December 18, 2024

To: Town of Caledon c/o Rosemarie Humphries
Humberking (I) Developments Limited and Humberking (IV) Developments Limited

RE: CALEDON STATION SECONDARY PLAN AND DRAFT PLAN
TRANSPORTATION TECHNICAL APPENDICES

BA Consulting Group Ltd. is retained by both the Caledon Community Partners for the Caledon Station (formerly referred to as Macville Community) Secondary Plan and retained by Humberking (I) Developments Limited and Humberking (IV) Developments Limited to provide transportation advisory services for Draft Plan of Subdivision (21T-22001) and Zoning By-Law Amendment (RZ 2022-0002) applications.

The Draft Plan and Zoning By-Law Amendment seek planning approvals to implement redevelopment of the lands legally described as the east half of Lot 11, Concession 4 and Part of Lots 11 and 12, Concession 5 (the 'Subject Lands') and are generally located north of King Street, east and west of Humber Station Road.

Caledon Community Partners and Humberking Developments have collaborated with Town and Region staff over the course of several submissions for Local Official Plan Amendment, Draft Plan of Subdivision, and Zoning Amendment submissions. Each of the submissions have been supported by a Transportation Impact Study, the latest of which is dated July 9, 2024 (July 2024 Transportation Study).

1.0 COMMENTS RECEIVED - TRANSPORTATION

Comments have subsequently been received for the most recent Draft Plan of Subdivision and Zoning By-Law Amendment from Transportation departments at the Town and Region:

- Town of Caledon, dated September 18, 2024, and from
- Region of Peel, dated October 8, 2024.

Comments on road cross-sections have been received from the Town of Caledon Transportation Engineering and Parks & Natural Heritage (Planning) Departments. Comments remain outstanding from Engineering and Public Works.

Brampton Transit is circulated on this resubmission for their consideration and comment of transit routing.

2.0 THIS LETTER

This letter is to be read in tandem with the consolidated response to comments matrix provided by Humphries Planning Group Inc. A Technical Appendix is provided in this letter and directly referenced in the responses to individual comments to support and further inform responses for the Draft Plan / Zoning Amendment submission. Please do not hesitate to contact us directly for further information or clarification on any of the responses or technical appendices.

A coordinated set of cross-sections and response to cross-section comments will be re-circulated once Town Engineering provides comments to consider. In addition to circulation of cross-sections:

- **Parking Plans** are expected to be updated with detailed design and upon final confirmation of cross-section design.
- **Functional Road Design** is expected to be updated upon final confirmation and consensus on cross-section design.

The following technical appendices have been provided to support responses to Town and Region comments.

- **Appendix A:** Updated Framework Plan (October 2024) and Humberking Draft Plan of Subdivision (GSAI, November 14, 2024)
- **Appendix B:** Road Hierarchy, Active Transportation, and Open Space Plans (NAK)
- **Appendix C:** Preferred and Proposed Cycling Facility – Annotated for Multi-Use Path, Traffic Calming, and Medium Density / Mixed Use Driveway Locations
- **Appendix D:** On-Street Parking Lengths Below 6.0m Compared to Vehicle Sales
- **Appendix E:** Updated Phase 2 Trip Generation
- **Appendix F:** Sim Traffic Results
- **Appendix G:** Walking Distance Zone Details
- **Appendix H:** Trip Assignment Details
- **Appendix I:** Additional Intersections
- **Appendix J:** Intersection Tangents

3.0 SUMMARY

The transportation considerations for the Draft Plan of Subdivision for the Subject Lands are as follows:

- Phasing of the Secondary Plan lands is subject to the latest Development Staging and Sequencing Plan (October 2024) and the phasing analysis presented in the July 2024 Transportation Study. A review of additional considerations related to access, trip generation, and queuing based on comments received from the Town confirm resources, approach and indicate that alternative scenarios (where trip generation may differ) do not have a measurable impact on the arterial and collector road framework and intersection operations as assessed in July 2024.

- The arterial road, collector road, and local road rights-of-way established by the Secondary Plan and Town and Region Official Plan policies have been respected on the current Draft Plan submission.

- Review of on-street parking allocation indicates there will be excess capacity on-street for the low-rise freehold units being contemplated within the Subject Lands, including those within the MTSA that are not subject to a minimum parking requirement. Parking allocation plans will be updated with detailed design and upon final confirmation of cross-section design.

- Road cross-sections are designed to meet or exceed the pavement widths within the Town's municipal design standards within the Secondary Plan area and are expected to receive curbside municipal collection in a manner consistent with typical Waste Management procedures for a new subdivision. Updates to Functional Road Design are awaiting comments and consensus with the Town on cross-section design across the community. Functional design of intersections that vary from Town standards will demonstrate anticipated design vehicles (snow plows, trucks, buses) where applicable as part of detailed design.

- Roads within the Draft Plan are subject to future detailed design and coordination with area growth related findings of the RTMP, MMTMP, and ongoing cross-section review with the Town as details become available.

- Transit and active transportation are essential elements to the proposed Caledon Station Secondary Plan. As such, we recommend early implementation of bus transit and active transportation facilities to promote and support early adoption of alternative modes of travel.

Appendix A:
Update Framework Plan and Draft Plan of Subdivision (Gerrard and Humphries Planning Group Inc.)

HUMBER STATION ROAD (REALIGNED)

OLD HUMBER STATION ROAD

ELEMENTARY SCHOOL (DPCDSB)

ELEMENTARY SCHOOL (PDSB)

PARK

PARK

PARK

PARK

PARK

PARK

PARK

PARK / COMMUNITY CENTRE

ELEMENTARY SCHOOL (PDSB)

SWM POND

SWM POND

SWM POND

475.0

THE GORE ROAD

550.5

706.6

298.7

KING STREET

312.5

HUMBER STATION ROAD

EAST-WEST LINK ROAD

LEGEND:

- GREENBELT PLAN: PROTECTED COUNTRYSIDE
- CALEDON STATION FRAMEWORK PLAN AREA
- MTSA LIMIT
- MEDIUM DENSITY RESIDENTIAL
- MIXED-USE RESIDENTIAL
- GO TRANSIT LANDS
- SCHOOL
- PARKS
- PROPOSED ENVIRONMENTAL PROTECTION AREA
- ENVIRONMENTAL ENHANCEMENT AREA
- SWM POND
- VISTA / WALKWAY
- POTENTIAL FIRE STATION

UNIT SPECIFIC USES

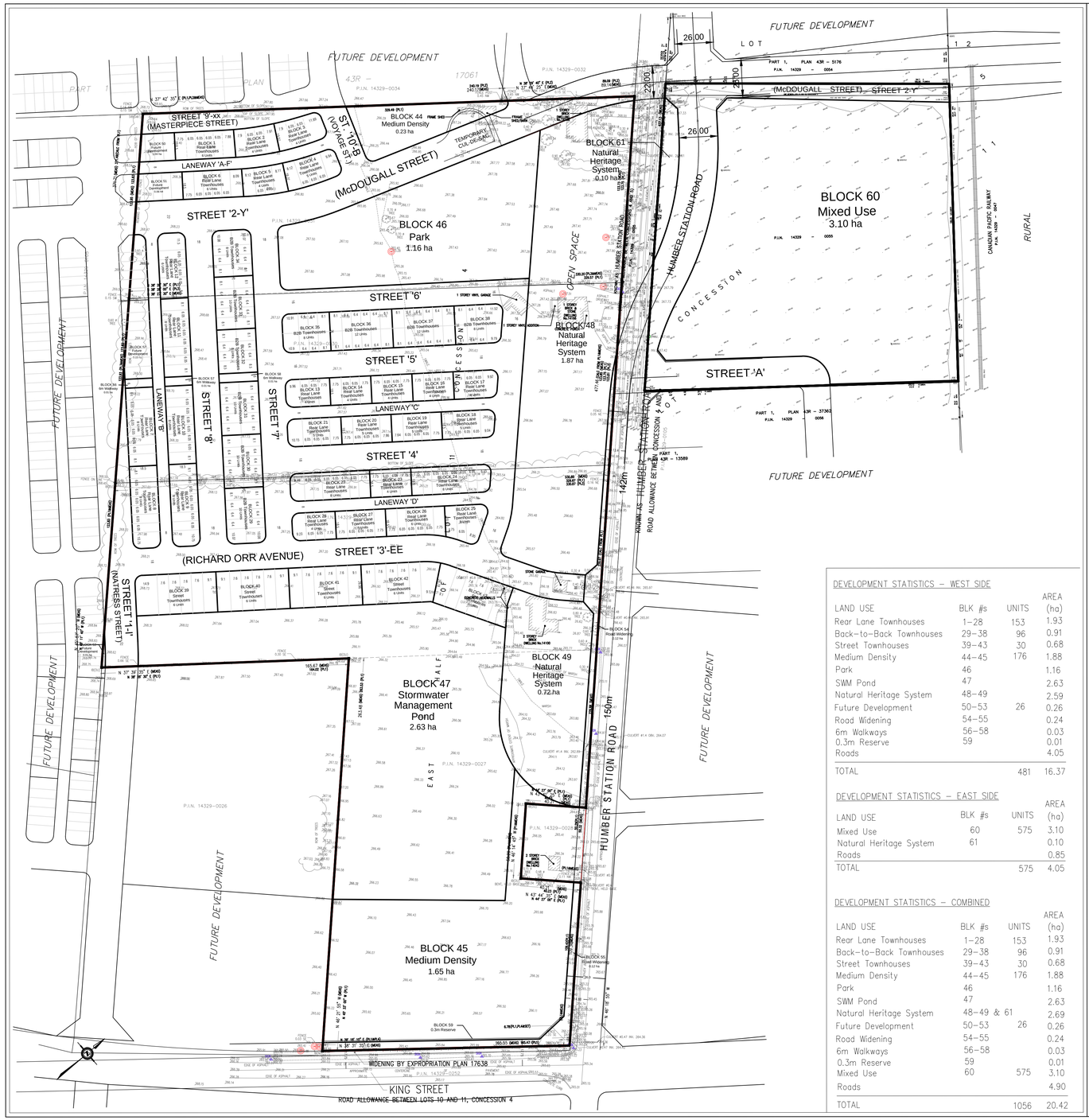
- REAR LANE TOWNHOUSE
- DUAL FRONTAGE TOWNHOUSES
- BACK-TO-BACK TOWNHOUSES
- STANDARD TOWNHOUSES
- STACKED TOWNHOUSES
- SHALLOW SINGLE DETACHED
- STANDARD SINGLE DETACHED

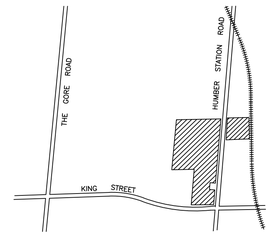
ROAD CLASSIFICATIONS

- MULTI MODAL LOOP ROAD
- COLLECTOR ROADS

CALEDON STATION FRAMEWORK PLAN

WITHOUT PREJUDICE OCT 2024





DEVELOPMENT STATISTICS – WEST SIDE

LAND USE	BLK #s	UNITS	AREA (ha)
Rear Lane Townhouses	1–28	153	1.93
Back-to-Back Townhouses	29–38	96	0.91
Street Townhouses	39–43	30	0.68
Medium Density	44–45	176	1.88
Park	46		1.16
SWM Pond	47		2.63
Natural Heritage System	48–49		2.59
Future Development	50–53	26	0.26
Road Widening	54–55		0.24
6m Walkways	56–58		0.03
0.3m Reserve	59		0.01
Roads			4.05
TOTAL		481	16.37

DEVELOPMENT STATISTICS – EAST SIDE

LAND USE	BLK #s	UNITS	AREA (ha)
Mixed Use	60	575	3.10
Natural Heritage System	61		0.10
Roads			0.85
TOTAL		575	4.05

DEVELOPMENT STATISTICS – COMBINED

LAND USE	BLK #s	UNITS	AREA (ha)
Rear Lane Townhouses	1–28	153	1.93
Back-to-Back Townhouses	29–38	96	0.91
Street Townhouses	39–43	30	0.68
Medium Density	44–45	176	1.88
Park	46		1.16
SWM Pond	47		2.63
Natural Heritage System	48–49 & 61		2.69
Future Development	50–53	26	0.26
Road Widening	54–55		0.24
6m Walkways	56–58		0.03
0.3m Reserve	59		0.01
Mixed Use	60	575	3.10
Roads			4.90
TOTAL		1056	20.42

OWNER'S CERTIFICATE:

I authorize Humphries Planning Group Inc. to prepare and submit this plan for draft approval.

Robert Vitullo — Date: July 31, 2024

Humberking (1) Developments Limited
8800 Jane Street
Vaughan, ON L4K 2M9

Robert Vitullo — Date: July 31, 2024

Humberking (IV) Developments Limited
8800 Jane Street
Vaughan, ON L4K 2M9

SURVEYOR'S CERTIFICATE:

I hereby certify that the boundaries of the lands being subdivided and their correct relationship to the adjacent lands are accurately and correctly shown on this plan.

Date: 2024-06-07

WAHBA SURVEYING
285 Vaughan Valley Blvd.
Woodbridge ON L4H3B5 Tel. 905.851.1300
Tel. 905.851.1300 www.wahbasurveying.com
www.wahbasurveying.com

ADDITIONAL INFORMATION:

[Section 51(17) of the Planning Act, R.S.O. 1990, c. P. 13, as amended to April 11, 1997]

i) – none
a), b), e), f), g), & j) – on plan.
c) – on key plan
d) – see statistics
h) – piped water to be installed by developer
i) – loam, sandy loam
k) – all services to be made available by developer

SCALE 1:1500
0 50 100m

DRAFT PLAN OF SUBDIVISION

THE EAST HALF OF LOT 11,
CONCESSION 4
AND PART OF LOTS 11 AND 12,
CONCESSION 5,
(GEOGRAPHIC TOWNSHIP OF ALBION)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

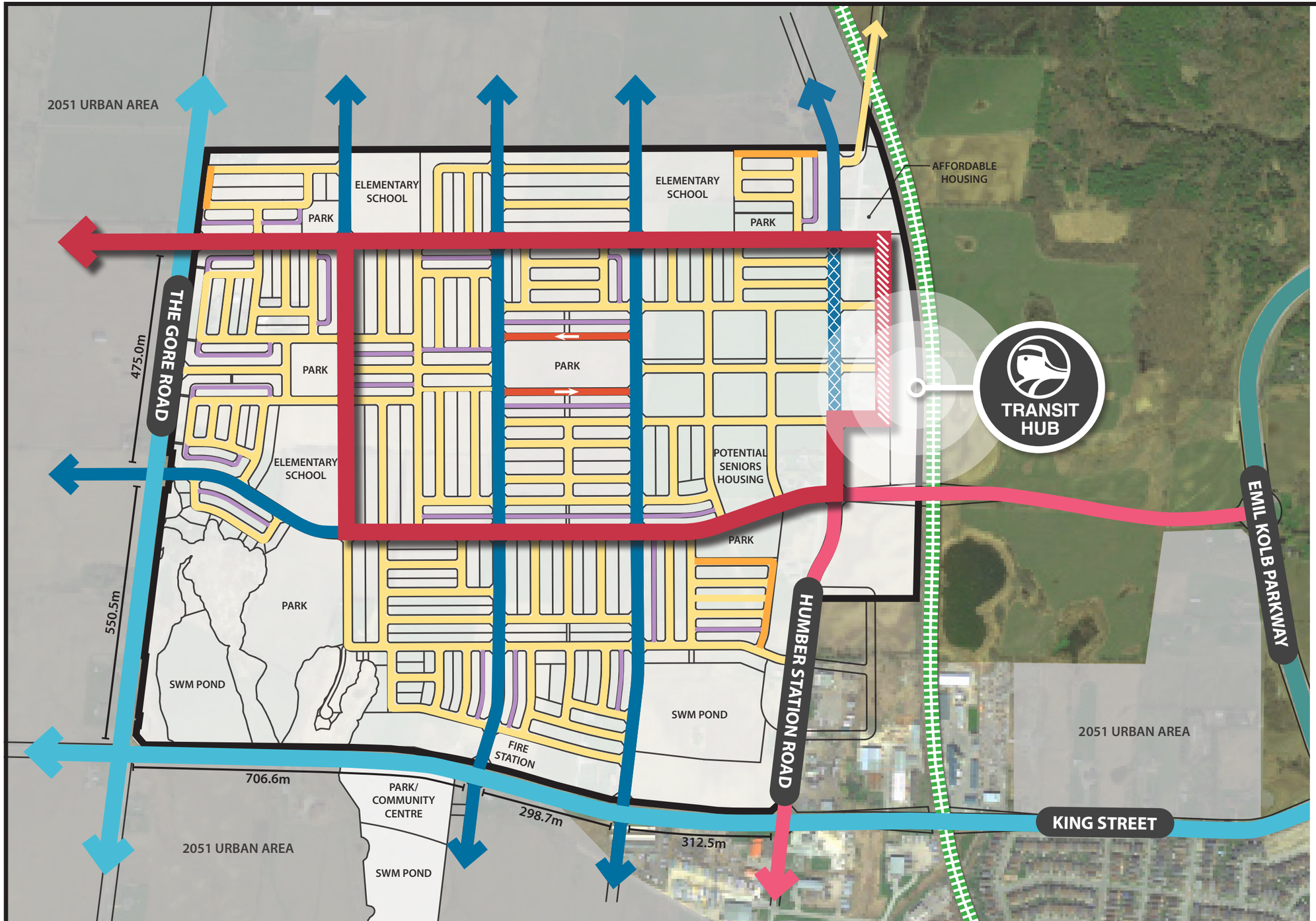
HUMPHRIES PLANNING GROUP INC.
216 CHRISLEA ROAD, SUITE 103, VAUGHAN, ONTARIO, L4L 8S5
TEL. (905)264-7678, FAX (905)264-8073
www.humphriesplanning.com

File Number:	Drawing Number: A1
Date Drawn: 13 FEB 23	
Drawn By: BT	
Checked By: R.H.	
Date Revised: 14 NOV 24	
CAD File No. :	

Appendix B:

Road Hierarchy, Active Transportation, and Open Space Plans (NAK)

1. ROAD CONNECTIONS, ALIGNMENT & STREET HIERARCHY PLAN



LEGEND

- SITE BOUNDARY
- REGIONAL ARTERIAL (45.0m)
- REGIONAL ARTERIAL (30.0m)
- TOWN ARTERIAL (26.0m)
- TOWN COLLECTOR ROAD (22.0m)
- MAIN STREET (22.0m)
- MULTI-MODAL RING ROAD (22.0m)
- TRANSIT STREET (22.0m)
- LOCAL ROAD (18.0m)
- WINDOW ROAD (16.0m)
- ONE WAY ROAD (14.0m)
- LANEWAY (8.0m)
- GO TRANSIT RAIL LINE
- INTERSECTION SPACING

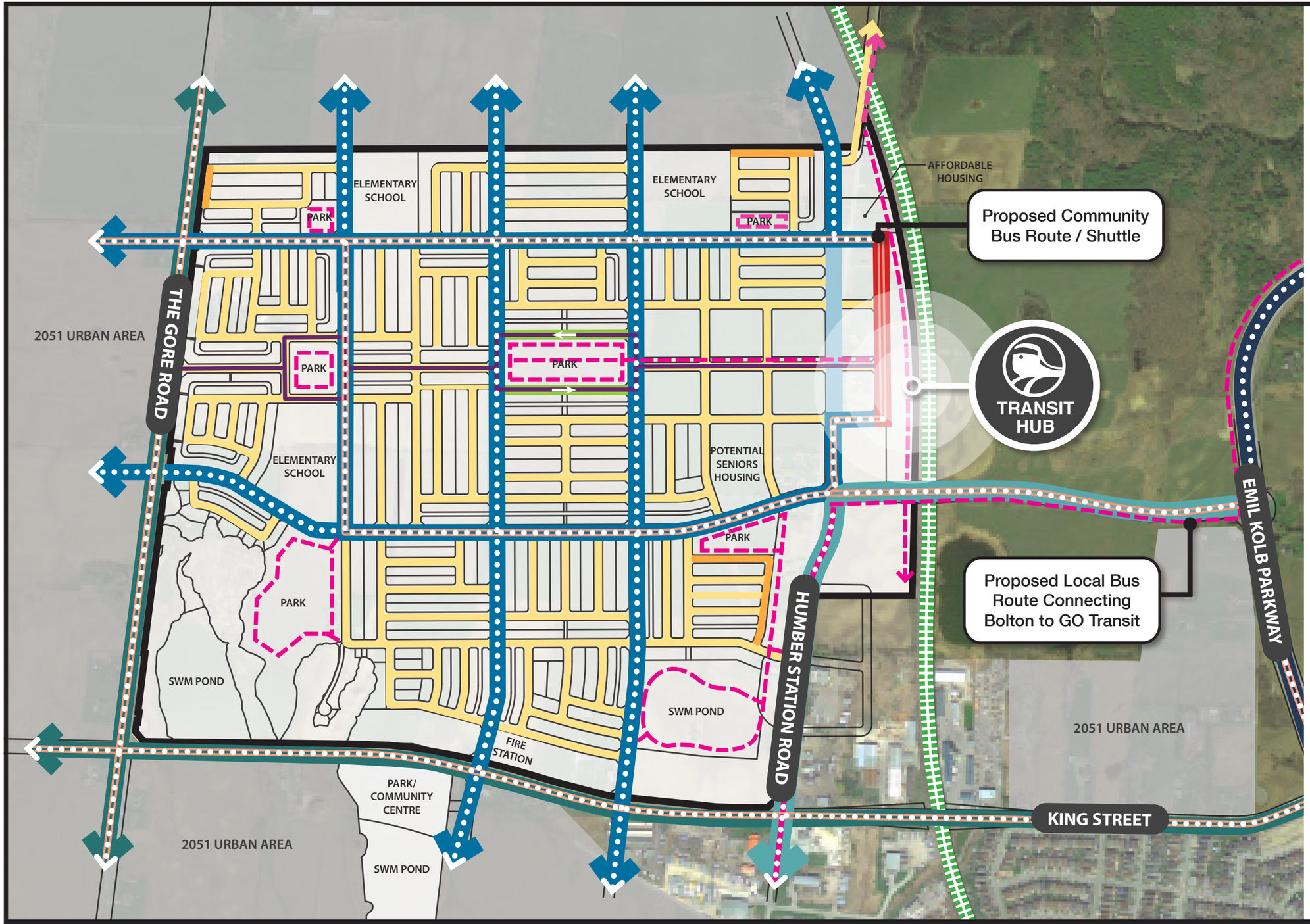
100 200M

TOWN OF CALEDON

MOBILITY PLAN
CALEDON STATION

OCTOBER 2024

2. ACTIVE TRANSPORTATION & TRANSIT PLAN



LEGEND

- SITE BOUNDARY
- REGIONAL ARTERIAL (45.0m)**
- REGIONAL ARTERIAL (30.0m)**
- TOWN ARTERIAL (26.0m)**
- TOWN COLLECTOR (22.0m)**
- TRANSIT STREET (22.0m)
- MAIN STREET (22.0m)
- LOCAL ROAD (18.0m)*
- WINDOW ROAD (16.0m)*
- ONE WAY ROAD (14.0m)*
- LANEWAY (8.0m)
- EXISTING TRAIL NETWORK
- PROPOSED TRAIL NETWORK
- PROPOSED CYCLE TRACK
- PROPOSED BUS ROUTE
- PROPOSED MICRO-TRANSIT ROUTE
- GO TRANSIT RAIL LINE

* ALL LOCAL ROADS ARE DESIGNED TO HAVE SIDEWALKS.

** ARTERIAL AND COLLECTOR ROADS TO BE DESIGNED TO PROVIDE SEPARATED CYCLING FACILITIES, BUS SERVICE, AND TWO-SIDED SIDEWALKS.

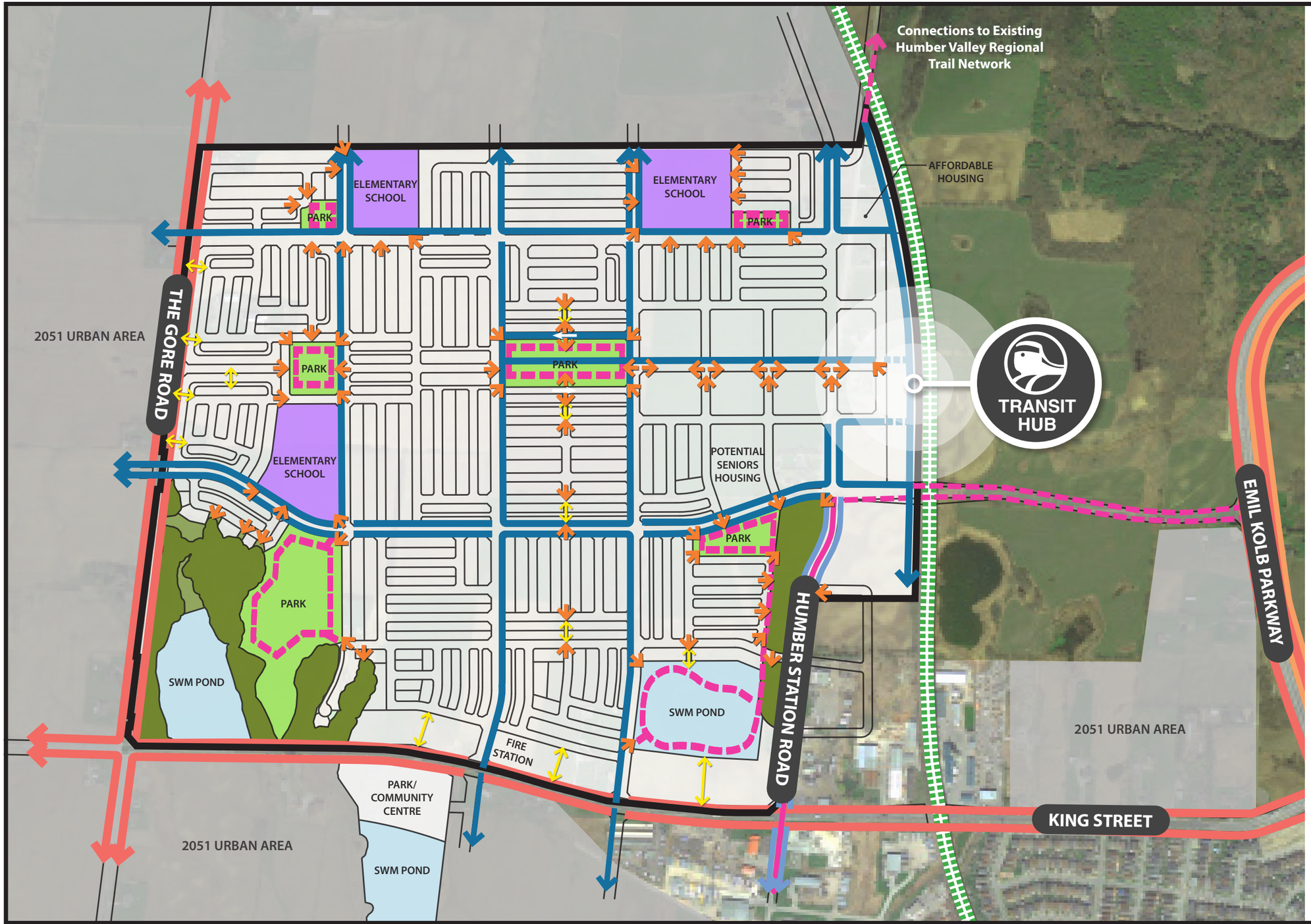
100 200M

TOWN OF CALEDON

MOBILITY PLAN
CALEDON STATION

OCTOBER 2024

3. TRAILS, PARKS, PARKETTES & OPEN SPACE PLAN



LEGEND

- SITE BOUNDARY
- EXISTING MULTI-USE PATH
- PROPOSED MULTI-USE TRAIL (IN BOULEVARD)
- POSSIBLE CYCLING EXTENTION INTO GROWTH AREAS
- PROPOSED CYCLE TRACK (IN BOULEVARD)
- EXISTING TRAIL NETWORK
- PROPOSED TRAIL NETWORK
- PEDESTRIAN MID-BLOCK CONNECTION
- POTENTIAL VIEW
- PARK / PARKETTE
- SWM POND
- VISTA BLOCK
- ENVIRONMENTAL POLICY AREA (EPA)
- EPA ENHANCEMENT
- GO TRANSIT RAIL LINE

100 200M

TOWN OF CALEDON

MOBILITY PLAN
CALEDON STATION

OCTOBER 2024

Appendix C:

Preferred and Proposed Cycling Facilities – Annotated for MUP, Traffic Calming, and Medium Density / Mixed Use Driveway Considerations

Multi Use Path on north side of road aligns with Elementary School Uses.

Traffic Calming Opportunities adjacent to school zones. Examples: curb extensions, centre flexi-bollards, raised crosswalks.

Traffic Calming Opportunities adjacent to school zones. Examples: curb extensions, centre flexi-bollards, raised crosswalks.

Unique Character Area recognized to form part of the overall cycling network. To be studied further as part of detailed design as discussed with Town staff.

Multi-Use Path on one side allows for a balance with trees/landscaping and driveways on south side while maintaining a compact urban cross-section.

The Linear Park Block is proposed to have separate sidewalk and MUP facilities where there is a greater interaction pedestrians and ground floor uses at Medium Density / Mixed Use blocks. The MUP also provides continuity with MUP facilities provided across the plan.

This road is local and estimated to have low vehicle volumes. Exclusive active transportation will provide an enhanced facility in a local street context.

Multi-Use Path proposed to connect across Central Park. This connection provides connectivity between north-south Multi-Use Paths and a direct connection to the GO Station. Exact details of location within the park or within the 14m adjacent rights-of-way to be determined through detailed design.

Multi-Use Path proposed on east side to align with park. Direct driveway access is minimal and avoided where practical within a grid-network and residential collector environment.

Multi-Use Path proposed on west side to align with school, park, and rear-lane accessed land uses.

Multi-Use Path avoids conflicts with driveways/intersections on east side, allows greater space for trees/landscaping on east side.

Low vehicle volumes relative to other collectors in the Secondary Plan.

Multi-Use Path proposed on west side to align with park. Direct driveway access is minimal and avoided where practical within a grid-network and residential collector environment.

Multi-Use Path proposed to terminate at the GO Station where cyclists can transition to the station or to destinations in the area.

Traffic Calming Opportunities adjacent to school zones. Examples: curb extensions, centre flexi-bollards, raised crosswalks.

Multi-Use Path on both sides connects a major east-west cycling route between Urban Growth Areas, GO Transit and MUP on Emil Kolb.

Direct driveway access is minimal and avoided where practical within a grid-network and residential collector environment.

Potential Driveway Access for Medium Density / Mixed Use Blocks indicated with dashed lines.

No access proposed within Main Street District to allow Town to temporarily or permanently close Main District roads.

Cycle Track in boulevard allows for separate cycling and sidewalk along arterial road that has a mix of commercial and residential uses.

Active Transportation Connects directly with GO Station allowing for a direct commuter cycling connection to/from the south.

BA Group, General Commentary on Active Transportation Network Facilities (Oct 7/24):
The proposed fine-grained road network and regularly spaced north-south and east-west collector roads allows for a comprehensive active transportation network.

Multi-Use Path or in-boulevard cycle tracks are proposed on both sides where major routes for broader active network connections are proposed.

One-sided two-way facilities are proposed in context with the surrounding land uses, driveway locations/conflicts, and balancing compact road design objectives (landscaping, servicing, etc)

In addition to the Collector, Arterial, and enhanced Multi-Use trail connections on this plan, **all** Local Roads will also have sidewalks.

LEGEND

- PROPOSED M.U.P.
- PROPOSED TRAIL SYSTEM/CONNECTION
- PROPOSED CYCLE TRACK
- POTENTIAL REGIONAL CYCLING FACILITY
- POSSIBLE CYCLING EXTENSION INTO GROWTH AREAS
- MAIN STREET DISTRICT, UNIQUE DESIGN CHARACTERISTICS TO BE EXPLORED, PEDESTRIANS TO BE PRIORITIZED.
- TRANSIT PRIORITY AREA
- ACTIVE TRANSPORTATION - SPECIAL CHARACTER AREA TO BE STUDIED FURTHER

PRELIMINARY DRAFT

FOR DISCUSSION PURPOSES ONLY

SUBJECT TO CONFIRMATION OF TOWN OF CALEDON ENGINEERING DESIGN STANDARDS

NOTE: DESIGN REFLECTS CALEDON ELBOW DESIGN STANDARD FOR A LOCAL ROAD WITH MODIFICATIONS TO ACCOMMODATE BACK-TO-BACK TAC HSU (DESIGN VEHICLE).

02	09-26-24	WGC	ISSUED FOR RESUBMISSION
01	07-08-24	WGC	ISSUED FOR RESUBMISSION
00	MM-DD-YR	INT	REVISION NOTE

BA Group

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300 - 45 St. Clair Ave. W.
Toronto ON M4V 1K9
TEL 416 961 7110
EMAIL bagroup@bagroup.com

MOVEMENT IN URBAN ENVIRONMENTS
BAGROUP.COM

MACVILLE DRAFT PLAN OF SUBDIVISION

PREFERRED AND PROPOSED CYCLING FACILITY ALIGNMENTS WITHIN PUBLIC R.O.W.s

Date: November 27, 2023

Project No.: 8096-02

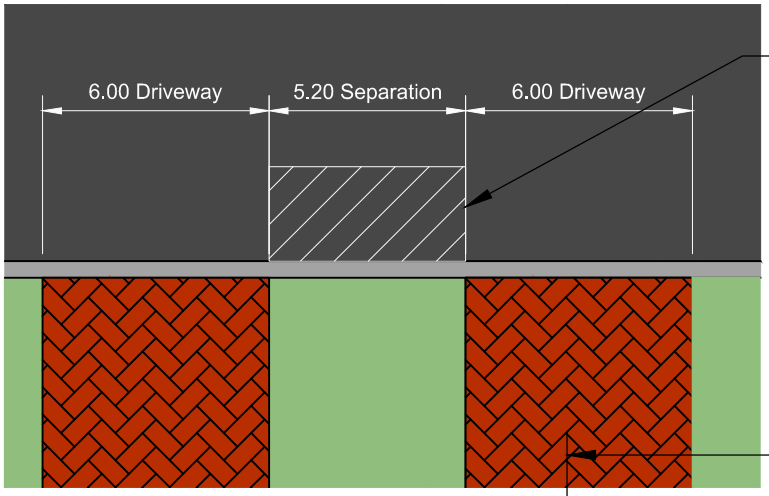
Scale: 1:1,000 (0 10 20 30 40 50m)

FIG-02

Date Plotted: October 11, 2024 Filename: J:\8094-07\BA\Functional Road Plan\2024\01. 2024-05-08\BA-Macville -FD-09.5-September26-2024 - EE Revisions.dwg

Appendix D:

On-Street Parking Lengths Below 6.0m Compared to Vehicle Sales

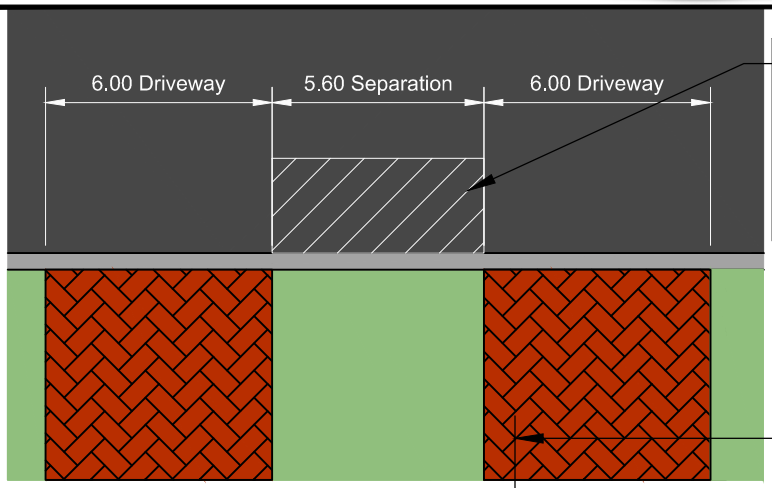


Parking Space Between 18-ft (5.6m) Back to Back TH

Capable of fitting 89% of all vehicles sold in Canada between 2013 and 2022

5.18m

Example vehicle which fits: 2022 Dodge Grand Caravan (5.18m Long)



Parking Space Between 38-ft(11.6m) Detached lots

Capable of fitting 91% of all vehicles sold in Canada between 2013 and 2022

5.51m

Example vehicle which fits: 2022 Jeep Gladiator Pickup (5.51m Long)

Scale

BA Group

CALEDON STATION

Proposed driveway separations below 6.0m capable of supporting parking

Project:	Caledon Station
Project No.	7694-01
Date:	September 19, 2024
Revised:	--
Drawing No.	FIG-P

Appendix E:
Updated Phase 2 Trip Generation

TABLE 1 PHASE 2 SITE RESIDENTIAL VEHICLE TRIP GENERATION

Land Use	Number	AM Peak Hour			PM Peak Hour		
		In	Out	2-Way	In	Out	2-Way
Detached Dwelling	2,269 dwellings	*0.18*	*0.52*	*0.7*	*0.59*	*0.35*	*0.94*
		413	**1175**	**1,588**	**1344**	**789**	**2,133**
Low-Rise Residential	1,238 dwellings	*0.10*	*0.30*	*0.4*	*0.32*	*0.19*	*0.51*
		119	**376**	**495**	**398**	**234**	**631**
Mid-Rise Residential	1,697 dwellings	*0.09*	*0.28*	*0.37*	*0.24*	*0.15*	*0.39*
		144	**483**	**628**	**404**	**258**	**662**
Base Vehicle Trip Generation	**5,204 dwellings**	**676**	**2,035**	**2,711**	**2,145**	**1,281**	**3,426**
To/From Internal Elementary School (Vehicle Trips)[1]		43	51	94	11	9	20
Total Internal Vehicle Trips		**43**	**51**	**94**	**11**	**9**	**20**
Total External Vehicle Trips		**633**	**1,984**	**2,617**	**2,134**	**1,272**	**3,406**
Work From Home Reduction[2]	5%	32	99	131	107	64	171
Adjusted External Vehicle Trips		**601**	**1,885**	**2,486**	**2,027**	**1,208**	**3,235**

Notes:

1. As outlined in the school vehicle trip generation calculations in **Table 2**. Walking trips to/from the schools have conservatively not been deducted from the residential trip generation.
2. A 5% reduction was applied based on input provided to BA Group by urbanMetrics that work from home has increased from approximately 4% of the Caledon population pre-COVID, to 9.6% of the Caledon population currently.

TABLE 2 PHASE 2 SITE ELEMENTARY SCHOOL TRIP GENERATION

Land Use	Number	AM Peak Hour			PM Peak Hour		
		In	Out	2-Way	In	Out	2-Way
Elementary School		*0.4*	*0.34*	*0.74*	*0.07*	*0.09*	*0.16*
Base Vehicle Trip Generation	**850 students[1]**	**340**	**289**	**629**	**63**	**73**	**136**
To/From Internal Residential (Walking Trips)[2]	85%	289	246	535	54	62	116
Total Vehicle Trips	15%	51	43	94	9	11	20
Pass-by Internal Residential to External Work AM & Pass-by External work to Internal Residential PM (Vehicle Trips)[3]	*0% In & 60% Out AM 60% In & 0% Out PM*	*0*	*26*	*26*	*6*	*0*	*6*
To/from Internal Residential (Vehicle Trips)[4]	*100% In & 40% Out AM 40% In & 100% Out PM*	*51*	*17*	*68*	*3*	*11*	*14*
Total Internal Vehicle Trips		**51**	**17**	**68**	**3**	**11**	**14**
Total External Vehicle Trips		**0**	**26**	**26**	**6**	**0**	**6**

Notes:
1. Assume 850 students for the purpose of this assessment
2. Assumes 100% of school trips are associated with internal residential as either direct or pass-by trips and in the order of 85% of trips will walk
3. Assumes 60% of outbound trips during the AM peak will be a drop off then continues onto work external to the Site and 60% of inbound trips during the PM peak will be a pick up on the way home from work external to the Site
4. Assumes remainder of vehicle trips are to/from internal residential

TABLE 3 PHASE 2 SITE TOTAL VEHICLE TRIP GENERATION

Land Use	Number	AM Peak Hour			PM Peak Hour		
		In	Out	2-Way	In	Out	2-Way
Residential							
Internal Vehicle Trips	5,204 dwellings	43	51	94	11	9	20
External Vehicle Trips		601	1,885	2,486	2,027	1,208	3,235
Elementary School							
Internal Vehicle Trips	850 students	51	17	68	3	11	14
External Vehicle Trips		0	26	26	6	0	6
Total External Trips Comparison							
Phase 2 – No GO Station		601	1,911	2,512	2,033	1,208	3,241
Phase 2 – With GO Station (July 2024 TIS)		522	1,630	2,152	1,729	1,029	2,758
Full Build-out – With GO Station (July 2024 TIS)		677	2,076	2,753	2,286	1,378	3,665

Appendix F:
Sim Traffic Results

BA Group

SIMTRAFFIC ANALYSIS - QUEUES **Morning Peak Hour (afternoon Peak Hour)**

	Average		Run 1		Run 2		Run 3		Run 4		Run 5	
Movement	50th Queue (m)	95th Queue (m)	50th Queue (m)	95th Queue (m)	50th Queue (m)	95th Queue (m)	50th Queue (m)	95th Queue (m)	50th Queue (m)	95th Queue (m)	50th Queue (m)	95th Queue (m)
	The Gore Rd & King St											
EBL	20 (38)	36 (63)	19 (41)	37 (70)	23 (30)	35 (50)	21 (43)	40 (73)	19 (37)	33 (60)	18 (37)	35 (64)
EBT	31 (49)	54 (74)	34 (47)	55 (77)	28 (50)	52 (75)	37 (49)	64 (74)	23 (50)	40 (68)	35 (50)	57 (75)
EBR	38 (2)	68 (7)	30 (2)	49 (9)	31 (2)	55 (6)	50 (2)	95 (6)	36 (2)	67 (9)	42 (2)	72 (6)
WBL	44 (24)	76 (43)	49 (23)	79 (42)	47 (27)	77 (51)	48 (20)	84 (39)	40 (24)	68 (44)	38 (24)	71 (41)
WBT	35 (46)	63 (69)	36 (47)	66 (68)	32 (46)	58 (68)	38 (43)	67 (67)	35 (47)	61 (66)	33 (47)	62 (75)
WBR	5 (20)	20 (41)	4 (19)	15 (41)	5 (19)	21 (40)	4 (20)	20 (41)	6 (20)	23 (43)	4 (20)	19 (41)
NBL	4 (109)	14 (270)	3 (101)	11 (265)	3 (95)	11 (257)	6 (134)	18 (292)	6 (127)	21 (289)	2 (89)	11 (248)
NBT	10 (303)	20 (540)	11 (257)	21 (531)	7 (287)	17 (521)	9 (351)	22 (587)	7 (370)	17 (620)	14 (248)	25 (440)
NBR	8 (55)	20 (65)	8 (53)	19 (71)	9 (56)	23 (65)	6 (57)	15 (57)	10 (57)	22 (57)	9 (54)	22 (74)
SBL	49 (56)	113 (111)	144 (92)	258 (162)	38 (58)	132 (118)	29 (12)	114 (26)	17 (62)	31 (139)	17 (54)	31 (111)
SBT	147 (22)	266 (37)	312 (23)	530 (38)	112 (22)	251 (33)	116 (24)	225 (41)	98 (22)	152 (38)	97 (21)	170 (35)
SBR	53 (12)	71 (26)	56 (12)	65 (24)	49 (12)	75 (25)	55 (12)	71 (30)	55 (12)	70 (22)	49 (14)	75 (27)
	Humber Station Rd & King St											
EBL	23 (34)	45 (59)	22 (38)	43 (63)	25 (35)	54 (62)	18 (33)	32 (58)	23 (31)	49 (55)	25 (32)	49 (57)
EBT	43 (39)	82 (70)	46 (41)	80 (73)	43 (47)	90 (91)	41 (35)	77 (64)	45 (34)	78 (56)	41 (37)	86 (68)
EBR	30 (25)	38 (43)	31 (27)	36 (42)	29 (26)	40 (44)	30 (24)	37 (41)	30 (23)	40 (44)	30 (26)	38 (42)
WBL	14 (6)	30 (21)	13 (5)	26 (15)	17 (7)	38 (27)	13 (8)	27 (27)	17 (5)	33 (22)	12 (3)	24 (13)
WBT	28 (33)	46 (54)	27 (33)	43 (46)	30 (28)	47 (51)	32 (39)	46 (67)	25 (30)	41 (55)	27 (33)	51 (51)
WBR	15 (22)	33 (40)	14 (20)	34 (39)	14 (25)	34 (40)	17 (24)	35 (40)	14 (20)	29 (41)	15 (23)	34 (41)
NBL	13 (44)	31 (65)	13 (45)	30 (63)	10 (42)	27 (67)	19 (43)	42 (65)	15 (44)	33 (64)	10 (48)	22 (66)
NBT	14 (48)	32 (83)	15 (48)	34 (90)	13 (51)	31 (84)	14 (47)	35 (83)	13 (41)	28 (70)	15 (54)	34 (88)
NBR	3 (10)	11 (36)	3 (14)	13 (43)	3 (7)	11 (26)	2 (6)	10 (25)	4 (10)	14 (39)	2 (15)	7 (47)
SBL	23 (21)	45 (39)	25 (18)	46 (37)	23 (27)	45 (43)	21 (17)	43 (31)	25 (22)	47 (40)	23 (23)	42 (45)
SBT	29 (30)	49 (52)	32 (28)	54 (48)	30 (35)	46 (71)	29 (29)	49 (48)	29 (30)	49 (43)	27 (30)	47 (50)
SBR	12 (16)	32 (31)	16 (16)	41 (34)	13 (18)	34 (39)	10 (12)	22 (22)	11 (15)	28 (28)	12 (18)	34 (34)
	Emil Kolb Parkway & Street Y											
EBL	9 (9)	18 (19)	11 (9)	20 (18)	11 (11)	21 (19)	8 (10)	16 (20)	7 (6)	16 (16)	6 (9)	15 (21)
EBR	19 (19)	37 (37)	20 (20)	37 (40)	18 (19)	40 (37)	16 (17)	33 (32)	17 (19)	31 (39)	22 (18)	44 (37)
NBLT	15 (22)	29 (43)	14 (16)	28 (31)	15 (26)	26 (55)	15 (21)	30 (37)	18 (26)	33 (53)	14 (19)	30 (37)
SBT	23 (9)	46 (18)	25 (11)	45 (20)	26 (11)	46 (21)	23 (8)	52 (17)	21 (6)	39 (15)	22 (7)	47 (17)
SBR	8 (8)	18 (18)	9 (7)	23 (16)	7 (7)	17 (16)	8 (10)	17 (22)	8 (7)	17 (18)	9 (8)	15 (19)
	King St & Street JJ											
EBL	4 (12)	14 (29)	3 (14)	10 (32)	3 (12)	10 (35)	6 (10)	24 (18)	4 (12)	13 (30)	4 (12)	12 (28)
EBT	18 (30)	39 (61)	18 (32)	40 (66)	18 (28)	41 (60)	19 (30)	43 (52)	18 (30)	32 (62)	18 (29)	40 (64)
WBT	29 (17)	52 (35)	29 (20)	56 (41)	25 (15)	48 (29)	29 (16)	55 (32)	33 (16)	59 (32)	27 (20)	42 (41)
WBR	6 (11)	21 (27)	7 (14)	25 (34)	5 (10)	19 (20)	5 (10)	18 (28)	7 (10)	21 (21)	5 (10)	21 (30)
SBLR	42 (28)	69 (50)	46 (30)	74 (54)	41 (27)	69 (50)	41 (28)	74 (52)	45 (27)	68 (49)	36 (27)	58 (45)
	King St & Street I											
EBL	5 (9)	18 (20)	6 (8)	24 (17)	6 (10)	17 (17)	3 (11)	11 (18)	5 (9)	15 (20)	5 (8)	22 (26)
EBT	34 (22)	60 (48)	32 (24)	58 (53)	36 (25)	62 (50)	36 (18)	60 (41)	35 (21)	60 (46)	33 (23)	61 (51)
WBT	25 (26)	52 (50)	24 (26)	49 (51)	30 (29)	58 (54)	25 (26)	57 (55)	23 (24)	42 (44)	24 (26)	52 (48)
WBR	6 (13)	22 (32)	5 (14)	19 (36)	8 (13)	25 (30)	6 (13)	22 (35)	6 (15)	19 (34)	7 (9)	23 (26)
SBLR	40 (27)	66 (49)	42 (27)	68 (52)	42 (29)	66 (53)	38 (28)	60 (50)	37 (27)	67 (50)	43 (24)	69 (41)
	The Gore Rd & Street Y											
WBLR	34 (26)	57 (48)	34 (24)	60 (42)	34 (27)	53 (47)	36 (27)	64 (49)	34 (29)	57 (53)	34 (25)	50 (50)
NBTR	20 (72)	44 (133)	20 (69)	45 (133)	22 (69)	44 (127)	17 (77)	42 (161)	21 (67)	46 (118)	19 (77)	41 (127)
NBR	3 (10)	17 (31)	2 (13)	13 (36)	2 (10)	9 (32)	7 (11)	28 (33)	2 (11)	15 (33)	4 (6)	19 (23)
SBL	2 (11)	9 (23)	1 (9)	7 (19)	3 (14)	10 (28)	2 (11)	10 (22)	2 (13)	8 (24)	2 (10)	9 (24)
SBT	81 (28)	137 (54)	98 (27)	189 (51)	77 (27)	115 (45)	82 (31)	133 (62)	80 (29)	132 (57)	66 (27)	115 (55)
	The Gore Rd & Street DDD											
WBLR	3 (2)	10 (9)	2 (2)	9 (10)	4 (3)	11 (11)	4 (3)	11 (10)	4 (2)	11 (8)	3 (2)	9 (8)
NBTR	7 (36)	24 (86)	7 (25)	28 (57)	7 (35)	25 (93)	6 (35)	23 (81)	4 (41)	13 (93)	9 (44)	30 (104)
SBT	22 (6)	54 (19)	21 (6)	51 (19)	17 (5)	49 (17)	29 (7)	67 (21)	21 (5)	56 (17)	22 (7)	49 (22)
	The Gore Rd & Street A											
WBLR	35 (28)	58 (48)	34 (27)	56 (46)	40 (28)	64 (49)	37 (30)	56 (50)	35 (32)	61 (54)	27 (25)	51 (40)
NBTR	21 (68)	47 (113)	19 (70)	42 (110)	24 (67)	58 (114)	20 (77)	44 (135)	24 (68)	51 (111)	20 (59)	38 (95)
SBL	9 (13)	26 (27)	6 (12)	15 (20)	5 (17)	14 (40)	14 (15)	39 (32)	9 (10)	27 (22)	9 (10)	37 (20)
SBT	61 (23)	99 (45)	52 (24)	92 (48)	65 (24)	100 (47)	66 (25)	104 (49)	63 (23)	107 (43)	58 (19)	92 (36)
	Street VV & Street A											
EBLTR	10 (12)	17 (18)	10 (13)	15 (20)	10 (12)	17 (18)	10 (12)	15 (19)	11 (11)	17 (17)	10 (12)	19 (18)
WBLTR	12 (11)	19 (18)	10 (11)	16 (19)	13 (11)	21 (18)	11 (11)	17 (17)	12 (11)	21 (19)	12 (10)	19 (15)
NBLTR	2 (1)	8 (6)	2 (0)	8 (5)	2 (1)	8 (7)	1 (1)	7 (7)	2 (0)	8 (5)	3 (1)	9 (6)
SBLTR	4 (1)	12 (7)	5 (2)	12 (9)	5 (1)	12 (6)	4 (2)	12 (8)	5 (0)	12 (5)	3 (0)	11 (5)
	Street JJ & Street A											
EBLTR	10 (11)	16 (17)	11 (11)	17 (16)	10 (10)	15 (14)	10 (12)	13 (19)	11 (11)	16 (17)	10 (11)	18 (17)
WBLTR	12 (10)	18 (16)	12 (10)	20 (17)	12 (10)	19 (14)	11 (11)	17 (18)	12 (10)	19 (15)	11 (10)	17 (15)
NBLTR	5 (7)	12 (13)	5 (6)	13 (14)	4 (6)	11 (12)	4 (7)	11 (13)	5 (8)	14 (12)	5 (6)	12 (14)
SBLTR	6 (4)	13 (11)	6 (5)	13 (12)	5 (3)	13 (9)	5 (4)	13 (12)	7 (3)	13 (10)	5 (4)	13 (11)
	Street I & Street A											
EBLTR	10 (10)	14 (15)	10 (10)	15 (15)	9 (10)	12 (14)	9 (10)	13 (15)	10 (11)	14 (17)	10 (10)	15 (13)
WBLTR	11 (10)	17 (16)	11 (10)	17 (18)	11 (11)	16 (18)	11 (10)	16 (16)	12 (10)	19 (16)	11 (10)	19 (14)
NBLTR	6 (7)	14 (13)	6 (6)	13 (12)	7 (7)	14 (13)	7 (8)	14 (14)	5 (6)	13 (13)	6 (8)	14 (13)
SBLTR	5 (3)	12 (10)	4 (3)	12 (11)	4 (3)	12 (11)	7 (3)	13 (10)	4 (3)	12 (10)	4 (3)	12 (9)
	Humber Station Rd & Street A											

EBLTR	11 (11)	18 (16)	12 (11)	19 (16)	11 (10)	17 (16)	11 (11)	18 (18)	12 (11)	18 (17)	11 (10)	20 (15)
WBLTR	10 (12)	16 (18)	11 (12)	17 (20)	11 (12)	16 (19)	10 (12)	15 (18)	11 (12)	17 (17)	9 (11)	15 (17)
NBLTR	14 (27)	23 (48)	14 (28)	24 (52)	13 (26)	22 (45)	12 (27)	21 (52)	16 (27)	27 (47)	14 (26)	22 (46)
SBLTR	12 (10)	20 (16)	12 (9)	19 (13)	13 (11)	22 (18)	12 (10)	19 (16)	12 (11)	21 (16)	12 (9)	18 (16)
	Humber Station Rd & Street E											
EBLTR	7 (8)	15 (18)	7 (7)	17 (14)	7 (9)	17 (19)	7 (8)	14 (16)	7 (8)	15 (17)	6 (8)	13 (22)
WBLTR	22 (34)	41 (59)	23 (37)	43 (65)	21 (33)	38 (54)	23 (30)	46 (49)	21 (33)	43 (58)	22 (38)	36 (71)
NBL	2 (10)	9 (25)	3 (11)	10 (26)	1 (11)	7 (26)	4 (7)	12 (19)	3 (9)	11 (26)	1 (12)	6 (30)
NBT	11 (43)	25 (86)	14 (42)	34 (84)	10 (44)	19 (87)	9 (41)	22 (84)	12 (43)	28 (85)	8 (43)	21 (88)
NBR	15 (13)	32 (27)	16 (14)	32 (27)	16 (12)	35 (25)	16 (12)	35 (29)	14 (14)	26 (27)	14 (15)	34 (28)
SBTR	21 (14)	40 (29)	26 (14)	50 (29)	19 (15)	39 (37)	20 (13)	37 (30)	19 (13)	34 (24)	21 (13)	42 (23)
	Humber Station Rd & Street Y											
EBL	6 (8)	21 (23)	5 (11)	14 (35)	8 (7)	28 (16)	9 (6)	29 (14)	5 (9)	12 (26)	5 (6)	20 (22)
EBTR	40 (27)	62 (49)	37 (33)	57 (64)	43 (25)	68 (43)	40 (26)	59 (45)	37 (26)	62 (46)	41 (25)	64 (45)
WBL	19 (23)	31 (37)	19 (23)	31 (36)	16 (24)	29 (39)	18 (25)	30 (39)	20 (23)	32 (36)	20 (21)	32 (37)
WBT	12 (39)	28 (67)	12 (30)	28 (49)	11 (39)	33 (69)	12 (44)	24 (72)	11 (41)	30 (74)	12 (41)	27 (69)
WBR	13 (11)	24 (28)	12 (10)	26 (24)	14 (11)	24 (24)	15 (11)	25 (31)	14 (11)	26 (27)	11 (14)	20 (34)
NBL	10 (13)	23 (32)	10 (11)	22 (30)	13 (17)	26 (45)	10 (11)	23 (20)	10 (12)	23 (31)	9 (12)	19 (34)
NBT	19 (35)	41 (65)	17 (41)	38 (65)	15 (35)	38 (68)	20 (32)	43 (58)	22 (33)	49 (70)	19 (34)	38 (62)
NBTR	35 (39)	63 (72)	35 (43)	59 (72)	35 (38)	61 (78)	35 (30)	60 (56)	37 (45)	72 (84)	34 (37)	62 (70)
SBL	12 (25)	24 (46)	16 (28)	30 (52)	13 (28)	25 (52)	13 (24)	24 (42)	9 (22)	22 (38)	10 (23)	19 (44)
SBT	21 (8)	39 (22)	23 (6)	44 (18)	20 (8)	39 (23)	21 (7)	33 (18)	20 (9)	36 (21)	22 (11)	41 (32)
SBTR	21 (9)	41 (22)	22 (8)	42 (22)	22 (9)	46 (23)	20 (9)	37 (21)	18 (9)	38 (19)	23 (10)	44 (23)
	Street Y & Street VV											
EBLT	10 (13)	16 (21)	10 (13)	16 (20)	11 (13)	18 (21)	10 (12)	14 (19)	8 (15)	15 (23)	11 (12)	16 (22)
WBTR	12 (11)	19 (18)	12 (12)	18 (19)	11 (10)	18 (15)	12 (11)	19 (18)	12 (11)	20 (20)	12 (12)	18 (19)
SBLR	7 (3)	13 (10)	6 (3)	12 (11)	7 (3)	14 (10)	7 (1)	13 (7)	7 (5)	12 (12)	6 (2)	13 (8)
	Street JJ & Street Y											
EBLTR	11 (13)	17 (21)	12 (13)	18 (21)	11 (12)	16 (18)	12 (13)	18 (20)	11 (13)	17 (20)	11 (13)	17 (25)
WBLTR	13 (13)	20 (21)	11 (12)	18 (20)	13 (13)	21 (20)	13 (13)	20 (20)	13 (13)	21 (20)	14 (15)	22 (23)
NBLTR	9 (13)	15 (20)	9 (14)	14 (22)	9 (13)	15 (21)	10 (13)	15 (20)	9 (12)	14 (20)	9 (13)	16 (19)
SBLTR	14 (11)	23 (17)	13 (12)	20 (19)	15 (10)	25 (16)	15 (11)	24 (18)	14 (11)	24 (16)	13 (11)	22 (17)
	Street I & Street Y											
EBLTR	15 (14)	24 (24)	14 (15)	22 (29)	16 (13)	27 (19)	14 (13)	21 (22)	14 (14)	24 (25)	15 (14)	24 (24)
WBLTR	18 (23)	30 (40)	18 (19)	37 (29)	18 (23)	29 (41)	18 (26)	31 (44)	16 (25)	24 (45)	18 (23)	29 (39)
NBLTR	8 (13)	16 (21)	7 (12)	15 (19)	9 (13)	16 (21)	8 (14)	15 (23)	8 (11)	15 (19)	8 (13)	17 (21)
SBLTR	15 (11)	24 (19)	13 (11)	21 (17)	17 (12)	29 (20)	15 (11)	24 (17)	15 (12)	24 (21)	14 (11)	24 (20)
	Street JJ & Street EE											
EBTR	5 (2)	12 (8)	4 (3)	11 (9)	4 (2)	12 (8)	6 (2)	13 (8)	5 (2)	12 (9)	5 (1)	12 (7)
WBLT	4 (4)	12 (12)	4 (5)	12 (12)	5 (4)	12 (11)	5 (4)	12 (11)	4 (4)	11 (12)	4 (5)	12 (12)
NBLTR	0 (0)	2 (2)	0 (0)	2 (2)	0 (0)	3 (0)	0 (0)	2 (2)	0 (0)	2 (4)	0 (0)	0 (3)
SBLTR	0 (0)	1 (0)	0 (0)	3 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
	Street I & Street EE											
EBLTR	6 (3)	13 (9)	6 (2)	12 (9)	6 (2)	14 (9)	6 (3)	13 (10)	6 (2)	12 (7)	8 (4)	14 (11)
WBLTR	0 (3)	3 (10)	0 (4)	3 (12)	0 (2)	3 (9)	0 (3)	3 (10)	0 (2)	4 (9)	0 (2)	4 (9)
NBLTR	0 (1)	4 (6)	0 (0)	4 (2)	0 (1)	5 (7)	0 (1)	3 (6)	0 (2)	2 (11)	0 (0)	5 (5)
SBLTR	0 (0)	3 (3)	0 (0)	4 (3)	0 (1)	2 (7)	0 (0)	3 (3)	0 (0)	0 (3)	0 (0)	5 (0)

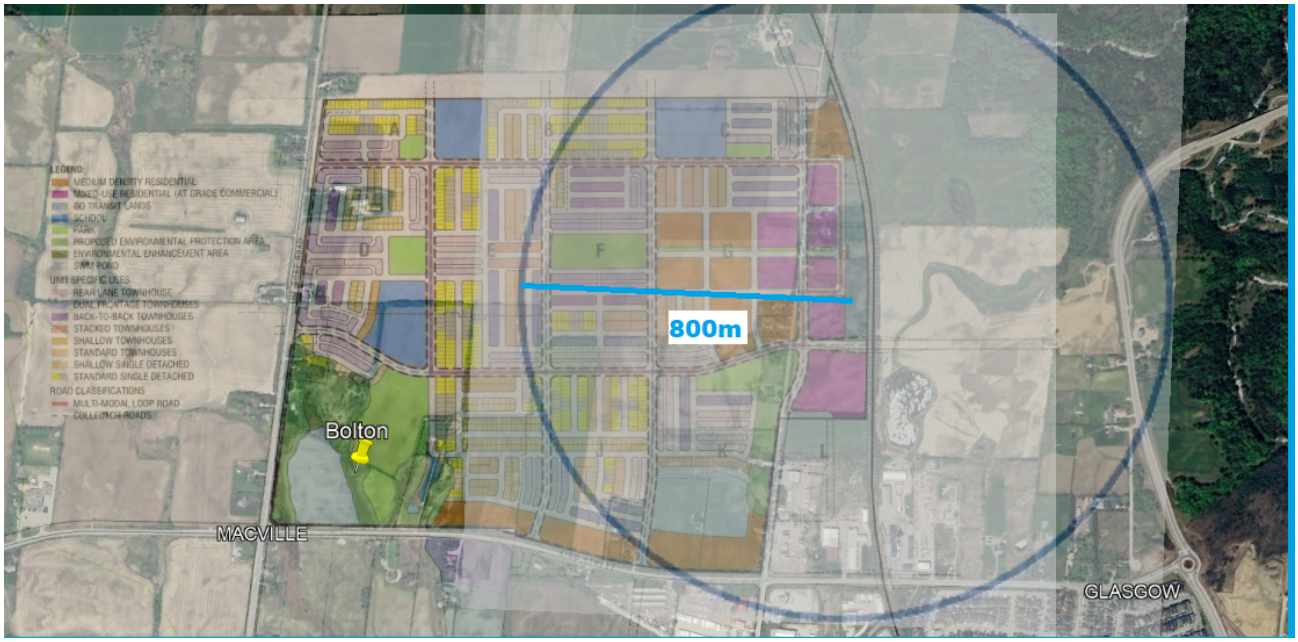
Appendix G:
Walking Distance Zone Details

Step 1:

- Plan with defined zones labelled Zone A through to Zone L

Step 2:

- Estimate 800m radius by overlaying on Google Earth



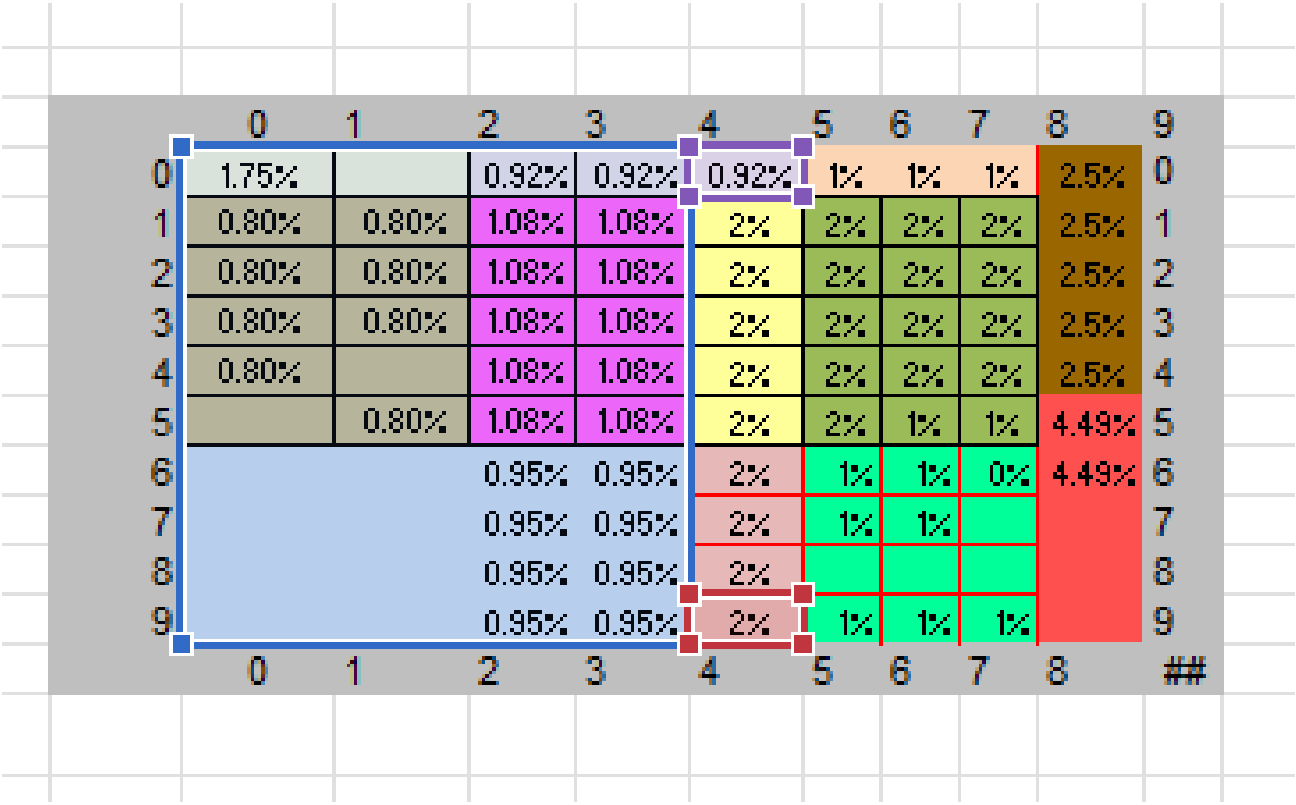
Step 3:

- Summarize number of units in each zone in Excel. Shown in second column for each zone.
- Calculate percentage of units in each zone. Shown in third column for each zone.
- Colour code each zone to assist with breaking into subzones (see Step 4). Shown in first column for each zone

	Units	Percentage
A	112	1.75%
B	177	2.77%
C	119	1.86%
D	409	6.39%
E	691	10.80%
F	580	9.06%
G	1388	21.68%
H	798	12.47%
I	485	7.58%
J	523	8.17%
K	544	8.50%
L	575	8.98%
	6401	**100.00%**

Step 4:

- Split Zones A to L into subzones in Excel.
- Each cell represents one subzone. The percentage shown in each cell represents the percentage of the total percentage of units. Assume units within a zone are spread equally across the subzones. Subzones are colour coded consistent with Step 2 to identify which subzones comprise which zone.
- The grid of cells generally represents the layout of the site as shown in Step 1.
- The subzones highlighted below are assumed to not be within the 800m radius.



	0	1	2	3	4	5	6	7	8	9
0	1.75%		0.92%	0.92%	0.92%	1%	1%	1%	2.5%	0
1	0.80%	0.80%	1.08%	1.08%	2%	2%	2%	2%	2.5%	1
2	0.80%	0.80%	1.08%	1.08%	2%	2%	2%	2%	2.5%	2
3	0.80%	0.80%	1.08%	1.08%	2%	2%	2%	2%	2.5%	3
4	0.80%		1.08%	1.08%	2%	2%	2%	2%	2.5%	4
5		0.80%	1.08%	1.08%	2%	2%	1%	1%	4.49%	5
6			0.95%	0.95%	2%	1%	1%	0%	4.49%	6
7			0.95%	0.95%	2%	1%	1%			7
8			0.95%	0.95%	2%					8
9			0.95%	0.95%	2%	1%	1%	1%		9
	0	1	2	3	4	5	6	7	8	##

Appendix H:
Trip Assignment Details

Step 1:

- Plan with defined zones labelled Zone A through to Zone L

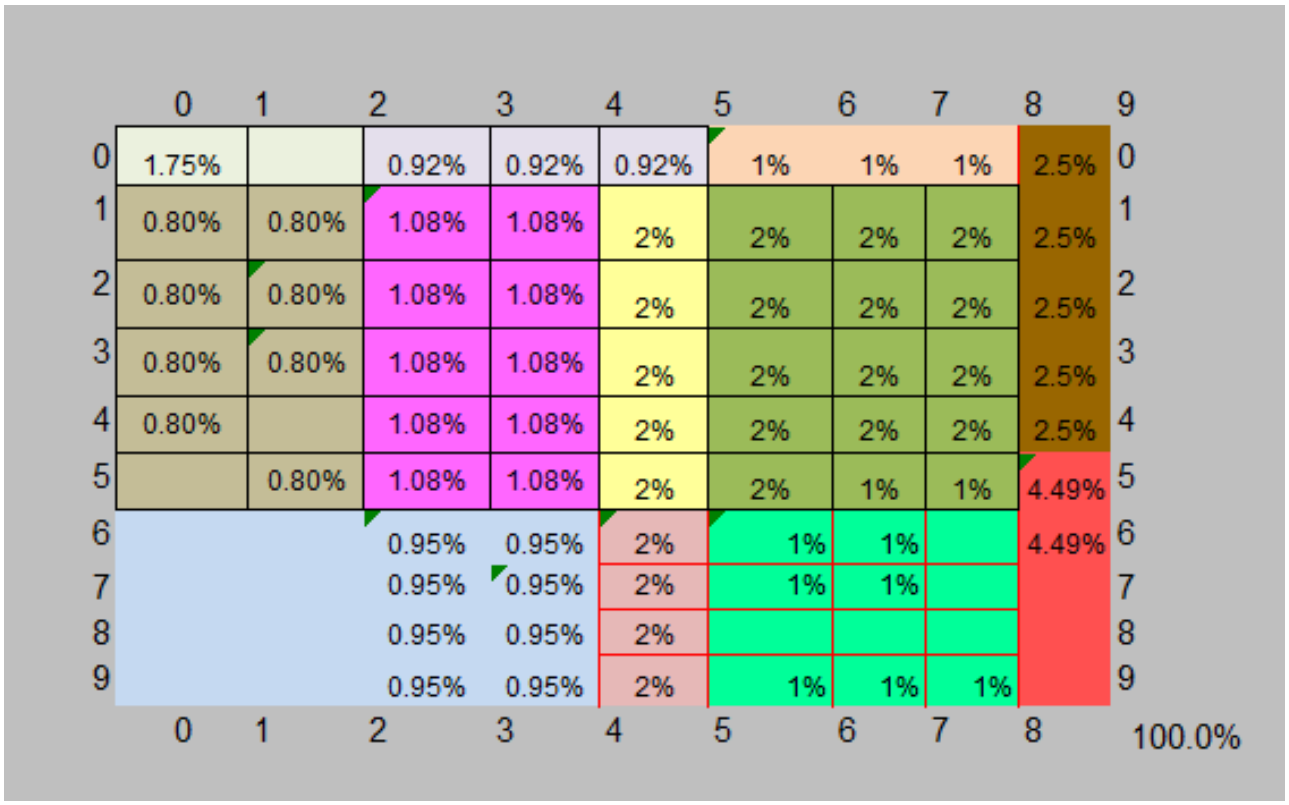
Step 2:

- Summarize number of units in each zone in Excel. Shown in second column for each zone.
- Calculate percentage of units in each zone. Shown in third column for each zone.
- Colour code each zone to assist with breaking into subzones (see Step 3). Shown in first column for each zone

	Units	Percentage
A	112	1.75%
B	177	2.77%
C	119	1.86%
D	409	6.39%
E	691	10.80%
F	580	9.06%
G	1388	21.68%
H	798	12.47%
I	485	7.58%
J	523	8.17%
K	544	8.50%
L	575	8.98%
	6401	**100.00%**

Step 3:

- Split Zones A to L into subzones in Excel.
- Each cell represents one subzone. The percentage shown in each cell represents the percentage of the total percentage of units. Assume units within a zone are spread equally across the subzones. Subzones are colour coded consistent with Step 2 to identify which subzones comprise which zone.
- The grid of cells generally represents the layout of the site as shown in Step 1.
- Separate vehicle trip assignment is undertaken for each subzone



Appendix I:
Additional Intersections

Additional Intersections Requested by Town (September 2024)

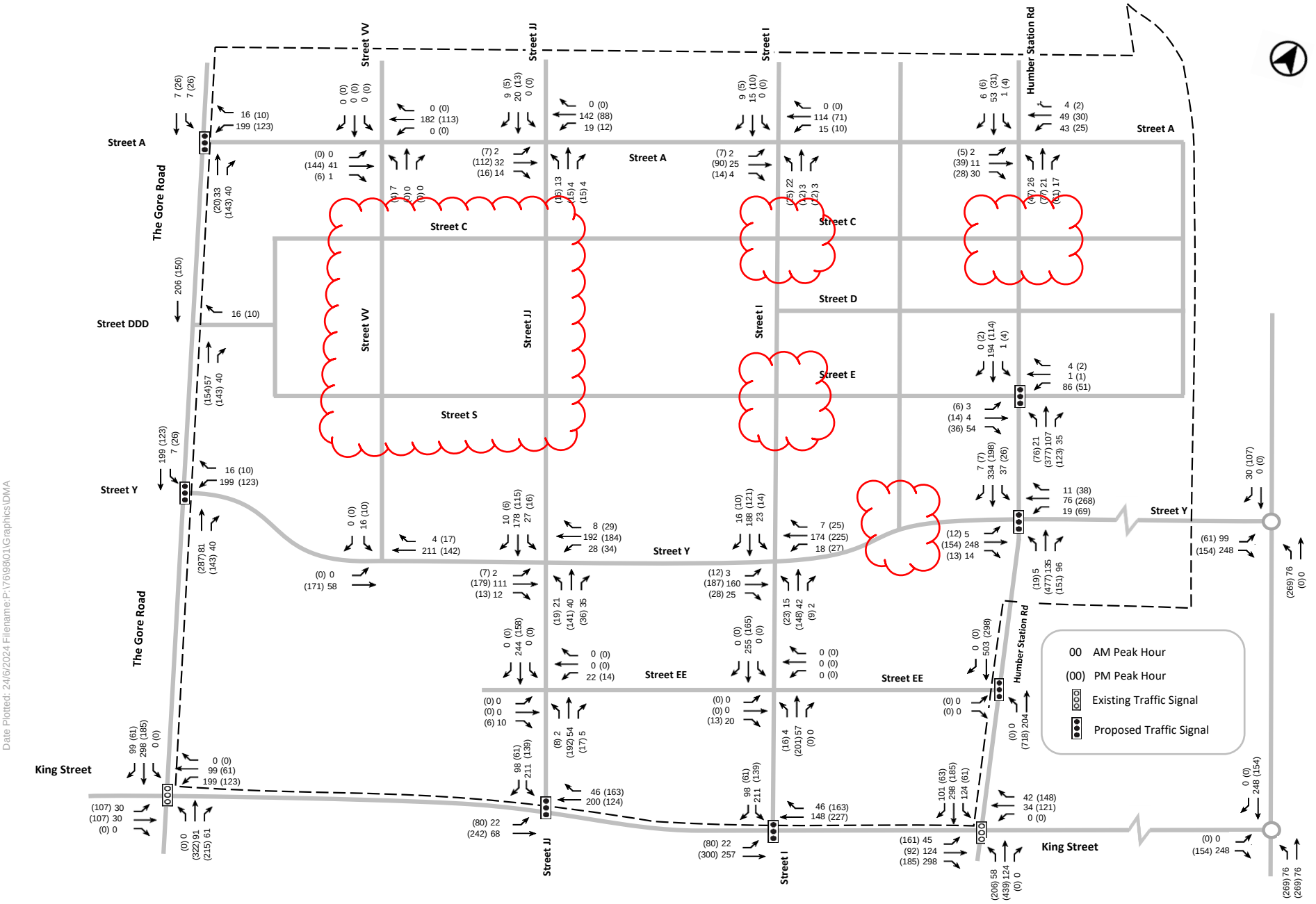


FIGURE 27 FULL BUILD-OUT RESIDENTIAL SITE TRAFFIC VOLUMES (2041)

CALEDON STATION SECONDARY PLAN

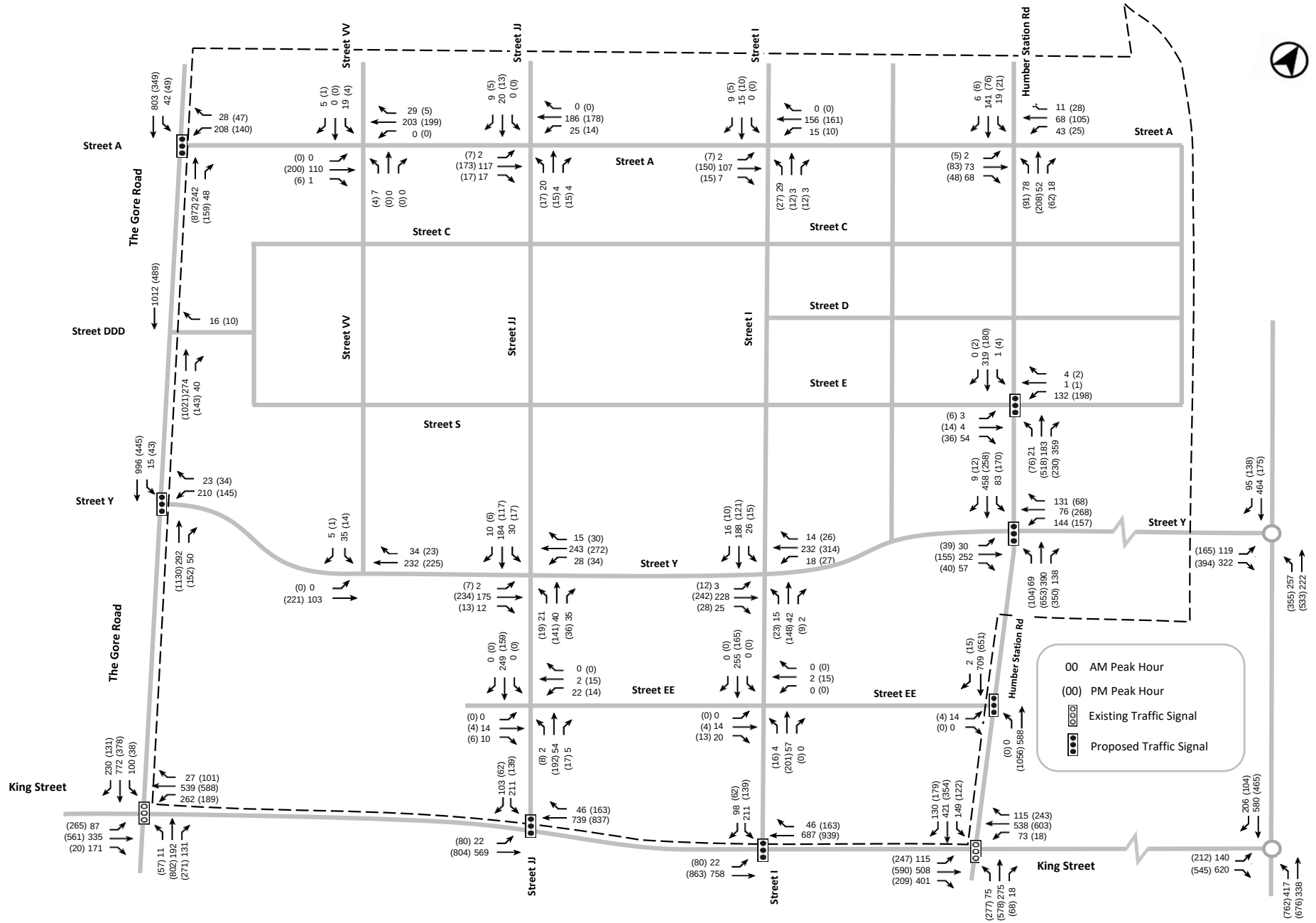
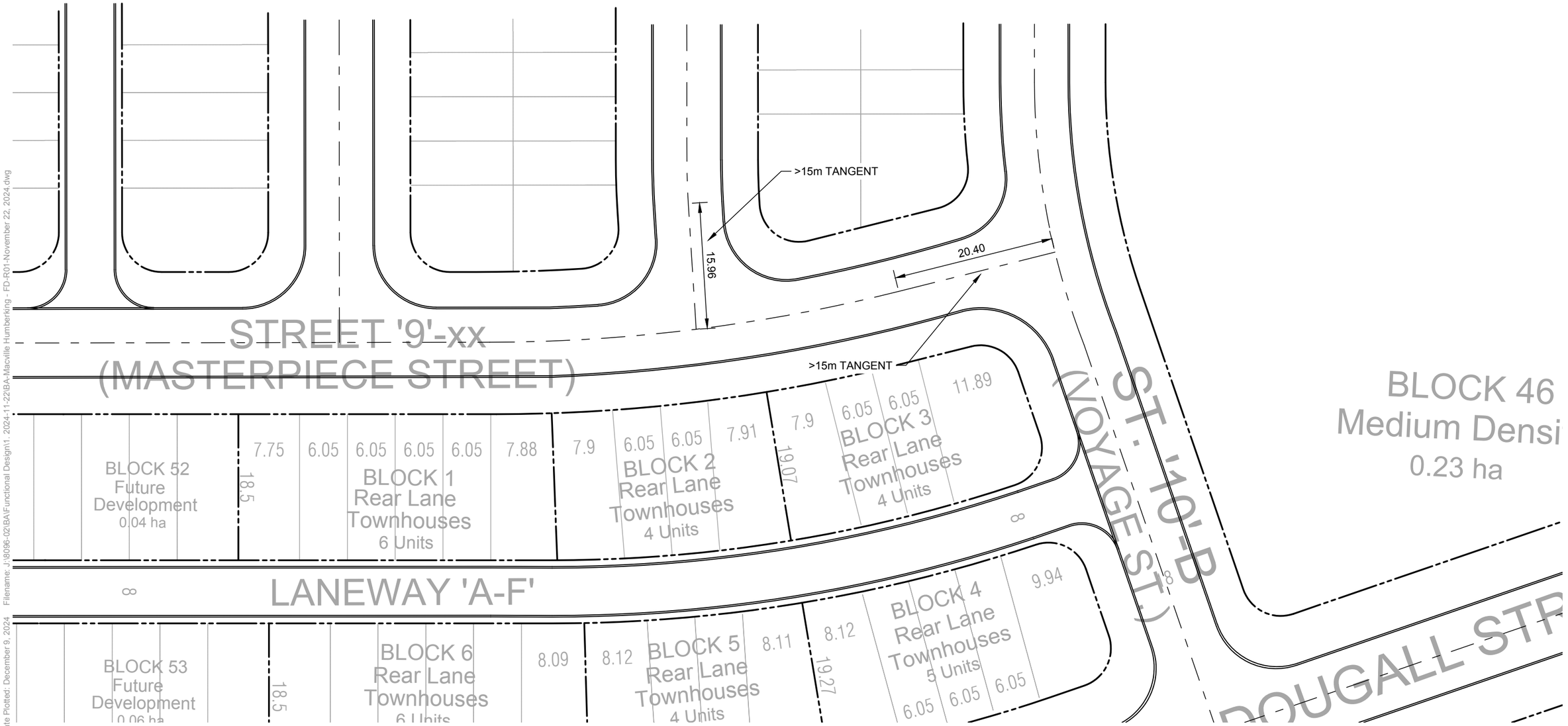


FIGURE 32 FULL BUILD-OUT FUTURE TOTAL TRAFFIC VOLUMES (2041)

CALEDON STATION SECONDARY PLAN

Appendix J:
Intersections Tangents



Filename: J:\8096-02\BA\Functional Design\1. 2024-11-22\BA-Macville Humberking - FD-R01-November 22, 2024.dwg

Date Plotted: December 9, 2024

BA Group

HUMBERKING DEVELOPMENTS

INTERSECTION GEOMETRY REVIEW

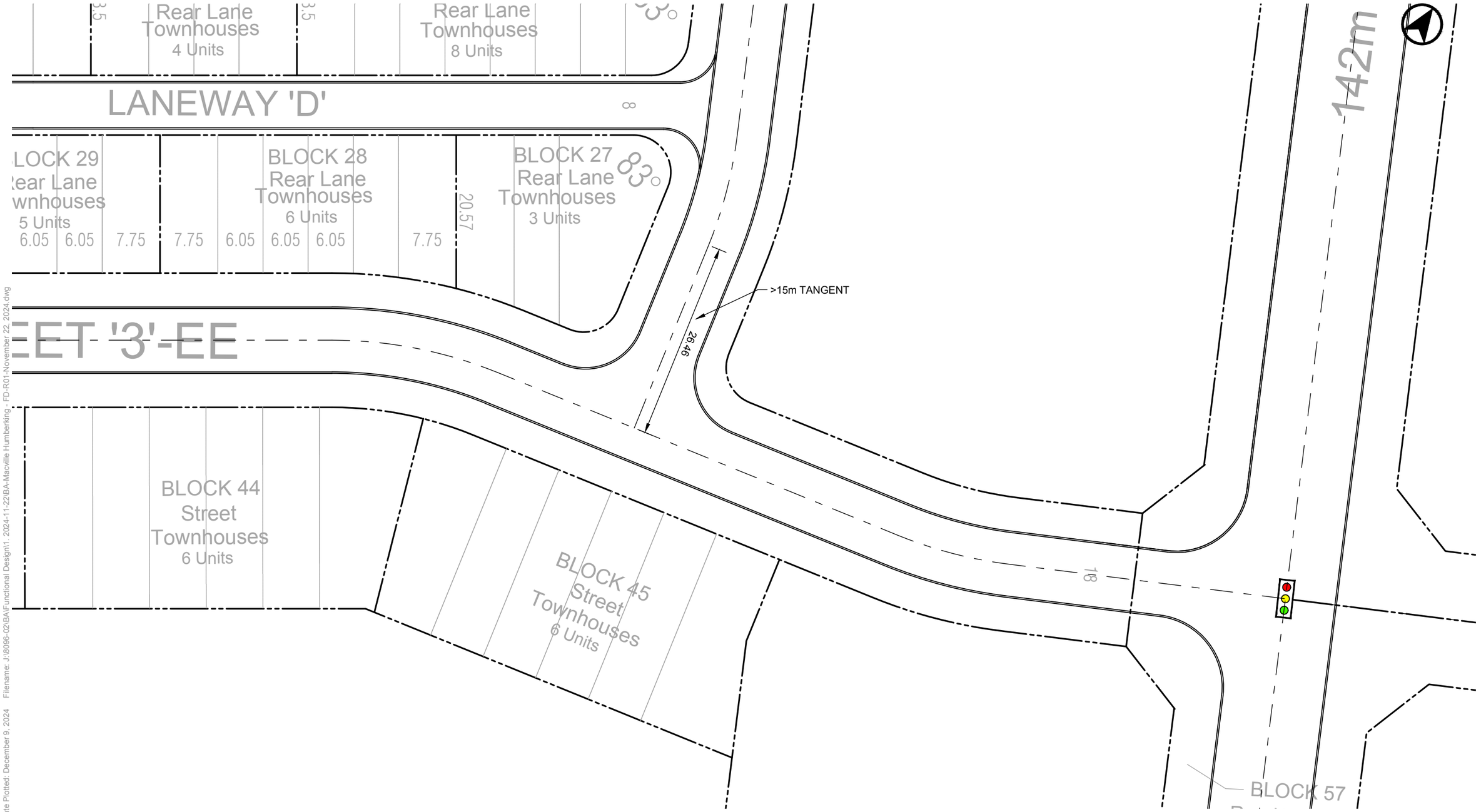
TANGENT LENGTHS AT INTERSECTION OF MINOR AND MAJOR ROAD

STREET 9 (MASTERPIECE STREET)

Project:	Humberking Developments
Project No.	8096-02
Date:	November 22, 2024
Revised:	

Scale 1:500 — 0 5 10 15 20m

Drawing No. FIG-01



Date Plotted: December 9, 2024 Filename: J:\8096-02\BA\Functional Design\1. 2024-11-22\BA-Macville Humberking - FD-R01-November 22, 2024.dwg

BA Group

HUMBERKING DEVELOPMENTS

INTERSECTION GEOMETRY REVIEW

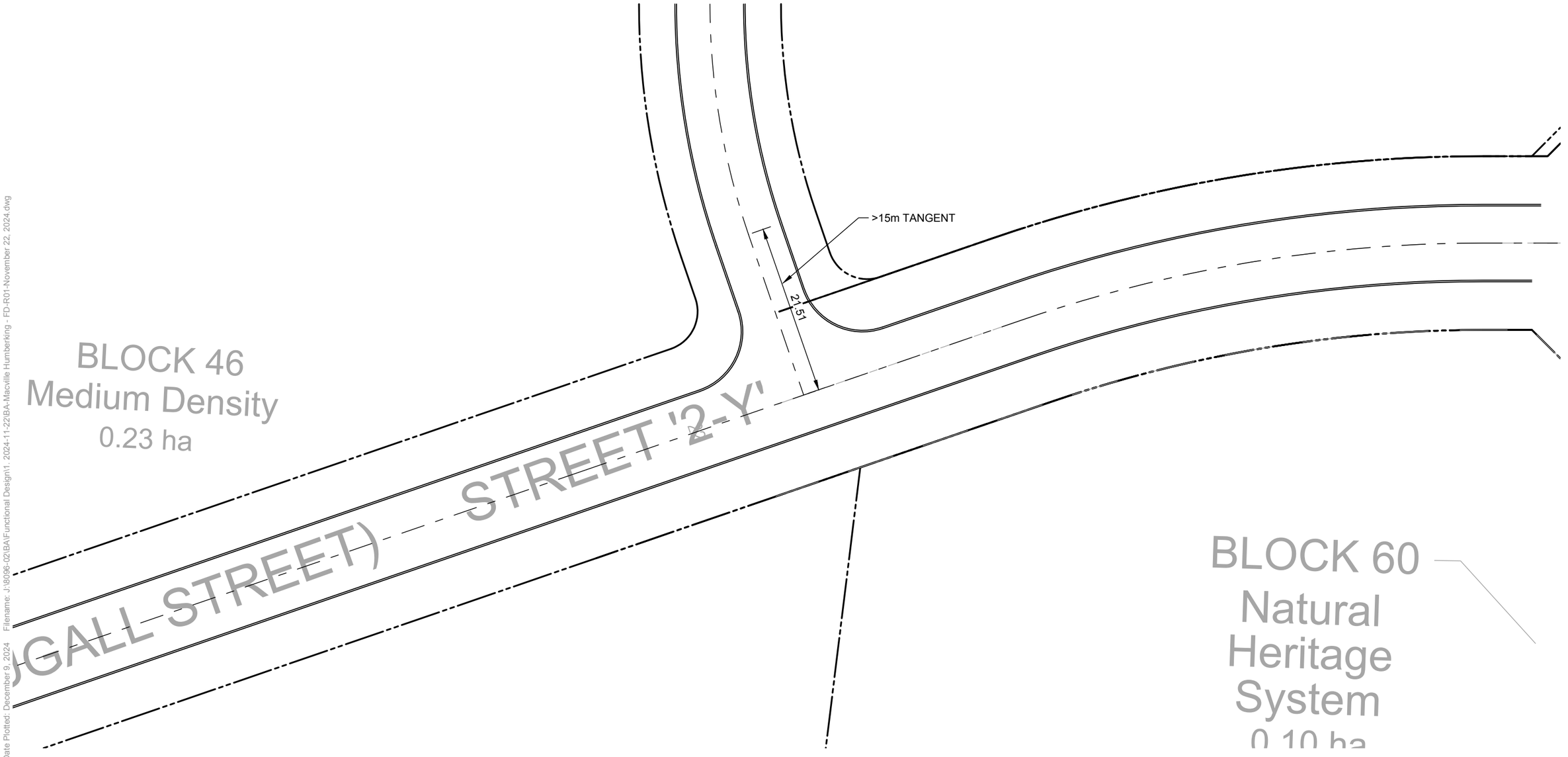
TANGENT LENGTHS AT INTERSECTION OF MINOR AND MAJOR ROAD

STREET 3

Project:	Humberking Developments
Project No.	8096-02
Date:	November 22, 2024
Revised:	

Scale 1:500 (0 5 10 15 20m)

Drawing No. FIG-02



BA Group

HUMBERKING DEVELOPMENTS

INTERSECTION GEOMETRY REVIEW

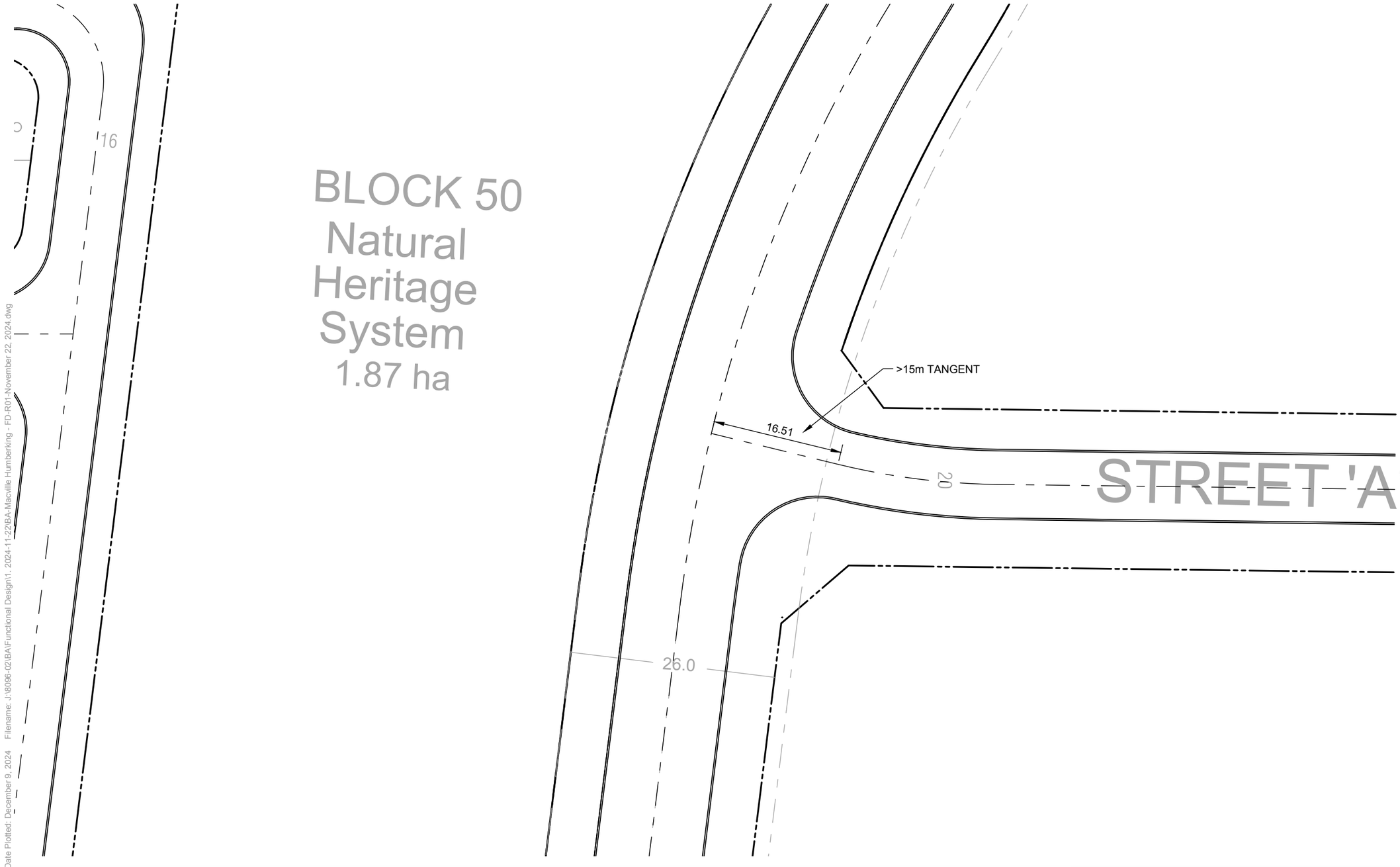
TANGENT LENGTHS AT INTERSECTION OF MINOR AND MAJOR ROAD

STREET 2 (MCDOUGALL STREET)

Project:	Humberking Developments
Project No.	8096-02
Date:	November 22, 2024
Revised:	

Scale 1:500 (0 5 10 15 20m)

Drawing No. FIG-03



BA Group

HUMBERKING DEVELOPMENTS

INTERSECTION GEOMETRY REVIEW

TANGENT LENGTHS AT INTERSECTION OF MINOR AND MAJOR ROAD

STREET 'A'

Project:	Humberking Developments
Project No.	8096-02
Date:	November 22, 2024
Revised:	

Scale 1:500 (0 5 10 15 20m)

Drawing No. FIG-04