

**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**

**OCTOBER 2025  
REVISED MAY 2026**

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## **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)**
  
- **Integrated Master Plan**  
Regional Municipality of Halton, April 2026  
**(2026 Halton IMP)**

### **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**

<b>Study</b>	<b>Population</b>
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
	Total Residential	26,700	Projection by SGL Planning (See <b>Appendix B3</b> )
Employment	Institutional, Park, and Community Centre	611	40 persons / hectare per 2024 <b>Region Standards</b> <sup>1</sup>
	MTSA (Mixed Use Areas)	2,609	Ultimate Buildout Projection by SGL Planning (See <b>Appendix B3</b> )
	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
<b>DERRY ROAD</b>	
900 mm ➤ Regional ID: 5875	Trafalgar Road to Fifth Line
<b>TRAFALGAR ROAD</b>	
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** and **2026 Halton IMP** are included in **Appendix C1** and **C2** respectively, and 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
<b>DERRY ROAD</b>			
6638	400 mm	Starting in 2026	From Trafalgar Rd to 8 <sup>th</sup> Line
<b>New Road Internal to MP4 Agerton</b>			
W65	400mm	Forecast for 2031	Future Road through Secondary Plan Area
W66	400mm	Forecast for 2031	Future Road through Secondary Plan Area

It is expected W65's alignment through the railway lands, which is unknown at this time, if not aligned through municipal roads would be in an easement in accordance with **Region Standards**. In the event the railway lands do not advance, an alternative alignment, illustrated on **Figures 4** and **5**, can be made through participating owners. Where the watermain is not within roads, an easement will be confirmed through detailed design aligned with **Region Standards**.

### 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 western watermain, 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
<b>2031 (South Parcel)</b>	63.7 – 82.7	63.6 – 82.7	46.1 – 70.0	380 – 3,209 L/s @20psi
<b>2031 (North Parcel)</b>	61.4 – 75.9	61.4 – 76.0	44.5 – 59.3	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).

Fire flow calculations are to be reviewed through detailed design when architectural information becomes available.

The watermain analysis is included in **Appendix E1**.

#### 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.

A 400mm watermain is currently proposed along future Main Street, north of the railway. However, since the Main Street EA remains ongoing, the exact alignment of the ROW and the watermain within it may be further refined. For demonstration purposes, the watermain extends to the western extent of the Secondary Plan limits. The employment areas west of Trafalgar Road and north of the Hydro corridor are proposed to be serviced off this watermain. When the employment area develops and refines its internal configuration, further assessment will be required to confirm watermain looping and ensure security of water supply. If Main Street does not proceed and this watermain is not available, alternative servicing would be reviewed.

The existing twin 900mm watermains within Trafalgar Road include both a supply feedermain (easternmost watermain) and discharge watermain (westernmost watermain). At the request of the Region, included in **Appendix E2**, all local and trunk connections to the watermains on Trafalgar Road will connect to the discharge (westernmost) 900mm watermain. Connections to the 900mm western watermain will be constructed in accordance with **Region Standards** (LDM 413.010) and shall be refined through detailed design.

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	215 L/capita/day
ICI	185 L/emp/day
Infiltration	0.28 L/s/ha
Peaking Factor	Modified Harmon Formula ( <b>Region Standards</b> 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
<b>AUBURN ROAD</b>	
1200mm Sanitary Sewer	
➤ Regional ID 7553	From Steeles Avenue to Trafalgar Road
➤ Regional ID 7554	
<b>TRAFALGAR ROAD</b>	
1200mm Sanitary Sewer	
➤ Regional ID 7555	From Auburn Road to Derry Road
1200mm Sanitary Sewer	
➤ Regional ID 7529	From Derry Road to Britannia Road
➤ Regional ID 7530	

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	REGION'S ANTICIPATED CONSTRUCTION TIMING	LOCATION
<b>DERRY ROAD</b>			
6497	525 mm (originally 300mm per the 2022 DC Update)	Starting 2026	From Eighth Line to Trafalgar Rd (MIL)
<b>EIGHTH LINE</b>			
6503	450 mm (originally 300mm per the 2022 DC Update)	Starting 2026	From north of Derry Rd to Derry Rd (MIL)

Excerpts from the **2022 DC Update** and **2026 Halton IMP** are included in **Appendix C1** and **C2** respectively.

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**

<b>Proposed Connection</b>	<b>ASP Approach (Figure 2.3)</b>	<b>ASP Addendum Modification</b>
<b>Eighth Line</b>	<p>Two (2) proposed connections north of utility corridor</p> <ul style="list-style-type: none"> <li>➤ Connections to MH 17 &amp; MH 16</li> </ul> <p>One (1) proposed connection south of utility corridor</p> <ul style="list-style-type: none"> <li>➤ Connection to future MH north of Derry Road</li> </ul>	No connections proposed to Eighth Line through this addendum.
<b>Auburn Road</b>	<p>Four (4) proposed connections to Auburn Road</p> <ul style="list-style-type: none"> <li>➤ Two (2) connections between MH 15 &amp; MH 16</li> <li>➤ Two (2) connections between MH 14 &amp; MH 15</li> </ul>	<p>Two (2) proposed connections at MH 14.</p> <ul style="list-style-type: none"> <li>➤ Additional connections may be proposed through the design of the employment areas, pending development timing and requirements.</li> </ul>
<b>Trafalgar Road (north region)</b>	<p>Two (2) proposed connections</p> <ul style="list-style-type: none"> <li>➤ Both connections at MH 12</li> </ul>	<p>No modifications</p> <ul style="list-style-type: none"> <li>➤ Two (2) proposed connections at MH12.</li> </ul>
<b>Trafalgar Road (south region)</b>	<p>Three (3) proposed connection</p> <ul style="list-style-type: none"> <li>➤ West connection between MH 11 &amp; MH 10</li> <li>➤ West connection between MH 9 &amp; MH 10</li> <li>➤ East connection at MH 9</li> </ul>	Modifications to reflect three (3) existing stubs that have been constructed at MH 9 (west & east) and MH 10A
<b>Derry Road</b>	<p>Three (3) proposed connections to the future Derry Road trunk</p> <ul style="list-style-type: none"> <li>➤ All connections were proposed between Trafalgar Road and Eighth Line</li> </ul>	<p>Two (2) proposed connections to the future Derry Road Trunk east of Trafalgar Road</p> <ul style="list-style-type: none"> <li>➤ Per the Region’s Integrated Master Plan and as illustrated in the Sanitary Design Sheets (Appendix F), the 525mm Derry Road trunk will be adequate to service the Subject Lands and future employment lands east of the Subject Lands.</li> </ul>

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
<b>Existing Manholes</b>			
<b>Trunk 1:</b> Trafalgar Road MH 12 (West Connection)	300	2,298	60%
<b>Trunk 2:</b> Trafalgar Road MH 12A (East Connection)	200	463	33%
<b>Trunk 3:</b> Auburn Road MH 14 (north connection)	300	1,870	40%
<b>Trunk 3:</b> Auburn Road MH 14 (south connection)	300	2,895	60%
<b>Trunk 4:</b> Trafalgar Road MH 1010A to MH 10A <b>(Existing Stub)</b>	600	13,484	22%
<b>Trunk 5:</b> Trafalgar Road MH 9B <b>(Existing Stub)</b>	600	6,103	13%
<b>Future Manholes</b>			
<b>Trunk 6:</b> Derry Road MH 995A	525 <i>(requesting a stub to edge of ROW with INV. 188.256)</i>	13,681	52%

<b>Trunk 7:</b> Derry Road MH 992A	375 <i>(requesting a stub to          edge of ROW with INV.          191.981)</i>	3,400	40%
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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,

**David Schaeffer Engineering Ltd.**

Reviewed by,

**David Schaeffer Engineering Ltd.**



Rebecca Auerbach

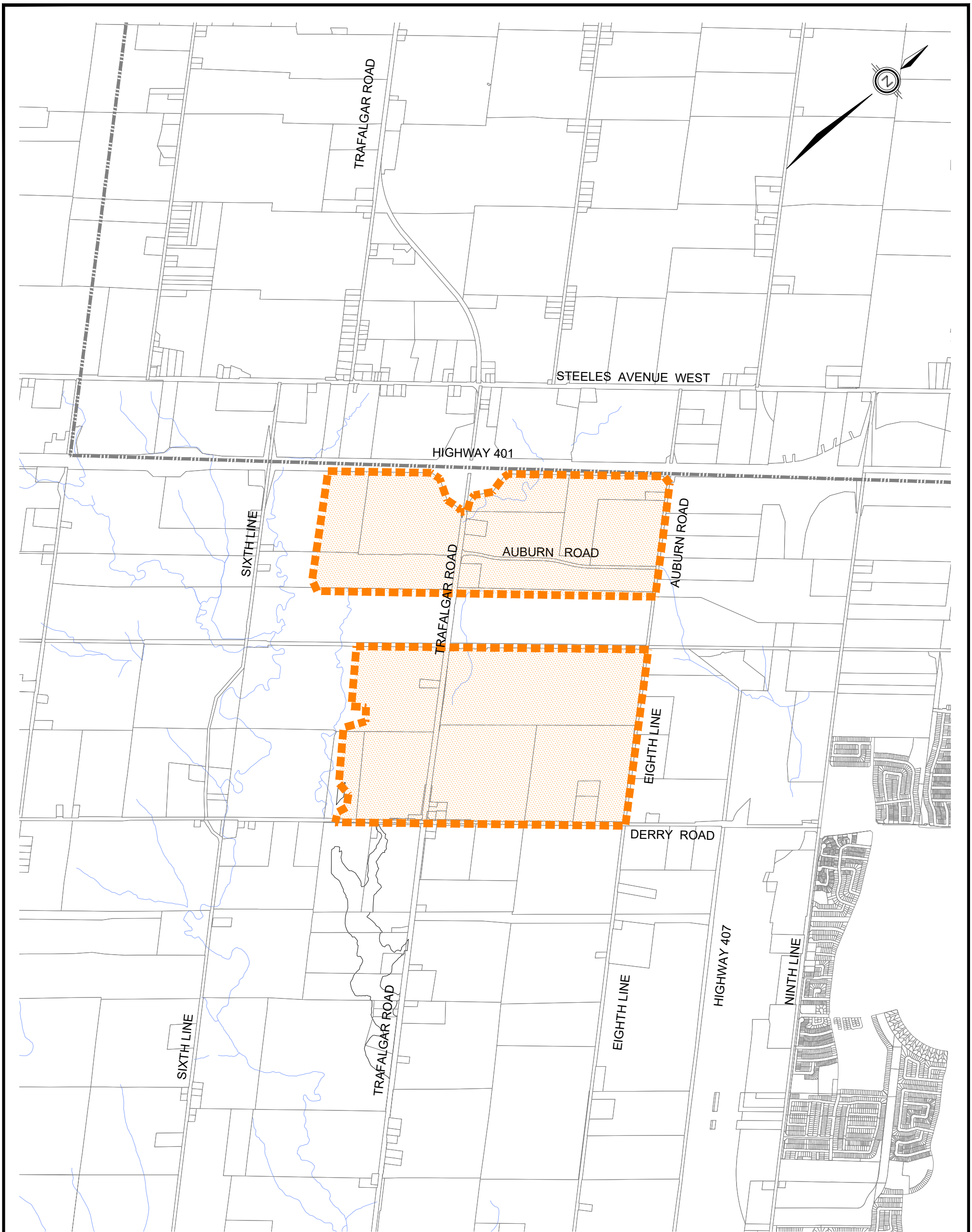


Alexandra Schaeffer, P.Eng.

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## **Drawings & Figures**

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**LEGEND**



SUBJECT LANDS



WATERCOURSE

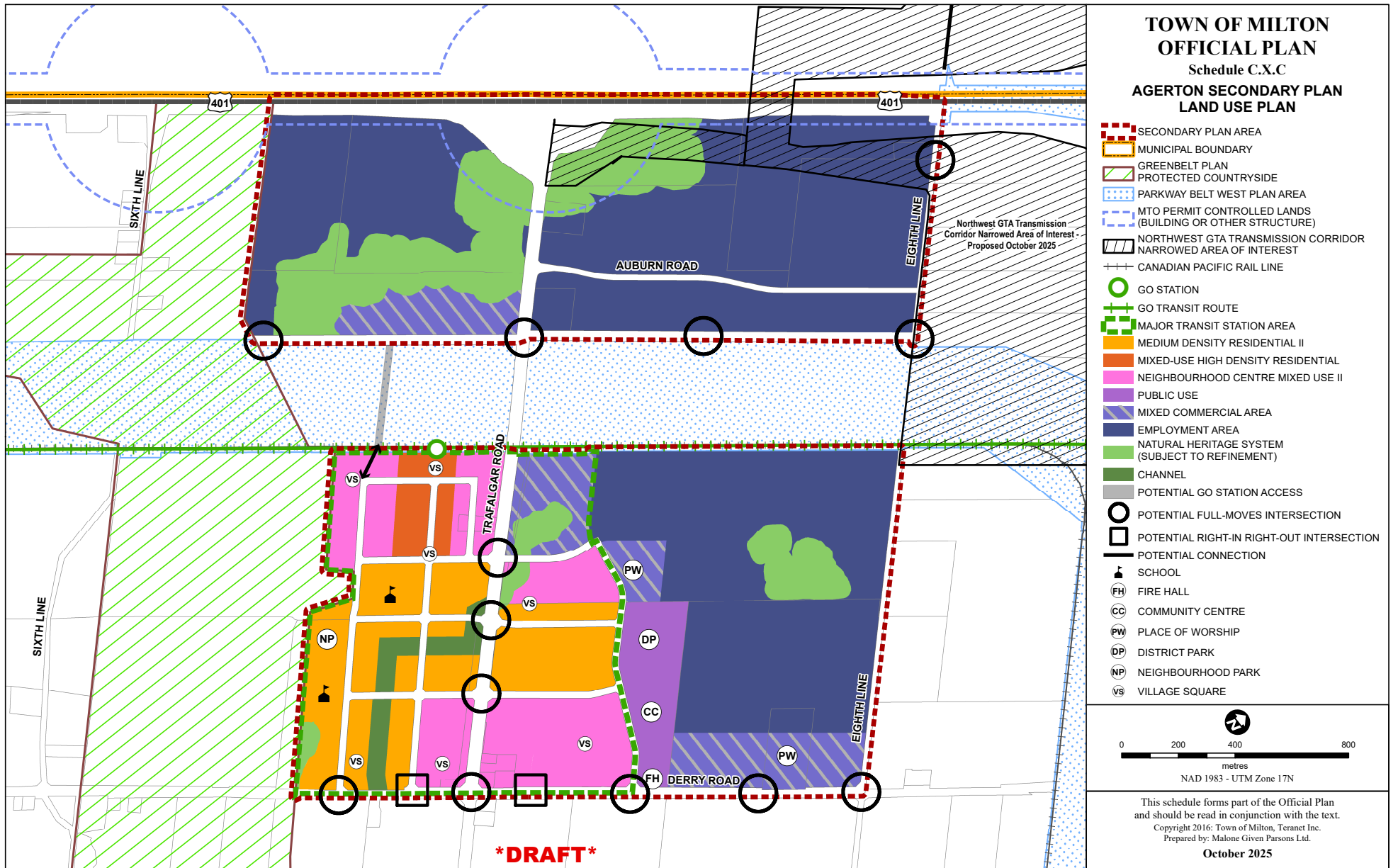


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**MP4 AGERTON - ASP  
 ADDENDUM  
 MILTON**

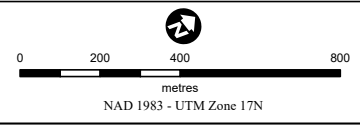
**SITE LOCATION PLAN**

SCALE:	1:25000	PROJECT No.:	18-1073
DATE:	APRIL 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
- 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
- FIRE HALL
- COMMUNITY CENTRE
- PLACE OF WORSHIP
- DISTRICT PARK
- NEIGHBOURHOOD PARK
- VILLAGE SQUARE



This schedule forms part of the Official Plan and should be read in conjunction with the text.  
Copyright 2016: Town of Milton, Teranet Inc.  
Prepared by: Malone Given Parsons Ltd.  
**October 2025**

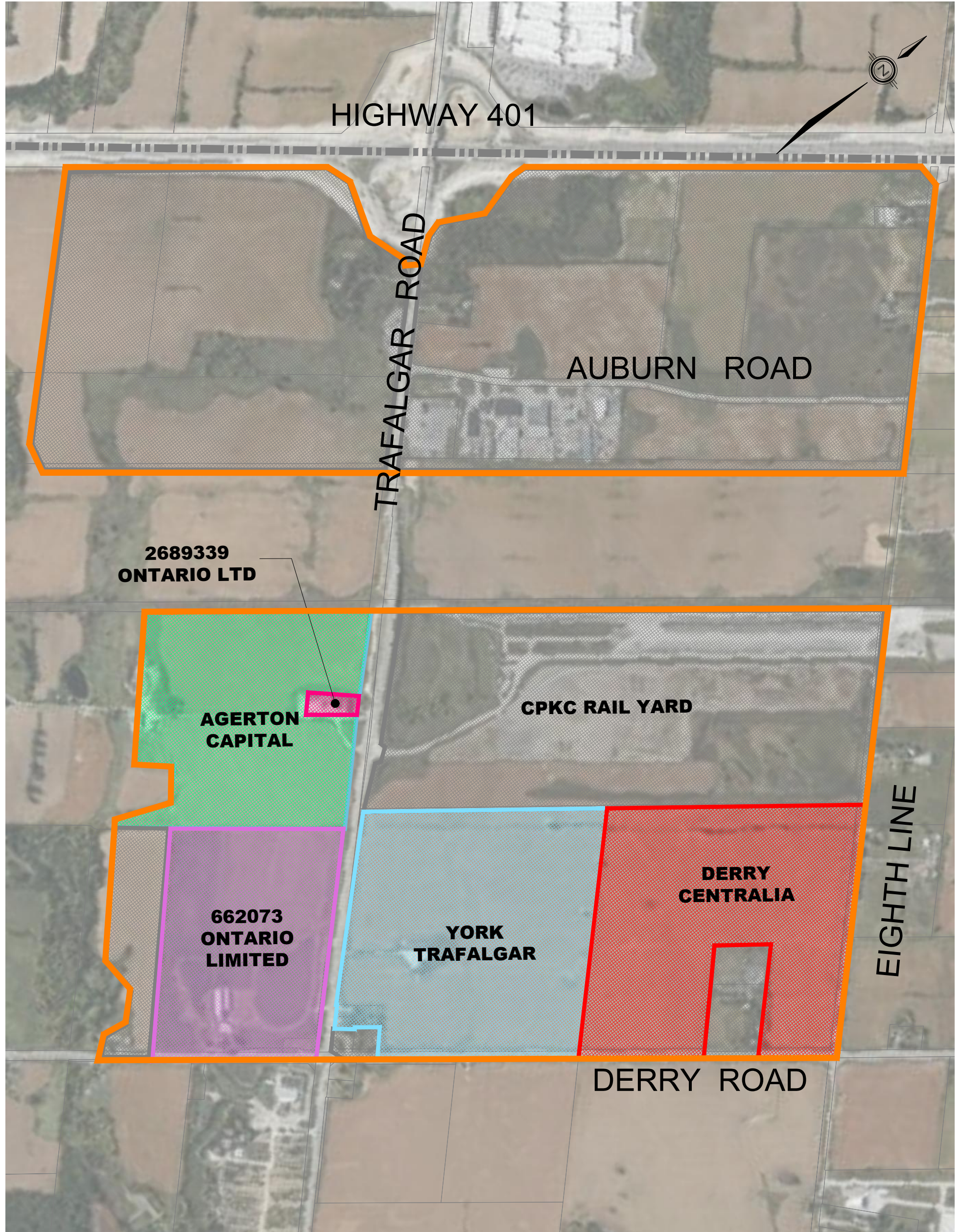


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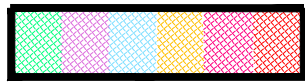
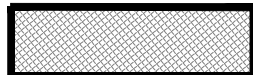
**MP4 AGERTON - ASP  
ADDENDUM  
MILTON**

**LAND USE PLAN**

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



**LEGEND**

-  SUBJECT LANDS
-  PARTICIPATING LANDS
-  NON-PARTICIPATING LANDS

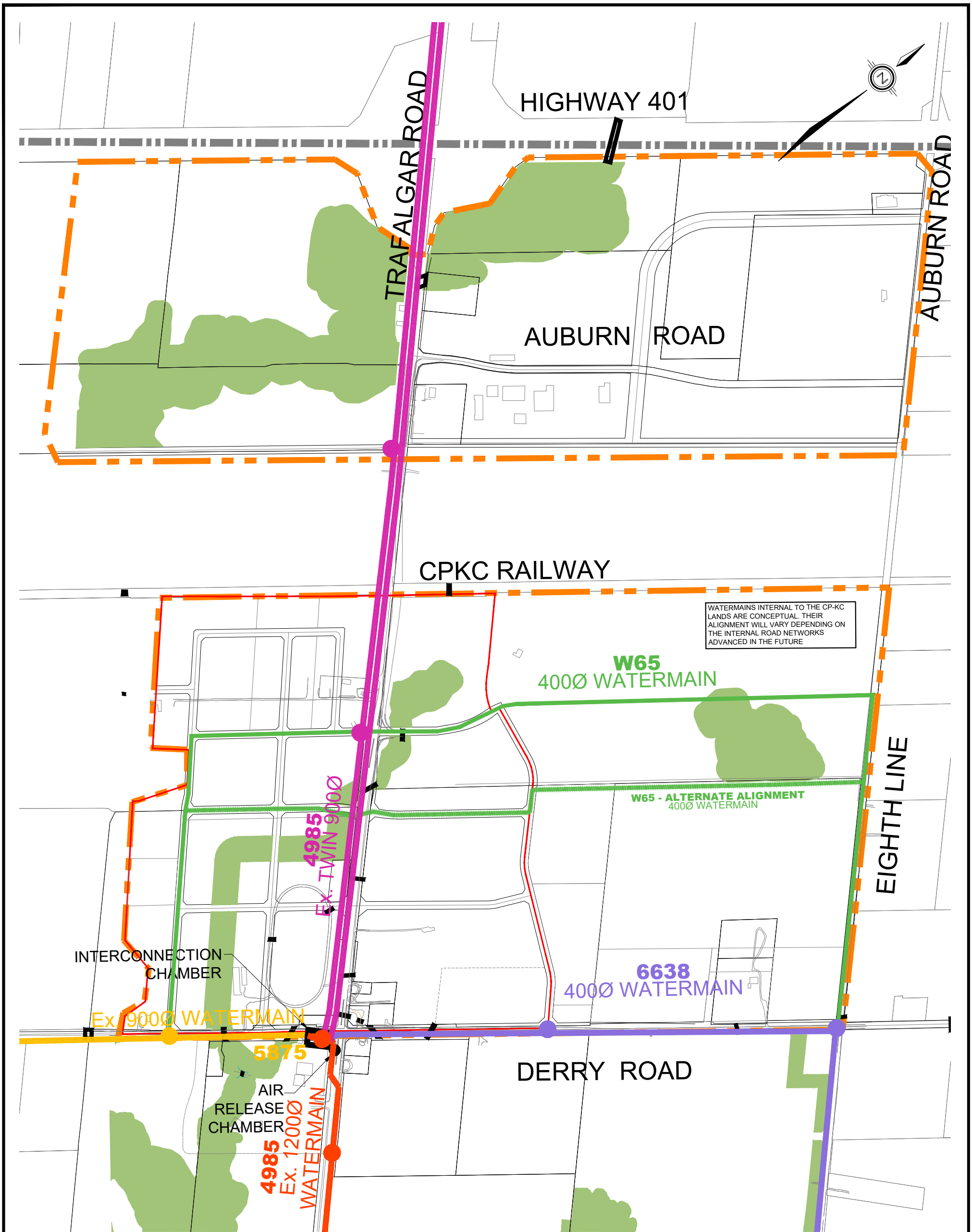


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**MP4 AGERTON - ASP  
 ADDENDUM  
 MILTON**

**PARTICIPATING LAND  
 OWNERSHIP**

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



**LEGEND**

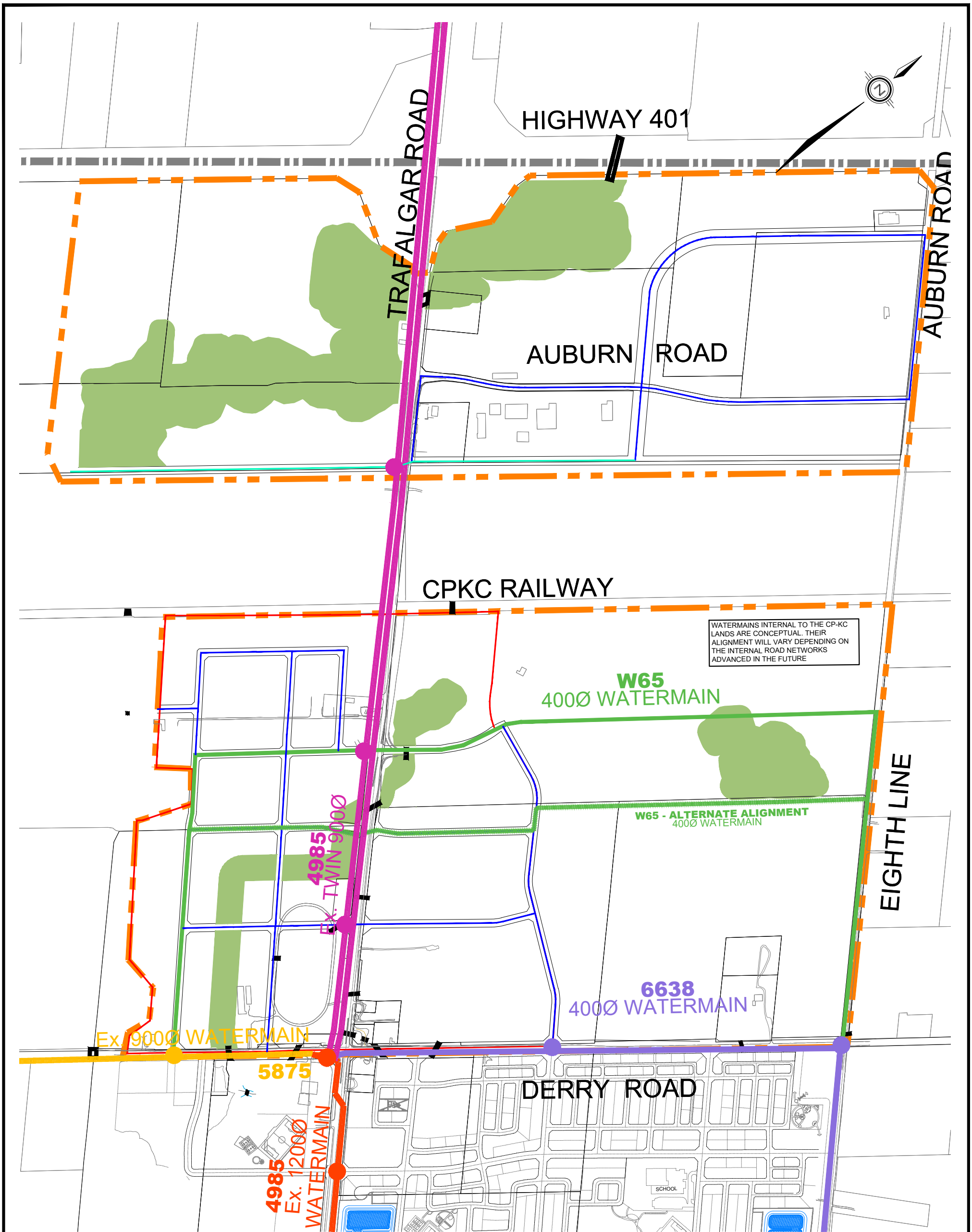
- SITE BOUNDARY
- MTSA BOUNDARY
- PROPOSED 4000Ø WATERMAIN (B.O.)
- EXISTING TWIN 900Ø WATERMAIN
- EXISTING 1200Ø WATERMAIN
- EXISTING 900Ø WATERMAIN
- NHS AREA

**5875** REGIONAL I.D.

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**MP4 AGERTON - ASP  
 ADDENDUM  
 MILTON**

EXISTING & PROPOSED REGIONAL WATER DC PROJECTS			
SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	APRIL 2026	FIGURE:	4



**LEGEND**

- SITE BOUNDARY
- M TSA BOUNDARY
- PROPOSED 3000Ø WATERMAIN
- PROPOSED 4000Ø WATERMAIN
- 4000Ø WATERMAIN (B.O.)
- EXISTING TWIN 9000Ø WATERMAIN
- EXISTING 9000Ø WATERMAIN
- EXISTING 12000Ø WATERMAIN

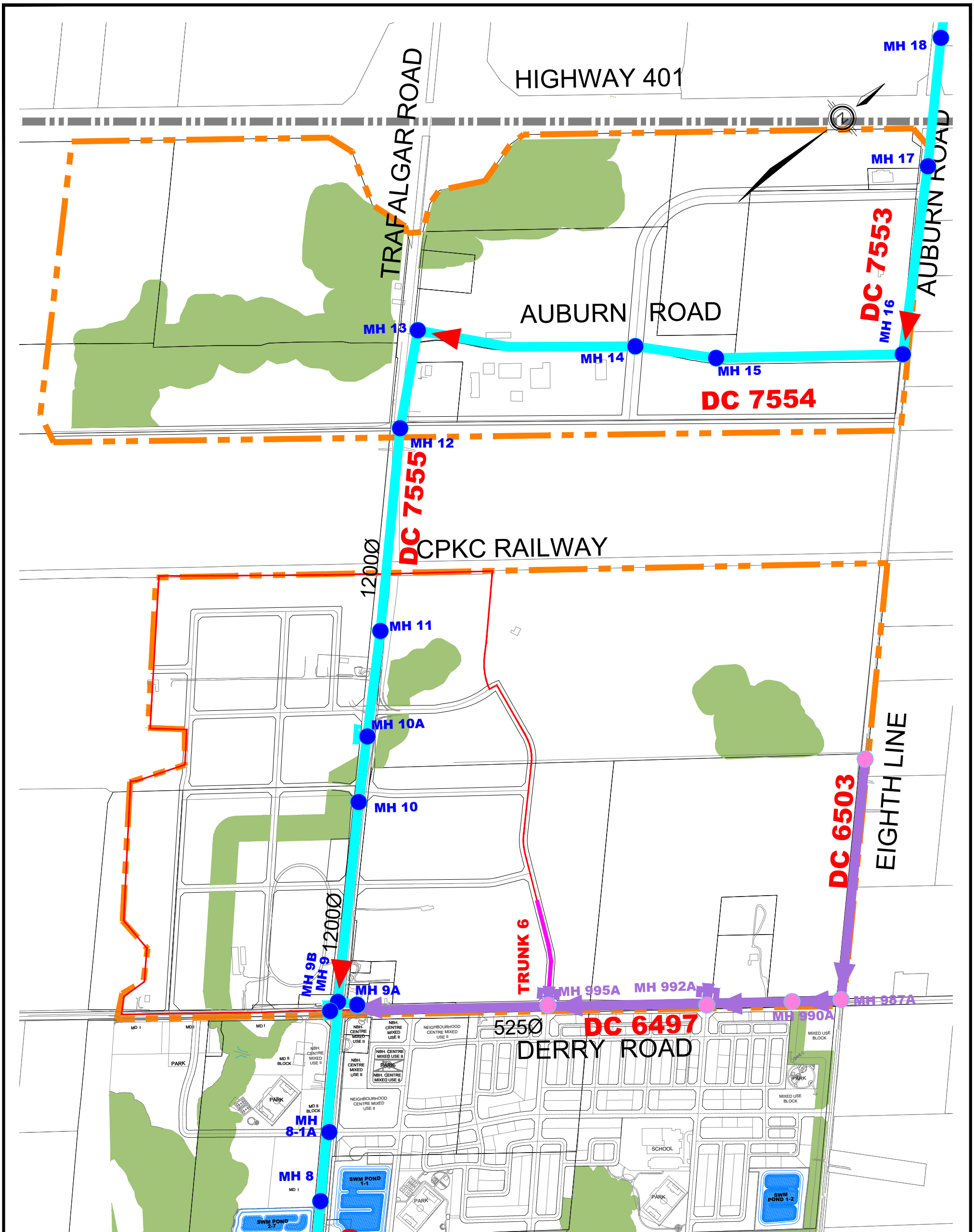
**5875** REGIONAL I.D.

- □ EXISTING WATER CHAMBERS
- + CONNECTION TO EXISTING WATERMAIN
- NHS AREA

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**MP4 AGERTON - ASP  
 ADDENDUM  
 MILTON**

<b>PROPOSED WATERMAIN SERVICING</b>			
SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	APRIL 2026	FIGURE:	5



**LEGEND**

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

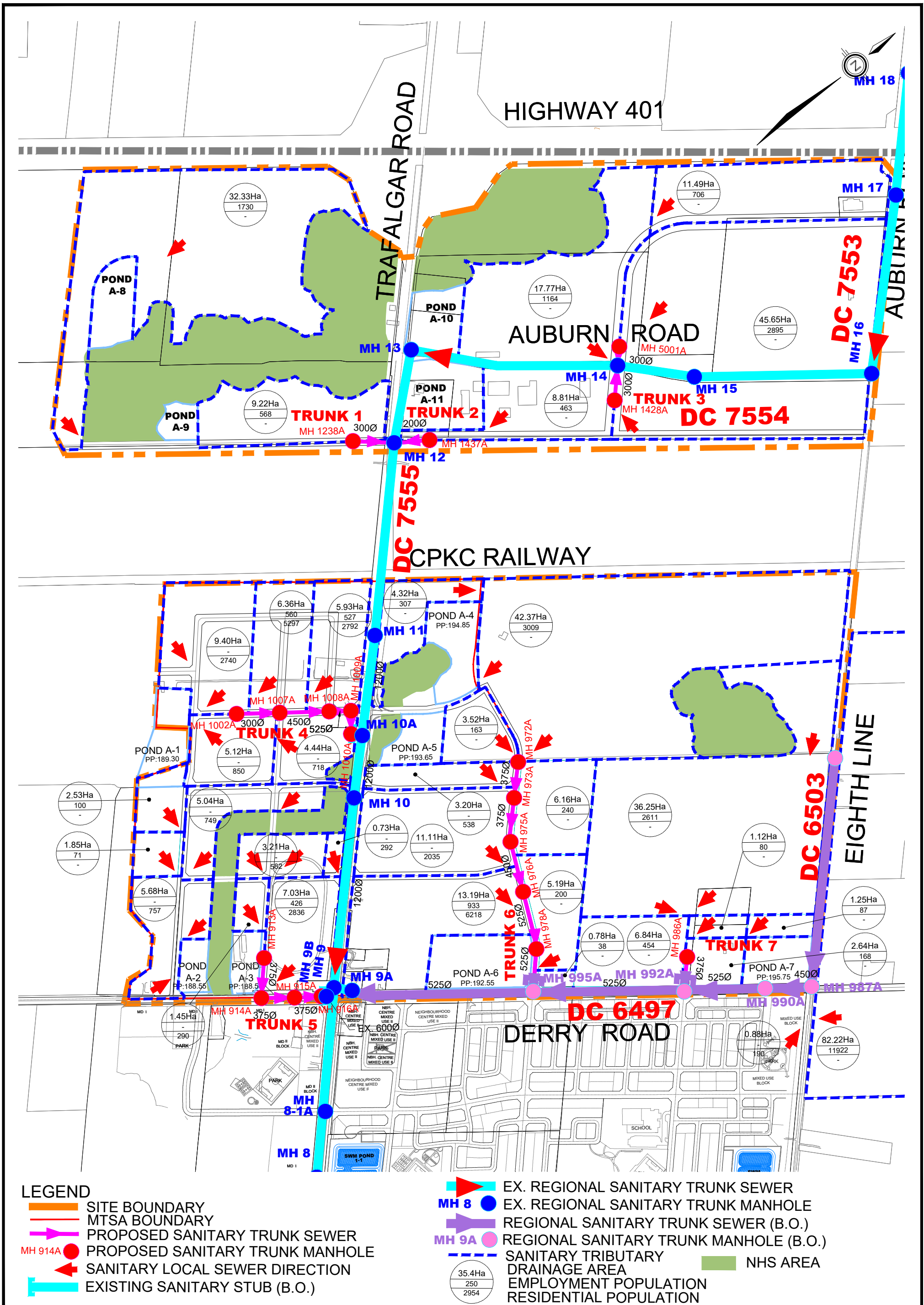


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**MP4 AGERTON - ASP  
 ADDENDUM  
 MILTON**

**EXISTING & PROPOSED REGION  
 WASTEWATER DC PROJECTS**

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



**LEGEND**

- SITE BOUNDARY
- M TSA BOUNDARY
- PROPOSED SANITARY TRUNK SEWER
- PROPOSED SANITARY TRUNK MANHOLE
- ← SANITARY LOCAL SEWER DIRECTION
- EXISTING SANITARY STUB (B.O.)

- ← EX. REGIONAL SANITARY TRUNK SEWER
- EX. REGIONAL SANITARY TRUNK MANHOLE
- REGIONAL SANITARY TRUNK SEWER (B.O.)
- REGIONAL SANITARY TRUNK MANHOLE (B.O.)
- SANITARY TRIBUTARY
- DRAINAGE AREA
- NHS AREA
- 35.4Ha  
250  
2954 EMPLOYMENT POPULATION
- 82.22Ha  
11922 RESIDENTIAL POPULATION



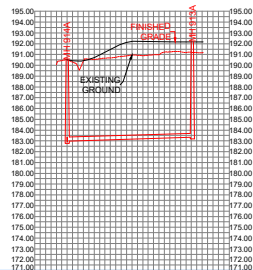
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**MP4 AGERTON - ASP  
 ADDENDUM  
 MILTON**

**PROPOSED  
 WASTEWATER SERVICING**

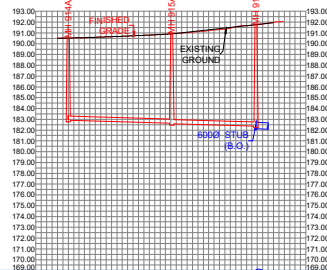
SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	APRIL 2026	FIGURE:	7

### TRUNK 5



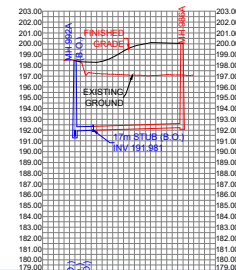
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CENTERLINE CHAINAGE	0+000.000	0+115.946	CENTERLINE CHAINAGE

### TRUNK 5



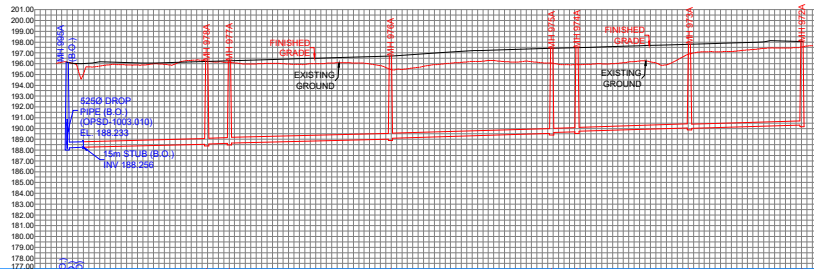
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PROPOSED GRADES	190.524	190.891	191.777	192.000	PROPOSED GRADES
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### TRUNK 7



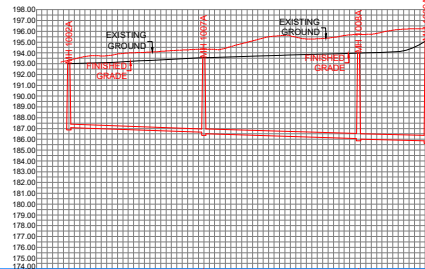
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CENTERLINE CHAINAGE	0+000.000	0+099.145	CENTERLINE CHAINAGE

### TRUNK 6



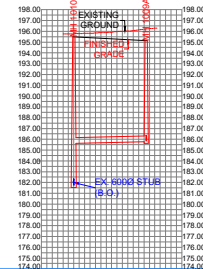
SANITARY INVERT	196.139	196.215	196.271	196.721	197.418	197.468	197.801	198.040	SANITARY INVERT
PROPOSED GRADES	196.139	196.215	196.271	196.721	197.418	197.468	197.801	198.040	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+129.173	0+150.205	0+293.385	0+448.573	0+471.594	0+574.225	0+680.424	CENTERLINE CHAINAGE

### TRUNK 4



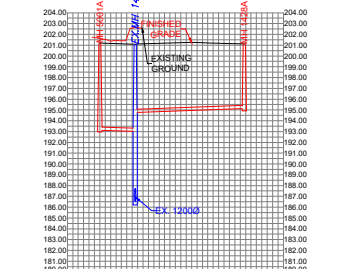
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PROPOSED GRADES	193.085	193.561	193.991	195.140	PROPOSED GRADES
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### TRUNK 4



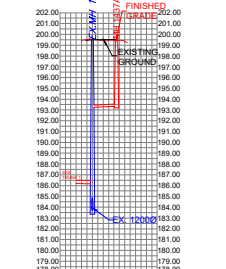
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### TRUNK 3



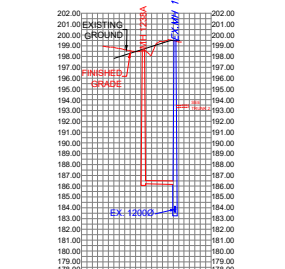
SANITARY INVERT	201.112	201.094	201.110	SANITARY INVERT
PROPOSED GRADES	201.112	201.094	201.110	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+032.756	0+133.760	CENTERLINE CHAINAGE

### TRUNK 2



SANITARY INVERT	199.486	199.540	SANITARY INVERT
PROPOSED GRADES	199.486	199.540	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+032.448	CENTERLINE CHAINAGE

### TRUNK 1



SANITARY INVERT	198.704	199.498	SANITARY INVERT
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CENTERLINE CHAINAGE	0+000.000	0+032.362	CENTERLINE CHAINAGE



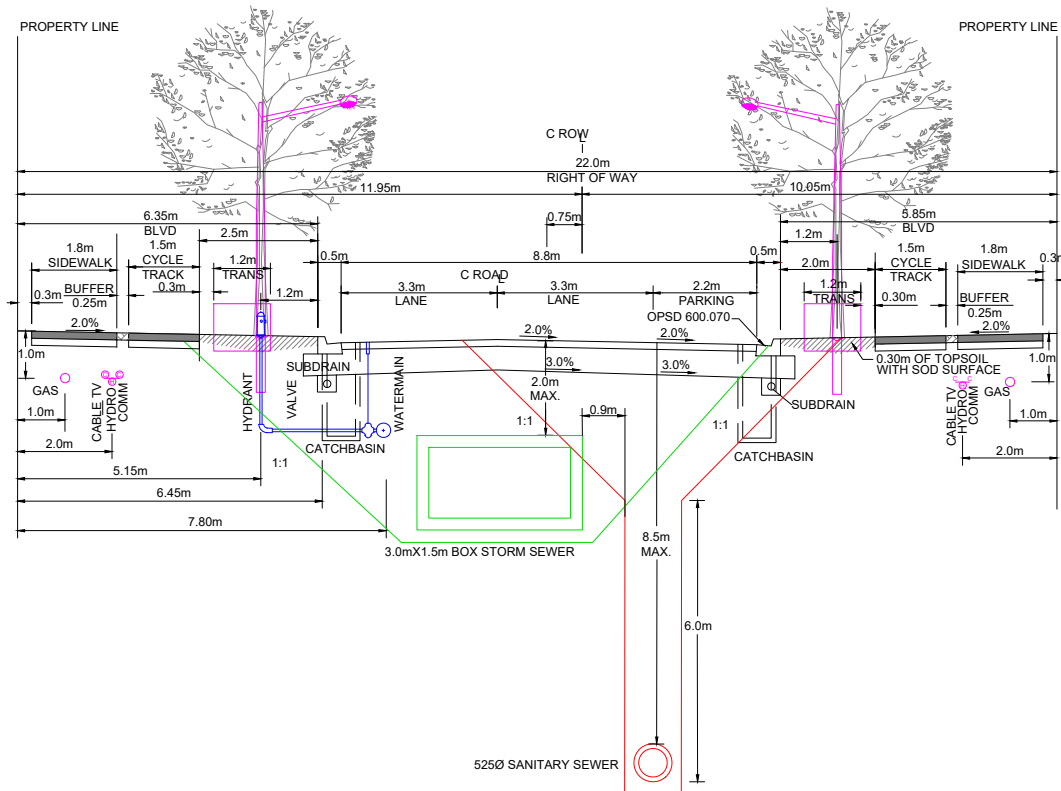
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MP4 AGERTON - ASP  
 ADDENDUM  
 MILTON

## SANITARY SERVICING TRUNK PROFILES

SCALE: 1:7000 PROJECT No.: 18-1073  
 DATE: APRIL 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:	APRIL 2026	FIGURE:	9

---

## **Appendix A**

### ***Area Servicing Plan Addendum Terms of Reference*** *(DSEL, 2025)*

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## **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)***

---

---

## **Attachment B1**

### ***Town Correspondence: Joint Best Planning Estimate***

*(Town of Milton, 2024)*

---

**From:** [Wendy.Chen@milton.ca](mailto:Wendy.Chen@milton.ca) <[Wendy.Chen@milton.ca](mailto:Wendy.Chen@milton.ca)>

**Sent:** Wednesday, June 12, 2024 9:24 AM

**To:** John Tjeerdsma <[JTjeerdsma@dsel.ca](mailto:JTjeerdsma@dsel.ca)>

**Subject:** RE: Town Growth Study - Trafalgar Numbers

EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

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](http://www.milton.ca)

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

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## **Attachment B2**

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

*(Town of Milton, 2025)*

---



# 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

---

## 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.

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## **Attachment B3**

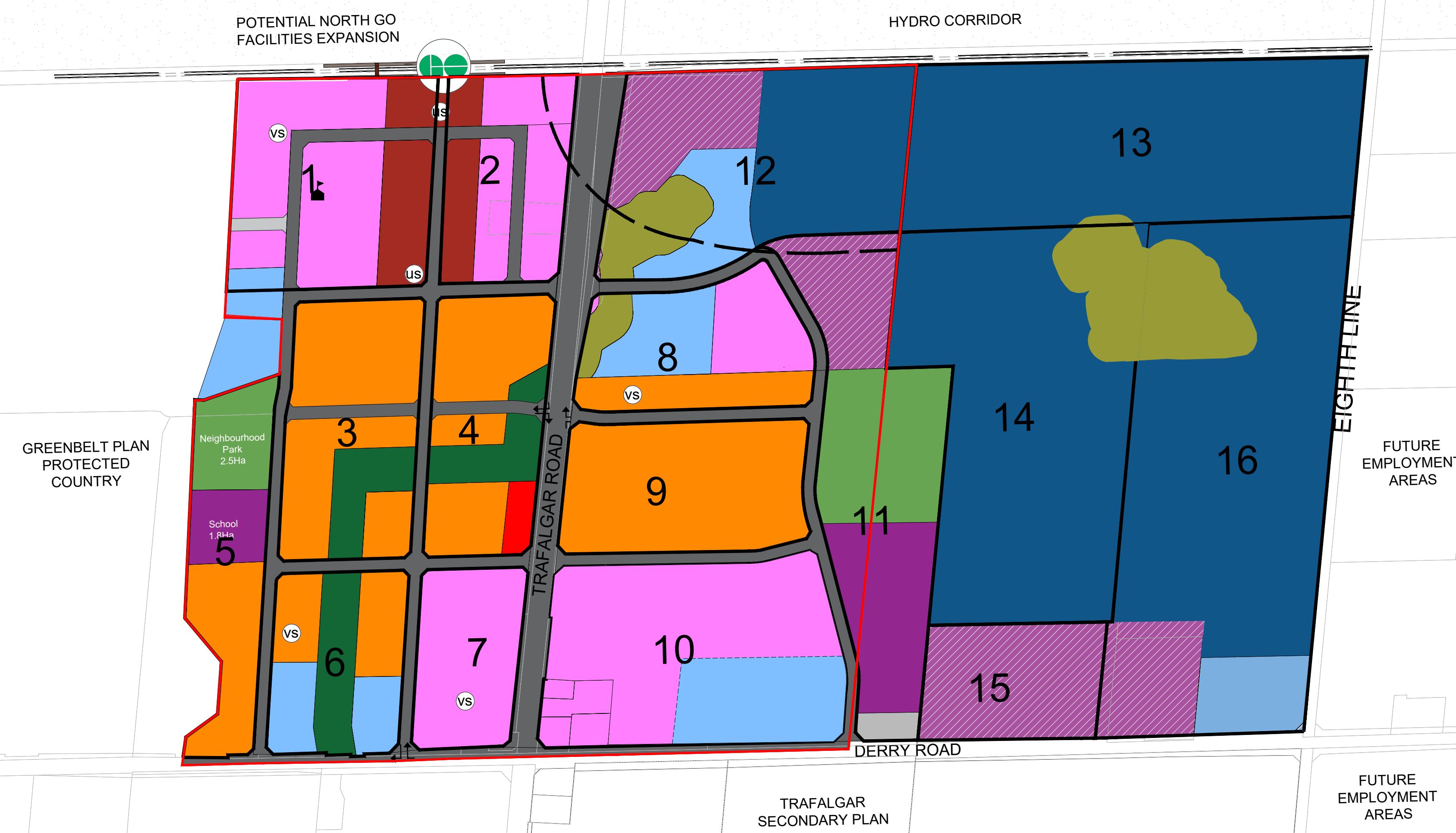
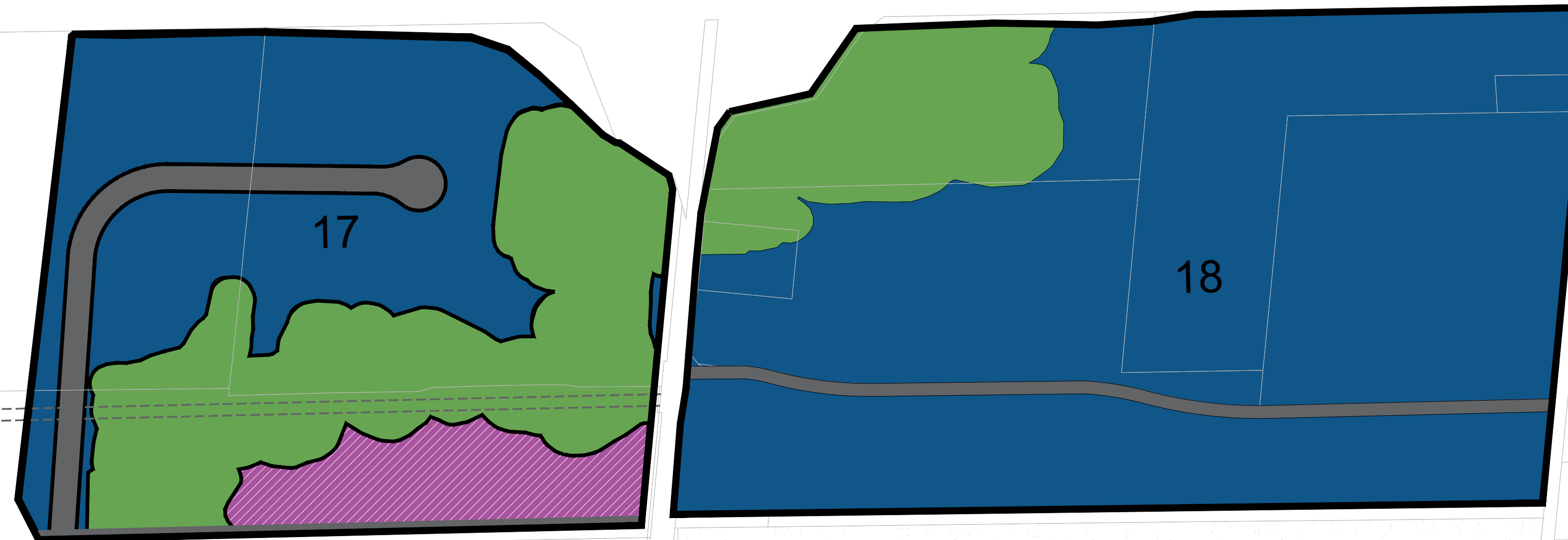
### ***Ultimate Potential Population Assessment***

*(SGL Planning & Design Inc., 2025)*

---

Zone	MDII (Inside Transit Area)	MDII	Residential High Rise	High Rise Mixed Use Transit		NCMU Area 1A	NCMU Area 1B	NCMU Area 2		NCMU 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
<b>TOTAL</b>	<b>1042</b>	<b>5477</b>	<b>292</b>	<b>5297</b>	<b>560</b>	<b>2003</b>	<b>737</b>	<b>2792</b>	<b>527</b>	<b>163</b>	<b>9054</b>	<b>1359</b>

RESIDENTIAL TOTAL: 26694  
EMPLOYMENT TOTAL: 2609



**DRAFT  
LAND USE  
CONCEPT**  
FOR DISCUSSION  
PURPOSES ONLY  
Agerton, Town of Milton  
Ontario

**LEGEND**

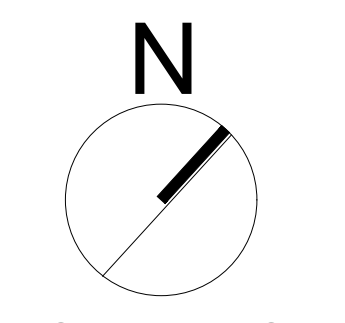
- MTSA Boundary
- 300m Buffer from CP Milton Yard
- Major Transit Station Area
- Mixed Use Transit
- Neighbourhood Centre Mixed Use
- High Density Residential I

- 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

- Channel
- Railway
- vs Village Square
- us Urban Square
- fh Fire Hall

- Urban Elementary School



Scale: NTS  
October 15, 2025



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## **Appendix C**

***C1: Excerpts from the 2022 Development Charges  
Background Study & 2023 Allocation Program (Halton  
Region, 2022 & 2023)***

***C2: Integrated Region Master Plan (Halton Region, 2026)***

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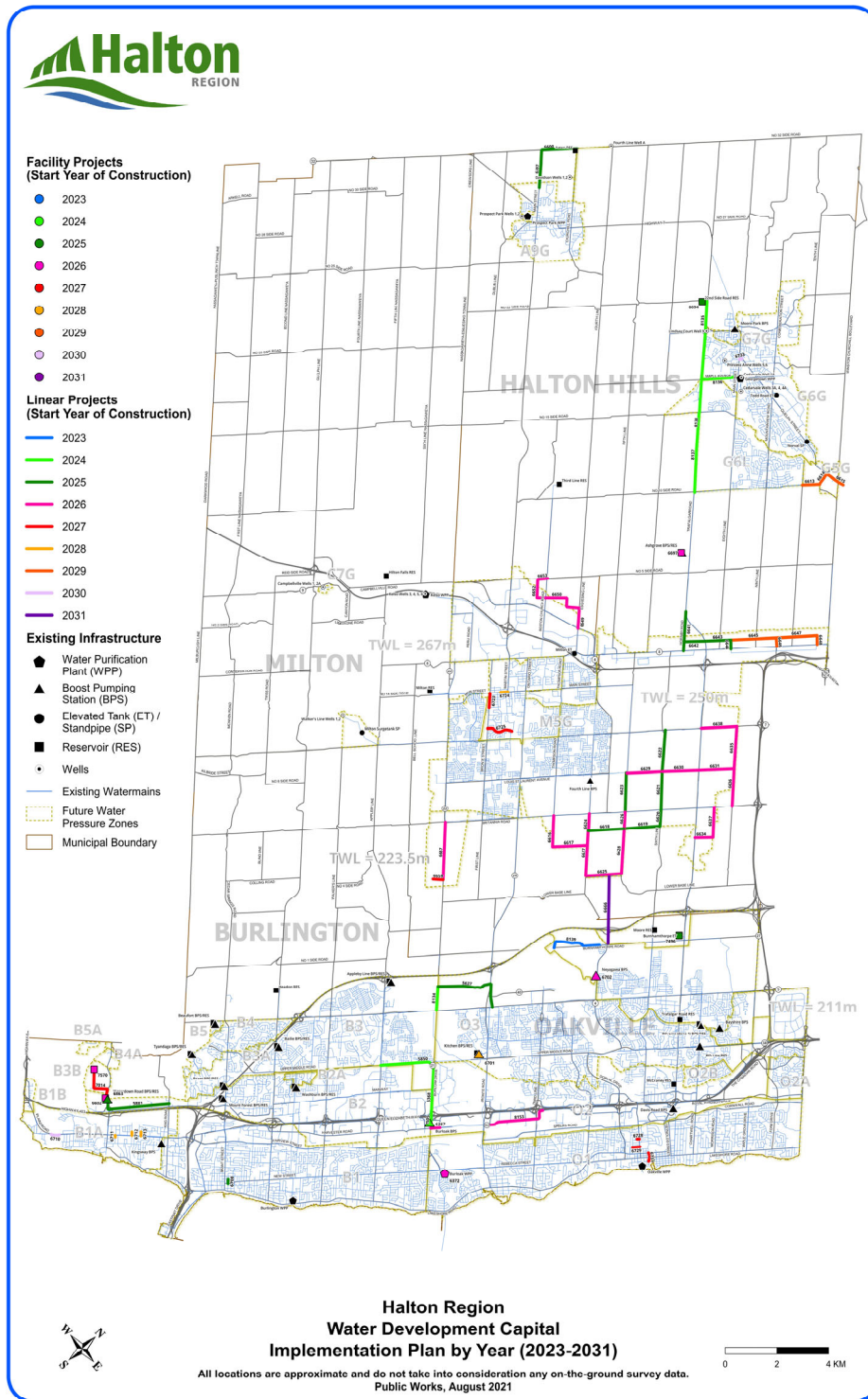
## **Attachment C1**

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

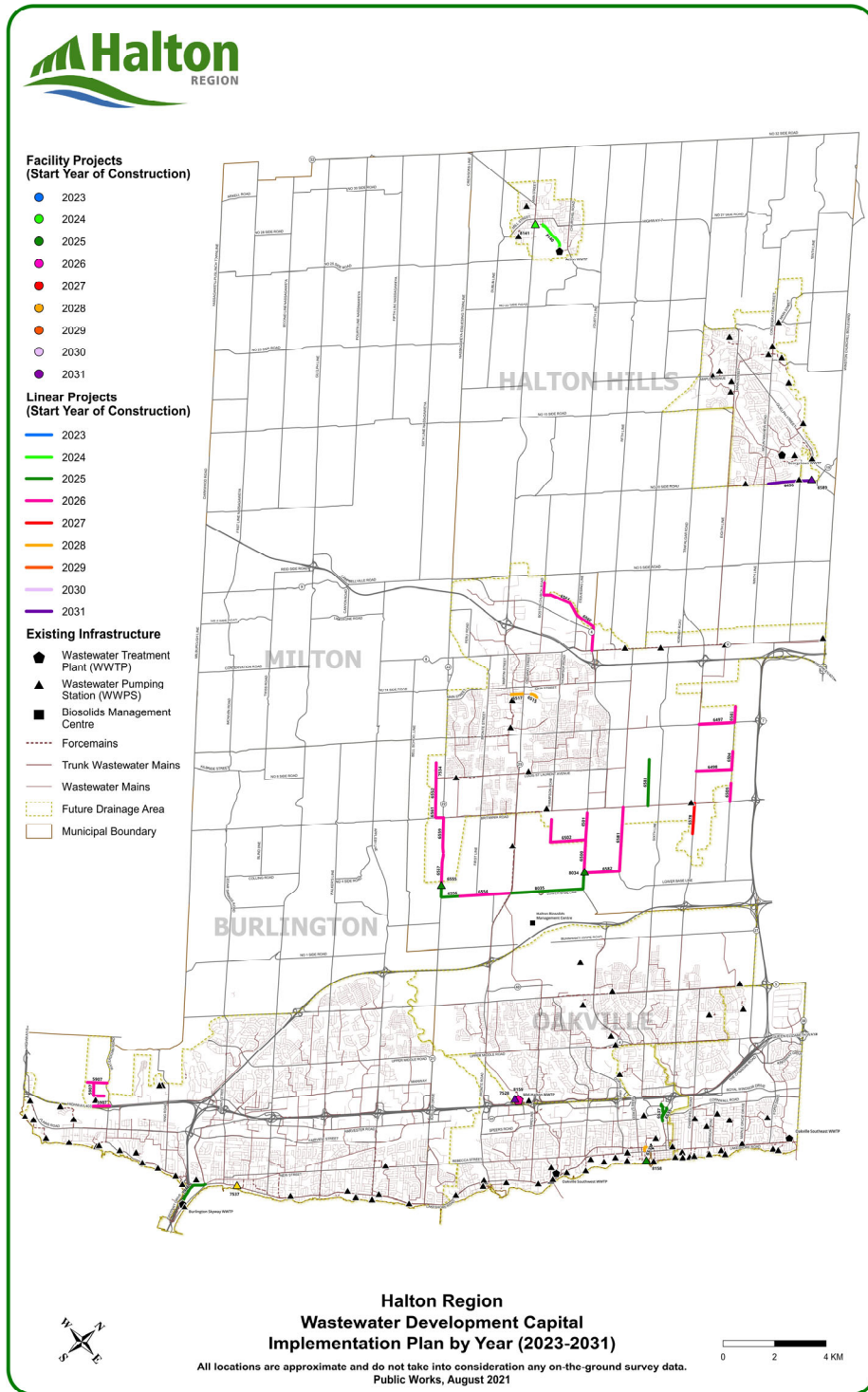
*(Halton Region, 2022 & 2023)*

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



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



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		Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
							(2023-2027)	(2028-2031)						
<b>Capacity - Region Wide (Plants, Reservoirs, Pipes &amp; Studies)</b>														
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
7496	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
<b>Capacity - Total</b>		<b>2,105</b>	<b>14,894</b>	<b>4,740</b>	<b>160,848</b>	<b>160</b>	<b>182,747</b>	<b>1,440</b>	<b>184,187</b>	<b>-</b>	<b>286</b>	<b>183,901</b>	<b>139,769</b>	<b>44,132</b>
<b>Greenfield</b>														
5627	800mm 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	4,046	-	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		Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
							(2023-2027)	(2028-2031)						
<b>Greenfield</b>														
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 Homby 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 Homby 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	11,256	-	1,250	913	337
6694	10 ML Zone G&L 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)	-	5,036	-	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

Table B-7

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

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total		Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
							(2023-2027)	(2028-2031)						
<b>Greenfield</b>														
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 Wycroft 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
<b>Greenfield - Total</b>		<b>21,107</b>	<b>111,424</b>	<b>68,544</b>	<b>104,344</b>	<b>8,266</b>	<b>313,685</b>	<b>43,869</b>	<b>357,554</b>	<b>46,888</b>	<b>-</b>	<b>310,666</b>	<b>226,789</b>	<b>83,877</b>
<b>Built Boundary</b>														
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 Downview 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
<b>Built Boundary - Total</b>		<b>41</b>	<b>2,517</b>	<b>1,269</b>	<b>10,326</b>	<b>4,417</b>	<b>18,570</b>	<b>1,930</b>	<b>20,500</b>	<b>-</b>	<b>11,706</b>	<b>8,794</b>	<b>7,299</b>	<b>1,495</b>
<b>Total Water Projects</b>		<b>23,253</b>	<b>128,835</b>	<b>74,553</b>	<b>275,518</b>	<b>12,843</b>	<b>515,002</b>	<b>47,239</b>	<b>562,241</b>	<b>46,888</b>	<b>11,992</b>	<b>503,361</b>	<b>373,857</b>	<b>129,504</b>

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		Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
							(2023-2027)	(2028-2031)						
<b>Capacity - Region Wide</b>														
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	1,216	384
8155	Wastewater Collection System Analysis (2023 to 2031) (REG)	110	110	110	110	110	-	550	440	-	-	990	756	234
8156	Wastewater Treatment Capacity Annual Monitoring Report (2023 to 2031) (REG)	50	50	50	50	50	-	250	200	-	-	450	342	108
8157	Black Creek Monitoring Program (2023 to 2026) (HHACT)	50	50	50	50	-	-	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	-	-	65,054	57,690	43,845	13,845
<b>Capacity - Total</b>		<b>7,437</b>	<b>24,759</b>	<b>25,920</b>	<b>98,405</b>	<b>160</b>	<b>156,681</b>	<b>95,771</b>	<b>252,452</b>	<b>24,549</b>	<b>142,080</b>	<b>85,823</b>	<b>65,229</b>	<b>20,594</b>
<b>Greenfield</b>														
5907	300 mm WWM North Aldershot Servicing (BUR)	-	2,360	-	9,440	-	-	11,800	-	-	-	11,800	8,496	3,304
6498	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	1,258	489
6498	450 mm WWM on new road from 8th Line to Trafalgar Rd (MIL)	-	571	-	2,283	-	-	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	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	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	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	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	1,079	419
6505	300 mm WWM on 8th Line from north of Britannia Rd to Britannia Rd (MIL)	-	165	-	659	-	-	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	1,190	462
6554	600 mm WWM on Lower Base Line from WWFM discharge approx. 650 m west of 1st Line (MIL)	-	3,081	-	12,245	-	-	15,306	-	-	-	15,306	11,020	4,286
6555	New 225 L/s WWPS on Tremaine Rd at Lower Base Line (MIL)	2,172	-	8,668	-	-	-	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	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	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	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	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	758	295
6564	525 mm WWM on new alignment from Esquesing Line to 3rd Line (MIL)	-	1,039	-	4,158	-	-	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	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	-	-	1,602	28,360	20,419	7,941

Table B-8

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

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total		Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
							(2023-2027)	(2028-2031)						
<b>Greenfield</b>														
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)	1,888	-	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	Twinning 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
<b>Greenfield Total</b>		<b>5,097</b>	<b>56,073</b>	<b>138,761</b>	<b>107,393</b>	<b>5,901</b>	<b>313,225</b>	<b>7,053</b>	<b>320,278</b>	<b>-</b>	<b>23,780</b>	<b>296,498</b>	<b>213,481</b>	<b>83,017</b>
<b>Built Boundary</b>														
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)	-	-	-	58	-	58	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
<b>Built Boundary - Total</b>		<b>2,044</b>	<b>12,080</b>	<b>8,182</b>	<b>2,708</b>	<b>-</b>	<b>25,014</b>	<b>10,834</b>	<b>35,848</b>	<b>-</b>	<b>9,256</b>	<b>26,592</b>	<b>22,071</b>	<b>4,521</b>
<b>Total Waste Water Projects</b>		<b>14,578</b>	<b>92,912</b>	<b>172,863</b>	<b>208,506</b>	<b>6,061</b>	<b>494,920</b>	<b>113,658</b>	<b>608,578</b>	<b>24,549</b>	<b>175,116</b>	<b>408,913</b>	<b>300,781</b>	<b>108,132</b>

Note: May not add due to rounding

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## **Attachment C2**

### ***Integrated Region Master Plan***

*(Halton Region, 2026)*

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**Proposed Capital Projects**

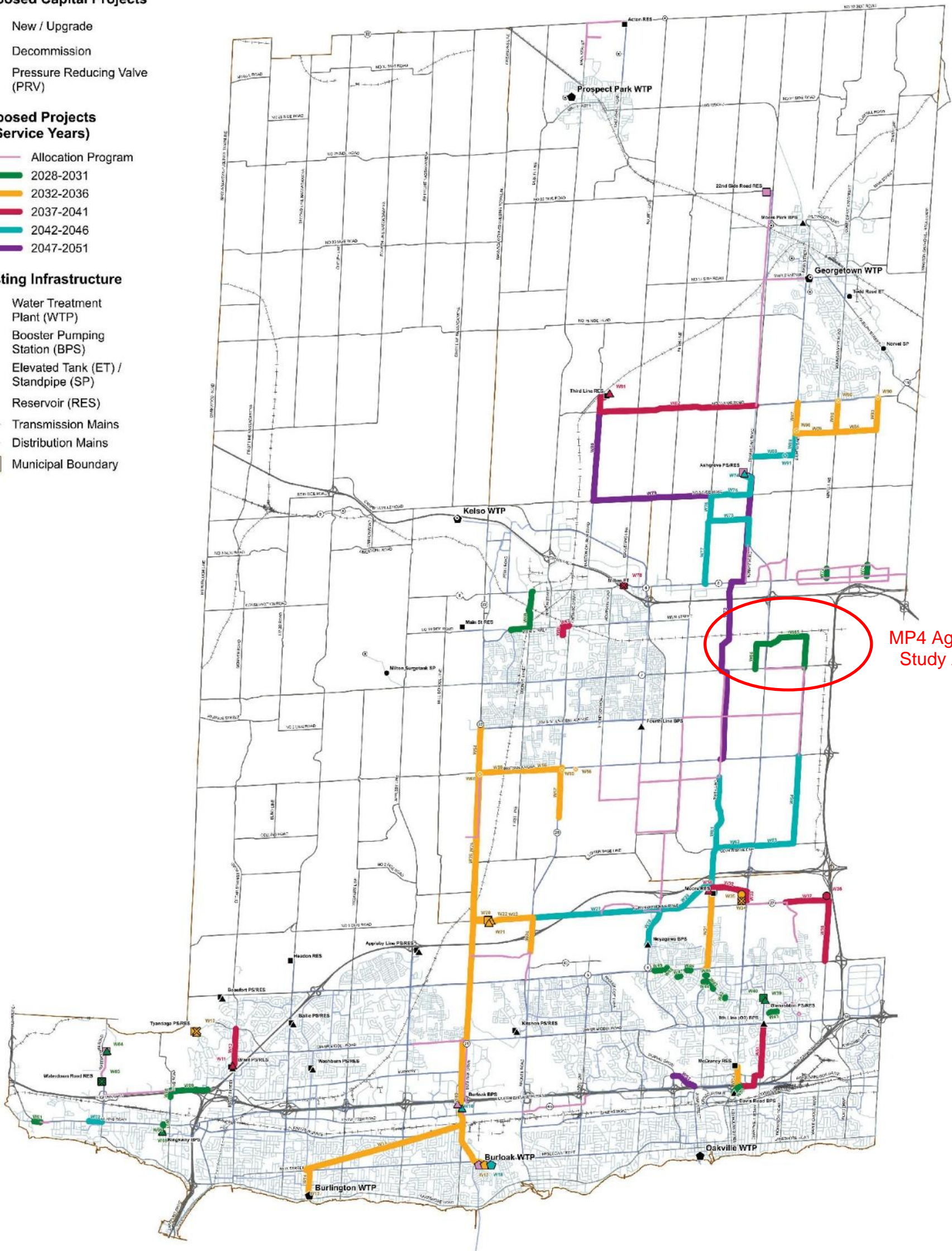
- New / Upgrade
- Decommission
- Pressure Reducing Valve (PRV)

**Proposed Projects (In-Service Years)**

- Allocation Program
- 2028-2031
- 2032-2036
- 2037-2041
- 2042-2046
- 2047-2051

**Existing Infrastructure**

- Water Treatment Plant (WTP)
- Booster Pumping Station (BPS)
- Elevated Tank (ET) / Standpipe (SP)
- Reservoir (RES)
- Transmission Mains
- Distribution Mains
- Municipal Boundary



MP4 Agerton Study Area



**Figure 33 – Capital Program Map for the Preferred Water Servicing Strategy**



Master Plan ID	Project Description	Municipality	Construction Type	Project Type	Class EA	Size / Capacity	Length (m)	Year in Service	Total Estimated Cost (\$2025)
W48	300mm WM on easement and George Savage Ave completing the loop (OAK) (Zone 224)	OAK	Linear	Watermain	-	300 mm	115 m	2031	\$437,000
W49	300mm WM off Dundas St W from Trailside Dr to Gladeside Ave (OAK) (Zone 224)	OAK	Linear	Watermain	-	300 mm	270 m	2031	\$1,025,000
W50	750mm WM twinning from Davis Rd BPS to Eighth Line BPS (O3) - Section 1 (Discharge side of Davis) (OAK) (Zone O2)	OAK	Linear	Watermain	-	750 mm	370 m	2030	\$3,187,000
W51	750mm WM twinning from Davis Rd BPS to Eighth Line BPS (O3) - Section 2 (Transmission) (OAK) (Zone O2)	OAK	Linear	Watermain	-	750 mm	2785 m	2040	\$31,913,000
W52	600mm EM twinning from Davis Rd BPS to McCraney Reservoir (OAK) (Zone O1)	OAK	Linear	Watermain	-	600 mm	1115 m	2032	\$15,133,000
W53	600mm WM twinning on North Service Rd from Dorval Dr to Kerr St (OAK) (Zone O2)	OAK	Linear	Watermain	-	600 mm	880 m	2051	\$5,956,000
W54	750mm WM on Tremaine Rd from Britannia Rd to Louis St Laurent Ave (MIL) (Zone 250)	MIL	Linear	Watermain	-	750 mm	1550 m	2036	\$10,660,000
W55	1350mm WM on Britannia Rd from Tremaine Rd to First Line (MIL) (Zone 250)	MIL	Linear	Watermain	-	1350 mm	1520 m	2036	\$29,071,000
W56	1200mm WM on Britannia Rd from Tremaine Rd to RR25 (MIL) (Zone 250)	MIL	Linear	Watermain	-	1200 mm	1405 m	2036	\$22,337,000
W57	400mm WM on RR 25 from Britannia Rd to 2km south (MIL) (Zone 224)	MIL	Linear	Watermain	-	400 mm	1775 m	2034	\$9,905,000
W58	PRV at Britannia Rd and east of RR25 for future servicing of Zone 224 (MIL) (Zone 224)	MIL	Other	PRV	-	N/A	N/A	2034	\$1,000,000
W59	PRV at Britannia Rd and RR25 for future servicing of Zone 224 (MIL) (Zone 224)	MIL	Other	PRV	-	N/A	N/A	2034	\$1,000,000
W60	PRV at Britannia Rd and Tremaine Rd for future servicing of Zone 224 (MIL) (Zone 224)	MIL	Other	PRV	-	N/A	N/A	2036	\$1,000,000
W61	600mm WM on Sixth Line from William Halton Pkwy to MP-6620 (MIL) (Zone 250)	MIL	Linear	Watermain	-	600 mm	3925 m	2046	\$32,498,000
W62	400mm WM on Lower Base Line from Sixth Line to Trafalgar Rd (MIL) (Zone 250)	MIL	Linear	Watermain	-	400 mm	1325 m	2046	\$11,177,000
W63	400mm WM on Lower Base Line from Trafalgar Rd to Eighth Line (MIL) (Zone 250)	MIL	Linear	Watermain	-	400 mm	1360 m	2046	\$8,250,000
W64	400mm WM on Eighth Line from Britannia Rd to Lower Base Line (MIL) (Zone 250)	MIL	Linear	Watermain	-	400 mm	3045 m	2046	\$14,972,000
W65	400mm WM on future road through the new Milton lands (MIL) (Zone 250)	MIL	Linear	Watermain	-	400 mm	2545 m	2031	\$16,045,000
W66	400mm WM on future road through the new Milton lands (MIL) (Zone 250)	MIL	Linear	Watermain	-	400 mm	1215 m	2031	\$10,739,000
W67	300mm WM on Main St from Ontario St to Prince St (MIL) (Zone 267)	MIL	Linear	Watermain	-	300 mm	230 m	2037	\$1,283,000
W68	300mm WM on Prince St from Main St to Oak St (MIL) (Zone 267)	MIL	Linear	Watermain	-	300 mm	315 m	2037	\$1,565,000
W69	400mm WM on Bronte St from Steeles Ave to Main St and on Main St from Bronte St to Scott Blvd (MIL) (Zone 267)	MIL	Linear	Watermain	-	400 mm	1980 m	2031	\$17,649,000
W70	Decommission of Steeles Ave ET (MIL) (Zone 267)	MIL	Vertical	Elevated Tank	-	N/A	N/A	2041	\$1,300,000
W71	400mm WM on Tenth Line from Steeles Ave to future road (MIL) (Zone 267)	MIL	Linear	Watermain	-	400 mm	400 m	2031	\$1,914,000

MP4 Agerton Study Area

**Capital Program Projects**

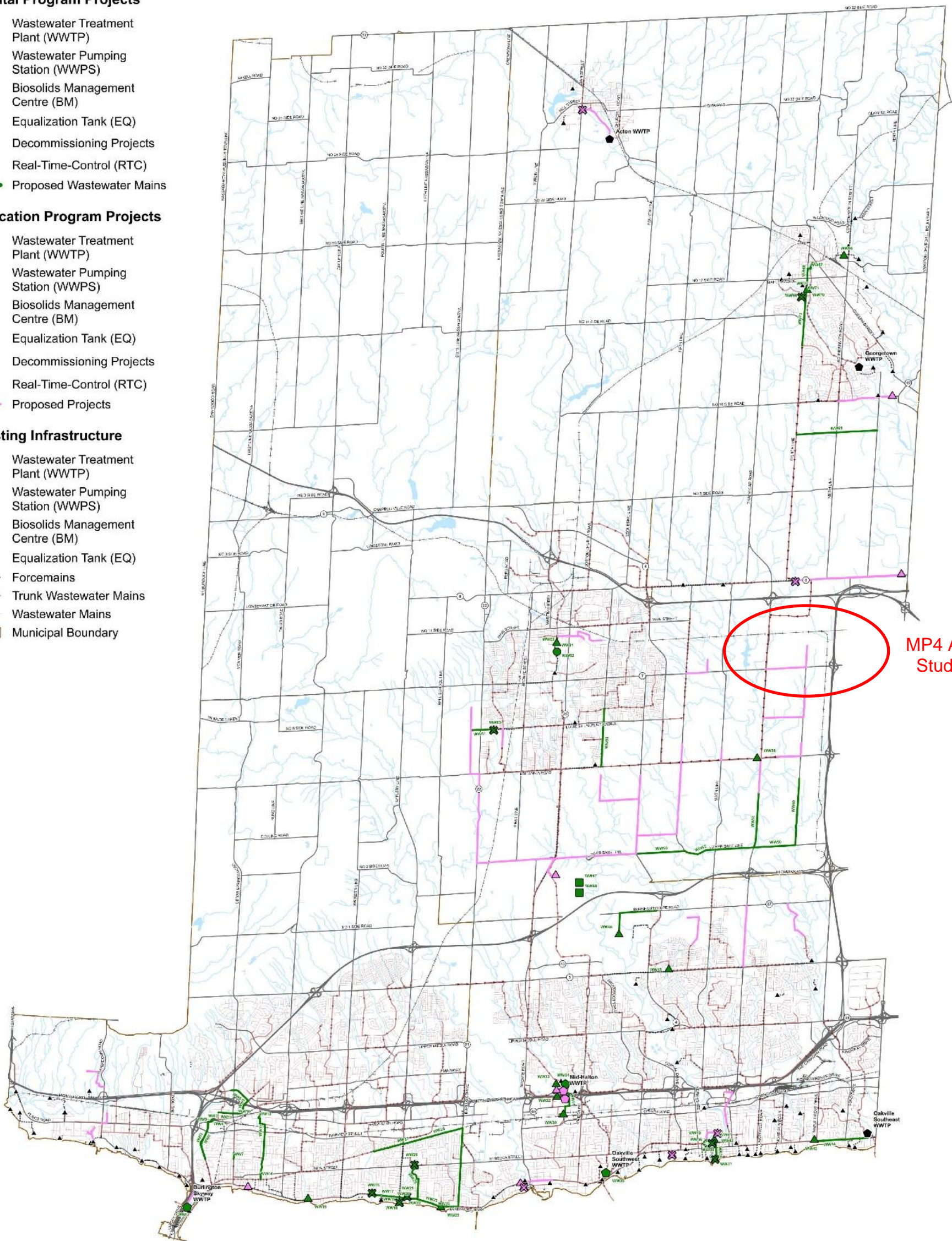
- Wastewater Treatment Plant (WWTP)
- Wastewater Pumping Station (WWPS)
- Biosolids Management Centre (BM)
- Equalization Tank (EQ)
- Decommissioning Projects
- Real-Time-Control (RTC)
- Proposed Wastewater Mains

**Allocation Program Projects**

- Wastewater Treatment Plant (WWTP)
- Wastewater Pumping Station (WWPS)
- Biosolids Management Centre (BM)
- Equalization Tank (EQ)
- Decommissioning Projects
- Real-Time-Control (RTC)
- Proposed Projects

**Existing Infrastructure**

- Wastewater Treatment Plant (WWTP)
- Wastewater Pumping Station (WWPS)
- Biosolids Management Centre (BM)
- Equalization Tank (EQ)
- Forcemains
- Trunk Wastewater Mains
- Wastewater Mains
- Municipal Boundary



MP4 Agerton Study Area



**Figure 46 – Capital Program Map for the Preferred Wastewater Servicing Strategy**

0 2 4 KM

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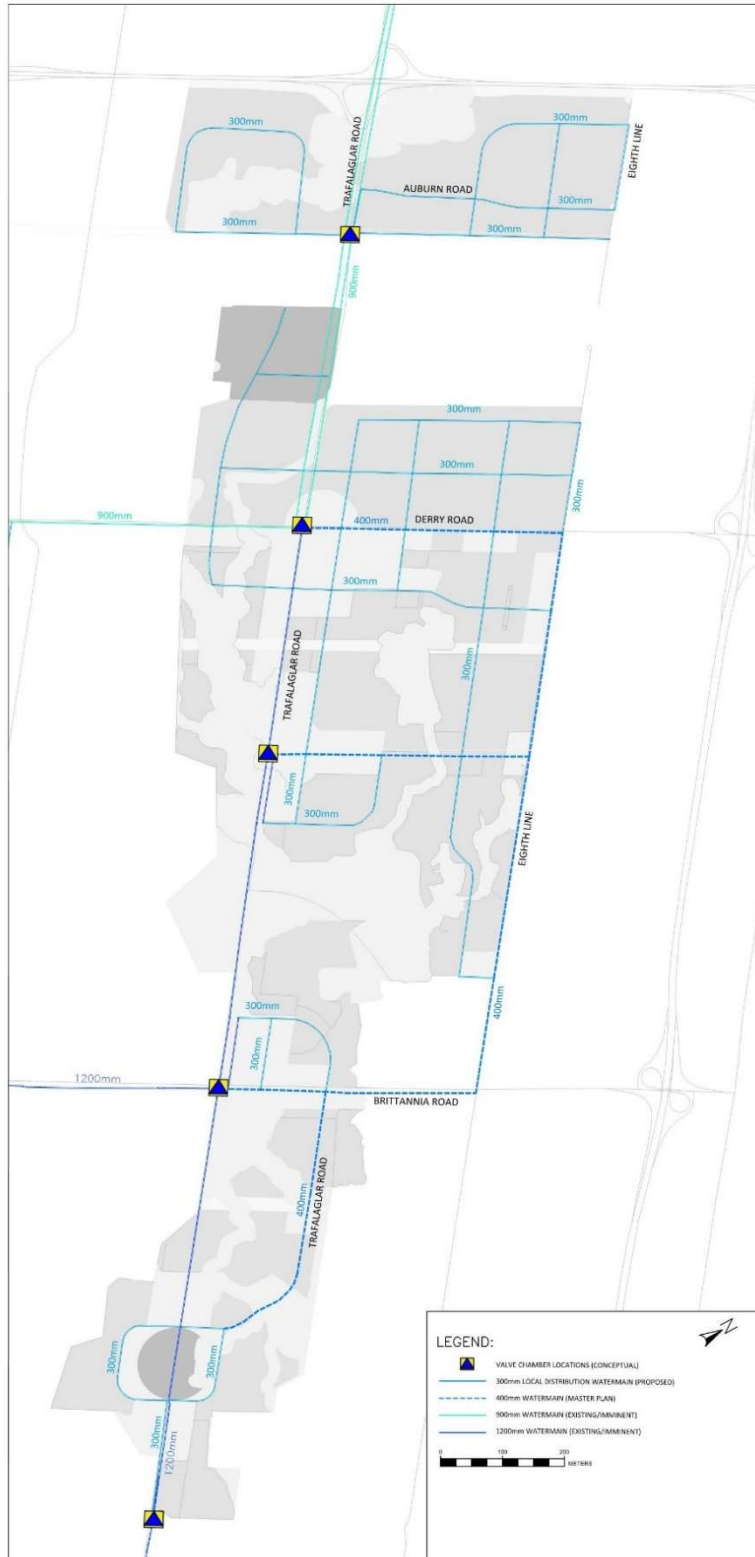
## **Appendix D**

***Excerpts from the Agerton & Trafalgar  
Secondary Plan Area Servicing Plan  
(Wood Environment & Infrastructure, 2022)***

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**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**



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## **Appendix E**

***E1: MP4 Agerton Secondary Plan Area Water Analysis  
(Municipal Engineering Solutions, 2026)***

***E2: Correspondence with Halton Region (Halton Region,  
2026)***

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## **Attachment E1**

### ***MP4 Agerton Secondary Plan Area Water Analysis***

*(Municipal Engineering Solutions, 2026)*

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April 29, 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 2  
Town of Milton, Region of Halton**

Dear Ms. Auerbach,

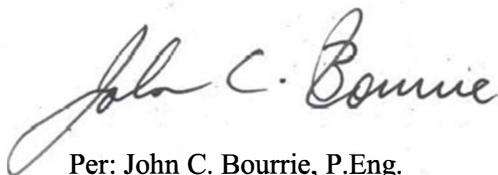
We are pleased to submit our report entitled “Agerton Secondary Plan Area Watermain Analysis” outlining the results of our water distribution analysis for the Agerton Secondary Plan Area in the Town of Milton, Region of Halton.

This report is an update of our October 30, 2025 and February 19, 2026 reports. The modeling was updated to reflect Region’s comments including Projects W65 and W66 sizing from the recent IMP findings and additional external population data plus edits to the site watermain layout in the north west portion of the development. 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.

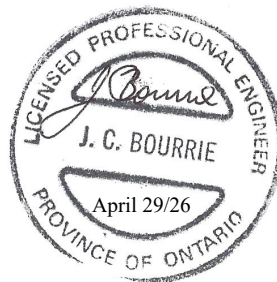
Yours truly,

**Municipal Engineering Solutions**



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 April 2026\17001-24 MP4 Agerton Watermain Analysis\_20260423.docx

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# AGERTON SECONDARY PLAN AREA

## WATER ANALYSIS REVISION 2

PREPARED BY:

**MUNICIPAL ENGINEERING SOLUTIONS**



FOR:

**DAVID SCHAEFFER ENGINEERING LTD.**

April 2026

**Project Number: 17001-40**

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## APPENDICES

- Appendix A Demands
- Appendix B Model Results

## 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 watermain/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**.

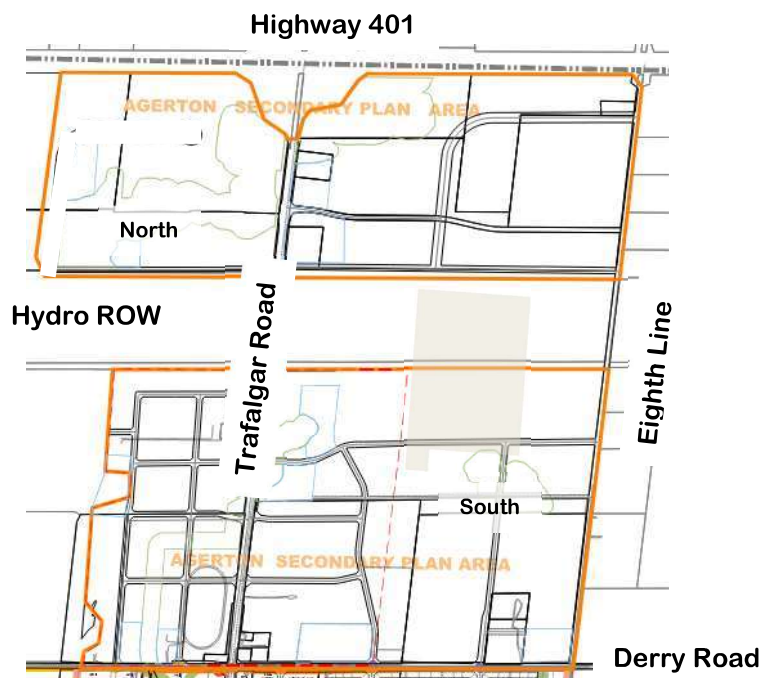


Figure 1 - Proposed Agerton Secondary Plan Area

## 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, in the last update 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 is 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 discuss 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 version 4 of the August 2022 water model. As requested by the Region, the pipe sizes were revised to suit the IMP projects W65 and W66 as the IMP associated water model is not yet available. Also requested by the Region, future external development demands for areas east of the site were allocated to a model node as shown in the Appendix. The 300 mm connection to the west Trafalgar 900 mm feedermain was approved by the Region after discussions with DSEL.

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 except for the additional demands noted above. The demands for other 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. 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 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 2031 scenario 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	63.7 – 82.7 psi (439 to 570 kPa)	63.6 – 82.7 psi (439 to 570 kPa)	46.1 to 70.0 psi (318 to 483 kPa)	566 to 3,265 L/s @ 20 psi
2031 North Area	61.4 – 75.9 psi (423 to 523 kPa)	61.4 – 76.0 psi (423 to 524 kPa)	44.5 to 59.3 psi (307 to 409 kPa)	301 to 1,868 L/s @ 20 psi

## Section 6 – CONCLUSIONS

The results are summarized below.

- The service pressures are expected to range between 46.1 psi to 82.7 psi (318 kPa to 570 kPa) in south area and between 44.5 psi to 76.0 psi (307 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. Additional external demands were included for area east of Agerton as requested by the Region.
- 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 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

## Halton Design Criteria

Water & Wastewater Linear Design Manual, November 2024



### 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

### Coefficient 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**  
**April 20, 2026**



Node	N/S	Elevation (m)	Equivalent Population		Demands			Fire Flow Demands (L/s)
			Total Population (Residential)	Total Population (ICI)	ADD (L/s)	MDD (L/s)	PHD (L/s)	
			J-600	S	190.58	300	0	
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	1730	3.80	7.23	11.41	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
SH-J-91	East	197.89	0	11922	26.22	49.81	78.65	273
<b>South</b>								
			<b>26694</b>	<b>9974</b>	<b>92.99</b>	<b>176.69</b>	<b>278.98</b>	
<b>North</b>								
			<b>0</b>	<b>7526</b>	<b>16.55</b>	<b>31.45</b>	<b>49.65</b>	
<b>Total</b>								
			<b>26694</b>	<b>17500</b>	<b>109.54</b>	<b>208.13</b>	<b>328.63</b>	
Future East								
			0.00	11922	26.22	49.81	78.65	

# Demand Layout



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# Appendix B

## Model Results

# Node Names

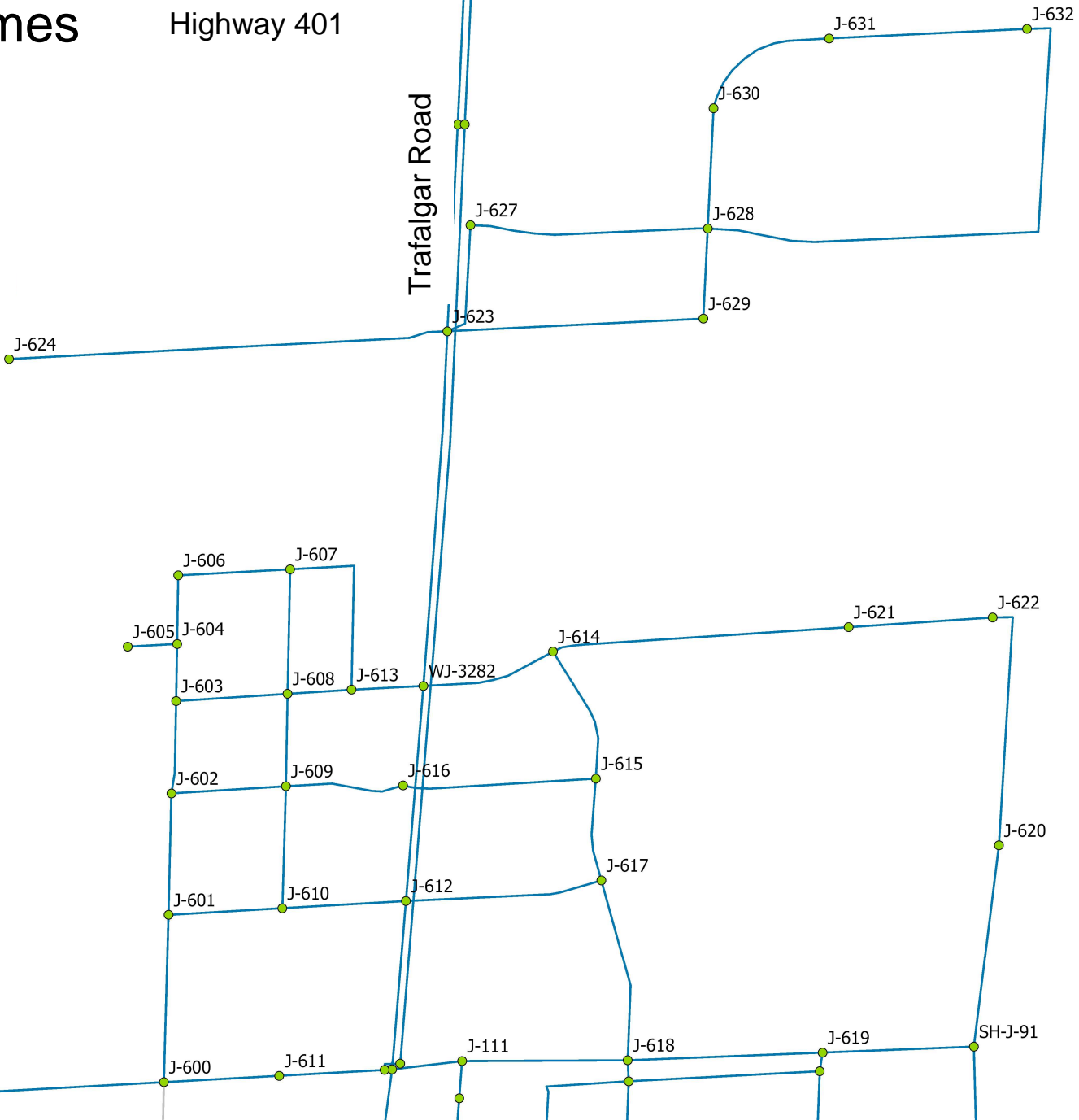
Highway 401

Trafalgar Road

Hydro ROW

Eighth Line

Derry Road



# Pipe Names

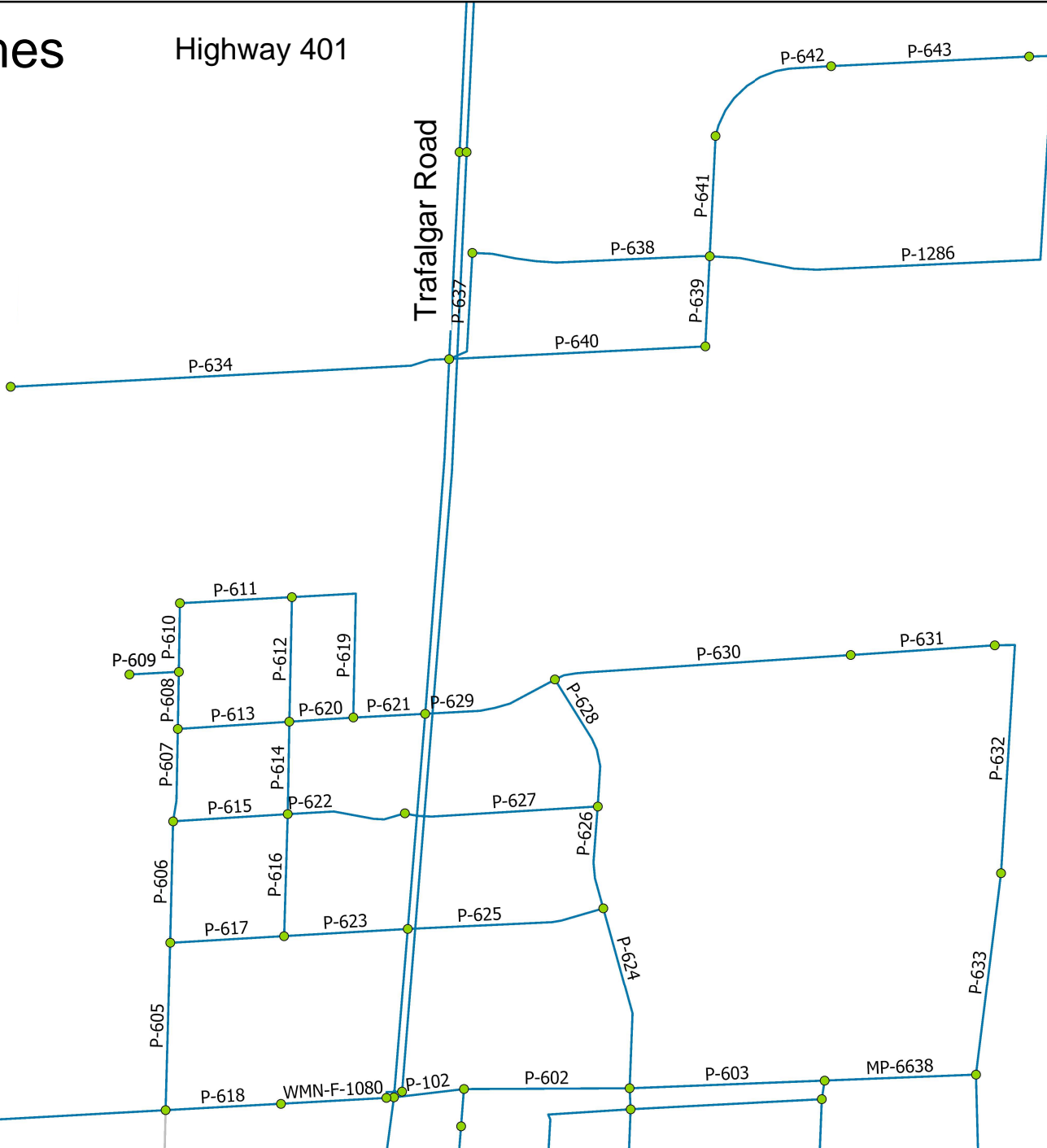
Highway 401

Trafalgar Road

Hydro ROW

Eighth Line

Derry Road



# Pipe Diameters

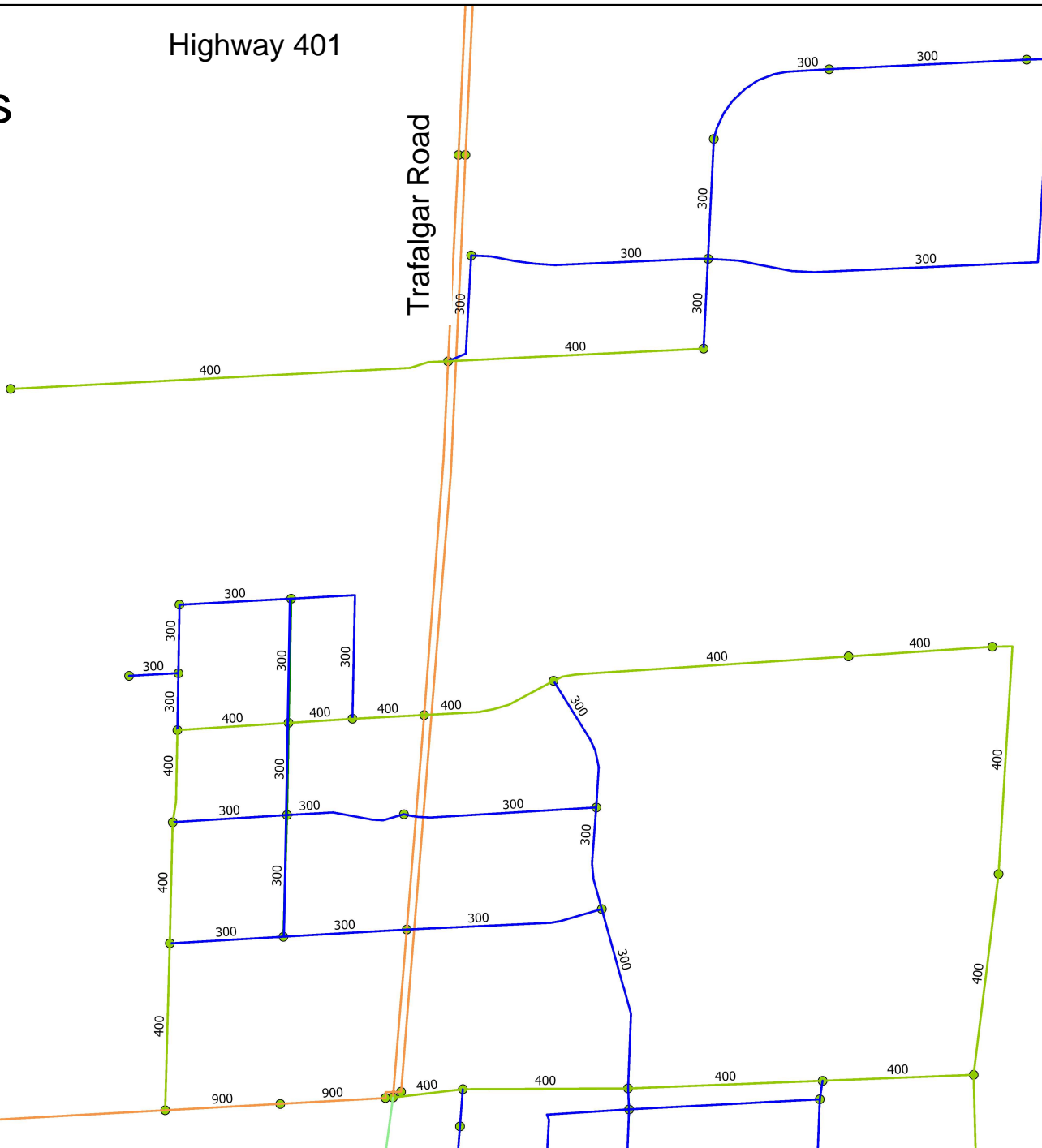
Highway 401

Trafalgar Road

Hydro ROW

Eighth Line

Derry Road



2031Conditions  
MT4 Agerton, Milton ON  
April 23, 2026

Node Table					Pipe Table							
ID	Demand (L/s)	Elevation (m)	Head (m)	Pressure (psi)	ID	From Node	To Node	Length (m)	Diameter (mm)	Roughness (C)	Flow (ML/d)	Velocity (m/s)
J-600	0.80	190.58	248.75	82.70	MP-6638	J-619	SH-J-91	338.39	400	130	1.93	0.18
J-601	1.97	192.76	248.79	79.65	P-102	J-111	WJ-3170-M	155.14	400	120	-2.84	0.26
J-602	1.44	193.45	248.80	78.68	P-1286	J-628	J-632	1252.77	300	120	0.20	0.03
J-603	2.81	192.80	248.80	79.61	P-602	J-618	J-111	372.23	400	130	-2.50	0.23
J-604	2.19	193.27	248.80	78.94	P-603	J-619	J-618	437.88	400	130	-1.59	0.15
J-605	0.00	193.49	248.80	78.63	P-605	J-600	J-601	375.37	400	120	-1.93	0.18
J-606	2.92	193.71	248.80	78.32	P-606	J-601	J-602	271.79	400	120	-1.16	0.11
J-607	7.67	196.31	248.80	74.62	P-607	J-602	J-603	207.04	400	120	-0.69	0.06
J-608	8.50	193.56	248.81	78.54	P-608	J-603	J-604	127.77	300	120	0.12	0.02
J-609	1.63	194.02	248.81	77.88	P-609	J-604	J-605	110.71	300	120	0.00	0.00
J-610	4.13	192.76	248.82	79.69	P-610	J-604	J-606	153.32	300	120	-0.07	0.01
J-611	2.12	192.10	248.75	80.53	P-611	J-606	J-607	250.81	300	120	-0.32	0.05
J-612	16.65	193.89	248.91	78.22	P-612	J-607	J-608	278.63	300	120	-0.36	0.06
J-613	9.84	194.00	248.83	77.94	P-613	J-608	J-603	249.86	400	120	1.06	0.10
J-614	1.92	198.68	248.85	71.32	P-614	J-608	J-609	206.58	300	120	-0.08	0.01
J-615	3.82	197.89	248.84	72.43	P-615	J-609	J-602	256.79	300	120	0.59	0.10
J-616	1.80	194.52	248.82	77.19	P-616	J-609	J-610	272.73	300	120	-0.37	0.06
J-617	10.44	197.20	248.85	73.42	P-617	J-610	J-601	255.27	300	120	0.94	0.15
J-618	0.08	196.00	248.85	75.14	P-618	J-611	J-600	258.59	900	120	-0.50	0.01
J-619	3.66	198.34	248.82	71.77	P-619	J-607	J-613	420.23	300	120	-0.63	0.10
J-620	2.95	200.67	248.80	68.41	P-620	J-613	J-608	143.20	400	120	2.07	0.19
J-621	5.65	200.69	248.81	68.41	P-621	WJ-3282	J-613	161.06	400	120	3.54	0.33
J-622	0.00	204.00	248.81	63.70	P-622	J-616	J-609	265.47	300	120	0.44	0.07
J-623	1.25	199.50	248.86	70.18	P-623	J-612	J-610	276.81	300	120	1.66	0.27
J-624	3.80	195.45	248.86	75.93	P-624	J-618	J-617	412.49	300	120	0.34	0.06
J-627	0.00	198.93	248.86	70.98	P-625	J-617	J-612	441.56	300	120	-1.03	0.17
J-628	5.23	203.10	248.85	65.03	P-626	J-617	J-615	230.85	300	120	0.47	0.08
J-629	0.00	202.94	248.86	65.27	P-627	J-615	J-616	432.54	300	120	0.60	0.10
J-630	1.02	204.00	248.84	63.74	P-628	J-615	J-614	310.57	300	120	-0.46	0.08
J-631	2.88	204.89	248.84	62.47	P-629	J-614	WJ-3282	305.58	400	120	-1.89	0.17
J-632	2.37	205.65	248.84	61.39	P-630	J-614	J-621	666.51	400	120	1.27	0.12
SH-J-91*	35.25	197.90	248.79	72.35	P-631	J-621	J-622	322.69	400	120	0.78	0.07
					P-632	J-622	J-620	556.42	400	120	0.78	0.07
					P-633	SH-J-91	J-620	454.87	400	120	-0.52	0.05
					P-634	J-623	J-624	983.42	400	120	0.33	0.03
					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	-0.32	0.01

*includes other Region demands				
South MIN		190.58		63.70
South MAX		204.00		82.70
North MIN		195.45		61.39
North MAX		205.65		75.93

Node Table					Pipe Table							
ID	Demand (L/s)	Elevatio (m)	Head (m)	Pressure (psi)	ID	From Node	To Node	Length (m)	Diameter (mm)	Roughness (C)	Flow (ML/d)	Velocity (m/s)
J-600	1.52	190.58	248.76	82.71	MP-6638	J-619	SH-J-91	338.39	400	130	3.81	0.35
J-601	3.74	192.76	248.79	79.65	P-102	J-111	WJ-3170-M	155.14	400	120	-3.50	0.32
J-602	2.74	193.45	248.79	78.68	P-1286	J-628	J-632	1252.77	300	120	0.38	0.06
J-603	5.35	192.80	248.79	79.60	P-602	J-618	J-111	372.23	400	130	-4.11	0.38
J-604	4.16	193.27	248.79	78.92	P-603	J-619	J-618	437.88	400	130	-2.91	0.27
J-605	0.00	193.49	248.79	78.61	P-605	J-600	J-601	375.37	400	120	-1.45	0.13
J-606	5.54	193.71	248.79	78.30	P-606	J-601	J-602	271.79	400	120	-0.67	0.06
J-607	14.57	196.31	248.79	74.61	P-607	J-602	J-603	207.04	400	120	-0.23	0.02
J-608	16.15	193.56	248.81	78.54	P-608	J-603	J-604	127.77	300	120	0.54	0.09
J-609	3.10	194.02	248.81	77.89	P-609	J-604	J-605	110.71	300	120	0.00	0.00
J-610	7.85	192.76	248.83	79.71	P-610	J-604	J-606	153.32	300	120	0.19	0.03
J-611	4.03	192.10	248.77	80.56	P-611	J-606	J-607	250.81	300	120	-0.29	0.05
J-612	31.63	193.89	249.04	78.40	P-612	J-607	J-608	278.63	300	120	-0.62	0.10
J-613	18.70	194.00	248.84	77.96	P-613	J-608	J-603	249.86	400	120	1.24	0.11
J-614	3.64	198.68	248.88	71.37	P-614	J-608	J-609	206.58	300	120	-0.33	0.05
J-615	7.26	197.89	248.86	72.47	P-615	J-609	J-602	256.79	300	120	0.67	0.11
J-616	3.42	194.52	248.82	77.20	P-616	J-609	J-610	272.73	300	120	-0.73	0.12
J-617	19.83	197.20	248.89	73.48	P-617	J-610	J-601	255.27	300	120	1.10	0.18
J-618	0.16	196.00	248.94	75.25	P-618	J-611	J-600	258.59	900	120	2.82	0.05
J-619	6.96	198.34	248.84	71.79	P-619	J-607	J-613	420.23	300	120	-0.93	0.15
J-620	5.60	200.67	248.74	68.33	P-620	J-613	J-608	143.20	400	120	2.92	0.27
J-621	10.73	200.69	248.78	68.37	P-621	WJ-3282	J-613	161.06	400	120	5.47	0.50
J-622	0.00	204.00	248.77	63.64	P-622	J-616	J-609	265.47	300	120	0.54	0.09
J-623	2.37	199.50	248.93	70.27	P-623	J-612	J-610	276.81	300	120	2.51	0.41
J-624	7.23	195.45	248.92	76.01	P-624	J-618	J-617	412.49	300	120	0.91	0.15
J-627	0.00	198.93	248.91	71.05	P-625	J-617	J-612	441.56	300	120	-1.65	0.27
J-628	9.93	203.10	248.87	65.06	P-626	J-617	J-615	230.85	300	120	0.84	0.14
J-629	0.00	202.94	248.90	65.34	P-627	J-615	J-616	432.54	300	120	0.83	0.14
J-630	1.95	204.00	248.85	63.76	P-628	J-615	J-614	310.57	300	120	-0.62	0.10
J-631	5.47	204.89	248.84	62.48	P-629	J-614	WJ-3282	305.58	400	120	-3.15	0.29
J-632	4.50	205.65	248.84	61.40	P-630	J-614	J-621	666.51	400	120	2.22	0.20
SH-J-91*	66.97	197.90	248.73	72.26	P-631	J-621	J-622	322.69	400	120	1.29	0.12
*includes other Region demands					P-632	J-622	J-620	556.42	400	120	1.29	0.12
South MIN		190.58		63.64	P-633	SH-J-91	J-620	454.87	400	120	-0.81	0.07
South MAX		204.00		82.71	P-634	J-623	J-624	983.42	400	120	0.62	0.06
North MIN		195.45		61.40	P-637	J-627	J-623	263.64	300	120	-0.73	0.12
North MAX		205.65		76.01	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	3.17	0.06

Node Table					Pipe Table							
ID	Demand (L/s)	Elevation (m)	Head (m)	Pressure (psi)	ID	From Node	To Node	Length (m)	Diameter (mm)	Roughness (C)	Flow (ML/d)	Velocity (m/s)
J-600	2.40	190.58	239.86	70.05	MP-6638	J-619	SH-J-91	338.39	400	130	5.40	0.50
J-601	5.91	192.76	238.05	64.38	P-102	J-111	WJ-3170-M	155.14	400	120	-8.71	0.80
J-602	4.33	193.45	237.50	62.62	P-1286	J-628	J-632	1252.77	300	120	0.60	0.10
J-603	8.44	192.80	237.30	63.26	P-602	J-618	J-111	372.23	400	130	-6.49	0.60
J-604	6.56	193.27	237.24	62.50	P-603	J-619	J-618	437.88	400	130	-5.03	0.46
J-605	0.00	193.49	237.24	62.19	P-605	J-600	J-601	375.37	400	120	14.55	1.34
J-606	8.75	193.71	237.20	61.82	P-606	J-601	J-602	271.79	400	120	9.14	0.84
J-607	23.00	196.31	237.18	58.11	P-607	J-602	J-603	207.04	400	120	6.11	0.56
J-608	25.50	193.56	237.21	62.06	P-608	J-603	J-604	127.77	300	120	1.95	0.32
J-609	4.90	194.02	237.28	61.50	P-609	J-604	J-605	110.71	300	120	0.00	0.00
J-610	12.40	192.76	237.39	63.44	P-610	J-604	J-606	153.32	300	120	1.38	0.23
J-611	6.36	192.10	240.21	68.39	P-611	J-606	J-607	250.81	300	120	0.63	0.10
J-612	49.94	193.89	237.24	61.62	P-612	J-607	J-608	278.63	300	120	-0.89	0.15
J-613	29.53	194.00	237.20	61.41	P-613	J-608	J-603	249.86	400	120	-3.43	0.32
J-614	5.75	198.68	236.92	54.37	P-614	J-608	J-609	206.58	300	120	-1.59	0.26
J-615	11.46	197.89	236.90	55.46	P-615	J-609	J-602	256.79	300	120	-2.66	0.44
J-616	5.40	194.52	237.10	60.53	P-616	J-609	J-610	272.73	300	120	-1.74	0.29
J-617	31.31	197.20	236.82	56.32	P-617	J-610	J-601	255.27	300	120	-4.90	0.80
J-618	0.25	196.00	236.65	57.79	P-618	J-611	J-600	258.59	900	120	61.78	1.12
J-619	10.98	198.34	236.40	54.10	P-619	J-607	J-613	420.23	300	120	-0.47	0.08
J-620	8.85	200.67	236.26	50.59	P-620	J-613	J-608	143.20	400	120	-1.93	0.18
J-621	16.95	200.69	236.52	50.94	P-621	WJ-3282	J-613	161.06	400	120	1.10	0.10
J-622	0.00	204.00	236.42	46.09	P-622	J-616	J-609	265.47	300	120	-2.39	0.39
J-623	3.75	199.50	237.19	53.58	P-623	J-612	J-610	276.81	300	120	-2.08	0.34
J-624	11.41	195.45	237.16	59.30	P-624	J-618	J-617	412.49	300	120	-1.80	0.29
J-627	0.00	198.93	237.15	54.33	P-625	J-617	J-612	441.56	300	120	-2.84	0.47
J-628	15.68	203.10	237.05	48.26	P-626	J-617	J-615	230.85	300	120	-1.66	0.27
J-629	0.00	202.94	237.13	48.61	P-627	J-615	J-616	432.54	300	120	-1.92	0.31
J-630	3.07	204.00	237.01	46.93	P-628	J-615	J-614	310.57	300	120	-0.73	0.12
J-631	8.64	204.89	236.98	45.62	P-629	J-614	WJ-3282	305.58	400	120	-5.95	0.55
J-632	7.10	205.65	236.98	44.54	P-630	J-614	J-621	666.51	400	120	4.73	0.44
SH-J-91*	105.74	197.90	236.17	54.41	P-631	J-621	J-622	322.69	400	120	3.26	0.30
					P-632	J-622	J-620	556.42	400	120	3.26	0.30
					P-633	SH-J-91	J-620	454.87	400	120	-2.50	0.23
					P-634	J-623	J-624	983.42	400	120	0.99	0.09
					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	62.33	1.13

*includes other Region demands				
South MIN		190.58		46.09
South MAX		204.00		70.05
North MIN		195.45		44.54
North MAX		205.65		59.30

2031Conditions  
 MT4 Agerton, Milton ON  
 April 23, 2026

<b>Fire Flow Table</b>			
ID	Total Demand	Available Flow	Fire Flow Met?
	(L/s)	(L/s)	
J-600	251.52	3265.06	TRUE
J-601	276.74	1506.85	TRUE
J-602	275.74	1379.78	TRUE
J-603	278.35	1334.82	TRUE
J-604	277.16	851.39	TRUE
J-605	273.00	566.11	TRUE
J-606	278.54	756.75	TRUE
J-607	287.57	898.17	TRUE
J-608	289.15	1456.54	TRUE
J-609	253.10	1243.85	TRUE
J-610	280.85	1168.01	TRUE
J-611	277.03	3206.00	TRUE
J-612	304.63	2494.77	TRUE
J-613	291.70	1534.39	TRUE
J-614	276.64	1186.14	TRUE
J-615	280.26	918.82	TRUE
J-616	276.42	726.53	TRUE
J-617	292.83	957.38	TRUE
J-618	273.16	1340.57	TRUE
J-619	279.96	1077.93	TRUE
J-620	278.60	744.78	TRUE
J-621	283.73	753.82	TRUE
J-622	273.00	669.36	TRUE
J-623	275.37	1868.47	TRUE
J-624	280.23	492.65	TRUE
J-627	273.00	633.05	TRUE
J-628	282.93	557.58	TRUE
J-629	273.00	695.85	TRUE
J-630	274.95	379.86	TRUE
J-631	278.47	325.60	TRUE
J-632	277.50	300.73	TRUE

<b>South MIN</b>	<b>566.11</b>
<b>South MAX</b>	<b>3265.06</b>

<b>North MIN</b>	<b>300.73</b>
<b>North MAX</b>	<b>1868.47</b>

# Fire Flows

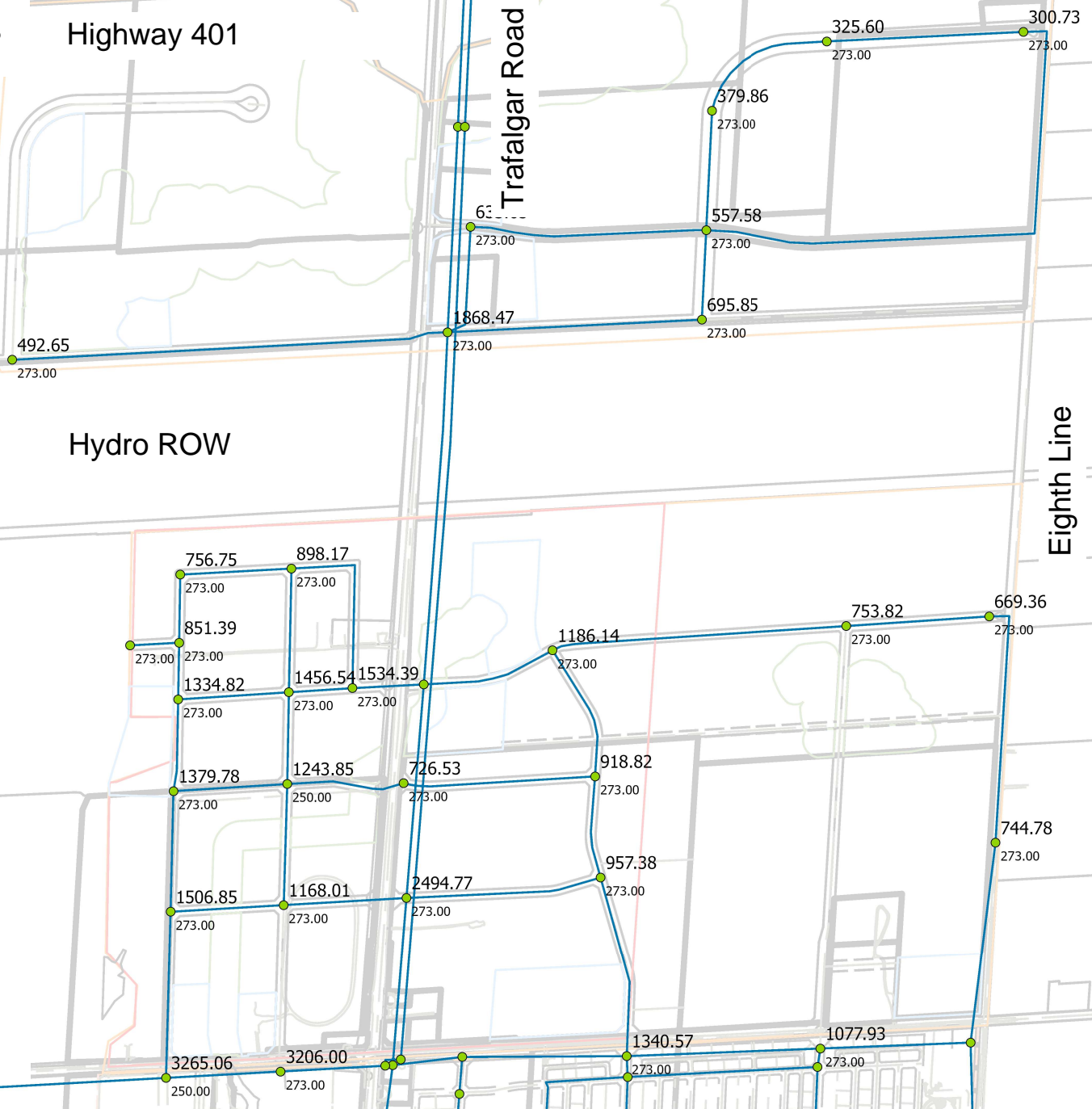
Highway 401

Trafalgar Road

Hydro ROW

Eighth Line

Derry Road



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## **Attachment E2**

### ***Correspondence with Halton Region***

*(Halton Region, 2026)*

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**Alexander Dow**

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Regards,

Rebecca Auerbach

## **DSEL**

**David Schaeffer Engineering Ltd.**

600 Alden Road, Suite 606  
Markham, ON L3R 0E7

**phone:** (437) 880-3421

**email:** [rauerbach@dsel.ca](mailto:rauerbach@dsel.ca)

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**From:** Clackett, Robert <[Robert.Clackett@halton.ca](mailto:Robert.Clackett@halton.ca)>

**Sent:** April 20, 2026 1:13 PM

**To:** John Tjeerdsma <[JTjeerdsma@dsel.ca](mailto:JTjeerdsma@dsel.ca)>

**Cc:** Ritee Haider <[ritee.haider@milton.ca](mailto:ritee.haider@milton.ca)>; David Twigg <[david.twigg@milton.ca](mailto:david.twigg@milton.ca)>

**Subject:** RE: Agerton Secondary Plan & ASP - Town and Landowner Discussion

Good afternoon John,

Further to our meeting this morning I just wanted to let you know that we have checked with staff and can confirm that as it relates to the 900mm twin transmission main on Trafalgar, the east feedermain is the supply line and the west is the discharge main.

Please let me know if you have any further questions.

Thanks,  
Robert

**Robert Clackett (he/him/his), MCIP, RPP**

Senior Planner - Milton

Development Services

Public Works

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## **Appendix F**

### ***Sanitary Sewer Design Sheets***

*(DSEL, 2026)*

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## **Appendix G**

### ***Preliminary Cost Estimates for DC Sewers***

*(DSEL, 2026)*

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**MILTON PHASE 4**

**DC Sanitary Sewers - Agerton**

Item No.	Item Description	Approx. Depth	Quantity	Unit	Unit Rate	Total	Notes
<b>1</b>	<b>Sanitary Sewers</b>						
	<i>Trunk 6</i>						
.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
			<b>279.0</b>				
<b>2</b>	<b>Connect to Existing</b>						
.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.
<b>3</b>	<b>Non-Itemized Costs</b>						
.01	Non-Itemized Costs		\$ 835,040.00	%	10%	\$ 83,504.00	
SUB-TOTAL:						\$ 918,544.00	
CONTINGENCY (10%)						\$ 91,854.40	
<b>TOTAL ESTIMATED COST:</b>						<b>\$ 1,010,000.00</b>	

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 subdivision servicing.