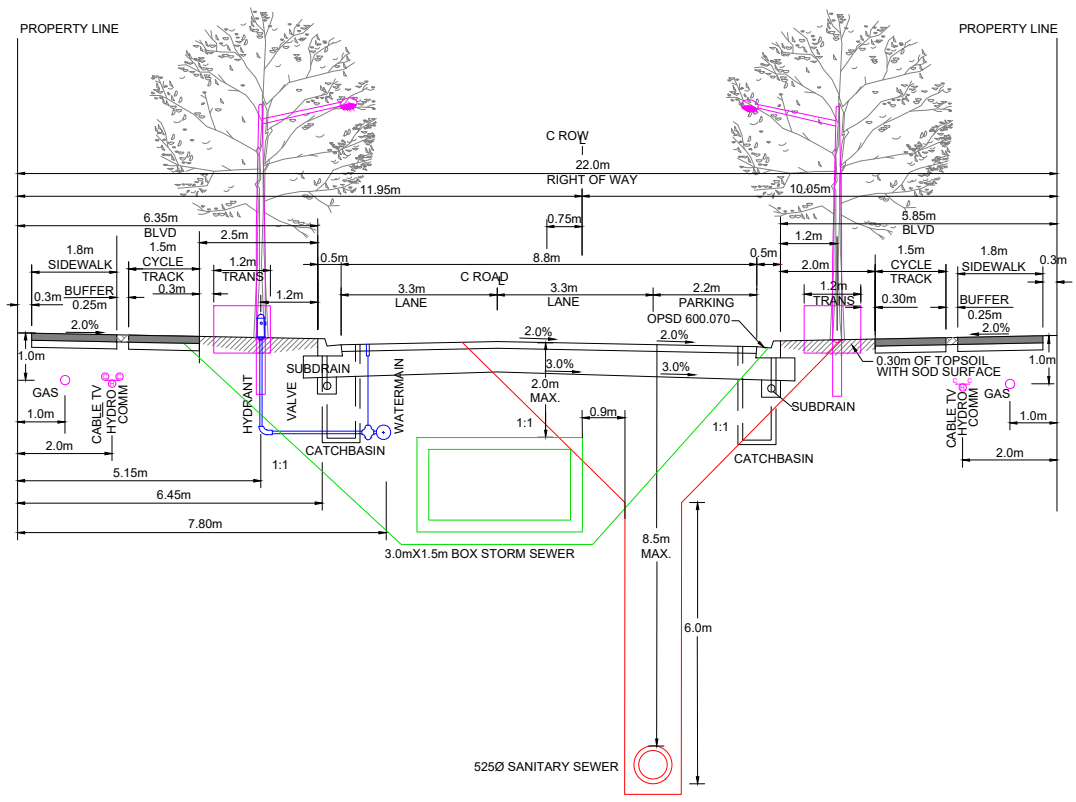
MP4 AGERTON - ASP
ADDENDUM
MILTON

SANITARY SERVICING TRUNK PROFILES

SCALE:	1:7000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	8

22.0m ROW MINOR COLLECTOR CROSS-SECTION



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MP4 AGERTON - ASP
ADDENDUM
MILTON

ROW SECTIONS

SCALE:	1:16000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	9

Appendix A

Area Servicing Plan Addendum Terms of Reference

(DSEL, 2025)

David Schaeffer Engineering Ltd.
600 Alden Road, Suite 606
Markham, ON L3R 0E7
905-475-3080
dsel.ca

Secondary Plan Additional Studies Terms of Reference: Area Servicing Plan Addendum Agerton Secondary Plan

The Town of Milton, through their consultant Wood Environment & Infrastructure Solutions (now WSP), completed an Area Servicing Plan (***ASP***) for the Agerton & Trafalgar Secondary Plans originally in March 2019, with a final report dated April 13, 2022. This study outlined the water and wastewater servicing needs in accordance with Halton Region's Area Servicing Plan process. The ASP is focused on Regional water and wastewater services, and does not address storm servicing and stormwater management related matters.

Since the completion and acceptance of the ASP by the Town and Halton Region, the Agerton Secondary Plan is being advanced and has refined land uses and identified that additional population will be realized beyond the quantum included in the original ASP. As such, it has been identified that additional study will be required as part of the Secondary Plan process to affirm the water and wastewater servicing needs resulting from the refinements.

This Terms of Reference has been developed in consultation with the Town of Milton and Region of Halton based on the meeting of April 14, 2025.

Terms of Reference

This addendum requirement is generally driven by the increased population expected within the Secondary Plan, trunk servicing refinements as coordinated with the Region and other changes to the assumptions used in the original report. The specific purposes of the Addendum report are to provide:

- Detailed information on proposed land use refinements since the original ASP.
- Detailed information on refined water system demands, wastewater flows, and trunk servicing alignments.
- Discussion of the impact that the proposed Agerton Secondary Plan area will have on planned Regional Infrastructure in terms of proposed capacity and timing.

DSEL will prepare an Area Servicing Plan Addendum covering the Agerton Secondary Plan Area which will include the following scope and terms of reference:

General

- Coordinate with the Region to obtain their latest available water and wastewater models
- Review the water and wastewater models and coordinate with the Region as needed. Modifications to the available models are required only for Agerton-related demands/flows. Integration to the Region's Integrated Master Plan models (including adjacent secondary plans, Georgetown by-pass, etc) to be completed by the Region.
- Incorporate the updated projected population for the Agerton Secondary Plan
- Prepare a draft and final report, and provide any applicable modelling to the Region.

Introduction

- Provide an overview of the proposed development and outline changes since the original approved ASP that are required to be addressed within the Addendum
- Summarize background information including relevant previous reports, consultation, overall timing and phasing

Water Servicing

- Summarize the Region's existing and planned water projects servicing Agerton
- Identify connection points to the system
- Develop demand areas and determine the associated populations/demands. Consider the phasing and evaluate pressure / flow required for each phase.
- Update the Region's water model with the updated Agerton demands
- Evaluate flows and pressures in the system under average day, peak hour, and maximum day plus fire conditions
- Prepare a conceptual watermain layout plan demonstrating existing and planned infrastructure
- Identify system constraints and/or upgrades needed to service Agerton, if applicable
- Outline additional design considerations, if applicable.

Wastewater Servicing

- Summarize the Region's existing and planned wastewater projects servicing Agerton
- Identify connection points to the system
- Develop drainage areas to the connection points and determine the associated populations/flows. Consider the phasing to evaluate capacity for each proposed phase.

- Provide updated Agerton populations and wastewater flows for the Region's use in assessing downstream capacity within their Integrated Master Plan.
- Confirm capacity in the stub connections to existing trunk infrastructure.
- Identify local constraints and/or upgrades needed to service Agerton's connection to the existing 1200mm Trafalgar trunk sewer, if applicable.
- Prepare preliminary plan and profile drawings and sanitary design sheets for proposed trunk infrastructure.
- Outline additional design considerations, if applicable.

Timing, Phasing & Cost Estimates

- Discuss anticipated phasing and timing of infrastructure components
- Prepare preliminary cost estimates for trunk water and wastewater infrastructure within the Agerton Secondary Plan

Subsequent Study

The ASP Addendum is to outline requirements for further study. This is anticipated to be through either a Development Area Environmental Functional Servicing Study (DAEFSS) or site-specific Functional Servicing Reports (FSR).

Further ASP Addendums are not expected to be necessary as any further refinements to development concepts and associated water and wastewater servicing matters can be adequately addressed through the DAEFSS / FSR level of study.

Appendix B

B1: Town Correspondence: Joint Best Planning Estimate (Town of Milton, 2024)

B2: Excerpts from the Town of Milton Memo: Agerton Secondary Plan – Policy Changes and Terms of Reference (Town of Milton, 2025)

B3: Ultimate Potential Population Assessment (SGL Planning & Design Inc., 2025)

Appendix B1:

Town Correspondence: Joint Best Planning Estimate

From: Wendy.Chen@milton.ca <Wendy.Chen@milton.ca>
Sent: Wednesday, June 12, 2024 9:24 AM
To: John Tjeerdsma <JTjeerdsma@dsel.ca>
Subject: RE: Town Growth Study - Trafalgar Numbers

Hi John,

JBPEs (v.3.032) for Agerton for 2051	
Population	8,256
Units	3,341
Low Density	9
Medium Density	1,529
High Density	1,803
Employment	14,450

Wendy

Wendy Chen
Planner, Policy
150 Mary Street., Milton ON, L9T 6Z5
905-878-7252 ext. 2296
www.milton.ca

Appendix B2:

Excerpts from the Town of Milton Memo: Agerton Secondary Plan – Policy Changes and Terms of Reference

Town of Milton Memo

To: Paul Brown, PBPM

From: David Twigg, Director of Policy Planning, Town of Milton

Date: Tuesday, March 25, 2025

Subject: Agerton Secondary Plan – Policy Changes and Terms of Reference

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Introduction

The Agerton Secondary Plan framework was endorsed by Council on March 25, 2019. Due to several factors including uncertainty regarding the potential GO Station, the Agerton Secondary Plan was put on hold. Since the beginning of the Agerton Secondary Plan process, there have been fundamental changes to many of the original assumptions, context, and policy framework and as a result, new technical studies are required rather than updates to the previous studies. In particular, the following changes are of note:

- Secondary Plan Changes
    - The population and employment targets have increased in both the Agerton and Trafalgar Secondary Plans. The updated targets for Agerton are 17,500 jobs, 14,100 people, and 6,600 units associated with the Milton Trafalgar GO Station. The updated targets for Trafalgar are 41,300 people, 8,400 jobs, and 13,800 units. All studies will need to reflect these updated targets.
    - The Town will be proceeding with detailed land uses provided for the Agerton Secondary Plan on the basis that there is more certainty for the MTSA. The plan will include policies for interim uses permitted prior to the delivery of a GO Station as well as policies should the GO Station not proceed.
        - With more detailed land uses implemented in the MTSA through the Secondary Plan, the tertiary plan requirement will be removed from the Secondary Plan. The Secondary Plan will however include policies for an optional tertiary plan. As a result of removing this level of process, the technical studies for the Secondary Plan will now need to include the study requirements typically required to for a tertiary plan.

Appendix B3:

Ultimate Potential Population Assessment

Zone	MDII (Inside Transit Area)	MDII	Residential High Rise	High Rise Mixed Use Transit		NCMU Area 1A	NCMU Area 1B	NCMU Area 2		NCMUII Area 3	NCMU Area 4	
	Buildout Population	Buildout Population	Buildout Population	Buildout Population	Jobs	Buildout Population	Buildout Population	Buildout Population	Jobs	Jobs	Buildout Population	Jobs
1	0	0	0	3171	335	2003	737	0	0	0	0	0
2	0	0	0	2126	225	0	0	2792	527	0	0	0
3	327	1273	0	0	0	0	0	0	0	0	0	0
4	0	1299	292	0	0	0	0	0	0	0	0	0
5	522	0	0	0	0	0	0	0	0	0	0	0
6	193	332	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	2836	426
8	0	538	0	0	0	0	0	0	0	163	0	0
9	0	2035	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	6217	933
TOTAL	**1042**	**5477**	**292**	**5297**	**560**	**2003**	**737**	**2792**	**527**	**163**	**9054**	**1359**

RESIDENTIAL TOTAL: **26694**
EMPLOYMENT TOTAL: **2609**

DRAFT LAND USE CONCEPT

FOR DISCUSSION PURPOSES ONLY

Agerton, Town of Milton Ontario

LEGEND

- MTSA Boundary
- 300m Buffer from CP Milton Yard
- Major Transit Station Area
- Mixed Use Transit
- Neighbourhood Centre Mixed Use
- High Density Residential I
- Medium Density Residential II
- Hydro Corridor
- Employment
- Public Use
- Collector Road
- Potential Future Road
- Community Centre
- Neighbourhood Park
- District Park
- Stormwater Pond
- Mixed Use Commercial Corridor
- Elementary School
- Urban Elementary School
- Channel
- Railway
- VS Village Square
- US Urban Square
- fh Fire Hall

N

Scale: NTS

October 15, 2025

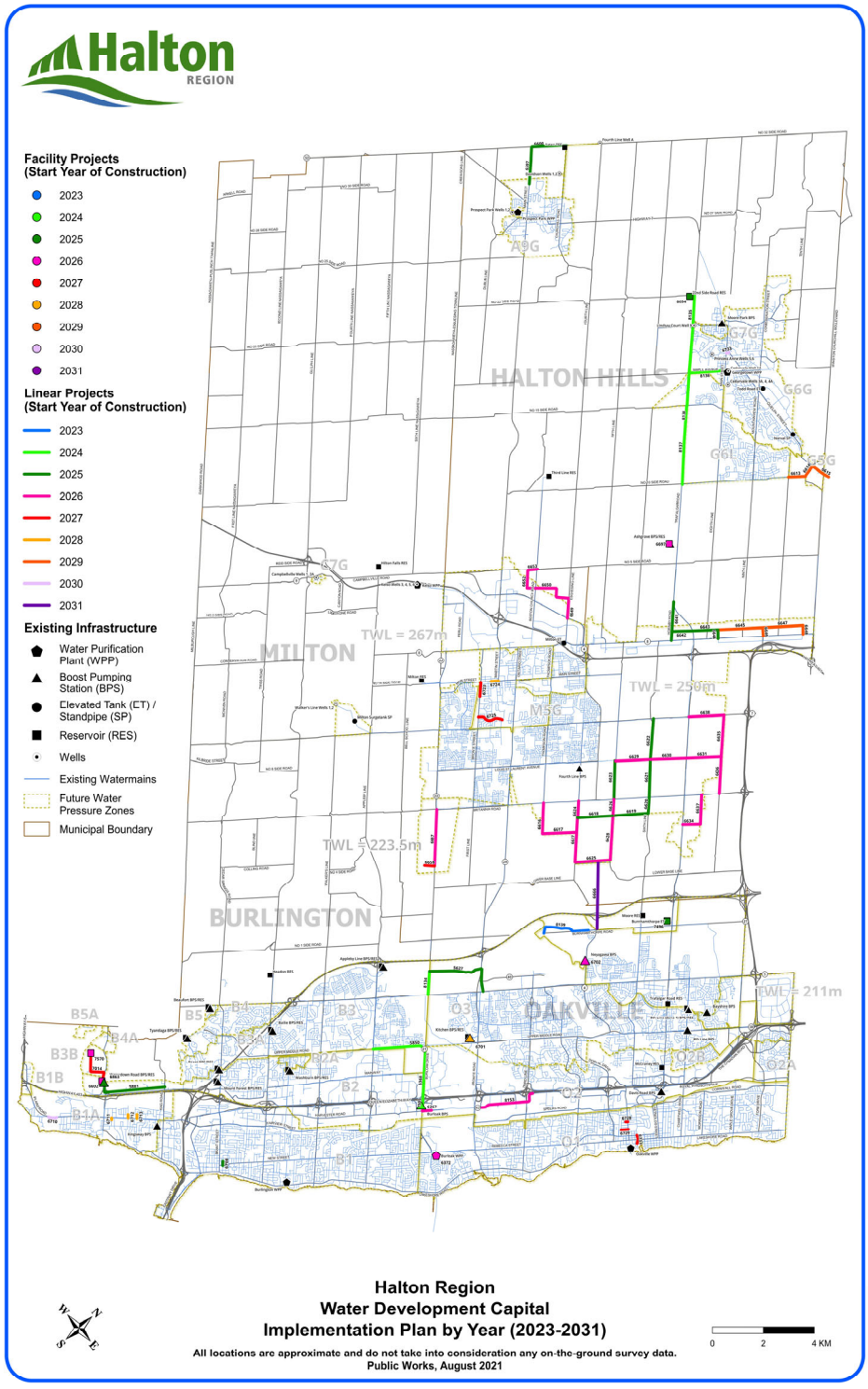
SGL Planning & Design Inc.

Appendix C

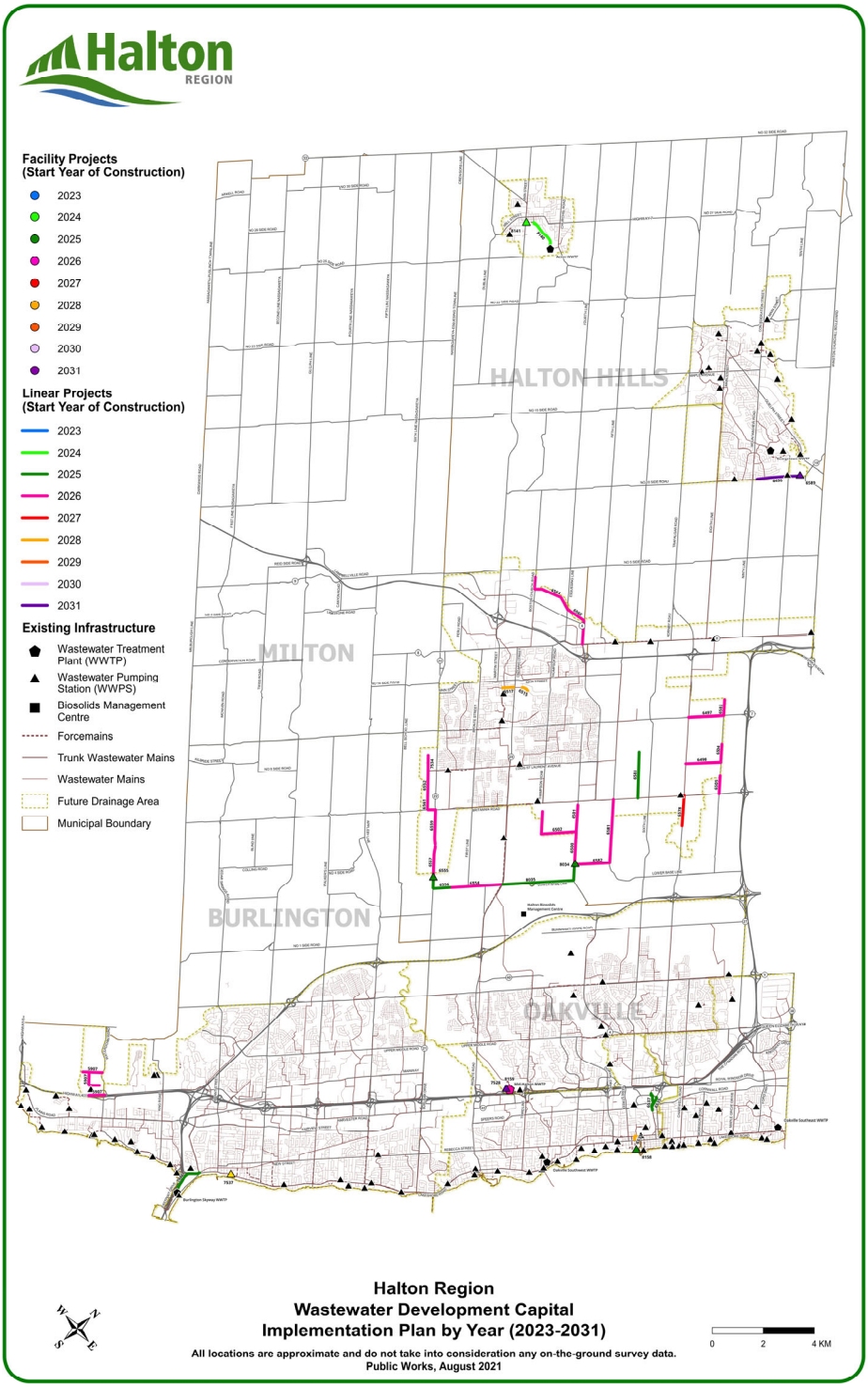
Excerpts from the 2022 Development Charges Background Study & 2023 Allocation Program

(Halton Region, 2022 & 2023)

Map B-1 Water Development Capital Implementation Plan (2023-2031)



Map B-2 Wastewater Development Capital Implementation Plan (2023-2031)


Halton
REGION
Facility Projects
(Start Year of Construction)
2023
2024
2025
2026
2027
2028
2029
2030
2031
Linear Projects
(Start Year of Construction)
2023
2024
2025
2026
2027
2028
2029
2030
2031
Existing Infrastructure
Wastewater Treatment Plant (WWTP)
Wastewater Pumping Station (WWPS)
Biosolids Management Centre
Forcemains
Trunk Wastewater Mains
Wastewater Mains
Future Drainage Area
Municipal Boundary
HALTON HILLS
MILTON
BURLINGTON
OAKVILLE
Halton Region
Wastewater Development Capital
Implementation Plan by Year (2023-2031)
All locations are approximate and do not take into consideration any on-the-ground survey data.
Public Works, August 2021
0
2
4 KM

Halton Region
2022 Development Charge Study
Water Capital Projects - Total ($2022, $000's)

Table B-7

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Capacity - Region Wide (Plants, Reservoirs, Pipes & Studies)														
5951	Design of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	-	14,734	-	-	-	14,734	-	14,734	-	-	14,734	11,198	3,536
6372	Construction of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	-	-	-	160,688	-	160,688	-	160,688	-	-	160,688	122,123	38,565
7498	Modifications to the Burnhamthorpe Water Tower (OAK)	1,145	-	4,580	-	-	5,725	-	5,725	-	286	5,439	4,134	1,305
8150	Halton Water Master Plan (2023 and 2028) (REG)	800	-	-	-	-	800	800	1,600	-	-	1,600	1,216	384
8151	Water Distribution System Analysis (2023 to 2031) (REG)	110	110	110	110	110	550	440	990	-	-	990	756	234
8152	Water Supply Capacity Annual Monitoring Report (2023 to 2031) (REG)	50	50	50	50	50	250	200	450	-	-	450	342	108
Capacity - Total		**2,105**	**14,894**	**4,740**	**160,848**	**160**	**182,747**	**1,440**	**184,187**	**-**	**286**	**183,901**	**139,769**	**44,132**
Greenfield														
5627	600mm WM through North Oakville Lands from Tremaine Rd to Bronte Rd (Zone O3) (OAK)	2,265	-	9,061	-	-	11,326	-	11,326	-	-	11,326	8,268	3,058
5850	1050mm WM on Upper Middle Rd from Burloak Drive to Appleby Line (Zone B2) (Construction) (BUR)	-	14,546	-	-	-	14,546	-	14,546	4,946	-	9,600	7,008	2,592
5881	400 mm WM from Waterdown booster pumping station along North Service Rd to King Rd (Zone B2) (BUR)	1,881	-	7,526	-	-	9,407	-	9,407	-	-	9,407	6,867	2,540
6367	Burloak Booster Pumping Station Phase 1, 60 ML/d (Zone B2) - Construction (BUR)	-	16,848	-	-	-	16,848	-	16,848	10,783	-	6,065	4,427	1,638
6368	1050mm WM on Burloak Dr from the QEW to Upper Middle Rd (Zone B2) - Construction (OAK)	-	13,975	-	-	-	13,975	-	13,975	5,870	-	8,105	5,917	2,188
6597	300mm WM on RR 25 from No. 32 Side Rd to 640 m north of Wallace St. (Zone A9G) (HHACT)	390	-	1,562	-	-	1,952	-	1,952	-	-	1,952	1,425	527
6600	300 mm WM on No. 32 Side Rd from RR 25 to 3rd Line Reservoir (Zone A9G) (HHACT)	408	-	1,630	-	-	2,038	-	2,038	-	-	2,038	1,488	550
6613	600mm WM on No 10 Side Rd from 10th Line to Adamson St S (Zone G6L) (HHGEO)	-	-	-	-	508	508	2,031	2,539	-	-	2,539	1,854	685
6614	600 mm WM on Adamson St from 10th Side Rd to Guelph St (Zone G6L) (HHGEO)	-	-	-	-	718	718	2,874	3,592	-	-	3,592	2,622	970
6615	600mm WM on Guelph St from Adamson St to Bovaird Dr (Region of Peel) (Zone G6L) (HHGEO)	-	-	-	-	1,377	1,377	5,507	6,884	-	-	6,884	5,025	1,859
6616	400mm WM on Thompson Rd South from Britannia Rd to approx. 1,211m south (Zone M4) (MIL)	-	543	-	2,173	-	2,716	-	2,716	-	-	2,716	1,982	734
6617	400mm WM on new roadway south of Britannia Rd from Thompson Rd South to 4th Line (Zone M4) (MIL)	-	672	-	2,688	-	3,360	-	3,360	-	-	3,360	2,453	907
6618	400mm WM on new roadway south of Britannia Rd from 4th Line to 5th Line (Zone M4) (MIL)	684	-	2,737	-	-	3,421	-	3,421	-	-	3,421	2,497	924
6619	400mm WM on new roadway south of Britannia Rd from 5th Line to 6th Line (Zone M4) (MIL)	532	-	2,126	-	-	2,658	-	2,658	-	-	2,658	1,940	718
6620	400mm WM on 6th Line from Britannia Rd to 600 m south (Zone M4) (MIL)	325	-	1,298	-	-	1,623	-	1,623	-	-	1,623	1,185	438
6621	400mm WM on 6th Line from Britannia Rd to future Louis St. Laurent Blvd. (Zone M4) (MIL)	833	-	3,330	-	-	4,163	-	4,163	-	-	4,163	3,039	1,124
6622	400mm WM on 6th Line from Derry Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	925	-	3,700	-	-	4,625	-	4,625	-	-	4,625	3,376	1,249
6623	400mm WM on 5th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	641	-	2,564	-	-	3,205	-	3,205	-	-	3,205	2,340	865
6624	400mm WM on 4th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	-	441	-	1,766	-	2,207	-	2,207	-	-	2,207	1,611	596
6625	400mm WM on Lower Base Line (East) from 4th Line to 5th Line (Zone M4) (MIL)	-	768	-	3,072	-	3,840	-	3,840	-	-	3,840	2,804	1,036
6626	400mm WM on 5th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	-	261	-	1,043	-	1,304	-	1,304	-	-	1,304	952	352
6627	400mm WM on 4th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	-	739	-	2,958	-	3,697	-	3,697	-	-	3,697	2,698	999
6628	400mm WM on 5th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	-	894	-	3,575	-	4,469	-	4,469	-	-	4,469	3,263	1,206

Halton Region
2022 Development Charge Study
Water Capital Projects - Total ($2022, $000's)

Table B-7

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Greenfield														
6629	600mm WM on Louis St. Laurent Ave from 5th Line to 6th Line (Zone M4) (MIL)	-	882	-	3,527	-	4,409	-	4,409	-	-	4,409	3,219	1,190
6630	600mm WM on Louis St. Laurent Ave from 6th Line to Trafalgar Rd (Zone M4) (MIL)	-	1,186	-	4,746	-	5,932	-	5,932	-	-	5,932	4,331	1,601
6631	400mm WM on Louis St. Laurent Ave from Trafalgar Rd to 8th Line (Zone M4) (MIL)	-	772	-	3,089	-	3,861	-	3,861	-	-	3,861	2,819	1,042
6634	400mm WM on new Milton Rd from Trafalgar Rd to approximately 700 m east (Zone M4) (MIL)	-	441	-	1,762	-	2,203	-	2,203	-	-	2,203	1,608	595
6635	400mm WM on 8th Line from Derry Rd. to future Louis St. Laurent Blvd (Zone M4) (MIL)	-	848	-	3,392	-	4,240	-	4,240	-	-	4,240	3,095	1,145
6636	400mm WM on 8th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	-	740	-	2,961	-	3,701	-	3,701	-	-	3,701	2,702	999
6637	400mm WM on new roadway from Britannia Rd to approx. 1,200 m south (Zone M4) (MIL)	-	520	-	2,080	-	2,600	-	2,600	-	-	2,600	1,898	702
6638	400mm WM on Derry Rd from Trafalgar Rd to 8th Line (Zone M4) (MIL)	-	511	-	2,046	-	2,557	-	2,557	-	-	2,557	1,867	690
6641	400 mm WM on Hornby Rd from Steeles Ave to Trafalgar Rd (Zone 250) (HHS)	751	-	3,003	-	-	3,754	-	3,754	-	-	3,754	2,740	1,014
6642	400 mm WM in the 401 growth corridor north of Steeles from Hornby Rd to Trafalgar Rd (Zone 250) (HHS)	1,199	-	4,796	-	-	5,995	-	5,995	-	-	5,995	4,376	1,619
6643	400 mm WM in the 401 growth corridor north of Steeles from Trafalgar Rd to approximately 400m east of 8th Line (Zone 250) (HHS)	996	-	3,983	-	-	4,979	-	4,979	-	-	4,979	3,635	1,344
6644	400mm WM in the 401 growth corridor from Steeles Ave to approximately 300 m north (Zone 250) (HHS)	342	-	1,366	-	-	1,708	-	1,708	-	-	1,708	1,247	461
6645	400mm WM in the 401 growth corridor north of Steeles Ave. from 1,000 m west of 9th Line to 900 m east of 9th Line (Zone 250) (HHS)	-	-	-	-	658	658	2,634	3,292	-	-	3,292	2,403	889
6646	400mm WM in the 401 growth corridor from Steeles Ave to approximately 330 m north (Zone 250) (HHS)	-	-	-	-	331	331	1,324	1,655	-	-	1,655	1,209	446
6647	400mm WM in the 401 growth corridor north of Steeles Ave. from 600 m west of 10th Line to 1,000 m east of 10th Line (Zone 250) (HHS)	-	-	-	-	676	676	2,703	3,379	-	-	3,379	2,466	913
6648	400mm WM in the 401 growth corridor from Steeles Ave to 340 m north (Zone 250) (HHS)	-	-	-	-	416	416	1,662	2,078	-	-	2,078	1,517	561
6649	400mm WM on Esquesing Line from James Snow Parkway to approximately 800 m north (Zone 267) (MIL)	-	390	-	1,562	-	1,952	-	1,952	-	-	1,952	1,425	527
6650	400mm WM on new roadway from Esquesing Line to approximately 360 m west of Boston Church Rd (Zone 267) (MIL)	-	998	-	3,991	-	4,989	-	4,989	-	-	4,989	3,642	1,347
6652	400mm WM on new roadway from 400 m west of Third Line to No 5 Side Rd (Zone 267) (MIL)	-	358	-	1,434	-	1,792	-	1,792	-	-	1,792	1,308	484
6653	400mm WM on No 5 Side Rd from approximately 400 m west of 3rd Line to 3rd Line (Zone 267) (MIL)	-	168	-	674	-	842	-	842	-	-	842	615	227
6657	400mm WM on Tremaine Rd from Britannia Rd to 2,200 m south of Britannia Rd (Zone 223.5) (MIL)	-	1,062	-	4,247	-	5,309	-	5,309	-	-	5,309	3,875	1,434
6659	400mm WM on new road alignment from Tremaine Rd to approximately 360 m west (Zone 223.5) (MIL)	-	-	169	-	677	846	-	846	-	-	846	617	229
6666	750mm WM on Neyagawa Blvd. from Burnhamthorpe Rd W to Lower Base Line W (MIL)	-	-	-	-	-	-	12,505	12,505	11,255	-	1,250	913	337
6694	10 ML Zone G6L Storage at 22nd Side Rd (HHGEO)	3,357	-	13,426	-	-	16,783	-	16,783	-	-	16,783	12,252	4,531
6697	15 ML storage expansion at Zone M4 Reservoir (TWL = 250m) (HHGEO)	-	5,035	-	20,139	-	25,174	-	25,174	-	-	25,174	18,377	6,797
6701	Kitchen Zone O3 Booster Pumping Station Expansion by 80 ML/d (OAK)	-	150	-	3,007	-	3,157	12,629	15,786	10,577	-	5,209	3,803	1,406
6702	40 ML/d Expansion at the Neyagawa Booster Pumping Station (OAK)	-	1,772	-	7,087	-	8,859	-	8,859	-	-	8,859	6,468	2,391
6863	Waterdown Road Booster Pumping Station Expansion (Zones B2, B3A & B5A) (BUR)	1,385	-	5,541	-	-	6,926	-	6,926	-	-	6,926	5,056	1,870

Halton Region
2022 Development Charge Study
Water Capital Projects - Total ($2022, $000's)

Table B-7

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Greenfield														
7014	400 mm WM from Waterdown Reservoir Booster Pumping Station to new North Aldershot Reservoir (Zone B3A) (BUR)	-	-	726	-	2,905	3,631	-	3,631	-	-	3,631	2,651	980
7505	1050mm WM on Burloak Dr from Burloak Booster Pumping Station to the QEW - Construction (OAK)	-	8,231	-	-	-	8,231	-	8,231	3,457	-	4,774	3,485	1,289
7570	4.5 ML North Aldershot in ground Reservoir (Zone B3B) (BUR)	200	1,470	-	5,882	-	7,552	-	7,552	-	-	7,552	5,513	2,039
8134	600mm WM on Tremaine Rd from Dundas St to approximately 950 m north-Construction (North Oakville Lands) (Zone O3) (OAK)	-	2,540	-	-	-	2,540	-	2,540	-	-	2,540	1,854	686
8135	750mm WM on Trafalgar from 15th Side Rd to 22nd Side Rd Lake Based Reservoir - Construction (Zone G6L) (HHGEO)	-	16,907	-	-	-	16,907	-	16,907	-	-	16,907	12,342	4,565
8136	400mm WM on 17th Side Rd from Trafalgar Rd to Main St - Construction (Zone G6L) (HHGEO)	-	2,528	-	-	-	2,528	-	2,528	-	-	2,528	1,845	683
8137	750mm WM on Trafalgar Rd from 10th Side Rd to approximately 1,700 m north of 10th Side Rd- Construction (Zone G6L) (HHGEO)	-	5,486	-	-	-	5,486	-	5,486	-	-	5,486	4,005	1,481
8138	750mm WM on Trafalgar from 1,700 m north of 10th Side Rd to 15th Side Rd -Construction (Zone G6L) (HHGEO)	-	4,881	-	-	-	4,881	-	4,881	-	-	4,881	3,563	1,318
8139	400mm WM on new North Oakville Rd west of Neyagawa Blvd. - Construction (OAK)	3,993	-	-	-	-	3,993	-	3,993	-	-	3,993	2,915	1,078
8153	600mm WM on Wyecroft Rd from Burloak Dr to the 900mm WM on the SE corner of Third Line and QEW. Phase 2 (OAK)	-	3,861	-	15,443	-	19,304	-	19,304	-	-	19,304	14,092	5,212
Greenfield - Total		**21,107**	**111,424**	**68,544**	**104,344**	**8,266**	**313,685**	**43,869**	**357,554**	**46,888**	**-**	**310,666**	**226,789**	**83,877**
Built Boundary														
6602	7.5 ML storage expansion at Waterdown Reservoir (existing site) (Zone B1A) (BUR)	-	2,517	-	10,070	-	12,587	-	12,587	-	11,706	881	731	150
6708	300mm WM on Elizabeth St from James St to approximately 95 m north (BUR)	41	-	164	-	-	205	-	205	-	-	205	170	35
6710	300mm WM on Plains Rd East (Twinning adjacent to 6709) (BUR)	-	-	-	-	-	-	680	680	-	-	680	565	115
6711	300mm WM on Birchwood Avenue from Plains Rd East southwards towards Fairwood Place East (BUR)	-	-	-	25	-	25	100	125	-	-	125	104	21
6712	300mm WM on Gallagher Rd from Plains Rd East to 160 m Northerly (BUR)	-	-	-	54	-	54	214	268	-	-	268	223	45
6713	300mm WM on Downsview Rd from Plains Rd East to Dowland Crescent (BUR)	-	-	-	60	-	60	240	300	-	-	300	249	51
6723	400mm WM on Bronte St between Main St West and Barton St (MIL)	-	-	285	-	1,141	1,426	-	1,426	-	-	1,426	1,184	242
6724	300mm WM on Main St East between James St and Martin St (MIL)	-	-	-	117	-	117	468	585	-	-	585	485	100
6725	300mm WM on Laurier Avenue between Bronte St and Commercial St (MIL)	-	-	428	-	1,711	2,139	-	2,139	-	-	2,139	1,775	364
6728	300mm WM on Cowan Ave between Kerr St and Inglewood Drive (OAK)	-	-	75	-	300	375	-	375	-	-	375	311	64
6729	300mm WM on Deane Ave between Kerr St and Felan Ave (OAK)	-	-	154	-	615	769	-	769	-	-	769	638	131
6731	300mm WM on Forsythe St between Rebecca St and Burnet St (OAK)	-	-	163	-	650	813	-	813	-	-	813	675	138
6733	300 mm WM Replacement on Cross St from Guelph St to Main St (HHGEO)	-	-	-	-	-	-	228	228	-	-	228	189	39
Built Boundary - Total		**41**	**2,517**	**1,269**	**10,326**	**4,417**	**18,570**	**1,930**	**20,500**	**-**	**11,706**	**8,794**	**7,299**	**1,495**
Total Water Projects		**23,253**	**128,835**	**74,553**	**275,518**	**12,843**	**515,002**	**47,239**	**562,241**	**46,888**	**11,992**	**503,361**	**373,857**	**129,504**

Note: May not add due to rounding

Halton Region
2022 Development Charge Study
Wastewater Capital Projects - Total ($2022, $000's)

Table B-8

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Capacity - Region Wide														
7528	North WWPS expansion of 2,000 L/s at Mid-Halton WWTP (OAK)	-	-	-	-	-	-	69,782	69,782	-	47,139	22,643	17,208	5,435
7548	Mid-Halton WWTP expansion from 175 ML/d to 225 ML/d (Design)	-	-	-	-	-	-	24,549	24,549	24,549	-	-	-	-
7946	New 2400mm WWM inlet to Skyway WWTP parallel to QEW. Design and Construction (BUR)	6,427	-	25,710	-	-	32,137	-	32,137	-	29,887	2,250	1,710	540
8154	Halton Wastewater Master Plan (2023 and 2028) (REG)	800	-	-	-	-	800	800	1,600	-	-	1,600	1,216	384
8155	Wastewater Collection System Analysis (2023 to 2031) (REG)	110	110	110	110	110	550	440	990	-	-	990	756	234
8156	Wastewater Treatment Capacity Annual Monitoring Report (2023 to 2031) (REG)	50	50	50	50	50	250	200	450	-	-	450	342	108
8157	Black Creek Monitoring Program (2023 to 2026) (HHACT)	50	50	50	50	-	200	-	200	-	-	200	152	48
8159	Mid-Halton WWTP expansion from 125 ML/d to 175 ML/d. Design and Construction (OAK)	-	24,549	-	98,195	-	122,744	-	122,744	-	65,054	57,690	43,845	13,845
Capacity - Total		**7,437**	**24,759**	**25,920**	**98,405**	**160**	**156,681**	**95,771**	**252,452**	**24,549**	**142,080**	**85,823**	**65,229**	**20,594**
Greenfield														
5907	300 mm WWM North Aldershot Servicing (BUR)	-	2,360	-	9,440	-	11,800	-	11,800	-	-	11,800	8,496	3,304
6496	Twinned 250mm WWFM from Norval WWPS to new WWM at Mountainview Rd (HHGEO)	-	-	-	-	-	-	2,503	2,503	-	-	2,503	1,802	701
6497	300 mm WWM on Derry Rd from 8th Line to Trafalgar Rd (MIL)	-	349	-	1,398	-	1,747	-	1,747	-	-	1,747	1,258	489
6498	450 mm WWM on new road from 8th Line to Trafalgar Rd (MIL)	-	571	-	2,283	-	2,854	-	2,854	-	-	2,854	2,055	799
6500	600 mm WWM on 4th Line from new road to Lower Base Line WWPS (MIL)	-	1,651	-	6,602	-	8,253	-	8,253	-	-	8,253	5,942	2,311
6501	450 mm WWM on 4th Line from south of Britannia Rd to new road (MIL)	-	1,255	-	5,018	-	6,273	-	6,273	-	-	6,273	4,517	1,756
6502	525 mm WWM on Thompson Rd and new internal road from south of Britannia to 4th Line (MIL)	-	875	-	3,499	-	4,374	-	4,374	-	-	4,374	3,149	1,225
6503	300 mm WWM on 8th Line from north of Derry Rd to Derry Rd (MIL)	-	209	-	837	-	1,046	-	1,046	-	-	1,046	753	293
6504	450 mm WWM on 8th Line from north of new road to new road (MIL)	-	300	-	1,198	-	1,498	-	1,498	-	-	1,498	1,079	419
6505	300 mm WWM on 8th Line from north of Britannia Rd to Britannia Rd (MIL)	-	165	-	659	-	824	-	824	-	-	824	593	231
6552	450mm WWM on new road alignment in Milton Education Village from Louis St Laurent extension to 1115 m south (MIL)	-	330	-	1,322	-	1,652	-	1,652	-	-	1,652	1,190	462
6554	600 mm WWM on Lower Base Line from WWFM discharge approx. [illegible]	-	3,061	-	12,245	-	15,306	-	15,306	-	-	15,306	11,020	4,286
6555	New 225 L/s WWPS on Tremaine Rd at Lower Base Line (MIL)	2,172	-	8,686	-	-	10,858	-	10,858	-	-	10,858	7,818	3,040
6556	Twin 400 mm WWFM from Tremaine WWPS to Lower Base Line, approx. 650 m west of 1st Line (MIL)	1,039	-	4,158	-	-	5,197	-	5,197	-	-	5,197	3,742	1,455
6557	600 mm WWM on Tremaine Rd from approximately 1500 m north of South Tremaine Rd WWPS to South Tremaine Rd WWPS (MIL)	-	2,497	-	9,990	-	12,487	-	12,487	-	-	12,487	8,991	3,496
6559	525 mm WWM on Tremaine Rd from Britannia Rd to 1050 m south of Britannia Rd (MIL)	-	1,511	-	6,043	-	7,554	-	7,554	-	-	7,554	5,439	2,115
6560	525 mm WWM on James Snow Pkwy and new road alignment from Steeles Ave to Esquesing Line (MIL)	-	705	-	2,820	-	3,525	-	3,525	-	-	3,525	2,538	987
6561	450 mm WWM on new road and Britannia Rd from Milton Education Village to Tremaine Rd (MIL)	-	211	-	842	-	1,053	-	1,053	-	-	1,053	758	295
6564	525 mm WWM on new alignment from Esquesing Line to 3rd Line (MIL)	-	1,039	-	4,158	-	5,197	-	5,197	-	-	5,197	3,742	1,455
6578	525 WWM on Trafalgar Rd from south of Britannia Rd to Britannia Rd/ Trafalgar Rd WWPS (MIL)	-	-	1,475	-	5,901	7,376	-	7,376	-	-	7,376	5,311	2,065
6581	1500 mm WWM on 5th Line from Britannia Rd to Lower Base Line (MIL)	-	5,992	-	23,970	-	29,962	-	29,962	-	1,602	28,360	20,419	7,941

Halton Region
2022 Development Charge Study
Wastewater Capital Projects - Total ($2022, $000's)

Table B-8

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Greenfield														
6582	1500 mm WWM on Lower Base Line from 5th Line to 4th Line (MIL)	-	3,530	-	14,120	-	17,650	-	17,650	-	849	16,801	12,097	4,704
6583	525 mm WWM on new road from 1400 m north of Britannia Rd to Britannia Rd (MIL)	1,886	-	7,542	-	-	9,428	-	9,428	-	-	9,428	6,788	2,640
6589	35 L/s WWPS on 10th Side Rd in Norval (HHGEO)	-	-	-	-	-	-	4,550	4,550	-	-	4,550	3,276	1,274
7534	450 mm WWM on new road in Milton Education Village from 800m north of Louis St Laurent extension to Louis St Laurent extension (MIL)	-	237	-	949	-	1,186	-	1,186	-	-	1,186	854	332
8034	2350 L/s WWPS at Lower Base Line and 4th Line (MIL)	-	16,280	65,122	-	-	81,402	-	81,402	-	18,093	63,309	45,583	17,726
8035	Twinned 900 mm WWFM from WWPS at Lower Base Line to Regional Rd 25 (MIL)	-	12,945	51,778	-	-	64,723	-	64,723	-	3,236	61,487	44,271	17,216
Greenfield Total		**5,097**	**56,073**	**138,761**	**107,393**	**5,901**	**313,225**	**7,053**	**320,278**	**-**	**23,780**	**296,498**	**213,481**	**83,017**
Built Boundary														
6515	300 mm WWM on Childs Drive between the south entrance of Satok Crescent and Nipissing Road (MIL)	-	-	-	129	-	129	516	645	-	-	645	535	110
6517	450 mm WWM on Oak St between Ontario St South and Fulton St (MIL)	-	-	-	271	-	271	1,086	1,357	-	-	1,357	1,126	231
6531	250 mm WWM on Chisholm/Rebecca St between Forsyth St and Chisholm St on Rebecca St and on Chisholm St between Rebecca St and 45 m north of Lakeshore Rd West (OAK)	-	-	-	56	-	56	226	282	-	-	282	234	48
6535	450 mm WWM on Trafalgar Rd from 10 m north of Inglehart Street North to Cross Ave (OAK)	259	-	1,038	-	-	1,297	-	1,297	-	-	1,297	1,077	220
6537	675 mm WWM on Trafalgar Rd, through GO lot and on Argus St from Spruce St to 60 m north of Cross Ave (OAK)	1,265	-	5,062	-	-	6,327	-	6,327	-	-	6,327	5,251	1,076
7537	Junction St WWPS Capacity Upgrade to 150 L/s WWPS - Design and Construction (BUR)	-	-	-	2,252	-	2,252	9,006	11,258	-	-	11,258	9,344	1,914
8140	Twinning of 525 - 600 mm WWM from Elgin St South along Black Creek alignment to Acton WWTP -Construction (HHACT)	-	3,503	-	-	-	3,503	-	3,503	-	2,137	1,366	1,134	232
8141	Agnes St. WWPS Strategy - Construction (HHACT)	-	8,577	-	-	-	8,577	-	8,577	-	7,119	1,458	1,210	248
8158	Walker St WWPS - I/I reduction Program to gain capacity at the station. Design and Construction (OAK)	520	-	2,082	-	-	2,602	-	2,602	-	-	2,602	2,160	442
Built Boundary - Total		**2,044**	**12,080**	**8,182**	**2,708**	**-**	**25,014**	**10,834**	**35,848**	**-**	**9,256**	**26,592**	**22,071**	**4,521**
Total Waste Water Projects		**14,578**	**92,912**	**172,863**	**208,506**	**6,061**	**494,920**	**113,658**	**608,578**	**24,549**	**175,116**	**408,913**	**300,781**	**108,132**

Note: May not add due to rounding

Appendix D

Excerpts from the Agerton & Trafalgar Secondary Plan Area Servicing Plan

(Wood Environment & Infrastructure, 2022)

Figure 3.3. Conceptual Water System

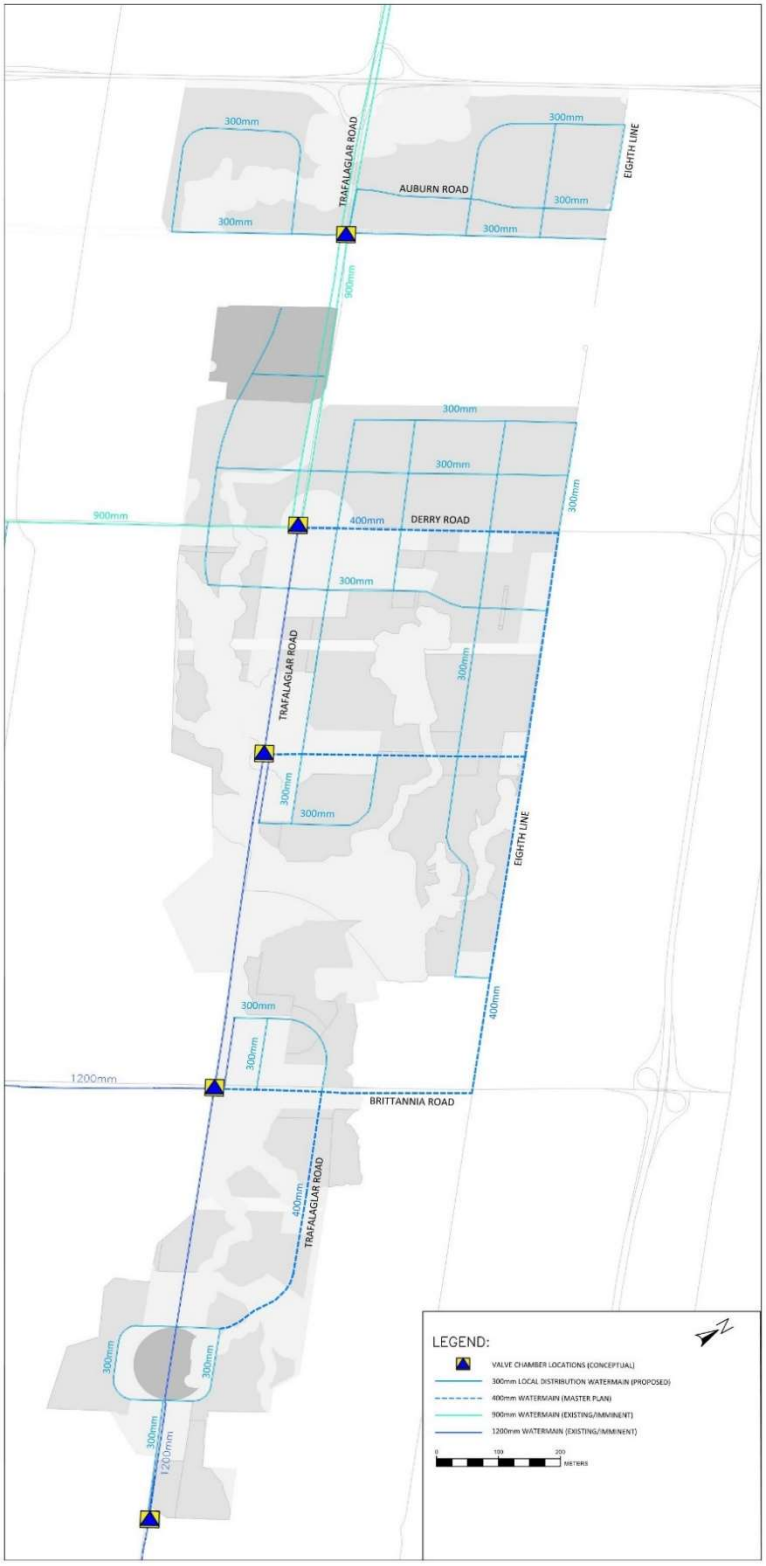


Figure 3.4. Conceptual Water System – Reduced Connection Scenario

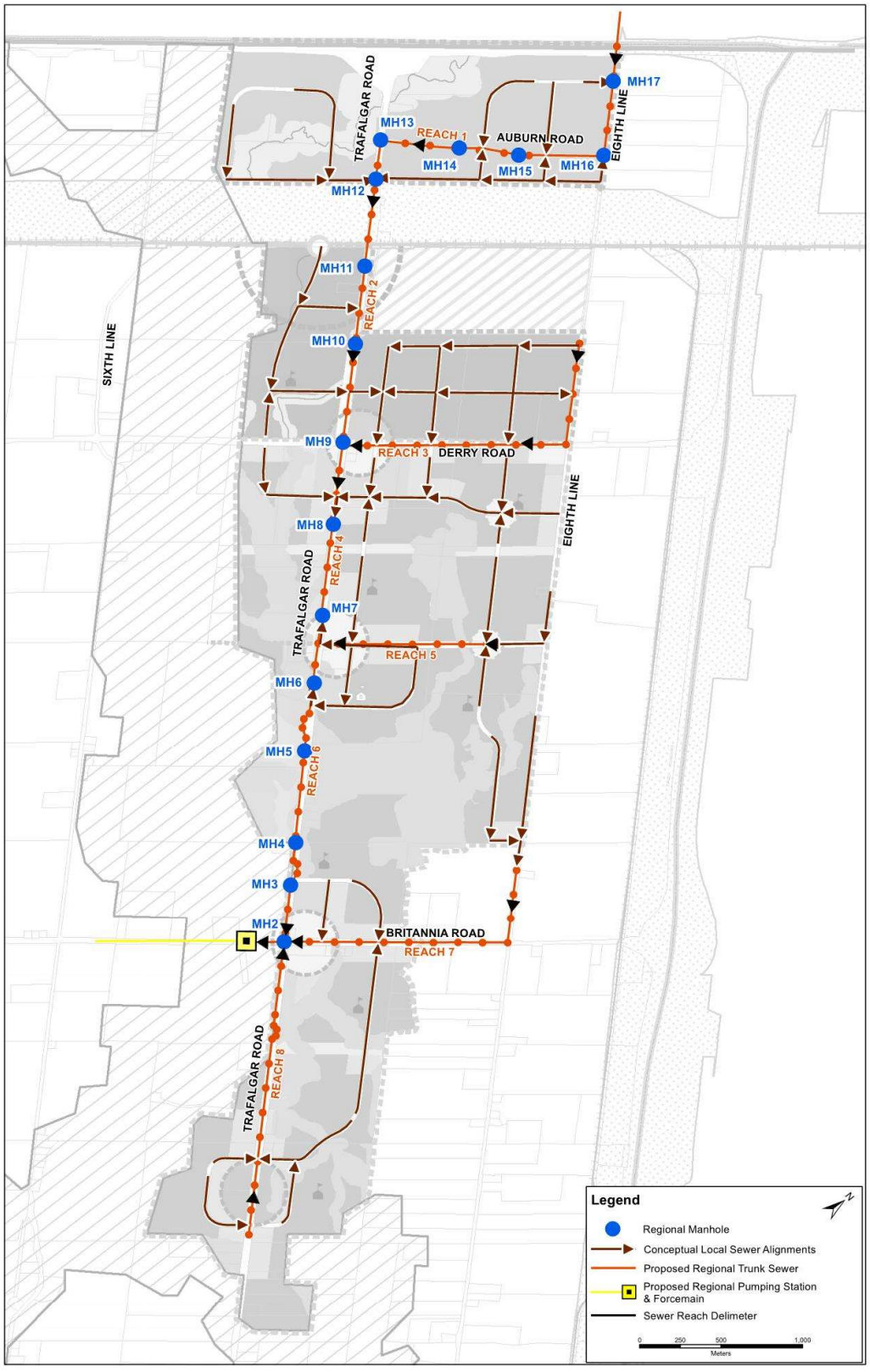


Figure 2.3. Conceptual Wastewater System – Agerton & Trafalgar Corridor Lands

Appendix E

MP4 Trafalgar Secondary Plan Area Water Analysis

(Municipal Engineering Solutions, 2026)

Municipal Engineering Solutions

February 19, 2026 Project No. 17001-40

Ms. Rebecca Auerbach
600 Alden Road, Suite 606
Markham, ON
L3R 0E7

Subject: Agerton Secondary Plan Area
Water Distribution Modeling Revision 1
Town of Milton, Region of Halton

Dear Ms. Auerbach,

We are pleased to submit our report entitled "Agerton Secondary Plan Area Watermain Analysis" outlining the results of our water distribution analysis for the Agerton Secondary Plan Area in the Town of Milton, Region of Halton.

This report is an update of our October 30, 2025 report. The modeling was updated to reflect Region's comments on the demand criteria and watermain layout along with changes to the population data. The findings of our analysis are summarized in the following report.

We trust you will find this report satisfactory. Should you have any questions or require further clarification, please call.

Yours truly,

Municipal Engineering Solutions

LICENSED PROFESSIONAL ENGINEER
J. C. BOURRIE
Feb.19/26
PROVINCE OF ONTARIO

Per: John C. Bourrie, P.Eng.

/LMC

File Location: C:\Projects\2025\25-018 MP4 Agerton Halton DSEL 17001-40\3.0 Report\Revised Draft Feb 2026\17001-24 MP4 Agerton Watermain Analysis_20260217.docx

55 Gilbank Drive, Aurora, Ontario L4G 6H9
Tel: 905.726.1016 Cell: 416.434.0186 Fax: 905.726.1225

AGERTON SECONDARY PLAN AREA

WATER ANALYSIS REVISION 1

PREPARED BY:

MUNICIPAL ENGINEERING SOLUTIONS

FOR:

DAVID SCHAEFFER ENGINEERING LTD.

February 2026

Project Number: 17001-40

TABLE OF CONTENTS

APPENDICES

Section 1 – INTRODUCTION

Municipal Engineering Solutions ("MES") was retained by David Schaeffer Engineering Ltd. (DSEL) to conduct a hydraulic water analysis for the proposed Agerton Secondary Plan Area located in the Town of Milton in the Region of Halton. As part of this hydraulic assessment MES was requested to undertake the following:

1. Calculate/verify water demands for the proposed development area using Region of Halton, provincial and industry design standards;
2. Add the subject watermains/development Area to the Region's existing water model;
3. Run the model to size the subject mains to achieve service criteria during Average Day, Peak Hour, and fire flow during Maximum Day demand; and
4. Prepare a Report summarizing the modeling results for agency review and design purposes.

1.1 Secondary Plan Area Background

The Agerton Secondary Plan Area is located between Highway 401 and Derry Road on both sides of Trafalgar Road in the Town of Milton. The southern portion will consist of medium and high density residential, mixed use residential, schools, and employment areas while the area north of the hydro right of way will be mixed use commercial and employment lands. The proposed Secondary Plan Area and phasing is shown below on **Figure 1**.

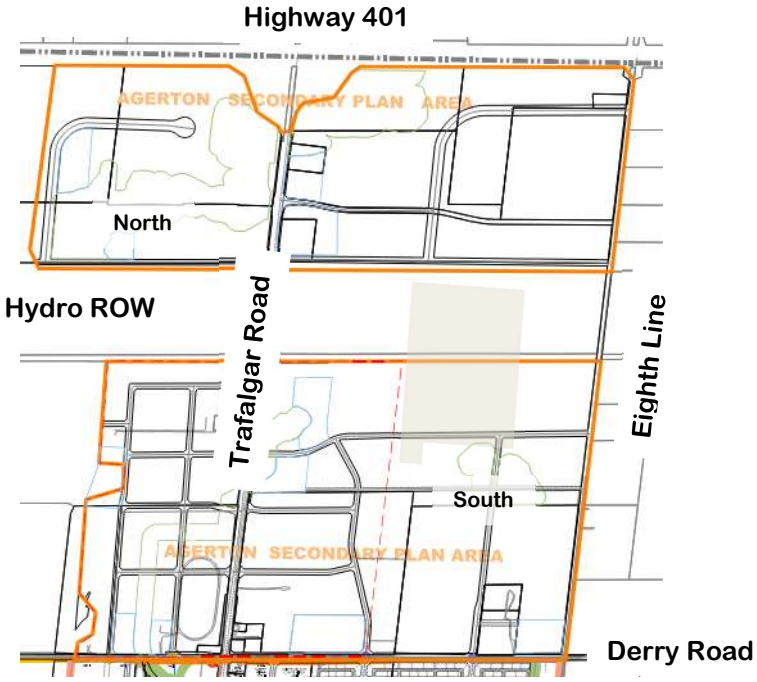


Figure 1 - Proposed Agerton **Secondary Plan Area**

Section 2 – WATERMAIN DESIGN CRITERIA

The design criteria utilized to estimate the water demands for the hydraulic water model follows general industry standards and is calculated using the design criteria and guidelines outlined in the Region's Water Master Plan, Region of Halton's December 2025 Water and Wastewater Linear Design Manual, the Ministry of the Environment, Conservation and Parks (MECP) Watermain Design Criteria, and the Fire Underwriters Survey.

`

The following sections summarize the specific design criteria used to carry out the hydraulic watermain assessment for this Secondary Plan Area.

2.1 Population & Water Design Factors

The block residential and employment populations were provided by DSEL. To calculate the demand for this development, the Region requested the use of the water design factors from the Region of Halton's Integrated Master Plan. **Table 1** summarizes the average daily demand and peaking factors used for this analysis.

Table 1 - Water Design Factors

Type of Secondary Plan Area	Average Daily Demand (L per capita)	Maximum Daily Demand Peaking Factor	Peak Hourly Demand Peaking Factor
Residential	230	1.9*	3.0
Blended Employment	190	1.9*	3.0

Source: Region of Halton IMP, *Lake-based Supply

Section 3 –FLOW DEMANDS

Utilizing the population data and the corresponding Average Day, Maximum Day, and Peak Hour data from **Table 1** the water demands for this Secondary Plan Area were calculated.

3.1 Equivalent Population Flow Demands

The calculated demands for the Secondary Plan Area are summarized in **Table 2**. For additional details on the Secondary Plan Area water demands and assigned demand nodes used in the water model see **Appendix A**.

Table 2 – Water Demand for Agerton Secondary Plan Area

Agerton	Average Day Demand (L/S)	Maximum Day Demand (L/S)	Peak Hour Demand (L/S)
North	92.99	176.69	278.98
South	16.55	31.45	49.65
Total	109.54	208.13	328.63

3.2 Fire Flow Demands

The fire demands for this Secondary Plan Area were based on typical flows calculated using the Fire Underwriters Survey ("FUS") formula outlined in the 'Water Supply For Public Fire Protection Guideline,' dated 2020. Since the detailed design data (specifics) for the proposed units/buildings are not known at this time, fire flows that have been used by MES for other similar Secondary Plan Areas previously submitted in Halton were utilized. Once the building designs/configurations are known for the proposed Secondary Plan Area the fire flows for each unit/building must be confirmed using the FUS criteria to determine the actual fire flow required. Building construction and sprinkler systems may need to be designed to suit the available flow and pressure. The fire flows used are shown in **Table 3**.

Table 3 - Fire Flow Requirements

Building	Fire Flow (L/S)
Street Towns	250
High Density/Mixed Use/ Commercial/School/Light Industrial	273

Source: Fire Underwriters Survey, 2020

`

These values have been used as the area is in the early planning stages.

3.3 External Demands

The Region of Halton InfoWater model that was provided by the Region to MES included water demands for existing and known future Secondary Plan Areas within the Region.

Section 4 – OTHER SYSTEM REQUIREMENTS

4.1 System Pressure Requirements

In addition to meeting the various flow requirements, the system must also satisfy minimum and maximum pressure requirements as outlined by the Region of Halton. The Region's pressure requirements are outlined in the Water and Wastewater Linear Design Manual and stipulate the following:

1. The water system shall be designed to maintain as close as possible to a maximum working pressure of 690 kPa (100 psi) as a best management practice.
2. The minimum system pressure shall not be less than 140 kPa (20 psi) at any point in the water system under fire flow conditions.
3. Under normal operating conditions, the water system shall have a target minimum static pressure of 345 kPa (50 psi). Under no operating conditions shall the static pressure within a distribution main fall below 275 kPa (40 psi).
4. The normal method of reduction of pressures to comply with the Ontario Building Code (reduction of pressures to 550 kPa, 80 psi) is by pressure reducing valves to be installed on individual services.

4.2 Watermain Sizing

The Region of Halton also stipulates minimum pipe sizes and requires that all watermains are adequately sized to maintain demand flows at the required pressures without causing excessive energy loss or result in water quality decay. The watermain system must therefore be designed to accommodate the greater of the following:

- Maximum day plus fire demand
- Peak hour demand

The minimum pipe size for commercial and industrial areas shall be 200 mm diameter and for residential areas the minimum pipe size shall be 150 mm diameter. For distribution systems providing fire protection the minimum pipe size shall be 150 mm diameter in accordance with Ministry of the Environment, Conservation and Parks (MECP) and NFPA requirements.

To provide appropriate fire protection, reliable supply, and pressures the water distribution system should be looped wherever possible to improve supply security and water quality.

4.3 Watermain C-Factor

In designing and modeling of the pipes the Coefficient of Roughness (C-Factor) factors from the Region's criteria were utilized. The Coefficient of Roughness assigned to each pipe size in summarized in **Table 4** below.

`

Table 4 - Hazen-Williams Coefficient of Roughness (C-Factors)

Size of Pipe (Diameter in mm)	Coefficient of Roughness (C)
150 mm	100
200 mm to 250 mm	110
300 mm to 600 mm	120
Greater than 600 mm	130

Source: Region of Halton Water and Wastewater Linear Design Manual, December 2025

Section 5 – ANALYSIS & MODELING RESULTS

To conduct the hydraulic water analysis for the proposed Secondary Plan Area the water demands were estimated by MES using the design criteria previously discussed and incorporated the demands into the existing Region of Halton InfoWater model which was provided by the Region and confirmed as most recent. The following sections discusses the model setup and results.

5.1 Model Setup

The Agerton Secondary Plan Area is located within the Region's Zone M4L which was part of the area to be changed through the Region's zone realignment. The Region has confirmed that the area is currently supplied by Zone 250. The Secondary Plan Area was modeled under 2031 conditions only in the Region's water model. It should be noted that the Region is currently undergoing an update to the Region's Water Master Plan. The report is nearing completion but neither the updated Master Plan recommendations nor the associated water model are currently available. The development demands were updated using the Master Plan criteria as per the Region's request.

New nodes were created to add the flow demands and service elevation information from the Secondary Plan Area to the Region of Halton's existing Infowater hydraulic water distribution model system and the system analysis was carried out. This area of Halton has been considered as a growth area in the model for Agerton and Trafalgar lands and as such has contained demands for future growth on some nodes. The existing growth demands on the nearby nodes were not edited in the model. The demands for the future external areas are based on the Region's estimates and along with the initial buildout of the Trafalgar lands as noted in our October 2, 2024 report for Trafalgar. The demands should be reviewed by the Region to confirm if these estimates are in line with their planning information.

As this analysis is at the secondary plan level, not all watermains were included in the modeling, only pipes on the major roads or those needed to supply the various blocks were included. Friction factors for the pipes were assigned according to **Table 4**.

5.2 Watermain Sizing and System Pressures

The analysis was conducted under 2031 servicing conditions for Average Day, Maximum Day, Peak Hour and Maximum day plus Fire demands to size the watermains and meet the pressure requirements. The pipe size and layout are shown in **Appendix B**.

The watermains were sized at 300 mm to 400 mm according to the results of average day, maximum day, maximum day plus fire, and peak hour scenarios and sizing from the Region's existing master plan for the surrounding future watermains. The watermain sizing is preliminary based on the provided populations from DSEL and the simplified pipe network. The site area will need to be re-evaluated as the planning process proceeds, planning information is finalized and the updated Regional Master Plan report and model becomes available.

`

The area is adequately supplied from Zone 250 according to the model output. The 2031 scenario in the model considered that the zone switch had been completed.

According to the model output, some areas in the southern portion will experience pressures above the OBC limit of 80 psi (550 kPa). It should be noted that the Region does not examine minimum hour conditions so pressures could be higher than modelled. Those buildings or units may require individual pressure reducing valves but will be reviewed in more detail as the design process continues.

Modeled service pressures for the Secondary Plan Area are summarized in **Table 5**. All pressures lie within the required operating range under average day, maximum day, and peak hour demands.

Detailed pipe and node tables for the 2031scenario modelled is attached to this report in **Appendix B**.

Table 5 - Modeled Service Pressures

Scenario	Average Day	Maximum Day	Peak Hour	Max. Day + Fire
2031 South Area	63.9 – 82.7 psi (440 to 571 kPa)	64.0 – 82.7 psi (441 to 569 kPa)	47.7 to 71.7 psi (329 to 494 kPa)	380 to 3,209 L/s @ 20 psi
2031 North Area	61.5 – 76.1 psi (424 to 524 kPa)	61.6 – 76.2 psi (424 to 525 kPa)	45.8 to 60.6 psi (316 to 418 kPa)	303 to 1,809L/s @ 20 psi

Section 6 – CONCLUSIONS

The results are summarized below.

- The service pressures are expected to range between 47.7 psi to 82.7 psi (329 kPa to 571 kPa) in south area and between 45.8 psi to 76.2 psi (316 kPa to 524 kPa) in 2031.
- The available fire flow meets the preliminary fire flow demands at the minimum pressure of 20 psi (140 kPa).
- This report is a high-level assessment completed in support of the Secondary Plan. The results provided are a general overview of how the system will operate with the additional demands. Detailed reports will need to be completed at the Draft Plan and Detailed Design stage.
- The demands for the future external areas are based the higher demands noted in our October 2, 2024, report for the Trafalgar lands. The demands should be reviewed by the Region to confirm if these estimates are in line with their planning information.
- The watermain sizing is preliminary based on the provided populations from DSEL and the simplified pipe network. The site area will need to be re-evaluated as the planning process proceeds, planning information is finalized and the updated Regional Master Plan report and model becomes available.
- According to the model output, some areas in the southern area, will experience pressures above the OBC limit of 80 psi (550 kPa). Those buildings or units may require individual pressure reducing valves but will be reviewed in more detail as the design process continues.
- The available fire flow generally meets or exceeds the preliminary fire flow demands at the minimum pressure of 140 kPa based on the proposed watermain supply and assumptions made within this report but must be confirmed when additional information becomes available. Once building designs/configurations are known, the fire flows must be confirmed using the FUS formula. Building construction and sprinkler systems may need to be designed to suit the available flow and pressure.
- This report, including all modeling assumptions used, is to be submitted to and reviewed by the water operating authority (municipality) to confirm that the modeling parameters used are acceptable to the operating authority and/or confirm if modified domestic or fire flow requirements are required or should be implemented for this particular Secondary Plan Area.

`

Appendix A

Demands

Water Design Factors

Average Daily Demand (L/capita/day)	230
Average Daily Demand (L/employee/day)	190
Maximum Daily Demand P.F.	1.9
Maximum Hourly Demand P.F.	3.0

Cofficient of Roughness

Size of Pipe (mm Dia.)	Coefficient of Roughness (C)
150	100
200-250	110
300-600	120
Over 600	130

Minimum Pipe Size

Type of Development	Size of Pipe (mm Dia.)
Residential	150
Commercial/Industrial/Community	200

Working Pressures

Parameter	Pressure
Normal Condition	
Minimum Pressure	275 kPa (40 psi)
Target Pressure	350 kPa (50 psi)
Maximum (Building Code)	550 kPa (80 psi)
Maximum (Halton)	690 kPa (100 psi)
Fire Flow Conditions	
Minimum Pressure	140 kPa (20 psi)

Water Demand
MT4 Agerton, Milton ON
February 13, 2026

Municipal Engineering Solutions

Node	N/S	Elevation	Equivalent Population		Demands			Fire Flow Demands
			Total Population	Total Population	ADD	MDD	PHD	
		(m)	*(Residential)*	*(ICI)*	*(L/s)*	*(L/s)*	*(L/s)*	*(L/s)*
J-600	S	*190.58*	300	0	0.80	1.52	2.40	*250*
J-601	S	*192.76*	682	71	1.97	3.74	5.91	*273*
J-602	S	*193.45*	460	100	1.44	2.74	4.33	*273*
J-603	S	*192.80*	1057	0	2.81	5.35	8.44	*273*
J-604	S	*193.27*	822	0	2.19	4.16	6.56	*273*
J-605	S	*193.49*		0	0.00	0.00	0.00	*273*
J-606	S	*193.71*	1096	0	2.92	5.54	8.75	*273*
J-607	S	*196.31*	2649	280	7.67	14.57	23.00	*273*
J-608	S	*193.56*	2962	280	8.50	16.15	25.50	*273*
J-609	S	*194.02*	613	0	1.63	3.10	4.90	*250*
J-610	S	*192.76*	1465	107	4.13	7.85	12.40	*273*
J-611	S	*192.10*	709	107	2.12	4.03	6.36	*273*
J-612	S	*193.89*	5653	726	16.65	31.63	49.94	*273*
J-613	S	*194.00*	3262	527	9.84	18.70	29.53	*273*
J-614	S	*198.68*		872	1.92	3.64	5.75	*273*
J-615	S	*197.89*	880	672	3.82	7.26	11.46	*273*
J-616	S	*194.52*	676	0	1.80	3.42	5.40	*273*
J-617	S	*197.20*	3409	620	10.44	19.83	31.31	*273*
J-618	S	*196.00*	0	38	0.08	0.16	0.25	*273*
J-619	S	*198.34*	0	1665	3.66	6.96	10.98	*273*
J-620	S	*200.67*	0	1341	2.95	5.60	8.85	*273*
J-621	S	*200.69*	0	2569	5.65	10.73	16.95	*273*
J-622	S	*204.00*	0	0	0.00	0.00	0.00	*273*
J-623	N	*199.50*	0	568	1.25	2.37	3.75	273
J-624	N	*195.45*	0	0	0.00	0.00	0.00	273
J-625	N	*197.30*	0	692	1.52	2.89	4.57	273
J-626	N	*198.30*	0	1038	2.28	4.34	6.85	273
J-627	N	*198.93*	0	0	0.00	0.00	0.00	273
J-628	N	*203.10*	0	2376	5.23	9.93	15.68	273
J-629	N	*202.94*	0	0	0.00	0.00	0.00	273
J-630	N	*204.00*	0	466	1.02	1.95	3.07	273
J-631	N	*204.89*	0	1310	2.88	5.47	8.64	273
J-632	N	*205.65*	0	1077	2.37	4.50	7.10	273
South			**26694**	**9974**	**92.99**	**176.69**	**278.98**	
North			**0**	**7526**	**16.55**	**31.45**	**49.65**	
Total			**26694**	**17500**	**109.54**	**208.13**	**328.63**	

Demand Layout

Appendix B

Model Results

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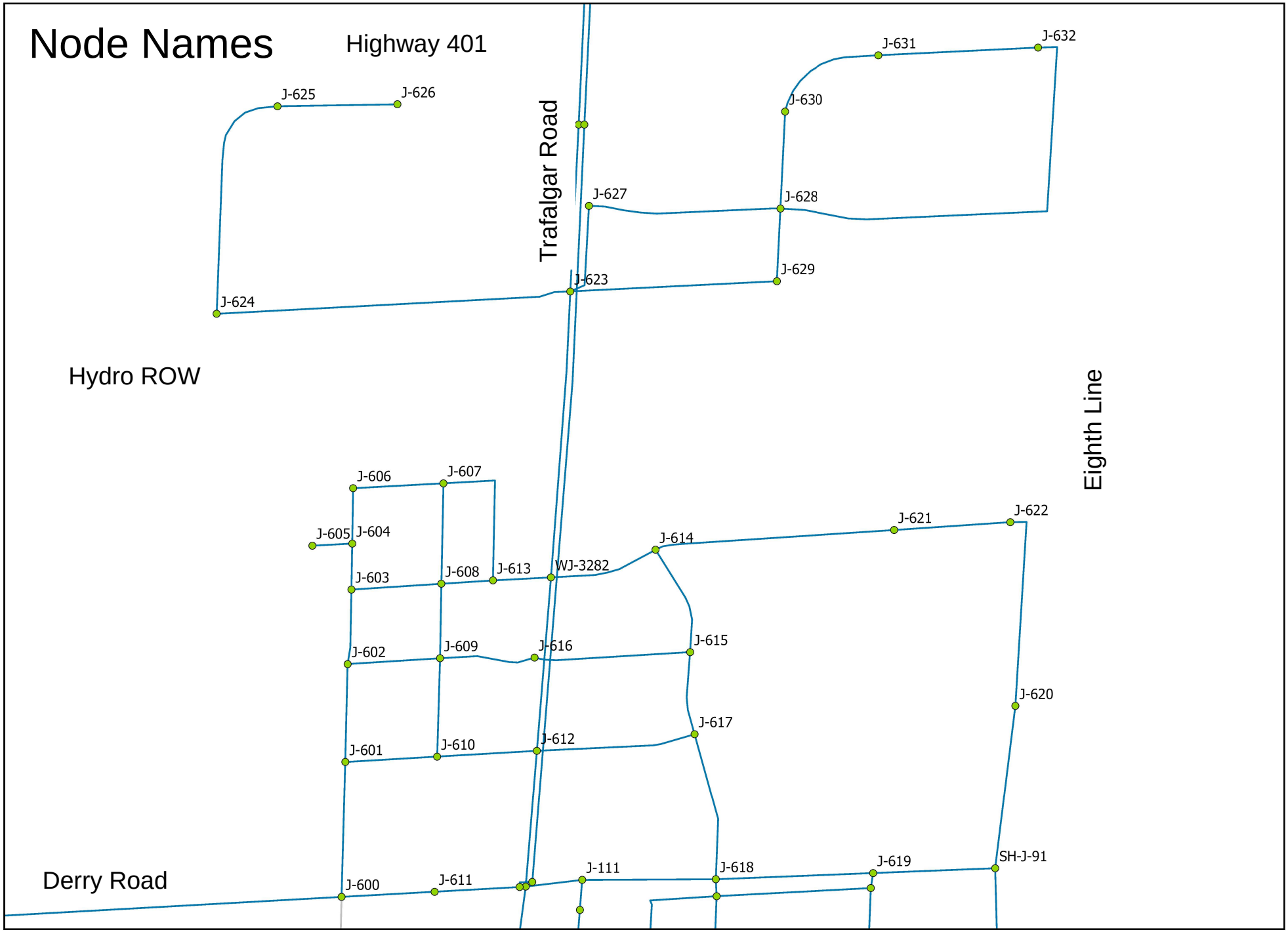
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Eighth Line
Hydro ROW
Derry Road
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J-624
J-627
J-623
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J-630
J-631
J-632
J-606
J-607
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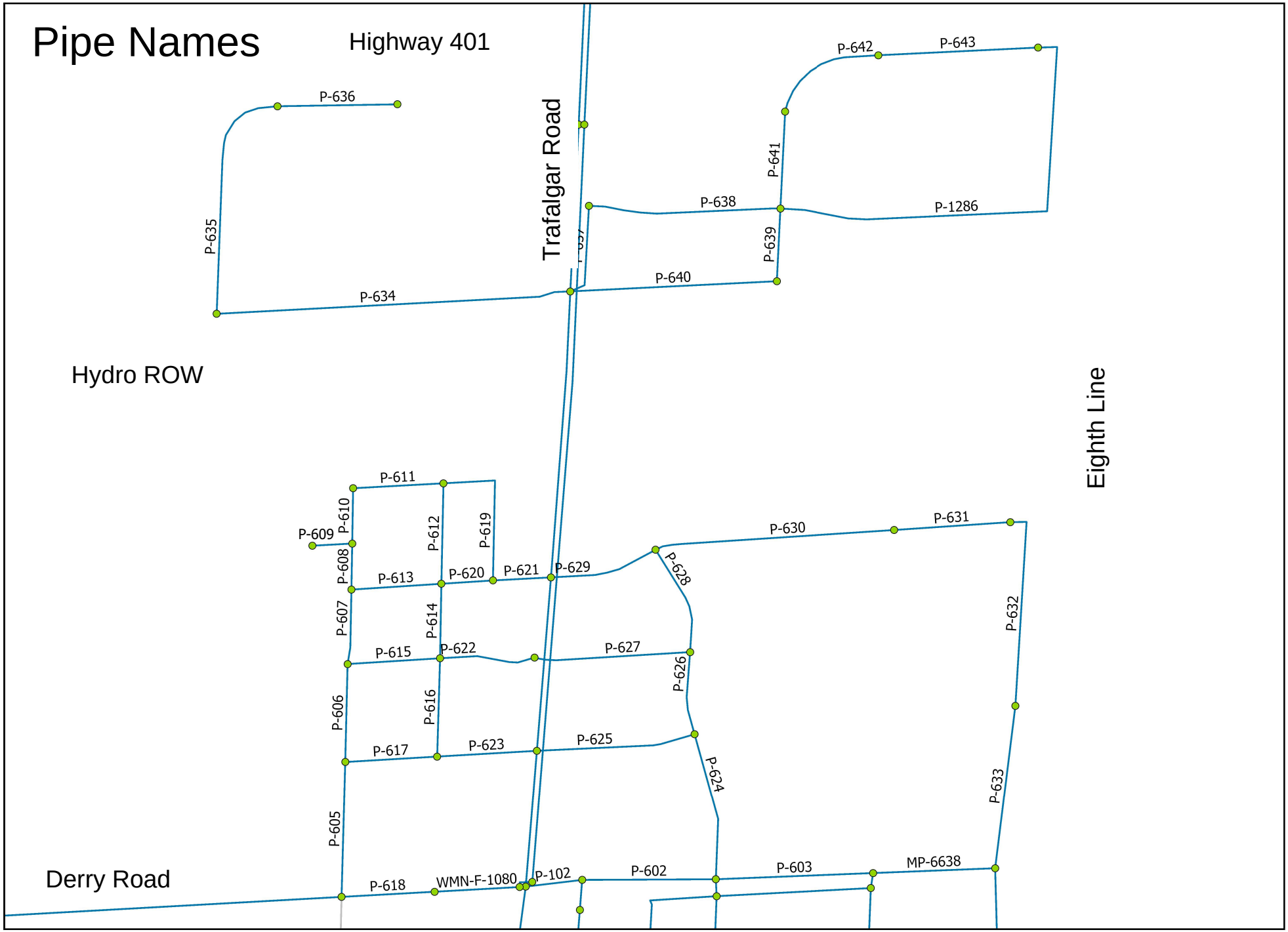
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Hydro ROW
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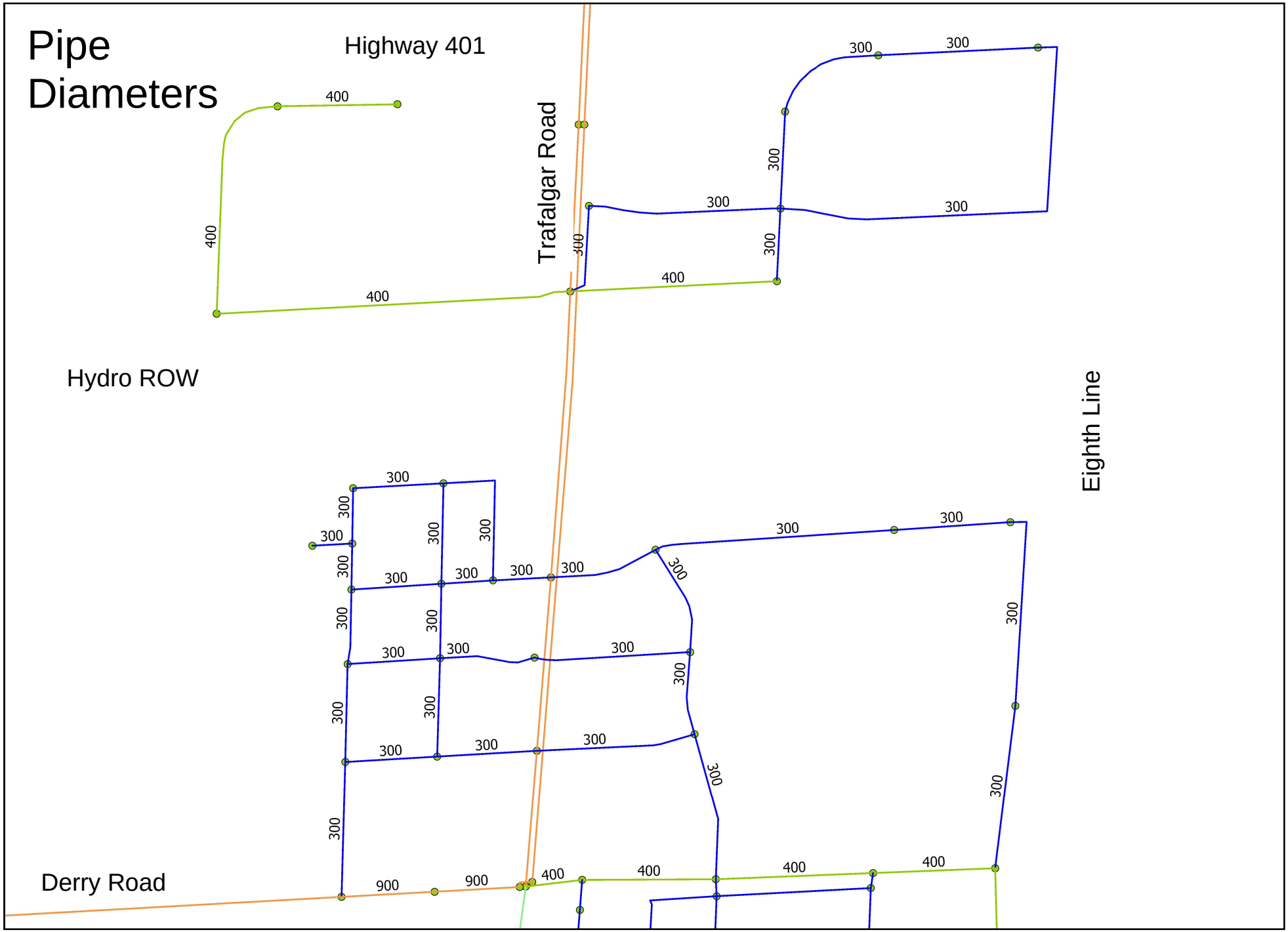
P-102


Pipe Diameters
Highway 401
Trafalgar Road
Hydro ROW
Eighth Line
Derry Road
400
300
900

2031Conditions
MT4 Agerton, Milton ON
February 17, 2026

Average Day

Node Table

ID	Demand	Elevation	Head	Pressure
	(L/s)	*(m)*	*(m)*	*(psi)*
J-600	0.80	190.58	248.79	82.74
J-601	1.97	192.76	248.83	79.71
J-602	1.44	193.45	248.84	78.74
J-603	2.81	192.80	248.84	79.66
J-604	2.19	193.27	248.83	78.99
J-605	0.00	193.49	248.83	78.68
J-606	2.92	193.71	248.83	78.36
J-607	7.67	196.31	248.84	74.67
J-608	8.50	193.56	248.84	78.58
J-609	1.63	194.02	248.85	77.94
J-610	4.13	192.76	248.86	79.75
J-611	2.12	192.10	248.79	80.58
J-612	16.65	193.89	248.98	78.31
J-613	9.84	194.00	248.85	77.98
J-614	1.92	198.68	248.92	71.42
J-615	3.82	197.89	248.91	72.53
J-616	1.80	194.52	248.87	77.26
J-617	10.44	197.20	248.93	73.53
J-618	0.08	196.00	248.95	75.28
J-619	3.66	198.34	248.94	71.93
J-620	2.95	200.67	248.92	68.59
J-621	5.65	200.69	248.91	68.55
J-622	0.00	204.00	248.91	63.85
J-623	1.25	199.50	248.92	70.26
J-624	0.00	195.45	248.92	76.01
J-625	1.52	197.30	248.91	73.37
J-626	2.28	198.30	248.91	71.95
J-627	0.00	198.93	248.92	71.06
J-628	5.23	203.10	248.90	65.11
J-629	0.00	202.94	248.91	65.36
J-630	1.02	204.00	248.90	63.83
J-631	2.88	204.89	248.89	62.56
J-632	2.37	205.65	248.89	61.48

South MIN		**190.58**		**63.85**
South MAX		**204.00**		**82.74**

North MIN		**195.45**		**61.48**
North MAX		**205.65**		**76.01**

Pipe Table

ID	From Node	To Node	Length	Diameter	Roughness	Flow	Velocity
			(m)	*(mm)*	*(C)*	*(ML/d)*	*(m/s)*
MP-6638	J-619	SH-J-91	338.39	400	130	1.04	0.10
P-102	J-111	WJ-3170-M	155.14	400	120	-2.35	0.22
P-1286	J-628	J-632	1252.77	300	120	0.20	0.03
P-602	J-618	J-111	372.23	400	130	-2.00	0.18
P-603	J-619	J-618	437.88	400	130	-1.00	0.09
P-605	J-600	J-601	375.37	300	120	-1.11	0.18
P-606	J-601	J-602	271.79	300	120	-0.35	0.06
P-607	J-602	J-603	207.04	300	120	0.12	0.02
P-608	J-603	J-604	127.77	300	120	0.24	0.04
P-609	J-604	J-605	110.71	300	120	0.00	0.00
P-610	J-604	J-606	153.32	300	120	0.05	0.01
P-611	J-606	J-607	250.81	300	120	-0.21	0.03
P-612	J-607	J-608	278.63	300	120	-0.31	0.05
P-613	J-608	J-603	249.86	300	120	0.36	0.06
P-614	J-608	J-609	206.58	300	120	-0.54	0.09
P-615	J-609	J-602	256.79	300	120	0.59	0.10
P-616	J-609	J-610	272.73	300	120	-0.58	0.09
P-617	J-610	J-601	255.27	300	120	0.94	0.15
P-618	J-611	J-600	258.59	900	120	-0.63	0.01
P-619	J-607	J-613	420.23	300	120	-0.56	0.09
P-620	J-613	J-608	143.20	300	120	0.87	0.14
P-621	WJ-3282	J-613	161.06	300	120	2.27	0.37
P-622	J-616	J-609	265.47	300	120	0.69	0.11
P-623	J-612	J-610	276.81	300	120	1.87	0.31
P-624	J-618	J-617	412.49	300	120	0.68	0.11
P-625	J-617	J-612	441.56	300	120	-0.94	0.15
P-626	J-617	J-615	230.85	300	120	0.72	0.12
P-627	J-615	J-616	432.54	300	120	0.85	0.14
P-628	J-615	J-614	310.57	300	120	-0.45	0.07
P-629	J-614	WJ-3282	305.58	300	120	-0.90	0.15
P-630	J-614	J-621	666.51	300	120	0.28	0.05
P-631	J-621	J-622	322.69	300	120	-0.20	0.03
P-632	J-622	J-620	556.42	300	120	-0.20	0.03
P-633	SH-J-91	J-620	454.87	300	120	0.46	0.08
P-634	J-623	J-624	983.42	400	120	0.33	0.03
P-635	J-624	J-625	671.79	400	120	0.33	0.03
P-636	J-625	J-626	332.79	400	120	0.20	0.02
P-637	J-627	J-623	263.64	300	120	-0.39	0.06
P-638	J-627	J-628	532.46	300	120	0.39	0.06
P-639	J-628	J-629	201.85	300	120	-0.61	0.10
P-640	J-629	J-623	573.16	400	120	-0.61	0.06
P-641	J-628	J-630	269.33	300	120	0.34	0.06
P-642	J-630	J-631	333.01	300	120	0.25	0.04
P-643	J-631	J-632	443.00	300	120	0.01	0.00
WMN-F-1080	WFT-F-1064	J-611	236.09	900	120	-0.45	0.01

2031Conditions
MT4 Agerton, Milton ON
February 17, 2026

Maximum Day

Node Table

ID	Demand	Elevatio	Head	Pressure
	(L/s)	*(m)*	*(m)*	*(psi)*
J-600	1.52	190.58	248.78	82.74
J-601	3.74	192.76	248.82	79.69
J-602	2.74	193.45	248.82	78.71
J-603	5.35	192.80	248.80	79.61
J-604	4.16	193.27	248.80	78.93
J-605	0.00	193.49	248.80	78.62
J-606	5.54	193.71	248.79	78.31
J-607	14.57	196.31	248.79	74.61
J-608	16.15	193.56	248.81	78.54
J-609	3.10	194.02	248.84	77.93
J-610	7.85	192.76	248.88	79.78
J-611	4.03	192.10	248.78	80.58
J-612	31.63	193.89	249.17	78.59
J-613	18.70	194.00	248.84	77.96
J-614	3.64	198.68	249.01	71.55
J-615	7.26	197.89	248.99	72.64
J-616	3.42	194.52	248.88	77.28
J-617	19.83	197.20	249.04	73.70
J-618	0.16	196.00	249.16	75.57
J-619	6.96	198.34	249.12	72.19
J-620	5.60	200.67	249.03	68.74
J-621	10.73	200.69	248.99	68.67
J-622	0.00	204.00	249.01	63.98
J-623	2.37	199.50	249.04	70.43
J-624	0.00	195.45	249.03	76.16
J-625	2.89	197.30	249.02	73.52
J-626	4.34	198.30	249.02	72.10
J-627	0.00	198.93	249.02	71.21
J-628	9.93	203.10	248.98	65.22
J-629	0.00	202.94	249.02	65.50
J-630	1.95	204.00	248.96	63.92
J-631	5.47	204.89	248.95	62.64
J-632	4.50	205.65	248.95	61.56

South MIN		**190.58**		**63.98**
South MAX		**204.00**		**82.74**

North MIN		**195.45**		**61.56**
North MAX		**205.65**		**76.16**

Pipe Table

ID	From Node	To Node	Length	Diameter	Roughness	Flow	Velocity
			(m)	*(mm)*	*(C)*	*(ML/d)*	*(m/s)*
MP-6638	J-619	SH-J-91	338.39	400	130	2.07	0.19
P-102	J-111	WJ-3170-M	155.14	400	120	-2.40	0.22
P-1286	J-628	J-632	1252.77	300	120	0.38	0.06
P-602	J-618	J-111	372.23	400	130	-2.99	0.28
P-603	J-619	J-618	437.88	400	130	-1.75	0.16
P-605	J-600	J-601	375.37	300	120	-0.81	0.13
P-606	J-601	J-602	271.79	300	120	0.18	0.03
P-607	J-602	J-603	207.04	300	120	0.72	0.12
P-608	J-603	J-604	127.77	300	120	0.64	0.10
P-609	J-604	J-605	110.71	300	120	0.00	0.00
P-610	J-604	J-606	153.32	300	120	0.28	0.05
P-611	J-606	J-607	250.81	300	120	-0.20	0.03
P-612	J-607	J-608	278.63	300	120	-0.58	0.09
P-613	J-608	J-603	249.86	300	120	0.38	0.06
P-614	J-608	J-609	206.58	300	120	-1.06	0.17
P-615	J-609	J-602	256.79	300	120	0.77	0.13
P-616	J-609	J-610	272.73	300	120	-1.01	0.17
P-617	J-610	J-601	255.27	300	120	1.32	0.22
P-618	J-611	J-600	258.59	900	120	1.69	0.03
P-619	J-607	J-613	420.23	300	120	-0.88	0.14
P-620	J-613	J-608	143.20	300	120	1.30	0.21
P-621	WJ-3282	J-613	161.06	300	120	3.79	0.62
P-622	J-616	J-609	265.47	300	120	1.09	0.18
P-623	J-612	J-610	276.81	300	120	3.01	0.49
P-624	J-618	J-617	412.49	300	120	1.48	0.24
P-625	J-617	J-612	441.56	300	120	-1.51	0.25
P-626	J-617	J-615	230.85	300	120	1.28	0.21
P-627	J-615	J-616	432.54	300	120	1.38	0.23
P-628	J-615	J-614	310.57	300	120	-0.73	0.12
P-629	J-614	WJ-3282	305.58	300	120	-1.49	0.24
P-630	J-614	J-621	666.51	300	120	0.44	0.07
P-631	J-621	J-622	322.69	300	120	-0.48	0.08
P-632	J-622	J-620	556.42	300	120	-0.48	0.08
P-633	SH-J-91	J-620	454.87	300	120	0.97	0.16
P-634	J-623	J-624	983.42	400	120	0.62	0.06
P-635	J-624	J-625	671.79	400	120	0.62	0.06
P-636	J-625	J-626	332.79	400	120	0.37	0.03
P-637	J-627	J-623	263.64	300	120	-0.73	0.12
P-638	J-627	J-628	532.46	300	120	0.73	0.12
P-639	J-628	J-629	201.85	300	120	-1.15	0.19
P-640	J-629	J-623	573.16	400	120	-1.15	0.11
P-641	J-628	J-630	269.33	300	120	0.65	0.11
P-642	J-630	J-631	333.01	300	120	0.48	0.08
P-643	J-631	J-632	443.00	300	120	0.01	0.00
WMN-F-1080	WFT-F-1064	J-611	236.09	900	120	2.03	0.04

2031Conditions
MT4 Agerton, Milton ON
February 17, 2026

Peak Hour

Node Table

ID	Demand	Elevation	Head	Pressure
	(L/s)	*(m)*	*(m)*	*(psi)*
J-600	2.40	190.58	240.98	71.65
J-601	5.91	192.76	238.47	64.98
J-602	4.33	193.45	237.94	63.25
J-603	8.44	192.80	237.78	63.95
J-604	6.56	193.27	237.75	63.23
J-605	0.00	193.49	237.75	62.92
J-606	8.75	193.71	237.74	62.59
J-607	23.00	196.31	237.74	58.89
J-608	25.50	193.56	237.77	62.86
J-609	4.90	194.02	237.89	62.36
J-610	12.40	192.76	238.12	64.48
J-611	6.36	192.10	241.29	69.92
J-612	49.94	193.89	238.12	62.88
J-613	29.53	194.00	237.78	62.24
J-614	5.75	198.68	237.79	55.60
J-615	11.46	197.89	237.77	56.69
J-616	5.40	194.52	237.82	61.55
J-617	31.31	197.20	237.75	57.65
J-618	0.25	196.00	237.73	59.33
J-619	10.98	198.34	237.61	55.83
J-620	8.85	200.67	237.53	52.39
J-621	16.95	200.69	237.54	52.38
J-622	0.00	204.00	237.53	47.67
J-623	3.75	199.50	238.08	54.84
J-624	0.00	195.45	238.05	60.56
J-625	4.57	197.30	238.02	57.89
J-626	6.85	198.30	238.02	56.47
J-627	0.00	198.93	238.03	55.59
J-628	15.68	203.10	237.94	49.52
J-629	0.00	202.94	238.02	49.87
J-630	3.07	204.00	237.90	48.19
J-631	8.64	204.89	237.87	46.88
J-632	7.10	205.65	237.87	45.80

South MIN		**190.58**		**47.67**
South MAX		**204.00**		**71.65**

North MIN		**195.45**		**45.80**
North MAX		**205.65**		**60.56**

Pipe Table

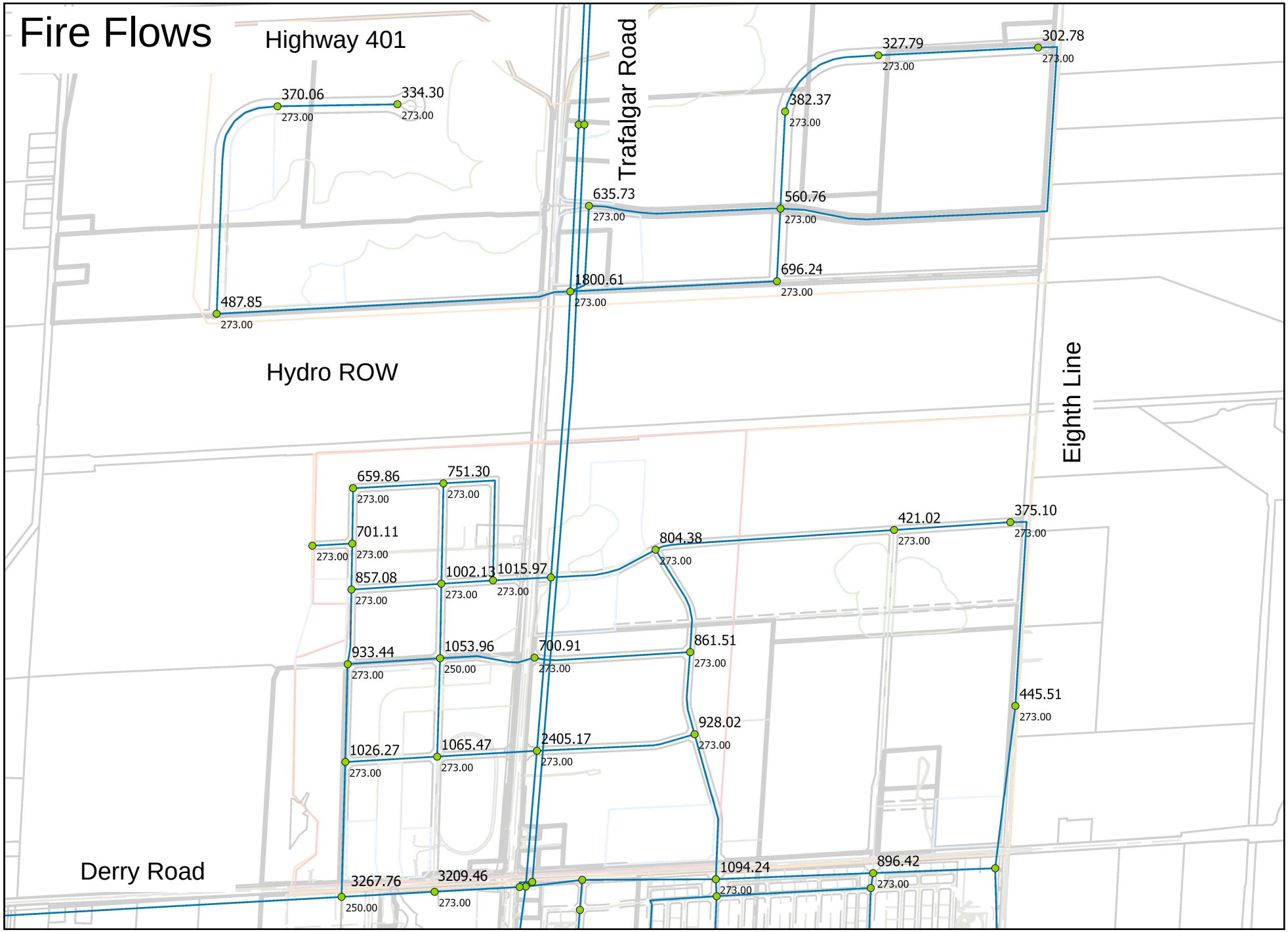
ID	From Node	To Node	Length	Diameter	Roughness	Flow	Velocity
			(m)	*(mm)*	*(C)*	*(ML/d)*	*(m/s)*
MP-6638	J-619	SH-J-91	338.39	400	130	2.88	0.27
P-102	J-111	WJ-3170-M	155.14	400	120	-7.40	0.68
P-1286	J-628	J-632	1252.77	300	120	0.60	0.10
P-602	J-618	J-111	372.23	400	130	-5.28	0.49
P-603	J-619	J-618	437.88	400	130	-3.34	0.31
P-605	J-600	J-601	375.37	300	120	8.15	1.33
P-606	J-601	J-602	271.79	300	120	4.18	0.68
P-607	J-602	J-603	207.04	300	120	2.54	0.42
P-608	J-603	J-604	127.77	300	120	1.38	0.23
P-609	J-604	J-605	110.71	300	120	0.00	0.00
P-610	J-604	J-606	153.32	300	120	0.82	0.13
P-611	J-606	J-607	250.81	300	120	0.06	0.01
P-612	J-607	J-608	278.63	300	120	-1.01	0.17
P-613	J-608	J-603	249.86	300	120	-0.43	0.07
P-614	J-608	J-609	206.58	300	120	-2.11	0.35
P-615	J-609	J-602	256.79	300	120	-1.26	0.21
P-616	J-609	J-610	272.73	300	120	-2.68	0.44
P-617	J-610	J-601	255.27	300	120	-3.46	0.57
P-618	J-611	J-600	258.59	900	120	57.43	1.04
P-619	J-607	J-613	420.23	300	120	-0.91	0.15
P-620	J-613	J-608	143.20	300	120	0.67	0.11
P-621	WJ-3282	J-613	161.06	300	120	4.14	0.68
P-622	J-616	J-609	265.47	300	120	-1.40	0.23
P-623	J-612	J-610	276.81	300	120	0.29	0.05
P-624	J-618	J-617	412.49	300	120	-0.58	0.10
P-625	J-617	J-612	441.56	300	120	-2.66	0.44
P-626	J-617	J-615	230.85	300	120	-0.63	0.10
P-627	J-615	J-616	432.54	300	120	-0.94	0.15
P-628	J-615	J-614	310.57	300	120	-0.68	0.11
P-629	J-614	WJ-3282	305.58	300	120	-2.91	0.48
P-630	J-614	J-621	666.51	300	120	1.73	0.28
P-631	J-621	J-622	322.69	300	120	0.26	0.04
P-632	J-622	J-620	556.42	300	120	0.26	0.04
P-633	SH-J-91	J-620	454.87	300	120	0.50	0.08
P-634	J-623	J-624	983.42	400	120	0.99	0.09
P-635	J-624	J-625	671.79	400	120	0.99	0.09
P-636	J-625	J-626	332.79	400	120	0.59	0.05
P-637	J-627	J-623	263.64	300	120	-1.16	0.19
P-638	J-627	J-628	532.46	300	120	1.16	0.19
P-639	J-628	J-629	201.85	300	120	-1.82	0.30
P-640	J-629	J-623	573.16	400	120	-1.82	0.17
P-641	J-628	J-630	269.33	300	120	1.03	0.17
P-642	J-630	J-631	333.01	300	120	0.76	0.12
P-643	J-631	J-632	443.00	300	120	0.02	0.00
WMN-F-1080	WFT-F-1064	J-611	236.09	900	120	57.98	1.05

2031Conditions
MT4 Agerton, Milton ON
February 17, 2026

Fire Flow Table			
ID	Total Demand *(L/s)*	Available Flow *(L/s)*	Fire Flow Met?
J-600	251.52	3267.76	TRUE
J-601	276.74	1027.27	TRUE
J-602	275.74	934.71	TRUE
J-603	278.35	858.21	TRUE
J-604	277.16	701.78	TRUE
J-605	273.00	514.97	TRUE
J-606	278.54	660.45	TRUE
J-607	287.57	752.18	TRUE
J-608	289.15	1003.69	TRUE
J-609	253.10	1056.06	TRUE
J-610	280.85	1066.90	TRUE
J-611	277.03	3209.46	TRUE
J-612	304.63	2416.86	TRUE
J-613	291.70	1017.51	TRUE
J-614	276.64	812.63	TRUE
J-615	280.26	871.97	TRUE
J-616	276.42	702.86	TRUE
J-617	292.83	947.92	TRUE
J-618	273.16	1307.99	TRUE
J-619	279.96	1031.24	TRUE
J-620	278.60	455.29	TRUE
J-621	283.73	425.43	TRUE
J-622	273.00	379.93	TRUE
J-623	275.37	1808.81	TRUE
J-624	273.00	488.13	TRUE
J-625	275.89	370.25	TRUE
J-626	277.34	334.45	TRUE
J-627	273.00	636.28	TRUE
J-628	282.93	561.23	TRUE
J-629	273.00	697.07	TRUE
J-630	274.95	382.61	TRUE
J-631	278.47	327.97	TRUE
J-632	277.50	302.94	TRUE

South MIN	**379.93**
South MAX	**3209.46**

North MIN	**302.94**
North MAX	**1808.81**


Fire Flows
Highway 401
Trafalgar Road
Hydro ROW
Eighth Line
Derry Road
370.06
273.00
334.30
273.00
487.85
273.00
635.73
273.00
1800.61
273.00
382.37
273.00
327.79
273.00
302.78
273.00
560.76
273.00
696.24
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3209.46
273.00
1094.24
273.00
896.42
273.00

Appendix F

Sanitary Sewer Design Sheets

(DSEL, 2026)

DAVID SCHAEFFER ENGINEERING LTD.
600 ALDEN ROAD, SUITE 606
MARKHAM, ONTARIO
L3R 0E7
TEL: (905) 475-3080
FAX: (905) 475-3081

HALTON REGION

SANITARY SEWER DESIGN

SHEET No.: 1 OF 2
LOCATION:
PROJECT No.: 18-1073
DATE: 11 Feb 2026
DESIGNED BY: E.G.
CHECKED BY: E.G.

DWF residential 215 pph
DWF employment 185 pph
Infil.Flow (INF): 0.28 L/s/ha

STREET	MANHOLE		PHASE	TRIBUTARY AREA HECTARE											POPULATION TRIBUTARY											Kav	PEAKING FACTOR	FLOW Qr L/s	FLOW Qe L/s	FLOW Qi L/s	MAX FLOW EXP.	SEWER						PIPE		Q/Qf	H/D	REMARKS
				RESIDENTIAL					EMPLOYMENT						RESIDENTIAL					EMPLOYMENT													SIZE	SLOPE	LENGTH	Q	VEL (m/s)					
	FROM	TO		SINGLE F.	SEMI.	TOWNHOUSE	CONDO	TOTAL	SCHOOL	PARK/ CC	EMPLOYMENT	COMMERCIAL	INFILT	TOTAL	SINGLE F.	SEMI.	TOWNHOUSE	CONDO	TOTAL	SCHOOL	PARK/CC	EMPLOYMENT	COMMERCIAL	TOTAL										(m)	L/s	FULL	ACT.	TYPE	CLASS			
TRUNK 5																																									
								0.00	1.85	2.53	7.03			11.41	2836				2836	71	100	426		597	0.80																
				0.73				0.73						11.41	292				3128					597	0.81															
				1.45				2.18						11.41	290				3418					597	0.83															
				3.21				5.39						11.41	582				4000					597	0.86															
				5.04				10.43						11.41	749				4749					597	0.90															
	913A	914A		5.68				16.11						11.41	757				5506					597	0.92	2.90	39.73	3.71	7.71	51.15	375	0.30	116.00	96.03	0.87	0.88	PVC		0.53	0.52	OK
	914A	915A						16.11						11.41					5506					597	0.92	2.90	39.73	3.71	7.71	51.15	375	0.30	96.00	96.03	0.87	0.88	PVC		0.53	0.52	OK
	915A	*916A (Ex Plug)*						16.11						11.41					5506					597	0.92	2.90	39.73	3.71	7.71	51.15	375	0.30	78.00	96.03	0.87	0.88	PVC		0.53	0.52	OK
	916A (Ex Plug)	*Ex. MH 9B*						16.11						11.41					5506					597	0.92	2.90	39.73	3.71	7.71	51.15	*600*	*0.50*	*15.00*	434.17	1.54	1.03			0.12	0.23	OK
To Ex. MH 9								16.11						11.41					5506					597																
TRUNK 6																																									
								0.00			3.52			3.52					0			163		163	0.80															
								0.00			4.32			7.84					0			307		470	0.80															
	972A	973A						0.00			42.37			50.21					0			3009		3479	0.80	2.71	0.00	20.19	14.06	34.25	375	0.30	104.00	96.03	0.87	0.79	PVC		0.36	0.41	OK
	973A	974A		3.20				3.20						50.21	538				538					3479	0.81	2.71	3.63	20.19	14.95	38.77	375	0.30	104.00	96.03	0.87	0.82	PVC		0.40	0.44	OK
	974A	975A		11.11				14.31		6.16				56.37	2035				2573		240			3719	0.84	2.65	16.97	21.10	19.79	57.86	375	0.35	23.50	103.73	0.94	0.96	PVC		0.56	0.53	OK
	975A	976A						14.31						56.37					2573					3719	0.84	2.65	16.97	21.10	19.79	57.86	450	0.30	149.00	156.16	0.98	0.91	CONC		0.37	0.42	OK
	976A	977A						14.31			13.19			69.56	6218				8791			933		4652	0.83	2.36	51.63	23.51	23.48	98.62	525	0.25	149.00	215.03	0.99	0.97	CONC		0.46	0.48	OK
	977A	978A						14.31						69.56					8791					4652	0.83	2.36	51.63	23.51	23.48	98.62	525	0.25	21.00	215.03	0.99	0.97	CONC		0.46	0.48	OK
	978A	995A (B.O.)						14.31	5.19		0.78			75.53					8791	200		38		4890	0.83	2.34	51.19	24.50	25.16	100.85	525	0.25	129.00	215.03	0.99	0.98	CONC		0.47	0.48	OK
To DERRY ROAD TRUNK (BY OTHERS)								14.31						75.53					8791					4890																
TRUNK 7																																								
								0.00			1.12			1.12					0			80		80	0.80															
								0.00			1.25			2.37					0			87		167	0.80															
								0.00			2.64			5.01					0			168		335	0.80															
								0.00			6.84			11.85					0			454		789	0.80															
	986A	992A (B.O.)						0.00			36.25			48.10					0			2611		3400	0.80	2.72	0.00	19.80	13.47	33.27	375	0.30	99.00	96.03	0.87	0.79	PVC		0.35	0.41	OK
To DERRY ROAD TRUNK (BY OTHERS)								0.00						48.10					0					3400																
DERRY ROAD TRUNK (BY OTHERS)																																								
	987A (B.O.)	989A (B.O.)						0.00			82.22			82.22					0			11922		11922	0.80	2.30	0.00	58.71	23.02	81.73	450	0.45	29.50	191.26	1.20	1.15	CONC		0.43	0.46	
	989A (B.O.)	990A (B.O.)						0.00						82.22					0					11922	0.80	2.30	0.00	58.71	23.02	81.73	450	0.50	118.00	201.60	1.27	1.20	CONC		0.41	0.44	
	990A (B.O.)	991A (B.O.)						0.00						82.22					0					11922	0.80	2.30	0.00	58.71	23.02	81.73	525	0.25	118.00	215.03	0.99	0.92	CONC		0.38	0.43	
	991A (B.O.)	992A (B.O.)						0.00						82.22					0					11922	0.80	2.30	0.00	58.71	23.02	81.73	525	0.25	118.00	215.03	0.99	0.92	CONC		0.38	0.43	
Contribution From TRUNK 7, Pipe 986A - 992A (B.O.)								0.00						48.10					0					3400																
	992A (B.O.)	993A (B.O.)						0.00						130.32					0					15322	0.80	2.22	0.00	72.83	36.49	109.32	525	0.25	145.50	215.03	0.99	0.99	CONC		0.51	0.50	
	993A (B.O.)	994A (B.O.)						0.00						130.32					0					15322	0.80	2.22	0.00	72.83	36.49	109.32	525	0.25	145.50	215.03	0.99	0.99	CONC		0.51	0.50	
	994A (B.O.)	995A (B.O.)						0.00						130.32					0					15322	0.80	2.22	0.00	72.83	36.49	109.32	525	0.25	145.50	215.03	0.99	0.99	CONC		0.51	0.50	
Contribution From TRUNK 6, Pipe 978A - 995A (B.O.)								14.31						75.53					8791					4890																
	995A (B.O.)	996A (B.O.)						14.31						205.85					8791					20212	0.81	2.03	44.41	87.85	61.64	193.91	525	0.55	127.00	318.94	1.47	1.54	CONC		0.61	0.56	
	996A (B.O.)	997A (B.O.)						14.31						205.85					8791					20212	0.81	2.03	44.41	87.85	61.64	193.91	525	0.55	127.00	318.94	1.47	1.54	CONC		0.61	0.56	
	997A (B.O.)	998A (B.O.)						14.31						205.85					8791					20212	0.81	2.03	44.41	87.85	61.64	193.91	525	0.55	127.00	318.94	1.47	1.54	CONC		0.61	0.56	
	998A (B.O.)	999A (B.O.)						14.31						205.85					8791					20212	0.81	2.03	44.41	87.85	61.64	193.91	525	0.55	127.00	318.94	1.47	1.54	CONC		0.61	0.56	
	999A (B.O.)	5000A (B.O.)						14.31						205.85					8791					20212	0.81	2.03	44.41	87.85	61.64	193.91	525	0.55	23.50	318.94	1.47	1.54	CONC		0.61	0.56	
	5000A (B.O.)	Ex MH 9A						14.31						205.85					8791					20212	0.81	2.03	44.41	87.85	61.64	193.91	525	0.55	27.50	318.94	1.47	1.54	CONC		0.61	0.56	
To Ex. MH 9								14.31						205.85					8791					20212																

DAVID SCHAEFFER ENGINEERING LTD.
600 ALDEN ROAD, SUITE 606
MARKHAM, ONTARIO
L3R 0E7
TEL: (905) 475-3080
FAX: (905) 475-3081

HALTON REGION

SANITARY SEWER DESIGN

SHEET No.: 1 OF 2
LOCATION:

PROJECT No.: 18-1073
DATE: 11 Feb 2026
DESIGNED BY: E.G.
CHECKED BY: E.G.

DWF residential 215 pph
DWF employment 185 pph
Infil.Flow (INF): 0.28 L/s/ha

STREET	MANHOLE		PHASE	TRIBUTARY AREA HECTARE											POPULATION TRIBUTARY											Kav	PEAKING FACTOR	FLOW Qr L/s	FLOW Qe L/s	FLOW Qi L/s	MAX FLOW EXP.	SEWER						PIPE		Q/Qf	H/D	REMARKS
				RESIDENTIAL				TOTAL	EMPLOYMENT					TOTAL	RESIDENTIAL				TOTAL	EMPLOYMENT					TOTAL							SIZE	SLOPE	LENGTH	Q	VEL (m/s)					
	FROM	TO		SINGLE F.	SEMI.	TOWNHOUSE	CONDO		SCHOOL	PARK	INSTITUTIONAL	COMMERCIAL	INFILT		SINGLE F.	SEMI.	TOWNHOUSE	CONDO		SCHOOL	PARK	INSTITUTIONAL	COMMERCIAL									(m)	L/s	FULL	ACT.	TYPE	CLASS			
TRUNK 4				5.12				5.12						0.00	850				850					0																
	1002A	1007A		9.40				14.52						0.00	2740				3590					0	1.00	3.38	30.20	0.00	4.07	34.26	300	0.35	125.00	57.21	0.81	0.84	PVC		0.60	0.56	
								14.52			6.36			6.36	5297				8887			560		560	0.94															
	1007A	1008A		4.44				18.96						6.36	718				9605					560	0.95	2.80	66.92	3.36	7.09	77.37	450	0.30	143.50	156.16	0.98	0.98	CONC		0.50	0.50	
	1008A	1009A						18.96			5.93			12.29	2792				12397			527		1087	0.92	2.60	80.21	6.05	8.75	95.01	525	0.25	63.00	215.03	0.99	0.96	CONC		0.44	0.47	
	1009A	1010A (Ex. Stub)						18.96						12.29					12397					1087	0.92	2.60	80.21	6.05	8.75	95.01	525	0.25	67.00	215.03	0.99	0.96	CONC		0.44	0.47	
	1010A (Ex. Stub)	*Ex. 10A*						*18.96*						*12.29*					*12397*					*1087*	*0.92*	*2.60*	*80.21*	*6.05*	*8.75*	*95.01*	*600*	*0.60*	*28.90*	*475.61*	*1.68*	*1.31*	*CONC*		*0.20*	*0.30*	
To Ex. DC 7555 1200mm BY OTHERS								18.96						12.29					12397					1087																
TRUNK 3																																								
	1428A	1429A						0.00			45.65			45.65					0			2895		2895	0.80	2.76	0.00	17.11	12.78	29.89	300	0.35	101.00	57.21	0.81	0.82	PVC		0.52	0.51	
To Ex. MH 14								0.00						45.65					0					2895																
								0.00			11.49			11.49					0			706		706	0.80																
	5001A	1429A						0.00			17.77			29.26					0			1164		1870	0.80	2.89	0.00	11.57	8.19	19.76	300	0.35	33.00	57.21	0.81	0.73	PVC		0.35	0.41	
To Ex. MH 14								0.00						29.26					0					1870																
TOTAL TO Ex. MH 14								0.00						74.91					0.00					4765.00						49.66										
TRUNK 2																																								
	1437A	Ex. MH 12A						0.00			8.81			8.81					0			463		463	0.80	3.19	0.00	3.16	2.47	5.63	200	0.40	22.50	20.74	0.66	0.56	PVC		0.27	0.36	
To Ex. MH 12A								0.00						8.81					0					463																
TRUNK 1																																								
								0.00			9.22			9.22					0			568		568	0.80																
	1238A	Ex. MH 12						0.00			32.33			41.55					0			1730		2298	0.80	2.83	0.00	13.92	11.63	25.56	300	0.35	25.00	57.21	0.81	0.78	PVC		0.45	0.47	
To Ex. MH 12								0.00						41.55					0					2298																

Appendix G

Preliminary Cost Estimates for DC Sewers

(DSEL, 2026)

Date: February 19, 2026
DSEL File No.: 18-1073

MILTON PHASE 4

DC Sanitary Sewers - Agerton

Item No.	Item Description	Approx. Depth	Quantity	Unit	Unit Rate	Total	Notes
1	**Sanitary Sewers**						
	Trunk 6						
.01	MH 976A to ex. stub (B.O.) - 525mm	8.0	279.0	lm	$ 2,760.00	$ 770,040.00	Constructed prior to or with subdivision
			279.0				
2	**Connect to Existing**						
.01	Ex. stub from MH 995A (B.O)	8.0	1.0	LS	$ 65,000.00	$ 65,000.00	Assumes connection at limit of Derry; approx. 20m of Trunk 6 within Derry right-of-way constructed by Others.
3	**Non-Itemized Costs**						
.01	Non-Itemized Costs		$ 835,040.00	%	10%	$ 83,504.00	
					SUB-TOTAL:	$ 918,544.00	
					CONTINGENCY (10%)	*$ 91,854.40*	
					TOTAL ESTIMATED COST:	**$ 1,010,000.00**	

Notes:
1. HST excluded.
2. Adverse sub-surface conditions, for example but not limited to shale/bedrock or excessive groundwater not included; to be confirmed with geotech and hydro-geologist.
3. No temporary traffic diversions assumed.
4. Assumes completed at the same time as subdivsion servicing.