

1320 Wheat Boom Drive (Joshua Creek Phase 1 Block 297) TIS Addendum





Technical Memorandum

To: Danielle Braemer – Valery Homes

Date:

2025-12-15

Cc: Tyrone Dollano – CGH, Mark Crockford – CGH

From: Johnson Ly – CGH

Project Number:

2024-166

Re: 1320 Wheat Boom Drive (Joshua Creek Phase 1 Block 297) – Traffic Impact Study Addendum

1 Introduction

In support of the Joshua Creek Phase 1 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 Zoning By-law Amendment (ZBA) application for Block 297 of the Joshua Creek Phase 1 subdivision. The municipal address for this site is 1320 Wheat Boom Drive. Any changes between the outlined development in the TIS and the current plan being put forward will be examined.

Block 297 was previously zoned as mixed-use and that designation is being maintained. 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. Additionally, preliminary comments from the Town regarding the submission dated October 24th, 2025 have been received and feedback has been incorporated into the following TIS Addendum.

The subject site, Block 297 in the Joshua Creek Phase 1 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, one onto Wheat Boom Drive and one onto Perkins Way, respectively. The site plan indicates a total of 58 back-to-back stacked townhouse units and three ground floor commercial units with a total GFA of 221 m² (2,382 ft²). These uses will be supported by 122 vehicle parking spaces, 16 surface (short-term) bike parking spaces, and 62 underground (long-term) bike parking spaces. The site plan is provided in Attachment 1.

2 Trip Generation

The TIS for the Joshua Creek Phase 1 subdivision was completed in June of 2021 and included the trip generation for the proposed land uses. The subdivision was noted to include 170 detached houses, 395 townhouses, and the mixed-use Block 297 previously assumed to have 95 apartment units. There have been no noted changes to the Joshua Creek Phase 1 proposal. The subject development, Block 297 which was previously only defined as a mixed-use block with 95 apartment units, is now undergoing a detailed site plan. As the surrounding Joshua Creek Phase 1 subdivision remains unchanged, the total trip generation estimates will be maintained from the Joshua Creek Phase 1 TIS.

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 Phase 1 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 Person 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 Phase 1 subdivision was found to be 903 and 1122 bidirectional person trips in the AM and PM peak hour, respectively. Additionally, the proposed trips of the mixed-use block based on the expected 95 apartment units are summarized in Table 2 below.

Table 2: Mixed-Use Block (June 2021 TIS)

Land Use	AM Peak Hour	PM Peak Hour
Multifamily Housing (High-Rise)	42	54

As shown in the table above, the total person trip generation for the mixed-use block in the TIS was projected to be 42 AM and 54 PM bidirectional person trips in the AM and PM peak hour, respectively. Using the same methodology of the TIS, the ITE Trip Generation Manual 12th Edition was used to determine the person trip generation for the proposed 58 back-to-back stacked townhouse units and ground-floor commercial 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 3 below.

Table 3: Joshua Creek Phase 1 Block 297 Person Trip Generation

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	5	17	22	19	12	31
Strip Retail Plaza (<40k)	7	5	12	18	19	37
Total	12	22	34	38	31	68

As shown in the table above, the total person trip generation for Block 297 was determined to be 34 and 68 bidirectional person trips in the AM and PM peak hour, respectively. This represents less than 11% of the Phase 1 trips and less than 6% of the full build-out trips for the Joshua Creek Phase 1 subdivision. Additionally, compared to the previously proposed uses there is a net decrease in the AM peak hour of 8 trips and a net increase in the PM peak hour of 14 trips.

Therefore, there is no significant change in the number of total trips for the Joshua Creek Phase 1 subdivision caused by the proposed development and there will be no 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 Phase 1 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 38 inbound vehicle trips during the peak hour, which is equivalent to approximately one vehicle every two 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.

3.1.3 Sightline Analysis

A desktop sightline analysis was undertaken for the proposed site accesses to determine if there are any obstructions which would limit the visibility from the access point to approaching vehicles. The intersection sight distance and stopping sight distance have been reviewed for a 60 km/h design speed (10 km/h above the posted speed limit) for a passenger car design vehicle based on the methodology outlined in TAC’s Geometric Design Guide for Canadian Roads (2017), Section 9.9.

When exiting, vehicles are anticipated to first evaluate conflicts at the sidewalks and then creep forward to evaluate potential conflicts with approaching vehicles on the intersecting roadway. Table 4 summarizes the required and available sight distances at the site accesses. Attachment 2 includes sightline analysis drawings for the proposed site accesses.

Table 4: Available Sightline Distance Evaluation

Intersection	Design Speed	Intersection Sight Distance (Left-Turn from Minor Road)	Intersection Sight Distance (Right-Turn from Minor Road)	Stopping Sight Distance
Required Sight Distance				
Site Access	60 km/h	130 m	110 m	85 m
Available Sight Distance				
Wheat Boom Drive Access	60 km/h	>205 m	>205 m	>85 m
Perkins Way Access	60 km/h	>205 m	>205 m	>85 m

As shown in the table above, the available sight distances at the site access are greater than the required sight distances. It is acknowledged that this desktop assessment only considers horizontal sightlines, and that on-street parking has been proposed for the subdivision. In the sightline analysis drawings, it is seen that at the decision point the sight triangle does not cross any parked vehicles on-street for the departure sight distance and decision sight distance. Additionally, it is common for vehicles to creep forward if necessary to see beyond the cards parked on-street.

3.1.4 Intersection Operations

In the Joshua Creek Phase 1 Subdivision TIS, an operations analysis for the Future Total 2029 horizon was completed. In this analysis, the results for the intersection of Wheat Boom Drive at Meadowridge Drive were summarized. The operations at this intersection were found to be of LOS A overall, have no critical movements, and have a max 95th percentile queue of 5 in both the AM and PM peak hours. Notably for the proposed site access onto Wheat Boom Drive, there was a projected westbound 95th percentile queue of 1 in both the AM and PM peak hour. As there is an insignificant queue at the nearest analyzed intersection, it is expected that there will be no issues with the proposed full movement site access.

While there was no analysis completed for the intersection of Meadowridge Drive at Perkins Way, it is expected that given the acceptable operations of Wheat Boom Drive at Meadowridge Drive which is just approximately 60 meters to the north there will also be acceptable operations for Meadowridge Drive at Perkins Way.

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 3.

It is noted that simultaneous movements have potential conflicts at the Wheat Boom Drive access and on the underground parking ramp. In the turning template drawings, an opposing passenger car is shown for the garbage collection vehicle and delivery vehicle (MSU) drawings. On these drawings, it is shown that there is no interaction between the vehicles other than for the right-turn inbound for the heavy vehicle at the Wheat Boom Drive access. In this conflict, it is possible to complete the turn if the passenger vehicle is parked a bit further back from the stop bar while the heavy vehicle completes its turn. Consideration for the design of the accesses and ramps will be deferred to the Site Plan Application stage.

4 Parking Justification Study

4.1 Parking Provisions

The subject site is supported by 8 surface and 114 underground parking spaces, for a total of 122 parking spaces available. There are plans for two parking spaces to be allocated for each residential unit, inclusive of all 114 underground parking spaces and two at-grade parking spaces. This would leave the remainder of six at-grade parking spaces, where three are dedicated for commercial use and three are allocated for shared commercial/visitor use. It is expected that the parking demand will result in a minimal impact to the greater road network and can be contained on site.

4.2 Zoning By-law Requirements

4.2.1 Standard Parking Space Requirements

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 5 below.

Table 5: Vehicle Parking Requirements – North Oakville

Land Use	Units / GFA	Parking Type	Parking Rate	Parking Required	Parking Provided	Difference
Dwelling Unit – Stacked Townhouses	58	Residential	1.00 spaces per dwelling unit minimum up to 3.00 spaces per dwelling unit maximum	58	122	+56
Retail Store	221 m ²	Commercial	1.00 parking space per 30 m ² of leasable floor area minimum up to 1.00 parking space per 20 m ² of leasable floor area maximum	8		

As shown in Table 5 above, the parking requirements of the subject site are met in excess, with a requirement of 66 spaces and a provision of 122 spaces. There are eight spaces provided at-grade, and 114 spaces provided underground. This parking supply does not exceed the maximum rate of 3.00 spaces per dwelling unit. There is no visitor parking requirement noted for this land use in the by-law.

4.2.1.1 Commercial Parking

While parking on-site meets the requirements of the by-law it is planned for two spaces to be allocated for each dwelling unit. This means that 116 spaces will be provided for residents or any of their potential visitors. An agreement is in place that each commercial unit will have a dedicated space for the commercial owners.

On the site plan, the surface parking stalls have been allocated such that there are three commercial spaces, three shared commercial/visitor spaces, and two residential spaces. All 114 underground parking spaces have been allocated for the residential component. Under these circumstances, the remaining six parking spaces would result in a deficiency of two spaces compared to the requirement of eight parking spaces for the commercial land use.

As part of the Joshua Creek Phase 1 subdivision, there will be on-street parking provided on one side of the road. This includes Meadowridge Drive, Wheat Boom Drive, and Perkins Way. The latest on-street parking plan for the subdivision, dated February 23rd, 2021 is included in Attachment 4.

The on-street parking is also illustrated on the site plan. Adjacent to the proposed development, there are noted to be eight on-street parking spaces on the south side of Wheat Boom Drive, three on-street parking spaces on the east side of Meadowridge Drive, and four on-street parking spaces on the north side of Perkins Way. In terms of the required parking demand, only two of these spaces would be necessary to accommodate the deficiency of two commercial parking spaces. It is expected that the on-street parking along Meadowridge Drive will be used, as the commercial entry is onto the frontage of Meadowridge Drive.

In North Oakville, there are existing examples of commercial uses that utilize solely on-street parking to meet the parking requirements. This includes the commercial units on the west side of Preserve Drive between Dundas Street and Betsy Drive, and the commercial units on both sides of George Savage Avenue between Timberland Gate and Sixteen Mile Drive. These locations are examples of ground-floor commercial with residential uses on the upper levels where only on-street parking is provided to support the commercial site. It is assumed that these on-street parking spaces were deemed sufficient to meet the parking demands of the commercial uses and the residents have their own driveways as dedicated parking.

Additionally, the proposed development is on the east quadrant of Meadowridge Drive at Wheat Boom Drive which has many active transportation facilities. This includes transit routes, signed bike routes, and pedestrian crosswalks. Further details on the TDM measures are outlined in Section 5 below.

Therefore, it is expected that the minor parking deficiency of two spaces will be met by the on-street parking provisions and active transportation in the area.

4.2.2 Barrier-Free Parking Requirements

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 6 below.

Table 6: 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) 3 (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 6 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.

4.2.3 Bicycle Parking Requirements

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 7 below.

Table 7: Vehicle Parking Requirements – North Oakville

Land Use	Units	Parking Type	Parking Rate	Parking Required	Parking Provided	Difference
Residential Land Use	58	Occupant (Long-Term)	0.75 spaces per dwelling unit	44	62 (long-term)	+18 (long-term)
		Visitor (Short-Term)	0.25 spaces per dwelling unit	15		
Non-Residential Land Use	-	N/A, bicycle parking rate only applies to non-residential uses requiring 15 or more standard parking spaces		-	16 (short-term)	+1 (short-term)
				-		

As shown in Table 7 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 1.07 spaces per dwelling unit. There are 16 short-term bicycle parking spaces provided at-grade. This will support both the residential visitors and any potential commercial users despite the lack of a commercial bicycle parking requirement.

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 Phase 1 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. Additional site-specific TDM measures will be considered in later stages during the Site Plan Application process. The plans for the active transportation facilities in the Joshua Creek Phase 1 subdivision from the TIS have been included in Attachment 5.

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.

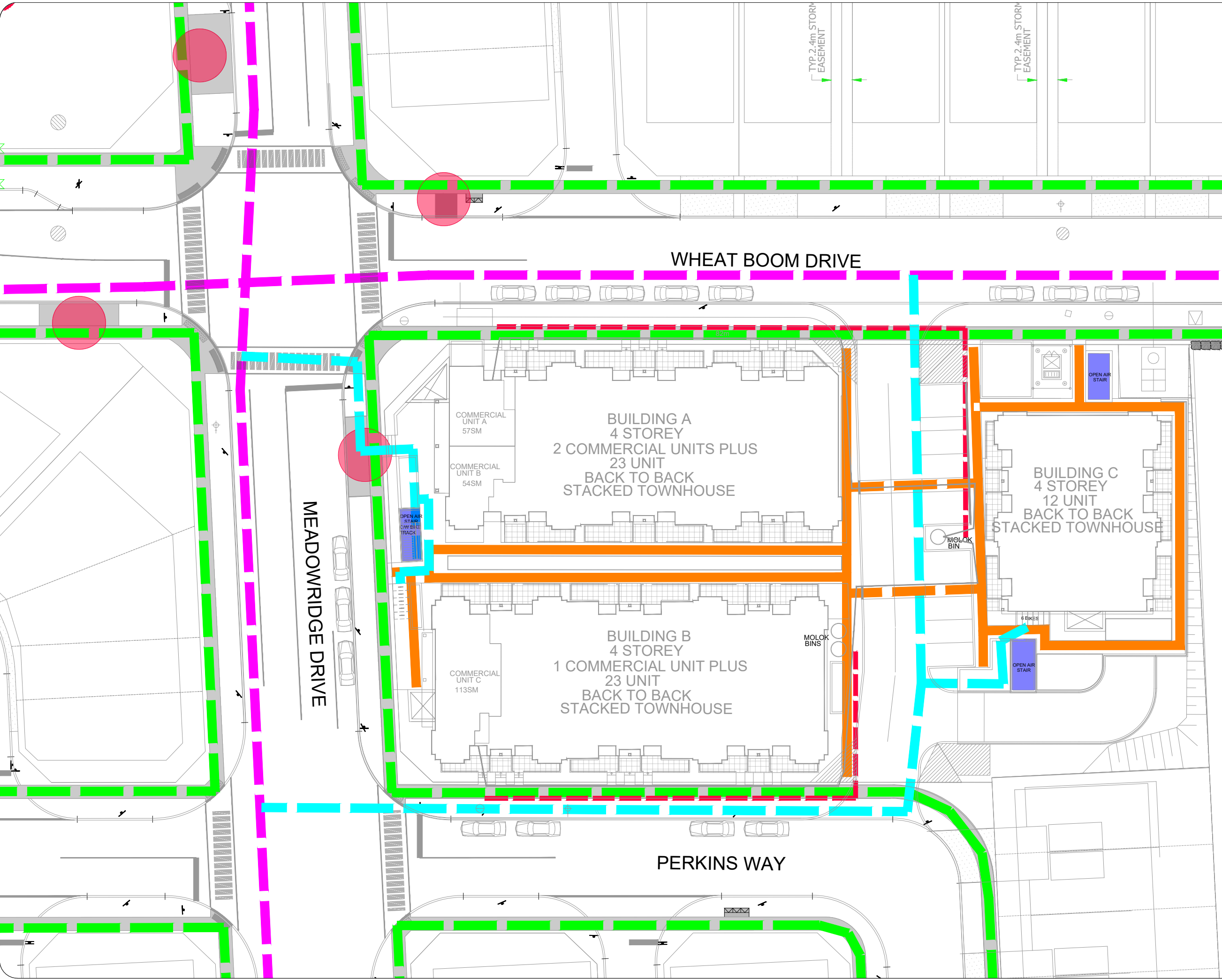
5.3 Cycling Facilities

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 long-term bicycle parking provided on site will also facilitate bike ownership. The short-term bicycle parking provided on site will promote the use of bikes to travel to the commercial uses.

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. There is a bike track on an open stair on the west side of the site to facilitate bikes moving from the surface to underground. 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 Circulation Plan



Notes:

Legend

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

02	ISSUED FOR REVIEW	IVG	15/12/2025
01	ISSUED FOR REVIEW	EW	2025-06-10
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



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

CLIENT: Valgo Limited

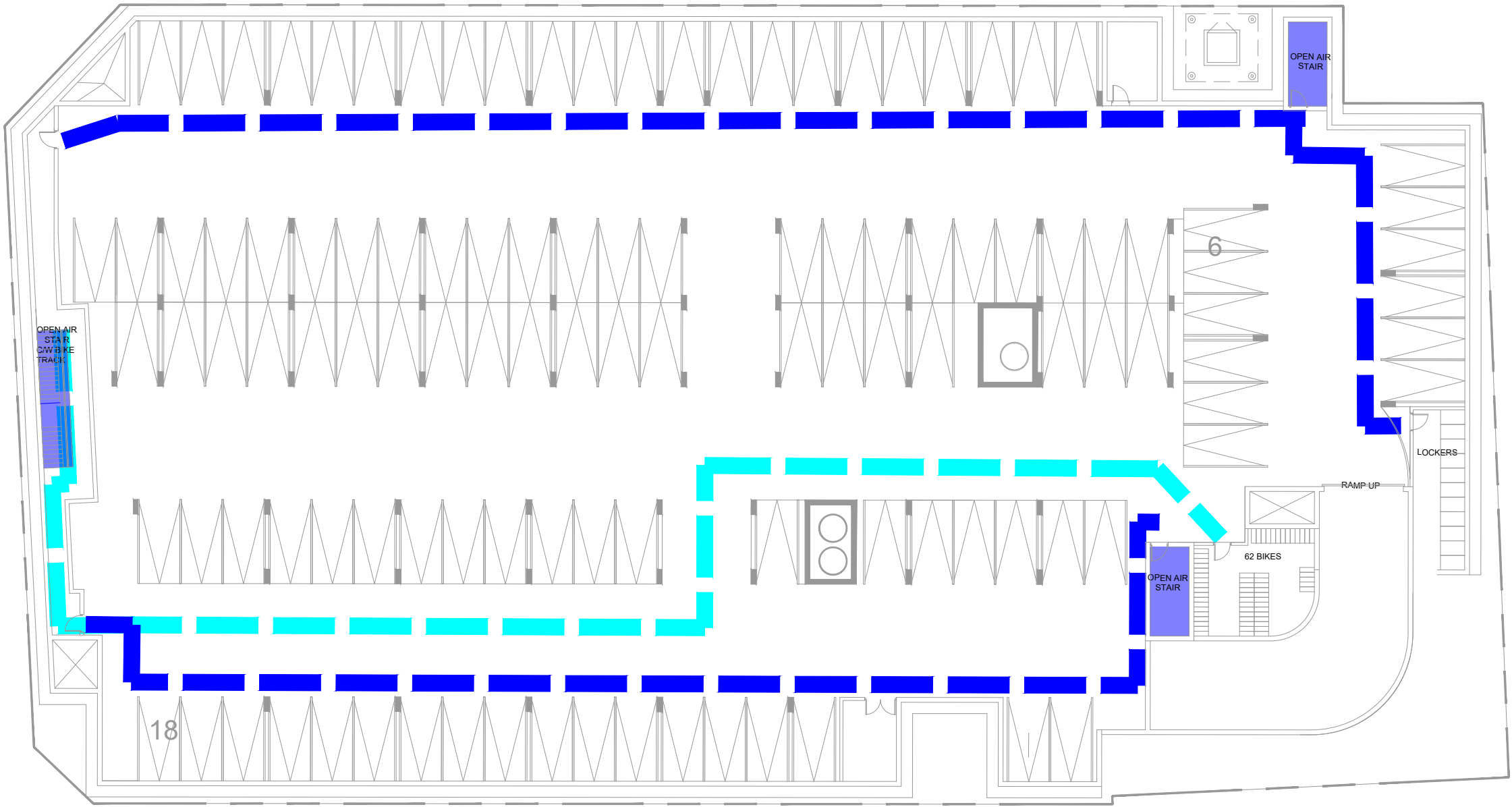
ARCHITECT:

SITE: 1320 Wheat Boom Drive

TITLE: Pedestrian and Cycling Plan

SCALE AT A3: NTS	DATE: 2025-12-15	DRAWN: IVG	CHECKED: TD
PROJECT NO: 2024-166	DRAWING NO: 002	REVISION: 02	

Figure 1: Pedestrian and Cycling Circulation Plan



Notes:

Legend

Existing Sidewalks

Bus Stop

Stair Access to Bike Storage

Concrete Walkway

Signed Cycling Route

Pedestrian Crosswalk

Future Sidewalk Connection

Longest Garbage Walking Routes

Parking Cycling Route

Pedestrian Route

02	ISSUED FOR REVIEW	IVG	15/12/2025
01	ISSUED FOR REVIEW	EW	2025-06-10
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

CGH Transportation

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

CLIENT: Valgo Limited

ARCHITECT:

SITE: 1320 Wheat Boom Drive

TITLE: Pedestrian and Cycling Plan
Underground

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-12-15	IVG	TD
PROJECT NO:	DRAWING NO:	REVISION:	
2024-166	002	02	

6 Conclusions

The Joshua Creek Phase 1 subdivision included the proposed development, Block 297, which will be zoned as mixed-use with back-to-back stacked townhouses and ground floor commercial uses. This addendum has verified that the proposed uses will have minimal impact on the operations of the surrounding road network. Parking is provided in excess relative to the North Oakville Zoning By-law #2009-189, however it has a deficiency of two spaces when two spaces are allocated per residential unit. This parking deficiency is expected to not have an impact on the development as there are adequate active transportation facilities and ample on-street parking.

Therefore, the TIS and TDM plans for the Joshua Creek Phase 1 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.

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Attachment 1

Site Plan

KEY TO DETAIL LOCATION

No.	DETAIL NUMBER
No.	DRAWING SHEET NUMBER

DRAWING SETS ISSUED	No.	DATE (DD/MM)
CLIENT REVIEW	1	28.08.22
STATISTICS	2	24.09.22
1/10 PARKING SPACES	3	16.10.22
ADJACENT TOWNHOMES' EXTRA STAIR	4	25.11.22
ATTAIN 120 TOTAL PARKING SPACES	5	07.12.22
ATTAIN 123 TOTAL PARKING SPACES	6	18.12.22
rotate bridge	7	23.01.23
BACKGROUND SET	8	11.02.23
COORD SET	9	19.03.23
CPA/B&A CONTROL ARCHITECT REVIEW	10	26.03.23
INSERTED COMMERCIAL ON BLDG A	11	10.11.23
INSERTED COMMERCIAL ON BLDG A AND B	12	17.11.23
AREAS	13	10.12.23
ISSUED FOR SPA	14	12.12.23

ALL PREVIOUS ISSUES OF THIS DRAWING ARE SUPERSEDED

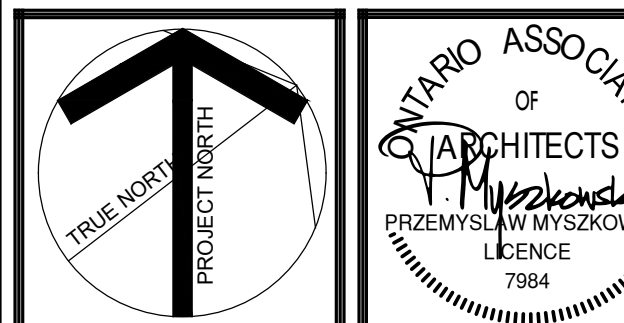
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BUILDING PERMIT NUMBER:

KNYMH
ARCHITECTURE • SOLUTIONS

KNYMH INC.
1006 SKYVIEW DRIVE • SUITE 100
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1320 WHEAT BOOM DRIVE
OAKVILLE, ONTARIO

DRAFTING SHEET TITLE

SITE PLAN

DRAWING SCALE:

PROJECT NUMBER

PROJECT NUMBER:
24451

DRAWING VERSION:

DRAWING SHEET NUMBER

SP1

PLOT DATE:

December 15, 2025

WHEAT BOOM DRIVE

MEADOW RIDGE DRIVE

PERKINS WAY

3 COMMERCIAL UNITS PLUS 58 UNIT RESIDENTIAL CONDOMINIUM

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

1 SITE PLAN

SCALE: 1:200

ZONING BY-LAW TABLE

	REQUIRED PER NC SP98 ZONE	PROVIDED
NUMBER OF UNITS	N/A	58 RESIDENTIAL UNITS 3 COMMERCIAL UNITS
RESIDENTIAL DENSITY	MIN = 35 UNITS / HECTARE MAX = 150 UNITS / HECTARE	58 UNITS PER NET HA
MINIMUM LOT FRONTAGE (MEADOWRIDGE DRIVE)	5.5 M / UNIT	38.46 M
MINIMUM LOT DEPTH	12 M	47.74 M
MIN FLANKAGE SETBACK (PERKINS WAY)	2 M	2.1 M
MIN FLANKAGE SETBACK (WHEAT BOOM DRIVE)	2 M	2.5 M
MIN REAR YARD SETBACK (ADJACENT TO SWM BLOCK 298)	0 M	3.9 M (BLDG C)
MIN YARD ENCROACHMENTS	GUTTERS/ AWNINGS/ BOX BAYS = 0.6 M (ALL SIDES) EXTERIOR STAIRWAYS = 1.5 M (REAR AND SIDE YARD) = 0.6 M (FRONT LOT LINE) BALCONIES / PORCHES = 1.5 M (ALL SIDES) = 1.5 M (FRONT LOT LINE) BOX BAYS = 0.6 M (ALL SIDES) = 1 M (FRONT LOT LINE)	GUTTERS/ AWNINGS/ BOX BAYS = 0.3 M EXTERIOR STAIRWAYS = 1.8 M (SIDE YARD)(BLDG B) BALCONIES / PORCHES = 2.3 M (ALL SIDES) (BLDG C) = 0.9 M (FROM LOT LINE) (BLDG A) BOX BAYS = 0.45 M (ALL SIDES)
HEIGHT	MIN = 4-STOREYS & 13 M MAX = 6-STOREYS & 20 M	4-STOREYS
MIN HEIGHT OF FIRST STOREY	4.5 M	2.7 M
PARKING REGULATIONS		
TOWNHOUSE DWELLINGS (INCL. BACK-TO-BACK AND STACKED)	1 SPACE / UNIT	116 SPACES (1 / UNIT RATIO)
COMMERCIAL RESIDENTIAL - COMBINED (MIX-USE)	THE APPLICABLE REGULATIONS FOR NON-RESIDENTIAL USES APPLY TO THE NON-RESIDENTIAL FLOOR AREA, WHILE THE APPLICABLE RESIDENTIAL REGULATIONS APPLY TO THE DWELLING UNITS. 7.46 (8) COMMERCIAL SPACES REQUIRED	3 VISITOR / COMMERCIAL SPACES AND 3 DEDICATED COMMERCIAL SPACES PROVIDED (6 SPACES TOTAL)*
RETAIL STORE	1 PARKING SPACE PER 30 SQUARE METERS OF LEASABLE FLOOR AREA MINIMUM 1 PARKING SPACE PER 20 SQUARE METERS OF LEASABLE FLOOR AREA MAXIMUM	
RESIDENTIAL BICYCLE PARKING	OCCUPANT = 0.75 SPACES PER DWELLING UNIT VISITOR = 0.25 SPACES PER DWELLING UNIT	62 SPACES (LONG-TERM) 6 SPACES (SHORT TERM)
COMMERCIAL BICYCLE PARKING	0 SPACES	10 SPACES

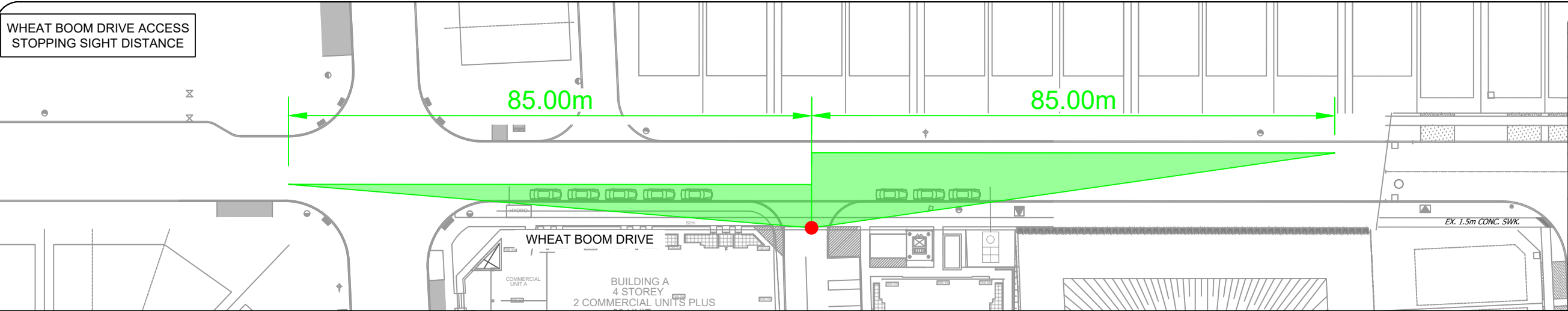
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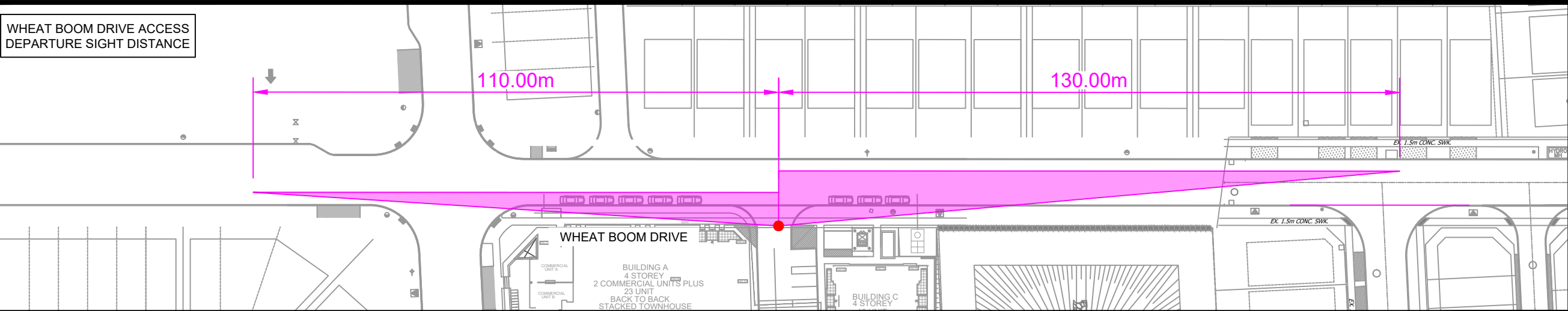
Attachment 2

Sightline Analysis

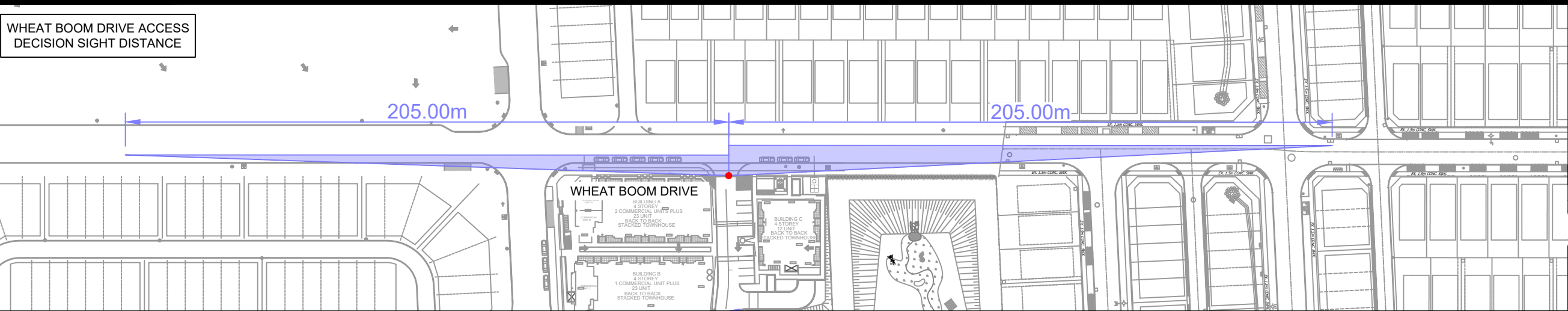
WHEAT BOOM DRIVE ACCESS
STOPPING SIGHT DISTANCE



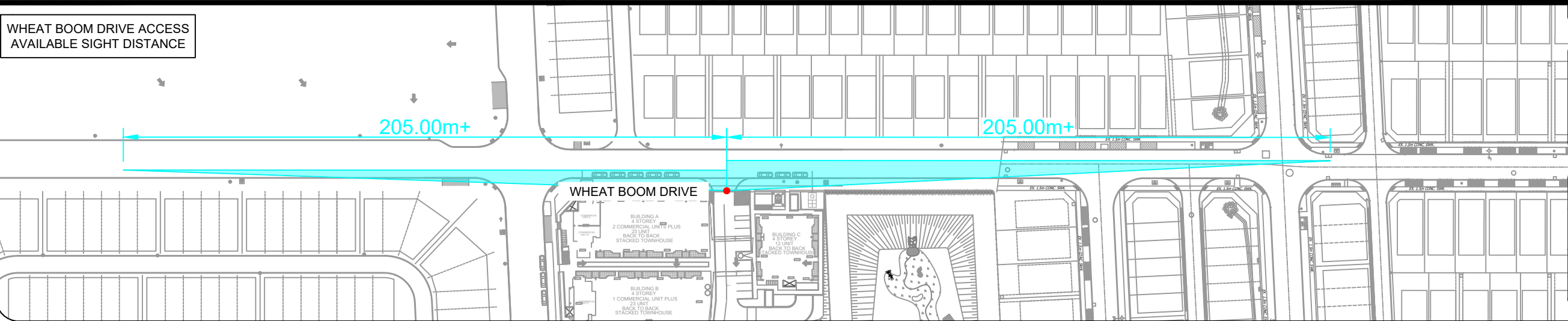
WHEAT BOOM DRIVE ACCESS
DEPARTURE SIGHT DISTANCE



WHEAT BOOM DRIVE ACCESS
DECISION SIGHT DISTANCE



WHEAT BOOM DRIVE ACCESS
AVAILABLE SIGHT DISTANCE



Notes:

LEGEND:

Stopping Sight Distance:
85m

Departure Sight Distance:
Case B1: 130m (Left Turn)
Case B2: 110m (Right Turn)

Decision Sight Distance:
205m

Available Sight Distance:
Right Turn: 205m+
Left Turn: 205m+

Decision Point
4.4m From The Edge Of
Roadway

Posted Speed Limit: 50 Km/h
Design Speed: 60 Km/h

Stopping Sight Distance:
TAC chapter 2, table 2.5.2

Departure Sight Distance (Left Turn):
TAC Chapter 9, Table 9.9.4

Departure Sight Distance (Right Turn):
TAC Chapter 9, Table 9.9.6

Decision Sight Distance:
TAC Chapter 2, Table 2.5.6

01	ISSUED FOR REVIEW	EA	2025/12/12
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



CGH Transportation

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

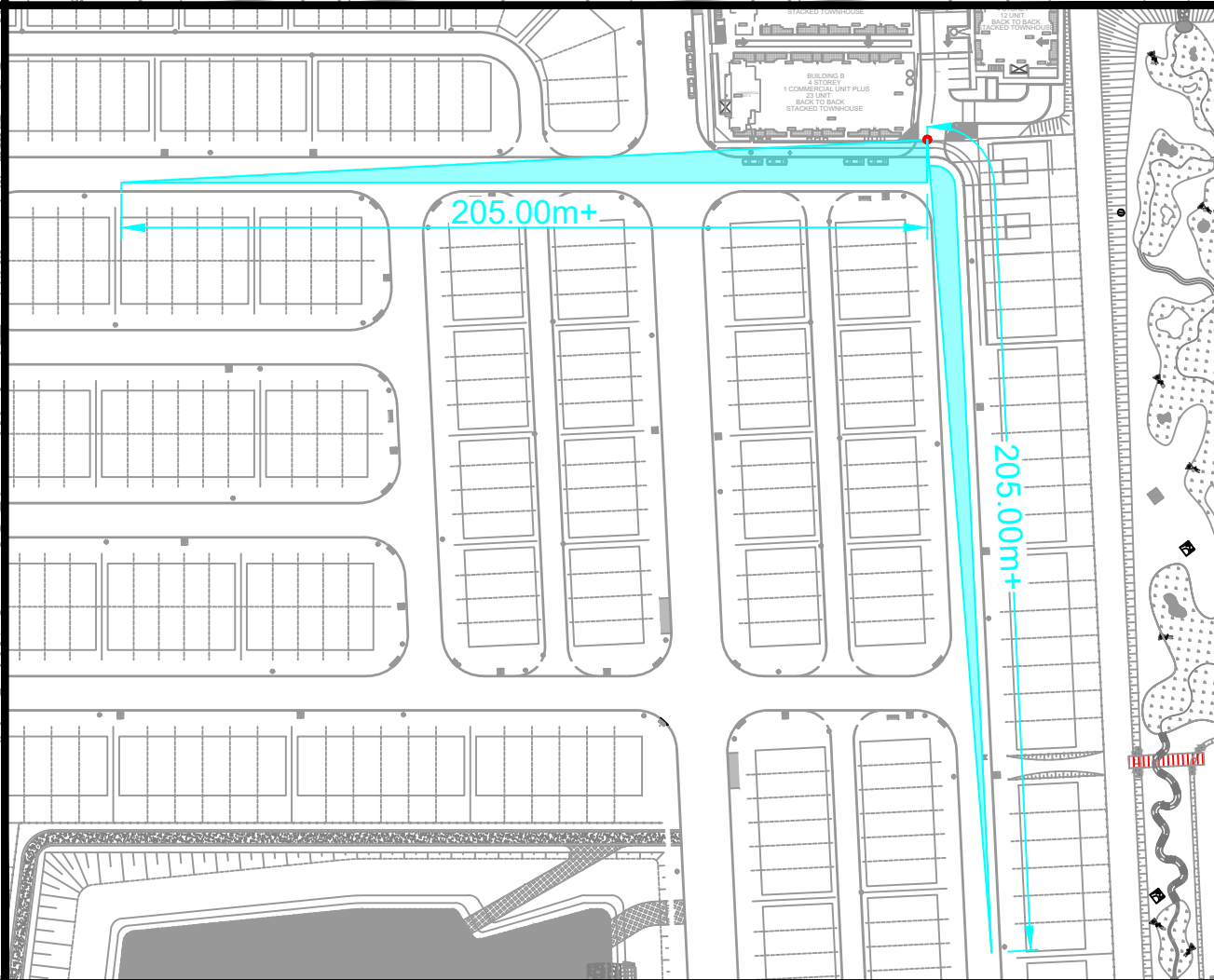
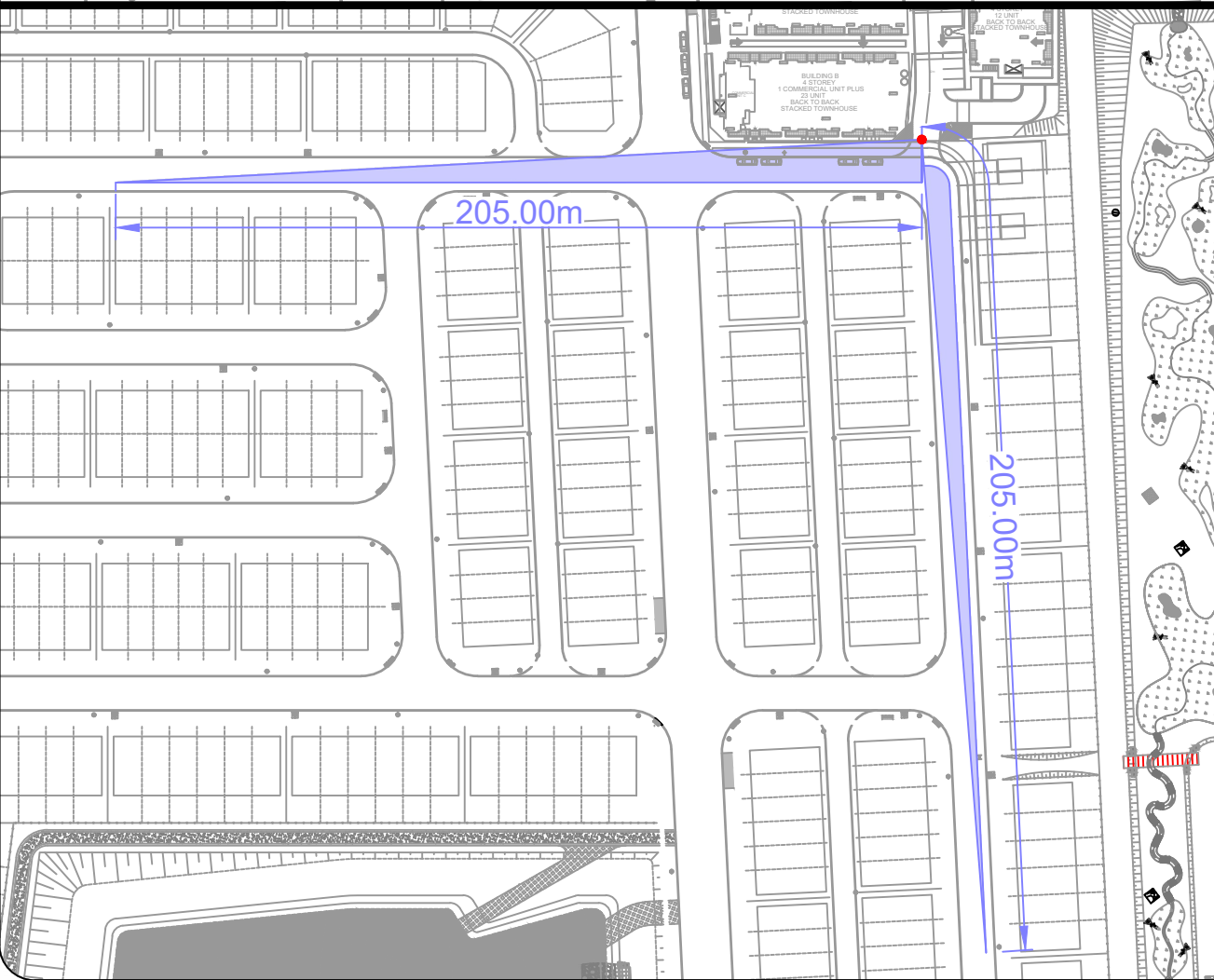
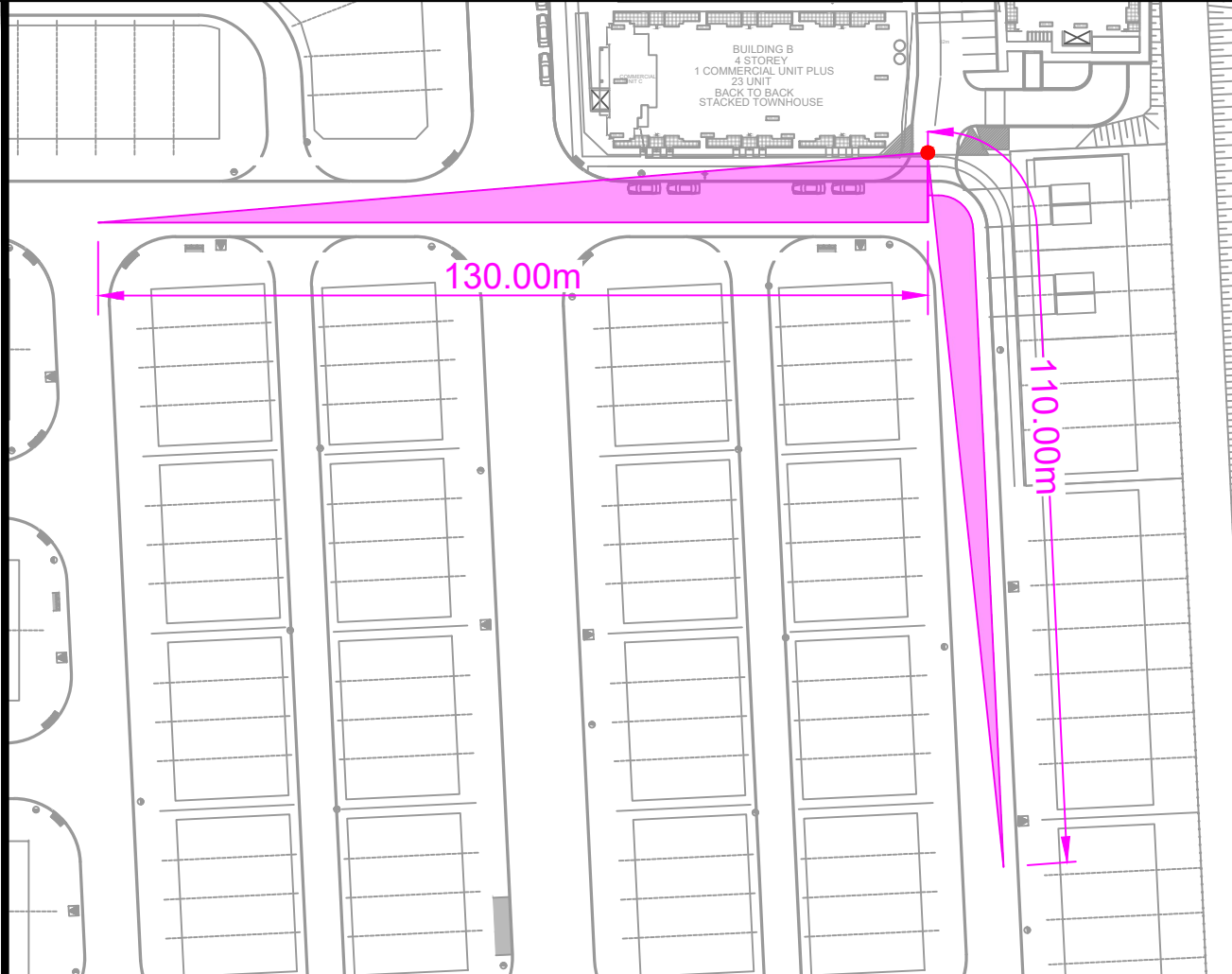
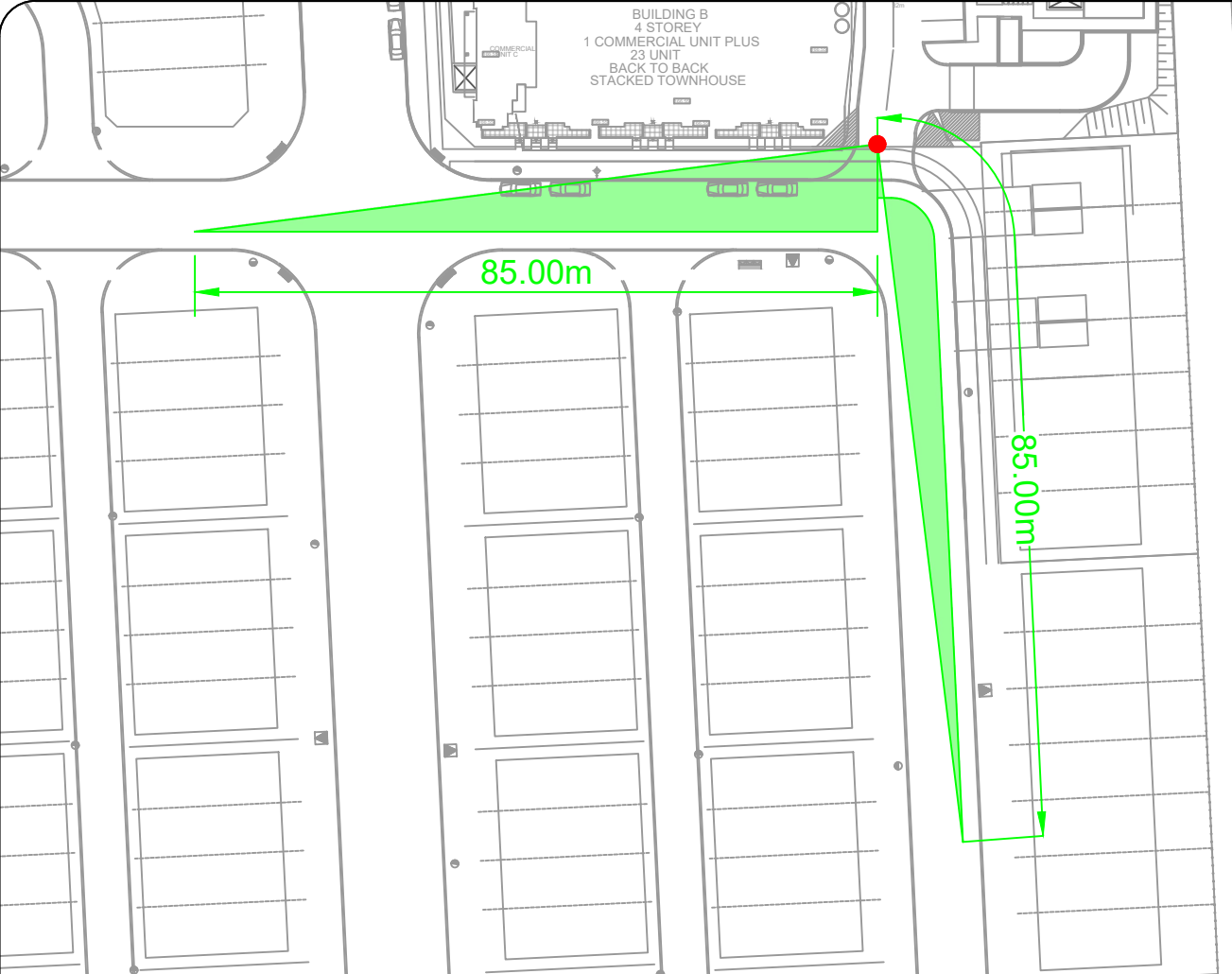
CLIENT: Valgo Limited

ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Sightline Analysis

SCALE AT A3: NTS	DATE: 2025/12/12	DRAWN: EA	CHECKED: AL
PROJECT NO: 2024-166	DRAWING NO: 001	REVISION: 01	



Notes:

LEGEND:

Stopping Sight Distance:
85m

Departure Sight Distance:
Case B1: 130m (Left Turn)
Case B2: 110m (Right Turn)

Decision Sight Distance:
205m

Available Sight Distance:
Right Turn: 205m+
Left Turn: 205m+

Decision Point
4.4m From The Edge Of
Roadway

Posted Speed Limit: 50 Km/h
Design Speed: 60 Km/h

Stopping Sight Distance:
TAC chapter 2, table 2.5.2

Departure Sight Distance (Left Turn):
TAC Chapter 9, Table 9.9.4

Departure Sight Distance (Right Turn):
TAC Chapter 9, Table 9.9.6

Decision Sight Distance:
TAC Chapter 2, Table 2.5.6

01	ISSUED FOR REVIEW	EA	2025/12/12
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

G

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

CLIENT: Valgo Limited

ARCHITECT:

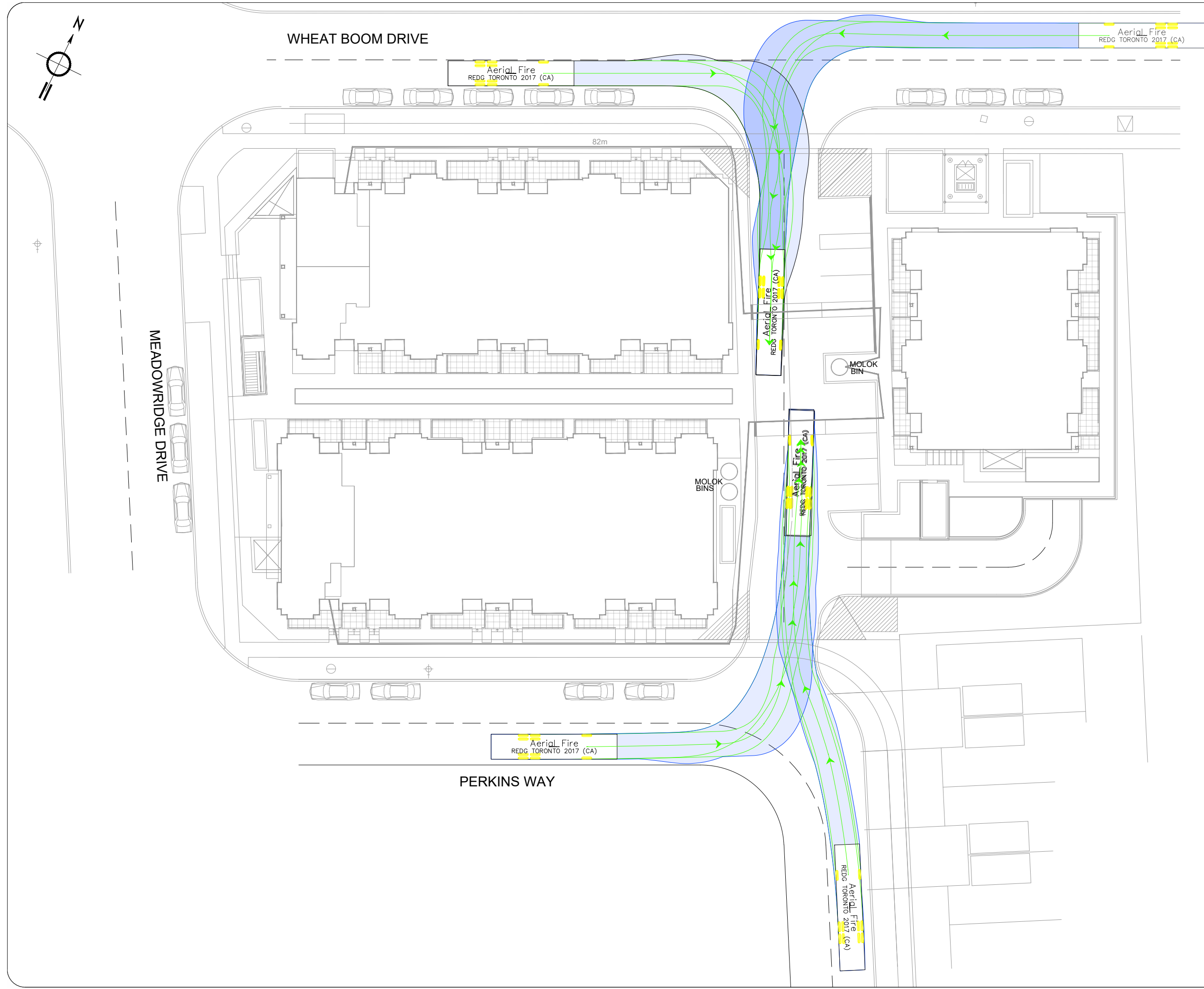
SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Sightline Analysis

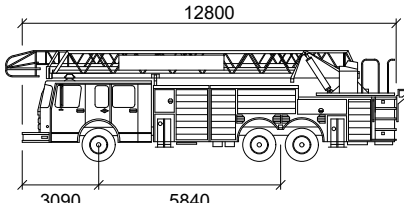
SCALE AT A3: NTS	DATE: 2025/12/12	DRAWN: EA	CHECKED: AL
PROJECT NO: 2024-166	DRAWING NO: 002	REVISION: 01	

Attachment 3

Turning Templates



Notes:



12800
3090 5840

Aerial Fire

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

Legend:

	Forward Movement
	Reverse Movement

Q2	ISSUED FOR REVIEW	IVG	15/12/2025
Q1	ISSUED FOR REVIEW	EW	22/05/2025
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



CGH Transportation
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L3Y 6V5
(905) 251-4070

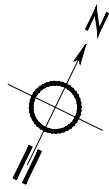
CLIENT: Valgo Limited

ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Fire Inbound Turning
Movement Analysis

SCALE AT A3: NTS	DATE: 15/12/2025	DRAWN: IVG	CHECKED: TD
PROJECT NO: 2024-166	DRAWING NO: 001	REVISION: 02	



WHEAT BOOM DRIVE

MEADOWRIDGE DRIVE

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)

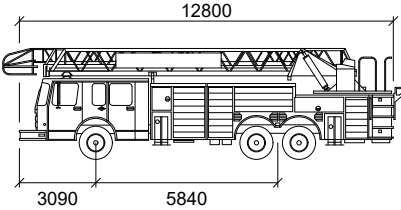
PERKINS WAY

82m

MOLOK BINS

MOLOK BIN

Notes:



Aerial Fire

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

Legend:

- Forward Movement
- Reverse Movement

02	ISSUED FOR REVIEW	IVG	15/12/2025
01	ISSUED FOR REVIEW	EW	22/05/2025
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



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

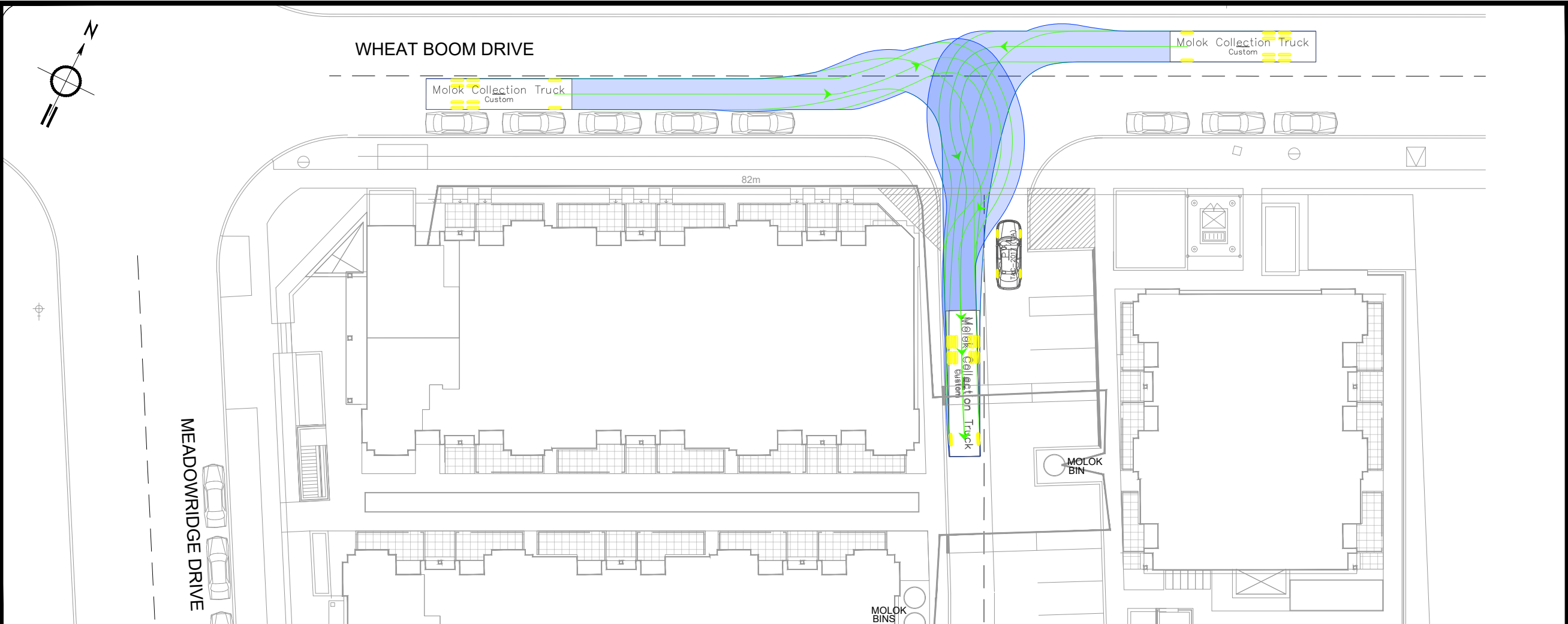
CLIENT: Valgo Limited

ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Fire Outbound Turning
Movement Analysis

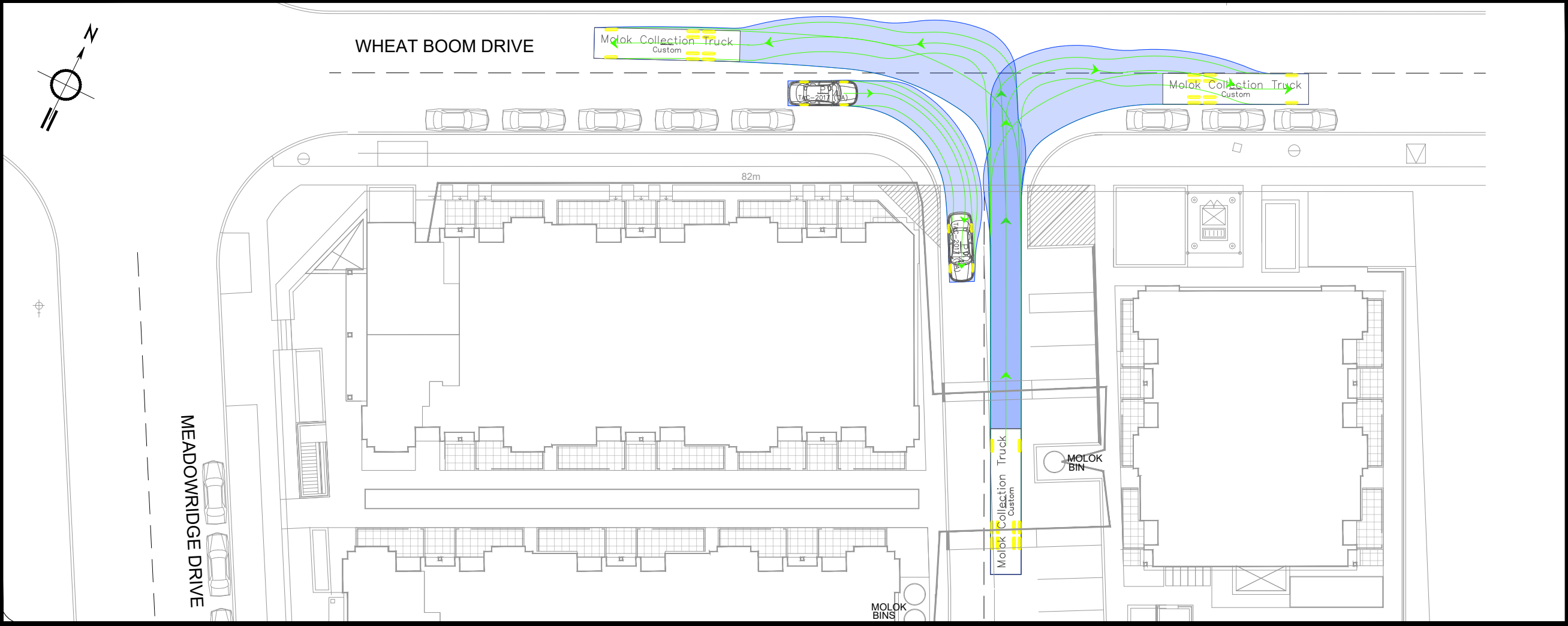
SCALE AT A3: NTS	DATE: 15/012/2025	DRAWN: IVG	CHECKED: TD
PROJECT NO: 2024-166	DRAWING NO: 002	REVISION: 02	



Notes:

Molok Collection Truck

	mm
Width	: 2470
Track	: 2470
Lock to Lock Time	: 6.0
Steering Angle	: 53.0



Legend:

- Forward Movement
- Reverse Movement

02	ISSUED FOR REVIEW	IVG	15/12/2025
01	ISSUED FOR REVIEW	EW	22/05/2025
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

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

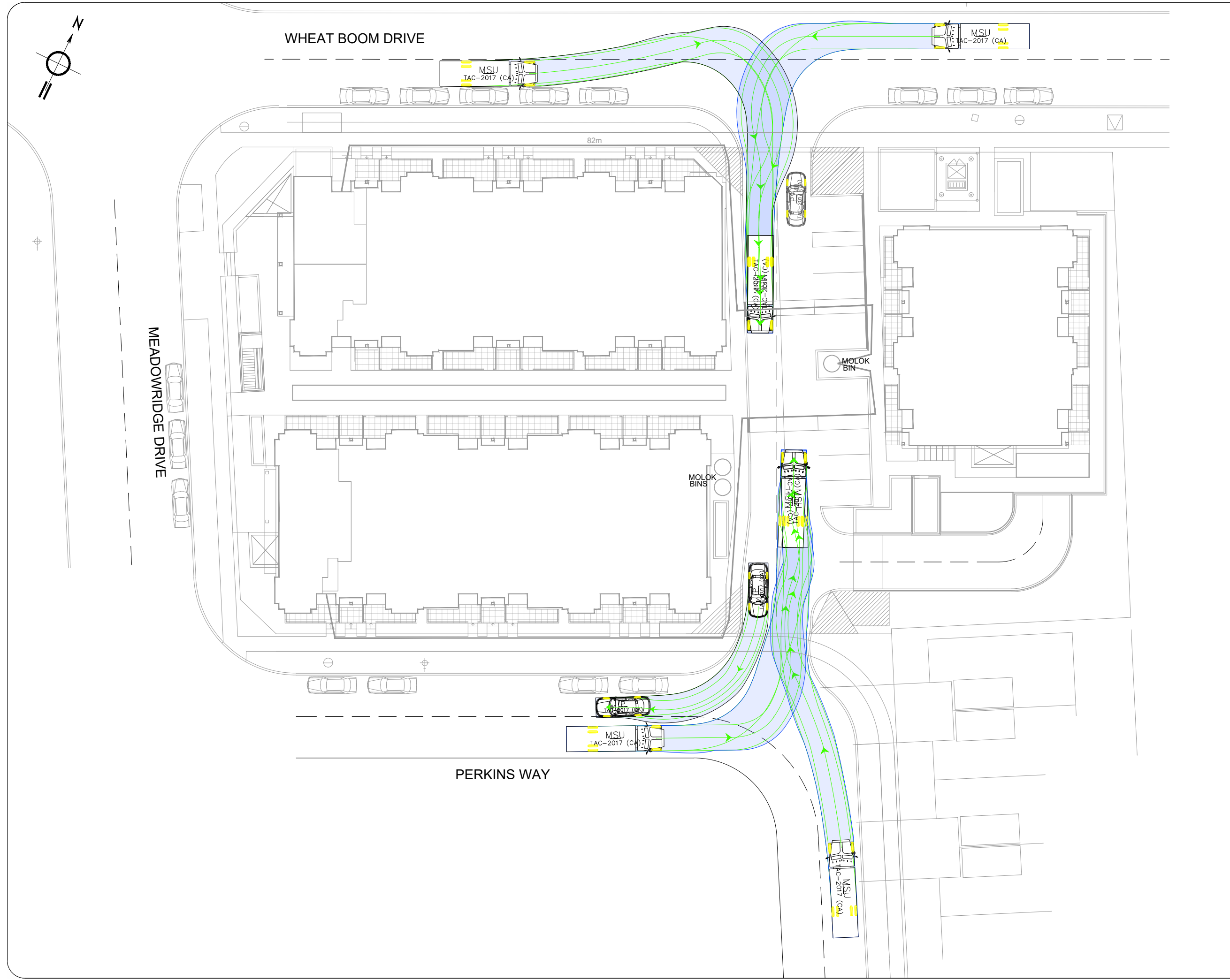
CLIENT: Valgo Limited

ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Access 1 Garbage Turning
Movement Analysis

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	15/12/2025	IVG	TD
PROJECT NO:	DRAWING NO:	REVISION:	
2024-166	003	02	



Notes:

MSU

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

Legend:

Forward Movement

Reverse Movement

02	ISSUED FOR REVIEW	IVG	15/12/2025
01	ISSUED FOR REVIEW	IVG	22/05/2025
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

CGH Transportation

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

CLIENT: Valgo Limited

ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: MSU Inbound Turning
Movement Analysis

SCALE AT A3: NTS	DATE: 15/12/2025	DRAWN: EW	CHECKED: TD
PROJECT NO: 2024-166	DRAWING NO: 005	REVISION: 02	



Notes:

10000
800 6500
800

MSU

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

Legend:

Forward Movement

Reverse Movement

02	ISSUED FOR REVIEW	IVG	15/12/2025
01	ISSUED FOR REVIEW	EW	22/05/2025
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

CGH Transportation

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

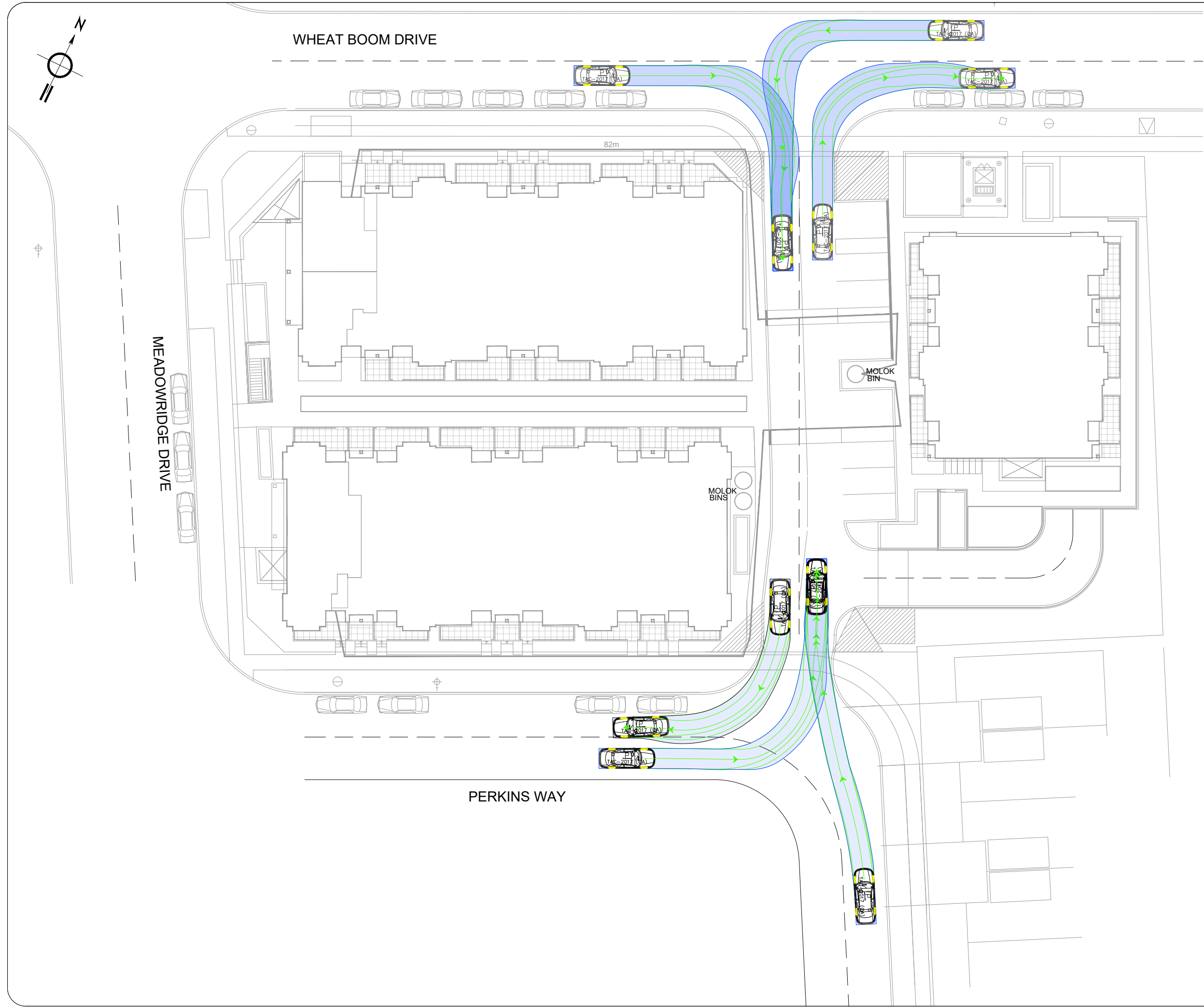
CLIENT: Valgo Limited

ARCHITECT:

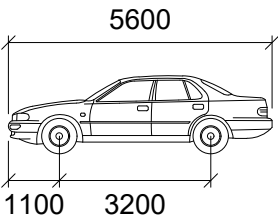
SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: MSU Outbound Turning
Movement Analysis

SCALE AT A3: NTS	DATE: 15/12/2025	DRAWN: IVG	CHECKED: TD
PROJECT NO: 2024-166	DRAWING NO: 006	REVISION: 02	



Notes:



P

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

Legend:

- Forward Movement
- Reverse Movement

02	ISSUED FOR REVIEW	IVG	15/12/2025
01	ISSUED FOR REVIEW	EW	22/05/2025
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



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

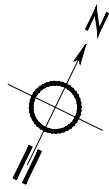
CLIENT: Valgo Limited

ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Passenger Inbound Turning
Movement Analysis

SCALE AT A3: NTS	DATE: 15/12/2025	DRAWN: IVG	CHECKED: TD
PROJECT NO: 2024-166	DRAWING NO: 007	REVISION: 02	



MEADOWRIDGE DRIVE

WHEAT BOOM DRIVE

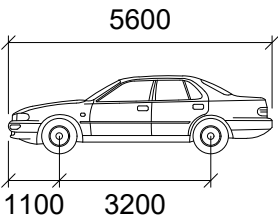
PERKINS WAY

82m

MOLOK BINS

MOLOK BIN

Notes:



P

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

Legend:

- Forward Movement
- Reverse Movement

02	ISSUED FOR REVIEW	IVG	15/12/2025
01	ISSUED FOR REVIEW	IVG	22/05/2025
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



CGH Transportation

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

CLIENT: Valgo Limited

ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Passenger Outbound Turning
Movement Analysis

SCALE AT A3: NTS	DATE: 15/12/2025	DRAWN: EW	CHECKED: TD
PROJECT NO: 2024-166	DRAWING NO: 008	REVISION: 02	



Notes:

5600

11003200

P

Width

Track

Lock to Lock Time

Steering Angle

mm

: 2000

: 2000

: 6.0

: 35.9

Legend:

Forward Movement

Reverse Movement

Q2	ISSUED FOR REVIEW	IVG	15/12/2025
Q1	ISSUED FOR REVIEW	IVG	22/05/2025
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

CGH Transportation

628 Haines Road

Newmarket, ON

L3Y 6V5

(905) 251-4070

CLIENT:

Valgo Limited

ARCHITECT:

SITE:

Joshua Creek Block 297

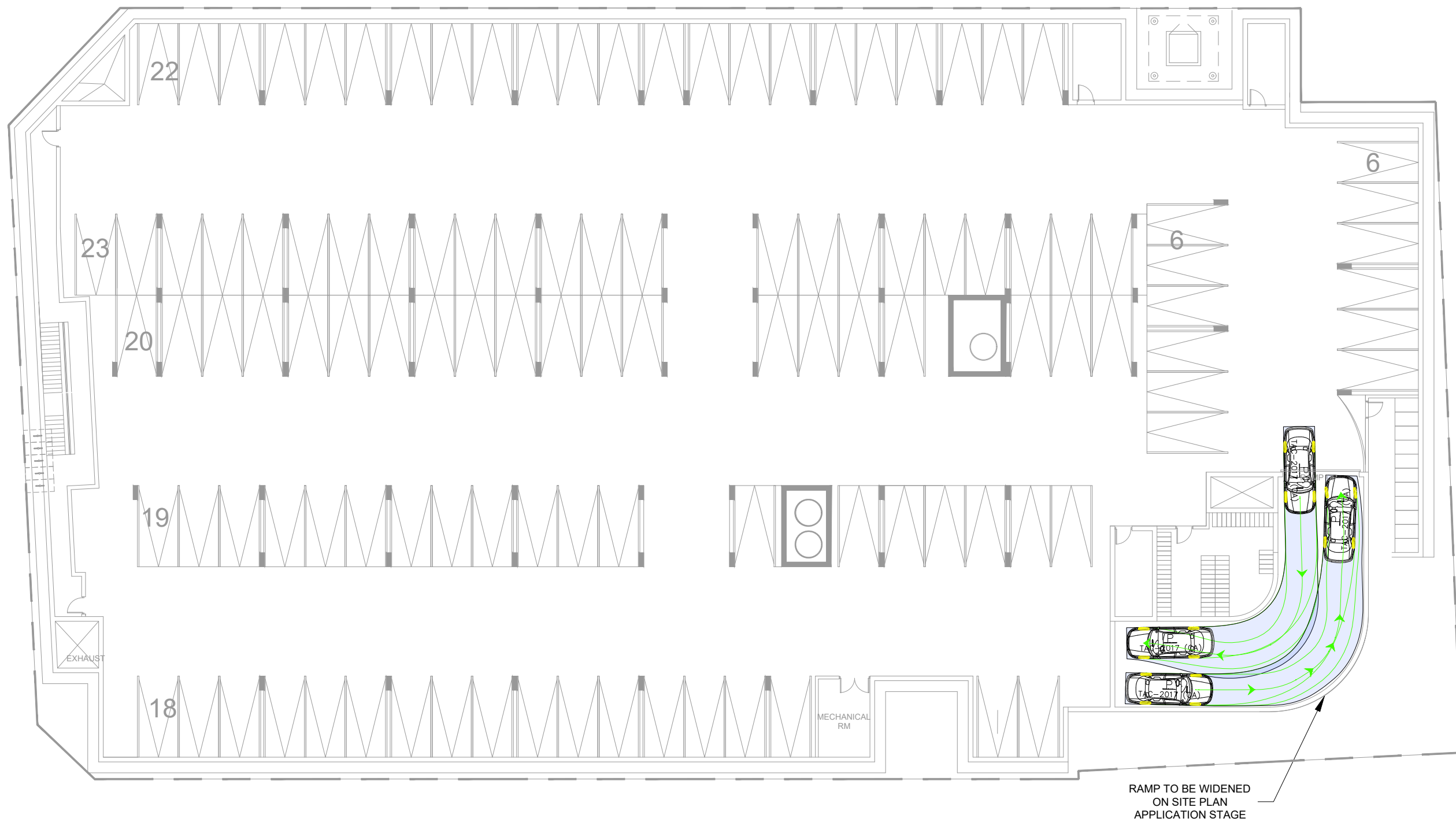
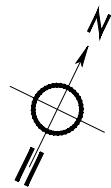
1320 Wheat Boom Drive

TITLE:

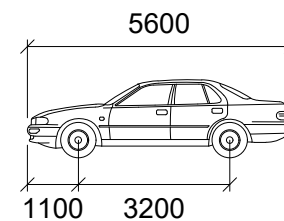
Passenger Ramp Turning

Movement Analysis

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	15/12/2025	EW	TD
PROJECT NO:	DRAWING NO:	REVISION:	
2024-166	009	02	



Notes:



P

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

Legend:

- Forward Movement
- Reverse Movement

02	ISSUED FOR REVIEW	IVG	15/12/2025
01	ISSUED FOR REVIEW	EW	22/05/2025
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



CGH Transportation

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

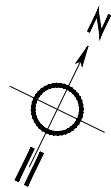
CLIENT: Valgo Limited

ARCHITECT:

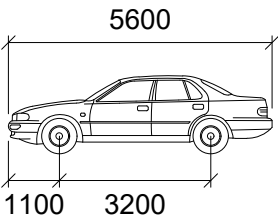
SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Underground Inbound Turning
Movement Analysis

SCALE AT A3: NTS	DATE: 15/12/2025	DRAWN: IVG	CHECKED: TD
PROJECT NO: 2024-166	DRAWING NO: 010	REVISION: 02	

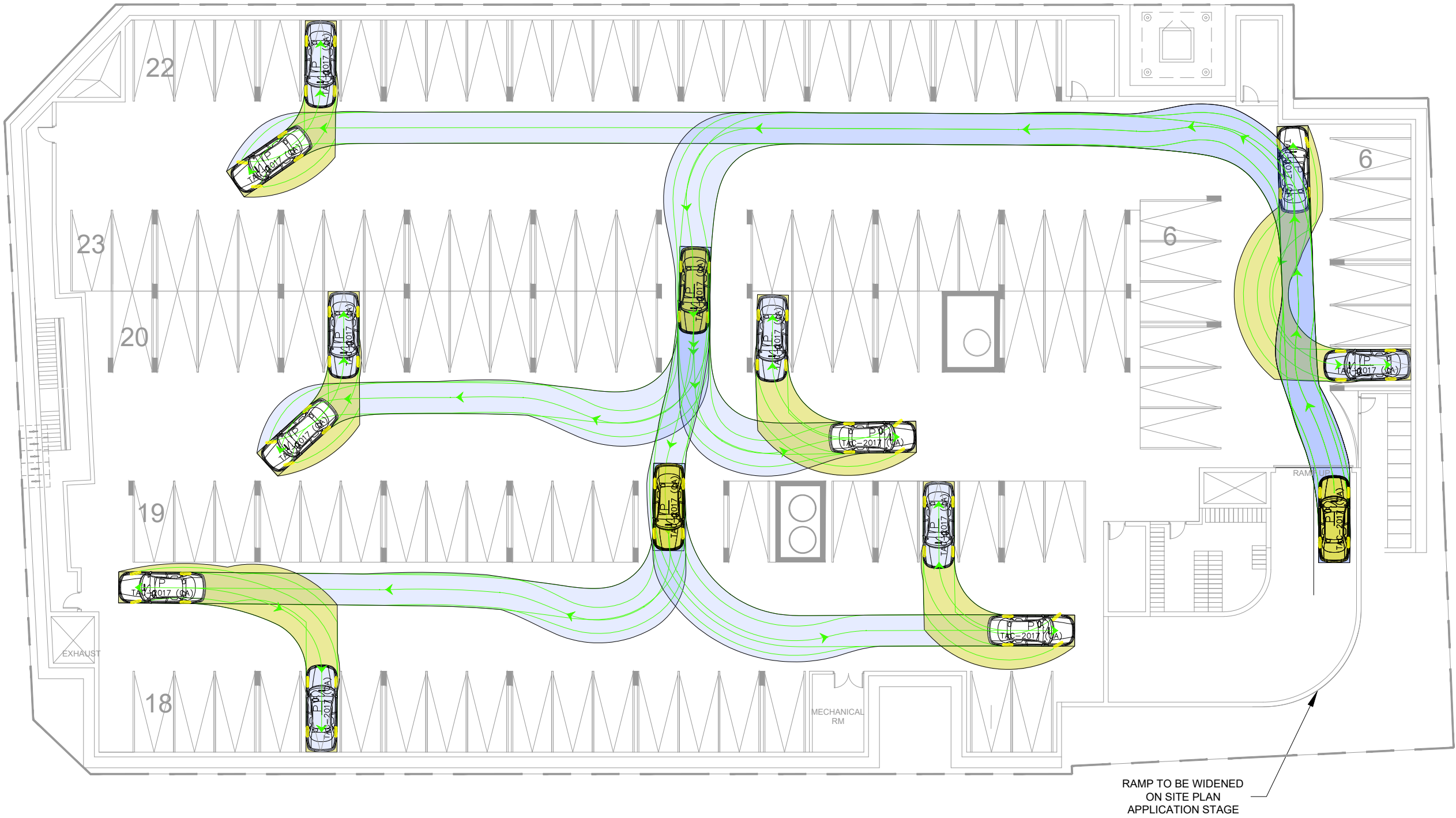


Notes:



P

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



Legend:

- Forward Movement
- Reverse Movement

02	ISSUED FOR REVIEW	IVG	15/12/2025
01	ISSUED FOR REVIEW	EW	22/05/2025
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



CGH Transportation

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Newmarket, ON
L3Y 6V5
(905) 251-4070

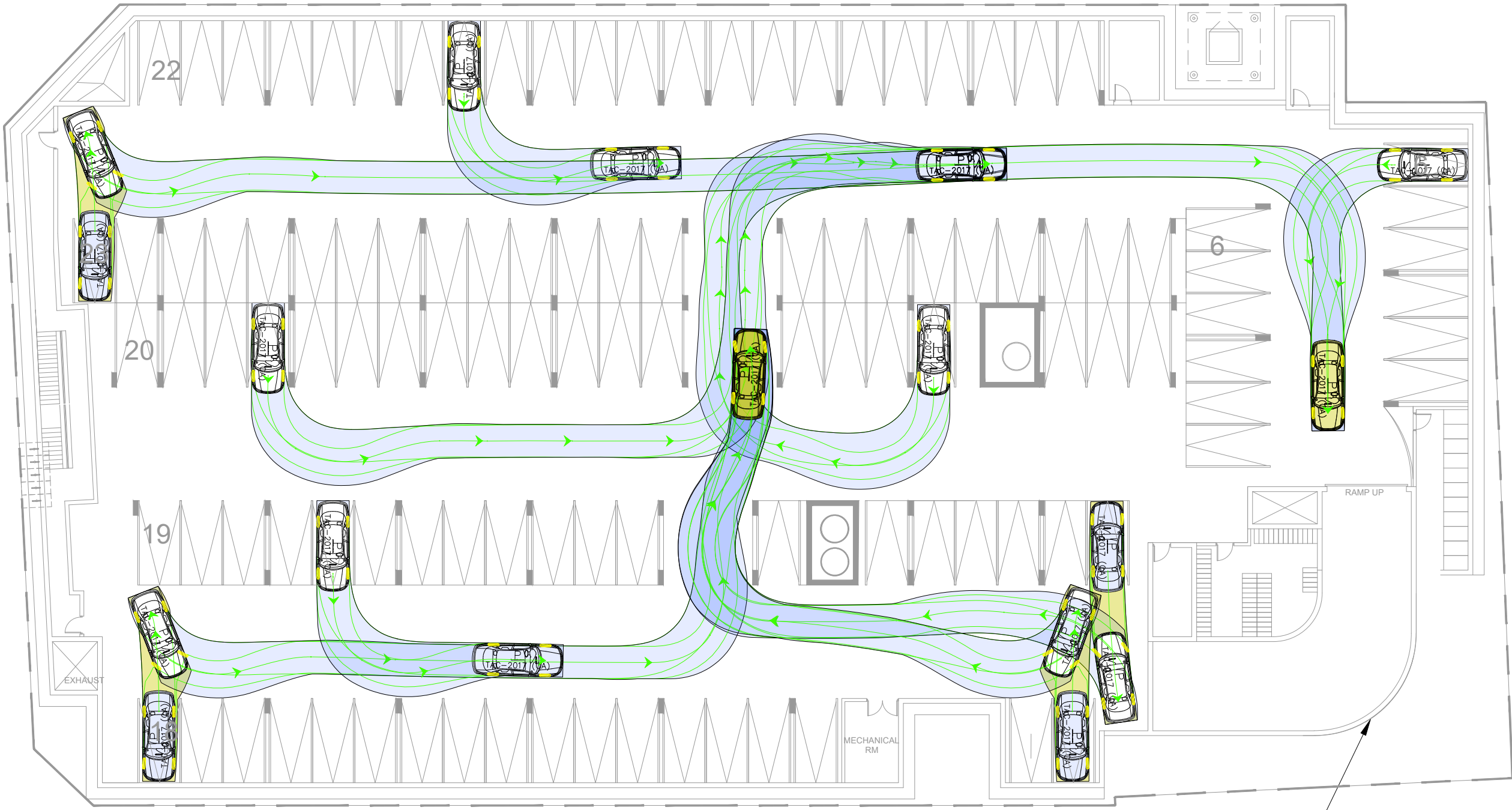
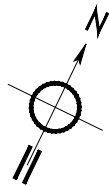
CLIENT: Valgo Limited

ARCHITECT:

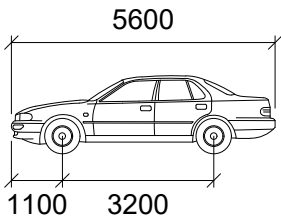
SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Underground Inbound Turning
Movement Analysis

SCALE AT A3: NTS	DATE: 15/12/2025	DRAWN: IVG	CHECKED: TD
PROJECT NO: 2024-166	DRAWING NO: 011	REVISION: 02	



Notes:



P

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

Legend:

- Forward Movement
- Reverse Movement

02	ISSUED FOR REVIEW	IVG	15/12/2025
01	ISSUED FOR REVIEW	EW	22/05/2025
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



CGH Transportation

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

CLIENT: Valgo Limited

ARCHITECT:

SITE: Joshua Creek Block 297
1320 Wheat Boom Drive

TITLE: Underground Outbound Turning
Movement Analysis

SCALE AT A3: NTS	DATE: 15/12/2025	DRAWN: IVG	CHECKED: TD
PROJECT NO: 2024-166	DRAWING NO: 013	REVISION: 02	

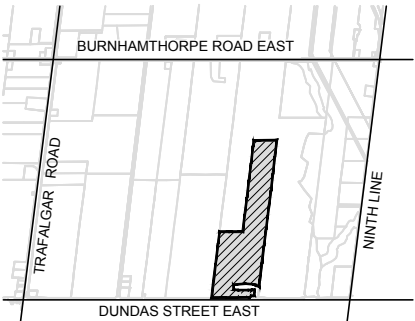
Attachment 4

Joshua Creek Phase 1 Parking Plan (2021)

PRELIMINARY ON-STREET
PARKING ANALYSIS
Argo (Joshua Creek)
Developments Ltd.

PART OF LOT 8
CONCESSION 1, NORTH OF DUNDAS STREET

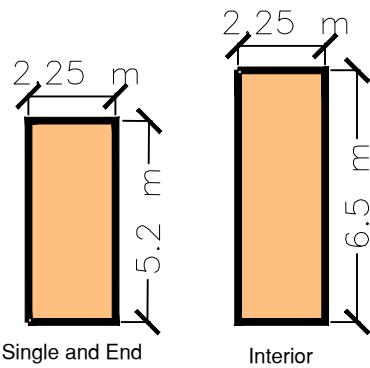
GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF OAKVILLE
REGIONAL MUNICIPALITY OF HALTON



KEY MAP Subject Lands

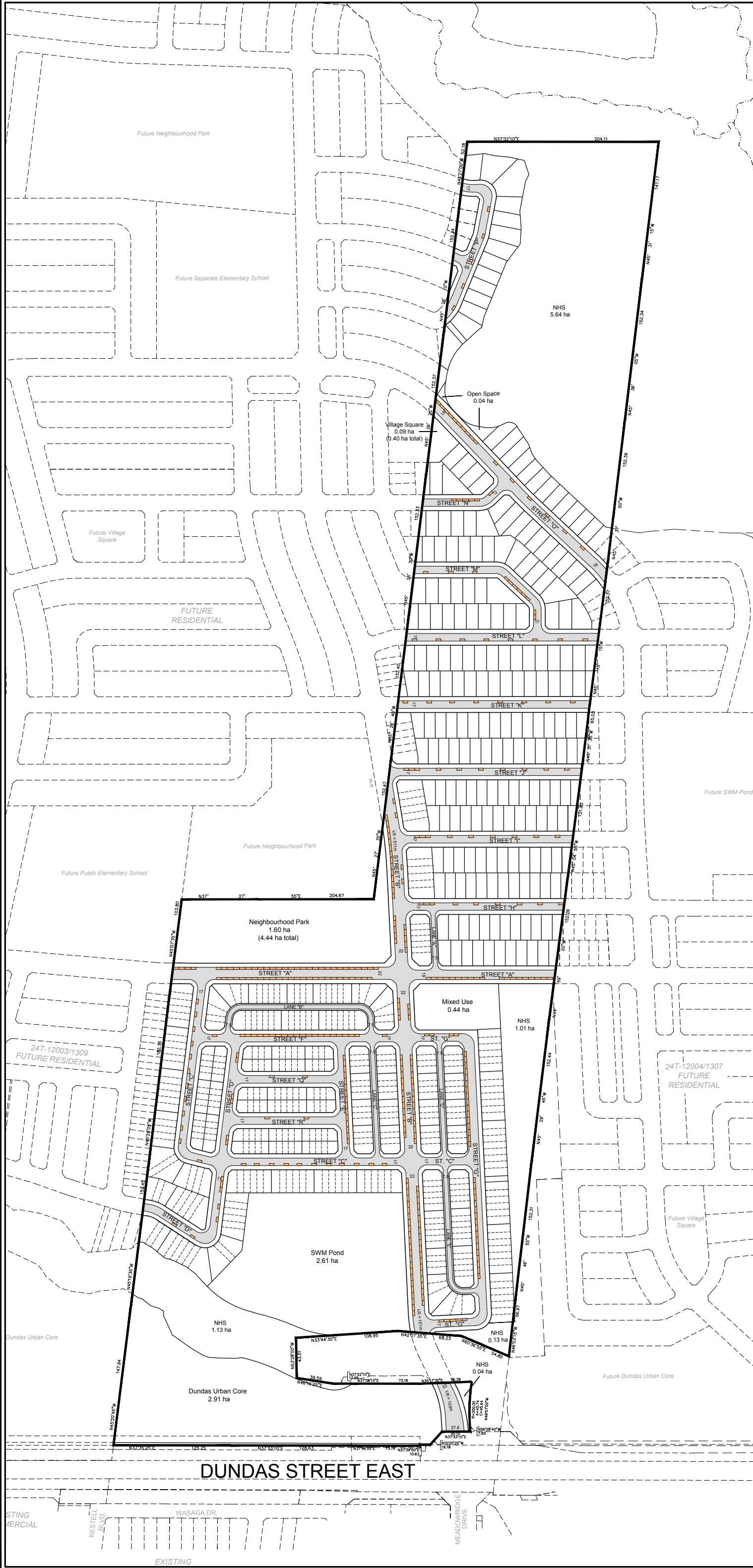
- ± 384 On-street parking spaces*
- ± 609 Residential units
- ± 0.63 Visitor parking space/unit

TYPICAL ON-STREET PARKING SPACE**



* Subject to adjustment during detailed engineering design

** Per North Oakville Parking Strategy



SCALE 1:4000
February 23, 2021



206-277 Lakeshore Road East
Oakville, Ontario L6J 1H9
T: 905-257-0227
info@korsiak.com

Attachment 5

Joshua Creek Phase 1 TIS Active Transportation Facilities Plans (2021)



Notes:

- LEGEND:
- Signed Route
 - Bicycle Lane
 - Major Trail

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



CGH Transportation

628 Haines Road
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L3Y 6V5
(905) 251-4070

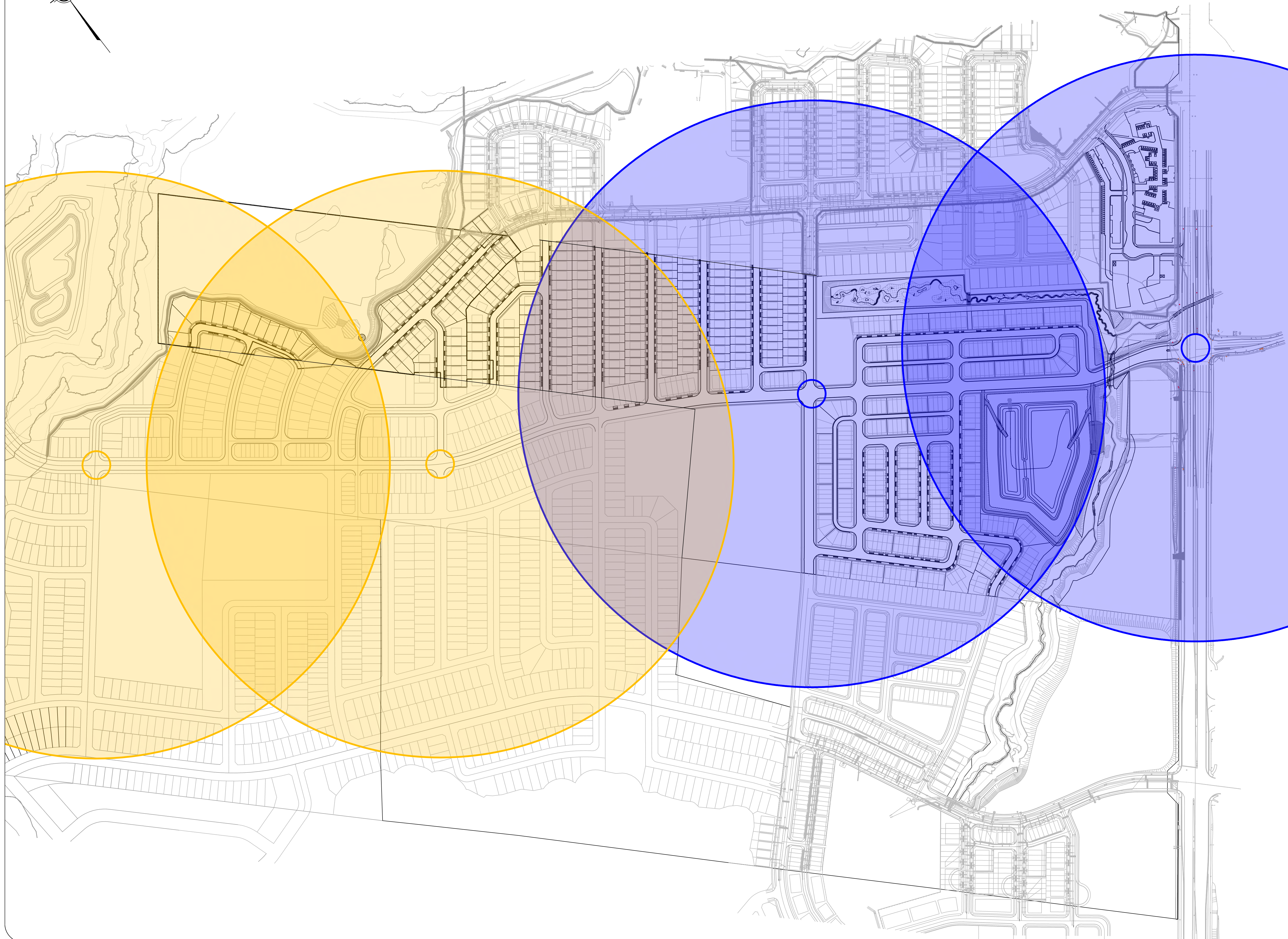
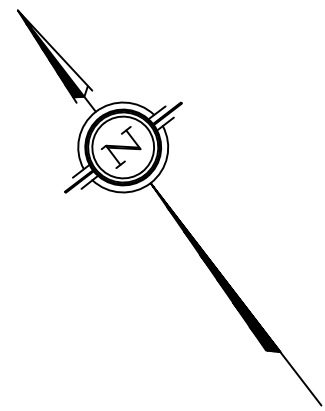
CLIENT: Argo Development Corporation
Argo Joshua Creek

ARCHITECT:

SITE: Joshua Creek Phase 1

TITLE: Cycling Facilities
Concept Plan

SCALE: AT A3: NTS	DATE: 2021-07-16	DRAWN: BB	CHECKED: AL
PROJECT NO: 2021-007	DRAWING NO: 001	REVISION: 01	



Notes:

- LEGEND:
- 400m Transit Walking Distance
 - 400m Assumed Transit Walking Distance

01	Issued for Review	BB	2021-07-16
REV:	DESCRIPTION:	BY:	DATE:
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: NTS	DATE: 2021-07-16	DRAWN: BB	CHECKED: AL
PROJECT NO: 2021-007	DRAWING NO: 003		REVISION: 01



Notes:

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

01	Issued for Review	BB	2021-07-16
REV:	DESCRIPTION:	BY:	DATE:
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: Pedestrian Facilities
Concept Plan

SCALE: AT A3: NTS	DATE: 2021-07-16	DRAWN: BB	CHECKED: AL
PROJECT NO: 2021-007	DRAWING NO: 002	REVISION: 01	