Technical Memorandum

To:	Danielle Braemer – Valery Homes	Date:	2025-06-10
Cc:	Tyrone Dollano – CGH, Mark Crockford – CGH		
From:	Johnson Ly – CGH	Project Number:	2024-166

Re: Joshua Creek Block 297 – Traffic Impact Study Addendum

1 Introduction

In support of the Joshua Creek subdivision in North Oakville, CGH Transportation prepared a Transportation Impact Study (TIS) in June 2021. The study was completed using the initial plans created for the development and examined the impacts of the subdivision on the transportation network. This addendum has been prepared to support the Official Plan Amendment and Zoning By-law Amendment application for Block 297 of the Joshua Creek subdivision and will examine the changes between the outlined development in the TIS and the current plan being put forward. Block 297 was previously zoned as mixed-use and is now being amended for residential land uses. This addendum will include updated trip generation, an access analysis, a parking analysis, a swept path analysis for design vehicles, and TDM recommendations. The methodology used for analysis will remain consistent with the TIS.

The subject site, Block 297 in the Joshua Creek subdivision, is bordered by Wheat Boom Drive to the north, Perkins Way to the south, and Meadowridge Drive to the west. In the North Oakville Secondary Plan, the road classification of Meadowridge Drive and Wheat Boom Drive are indicated to be Avenue/Transit Corridors. Using the Town of Oakville's online GIS tool, the planned road classification of Perkins Way was determined to be a local road. Access to the development will be provided via two full-movement driveways onto Wheat Boom Drive and Perkins Way. The site plan indicates a total of 60 back-to-back stacked townhouse units with 118 vehicle parking spaces and 62 bike parking spaces. The site plan is provided in Attachment 1.

2 Trip Generation

The TIS for the Joshua Creek subdivision was completed in June of 2021 and included the trip generation for the proposed land uses. The ITE Trip Generation Manual 10th Edition was reviewed to determine appropriate trip rates and analyzed the land uses in the TIS including Single Family Detached, Multifamily Housing (Low-Rise), and Multifamily Housing (Mid-Rise). The total trip generation for the Joshua Creek subdivision is presented in Table 1 below. No synergy or pass-by reduction factors were applied to the trip generation.

Table 1: Joshua Creek Total Trip Generation (June 2021 TIS)

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Phase 1	101	318	419	324	193	517
Future Phases	125	359	484	371	234	605
Total Person Trips	**226**	**677**	**903**	**695**	**427**	**1122**

As shown in the table above, the total person trip generation for the Joshua Creek subdivision was found to be 903 and 1122 bidirectional trips in the AM and PM peak hour, respectively. Using the same methodology of the TIS, the ITE Trip Generation Manual 11th Edition was used to determine the person trip generation for the proposed 60 back-to-back stacked townhouse units to determine if the results would significantly differ from the trip generation originally considered for the subdivision. The resulting trip generation is summarized in Table 2 below.

Table 2: Joshua Creek Block 297 Trip Generation

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	4	15	19	19	12	31

As shown in the table above, the total person trip generation for Block 297 was determined to be 19 and 31 bidirectional trips in the AM and PM peak hour, respectively. This represents less than 10% of the Phase 1 trips and less than 3% of the full build-out trips for the Joshua Creek subdivision. Therefore, there is no significant change in the number of total trips for the Joshua Creek subdivision caused by the proposed development and there will be operational issues for the transportation network. Therefore, the results of the TIS remain valid with respect to the proposed development and will be carried forward.

3 Development Design

3.1 Access Analysis

The initial plans submitted as part of the TIS did not include proposed accesses for Block 297 of the Joshua Creek subdivision. The updated development concept plan proposes two full-movement site accesses onto Wheat Boom Drive and Perkins Way which will both form three-legged intersections. There are 5-by-5 meter daylight triangles shown on the site plan for both accesses. As discussed in Section 2 above, the proposed site is expected to generate a maximum of 19 inbound vehicle trips during the peak hour, which is equivalent to approximately one vehicle every three minutes on average across the two accesses. Thus, the site is expected to have a minimal impact on the surrounding road network and will not require a dedicated turn lane.

3.1.1 Access Spacing

The access onto Wheat Boom Drive is approximately 68 meters east of Meadowridge Drive and the access onto Perkins Way is approximately 66 meters east of Meadowridge Drive, measured from centerline to centerline. The minimum corner clearances for the access have been determined using Figure 8.8.2 of the 2017 Transportation Association of Canada's (TAC) Geometric Design Guide for Canadian Roads. For stop-controlled intersections, the access must be spaced 35 meters away for arterials and 15 meters away for local roads. This requirement is met by both proposed site accesses.

3.1.2 Driveway Spacing

The suggested minimum driveway spacing has been evaluated using Figure 8.9.2 of the 2017 TAC Geometric Guide. The suggested minimum spacing is noted to be one meter between driveways for residential land uses. For both accesses, there are no local lanes or driveways within five meters. Therefore, this spacing meets the minimum driveway spacing requirements. Additionally, the width of the drive aisle where there are parking spaces perpendicular to the drive aisle is required to be a minimum of 7 meters. As indicated on the site plan, the driveway aisle meets the minimum requirement.

3.2 Turning Templates

The site circulation of the subject development has been performed using AutoTURN vehicle simulation software. The design vehicles included in the swept analysis include passenger vehicles, Molok garbage trucks, fire trucks, delivery trucks, and paratransit based on the anticipated vehicles as indicated by the Town. The analysis demonstrates that the paths for all design vehicles are accommodated by the proposed driveway widths and curbs for both the surface and underground levels. The design vehicles are shown to enter and exit the site in a forward motion. Based on the results of the turning template analysis,

the provided radii of 6 meters for the accesses shown on the site plan is sufficient. The turning templates are included in Attachment 2.

4 Parking

4.1 Vehicle Parking

The required number of residential and visitor parking spaces have been evaluated using the rates outlined in the Town of Oakville's North Oakville Zoning By-law #2009-189 Section 5. The parking requirements and provisions are outlined in Table 3 below.

Table 3: Vehicle Parking Requirements – North Oakville

Land Use	Units	Parking Type	Parking Rate	Parking Required	Parking Provided	Difference
Dwelling Unit – Stacked Townhouses	60	Residential	1.00 spaces per dwelling unit minimum up to 3.00 spaces per dwelling unit maximum	60	118	+58

As shown in Table 3 above, the parking requirements of the subject site are met in excess, with a requirement of 60 spaces and a provision of 118 spaces. There are six spaces provided at-grade, and 112 spaces provided underground. This parking supply is provided at a rate of 1.97 spaces per dwelling unit and does not exceed the maximum rate of 3.00 spaces per dwelling unit maximum. There is no visitor parking requirement noted for this land use in the by-law. Sufficient parking is provided on-site such that on-street parking is unexpected

4.2 Barrier-Free Parking

The required number of barrier-free parking spaces have been evaluated using the rates outlined in the Town of Oakville's North Oakville Zoning By-law #2009-189 Section 5 and the Accessibility for Ontarians with Disabilities Act 2005 (AODA) Part IV.1. The barrier-free parking requirements and provisions are outlined in Table 4Table 3 below.

Table 4: Barrier-Free Parking Requirements – North Oakville

Documentation	Parking Rate	Parking Required	Parking Provided	Difference
Oakville Zoning By-Law #2009-189	For 101-150 total spaces, 5 barrier-free spaces required	2 (Type A) 3 (Type B)	2 (Type A) 2 (Type B)	0 (Type A) 0 (Type B)
AODA (2005)	For 101-200 total spaces, 1 and an additional 3% barrier-free spaces required	2 (Type A) 3 (Type B)		0 (Type A) 0 (Type B)

As shown in Table 4 above, there are two Type A and three Type B barrier-free parking spaces provided on site, which meets the requirements of both the Oakville Zoning By-law and AODA standards. Additionally, the dimensions of the accessible parking spaces provided are a 1500 mm width for the access aisles, a 5200 mm length for the barrier-free spaces, a 3650 mm width for the Type A spaces, and a 2700 mm width for the Type B spaces. This meets the minimum dimension requirements for barrier-free parking spaces as per both the Oakville Zoning By-law and the AODA standards.

4.3 Bicycle Parking

The required number of bicycle parking spaces have been evaluated using the rates outlined in the Town of Oakville's North Oakville Zoning By-law #2009-189 Section 5. The bicycle parking requirements and provisions are outlined in Table 5 below.

Table 5: Vehicle Parking Requirements – North Oakville

Land Use	Units	Parking Type	Parking Rate	Parking Required	Parking Provided	Difference
Residential Land Use	60	Residential	0.75 spaces per dwelling unit	45	62	+2
		Visitor	0.25 spaces per dwelling unit	15		

As shown in Table 5 above, the bicycle parking provision is provided in excess of the requirement of 1.00 spaces per dwelling unit. There are 62 long-term bicycle parking spaces provided underground, at a rate of 1.03 spaces per dwelling unit.

5 Transportation Demand Management (TDM)

As discussed in the TIS, for townhouses and other residential developments one of the most effective TDM measures is the accessibility and usability of active transportation facilities. As Block 297 is located in the Joshua Creek subdivision, the TDM measures described in the TIS are also applicable to the proposed development. The application for this proposed development will not change the results of the previously proposed facilities, therefore they should continue to be carried forward. The plans for the active transportation facilities in the Joshua Creek subdivision from the TIS have been included in Attachment 3.

5.1 Transit Facilities

As indicated in the TIS, the proposed development will be located within 400 meters of a transit stop, located at the intersection of Meadowridge Drive and Wheat Boom Drive where there is a bus stop planned on each approach. There are currently no active routes on any roads to the proposed development. The nearest active transit route is Oakville Transit Route 24 which operates on Dundas Street East.

5.2 Pedestrian Facilities

As indicated in the TIS, sidewalks will be provided on both sides of the roads adjacent to Block 297. This includes Meadowridge Drive, Wheat Boom Drive, and Perkins Way. A pedestrian crosswalk is also proposed on each leg at the intersection of Meadowridge Drive and Wheat Boom Drive, and on the east and west legs of the intersection of Meadowridge Drive at Perkins Way. Within the subject development, there are concrete sidewalks proposed to provide direct connection from the proposed development to the transit facilities at the nearby intersection.

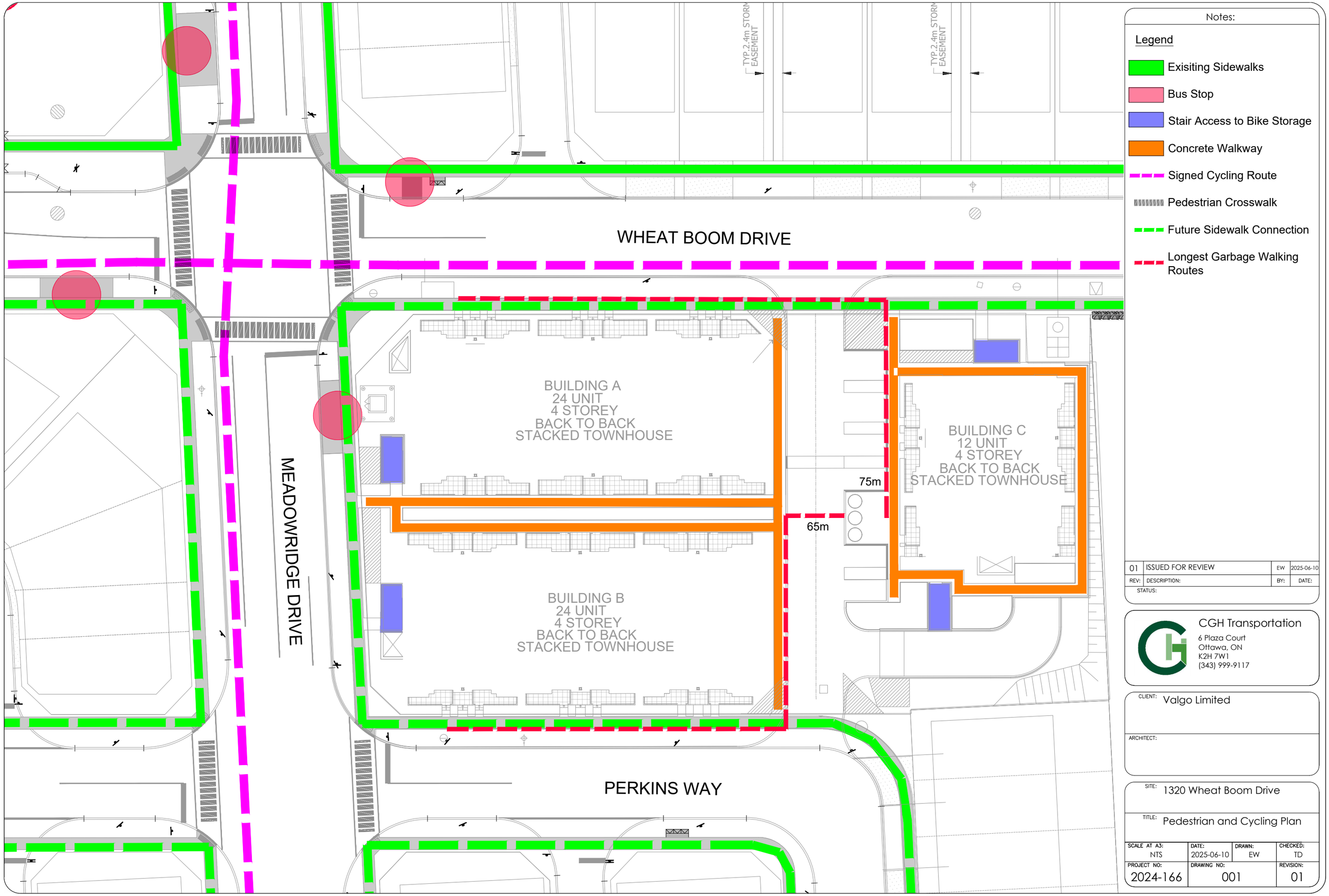
5.3 Cycling Facilities

As indicated in the TIS, there will be a signed route on Meadowridge Drive and Wheat Boom Drive, both of which are adjacent to the proposed development. The bicycle parking provided on site will also facilitate bike ownership.

5.4 Pedestrian / Bicycle Connectivity Plan

Using the most recent site plan, the on-site connections to active transportation facilities have been determined. There are 1.5 meter wide concrete walkways provided on site that provide direct connection from site buildings and underground bike parking to the active transportation facilities. These connections are illustrated in the Pedestrian and Cycling Plan provided in Figure 1 below. Additionally, the distance from the furthest dwelling units to the on-site Molok garbage bins has also been indicated on the figure.

Figure 1: Pedestrian and Cycling Plan



Notes:

Legend

- Exisiting Sidewalks
- Bus Stop
- Stair Access to Bike Storage
- Concrete Walkway
- Signed Cycling Route
- Pedestrian Crosswalk
- Future Sidewalk Connection
- Longest Garbage Walking Routes

REV:	DESCRIPTION:	BY:	DATE:
01	ISSUED FOR REVIEW	EW	2025-06-10

STATUS:

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Valgo Limited

ARCHITECT:

SITE: 1320 Wheat Boom Drive

TITLE: Pedestrian and Cycling Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-06-10	EW	TD
PROJECT NO:	DRAWING NO:		REVISION:
2024-166	001		01

6 Conclusions

The Joshua Creek subdivision previously indicated that the proposed development would be zoned as mixed-use but has since been changed to residential land uses. This addendum has verified that the zoning changes will have minimal impact on the operations of the surrounding road network. Therefore, the TIS and TDM plans for the Joshua Creek subdivision remain valid and will apply to Block 297. This addendum has also addressed the site-specific issues, including trip generation, access design, site circulation, and parking requirements.

If you have any questions or comments, please do not hesitate to contact the undersigned.

Prepared By:

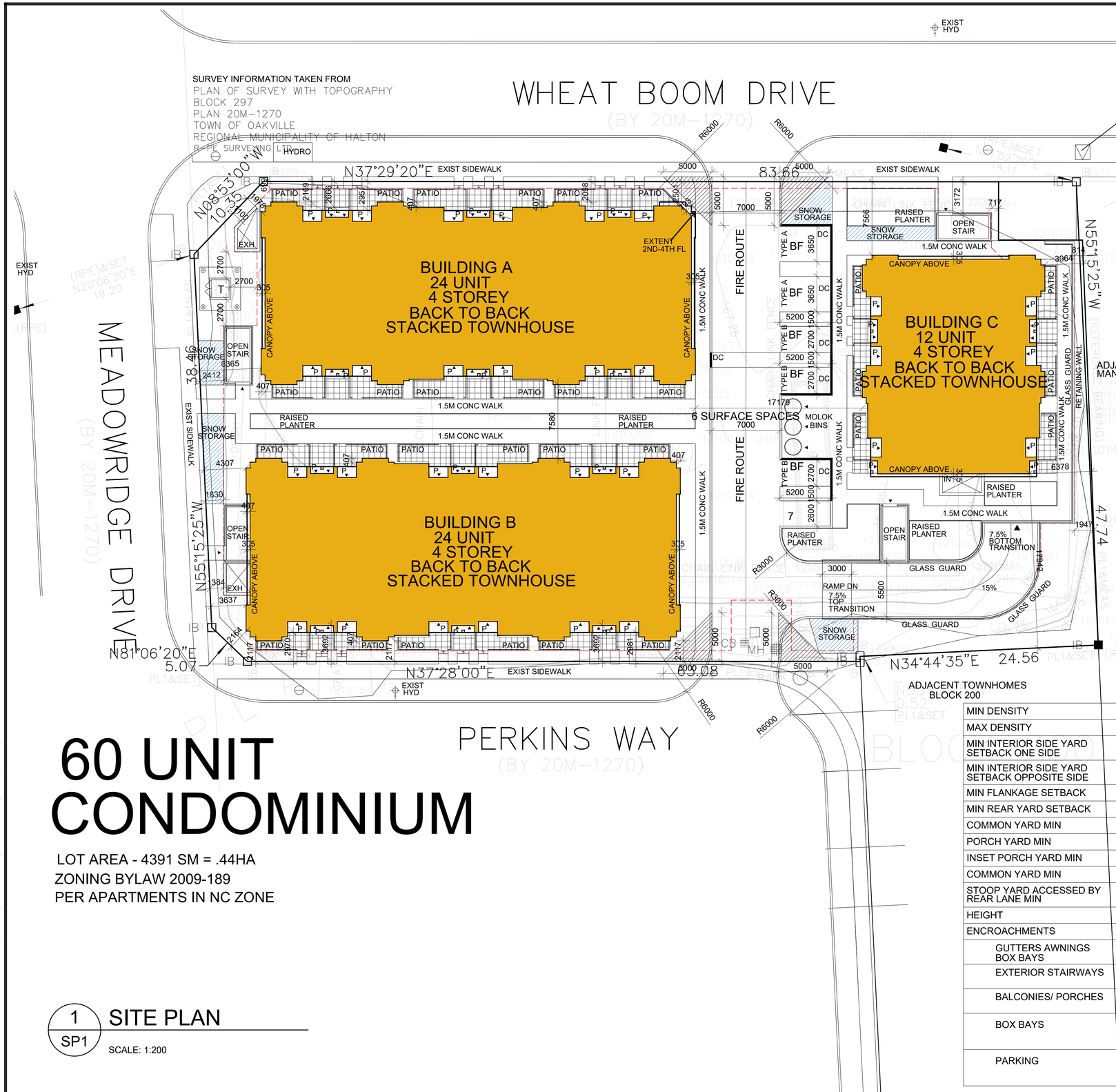
Johnson Ly, Transportation Analyst
CGH Transportation Inc.
P: 647-781-8337
E: Johnson.Ly@CGHTransportation.com

Reviewed By:

Mark Crockford, P.Eng.
CGH Transportation Inc.
P: 905-251-4070
E: Mark.Crockford@CGHTransportation.com

Attachment 1

Site Plan



60 UNIT CONDOMINIUM

LOT AREA - 4391 SM = .44HA
ZONING BYLAW 2009-189
PER APARTMENTS IN NC ZONE

1 / SP1 SITE PLAN

SCALE: 1:200

BUILDING A (24 TOTAL UNITS)	
UPPER UNIT (12 - 3 BEDROOM UNITS)	
TYPICAL UPPER UNIT FLOOR AREA	1411sqft (131 sqm)
LOWER UNIT (12 - 2 BEDROOM UNITS)	
TYPICAL LOWER UNIT FLOOR AREA	1123sqft (104 sqm)
TOTAL GROSS FLOOR AREA	30,420sqft (2820 sqm)

BUILDING B (24 TOTAL UNITS)	
UPPER UNIT (12 - 3 BEDROOM UNITS)	
TYPICAL UPPER UNIT FLOOR AREA	1411sqft (131 sqm)
LOWER UNIT (12 - 2 BEDROOM UNITS)	
TYPICAL LOWER UNIT FLOOR AREA	1123sqft (104 sqm)
TOTAL GROSS FLOOR AREA	30,420sqft (2820 sqm)

BUILDING C (12 TOTAL UNITS)	
UPPER UNIT (6 - 3 BEDROOM UNITS)	
TYPICAL UPPER UNIT FLOOR AREA	1411sqft (131 sqm)
LOWER UNIT (6 - 2 BEDROOM UNITS)	
TYPICAL LOWER UNIT FLOOR AREA	1123sqft (104 sqm)
TOTAL GROSS FLOOR AREA	15,210sqft (1410 sqm)

PROJECT TOTAL (60 TOTAL UNITS)	
UPPER UNIT (30 - 3 BEDROOM UNITS)	
LOWER UNIT (30 - 2 BEDROOM UNITS)	
TOTAL PROJECT GROSS FLOOR AREA	76,050sqft (7065 sqm)
TOTAL UNDERGROUND FLOOR AREA	41,280sqft (3835 sqm)

	REQUIRED PER NC ZONE	PROVIDED	
MIN DENSITY	35 UNITS PER NET HA	136 UNITS PER NET HA	
MAX DENSITY	150 UNITS PER NET HA	136 UNITS PER NET HA	
MIN INTERIOR SIDE YARD SETBACK ONE SIDE	0 M	4.3M	
MIN INTERIOR SIDE YARD SETBACK OPPOSITE SIDE	0 M	NA	
MIN FLANKAGE SETBACK	2 M	2.5 M	
MIN REAR YARD SETBACK	0.75 M	NA	
COMMON YARD MIN	2.5 M	4.3M	
PORCH YARD MIN	2.5 M	2.5 M	
INSET PORCH YARD MIN	2.5 M	2.5 M	
COMMON YARD MIN	2.5 M	2.5 M	
STOOP YARD ACCESSED BY REAR LANE MIN	2.5 M	2.5 M	
HEIGHT	2-5 STOREYS	4 STOREYS	
ENCROACHMENTS			
GUTTERS AWNINGS BOX BAYS	ENCR 0.6 M MAX ALL SIDES		
EXTERIOR STAIRWAYS	ENCR 1.5 M MAX REAR AND SIDE 0.6 M MIN FROM LOT LINE		
BALCONIES/ PORCHES	ENCR 1.5 M MAX ALL SIDES 1.5 M MIN FROM LOT LINE		
BOX BAYS	ENCR 0.6 M MAX ALL SIDES 1 M MIN FROM FRONT LOT LINE 0.6 M MIN FROM SIDE REAR LOT LINE		
PARKING	1 SPACE PER UNIT	118 PARKING SPACES 1.98 SPACE PER UNIT	

KEY TO DETAIL LOCATION

No. DETAIL NUMBER
No. DRAWING SHEET NUMBER

DRAWING SETS ISSUED	No.	DATE (DD,MM,YY)
CLIENT REVIEW	1	26.08.2024
STATISTICS	2	24.09.2024
110 PARKING SPACES	3	16.10.2024
ADJACENT TOWNHOMES/ EXTRA STAIR	4	25.10.2024
ATTAIN 120 TOTAL PARKING SPACES	5	07.11.2024
ATTAIN 123 TOTAL PARKING SPACES	6	18.11.2024
rotate bldgs	7	23.01.2025
BACKGROUND SET	8	11.02.2025
COORD SET	9	19.03.2025
OPA/ZBA & CONTROL ARCHITECT REVIEW	10	26.03.2025

ALL PREVIOUS ISSUES OF THIS DRAWING ARE SUPERSEDED

REVISIONS TO DRAWING	No.	DATE (DD,MM,YY)

NOT FOR CONSTRUCTION

BUILDING PERMIT NUMBER:
NOT FOR CONSTRUCTION WITHOUT PERMIT

KNYMH
ARCHITECTURE • SOLUTIONS
KNYMH INC.
1006 SKYVIEW DRIVE • SUITE 101
BURLINGTON, ONTARIO • L7P 0V1
T 905.639.6595
F 905.639.0394
www.knymh.com info@knymh.com

STACKED TOWNHOUSE PROJECT
1320 WHEAT BOOM DRIVE
OAKVILLE, ONTARIO

DRAWING SHEET TITLE:
SITE PLAN

DRAWING SCALE:
PROJECT NUMBER: 24451
DRAWING VERSION:
PLOT DATE: May 23, 2025
DRAWING SHEET NUMBER: SP1

TIMESTAMP: 2025-05-23 2:51:33 PM FILEPATH: O:\2024\24451 - Valley Homes - Valpo Block 297\A. Drawings\A1.03 Schematic Design\24451 Valpo Site.dwg

Attachment 2

Turning Templates

WHEAT BOOM DRIVE

MEADOWRIDGE DRIVE

PERKINS WAY

Aerial Fire
REDG TORONTO 2017 (CA)

Aerial Fire
REDG TORONTO 2017 (CA)

Aerial Fire
REDG TORONTO 2017 (CA)

Aerial Fire
REDG TORONTO 2017 (CA)

Aerial Fire
REDG TORONTO 2017 (CA)

Aerial Fire
REDG TORONTO 2017 (CA)

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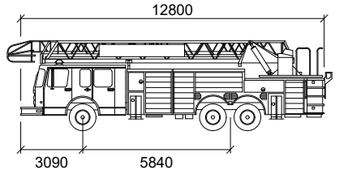


Aerial Fire

	mm
Width	: 2540
Track	: 2540
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

Legend:

Forward Movement

Reverse Movement

REV:	DESCRIPTION:	BY:	DATE:
A	ISSUED FOR REVIEW	EW	22/05/2025

STATUS:

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Valgo Limited

ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Fire Inbound Turning Movement Analysis

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	22/05/2025	EW	TD

PROJECT NO:	DRAWING NO:	REVISION:
2024-166	001	01

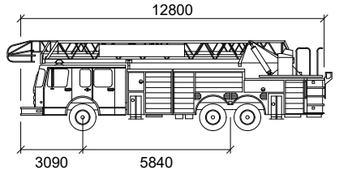
WHEAT BOOM DRIVE

MEADOWRIDGE DRIVE

PERKINS WAY

Aerial Fire
REDG TORONTO 2017 (CA)

Notes:



Aerial Fire

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Width	:	2540
Track	:	2540
Lock to Lock Time	:	6.0
Steering Angle	:	37.0

Legend:

Forward Movement

Reverse Movement

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CLIENT: Valgo Limited

ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Fire Outbound Turning Movement Analysis

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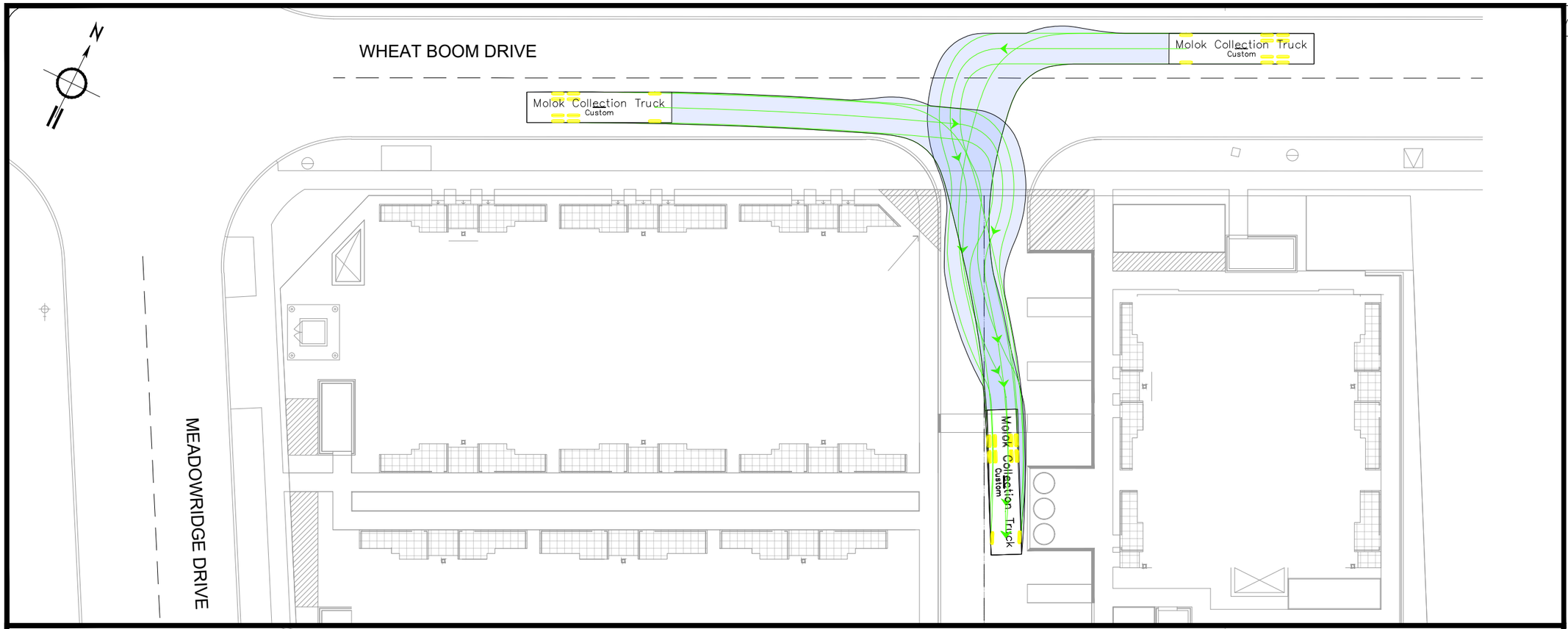

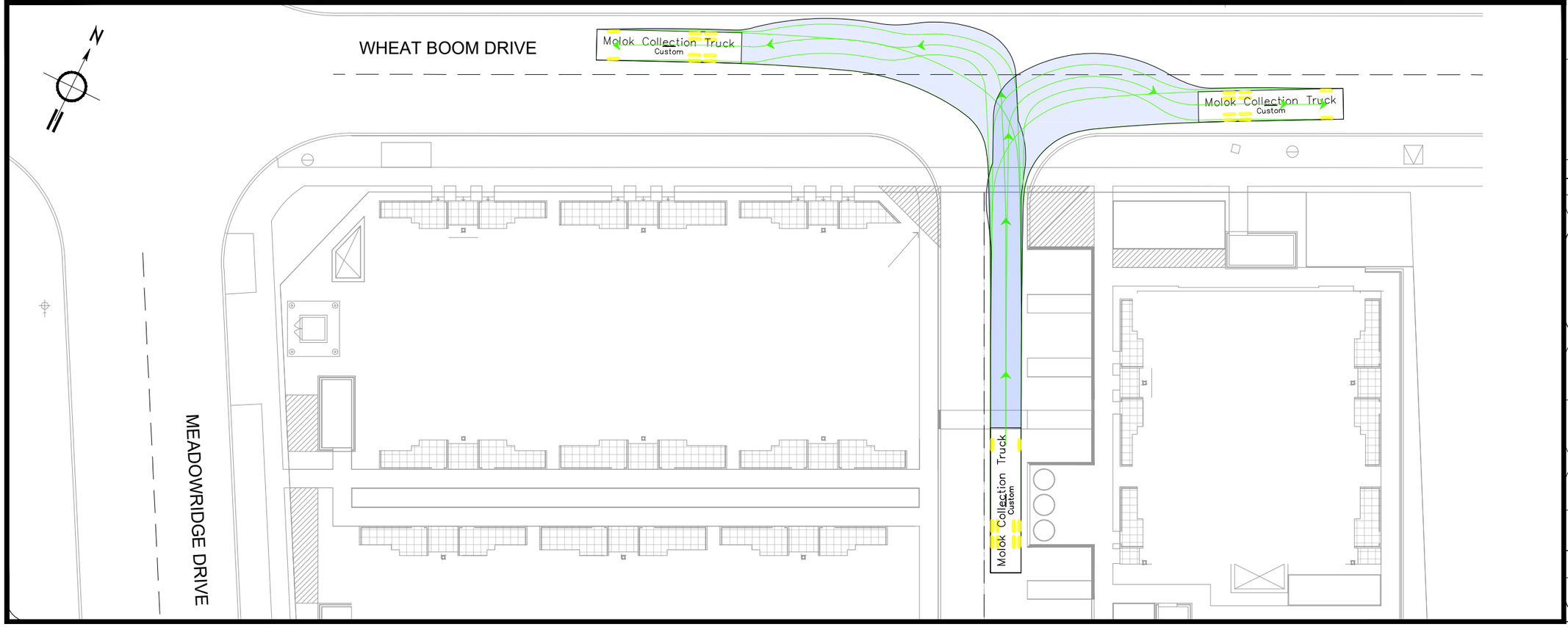

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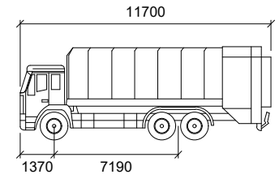

Molok Collection Truck

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Lock to Lock Time	: 6.0
Steering Angle	: 53.0

Legend:

Forward Movement

Reverse Movement

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A	ISSUED FOR REVIEW	EW	22/05/2025

STATUS:

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Valgo Limited

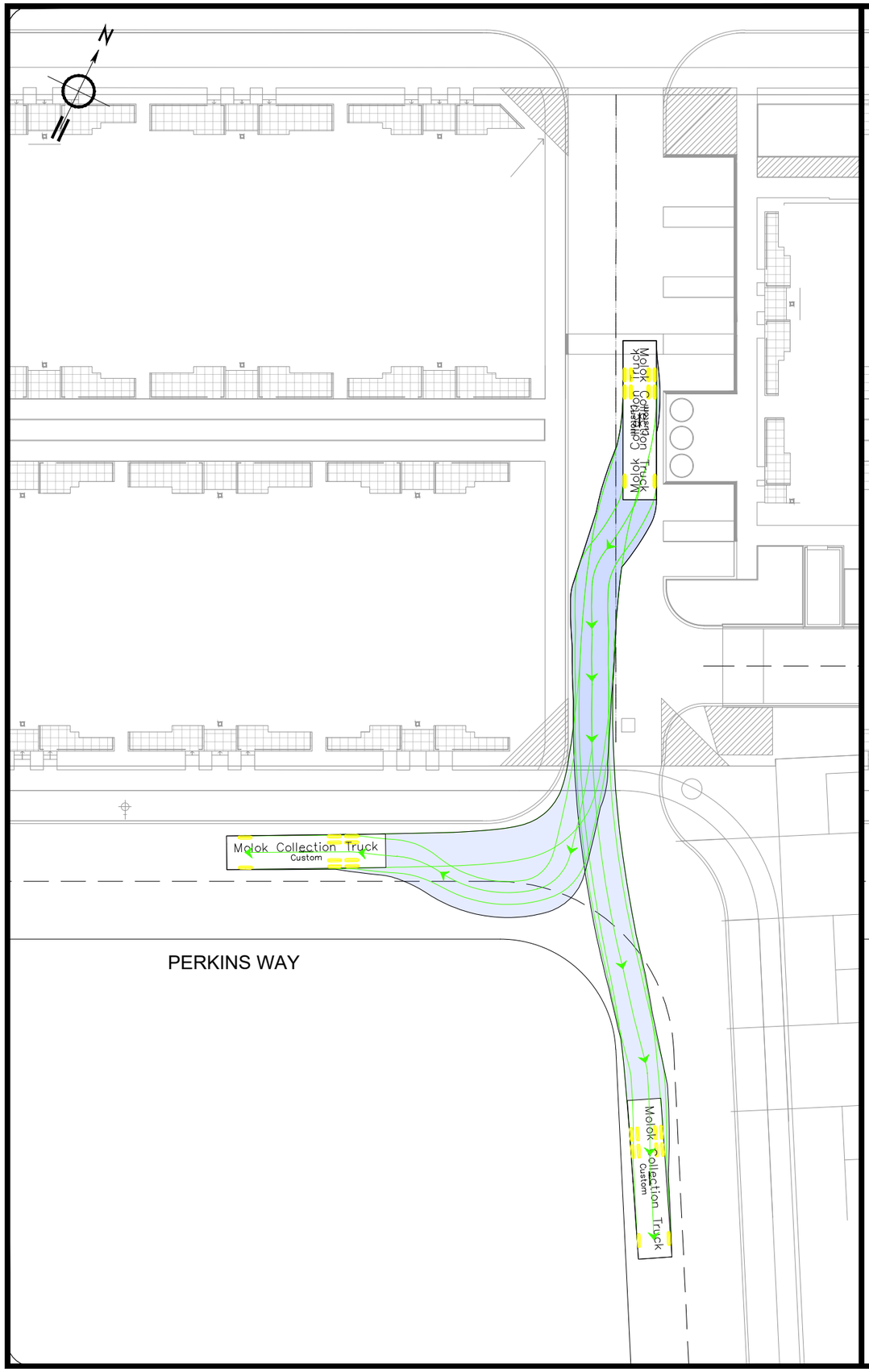
ARCHITECT:

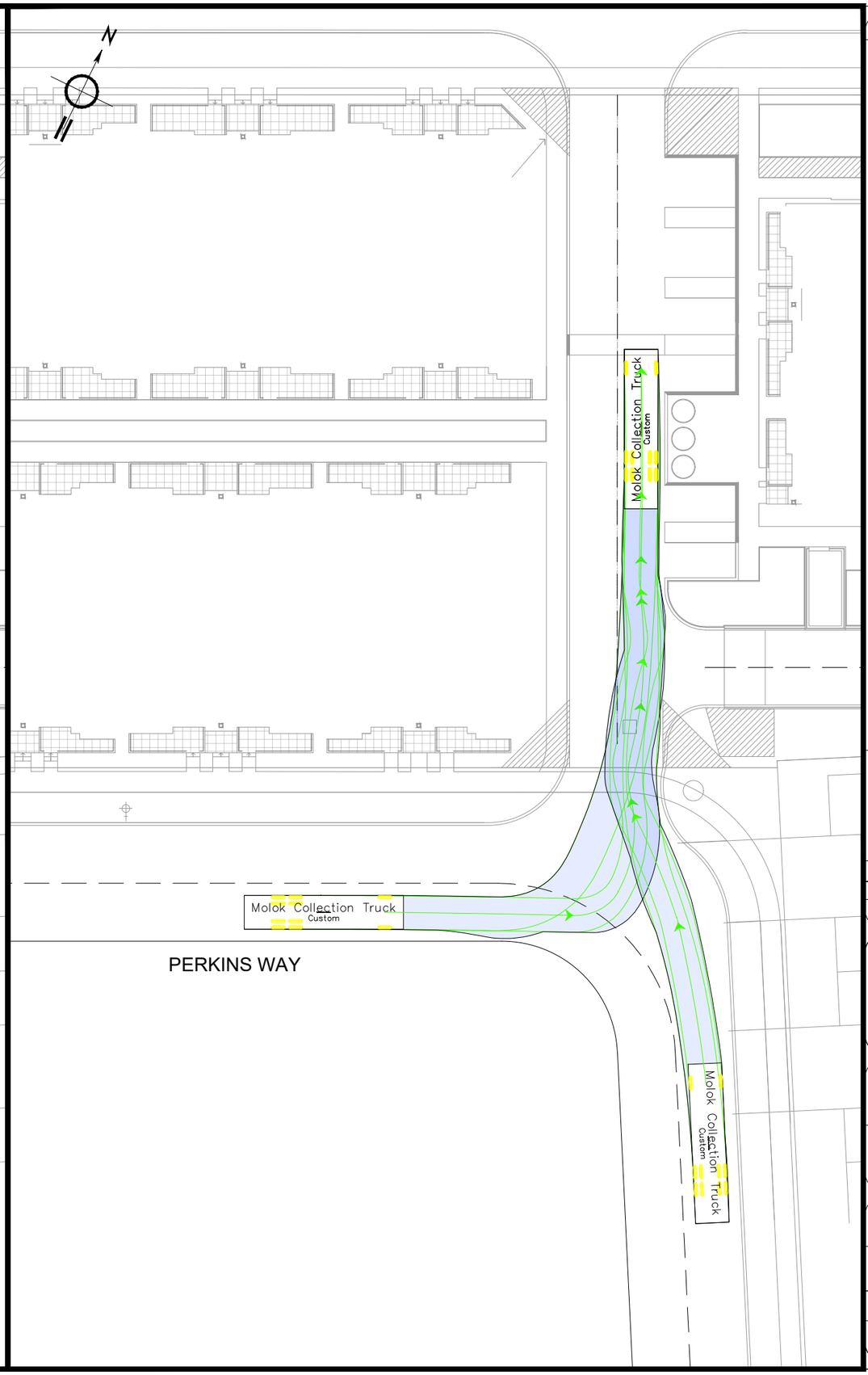
SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Access 1 Garbage Turning Movement Analysis

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	22/05/2025	EW	TD

PROJECT NO:	DRAWING NO:	REVISION:
2024-166	003	01





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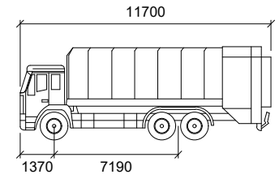

Molok Collection Truck

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Lock to Lock Time	: 6.0
Steering Angle	: 53.0

Legend:

Forward Movement

Reverse Movement

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6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Valgo Limited

ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Access 2 Garbage Turning Movement Analysis

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	22/05/2025	EW	TD

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2024-166	004	01

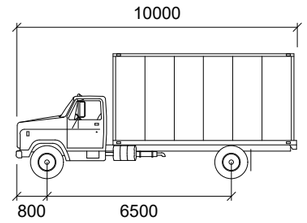
WHEAT BOOM DRIVE

MEADOWRIDGE DRIVE

PERKINS WAY

MSU
TAC-2017 (CA)

Notes:



MSU

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Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 40.2

Legend:

Forward Movement

Reverse Movement

REV:	DESCRIPTION:	BY:	DATE:
A	ISSUED FOR REVIEW	EW	22/05/2025

STATUS:

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Valgo Limited

ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: MSU Inbound Turning Movement Analysis

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
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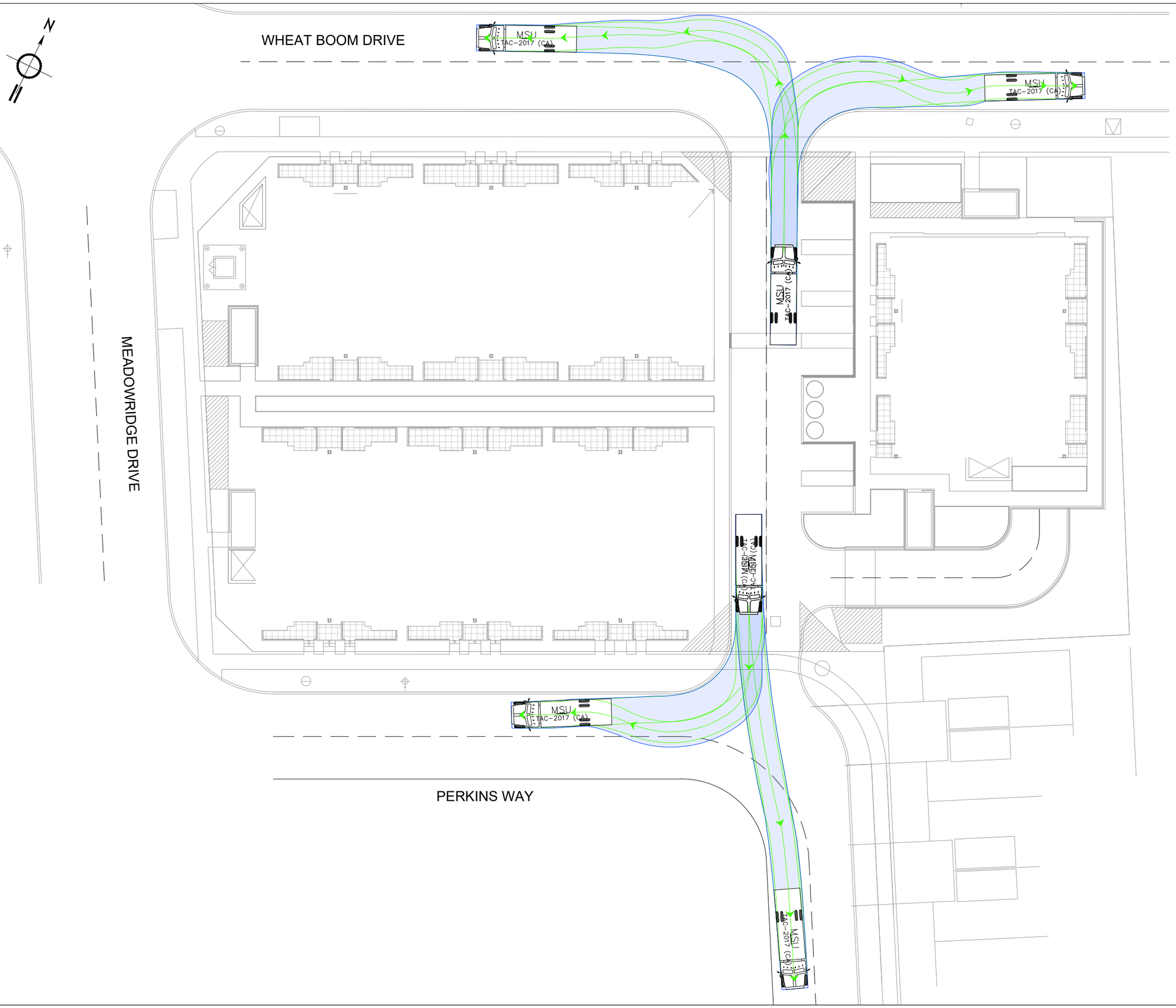

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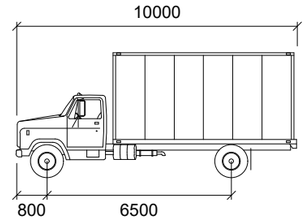

MSU

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Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 40.2

Legend:

Forward Movement

Reverse Movement

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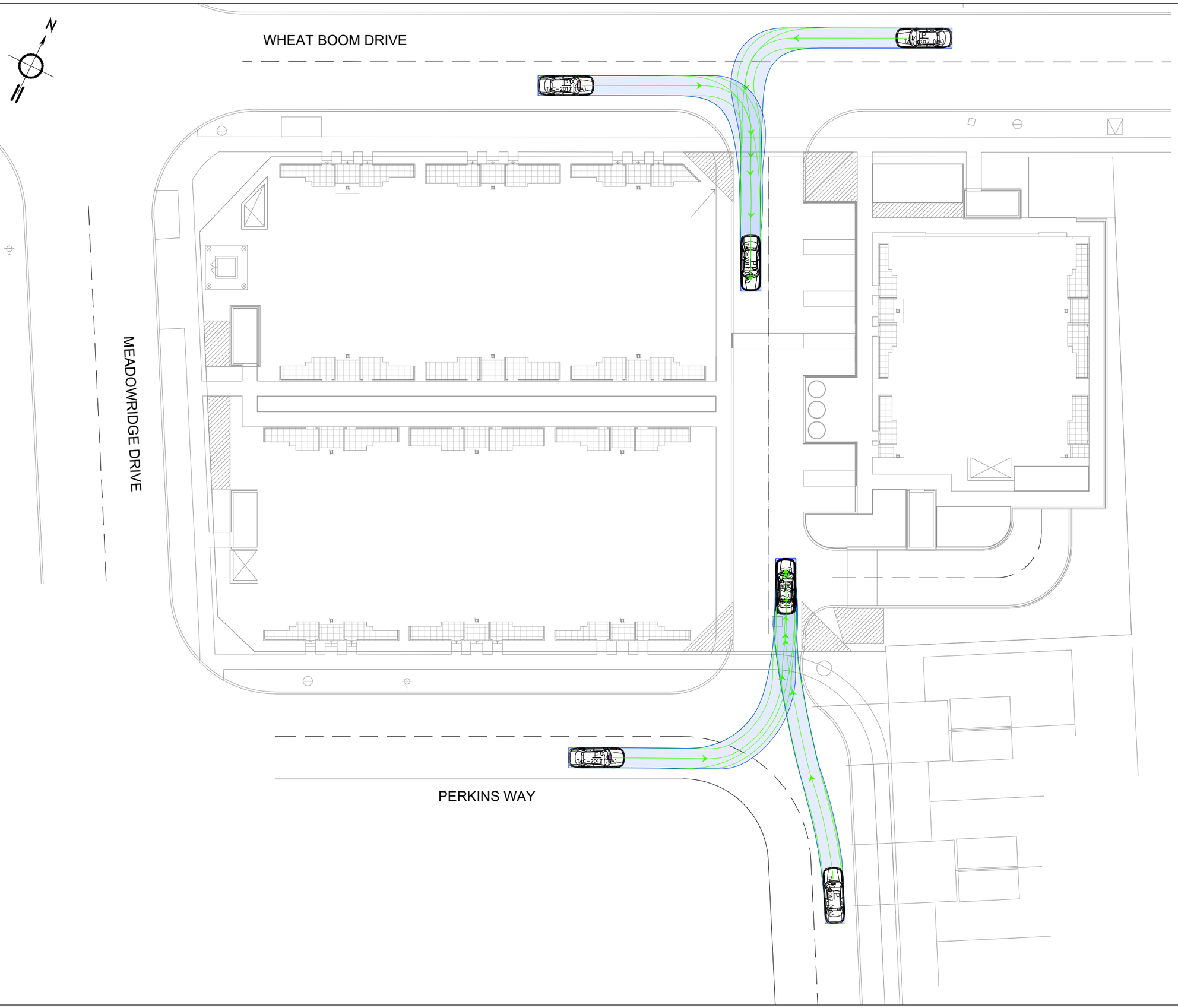
PROJECT NO:	DRAWING NO:	REVISION:
2024-166	006	01



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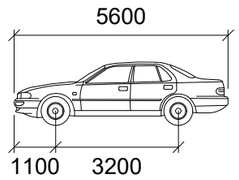

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Width	:	2000
Track	:	2000
Lock to Lock Time	:	6.0
Steering Angle	:	35.9

Legend:

Forward Movement

Reverse Movement

REV:	DESCRIPTION:	BY:	DATE:
A	ISSUED FOR REVIEW	EW	22/05/2025

STATUS:

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Valgo Limited

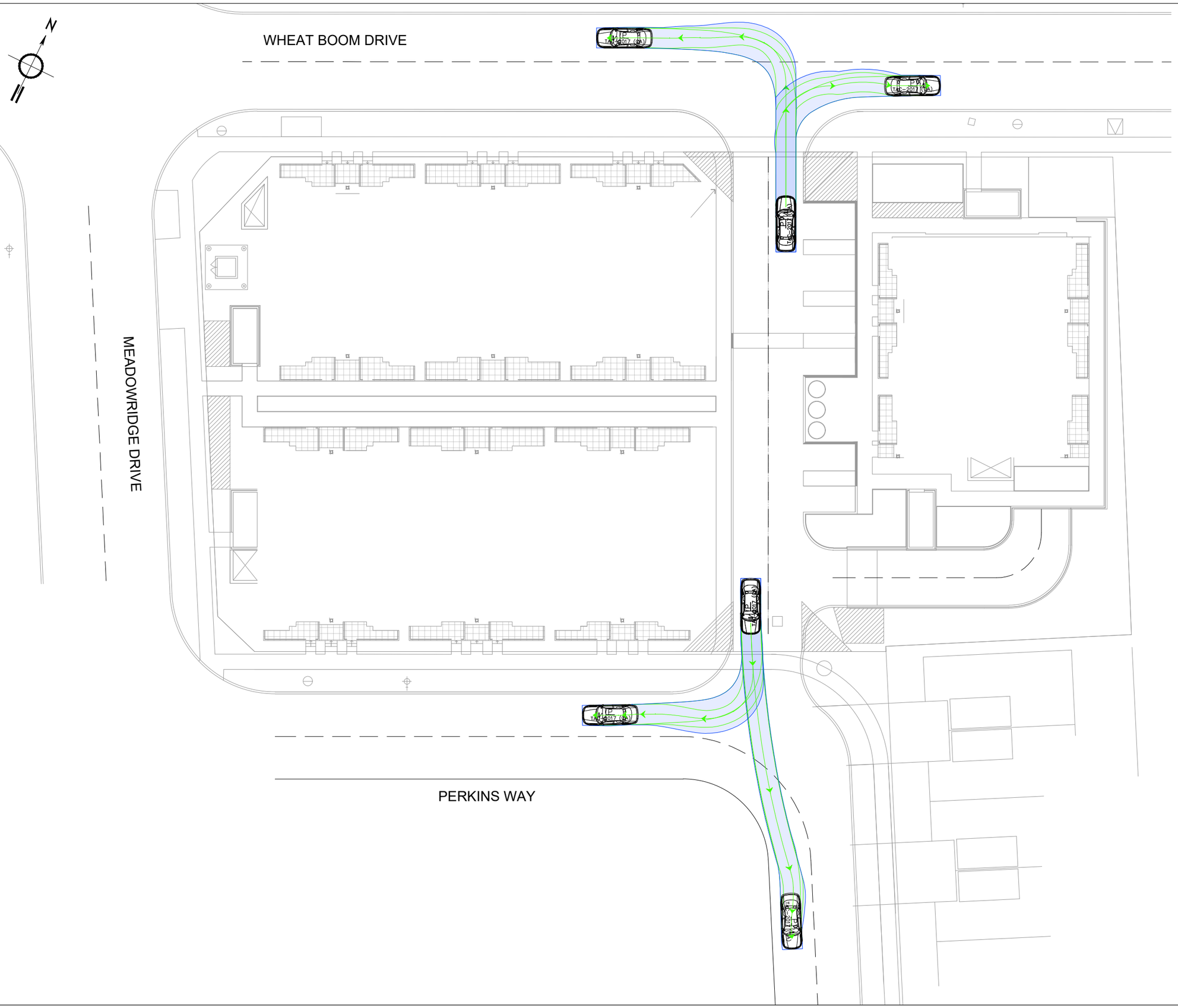
ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Passenger Inbound Turning Movement Analysis

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	22/05/2025	EW	TD

PROJECT NO:	DRAWING NO:	REVISION:
2024-166	007	01



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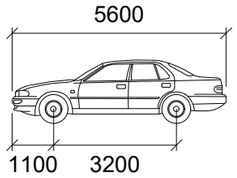

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Width	:	2000
Track	:	2000
Lock to Lock Time	:	6.0
Steering Angle	:	35.9

Legend:

Forward Movement

Reverse Movement

REV:	DESCRIPTION:	BY:	DATE:
A	ISSUED FOR REVIEW	EW	22/05/2025

STATUS:

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Valgo Limited

ARCHITECT:

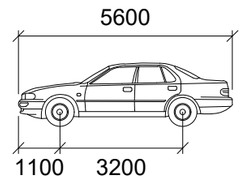
SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Passenger Outbound Turning Movement Analysis

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	22/05/2025	EW	TD

PROJECT NO:	DRAWING NO:	REVISION:
2024-166	008	01

Notes:



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Width	:	2000
Track	:	2000
Lock to Lock Time	:	6.0
Steering Angle	:	35.9

Legend:

Forward Movement

Reverse Movement

REV:	DESCRIPTION:	BY:	DATE:
A	ISSUED FOR REVIEW	EW	22/05/2025

STATUS:

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Valgo Limited

ARCHITECT:

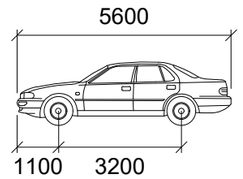
SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Passenger Ramp Turning Movement Analysis

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	22/05/2025	EW	TD

PROJECT NO:	DRAWING NO:	REVISION:
2024-166	009	01

Notes:



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Width	:	2000
Track	:	2000
Lock to Lock Time	:	6.0
Steering Angle	:	35.9

Legend:

Forward Movement

Reverse Movement

REV:	DESCRIPTION:	BY:	DATE:
A	ISSUED FOR REVIEW	EW	22/05/2025

STATUS:

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Valgo Limited

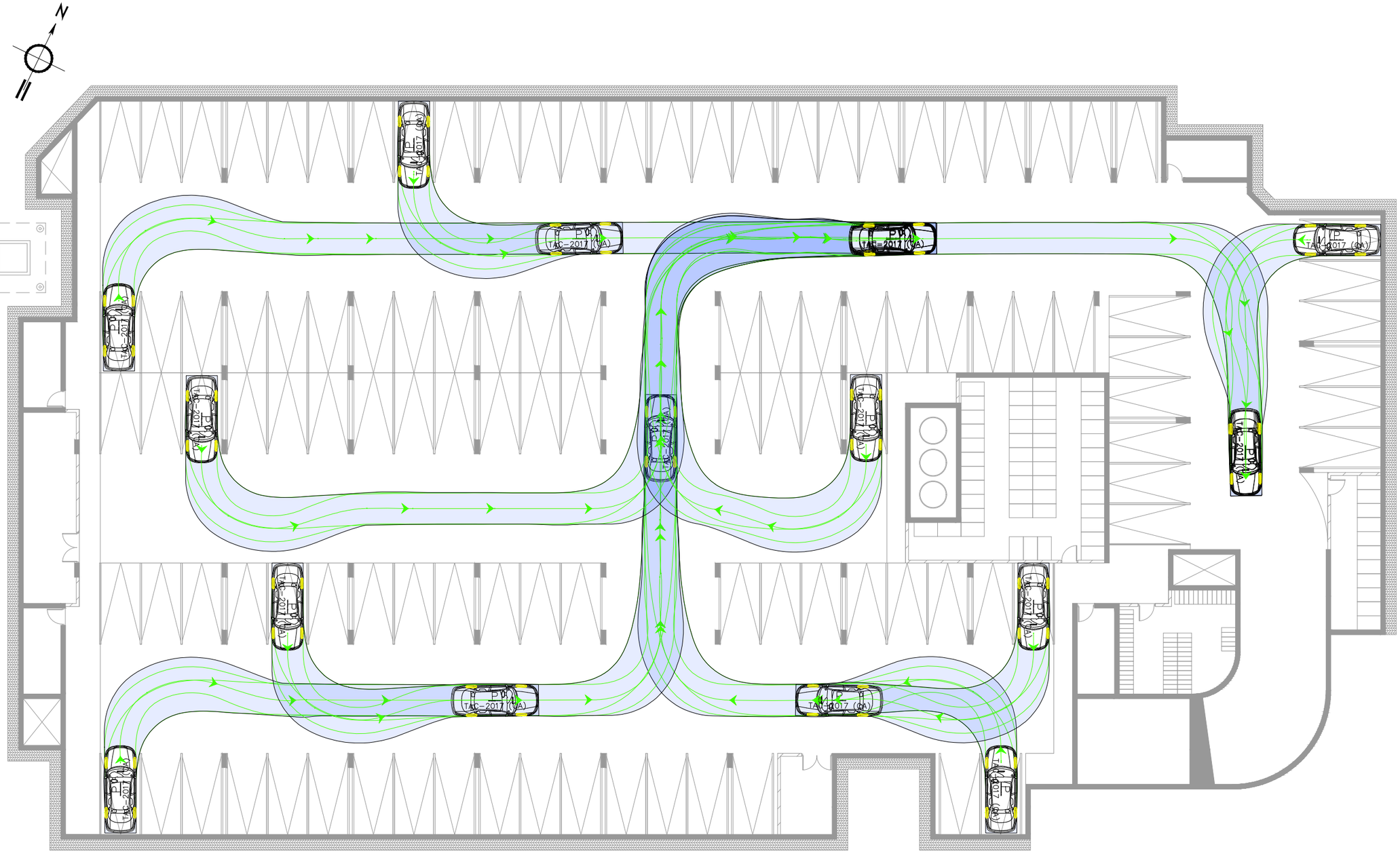
ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Underground Inbound Turning Movement Analysis

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	22/05/2025	EW	TD

PROJECT NO:	DRAWING NO:	REVISION:
2024-166	010	01



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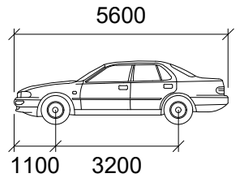

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		mm
Width	:	2000
Track	:	2000
Lock to Lock Time	:	6.0
Steering Angle	:	35.9

Legend:

Forward Movement

Reverse Movement

REV:	DESCRIPTION:	BY:	DATE:
A	ISSUED FOR REVIEW	EW	22/05/2025

STATUS:

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Valgo Limited

ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Undeground Outbound Turning Movement Analysis

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	22/05/2025	EW	TD

PROJECT NO:	DRAWING NO:	REVISION:
2024-166	011	01

Attachment 3

Joshua Creek TIS Active Transportation Facilities Plans (2021)

Notes:

LEGEND:
- Signed Route
- Bicycle Lane
- Major Trail

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	BB	2021-07-16

STATUS:

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Argo Development Corporation
Argo Joshua Creek

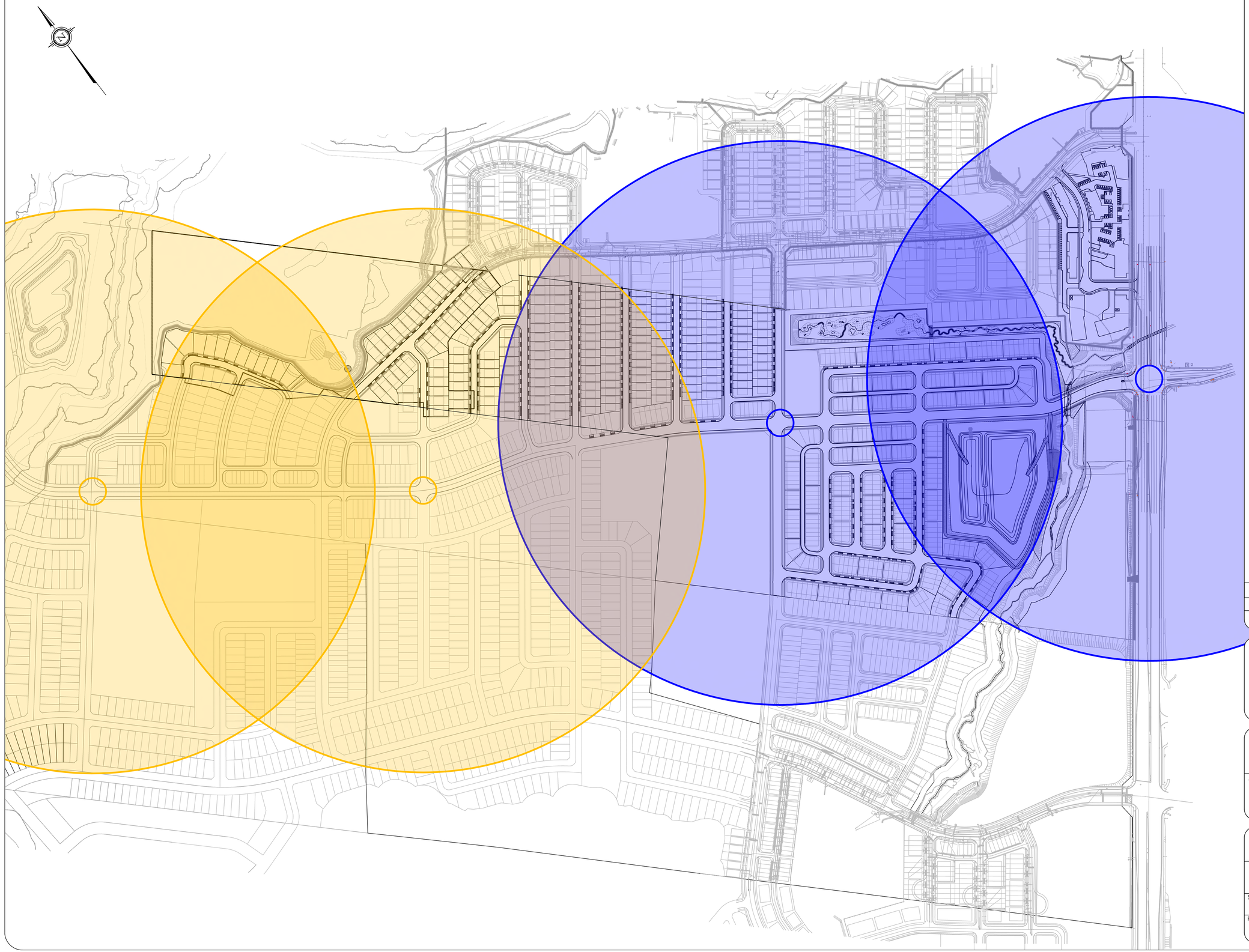
ARCHITECT:

SITE: Joshua Creek Phase 1

TITLE: Cycling Facilities Concept Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2021-07-16	BB	AL

PROJECT NO:	DRAWING NO:	REVISION:
2021-007	001	01



Notes:

LEGEND:

- 400m Transit Walking Distance
- 400m Assumed Transit Walking Distance

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	BB	2021-07-16

STATUS:

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Argo Development Corporation
Argo Joshua Creek

ARCHITECT:

SITE: Joshua Creek Phase 1

TITLE: Transit Facilities Concept Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2021-07-16	BB	AL

PROJECT NO:	DRAWING NO:	REVISION:
2021-007	003	01

Notes:

LEGEND:
- Single Side Sidewalk
- Both Side Sidewalk
- Pedestrian Crossing
- Major Trail

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review	BB	2021-07-16

STATUS:

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Argo Development Corporation
Argo Joshua Creek

ARCHITECT:

SITE: Joshua Creek Phase1

TITLE: Pedestrian Facilities Concept Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2021-07-16	BB	AL

PROJECT NO:	DRAWING NO:	REVISION:
2021-007	002	01