Committee of Adjustment

Agenda

Date: October 7, 2026
Time: 5:30 pm
Location: Council Chambers, City Hall, second floor

Pages

1. Call to Order

2. Land Acknowledgement

Burlington as we know it today is rich in history and modern traditions of many First Nations and the Métis. From the Anishinaabeg to the Haudenosaunee and the Métis – our lands spanning from Lake Ontario to the Niagara Escarpment are steeped in Indigenous history.

The territory is mutually covered by the Dish with One Spoon Wampum Belt Covenant, an agreement between the Iroquois Confederacy, the Ojibway and other allied Nations to peaceably share and care for the resources around the Great Lakes.

We acknowledge that the land on which we gather is part of the Treaty Lands and Territory of the Mississaugas of the Credit.

3. Roll Call

4. Declarations of Interest

5. Addendums

6. Request for Deferrals

7. Consent Items

Applications placed on the Consent Agenda are of a routine nature, require no discussion and/or debate, have staff support, have received no objections as a result of the public notice or delegation requests, and are accepted by Committee members as meeting the four tests of the Planning Act. All other applications are placed on the Regular Agenda

7.1 None

8. Regular Items

8.1 4301 Palladium Way_A-040-2026 1 - 196

Proposal:

The applicant is proposing to construct an industrial building, comprising of 2 units, with a total gross floor area of 17,805m2 and 196 parking spaces.

Variances:

1. To permit a 14 m yard abutting Palladium Way instead of the maximum permitted 9 m for the proposed building.
2. To permit a 14.5 m yard abutting the Highway 407 instead of the minimum required 15 m for the proposed building.
3. To permit a 114 m exterior wall facing a residential zone instead of the maximum length of 36 m.
4. To permit a 14.5 m landscape area abutting the Highway 407 instead of the minimum required 15 m.
5. To permit 1.1 spaces per 100 m^2 of gross floor area instead of the minimum required 2 spaces per 100 m^2 of gross floor area.
6. To permit a 4.5 m setback from a creek block and O2 zone instead of the minimum required 7.5m for the proposed at-grade parking areas.

9. Other Business

9.1 Correspondence

9.2 Items for Discussion

9.3 Date of Next Meeting

9.4 Motion to Approve Committee of Adjustment Meeting Minutes

10. Adjournment

COMMITTEE OF ADJUSTMENT
MINOR VARIANCE
STAFF REPORTS

Owner(s): Palladium Way Properties Inc
Address: 4301 Palladium Way, Burlington
File No. **A-040/26**
Ward: 6

Staff Comments:

Committee of Adjustment

There is 1 previous minor variance applications on record for this property.

File No. A031/2024 – Approved

- To permit a maximum yard abutting a street (Palladium Way) of 60m instead of the maximum permitted 9m for proposed buildings B-E
- To permit an exterior wall length of 148.5m facing a residential zone instead of the maximum permitted 36m for an exterior wall facing a residential zone.

COMMITTEE OF ADJUSTMENT
MINOR VARIANCE
STAFF REPORTS

Date: July 7, 2026 Prepared By: E. Shacklette

Zoning

1) **Background information:**

The subject property is zoned BC1-319, Business Corridor with a Site Exception, under Zoning By-law 2020, as amended. The BC1-319 zone requires, among other things, the following:

PART 14: EXCEPTIONS TO ZONE DESIGNATIONS

Exception 319	Zone BC1	Map 25	Amendment 2020.184 2020.176 2020.256	Enacted April 25/05 May 23/06 Nov 10/08
1. Yard abutting a street:			6 metres minimum 9 metres maximum	

4. BC1 ZONE REGULATIONS (BUSINESS CORRIDOR)

4.2 YARDS

Table 3.4.2

Yard	Requirement
Yard abutting: Highway 407	15 m

4.7 BUILT FORM

(b) Exterior walls facing a residential zone shall have a maximum length of 36 m.

4.8 LANDSCAPE AREA AND BUFFER

Landscape Area:
Abutting Highway 407: 15 m

COMMITTEE OF ADJUSTMENT
MINOR VARIANCE
STAFF REPORTS

1. GENERAL CONDITIONS

Table 1.2.6: Off-Street Parking Standards

USE	PARKING STANDARD
Multi-Unit Business Park	2 spaces per 100 m2 of gross floor area

Gross Floor Area (GFA)	Parking Rate	Required	Proposed
17,805m^2	**2 spaces per 100 m^2 of gross floor area**	17805 / 100 x 2 = 356.1 = **357 required parking spaces**	**196 parking spaces 1.10 spaces per 100 m^2 of gross floor area**

2.36 SETBACKS ABUTTING CREEK BLOCKS, O2 ZONES, O3 ZONES, AND RG ZONES

Notwithstanding the other provisions of this By-law, all buildings and structures, including:

- at-grade parking areas or above- or below-grade parking structures;

shall maintain the following setbacks from a creek block, O2 zone, O3 zone, or RG zone:

- 7.5 m for all other areas; 4.5 m if block includes a 3 m buffer.

History / Background:

The proposed development has been reviewed through Site Plan Application 535-003/26 and received draft approval with conditions on July 6, 2026.

2) **Proposal:**

The applicant is proposing to construct an industrial building, comprising of 2 units, with a total gross floor area of 17,805m^2 and 196 parking spaces.

3) **Variances required:**

1. To permit a 14 m yard abutting Palladium Way instead of the maximum permitted 9 m for the proposed building.

2. To permit a 14.5 m yard abutting the Highway 407 instead of the minimum required 15 m for the proposed building.

3. To permit a 114 m exterior wall facing a residential zone instead of the maximum length of 36 m.

4. To permit a 14.5 m landscape area abutting the Highway 407 instead of the minimum required 15 m.

5. To permit 1.1 spaces per 100 m^2 of gross floor area instead of the minimum required 2 spaces per 100 m^2 of gross floor area.

6. To permit a 4.5 m setback from a creek block and O2 zone instead of the minimum required 7.5m for the proposed at-grade parking areas.

4) **Notes and conditions**:

Condition:

1. The applicant shall apply for a Zoning Clearance Certificate.

Notes:

1. The property is regulated by Conservation Halton; an approval or permit may be required.

2. The property is regulated by the MTO; an approval or permit may be required.

3. This application was reviewed under Section 45 (1) of The *Planning Act*.

Date: August 11, 2026 Prepared By: Danielle Beck, CPT

Site Planning

Site Characteristics	
Lot Frontage (m)	216 m
Lot Area (m^2)	3.55 ha
Existing Land Uses *(ex. buildings, structures, driveways, fences, etc…)*	Vacant
Site Grading *(ex. Flat and level, significant grade differences)*	Flat and level
Notable Site Features	Adjacent to tributary of Sheldon Creek withing a municipally owned creek block.
Surrounding Land Uses *(ex. Adjacent building relationships, natural features, notable adjacencies)*	North/South: Employment East: Residential West: Highway 407

Nearest Major Intersection	Walker's Line / Dundas Street
Neighbourhood Boundaries* *Based on OP, 1997 *residential neighbourhood* definition	North: Appleby Line East: Dundas Street South: Walkers Line West: Highway 407

Neighbourhood Characteristics:

- Located on Palladium Way, a Business Corridor located in the Alton Central East Community.
- Surrounded by employment uses to the east and west (vacant employment land immediately west of Sheldon Creek block) and a Low Rise Residential I neighbourhood (detached dwellings) south of Palladium Way.
- Employment lots on Palladium Way have variable lot areas and depths, contributing to an eclectic mix of buildings of differing footprints.
- Streetscape is unified by a contiguous landscape area and street trees within the municipal ROW, required by municipal policy.

The proposal is subject to a Site Plan application (File 535-003/26) and received draft site plan approval (subject to conditions) on July 6, 2026. A site visit was conducted on September 9th, 2026 and existing on-site conditions are summarized in site photos included in Attachment No. 1 (Site Photos).

1) City of Burlington Official Plan:

Do the proposed minor variances from the zoning by-law maintain the general intent and purpose of the Official Plan?

Yes

Regional Official Plan (2022):

The subject lands are identified on Map 1A as forming part of the 'Urban Area' and are adjacent to the Regional Natural Heritage System (tributary of Sheldon Creek). The subject lands are also identified within the Employment Area identified on Map 1C of the ROP. The proposed minor variances would facilitate a two-unit industrial building which would generally support Regional economic development goals and meet the general intent and purpose of the ROP. Specifically, the proposal meets the general intent and purpose of the Regional Official Plan, 2022 (ROP, 2022) for the following reasons:

- Consistent with section 168- economic prosperity shall be based on "a competitive location, innovative businesses, skilled labour force, high-quality infrastructure, sustainable natural resources, a positive business environment with a diversified economic base".
- Appropriate location in the Urban Area designated for employment use.

- In consultation with the City's Environmental Planning staff and as a result of the completion of the Appendix D-1 Waiving Assessment Tool, the Region's Environmental Impact Assessment (EIA) requirement under Sections 118 (3), (3.1) c) and 139.3.7 (4) were waived and substituted with a landscape plan with enhanced plantings for the watercourse/parking lot interface, and enhanced lighting and stormwater management quality/quantity control.

Official Plan, 1997 & 2020

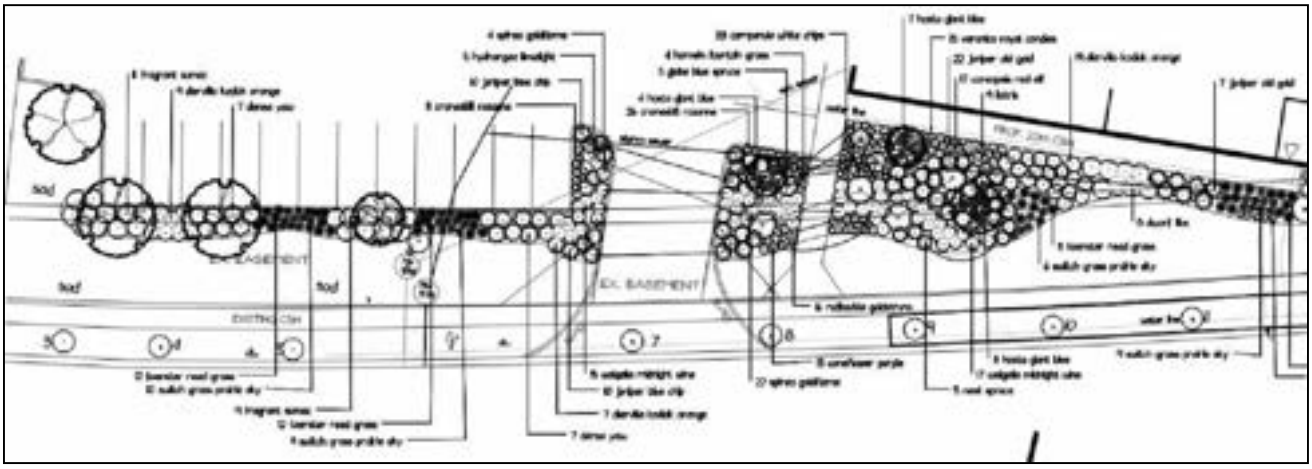
Parts of *Burlington Official Plan, 2020 (BOP, 2020*) are not in-force due to ongoing Ontario Land Tribunal Appeals, so applications are reviewed against a combination of in-force policies under *BOP, 2020* and the older *Burlington Official Plan 1997 (BOP, 1997).*

The proposal meets the general intent and purpose of the Official Plan for the following reasons:

- Consistent with uses permitted under the site's 'Business Corridor' land use designation according to Schedule 'B' (Comprehensive Land Use Plan – Urban Planning Area) of BOP, 1997, as amended, which permits a full range of industrial, manufacturing and office uses.
- Facilitates establishment of up to two new employment uses, consistent with Part III Section 3.1 of the Official Plan states that a key principle of Burlington's Employment Lands is to strengthen the economic base by "providing a municipal environment that encourages the establishment, retention and expansion of businesses and institutions" while also acknowledging balancing physical, social, economic and environmental demands and constraints.
- Supports the establishment of industrial uses with optional office floor area, consistent with section 3.4.2 a) (i) the Business Corridor designation, which permits office uses, industrial uses that involve assembling, fabricating, manufacturing, processing, warehousing and distribution research and information processing, communications, utilities and transportation uses, and service trades, provided these uses are located within an enclosed building and are unlikely to cause significant pollution or excessive noise; hotel, conference and convention uses and a limited range of retail commercial uses.
- Consistent with site design and development factors that BOP, 1997 states shall be considered for new and/or expanding Business Corridor uses, including (3.4.2 f):
    - *"Off-street parking shall be located away from adjacent uses" Off-street parking is located on the south side of the property adjacent to a tributary of Sheldon Creek which acts as a buffer between adjacent uses (currently vacant).*
    - *"Loading areas shall be located to avoid conflict between pedestrian and vehicular traffic away from adjacent residential areas and adjoining roads". Loading activities are located on the north side of the property, accessed by an entrance on Palladium Way. Truck turning movements will occur only on*

the subject property, avoiding conflict between pedestrian and general vehicular traffic. Transportation staff reviewed auto-turn assessments during the site plan process and have no safety-related objections to the proposal.

- *"Outdoor storage areas shall be fenced and/or screened" There is no outdoor storage proposed.*
- *"The number and location of vehicular access points shall be limited to minimize disruption to traffic flows" Two vehicular access points are proposed which separate employee/visitor vehicle traffic from loading/unloading activities which is considered desirable.*
- *"The proposal provides convenient access to public transit services" The proposal is within walking distance of public transit routes (500m or 10-minutes) located along Thomas Alton Blvd.*
- *"The proposal includes features to promote public safety" In addition to the separation of employee vehicle traffic and loading activities, there is a 2 m wide walkway abutting the building and crossing the parking lot in a north/south direction to ensure safe pedestrian travel across the site and in the parking lot.*
- *"Off-street parking areas, loading areas and service areas shall be screened and landscaped" The proposal includes enhanced landscaping in the front yard which will screen the parking areas and improve the overall streetscape.*



Excerpt of Landscape Plan under review in the Site Plan Application showing continuous landscaping and plantings in front of the south employee parking area

- *"Urban design considerations contained in Part II, Section 6.0"* Matters related to urban design are discussed below.

- Consistent with urban design considerations contained in Part II, Section 6.0 (Design) of the BOP 1997, which provides guidance on the review of development applications as they relate to design principles and objectives. Note: Some policies are duplicated and already discussed in the section above:
  - Despite the requested reduction in setback for the parking lot adjacent to the tributary of Sheldon Creek and the reduced landscape area adjacent to the Highway 407, the proposed landscape plan proposes meadow grass, service

berry trees and other native species along the edge of the property to "…enhance and connect natural features and landscapes" in accordance with Part II, Section 6.2 (a).

- Part II, Section 6.5 (a) requires development to be compatible with its surrounding area in terms of density, form, bulk, height, setbacks, spacing and materials.
- Compatibility is defined in Part VIII of the BOP 1997 as:
  - *Development or re-development that is capable of co-existing in harmony with, and that will not have an undue physical (including form) or functional adverse impact on, existing or proposed development in the area or pose an unacceptable risk to environmental and/or human health. Compatibility should be evaluated in accordance with measurable/objective standards where they exist, based on criteria such as aesthetics, noise, vibration, dust, odours, traffic, safety and sun-shadowing, and the potential for serious adverse health impacts on humans or animals.*

The application requests variances for an increased yard abutting Palladium Way and a decreased setback abutting Highway 407. Consistent with the intent of the Official Plan to ensure that setbacks and other built form parameters contribute to the compatibility of new development with other land uses, most of the building meets zoning setback requirements, except for small portions. The setback variances meet the general intent of the Official Plan for the following reasons:

- Variable lot depths and angled property lines are characteristic of Palladium Way and uneven setbacks are typical.
- Although the angled property line along Palladium Way results in the southwest building corner being setback further than the maximum, the building's stepped design means that many portions of the building maintain a 6 m setback from Palladium Way.
- The stepped design means that the building would generally maintain a strong presence on the streetscape.
- With respect to the reduced setback abutting Highway 407, requiring a 15 m setback from Highway 407 ensures the MTO's minimum required setback of 14 m is maintained. A small portion of the northwest corner of the building is setback 14.5 m from the rear property line abutting the Highway 407 given that a portion of the rear property line is angled towards the proposed building.
- MTO's minimum required setback of 14 m is maintained and MTO have not raised any concerns with the proposed reduction.

Part II, Section 6.5 (b) encourages compatibility of adjacent residential and non-residential development through site design and buffering measures, including landscape screening and fencing. A Low Rise Residential I community is located south of the subject lands and is developed with detached dwellings. The proposal achieves compatibility with the neighbourhood based on the following factors:

- The side elevations of the detached dwellings rather than the front elevations face Pascal Road adjacent to Palladium Way.
- Pascal Road is a window street, which is a secondary road that runs parallel to a major arterial road to limit direct traffic access and control outdoor views
- In terms of spacing, the side elevations of the detached dwellings are located approximately 45 m from the front property line of the subject lands. Existing landscaping includes street trees within the City's road allowance along Pascal Road and Palladium Way.
- Although a hydro easement along the frontage of Palladium Way limits the location of potential planting, the proposed landscape plan includes trees, shrubs and perennials in a continuous planting bed along the base of the proposed building to provide visual interest and landscape screening.

One of the requested variances is for an exterior wall with an increased length facing a residential zone. The proposal achieves the general intent of Part II, Section 6.5 (c), (d) (f) and (h), which encourage a continuous and harmonious pedestrian scale streetscape that maintains the perception of safety and avoids the appearance of blank building facades due to the following:

- The building includes glazing, a stepped design and is complemented by a landscape plan which collectively reduce the visual perception of the façade.
- although there is no regulation for maximum building height in the BC1 zone, the proposed height of the building (15.5m) is respectful of pedestrian scale and the residential neighbourhood 45 m away from the proposed development.

The proposal is subject to the Alton Central East Community Study and Guidelines. On lands designated as Business Corridor the Guidelines are aimed at minimizing any negative visual impact on adjacent lands uses and creating attractive streetscapes. For reasons previously discussed in this section, staff are of the opinion that the proposed development and requested variances meet these objectives.

Part II, 3.2.2 (j) allows for reduced parking ratios subject to evaluation through development applications or other City initiatives. The proposal requires a minor variance for a reduced parking standard. For the proposed development to be compatible with the surrounding area, it must be able to accommodate the parking required to support the use. This prevents vehicles from parking on-street or on nearby properties. Transportation staff have assessed the proposal and the submitted Transportation Brief by Paradigm Transportation Solutions dated June 29, 2026 which includes a parking analysis and are satisfied that the proposed parking is appropriate for the use.

Based on the above, staff are of the opinion that the requested variances meet the general intent and purpose of the Official Plan.

2) City of Burlington Zoning By-law 2020:

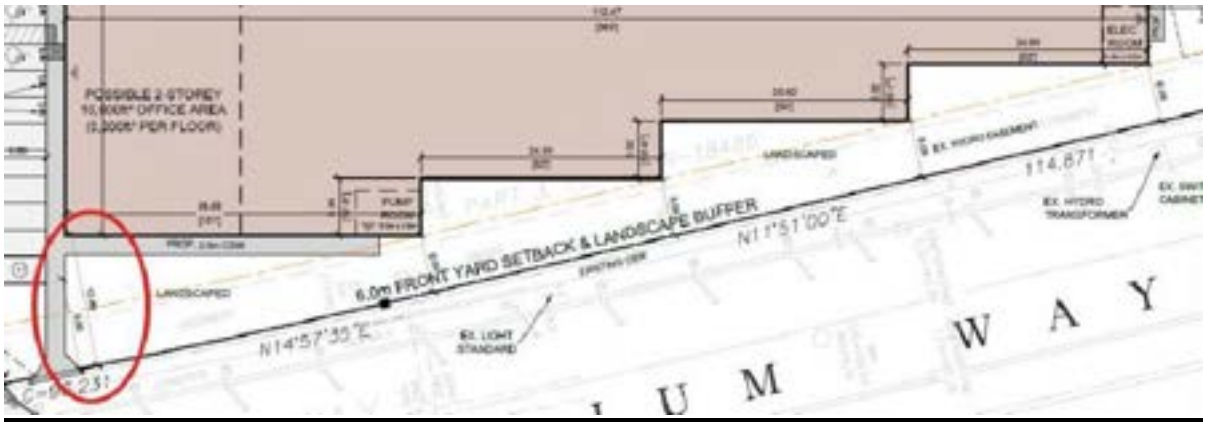
Do the proposed minor variances from the zoning by-law maintain the general intent and purpose of the Zoning By-law?

Yes – Variance 1 (Reduced yard abutting Palladium Way)

The intent of the maximum yard provision is to ensure that buildings are sited close to the front property line to reinforce the street edge. The proposed minor variance is consistent with this intent for the following reasons:

- Due to the stepped design of the front elevation, the yard ranges from 6 m extending to 13.89 m (rounded to 14 m) at the southwest building corner as shown in the red outline below:

1.



- The design of the front elevation follows the angle of the front property line and reinforces the street edge.

Yes – Variance 2 (Reduced yard abutting Highway 407)

The intent of the minimum yard requirement is to ensure built form is setback sufficiently from Highway 407. The minimum yard requirement takes into account the required 14 m setback required by the MTO. The proposed minor variance to permit a 14.5 m yard abutting the Highway 407 instead of the minimum required 15 m for the proposed building is consistent with this intent for the following reasons:

- The building is located entirely outside of the MTO's required 14 m setback.
- The majority of the building maintains a yard of 15 m and the requested variance is required to recognize a pinch point on the building's northwest corner where the lot line angles towards the building as shown in the red outline below:

Yes – Variance 3 (Length of Exterior Wall)

The Zoning By-law has a maximum exterior wall length to prevent overly long, monotonous facades that could negatively impact the visual character of the surrounding area. The maximum length standard encourages articulated building designs and contextually appropriate development. The proposed minor variance to permit an 114 m exterior wall facing a residential zone instead of the maximum length of 36 m is consistent with this intent for the following reasons:

- Compared to other Palladium Way properties, the subject lands are wider (216 m) and can support a larger building with a longer building elevation.
- The building design incorporates a number of features that add architectural interest (see 3d rendering below):
    - The stepped building footprint follows the angle of the Palladium Way and helps break up the visual mass of the building by dividing the building into smaller (36 m wide and 25 m wide) components.
    - The office portion of the front elevation includes large windows (vison glazing and spandrel glass) and spandrel glass accents are proposed to add emphasis at building corners along the frontage of the building.
    - Building materials include grey and white insulated metal panels and architectural fins to enhance building interest and break up blank wall areas.
- The combination of the proposed colour palette and use of glazing will complement the character of existing employment uses along Palladium Way.
- The proposed landscape plan includes a continuous planting bed containing a variety of trees, shrubs and perennials to effectively break up the building façade.

The proposed building has a staggered design, punctuated with glazing, architectural fins and stripes of different coloured materials.

Yes – Variance 4 (Reduced Landscape Area abutting Highway 407)

Landscape Area is defined in Part 16 of Zoning By-law 2020 as *"An area of land within a lot dedicated to the planting of trees, shrubs, flower beds, or a combination thereof and which may include other decorative landscape features. A Landscape Area may be crossed by a driveway or walkway provided it is substantially perpendicular to the Landscape Area. A ground sign may be located within a Landscape Area. A Landscape Buffer may be included in the calculation of Landscape Area. Snow storage and transformers are not permitted in a required landscape area.*" The intent of a landscape area is to serve as a planted, visual separation between uses. The proposed minor variance to permit a 14.5 m landscape area abutting Highway 407 instead of the minimum required 15 m is consistent with this intent for the following reasons:

- Most of the building maintains a landscape area of 15 m and the requested variance recognizes a pinch point on the building's northwest corner, where the lot line angles towards the building.
- Despite the reduction in setback, the proposed landscape plan contains a robust landscape area to be planted with meadow grass seed and 21 deciduous trees and 9 coniferous trees.

Yes - Variance 5 (Reduced Parking)

The intent of Part 1, Section 2.25 of the By-law is to ensure adequate off-street parking supply for different land uses, preventing on-street parking and spillover. The proposed minor variance to permit a rate of 1.1 spaces instead of the minimum required 2 parking space per 100 m2 of gross floor area is consistent with this intent for the following reasons:

- The applicant submitted a Transportation Brief by Paradigm Transportation Solutions dated June 29, 2026 which includes a parking analysis accepted by Transportation Planning Staff, who have no objections
- Transportation Planning staff are of the opinion that the site can support the proposed parking.

Yes – Variance 6 (Reduced setback to creek block)

The intent of the zoning provisions related to the minimum setback for a proposed development abutting a creek block is to protect, restore, and enhance natural features. The proposed minor variance to permit a 4.5 m setback from a creek block and O2 zone instead of the minimum required 7.5m for the proposed at-grade parking areas is consistent with this intent for the following reasons:

- The proposed landscape plan shows that the landscape area adjacent to the municipal creek block will be re-vegetated using meadow grass seed and native, non-invasive species including 22 coniferous trees and 23 deciduous trees.

3) Desirability:

Are the proposed minor variances from the Zoning By-law desirable for the appropriate development or use of the land, building or structure?

Yes

The proposed minor variances are desirable for the appropriate development and use of the building for the following reasons:

- Facilitates two-unit industrial/office development to support economic development objectives identified in the ROP and BOP, 1997, without generating any negative impacts on surrounding residential and employment uses.
- The proposed architectural design and landscaping plan ensures that the development is visually appealing, pedestrian scaled and will integrate well with surrounding residential and employment land uses.

4) Minor in Nature:

Are the proposed minor variances from the Zoning By-law considered minor in nature?

Yes

The proposed minor variances are minor in nature for the following reasons:

- The requested variances support the planned function of the lands for employment use.
- The requested variances would implement a compatible development that would not create negative aesthetic or functional impacts on surrounding employment and residential uses.

Cumulative Effects of Multiple Variances and Other Planning Matters:

Variances 3 and 6 would allow for a larger building envelope than anticipated by the Zoning By-law, which reduces the site area devoted to parking. Staff is of the opinion that any cumulative impact is mitigated by the lower 15.5 m height of the building, the stepped/recessed design of the front elevation and by the 45 m of spacing of the building from the closest residential building.

Recommendation:

Staff has reviewed the proposed variances in accordance with the Planning Act, the policies of the Official Plan and the requirements of the Zoning By-law and have no objection.

Date: September 15, 2026 Prepared By: Melissa Dalrymple, MCIP, RPP

Report Schedules & Attachments:

Attachment No. 1 (Site Photos)

COMMITTEE OF ADJUSTMENT
MINOR VARIANCE
STAFF REPORTS

	
View of subject lands.	*View of low rise residential development east of subject lands.*
	
Employment use on Palladium Way.	*Employment use on Palladium Way.*
	
Employment use on Palladium Way.	*Employment use on Palladium Way.*

	
Employment use on Palladium Way.	*Employment use on Palladium Way.*
	
Place of worship on Palladium Way.	*Place of worship on Palladium Way.*

Technical Reviewer Comments:

Development Engineering

Development Engineering has reviewed the proposed minor variances and has no comments.

Date: September 2, 2026 Prepared By: Andre Papineau

Forestry

Forestry and Landscape Architecture have reviewed the proposed minor variances and have no objection and provide the following advisory notes:

Advisory Notes:

1. This proposed development is subject to the requirements of the *Planning Act* and must comply with all applicable conditions and approvals established through the development review process.

2. For any future servicing or development, reasonable efforts should be made to retain as many existing trees as possible in accordance with the City of Burlington's Tree Protection and Canopy Enhancement Policy. Alternative design options that would reduce the number of trees proposed for removal should be explored. Where no feasible alternatives exist, detailed justification should be provided for the removal of each individual tree.

3. The City's Public Tree By-law 68-2013 is applicable to the proposed development. A public tree permit will be required for all works associated with public trees including their proposed removal.

Date: September 2, 2026 Prepared By: J. Lee

Building

1. A Building Permit is required for all building construction;

2. Permit application drawings are to be prepared by a qualified designer as per Div. C., Section 3.2 - Qualifications of Designers and OBC 2024.

Date: September 11, 2026 Prepared By: Ebtessam Mahrous

Transportation Planning

Deemed Road Width Analysis
Palladium Way is under the authority of the City of Burlington and the deemed right-of-way width is 26 metres. The right-of-way adjacent to the subject site is approximately 26 metres therefore no additional lands are required.

Date: July 10, 2026 Prepared By: D. Napoli

Transportation Planning have reviewed the proposed minor variance application, with a focus on variance #5. Transportation Planning support the reduced parking supply rate, which would reduce the number of automobile parking spaces from 357 to 196.

The Transportation Brief, prepared and sealed by a Registered Professional Engineer, notes that the proposed supply exceeds the average peak rate outlined in Institute of Transportation Engineers' Parking Generation Manual (6th Edition) by 67 spaces. The ITE Manual provides data on surveys across the USA and Canada, and the 6th Edition is the latest version.

Transportation Planning support the parking reduction on the basis that the Applicant has agreed to implement all listed TDM measures in the Transportation Brief and per pointA's recommendation. This commitment is required under the Conditions of Site Plan Agreement (Schedule C), which needs to be satisfied and cleared prior to issuance of a Building Permit. Recommendations include:

- 24 weather-protected bike parking spaces,
- 4 dedicated carpool spaces,
- Travel planning resources provided to employees and posted on-site, and
- Participation in the Smart Commute Halton Municipalities program.

The Smart Commute program offers tools and resources to promote sustainable commuting options.[1] To identify the services that support the parking reduction, Transportation Planning consulted the program operator, pointA. pointA recommended the following services, which Vicano agreed to implement fully at its expense:

- **Smart Commute base program (3 years)**: The base program runs annually and includes: Smart Commute app, which offers a private network for employees to find carpool partners and to log their trips, emergency ride home (up to $75 for an Uber/Lyft ride home from work if there is a personal emergency), 3 annual campaigns (Winter Commute Month – February, Bike Month – June, Smart Commute Month – September) with webinars, events and opportunities to win prizes, and 1 outreach per year (tabling or webinar).
- **Commuter assessment (conducted in year 1)**: This will help identify employee commuting patterns and the opportunities for programming to support sustainable commuting. This assessment will produce a report that will help tenants develop the business case and baseline for the Smart Commute program.
- **Facilitated carpool matching program (3 years)**: Includes programming (e.g., outreaches, events) that will help employees learn more about carpooling and to help employees find carpool partners. This program will help set up the 4 carpool parking spots on the site.

Date: September 17, 2026 Prepared By: E. Chen

Finance

Notice regarding Development Charges:
The owner, its successors and assigns, are hereby notified that City Development Charges may be payable in accordance with the applicable By-law 72-2004, as may be amended, upon issuance of a building permit, at the rate in effect on the date issued. For further information, the owner is advised to contact the City Building Department (905) 335-7731.

[1] Smart Commute Halton Municipalities - City of Burlington

Tax
All property taxes including penalty and interest must be paid. This includes all outstanding balances plus current year taxes that have been billed but are not yet due. Local improvements must be commuted.

Date: August 12, 2026 Prepared By: L. Bray

Agency Comments:

Halton Region

Regional Contaminated Sites Database:
In order to maintain the Region's Contaminated Sites Database, Regional staff request final copies of all environmental reports (if applicable) including: Geotechnical Studies, Hydrogeological Studies, Phase One and/or Two Environmental Site Assessments, Remediation Reports, Risk Assessments, Record of Site Condition (RSC), and/or Certificate of Property Use (CPU).

4301 Palladium Way (A-040-2026)
Regional Staff have reviewed the Minor Variance application proposing to construct an industrial building, comprising of two units, with a total gross floor area of 17,805 m^2 and 196 parking spaces. Variance are requested to the minimum required yard setbacks, landscape area, parking spaces, and the maximum permitted exterior wall length.

- Due to Provincial legislation, as of July 1, 2024, the Halton Region's role in land use planning and development matters has changed. The Region is no longer responsible for the Regional Official Plan – as this has become the responsibility of Halton's four local municipalities. As a result of this change, a Memorandum of Understanding (MOU) between the Halton municipalities and Conservation Authorities has been signed that identifies the local municipality as the primary authority on matters of land use planning and development. The MOU also defines the continued scope of interests for the Region and the Conservation Authorities in these matters.
- Staff note that matters of Regional interest pertaining to the proposed development at 4301 Palladium Way are being dealt through the concurrent Site Plan application 535-003/26.
- Regional Staff have no objections to the Minor Variance application.

Date: September 16, 2026 Prepared By: Navjot Kaur

Conservation Halton
Recommendation

CH staff have no objection to the requested variances from a regulatory or PPS perspective. The proposed works are consistent with the development activities

approved through the CH issued Permit (CH File RAPP-10014, Permit No. 9582). Should any changes to the proposed development arise through the Minor Variance process, or for future development, please circulate CH for further review and to identify any regulatory and permitting requirements.

Full comments are provided attached to the end of this report.

Date: August 31 2026 Prepared By: Justin Dodds

MTO
Our comments are general apart from one item, the proposed Catch Basin within the 14m setback (DCB1). This must be relocated outside of 14m setback as it is essential to the site.

The rest of our comments are as follows:

- All access to the site shall be from the existing municipal road system, no direct access to Highway 407ETR will be permitted now or in the future.
- The developer is solely responsible for all noise mitigation measures and such must be located beyond ministry property, noise berms or grading of any kind will not be permitted on Highway 407ETR corridor property. This will be a condition under the BLU Permit.
- The submitted photometrics plan shows that there are light lux values ranging from 0.1-4 beyond the 407 fence line. The developer is solely responsible for all light trespassing mitigation measures. All external illumination must be directed away from the highway right-of-way. Light levels must be 0 lux at the Hwy property line with no light spillage. This will be a condition under the BLU Permit. Submission of an updated Lighting Plan and Illumination Details is required for our review and approval.
- The developer shall be solely responsible for any and all issues related to light trespass onto the subject property arising from the installation of highway lighting, whether existing or future, within or adjacent to the development area. Should highway lighting be installed or modified by 407 ETR, the developer is required to implement, at their own expense, any mitigation measures deemed necessary to address light trespass concerns, including but not limited to installing shielding, landscaping, or other appropriate solutions. 407 ETR shall bear no responsibility for remedying, altering, or compensating for any impacts associated with such highway lighting installations. This will be a condition under the BLU Permit.
- As always, following the granting of a permit, if it is determined that light glare from the installation adversely affects the travelling public, the developer will be required to address the problem at their expense, and to the satisfaction of the ministry.
- Material during excavation to be stockpiled away from 407 ETR highway fence line.

- The proponent will need to place erosion and sediment control measures for the proposed development prior to any works.
- No drainage is allowed to enter 407 ETR lands. All drainage to be contained to the site with flows away from 407 ROW
- Ensuring that the corridor is always secure, any removal or modification of 407 ETR fence line would require review and approval by 407 ETR.
- Any excavated/disturbed areas must be backfilled and returned to equal or better conditions

Date: August 26, 2026 Prepared By: David Pillay

Burlington Hydro

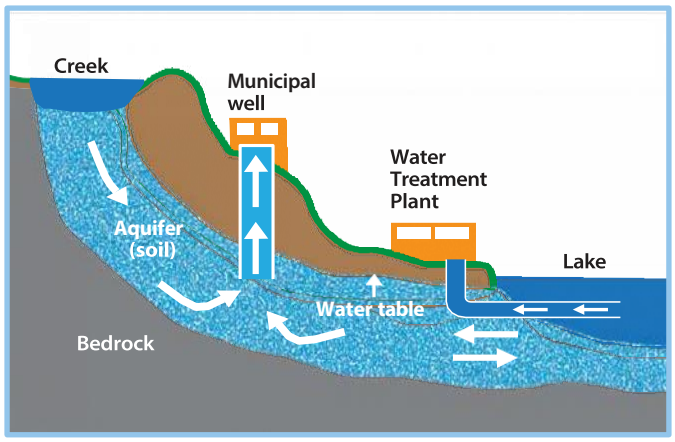
Burlington Hydro Comments are attached to the end of this report

Date:September16, 2026 Prepared By: Niket Avlani

Planning and Building Applications

Sources of drinking water

Sources of drinking water include groundwater from underground aquifers and surface water from streams, rivers and lakes. These water sources are used to supply municipal drinking water systems and private wells in Halton Region, as illustrated below.



Protecting Halton's drinking water

To ensure the consistent delivery of safe and high quality drinking water to our residents and businesses, Halton Region uses a proactive multi-barrier approach to safeguard our municipal drinking water. Under the *Clean Water Act, 2006*, the very first barrier in this approach is **Source Protection.**

Source water protection and Planning/Building Applications

Under the *Clean Water Act, 2006*, additional protection of these drinking water sources from potential contamination or overuse is provided through the mandatory implementation of approved Source Protection Plans. These Plans contain policies to protect municipal sources of drinking water in certain **vulnerable areas**.

Planning/building applications on properties located within **vulnerable areas** may be subject to Source Protection Plan policies if they propose activities identified as significant drinking water threats that may potentially contaminate or overuse municipal drinking water sources such as:

- Applying, handling and storing road salt and snow storage.
- Handling and storing fuels, solvents, hazardous waste and other related chemicals.
- Activities that reduce return of water into the ground.
- Applying, handling, and storing pesticides, fertilizers, agricultural and non-agricultural materials.
- Activities that take water without returning it to the same water source.
- Installing or modifying septic and other sewage systems.
- Use of land for livestock yards and/or pasturing.

Is my property in a vulnerable area?

Applicants can contact their local municipal Planning and Building Departments or Halton Region's Source Protection Office to obtain this information prior to submitting an application. To find out if your property falls within a vulnerable area, such as a wellhead protection area or surface water treatment plant intake zone, visit **halton.ca** or call 311.

Did you know? Compliance with Source Protection Plans is applicable law in the Planning Act and the Ontario Building Code when the property is located in a vulnerable area.

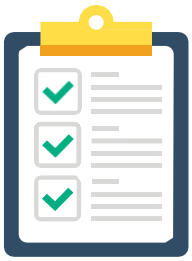
How is my application reviewed?

Municipalities have developed tools to determine whether your application may be subject to Source Protection Plan policies, such as the **Source Protection Checklist** (available at local municipal building/ planning service desks). If the subject property is located in a vulnerable area, applicants will be requested to complete and submit this single page checklist along with other supporting documentation (drawings, details, etc.).

Staff will review the submission and communicate any Source Water Protection requirements to the applicant. In some cases, additional information regarding the proposed activity may be requested to complete the review process.

Step 1

Local municipal staff circulate applications (including Source Protection Checklist) within vulnerable areas to Halton Region's Source Protection Office



Step 2

Halton Region staff will communicate results of Source Protection assessment to applicant and local municipal staff

What do I need to do to comply with Source Water Protection?

Some activities will be managed through traditional methods such as Environmental Compliance Approvals, Permits-To-Take-Water, Nutrient Management Plans and Nutrient Management Strategies. However, depending on the level of risk associated with the proposed activities, some may be prohibited as proposed or require other supporting documents such as:

- Risk Management Plans (see Risk Management Plan fact sheet)
- Site-Specific Salt Management Plans
- Water Balance Assessments
- Hydrogeological Assessments

Where proposed activities are prohibited or regulated through Source Water Protection, municipal staff will provide applicants with detailed feedback regarding what is required.

Did you know? For planning/ building applications located in vulnerable areas, a notice to proceed is required from Halton Region's Risk Management Official before applications are processed.

For more information, visit **halton.ca**, email sourcewater@halton.ca or call 311.

RETHINK WATER

Enjoy Conserve Protect

Halton REGION

PW-1813334

Conservation Halton

Planning & Regulations
905.336.1158
2596 Britannia Road West
Burlington, Ontario L7P 0G3
conservationhalton.ca

August 31, 2026

Erin Shacklette – Committee Clerk & Assistant to the Secretary Treasurer
City of Burlington – Committee of Adjustment
426 Brant Street
Burlington, ON, L7R 3Z6

BY E-MAIL ONLY (comitteeofadjustment@burlington.ca)

To Erin Shacklette:

Re: Minor Variance Application
File Number(s): A-040-2026
4301 Palladium Way, Burlington
CH File Number: PMVG-2837
Applicant: Yaw Yawson Owner: Palladium Way Properties Inc.
CH Related File: RAPP-10014

Proposal

Under Section 45(1) of the *Planning Act*, the applicant is requesting the Committee of Adjustment to authorize a minor variance to:

1. To permit a 14 m yard abutting Palladium Way instead of the maximum permitted 9 m for the proposed building.
2. To permit a 14.5 m yard abutting Highway 407 instead of the minimum required 15 m for the proposed building.
3. To permit a 114 m exterior wall facing a residential zone instead of the maximum length of 36 m.
4. To permit a 14.5 m landscape area abutting Highway 407 instead of the minimum required 15 m.
5. To permit 1.1 spaces per 100 m2 of gross floor area instead of the minimum required 2 spaces per 100 m2 of gross floor area.
6. To permit a 4.5 m setback from a creek block and O2 zone instead of the minimum required 7.5m for the proposed at-grade parking areas.

Variances are requested to facilitate the construction of an industrial building, comprising of 2 units, with a total gross-floor area of 17,805m2 and 196 parking spaces.

***Conservation Authorities Act* and Ontario Regulation 41/24**

Conservation Halton (CH) regulates all watercourses, valleylands, wetlands, Lake Ontario Shoreline, hazardous lands (e.g. flooding and erosion hazards, dynamic beaches, unstable soil and bedrock), as well as lands adjacent to these features. Based on CH's Approximate Regulation Limit (ARL) mapping, the subject property is regulated by CH as it is adjacent to a tributary of Sheldon Creek and lands which contain the flooding and erosion hazards associated

with that watercourse. CH regulates 15 metres from the greater of the flooding and erosion hazards associated with watercourses.

Based on review of the plans submitted , the development subject to this minor variance application is located within the regulatory allowance limit of the flood plain associated with Sheldon Creek. On August 27, 2026, CH issued a Permit (CH File: RAPP-10014, Permit No. 9582) for the proposed development activities associated with the requested variances.

The drawings submitted for this variance application are consistent with those approved through the CH Permit. CH therefore has no concerns with the requested variances from a regulatory perspective.

Provincial Planning Statement - Natural Hazards (Sections 5.1.1-5.2.8)

In addition to CH's regulatory responsibilities (described above), CH also has provincially delegated responsibilities under Ontario Regulation 686/21:Mandatory Programs and Services, including acting on behalf of the Province to ensure that decisions under the *Planning Act* are consistent with the Natural Hazards Sections (5.1.1-5.2.8) of the Provincial Planning Statement (PPS). CH staff have no concerns with the requested variances from a PPS perspective.

Recommendation

CH staff have no objection to the requested variances from a regulatory or PPS perspective. The proposed works are consistent with the development activities approved through the CH issued Permit (CH File RAPP-10014, Permit No. 9582). Should any changes to the proposed development arise through the Minor Variance process, or for future development, please circulate CH for further review and to identify any regulatory and permitting requirements.

Please note that the applicant has been included on this correspondence for their information.

We trust the above is of assistance. Please contact the undersigned with any questions.

Sincerely,

Justin Dodds
Planning & Regulation Analyst
jdodds@hrca.on.ca

Cc:

Palladium Way Properties Inc, Owner – peter.vicano@vicano.com & paul.vicano@vicano.com

Yaw Yawson, Agent – yaw.yawson@vicano.com

Burlingtonhydro,_

September 15, 2026

ATTENTION: ERINSHACKLETTE
SUBJECT: COMMITTEE OF ADJUSTMENT
Location: 4301Palladium Way
File Number: A-040/2026

In response to your correspondence requesting comments regarding the subject development, Burlington Hydro has the following comments:

Burlington Hydro has no objection to the proposed work in this application. Please contact Burlington Hydro Engineering desk at Engineering@burlingtonhydro.com if any relocation, modification or removal of hydro plant is required.

The Developer's requirements are not limited to the following mentioned items. Burlington Hydro (BHI) will provide all applicable standards, guidelines, and specifications in the Offer to Connect package that will be provided by Burlington Hydro, following the Developer's formal request for hydro service and submission of approved site plan drawings to Burlington Hydro.

Specific Comments:

1. New Service to proposed facility is be fed by our existing 27.6 KV, 3-phase underground primary system on Palladium Way.

2. Load capacity required for this commercial development is not guaranteed on our feeders until an official Offer to Connect is provided to the customer. All modifications to the existing system shall be at customer's expense.

3. Additional information is required from the customer for electrical servicing of the site such as service size, voltage, electrical room location, proposed transformer vault location and load schedule for proposed building, if available.

4. Transformer location is to be approved by Burlington Hydro. Details of the clearance between the transformer and the property line as well as details of the proposed fencing or barriers are to be provided for final approval.

S. Transformer is to be located 2 meters from the nearest edge of the pad to the back of each curb. The transformer shall be protected by bollards when the edge of the transformer is within 2 meters {but not less than 1.Sm) of a curb (due to space restrictions) or if the curb is not installed. Curb or bollards to be installed prior to energization of the transformer.

6. Planting shrubs, trees, or flowers, or build fences or walls in the obstruction free zone around the Transformer is not allowed; also,the obstruction free zone cannot be used as snow storage. Please see attached BHI Standard# 37-145-r2.

7. Electrical Room shall have a minimum size of 1.83m by 2.44m and having immediate access from the outside (required for safe operation in the metering area). The electrical room access door must be locked and accessible by key, which must be provided by the customer and delivered to BHI prior to the service being energized.

8. A meeting (conference call) with Burlington Hydro representative to go over the supply points and transformer locations is recommended. Please, contact our Engineering Service Technician, Niket Avlani at navlani@burlingtonhydro.com to arrange for the meeting.

9. Early discussions for the revenue metering and electrical room requirements should be arranged between the Developer and BHI before the building plans are finalized to ensure clearances and access that meets Burlington Hydro requirements.

10. A building, permanent structure or building apparatus shall not be located beneath existing above ground electrical conductors.

11. A building, permanent structure or building apparatus shall maintain minimum horizontal clearance from existing power lines (Refer to Burlington Hydro Standard 3-105, *notice that the clearances shown on the standard are minimum, additional clearances are required to allow conductor swing, scaffold installation andfuture building maintenance).* Please arrange for a site meeting with BHI representative, calling Eng. Desk at Engineering@burlingtonhydro.com. to validate the required minimum clearances to existing power lines, obtain approved hydro service layout/consent and avoid any possible safety issues.

In addition, we want to stipulate the following:

Customers and their agents planning and designing for electricity service must refer to all applicable Provincial and Canadian electrical codes, all applicablefederal, provincial, municipal laws, regulations, codes, and by-laws to ensure compliance. All work, on the BHI distribution system, shall be conducted in accordance with thelatest edition of the Ontario Occupational Health andSafety Act {OSHA), the Regulationsfor Construction Projects, the Regulations for Industrial Establishments and the Electrical Utility safety Rules published by the Infrastructure Health andSafety Association {IHSA).

Burlington*hydro*

General Comments:

- Service is available under BHI latest Condition of Service at this link- https://burlingtonhydro.com/conditions-of-service.html?highlight=WyJjb25kaXRpb24iLOvZilslnNlcnZpY2UiLOzZXJ2aWNlJylslmNvbmRpdGlvbiBvZilslmNvbmRpdGlvbiBvZiBzZXJ2aWNlliwib2Ygc2VydmljZSJd
- Hydro easement (if any) is to remain clear of heavy vehicle traffic and customer is responsible to keep the easement lands free and clear of any trees, fences, buildings, structures, or obstructions unless any of forgoing are approved in writing by Burlington Hydro Inc. Further the Customer shall remove the same upon request of Burlington Hydro Inc.
- Relocation, modification, or removal of existing hydro facilities, if required, shall be at the customer's expense. We will refer to our latest Standards and Regulations to resolve issues that arise with clearances between existing hydro facilities and existing/proposed building structures
- Customer to acquire any easements for Burlington Hydro, if requires.
- Customer is to ensure that BHI has proper access to the hydro facilities.
- Project must meet City of Burlington Standards.
- Machine excavation within one meter of underground plant is not permitted.
- Do not excavate within two meters of hydro poles and anchors except for the termination pole where the duct structure shall be terminated by the customer under the supervision of BHI Civil Inspector.
- Please arrange for underground hydro cable locate(s), prior to beginning construction, by contacting Ontario One Call @ (800) 400-2255.
- Please refer to the latest edition of the Occupational Health and Safety Act ("OHSA") and Regulations for Construction Projects when a workisplanned to be performed in the proximity of hydro distribution system.
- Arrange for disconnect and isolation of the power supply if a person or an equipment is to encroach on the minimum distance permitted under the OHSA and OESC.
- Please arrange for a site meeting with BHI representative, calling Eng. Desk at 905 332-2250, prior to beginning any construction/demolitionnear to existing overhead or underground hydro facilities to get approved hydro service layout/consent and avoid any possible service delays or safety issues.

Sin? ---------

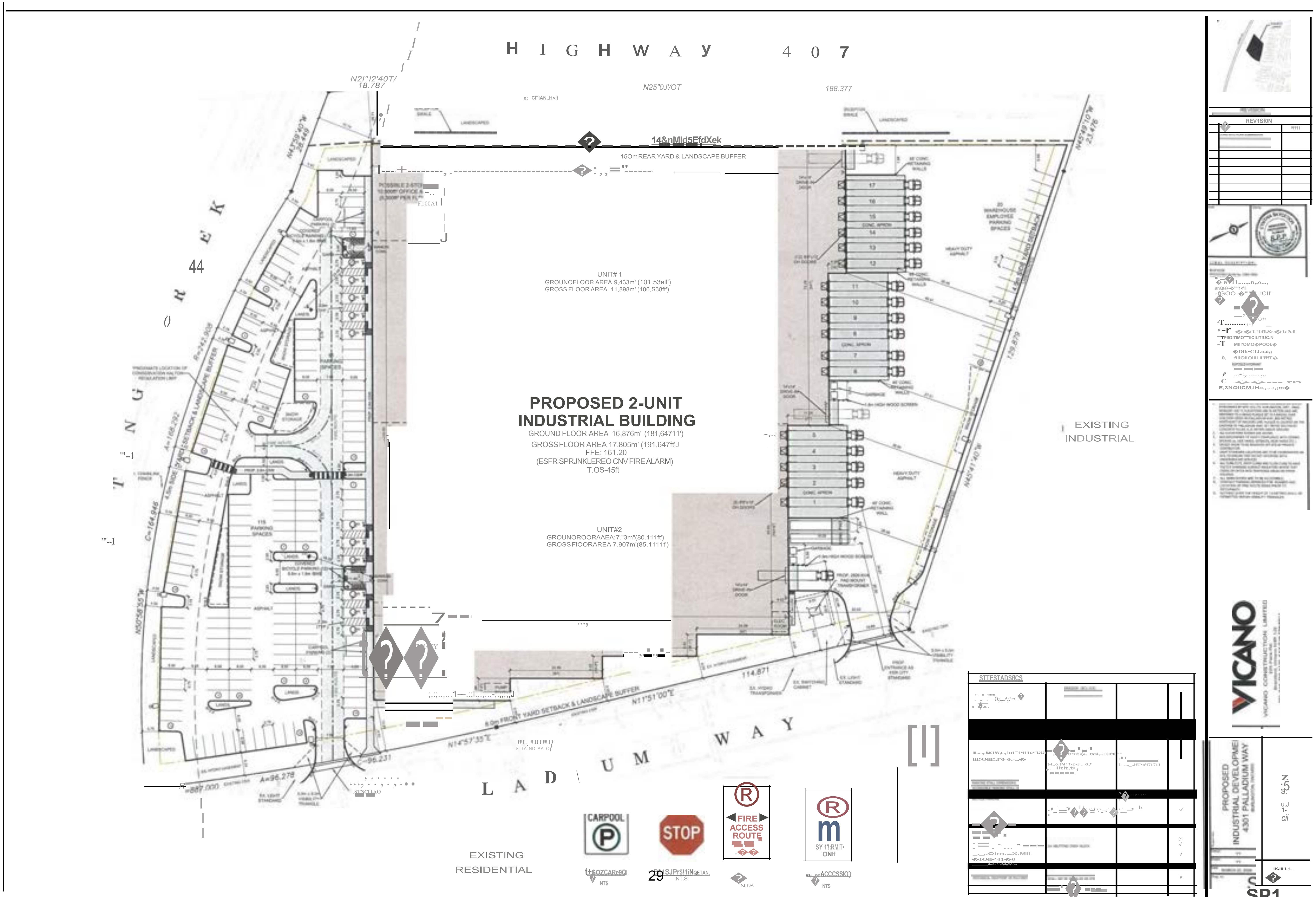
Niket Avlani
Engineering Services Technician

<;rd' ,cla-z,

Rosso Parra, P.Eng.
Engineering Manager

GridSm?City

P9rt e smc.e 2009



HIGHWAY 407
N25"0J'/OT
188.377
15.0m REAR YARD & LANDSCAPE BUFFER
UNIT# 1
GROUNOFLOOR AREA 9,433m' (101.53ell')
GROSS FLOOR AREA. 11,898m' (106,S38ft')
PROPOSED 2-UNIT
INDUSTRIAL BUILDING
GROUND FLOOR AREA 16,876m' (181,64711')
GROSS FLOOR AREA 17.805m' (191,647ft'J
FFE; 161.20
(ESFR SPRJNKLEREO CNV FIRE ALARM)
T.OS-45ft
UNIT#2
GROUNOROORAAEA;7.'3m"(80.111ft')
GROSS FIOORAREA 7.907m'(85.1111t')
115 PARKING SPACES
EXISTING INDUSTRIAL
EXISTING RESIDENTIAL
PALLADIUM WAY
6.0m FRONT YARD SETBACK & LANDSCAPE BUFFER
N11'51'00"E
114.871
N14'57'35"E
CARPOOL
STOP
FIRE ACCESS ROUTE
NTS
STTESTADS8CS
REV1Sf0N
VICANO
VICANO CONSTRUCTION LIMITED
PROPOSED INDUSTRIAL DEVELOPMENT
4301 PALLADIUM WAY
SP1

(905) 335-7629
committeeofadjustment@burlington.ca
FILE NO. 540-02-**A-040/26**
Committee of Adjustment
Date of Mailing: September, 21, 2026

NOTICE OF PUBLIC HEARING

Palladium Way Properties Inc, the owners of 84 Market St. Suite 301, Brantford, has applied to the Committee of Adjustment for a Minor Variance to the requirements of Zoning By-law 2020, as amended. The property in question is **4301 Palladium Way Burlington** (see map).

The applicant is proposing to construct an industrial building, comprising of 2 units, with a total gross floor area of 17,805m2 and 196 parking spaces. This proposal results in the following variances:

1. To permit a 14 m yard abutting Palladium Way instead of the maximum permitted 9 m for the proposed building.

2. To permit a 14.5 m yard abutting the Highway 407 instead of the minimum required 15 m for the proposed building.

3. To permit a 114 m exterior wall facing a residential zone instead of the maximum length of 36 m.

4. To permit a 14.5 m landscape area abutting the Highway 407 instead of the minimum required 15 m.

5. To permit 1.1 spaces per 100 m^2 of gross floor area instead of the minimum required 2 spaces per 100 m^2 of gross floor area.

6. To permit a 4.5 m setback from a creek block and O2 zone instead of the minimum required 7.5m for the proposed at-grade parking areas.

You have received this notice as stipulated by the *Planning Act* because your property is within 60 metres of the property noted above. The application materials are available on request by contacting Committee of Adjustment staff by one of the methods listed above. A copy of the Agenda, containing staff reports and drawings, can be viewed online under the Meeting Agenda tab at **Burlington.ca\coa on or after September 21, 2026**.

Committee of Adjustment Hearings will be hybrid-conducted in person and virtually. All members of the public, applicants and their agents will now have the option to participate in the public meeting process in person at City Hall in Council Chambers, or remotely via Zoom Webinar Video Conferencing Technology. The Committee of Adjustment will meet to consider the above application under Section 45 of the *Planning Act*, 1990, as amended on:

WEDNESDAY OCTOBER 7, 2026,
This application is scheduled to be heard at or after 5:30 pm.

How to participate if I have comments or concerns?

Written Submissions

Members of the public who would like to participate in a Committee of Adjustment meeting are able to send written comments regarding the application by e-mail to committeeofadjustment@burlington.ca with the subject line to read "Comments_Your Name_File No._Address of the Property".

Alternatively, written comments can be sent by regular mail addressed to the Secretary-Treasurer. Include your name, address, application number and address of the property for which you are providing comments.

City of Burlington Committee of Adjustment - Community Planning
426 Brant Street P.O. Box 5013 Burlington, Ontario, L7R 3Z6
committeeofadjustment@burlington.ca

To allow all Committee of Adjustment members the opportunity to review and consider your comments, please provide your written submissions to be received no later than noon the day before the hearing date.

Oral Submissions

Members of the public are also able to provide oral comments regarding Committee of Adjustment Hearing items by participating virtually through Zoom via computer or phone, or by attending the Hearing in-person. Participation virtually requires pre-registration in advance. Please contact staff for instructions if you wish to make a presentation containing visual materials.

1. Virtual Oral Submissions
   To register as a delegate, please contact the Secretary-Treasurer no later than 12:00 p.m. (noon) the day before the hearing date. The following information is required to register; Committee of Adjustment file number, hearing date, name, and mailing address of each person wishing to speak, if participation will be by phone or video. All requests to delegate must contain a copy of your intended remarks which will be circulated to all members of Committee in advance.

2. In person Oral Submissions
   Interested members of the public, agents, and owners who wish to participate in person may attend Council Chambers on the date and time listed on the Notice of Public Hearing. Please note that you will be required to provide your name and address for the record. It is advised that you arrive no less than 10 minutes before the time of the Public Hearing as noted on the Notice of Public Hearing.

Attend or View the Committee of Adjustment Hearing:

If you do not wish to participate, but would like to follow along, the hearing will be held in person at City Hall in Council Chambers and live through a Zoom Webinar. Instructions, links and phone numbers for joining the meeting will be posted on the Committee of Adjustment webpage the day prior to the scheduled meeting. The link will be active at **5:00 p.m.**

If you wish to be notified of the decision of the Committee of Adjustment in respect to this application, you must submit a written request to the Secretary-Treasurer. This will also entitle you to be advised of a possible Ontario Land Tribunal Hearing. In accordance with the Planning Act, the Committee of

Adjustment decision may be appealed to the Ontario Land Tribunal by the owner, the Minister of Municipal Affairs and Housing, a specified person or public body that has an interest in the matter.

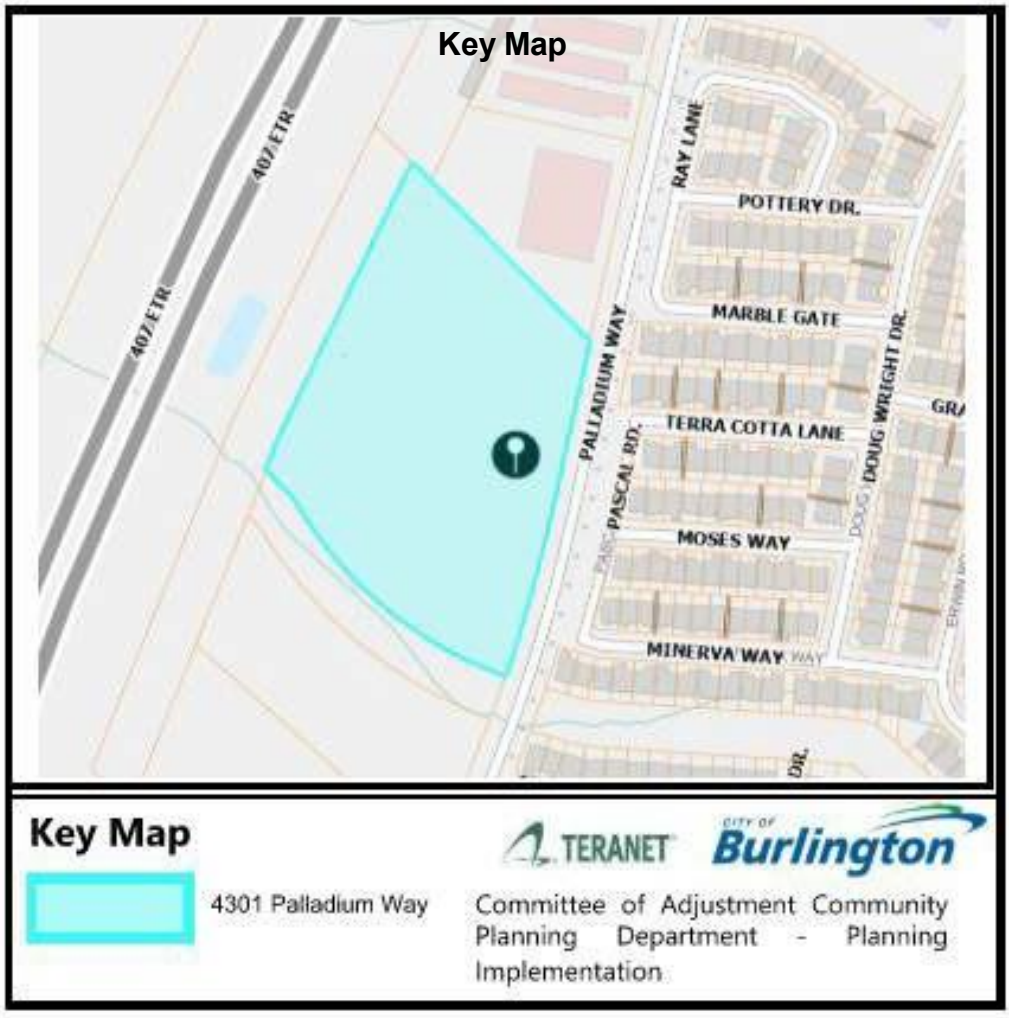
The applicant is advised that it is **mandatory** that either the applicant or an authorized agent of the applicant must be present at the hearing either in person or virtual.

For more information about this matter, contact Catherine Susidko-Petriczko at committeeofadjustment@burlington.ca

Yours truly,

Catherine Susidko-Petriczko
Secretary-Treasurer
Committee of Adjustment

Personal information including comments and public feedback, is collected under the legal authority of the Planning Act, R.S.O. 1990, Chapter c. P.13, as amended, and the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, as amended, which will be used to process the application and in the decision making process and becomes the property of the City of Burlington, and is considered to be a public record and will be disclosed to any individual (including being posted on the internet) upon request. Questions about this collection should be directed to the Secretary-Treasurer, Burlington Committee of Adjustment, Community Planning Department, 426 Brant Street, P.O. Box 5013, Burlington, Ontario; L7R 3Z6 (905) 335-7629.



July 7 2026 **VIA ELECTRONIC SUBMISSION**

Committee of Adjustment Secretary-Treasurer
City Hall | 426 Brant St., PO Box 5013,
Burlington ON L7R 3Z6

Dear Sir/ Madam:

Re: Minor Variance Application – 4301 Palladium Way, Burlington (Proposed Industrial Development)

Vicano Developments Limited respectfully submits the enclosed Minor Variance application requesting relief from the City of Burlington Zoning By-law 2020 to permit the construction of a two-unit industrial building with a total gross floor area of 17,805 square metres (191,647 square feet) on the above noted lands.

The following materials are included as part of this submission:

1. Signed Minor Variance Application Form
2. Site Development Plan
3. Planning Justification Report
4. Floor Plan
5. Survey
6. Building Elevations
7. Renderings
8. Urban Design Brief
9. Transportation Brief

The purpose of this application is to request relief from the following provisions of the City of Burlington Zoning By-law 2020:

Section 4.2 Yards

- To permit a minimum setback of 14.5 metres abutting the highway, whereas a minimum setback of 15.0 metres is required.

Section 4.7 Built Form

- To permit an exterior wall length of 113 metres facing a residential zone, whereas a maximum exterior wall length of 36 metres is permitted.

Section 4.8 Landscape Area and Buffer

- To permit a landscape buffer width of 14.5 metres abutting the highway, whereas a minimum landscape buffer width of 15.0 metres is required.

Section 2.25 Parking

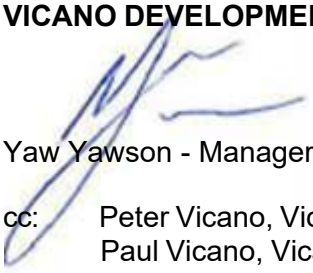
- To permit 196 parking spaces, representing 1.1 parking spaces per 100 square metres of gross floor area, whereas 357 parking spaces, representing 2.0 parking spaces per 100 square metres of gross floor area, are required.

As outlined in the enclosed Planning Justification Report, we believe that the requested variances satisfy the four tests established under Section 45(1) of the Planning Act. The variances are minor in nature, desirable for the appropriate development of the lands, and maintain the general intent and purpose of both the Official Plan and the City of Burlington Zoning By-law.

We respectfully request the Committee's favourable consideration of this application. Should you require any additional information or clarification, please do not hesitate to contact the undersigned.

Sincerely,

VICANO DEVELOPMENTS LIMITED



Yaw Yawson - Manager, Development Planning

cc: Peter Vicano, Vicano Construciton Limited
Paul Vicano, Vicano Developments Limited

MINOR VARIANCE – 2026
Committee of Adjustment
Department of Community Planning
426 Brant Street, Burlington ON
committeeofadjustment@burlington.ca

PLANNING ACT, R.S.O. 1990, C.P. 13
APPLICATION FOR MINOR VARIANCE OR FOR PERMISSION

THE UNDERSIGNED HEREBY APPLIES TO THE COMMITTEE OF ADJUSTMENT FOR THE CITY OF BURLINGTON UNDER SECTION 45 OF THE PLANNING ACT, R.S.O. 1990, C.P.13, AS DESCRIBED IN THIS APPLICATION, FROM BY-LAW NO. 2020. (AS AMENDED)

Application made under:
☒ Section 45 (1) of the Planning Act ☐ Section 45 (2) of the Planning Act

Discussed the application with a City Zoning Examiner and Development Planner Y ☒ or N ☐
Name of Planner: Melissa D Name of Zoning Examiner: _____

PROPERTY INFORMATION
Municipal Address(es) of property:

4301 Palladium Way, Burlington

Legal Description of property:

Block 295, Registered Plan No. 20M-1066, City of Burlington, Regional Municipality of Halton

Official Plan Designation: Business Corridor Current Zoning Designation BC1-319

OWNER(S) INFORMATION:
Legal Name (as it appears on the title for the property):

Palladium Way Properties Inc.

Mailing Address: Suite 301- 84 Market Street City: Brantford

Postal Code: N3T 2Z7 Home Phone: _____ Mobile Phone: _____

Work Phone: [redacted] E-Mail: [redacted]

AGENT INFORMATION (if applicable)**:** (This person will be the primary point of contact if provided)

Name:
Yaw Yawson

Business Address: Suite 301- 84 Market Street City: Brantford

Postal Code: N3T 2Z7 Home Phone: _____ Mobile Phone: [redacted]

Work Phone: [redacted] E-Mail: [redacted]

CITY OF Burlington

MINOR VARIANCE - 2026

Committee of Adjustment
Department of Community Planning
426 Brant Street, Burlington ON
committeeofadjustment@burlington.ca

PROPOSED DEVELOPMENT Please outline in detail your proposed development and list each variance you are requesting, as well as the Zoning By-law Requirements. Attach a separate sheet if required.

The proposed development consists of a two-unit industrial building with a ground floor area of 16,876 m² (181,647 ft²) - ana a potential gross floor area of 17,805 m² (191,647 ft²). The site plan proposes a total of 96 parking spaces, including 11 accessible spaces. In addition, 1 loading spaces and 20 bicycle parking spaces are provided.

Variance(s) Requested	Zoning Bylaw Requirement
14.5m YARD ABUTTING HIGHWAY 407	15.0m YARD ABUTTING HIGHWAY 407
1.1 PARKING SPACES/ 100.0sq.m. OF GFA	2.0 PARKING SPACES/ 100.0sq.m. OF GFA
113m MAXIMUM LENGTH OF EXTERIOR WALLS FACING A RESIDENTIAL ZONE	36m MAXIMUM LENGTH OF EXTERIOR WALLS FACING A RESIDENTIAL ZONE
14.5m LANDSCAPE AREA ABUTTING HIGHWAY 407	15.0m ABUTTING HIGHWAY 407

In your own words, please explain why you are unable to comply with the provisions of the Zoning By-law and how the minor variance(s) meet the four (4) tests under the Planning Act:

1. Why is the variance(s) minor in nature?

Please see enclosed Planning Justification Brief

2. Why are the variance(s) desirable for the appropriate use of the land?

Please see enclosed Planning Justification Brief

3. Do the variance(s) meet the intent and purpose of the Official Plan?

Yes. Please see enclosed Planning Justification Brief

4. Do the variance(s) meet the intent and purpose of the Zoning By-law?

Yes. Please see enclosed Planning Justification Brief

PROPERTY DETAILS (please complete all fields):

Date property purchased:	Date property first built on:	Date of proposed construction:
FEB/02/2026 (mmm/dd/yyyy)	N/A (mmm/dd/yyyy)	2027 (mmm/dd/yyyy)

Existing Use of the Subject Property (check one):

Detached Dwelling ☐ Semi-Detached Dwelling ☐
Townhouse Dwelling ☐ Street Townhouse Dwelling ☐ Stacked Townhouse Dwelling ☐
Apartment ☐ Mixed Use ☐ Hi Rise ☐
Commercial ☐ Industrial ☐ Vacant ☒
Other ☐ _____

Length of time the existing uses of the subject property have continued:

UNKNOWN

Proposed Use of the Land:

INDUSTRIAL

Existing Uses of Abutting Properties (check all that apply)

Residential ☐ Commercial ☐ Industrial ☒ Multi-Residential ☐ Vacant ☐ Hydro right of-way ☐
Railway right-of-way ☐ Provincial Highway ☒ Park ☐ Other ☐ _____
Conservation Halton Lands: Lake Ontario ☐ Creek ☒ Storm Water Management Pond/Channel ☐
Ravine ☐

Additional Information

Is liquor sold on site? Y ☐ or N ☒

Is the property on the Municipal Cultural Heritage Register for the City of Burlington? Y ☐ N ☒
Unknown ☐

Type of Access to the Subject Lands

Provincial Highway ☐	Municipal Road ☒	Private Road ☐	Water ☐	Other(specify) ☐

Municipal Services Provided

Water	☒	If not available, by what means is it provided:
Sanitary Sewers	☒	If not available, by what means is it provided:
Storm Sewers	☒	If not available, by what means is it provided:

IS THE SUBJECT LAND(S) THE SUBJECT OF ANY OF THE FOLLOWING DEVELOPMENT APPLICATIONS: ☐ Official Plan Amendment ☐ Zoning By-law Amendment ☐ Building Permit
☒ Site Development Plan ☐ Plan of Subdivision ☐ Previous Minor Variance ☐ Consent

c,rr oF
Burlington

MINIOR VARIANCE - 2026

Committee of Adjustment
Department of Community Planning
426 Brant Street, Burlington ON
commiUeeofadj.us◆ment@burlington.ca

FOR COMMERCIAL. MIXED USE. INDUSTRIAL AND OTHER

Dimensions of Property			Street Width (see first page of applicai'ion for how to obtain)				
Frontage	Depth	Area	Actual	Deemed	Required	Density	Have you appliied for Site Plan Approval? y◆ ND File#:
			26m	26m			

Iiculars.of all.buildings and structures on or p.,ro. posed for.the subjec. t.lands
ch additional page if required)

STJNG (Buillding)		PROPOSED fBui:lding/Addition)	
Grol\nd Floor Area:	M2	Ground Floor Area: 16,876	M2
Gros◆Floor Area:	M2	Gross Floor Area: 17,805	M2
Numb◆ of Storeys:		Number of Storeys: 2 Storey Office / 1 Storey Warehouse	
Width:	M	Width: 128..63	M
Length:	M	Length 149	M
HeiQht	M	HeiAht 15.5	M
Floor Area: ◆ffice Space	M2	Floor Area: Office Space 1,858.1	M2
Floor Area: ◆ Warehouse/R ii/Other:	M2	Floor Area: Ware:house/Re1ail/Otlle:r 15,947	M2
# of ExistinA Units:		# of Proposed Uni;ts: a	
Floor Area Ratio:\		Floor Area Ratio: 0.50:1	
Required Park.inq &aces:		Proposed ParkinQ Spaces: 196	
Exis.tinQ,Parking Spil(:;es.:			
EXISTING (Other)		**PROPOS!ED (Other)**	
Ground Floor Area:	M2	Ground Floor Area:	M2
Gross Floor Area:	M2	Gross Floor Area:	M2
Number of Storeys:		Number of Storeys:	
Width:	M	Width:	M
Length:	M	Length	M
H:eight:	M	Height	M

LOCATION of all existing and◆oposed buildings and struC'tures

!EXISTING (:Building)		1PROPOS'ED (BuUd iing)	
Front:	M	Front 6.0	M
Rear:	M	Rear: 14 5	M
Side;	M	Side: 32.5	M
Side:	M	Side: 15.74	M
OTHER		**OTH!E .R**	
Front:	M	Front	M
Rear;	M	Rear:	M
Side:	't'1	Side;	M
Side:	◆	Side;	M

EXEMPTION FROM NEW SURVEY REQUIREMENT

Minor additions to an existing dwelling or for a proposed accessory building or structure (i.e., deck, driveway, pergola, shed), may be exempt from having to provide a new survey. Please refer to Page 3 of this application package for more details. Minor Variances with concurrent Consent applications require a new survey.

Applicant/Owner:	Property Address:
Palladium Way Properties inc.	4301 Palladium Way Burlington

1. I, Yaw Yawson (Print Name) In my capacity as Agent (Owner or agent) do attest to the following:

Please complete Section A, B, or C

A. The OLS survey/sketch of survey dated _____ (mmm/dd/yyyy)

has been revised by: _____ (Person or Company Name)

OR

B. The site plan, architect's plan or engineer's plan dated June 30, 2026 (mmm/dd/yyyy)

has been revised by: CB Planning (Person or Company Name)

OR

C. The sketch or plot plan** dated _____ (mmm/dd/yyyy)

**Accepted for applications involving variances for Uses only.

was prepared by: _____ (Person or Company Name)

2. All structures, measurements, setbacks and boundaries of the property are shown accurately as of: July 2, 2026 (mmm/dd/yyyy)

3. The material submitted shows all measurements in metric, as calculated/converted by: Vicano Construction Limited (Person or Company Name)

4. Should the need arise during application processing for an new OLS survey, the applicant/agent agree to provide the survey as required by Committee or city staff in order to receive a decision on the application.

Paul Vicano — Signature of Owner/Applicant

July 2, 2026 — Date (mmm/dd/yyyy)

Committee of Adjustment
Department of Community Planning
426 Brant Street, Burlington ON
committeeofadjustment@burlington.ca

POSTING OF ADVISORY SIGN

This will confirm the requirement of the Committee of Adjustment for a sign to be posted by all applicants or agents on each property under application.

A sign will be made available to you after completion of the zoning review of your application(s) and you are directed to post each sign in a prominent location that will enable the public to observe the sign.

The location of each sign will depend on the lot and location of structures on it, however, the sign should be placed so as to be legible from the roadway in order that the public can see the sign and make note of the telephone number should they wish to make inquiries. In most cases, please post the sign on a stake as you would a real estate sign. For commercial or industrial buildings it may be appropriate to post the sign on the front wall of the building at its entrance. Please contact the undersigned if you have any queries on the sign location.

DO NOT POST THE SIGN INSIDE THE BUILDING BY A WINDOW. The sign must be outdoors by the roadway in order to be visible and readable.

Each sign must remain posted beginning 10 days prior to the hearing, until the day following the hearing. Please fill in the form below indicating your agreement to post the sign(s) as required. This form must be submitted with the application so that it may be placed on file as evidence that you have met the committee's requirements. Failure to post the sign as required will result in deferral of the application.

I UNDERSTAND THAT EACH SIGN MUST BE POSTED AT LEAST 10 DAYS BEFORE THE HEARING, AND WILL REMAIN POSTED AND BE REPLACED, IF NECESSARY, UNTIL THE DAY FOLLOWING THE HEARING.

Owner Name: Palladium Way Properties Inc.	Property Address: 4301 Palladium Way
Signature of Owner/Applicant	Date (mmm/dd/yyyy): July 2, 2026

CITY OF Burlington

MINOR VARIANCE - 2026

Committee of Adjustment
Department of Community Planning
426 Brant Street, Burlington ON
committeeofadjustment@burlington.ca

AFFIDAVIT

*Please fill out at time of submission of application

I have the authority to bind the Corporation (check if applicable) IXI Signature of Applicant or Authorized Agent: Yaw Yawson

I Yaw Yawson (print name) of the City (Region/City/County) of Cambridge in the Province (City/fownfT00111,ship)

of Ontario solemnly declare that all the statements contained in this application are true and I make this solemn declaration conscientiously believing it to be true and knowing it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act.

Declared before me at the City (Region/City/County) of Brantford in the Province of Ontario (CityfTownfTownship)

this 2 day of July 2026

KAREN IRENE SEALE, a Commissioner, etc., Province of Ontaio, I:Jr Vicano Group of **Compalles, YDL Group of Companies, Mingtcn Coomons Lmial, Power Doe Holdings Inc. and 958071 Ontn>** Umi!Bd, Expires **September 9. 2028.**

Signature of Commissioner, etc.

Signature of Applicant or Authorized Agent

PERMISSION TO ENTER

IMPORTANT This MUST be completed for all applications and signed by the OWNER.

Municipal Address of Subject Lands: 4301 Palladium Way, Burlington

I hereby authorize the Committee of Adjustment members, City of Burlington and Region of Halton staff to enter onto the above-noted property for the limited purposes of evaluating the merits of this application.

Paul Vicano

Signature of Owner

Paul Vicano

Print Name

Committee of Adjustment
Department of Community Planning
426 Brant Street, Burlington ON
committeeofadjustment@burlington.ca

OWNERS AUTHORIZATION

If using an agent, the owner must also complete the following form:

I, Palladium Way Properties Inc. c/o Paul Vicano being the registered owner of the subject lands, hereby
(print name)

Authorize Yaw Yawson to prepare, submit and act on my behalf with respect to this
(print agent name)

application for a Minor Variance.

Paul Vicano
Signature of Owner

July 2, 2026
Date (mmm/dd/yyyy)

Notice of collection of personal information

Personal information contained on this form is collected under the authority of the Planning Act, RSO 1990, c. P.13, to process applications and make decisions. Applications made under the Planning Act, are considered part of the public record and shall be made available to the public. Questions about this collection can be directed to the Manager of Development Planning, City of Burlington, 426 Brant Street, Burlington, Ontario, L7R 3Z6, 905-335-7600.

The applicant acknowledges that an application, all supporting information and materials, including studies and drawings, submitted under the Planning Act, pursuant to s. 1.0.1 of the Planning Act, RSO 1990, c.P.13, as amended, shall be made available to the public.

Committee of Adjustment
Department of Community Planning
426 Brant Street, Burlington ON
committeeofadjustment@burlington.ca

Minor Variance Application Checklist Please add a check mark beside the items you have provided with your application. Illegible drawings or those missing required details will be returned to applicant.	**Select (✓)**
LEGAL SURVEY (must be prepared and signed and dated by an Ontario Land Surveyor) *** For new development, a Proposed Building Plan stamped by an Ontario Land Surveyor or Professional Engineer may be required.**	☒
OR	
DETAILED SITE PLAN (must be prepared and stamped by Professional Engineer, Ontario Land Surveyor or Professional Architect). A legal survey may still be required at the discretion of staff.	☒
AND	
PLAN and ELEVATION DRAWINGS which include the following as applicable: (Missing details or illegible drawings will be sent back to the applicant for correction)	☒

SITE PLAN

- ☒ Metric Scale
- ☒ North Arrow
- ☒ Frontage
- ☒ Depth
- ☒ Lot Area
- ☒ Lot Coverage
- ☒ Deemed Street Line
- ☒ Existing Front Yard Setbacks
- ☒ Existing Rear Yard Setbacks
- ☒ Existing Side Yard Setbacks
- ☒ Existing Street Side Yard Setbacks
- ☒ Existing Porch, Stairs and Overhang Setbacks
- ☒ Proposed Front Yard Setbacks
- ☒ Proposed Rear Yard Setbacks
- ☒ Proposed Side Yard Setbacks
- ☒ Proposed Street Side Yard Setbacks
- ☒ Proposed Porch, Stairs and Overhang Setbacks
- ☒ Streets (Public and Private)
- ☒ Street Names
- ☒ Parking (Dimensioned spaces, Driveway Width, Arrangement)
- ☒ Railways (Location of them and setbacks to structures)
- ☒ All Watercourses and/or Conservation Halton Areas(creeks, lakes, etc)

Minor Variance Application Checklist

Please add a check mark beside the items you have provided with your application.
Illegible drawings or those missing required details will be returned to applicant.

LOCATION AND MEASUREMENTS OF SHED, DECK OR OTHER STRUCTURES

- ☐ Setbacks
- ☐ Height
- ☐ Area
- ☐ Length
- ☐ Width

NOT APPLICABLE

ELEVATIONS

- ☒ Metric
- ☒ Front
- ☒ Rear
- ☒ Side 1
- ☒ Side 2

FLOOR PLANS

- ☒ Metric
- ☒ North Arrow
- ☒ Gross Floor Area Calculation
- ☒ Ground Floor Area Calculation
- ☐ Floor Area Ratio (where applicable)

I have reviewed the minor variance checklist and ensure all the applicable information is shown on the drawings submitted as part of this application.

Paul Vivio — Signature of Owner/Agent

July 2, 2026 — Date (mmm/dd/yyy)

PLANNING JUSTIFICATION BRIEF

Purpose:
Minor Variance AppLication

Subject Property:
4301 Palladium Way, Burlington ON

Prepared for:
Vicano Developments Limited

Prepared by:
Cynthia Baycetich, Planner, MCIP, RPP
CB Planning

Date:
July 2, 2026

Table of Contents

1.0 Overview

This Planning Justification Brief has been prepared on behalf of Vicano Developments Limited in support of a Minor Variance application for the lands municipally known as 4301 Palladium Way, City of Burlington (the "Subject Lands").

The application is being submitted concurrent to a Site Plan Approval Application that is currently in process to facilitate the development of a two-unit industrial building with a gross floor area of approximately 17,805 square metres. The proposed development represents an appropriate form of employment development that is consistent with the planned function of the Subject Lands and the surrounding Business Corridor.

2.0 Minor Variance Application Summary

As a result of the Site Plan review process and consultation with City staff, it has been determined that relief from Part 1, General Provisions, and Part 3, Employment Zones, Business Corridor (BC1) Zone, of the City of Burlington Zoning By-law 2020 is required to facilitate the proposed development. Specifically, the application requests relief from the following four provisions:

	Zoning By-law Provision	Required	Proposed
1	Part 3 - Section 4.2 - Yards	15.0 m highway setback	14.5m
2	Part 3 - Section 4.7b)- Built Form	Maximum exterior wall length of 36.0 m facing a residential zone	113.0 m
3	Part 3 - Section 4.8 - Landscape Area and Buffer	15.0 m highway landscape setback	14.5m
4	Part 1 - Section 2.25 - Parking	357 parking spaces (2.0 spaces per 100 m^2GFA)	196 parking spaces (1.0 space per 100 m^2 GFA)

3.0 Subject Lands

The Subject Lands are located within the Alton Community in the north-central portion of the City of Burlington. The property is situated on the west side of Palladium Way, north of Dundas Street, immediately adjacent to Highway 407. The property is currently vacant and

is approximately 3.6 hectares/ 8.8 acres with approximately 211 metres of frontage along Palladium Way.

The community context of the area surrounding the Site is described as follows:

North: Directly north are existing industrial and employment uses. Approximately 1.3km away is the Highway 407 interchange at Appleby Line providing a high levelof accessibility to the Site from other areas of the City and the broader geographic region.

South: Abutting the site to the south is an existing creek and a vacant property on the other side.

East: To the east is a residential subdivision of low-rise, single detached homes.

West: Immediately west is Highway 407.

Figure 1: Location Map

4.0 Proposal

The proposed prestige industrial development consists of a multi-use business park, including a two-unit industrial building with a ground floor area of 16,876 square metres (181,647 square feet), which includes potential two storey office components within each unit. The development provides 196 on site parking spaces, four of which are designated as carpool spaces, as well as 19 loading spaces. The proposal also includes 24 sheltered bicycle parking spaces and pedestrian connections throughout the site, as well as a connection to the existing sidewalk along Palladium Way. The proposed development

reflects the functional requirements of contemporary industrial development. This large-format building is consistent with the operational requirements of industrial warehouse facilities typically designed with large floor plates to accommodate specialized equipment and operational processes.

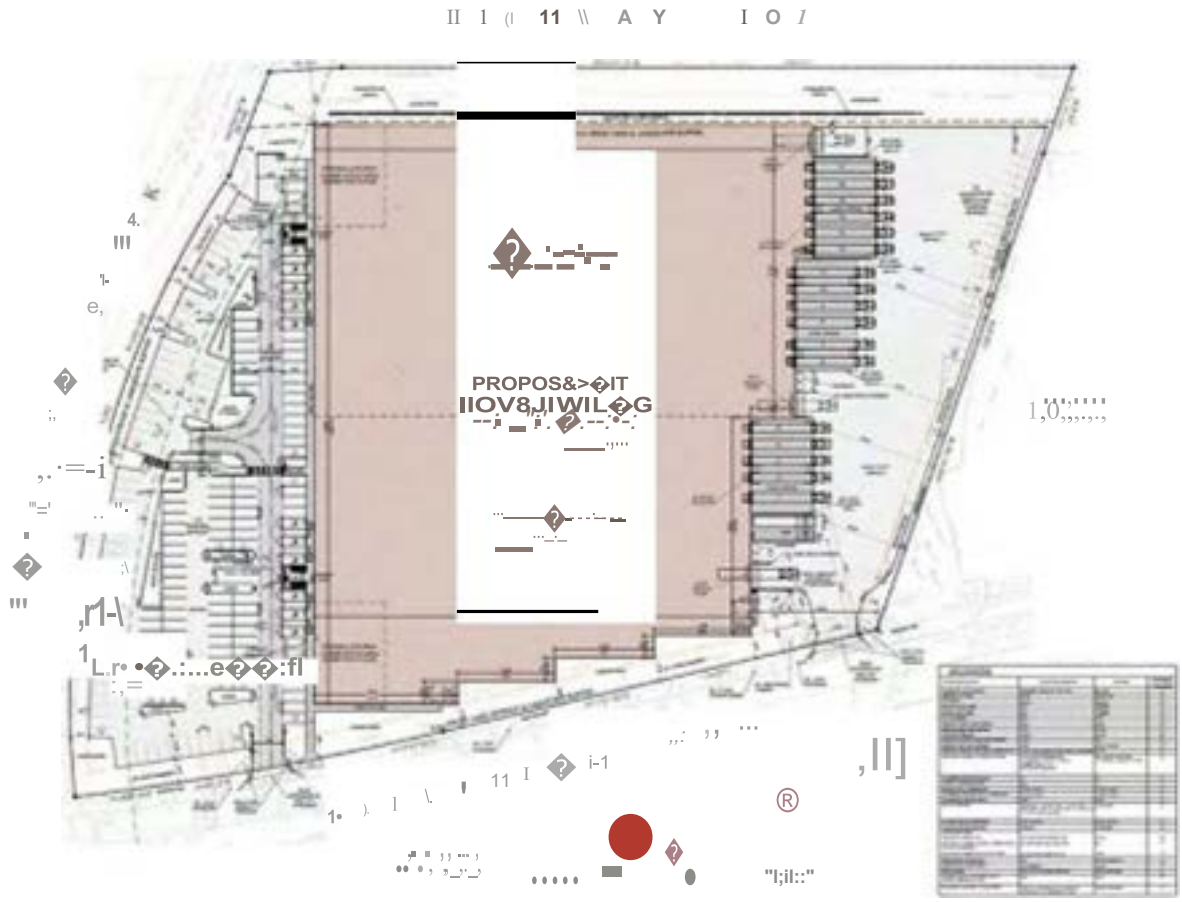


Figure 2: Site Plan

5.0 Policy Analysis

With the exception of the relief requested through this Minor Variance application, the proposed development complies with the applicable provisions of the Business Corridor (BC1-319) Zone of Zoning By-law 2020.

The applications have been the subject of ongoing consultation with City staff throughout the Site Plan Approval process. Based on these discussions, the Owner is submitting the concurrent Minor Variance application to address the identified zoning deficiencies and facilitate the timely development of the Subject Lands.

The Subject Lands are designated Urban Area on Map 1 of the Halton Region Official Plan (2024) and are located outside of the Built Boundary and within the Regional Urban Boundary and also within the Employment Area. The Regional Official Plan directs that

development within the Urban Area shall occur in accordance with the applicable local OfficialPlan and implementing Zoning By-law.

Section 72 of the Regional Official Plan establishes the vision for Employment Areas as key locations for economic growth, employment generation, and investment. The policies encourage intensification, efficient land utilization, and higher-density employment development while supporting complete communities, sustainable transportation, and long-term economic prosperity.

The proposed development is consistent with these objectives by providing new industrial employment opportunities on designated Employment Lands while making efficient use of existing municipal infrastructure and services.

The Subject Lands are designated Business Corridor on Schedule C of both the City of Burlington Official Plan (1997) and the City of Burlington Official Plan (2020).

The Business Corridor designation is intended to accommodate a broad range of prestige industrial, office, and complementary employment uses developed to a high standard of urban design. The Official Plan emphasizes compatibility with adjacent land uses through appropriate building design, landscaping, buffering, and site organization.

The proposed development fulfills the intent of the Business Corridor designation and incorporates the site plan considerations for new/and or expanding Business Corridor developments, as outlined in Part 111, Section 3.4.2(f) and Section 6.0 Part II, and maintains the guidelines within the Alton Central East Urban Design Study by creating an attractive streetscape, and promoting positive presence within the community by providing a high-quality industrial development incorporating contemporary architectural design, enhanced landscaping and trees, pedestrian connections, and an efficient site layout. The requested variances do not undermine the intent of the Official Plan and represent minor modifications that maintain the overall planning objectives for the area while facilitating the efficient operation of the proposed industrial facility. The development reinforces the high-quality, prestige character envisioned for the Business Corridor designation and contributes to the City's objectives of supporting employment growth and economic development.

In evaluating the merits of this Minor Variance application, the following four tests of Section 45(1) of the Planning Act have been considered, and the following identifies how the proposed request meets these four tests:

1. Minor in Nature
2. Maintain the generalintent and purpose of the Official Plan
3. Maintain the generalintent and purpose of the Zoning By-law
4. Desirable for the appropriate development and use of the land

1. The Variances are Minor in Nature

The requested variances are considered minor in nature as they will not result in planning impacts on the Subject Lands, adjacent properties, or the surrounding area. The requested

relief is limited in scope and does not alter the overall intent of the approved development concept or the planned function of the lands.

The proposed reduction to the required highway setback and landscape buffer from 15.0 metres to 14.5 metres represents a reduction of only 0.5 metres (approximately 3%). The reduction will not affect the visual character of the corridor, the effectiveness of the landscape buffer, or the building function. The requested increase in the maximum exterior wall length facing a residential zone still maintains compatibility with the adjacent neighbourhood and is appropriate given the site's physical constraints being bound by Highway 407 and Palladium Way. Having one parking and loading area is more efficient and ensures separation between truck and pedestrian parking - improves site design. The increased fa9ade length is offset by enhanced architectural articulation, the four wall sections that visually break up the building mass and reduce the perception of its overall length. The fa9ade incorporates changes in building materials, glazing, entrance features, projections, recesses, and enhanced landscaping. Furthermore, the proposed building is separated from the adjacent residential area by a substantial setback, a landscape buffer, sidewalk, and the Palladium Way public right-of-way, thereby minimizing any potential visual and land use compatibility impacts. The proposed development maintains appropriate separation from surrounding lands including the creek to the south. As a result, the proposed development maintains an appropriate transition to the surrounding residential neighbourhood.

The parking variance reflects the operational needs of modern industrial development. The proposed parking supply has been designed based on anticipated tenant demand and contemporary employment parking trends. The reduction in parking will not adversely affect the functionality of the site or result in parking deficiencies on adjacent properties or within the public right-of-way. Reducing excess parking contributes to more efficient land use, increases opportunities for landscaping and stormwater management, and supports the objective of creating more sustainable employment development.

Collectively, the requested variances facilitate an efficient and functional site design without creating adverse impacts on surrounding lands. The variances are therefore appropriately characterized as minor in context and meet the criteria for this from a planning perspective.

2. The Variances Maintain the General Intent and Purpose of the Official Plan

The requested variances maintain the general intent and purpose of the City of Burlington Official Plan and the Halton Region Official Plan by facilitating the appropriate development of designated Employment Lands in a manner that is consistent with the planned function of the Subject Lands.

The Subject Lands are designated Business Corridor, a designation intended to accommodate a broad range of prestige industrial, office, and employment uses developed to a high standard of urban design. The proposed two-unit industrial building is a permitted use within the designation and contributes to the City's objective of providing employment opportunities and supporting economic growth.

The requested reduction to the highway setback and landscape buffer is minimal and does not compromise the intended function of these areas. The proposal continues to provide an attractive landscaped edge along Highway 407 while maintaining an appropriate relationship between the building and the public realm. The overall site design, including landscaping, buffering, and building placement, continues to achieve the urban design objectives of the Official Plan.

Although relief is requested for the maximum exterior wall length, the building has been designed to incorporate architectural articulation, changes in building materials, glazing, projections, recesses, and enhanced landscaping to reduce the visual perception of the tac;:ade. As a result, the development continues to satisfy the Official Plan's objective of achieving high-quality design and ensuring compatibility with surrounding land uses.

The proposed reduction in parking supply also maintains the intent of the Official Plan. Rather than providing an oversupply of parking, the development reflects contemporary industrial parking demand while promoting a more efficient site layout, increased landscaping opportunities, and more sustainable land use patterns. The proposed parking supply is expected to adequately serve the anticipated use without creating adverse impacts on surrounding properties or the municipal road network.

More broadly, the proposal supports the Regional Official Plan's policies for Employment Areas by facilitating the efficient development of designated employment lands, supporting economic investment, and making effective use of existing municipal infrastructure. The development represents an appropriate form of employment intensification to fulfill theCity's objective for these lands for employment uses which also conforms with the purpose and intent of the Official Plan while maintaining compatibility with surrounding uses and implementing the long-term planning objectives for the Business Corridor designation.

Accordingly, the requested variances maintain the general intent and purpose of both the Regional and City Official Plans.

3. The Variances Maintain the General Intent and Purpose of the Zoning By-law

The requested variances maintain the general intent and purpose of the City of Burlington Zoning By-law 2020. The Subject Lands are zoned Business Corridor (BC1-319), which is intended to permit prestige industrial, and employment uses in a manner that promotes high-quality development, functional site design, appropriate buffering, and compatibility with surrounding land uses.

The proposed two-unit industrial building is a permitted use within the BC1-319 Zone and complies with all applicable zoning provisions except for the four variances requested. The relief sought does not alter the intended use of the property or undermine the overall objectives of the zone.

The proposed reduction in the required highway setback and landscape buffer from 15.0 metres to 14.5 metres is nominal and continues to provide an appropriate setback from Highway 407. The intent of these provisions is to provide adequate separation, maintain an attractive streetscape, and accommodate landscaping. These objectives continue to be

achieved, as the site will maintain a substantial landscaped edge and the minor reduction will have no measurable impact on the function of the setback or buffer.

The variance to permit an exterior wall length of 113 metres, where 36 metres is permitted adjacent to a residential zone, also maintains the intent of the By-law. The purpose of the wall length provision is to reduce the visual impact and perceived massing of large industrial buildings and to ensure compatibility with nearby sensitive land uses. Although relief is required, the proposed building incorporates architectural articulation, material variation, glazing, entrance features, recesses, projections, and a continuous row of enhanced landscaping to effectively break up the building fac;ade and minimize its visual scale. In addition, the building is physically separated from residential uses by Palladium Way and associated infrastructure, significantly reducing the potential for adverse compatibility impacts.

The proposed reduction in parking from 3.57 spaces to 196 spaces also maintains the intent of the Zoning By-law. The purpose of the parking standards is to ensure an adequate supply of parking to accommodate employees and visitors while preventing parking impacts on adjacent properties and the public road network. The proposed parking supply has been developed based on the anticipated operational needs of the future industrial users and is expected to adequately serve the site. The reduced parking supply also eliminates unnecessary paved areas, allowing for more efficient land utilization, enhanced landscaping opportunities, and improved site functionality without compromising the operation of the development.

Collectively, the requested variances preserve the intent of the BC1-319 Zone by facilitating a safe, functional and well-designed employment development while maintaining appropriate buffering, compatibility, and site operations. The proposal continues to implement the objectives of the Zoning By-law and represents appropriate development for the Subject Lands. As such, the relief being sought is appropriate for the Site and surrounding area. The general intent and purpose of the ZoningBy-law has been met.

4. The Variances are Desirable for the Appropriate Development and Use of the Land, Building, or Structure

The requested variances are desirable for the appropriate development and use of the Subject Lands as they facilitate a well-designed, efficient, and functional employment development that is consistent with the planned context of the site and surrounding area.

The Subject Lands are designated and zoned for employment uses, and the proposed two-unit industrial building represents an appropriate and permitted form of development within the Business Corridor. The requested variances enable the development to proceed in a manner that reflects modern industrial design requirements, site efficiency considerations, and current market expectations for employment lands.

The minor reduction to the required highway setback and landscape buffer supports a more efficient building footprint and site layout while still maintaining an appropriate landscaped edge along Highway 407. The resulting design does not compromise the visual quality of the corridor

and allows for the optimization of the developable area in a manner that supports employment growth and investment on the site.

The increase in permitted exterior wall length is necessary to accommodate the functional requirements of the proposed industrial building. The building has been designed as a contemporary employment facility with integrated architectural treatment to mitigate massing and enhance visual interest. The resulting built form remains compatible with surrounding uses and reflects a high standard of design appropriate for a Business Corridor designation. This separation helps maintain an appropriate interface between employment and residential uses.

The reduction in required parking supply is also desirable as it reflects current trends in industrial development, where parking demand is increasingly driven by operational efficiency, logistics requirements, and evolving workforce needs. The proposed parking provision avoids overdevelopment of surface parking areas, thereby supporting improved stormwater management, enhanced landscaping, and more efficient use of land for employment purposes.

The Transportation Brief prepared by Paradigm in support of the proposed development demonstrates that the requested parking variance is appropriate and supported by technical analysis. As identified on page 14 of the report, the proposed supply of 196 parking spaces exceeds the anticipated parking demand generated by the development.

The study estimates that the proposed industrial development will require approximately 130 parking spaces to accommodate employees and visitors. Accordingly, the proposed parking supply provides a surplus of approximately 66 spaces, despite being less than the minimum parking requirement prescribed by the City of Burlington Zoning By-law.

The Transportation Brief concludes that the proposed parking supply will adequately accommodate the operational needs of the development while providing sufficient flexibility to absorb fluctuations in parking demand or modest changes in tenancy without the need for additional parking. As a result, the study supports the requested parking variance.

Furthermore, the proposed development includes 24 bicycle parking spaces, which encourages active transportation, carpooling and supports the City's broader objectives of promoting sustainable transportation options and reducing reliance on vehicle travel. Collectively, the proposed parking strategy represents an efficient and appropriate use of the site while maintaining adequate parking to serve the anticipated development.

Overall, the variances enable efficient use of designated Employment Lands. The proposed development has been designed to minimize any potential impacts on surrounding uses through appropriate setbacks, landscaping, architectural treatment, and site planning measures that achieve a functional and efficient development that is responsive to market and site-specific conditions while maintaining compatibility with adjacent land uses and supporting the long-term planning objectives of the Business Corridor. The proposed development represents a logical and appropriate use of the Subject Lands and advances the City's objective of promoting employment growth within designated Employment Areas.

Inconsideration of the foregoing analysis, the proposed variances satisfy the four tests set out under Section 45(1) of the *Planning* Act.

The requested variances are minor in nature, maintain the general intent and purpose of both the Official Plan and the Zoning By-law, and are desirable tor the appropriate development and use of the Subject Lands. The relief sought is limited and site-specific and is required to facilitate a high-quality employment development that is consistent with the planned function of the Business Corridor designation.

6.0 Conclusion

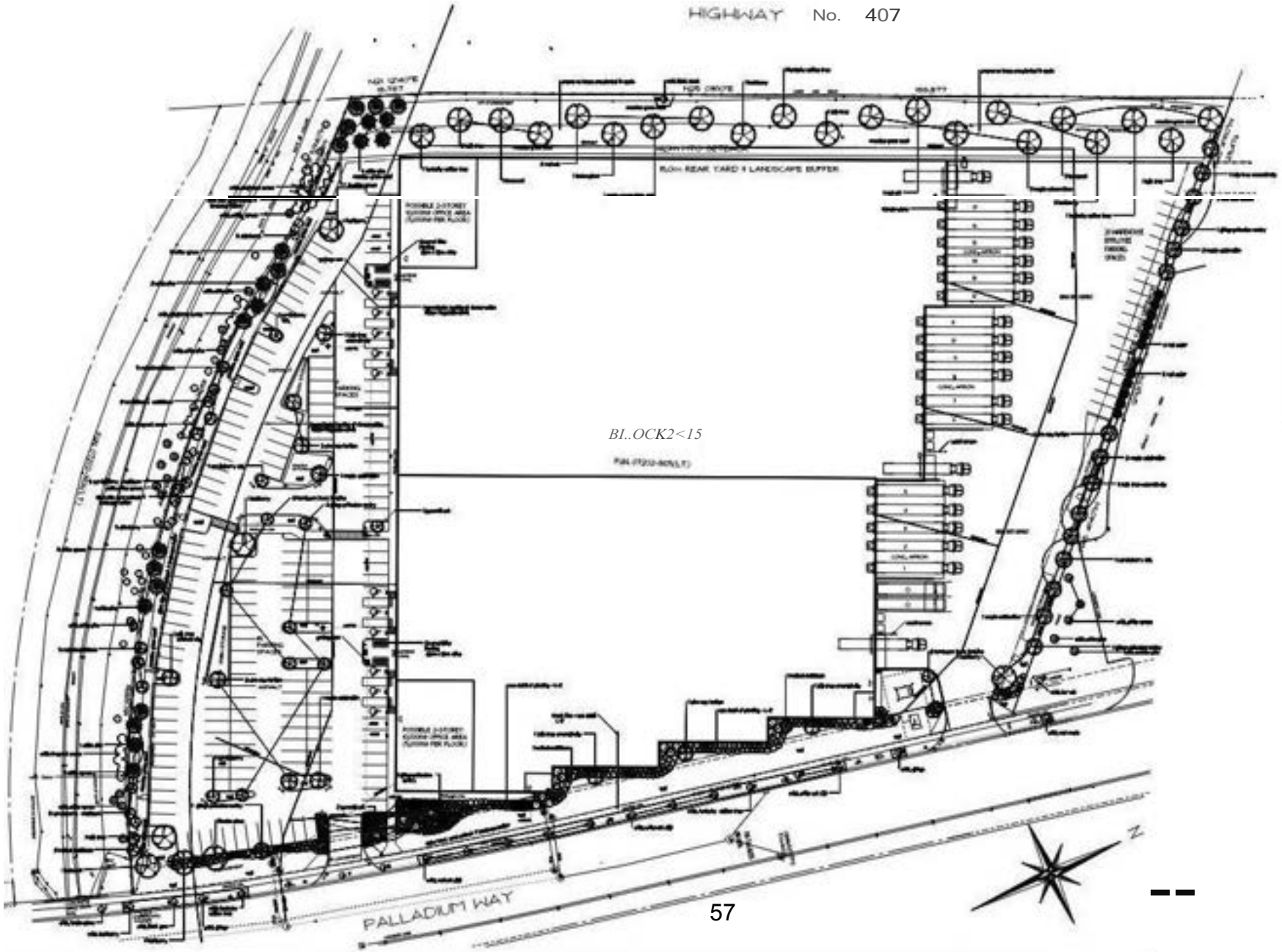
In conclusion, it is my opinion that the requested variances maintain the general intent of the Official Plan and Zoning By-law, are minor, and are desirable for the appropriate development of the subject property. Accordingly, the requested variances are appropriate from a planning perspective and represent good planning.

The requested variances willfacilitate this development and are desirable and appropriate.

Yours truly,

Cynthia Baycetich
Planner, MCIP, RPP
CB Planning

APPENDIX 1 - PROPOSED LANDSCAPE PLAN & DETAILS



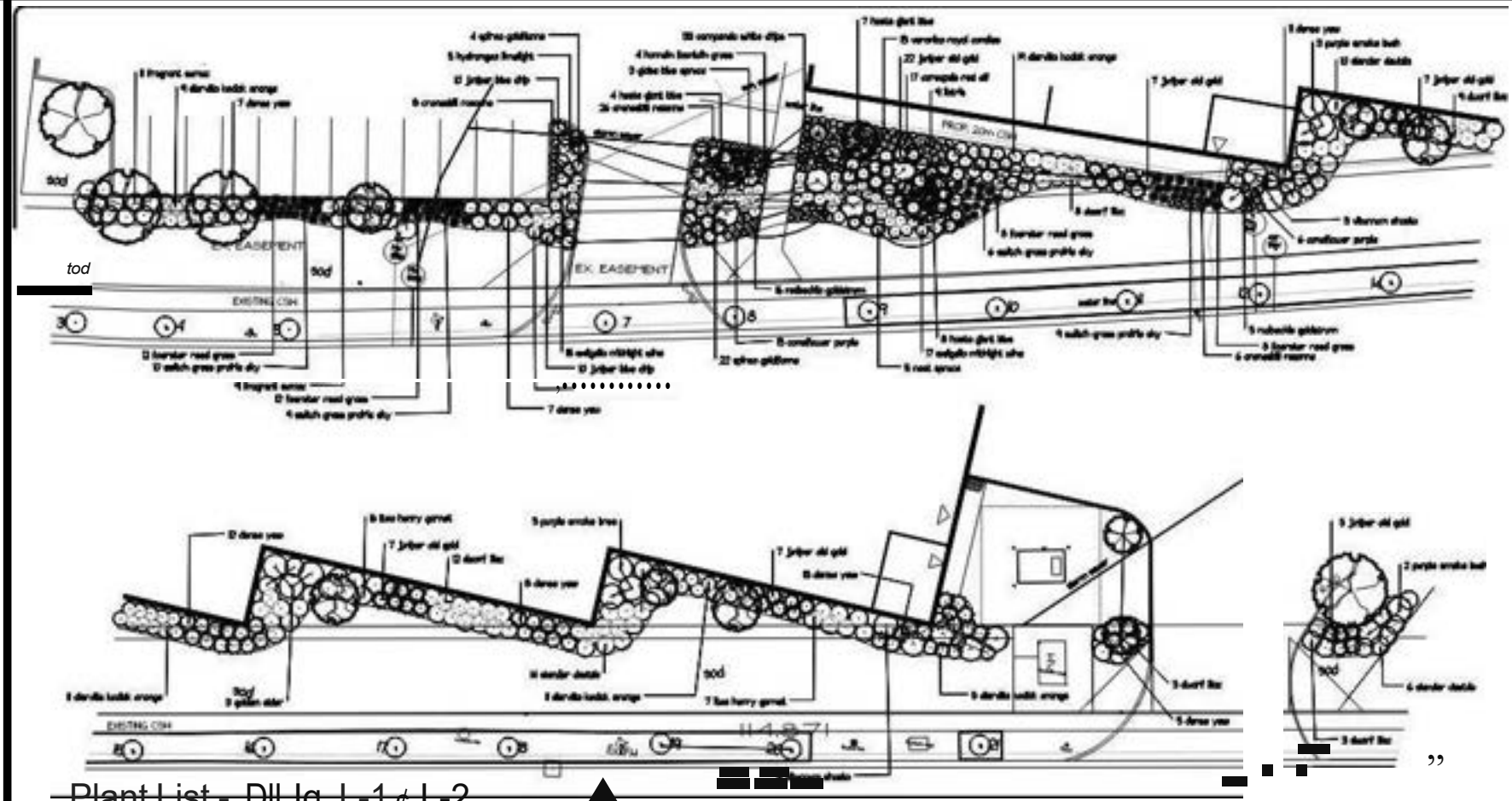
James McCracken
Landscape Architect

[ondscq:.e
Plan

Vicano Developments
Limited
Proposed
Industrial Development

09.06

L-1



Plant List - Dll Jg. L-1 ¢ L-2

Landscq.>e

Plan

Vica-o Deveqiments

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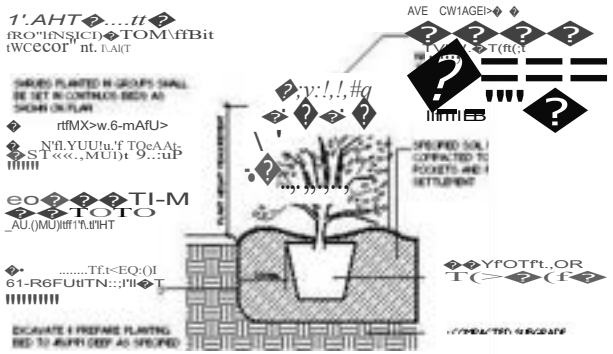

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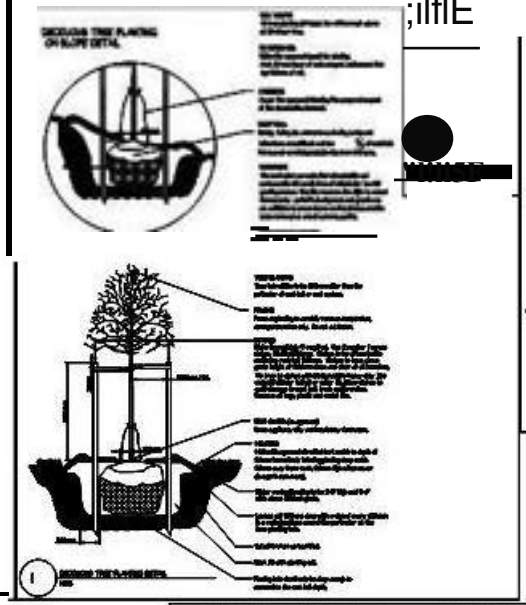
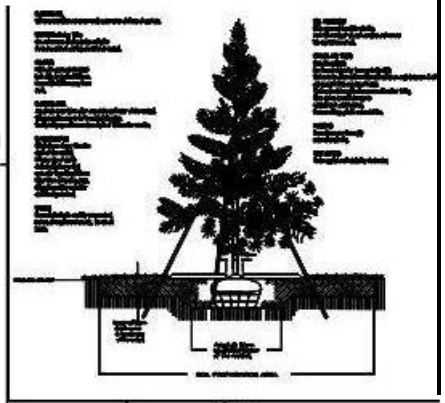




Notes

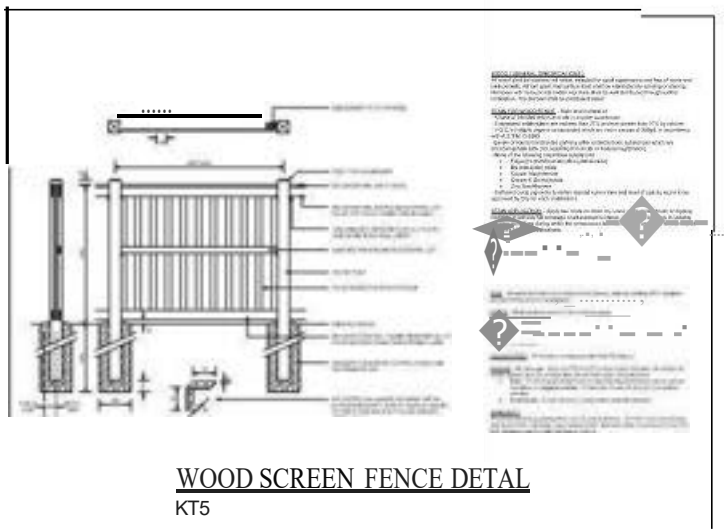
1. All disturbed areas to be sodded or seeded as noted. New grass areas to have 150mm topsoil.
   Grass seed mixture to be the following:
   40 percent fine creeping red fescue
   30 percent Kentucky blue grass
   30 percent cert, ecnet perennial ryegrass or approved equal
   Meadow grass mixture as noted below
2. Layout of all plant material is to be approved by Landscape Architect. Any discrepancies of quantity or location to be reported to Landscape Architect for approval.
3. All trees to be mulched as per planting detail
4. Quantities of plant material to be determined by plan layout and take precedent over plant list.
5. Refer to Tree Preservation Plan prepared by
   Jackson Arboriculture Brantford, ON
   dated Mar, 2/06
   for details of the tree to be removed and trees to be saved and protected.
6. Be aware that any existing damage caused by construction will be repaired or replaced to match or surpass the current condition.

Meadow Grass Mixture for grass areas in back and side

mixture should contain the following contact Landscape Architect
If adjustments or substitutions are required
Ontario Seed Company is a seed source.

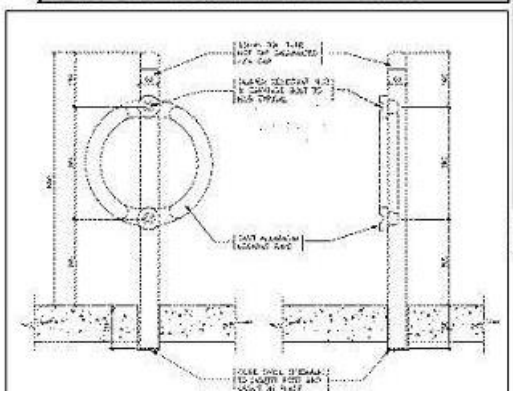
Botanical Name	Common Name
Andropogon gerardii	Big bluestem
Asclepias syriaca	milkweed
Aster novae-angliae	new england aster
Desmodium canadense	showy tick trefoil
Monarda fistulosa	wild bergamot
Panicum virgatum	switchgrass
Rudbeckia hirta	black eyed susan
Schizachyrium scoparium	little bluestem
Solidago juncea	goldenrod
Sorghastrum nutans	Indiangrass

Seed wildgrass mixture at the rate of 25kg per ha.
seed with a nurse grass of annual rye grass at the rate of 20 kg per ha.

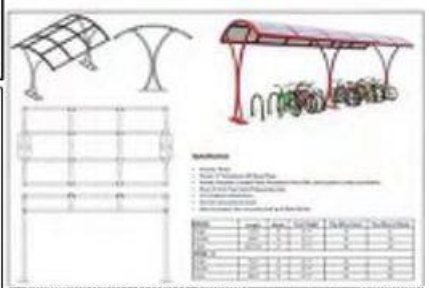


WOOD SCREEN FENCE DETAL

KT5



BICYCLE RACk DETAL



Bicycle Canopy Detail

..bne&Mcvocl:en

Arctkt

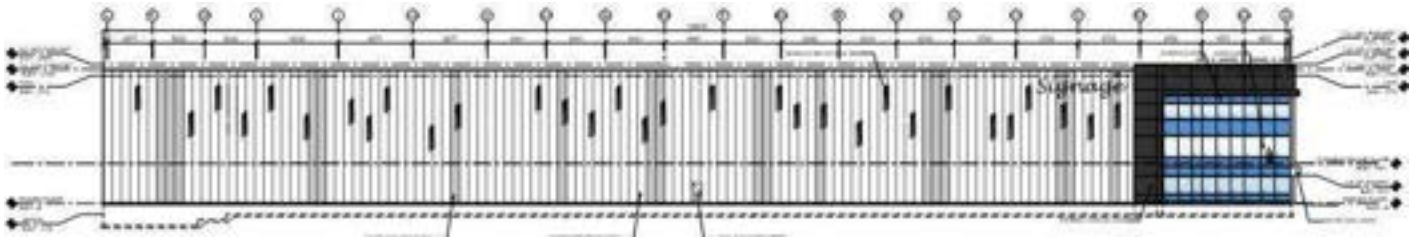
Landscape Plan
Details, Specifications and Notes

Vicano Developments Limited
Proposed Industrial Development
493 Palladium Way, Burlington, ON

08.06

L-3

APPENDIX 2- PROPOSED ELEVATIONS



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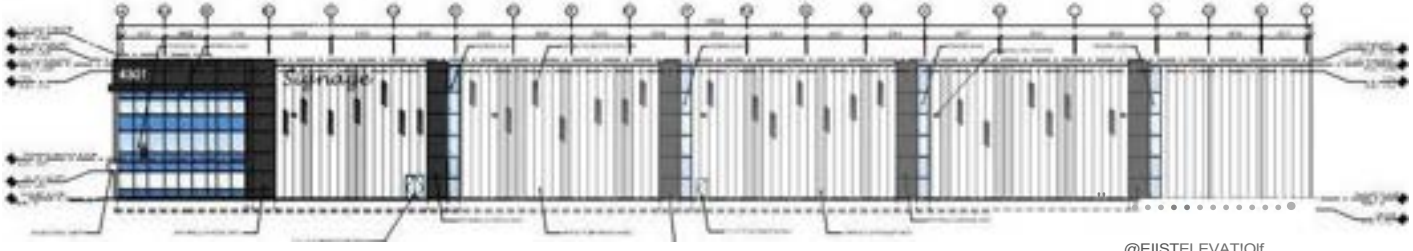

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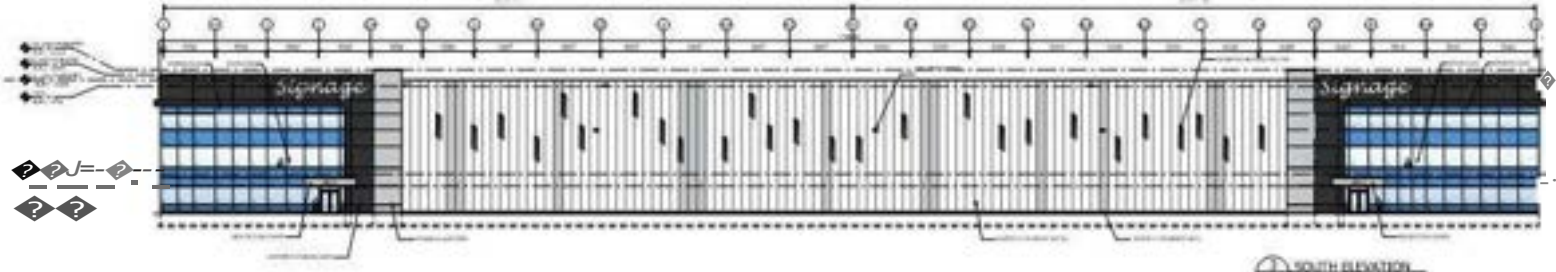
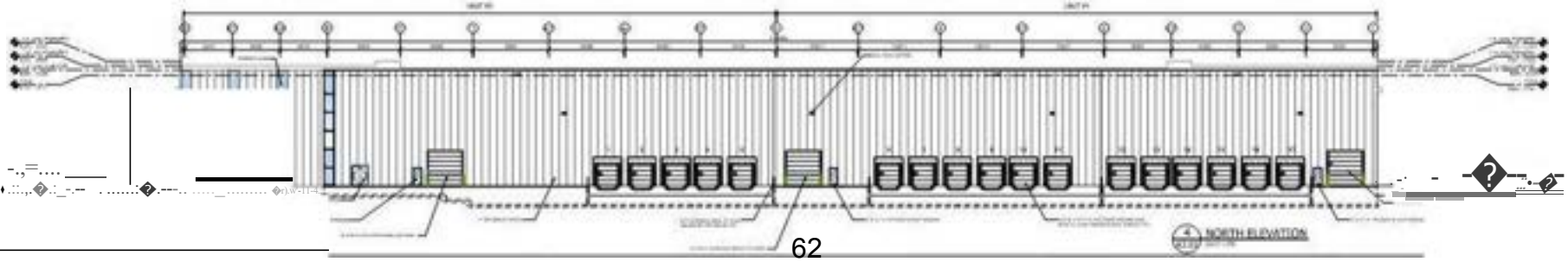


SOUTH ELEVATION



NORTH ELEVATION

PROPOSED INDUSTRIAL SHELL BUILDING

ELEVATIONS

A3.00

APPENDIX 3 - **CONCEPTUAL** SITE **RENDERING**

SOUTHWEST

SOUTHEAS

NORTHEAST

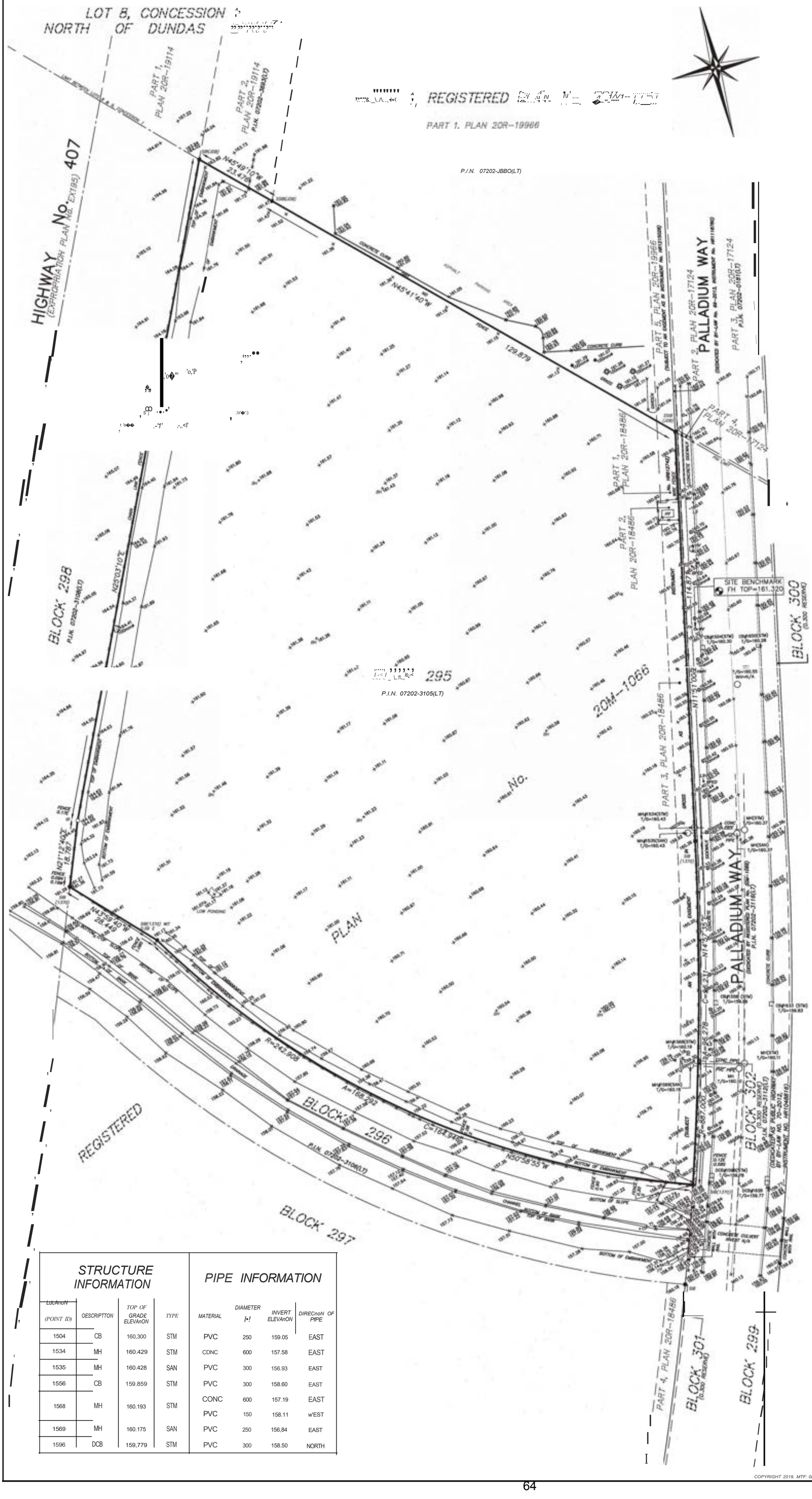
PLAN OF SURVEY AND TOPOGRAPHY
OF
BLOCK 295
REGISTERED PLAN No. 2OM-1O66
CITY OF BURLINGTON
f,?f;_(;IQMJ!.L MUNICIPALITY OF HALTON

024-6810 20

MTE OLS LTD.
ONTARIO LAND SURVEYORS

METRIC:

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



NOTES:

1. BEARINGS ARE UTM GRID, DERIVED FROM GPS OBSERVAnONS USING THE CANSEL NETWORK AND ARE REFERRED TO UTM ZONE 17, NAOB.J (CSRS v6} £POCH 2010.00,
2. BEARINGS AND DISTANCES AS SHOWN HEREON ARE IN ACCORDANCE WITH REGISTERED PLAN No, 20M-1066.
3. DISTANCES ON THIS PLAN AR£ GROUND DISTANCES ANO CAN 8£ CONVERTED TO GRID DISTANCES BY MULTTPLYING BY THE COMBINED SCALE FACTOR OF 0.99970

TOPOGRAPHIC LEGEND:

■	DENOTES FOUND MONUMENT
□	DENOTES PLANTED MONUMENT
18	DENOTES IRON BAR
SIB	DENOTES STANDARD IRON BAR
SS/8	DENOTES SHORT STANDARD IRON BAR
JOB	0ENOTES J.O. BARNES UM/f£0, O.LS.
1370	DENOTES KRCMAR SURVEYORS LID., O.LS.
CLF	DENOTES CI-WN LINK FENCE
C&G	DENOTES CURB AND GUTTER
CSW	0ENOTES CONCR£T£ SIDEWALK
£P	DENOTES EDGE OF PAVEMENT
CL	DENOTES CENTRELINE OF ROAD
R£T	DENOTES RE:TAINING WALL
FF£	DENOTES FINISHED FLOOR ELEVATTON
FON	DENOTES FOUNDAnDN
LS	DENOTES LIGHT STANDARD
GR	DENOTES GUARDRAJL
RW	DENOTES RETAINING WALL
FH	DENOTES FIRE HYDRANT
WV	DENOTES WATER VALVE
BP£0	DENOTES BELL PEDEST'AL
BH•	DENOTES BOREHOLE
HMH	DENOTES HYDRO MANHOLE
HV	DENOTES HYDRO VAULT
	DENOTES BENCH MARK
	DENOTES CONIFEROUS TREE
	DENOTES DECIDUOUS TREE
x333.33	DENOTES £XISTTNG EIEVAnON
	DENOTES SEWER

BENCH MARK:

CITY OF BURLINGTON MONUMENT No. BM1047

ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE REFERRED TO A BRASS PLAQUE SET IN A BRIDGE OVER SHELDON CREEK ON PALLADIUM WAY. 800 METRES NORTHEAST OF WALKERS LIN£ PLAQUE IS LOCATED ON THE EAST SIDE OF PALLADIUM WAY, SU ON THE SOUTHEAST CONCRETE PILLAR, 0.31 MITRES ABOVE GROUND.

ELEVAnON = 160.365

!!. SITE BENCHMARKS ARE AS SHOWN ON THE FACE OF THIS PLAN.

STRUCTURE INFORMATION / PIPE INFORMATION

LOCATION (POINT ID)	DESCRIPTION	TOP OF GRADE ELEVATION	TYPE	MATERIAL	DIAMETER (mm)	INVERT ELEVATION	DIRECTION OF PIPE
1504	CB	160,300	STM	PVC	250	159.05	EAST
1534	MH	160.429	STM	CDNC	600	157.58	EAST
1535	MH	160.428	SAN	PVC	300	156.93	EAST
1556	CB	159.859	STM	PVC	300	158.60	EAST
1568	MH	160.193	STM	CONC	600	157.19	EAST
				PVC	150	158.11	w'EST
1569	MH	160.175	SAN	PVC	250	156,84	EAST
1596	DCB	159,779	STM	PVC	300	158.50	NORTH

ASSOCIATION OF ONTARIO LAND SURVEYORS
PLAN SUBMISSION FORM
2066833

THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BYTHE SURVEYOR In accordance with Aeg11aUon 1026, Section 29(3).

SURVEYOR'S CERnFICATE:

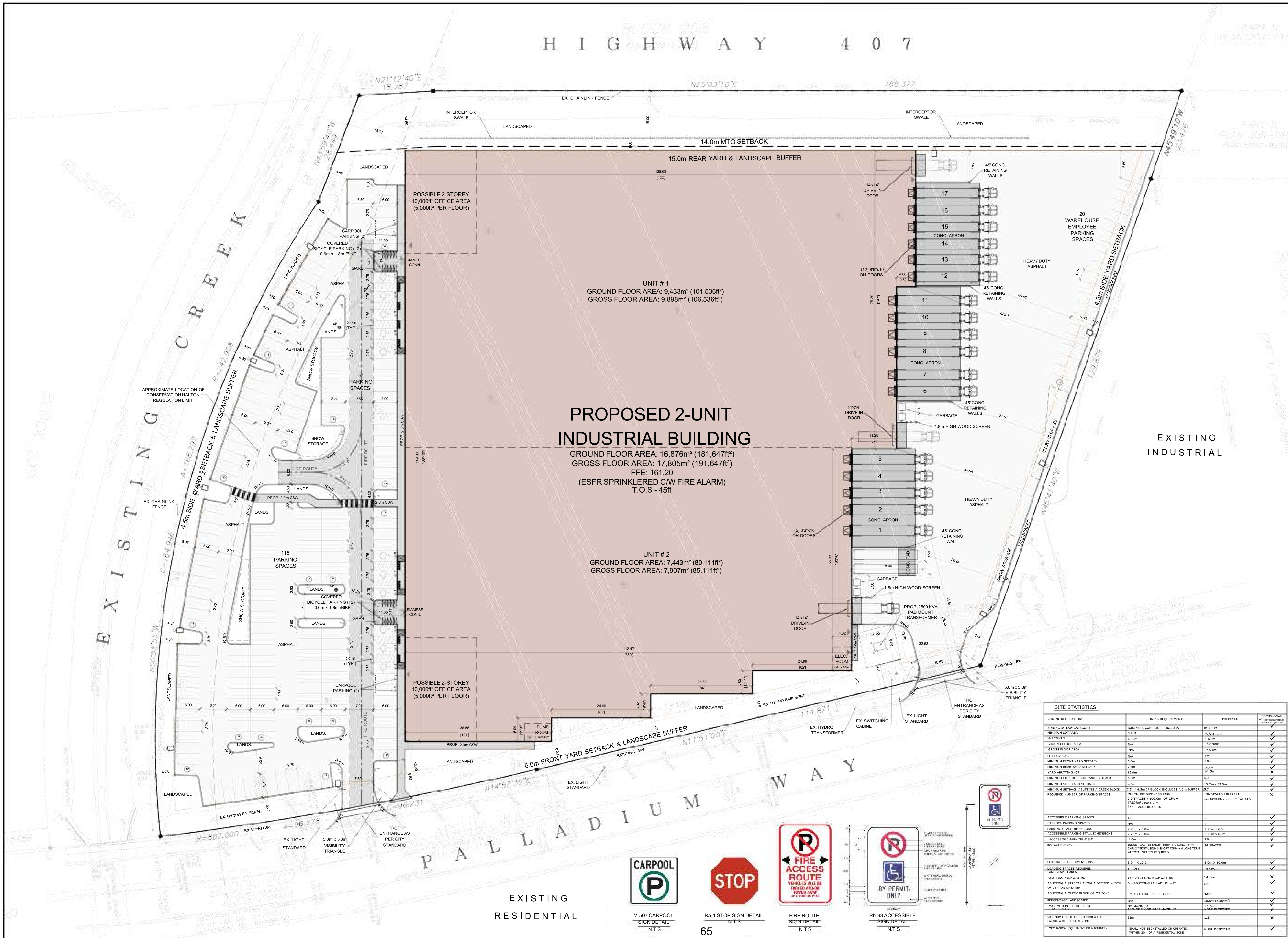
I cERnFY THAT:
1. THIS SURVEY AND PI.AN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULAnONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 27TH DAY OF MARCH, 2019.

April 5, 2019 DATE

PATRICK WOOLLEY
ONTARIO LAND SURVEYOR

MTE OLS Ltd.
ONTARIO LAND SURVEYORS
1016 SUTTON ORN£, UNIT A
BURLINGTON, ONTARIO, LIL 688
m, (905) 639-2552 FAX, (905) 639-7727

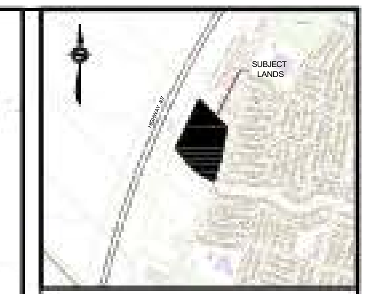
Cad File: P: \P\45397\102\45397-102-TI.DWG | COCO: 45397-102-UTMGROUND.CSI/
Drown 0.D./R.A | Cllr,cked By P. WOOLLEY | File N 45397-102-71 (L)



HIGHWAY 407
EX. CHAINLINK FENCE
INTERCEPTOR SWALE
LANDSCAPED
14.0m MTO SETBACK
15.0m REAR YARD & LANDSCAPE BUFFER
EXISTING CREEK
4.5m SIDE YARD SETBACK & LANDSCAPE BUFFER
APPROXIMATE LOCATION OF CONSERVATION HALTON REGULATION LIMIT
POSSIBLE 2-STOREY 10,000ft² OFFICE AREA (5,000ft² PER FLOOR)
CARPOOL PARKING (2)
COVERED BICYCLE PARKING (12) 0.6m x 1.8m /BIKE
GARB.
SIAMESE CONN.
ASPHALT
LANDS.
SNOW STORAGE
61 PARKING SPACES
115 PARKING SPACES
FIRE ROUTE
PROP. 2.0m CSW
EX. CHAINLINK FENCE
UNIT # 1
GROUND FLOOR AREA: 9,433m² (101,536ft²)
GROSS FLOOR AREA: 9,898m² (106,536ft²)
PROPOSED 2-UNIT INDUSTRIAL BUILDING
GROUND FLOOR AREA: 16,876m² (181,647ft²)
GROSS FLOOR AREA: 17,805m² (191,647ft²)
FFE: 161.20
(ESFR SPRINKLERED C/W FIRE ALARM)
T.O.S - 45ft
UNIT # 2
GROUND FLOOR AREA: 7,443m² (80,111ft²)
GROSS FLOOR AREA: 7,907m² (85,111ft²)
PUMP ROOM
ELEC. ROOM
14'x14' DRIVE-IN DOOR
(12) 8'6"x10' OH DOORS
(5) 8'6"x10' OH DOORS
CONC. APRON
45' CONC. RETAINING WALLS
GARBAGE
1.8m HIGH WOOD SCREEN
PROP. 2500 KVA PAD MOUNT TRANSFORMER
20 WAREHOUSE EMPLOYEE PARKING SPACES
HEAVY DUTY ASPHALT
4.5m SIDE YARD SETBACK
EXISTING INDUSTRIAL
6.0m FRONT YARD SETBACK & LANDSCAPE BUFFER
EX. HYDRO EASEMENT
EXISTING CSW
EX. LIGHT STANDARD
5.0m x 5.0m VISIBILITY TRIANGLE
PROP. ENTRANCE AS PER CITY STANDARD
EX. HYDRO TRANSFORMER
EX. SWITCHING CABINET
PALLADIUM WAY
EXISTING RESIDENTIAL
CARPOOL
STOP
FIRE ACCESS ROUTE
BY PERMIT ONLY
M-507 CARPOOL SIGN DETAIL N.T.S
Ra-1 STOP SIGN DETAIL N.T.S
FIRE ROUTE SIGN DETAIL N.T.S
Rb-93 ACCESSIBLE SIGN DETAIL N.T.S

SITE STATISTICS

ZONING REGULATIONS	ZONING REQUIREMENTS	PROPOSED	COMPLIANCE ✓ MEETS REQUIREMENTS x REZONING REQUIRED
ZONING BY-LAW CATEGORY	BUSINESS CORRIDOR (BC1-319)	BC1-319	✓
MINIMUM LOT AREA	0.4HA	35,551.0m²	✓
LOT WIDTH	60.0m	216.0m	✓
GROUND FLOOR AREA	N/A	16,876m²	✓
GROSS FLOOR AREA	N/A	17,805m²	✓
LOT COVERAGE	N/A	47%	✓
MINIMUM FRONT YARD SETBACK	6.0m	6.0m	✓
MINIMUM REAR YARD SETBACK	7.5m	14.5m	✓
YARD ABUTTING 407	15.0m	14.5m	×
MINIMUM EXTERIOR SIDE YARD SETBACK	4.5m	N/A	✓
MINIMUM SIDE YARD SETBACK	4.5m	15.7m / 32.5m	✓
MINIMUM SETBACK ABUTTING A CREEK BLOCK	7.5m/ 4.5m IF BLOCK INCLUDES A 3m BUFFER	15.7m	✓
REQUIRED NUMBER OF PARKING SPACES	MULTI-USE BUSINESS PARK 2.0 SPACES / 100.0m² OF GFA = 17,805m² /100 x 2 = 357 SPACES REQUIRED	196 SPACES PROPOSED 1.1 SPACES / 100.0m² OF GFA	×
ACCESSIBLE PARKING SPACES	11	11	✓
CARPOOL PARKING SPACES	N/A	4	✓
PARKING STALL DIMENSIONS	2.75m x 6.0m	2.75m x 6.0m	✓
ACCESSIBLE PARKING STALL DIMENSIONS	2.75m x 6.0m	2.75m x 6.0m	✓
ACCESSIBLE PARKING AISLE	2.0m	2.0m	✓
BICYCLE PARKING	INDUSTRIAL- 18 SHORT TERM + 0 LONG TERM EMPLOYMENT USES- 6 SHORT TERM + 0 LONG TERM 24 TOTAL SPACES REQUIRED	24 SPACES	✓
LOADING SPACE DIMENSIONS	3.0m X 10.0m	3.0m X 10.0m	✓
LOADING SPACES REQUIRED	1 SPACE	19 SPACES	✓
LANDSCAPED AREA			
ABUTTING HIGHWAY 407	15m ABUTTING HIGHWAY 407	14.5m	×
ABUTTING A STREET HAVING A DEEMED WIDTH OF 26m OR GREATER	6m ABUTTING PALLADIUM WAY	6m	✓
ABUTTING A CREEK BLOCK OR O3 ZONE	3m ABUTTING CREEK BLOCK	4.5m	✓
PERCENTAGE LANDSCAPED	N/A	18.5% (6,564m²)	✓
MAXIMUM BUILDING HEIGHT	NO MAXIMUM	15.5m	✓
RETAIL SALES	15% OF FLOOR AREA MAXIMUM	NONE PROPOSED	✓
MAXIMUM LENGTH OF EXTERIOR WALLS FACING A RESIDENTIAL ZONE	36m	113m	×
MECHANICAL EQUIPMENT OR MACHINERY	SHALL NOT BE INSTALLED OR OPERATED WITHIN 20m OF A RESIDENTIAL ZONE	NONE PROPOSED	✓



KEY MAP SCALE: NTS

REVISION

NO.	DESCRIPTION:	DATE:
1	FORMAL SITE PLAN APPLICATION	MAR. 23, 2026
2	SECOND SITE PLAN SUBMISSION	JUNE. 30, 2026

North:

Stamp:

LEGAL DESCRIPTION

BLOCK295
REGISTERED PLAN No. 20M-1066
CITY OF BURLINGTON
REGIONAL MUNICIPALITY OF HALTON

LEGEND

- PROPERTY BOUNDARY
- ZONING SETBACK
- S/S PROPOSED STOP SIGN
- BF PROPOSED BARRIER FREE PARKING SIGN
- F/R PROPOSED FIRE ROUTE SIGN
- CP PROPOSED CARPOOL SIGN
- PROPOSED BICYCLE RACK
- PROPOSED LIGHT STANDARD
- PROPOSED MAN DOOR
- EXISTING HYDRANT
- PROPOSED HYDRANT
- PROPOSED TACTILE WARNING SURFACE
- PROPOSED 6.0m FIRE ACCESS ROUTE

NOTES

1. EXISTING TOPOGRAPHIC INFORMATION BASED ON SURVEY PERFORMED BY MTE OLS LTD. BURLINGTON, ONT.- DWG. NO45397-102-T1 ELEVATIONS ARE IN METERS AND ARE REFERRED TO A BRASS PLAQUE SET IN A BRIDGE OVER SHELDON CREEK ON PALLADIUM WAY, 800 METRES NORTHEAST OF WALKERS LINE. PLAQUE IS LOCATED ON THE EASTSIDE OF PALLADIUM WAY, SET ONTHE SOUTHEAST CONCRETE PILLAR, 0.31 METRES ABOVE GROUND
2. ALL ELEVATIONS SHOWN ARE METRIC.
3. BUILDER/OWNER TO VERIFY COMPLIANCE WITH ZONING BYLAWS (ie. SIDE YARDS, SETBACKS, REAR YARDS ETC.)
4. EXCESS SNOW TO BE REMOVED OFF-SITE BY PRIVATE CONTRACTOR.
5. LIGHT STANDARD LOCATIONS ARE TO BE COORDINATED ON SITE TO ENSURE THEY DO NOT INTERFERE WITH UNDERGROUND SERVICES.
6. ALL CURB CUTS, DROP CURBS AND FLUSH CURB TO HAVE TACTILE WARNING SURFACE INDICATORS WHERE THEY CROSS OR ENTER INTO TRAFFICKED AREAS OR OTHER HAZARDS.
7. ALL MAIN DOORS ARE TO BE ACCESSIBLE.
8. CONTACT PARKING SERVICES FOR NUMBER AND LOCATION OF FIRE ROUTE SIGNS PRIOR TO OCCUPANCY.
9. NOTHING OVER THE HEIGHT OF 1.0 METRES SHALL BE PERMITTED WITHIN VISIBILITY TRIANGLES.

VICANO
VICANO CONSTRUCTION LIMITED
225 Paris Rd.
Brantford, Ontario N3R 1J2
TEL:519-759-4120 FAX:519-759-6911

Project title: PROPOSED INDUSTRIAL DEVELOPMENT 4301 PALLADIUM WAY BURLINGTON, ONTARIO

Sheet Title: SITE PLAN

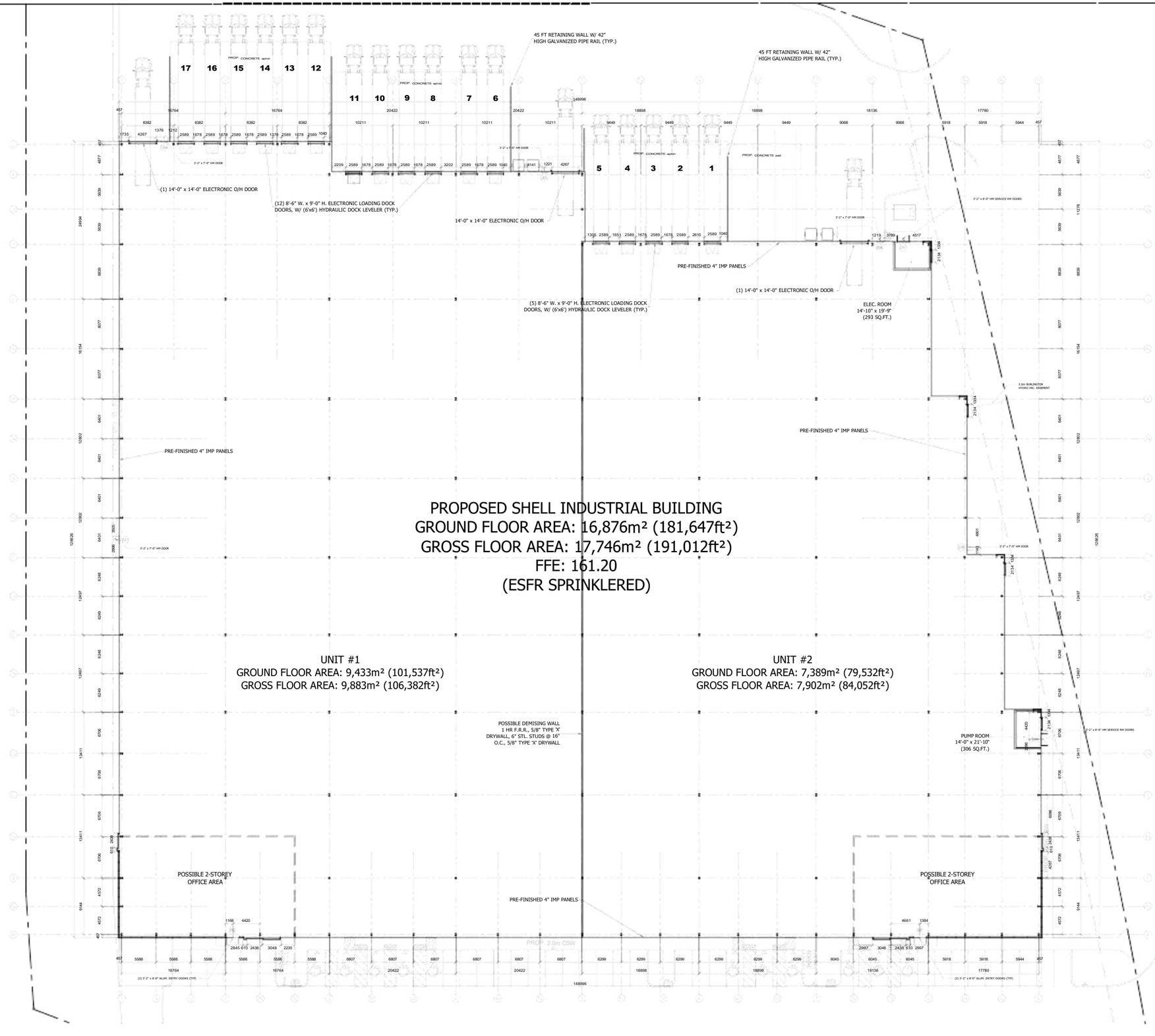
Design: YY

Drawn: YY

Date: MARCH 23, 2026

Scale:

Dwg. no. SP1



PROPOSED SHELL INDUSTRIAL BUILDING
GROUND FLOOR AREA: 16,876m² (181,647ft²)
GROSS FLOOR AREA: 17,746m² (191,012ft²)
FFE: 161.20
(ESFR SPRINKLERED)

UNIT #1
GROUND FLOOR AREA: 9,433m² (101,537ft²)
GROSS FLOOR AREA: 9,883m² (106,382ft²)

UNIT #2
GROUND FLOOR AREA: 7,389m² (79,532ft²)
GROSS FLOOR AREA: 7,902m² (84,052ft²)

1 A2.1 ARCHITECTURAL FLOOR PLAN
SCALE: 1:300

ISSUED FOR:
OPTION/BUILDING:
RELEASE DATE:

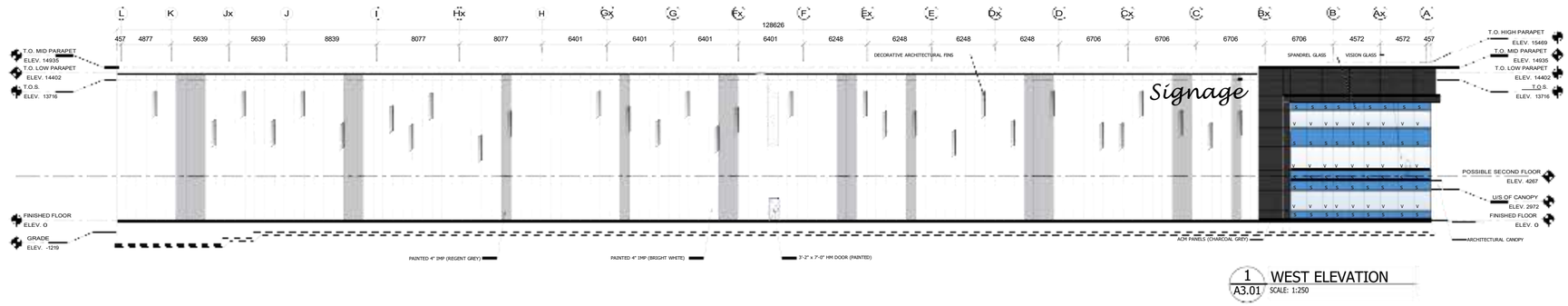
VICANO CONSTRUCTION LIMITED
225 Place Rd
Brantford, Ontario N3S 7L2
TEL:519-759-4120 FAX:519-759-6911

2026-03-30

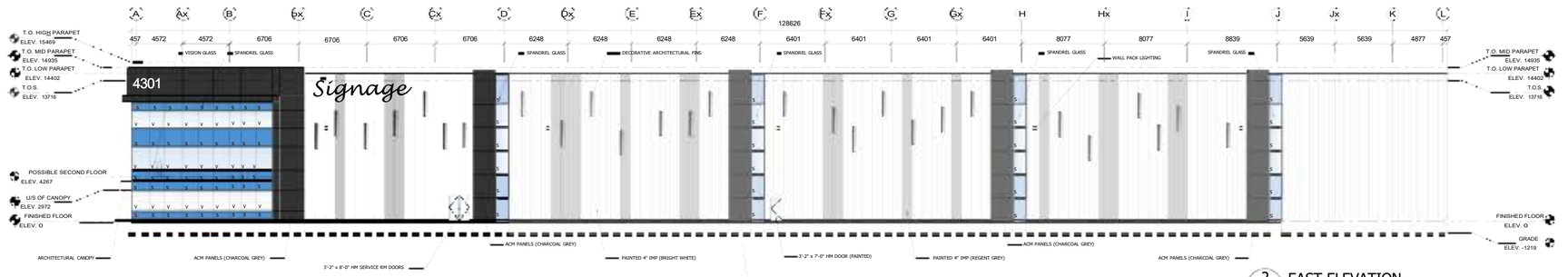
PROPOSED INDUSTRIAL SHELL BUILDING
4301 PALLADIUM WAY
BURLINGTON, ONTARIO

ARCHITECTURAL FLOOR PLAN

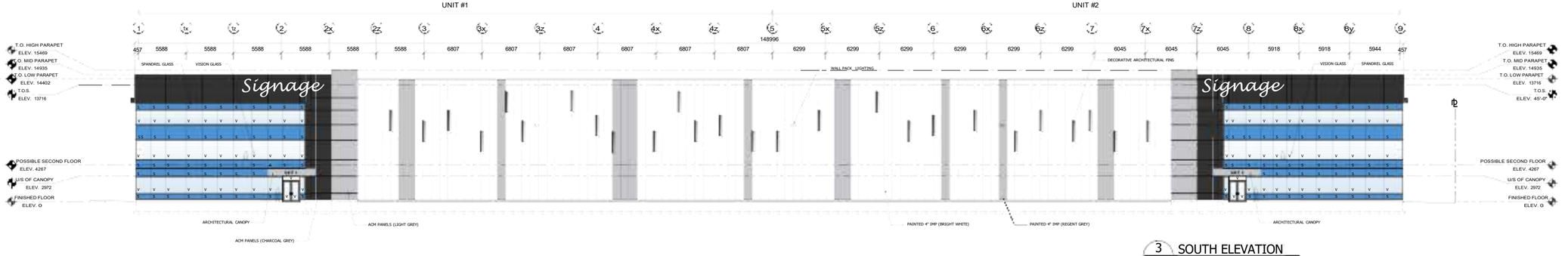
PROJECT NO.: PLOT DATE: 26-MARCH-2026
SHEET NO.: A2.1



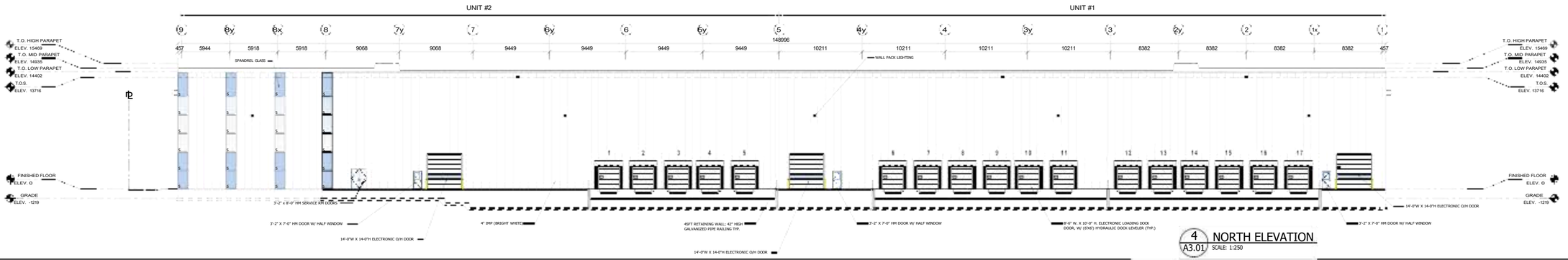
1 WEST ELEVATION
A3.01 SCALE: 1:250



2 EAST ELEVATION
A3.01 SCALE: 1:250



3 SOUTH ELEVATION
A3.01 SCALE: 1:250



4 NORTH ELEVATION
A3.01 SCALE: 1:250

ISSUED FOR
DRAWN BY: DESIGNED BY:
RELEASE DATE:

VICANO CONSTRUCTION LIMITED
255 Plains Road, Unit 12
Burlington, Ontario L7T 2E9
TEL: 519-759-4120 FAX: 519-759-6911

2026-03-30

PROPOSED INDUSTRIAL SHELL BUILDING
4301 PALLADIUM WAY
BURLINGTON, ONTARIO

ELEVATIONS

PROJECT No.
REV. DATE
26-MARCH-2026

SHEET No.
A3.00

PROJECT:

PROPOSED INDUSTRIAL
SHELL BUILDING

4301 PALLADIUM WAY
BURLINGTON, ONTARIO

26-MARCH-2026

REVISIONS

VICANO CONSTRUCTION LIMITED
225 Paris Rd.
Brantford, Ontario N3R 1J2
TEL:519-759-4120 FAX:519-759-6911

REVISIONS

J	26/03/2026	ISSUED FOR FIRST SUBMISSION

SOUTHWEST

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ISSUED FOR:
OPTION/LEASE:
RELEASE DATE:

VICANO CONSTRUCTION LIMITED
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J. A. BUTLER

PROPOSED INDUSTRIAL SHELL BUILDING
4301 PALLADIUM WAY
BURLINGTON, ONTARIO

PROJECT No:
PLOT DATE: 26-MARCH-2026
SHEET No:

A3.02

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2026-06-29
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Yaw Yawson
Manager, Development Planning
Vicano Developments Limited
Suite 301-84 Market Street
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RE: 4301 PALLADIUM WAY, CITY OF BURLINGTON, TWO-UNIT INDUSTRIAL DEVELOPMENT, TRANSPORTATION BRIEF

Vicano Developments Limited retained Paradigm Transportation Solutions Limited to prepare a Transportation Brief, Parking Study, and Access and Circulation Review for a proposed two-unit industrial building at 4301 Palladium Way in the City of Burlington. **Figure 1** (attached) illustrates the site location.

Appendix A contains the pre-study consultation material and responses from the City of Burlington and Ministry of Transportation Ontario (MTO). The scope of work includes a trip generation estimate for the site, AutoTURN analysis, and a parking generation and capacity analysis for the Palladium Way intersections at Appleby Line and Walker's Line.

Development Concept

Site Description

Within the preliminary development concept, Unit 1 contains 9,898 m^2 of gross floor area (GFA) and is proposed for manufacturing use. Within Unit 1, approximately 929 m^2 is identified as ancillary office space supporting the primary manufacturing use. Unit 2 contains 7,907 m^2 GFA, proposed for warehousing use. Within Unit 2, approximately 929 m^2 is identified as ancillary office space supporting the primary warehousing use. In total, the development contains 17,805 m^2 GFA, with up to 1,858 m^2 of ancillary office use. **Figure 2** (attached) illustrates the site plan.

A total parking supply of 196 at-grade spaces is proposed (1.10 spaces per 100 m^2 GFA). The site plan includes 24 bicycle parking spaces (0.13 spaces per 100 m^2 GFA).

Vehicle access is proposed via two driveways to Palladium Way: one for general traffic and one primarily for heavy vehicles to the service side of the building (loading zones). Build-out is anticipated to occur by 2031, timing is subject to market conditions.

Vehicle Circulation

Heavy vehicle and site circulation have been assessed using AutoTURN swept path analysis software. Three design vehicles were used in the analysis:

- Pumper Fire Truck;
- Halton Front-End Collection waste vehicle; and
- WB-20 Tractor Trailer.

Appendix B contains the AutoTURN swept path analysis. No conflicts with the proposed on-site geometry are noted.

Transportation Demand Management Program

To help manage the site's transportation and parking impacts, a Transportation Demand Management (TDM) program is proposed. The following TDM measures are included in the site plan or will be provided by the site operator as part of the TDM program:

Walking

- An internal pedestrian link is proposed, which connects the main entrances to Palladium Way. All on-site sidewalks will conform to City of Burlington and Accessibility for Ontarians with Disabilities Act (AODA) design standards.

Parking

- Four carpool parking spaces are proposed. These spaces are located near the main entrances to the individual units.

Cycling

- The site plan includes 24 bicycle parking spaces (0.13 spaces per 100 m^2 GFA). Bicycle parking spaces are weather protected and are provided near the main entrances to the building.

Wayfinding, Travel Planning, Education / Promotion

- Travel planning resources will be provided to employees and will be posted on-site in common areas such as main entrances (individualized marketing, active transportation maps, community resources, transit schedules).
- The site operator will encourage employees to carpool and manage the supply of the four provided carpool parking spaces These spaces are located near building entrances; and
- The site operator(s) should consider joining Smart Commute Halton to promote sustainable transportation modes.

Summary

The site's TDM plan combined with its location relative to existing transit and cycling networks, can assist in mitigating the site's transportation and parking impacts on the adjacent road network, promote a strong and vibrant economy, and create a livable community that has a balanced transportation network for all users.

Area Context

Road Network

The characteristics of the roads and intersections in the study area are described below. Reference was made to the City of Burlington *Official Plan, Schedule O-1 Transportation Facilities – Urban Area*.[1]

- **Palladium Way** is an east-west industrial connector with a three-lane urban cross-section, providing one travel lane in each direction and a centre two-way left-turn lane. The road has a posted speed limit of 60 km/h.
- **Appleby Line** is a north-south major arterial road with a six-lane urban cross-section, providing three travel lanes in each direction and a centre median. The road has a posted speed limit of 70 km/h north, and 60 km/h south, of the intersection with Palladium Way.
- **Walker's Line** is a north-south urban avenue from the northerly limits of Urban Burlington to the Queen Elizabeth Way. North of the intersection with Palladium Way, the road has a two-lane rural cross section, providing one travel lane in each direction. To the south of Palladium Way, the road has a four-lane urban cross-section, providing two travel lanes in each direction and a centre median. The road has a posted speed limit of 60 km/h. Truck trips are restricted on Walker's Line year-round between the northerly limits of Urban Burlington and Dundas Street.[2]

Walking

Pedestrian travel within the study area is facilitated by sidewalks on both sides of Palladium Way, Appleby Line, and on Walker's Line, south of Palladium Way. Multiple pedestrian connections exist between the sidewalks on Palladium Way and the Alton Village neighbourhood.

Pedestrian signal heads, with push buttons and delineated crosswalks are provided at the signalized Palladium Way intersection with Appleby Line.

[1] City of Burlington, *Burlington's Official Plan: Schedule O-1 Classification of Transportation Facilities – Urban Area, July 2025 Office Consolidation,* (Burlington: City of Burlington, 2025).
[2] City of Burlington, *Integrated Mobility Plan,* (Burlington: City of Burlington, 2023).

Cycling

The existing cycling infrastructure includes painted bike lanes along Appleby Line, Palladium Way, and Walker's Line. Multi-use paths are provided on the south side of Palladium Way and through Palladium Park and Doug Wright Park.[3] A bike repair station is located on the southwest corner of the Appleby Line and Palladium Way intersection.

Figure 3 (attached) illustrates the existing cycling network for the area.

The City of Burlington *Cycling Master Plan's Proposed Network* identifies Palladium Way and Walker's Line as part of the spine network with protected bikeways. Intersection improvements are shown at the Appleby Line and Palladium Way and the Walker's Line and Palladium Way intersections.[4]

Transit

Burlington Transit operates the public transit system in the City. **Figure 4** (attached) illustrates the existing transit network[5] near the subject site. There are no transit routes that directly service the site, however four transit routes are within proximity:

- **Route 6 – Headon** travels from the Burlington GO Station to the Highway 407 GO Carpool parking lot. This route operates seven days a week from the early morning until late evening. The headway is approximately 30 minutes from 6 AM to 6 PM for weekday for trips, whereas the headway is either 30 or 60 minutes on weekends
- **Route 11 – Sutton-Alton** travels from the Appleby GO Station to the Highway 407 GO Carpool parking lot. This route operates seven days a week from the early morning until late evening. The headway is ranges from 15 to 20 minutes from 6 AM to 6 PM. for weekday for trips, whereas the headway is either 30 or 60 minutes on weekends
- **Route 48 – Millcroft** travels from the Haver Community Centre to Corpus Christi Secondary School. This route operates on weekdays from September to June with two routes in each direction per day.
- **Route 51 – Burlington Northeast** operates in a loop from the Burlington GO Station. This route operates on weekday and Saturday nights with three trips per day. Weekday and weekend headways operate in the order of approximately 60 minutes.

The closest bus stops are located at the Thomas Alton Boulevard and Hopkins Drive intersection. The walking time to these stops is less than fifteen minutes and can be accessed using the existing sidewalk infrastructure.

As development progresses along Palladium Way, Burlington Transit may consider expanding service to these employment lands if demand supports it.

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[3] City of Burlington*, Cycling Plan,* (Burlington: City of Burlington, 2018).
[4] Ibid.
[5] Burlington Transit, *Schedules and Maps*, (Burlington: Burlington Transit, 2025).

Traffic Volumes

Existing traffic counts were collected by Pyramid Traffic Inc. on Tuesday, April 21, 2026. **Figure 5** (attached) illustrates the base year weekday AM and PM peak hour volumes.

Appendix C contains the existing count data and signal timing data.

Traffic Operations

The study area intersection operations were evaluated using Synchro 12 software and Highway Capacity Manual (HCM) 2000 procedures. The key parameters used in the analysis include:

- Existing lane configurations;
- Heavy vehicle percentages as derived from existing traffic count data;
- Conflicting pedestrian crossing volumes as derived from existing traffic count data;
- Calculated intersection Peak Hour Factors (PHF), which facilitates an assessment of the busiest 15-minute period within the peak hour; and
- Synchro default values for all other inputs.

Based on the Halton Region *Transportation Impact Study Guidelines*[6]*,* the following criteria indicate critical conditions and signify that mitigation measures may need to be considered, when:

- v/c ratios for through or shared through/turning movements that exceed 0.85 at a signalized intersection;
- v/c ratios for exclusive turning movements that exceed 0.95 at a signalized intersection;
- The 95th percentile queues for an individual movement that are projected to exceed the available turning lane storage; and
- LOS, based on average delay per vehicle on individual movements, which exceeds LOS D for unsignalized intersections.

Table 1 summarizes the level of service conditions. The study area intersections are operating at acceptable levels of service with all movements within capacity.

Appendix D contains the detailed Synchro 12 reports.

[6] Halton Region, *Transportation Impact Study Guidelines*, (Oakville: Halton Region, 2015).

TABLE 1: EXISTING TRAFFIC OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction/Movement/Approach																	
				Eastbound				Westbound				Northbound				Southbound				Overall
				Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
AM Peak Hour	Walker's Line & Palladium Way	TWSC	LOS	B	C	>	**C**	C	B	>	**C**	A	A	>	**A**	A	A	>	**A**	**A**
			Delay	14	16	>	**15**	17	14	>	**16**	8	0	>	**0**	8	0	>	**1**	**3**
			V/C	0.03	0.10	>		0.20	0.06	>		0.01	0.09	>		0.02	0.10	>		
			Q	1	2	>		6	1	>		0	0	>		0	0	>		
			Stor.	30	-	>		55	-	>		45	-	>		30	-	>		
			Avail.	29	-	>		49	-	>		45	-	>		30	-	>		
	Appleby Line & Palladium Way/Harrison Crescent	TCS	LOS	D	D	>	**D**	D	C	>	**D**	A	A	>	**A**	A	A	>	**A**	**A**
			Delay	39	35	>	**37**	36	35	>	**35**	3	3	>	**3**	6	7	>	**7**	**7**
			V/C	0.44	0.06	>		0.11	0.01	>		0.13	0.22	>		0.06	0.23	>		**0.49**
			Q	19	10	>		7	4	>		6	20	>		5	27	>		
			Stor.	80	-	>		60	-	>		95	-	>		70	-	>		
			Avail.	61	-	>		53	-	>		89	-	>		65	-	>		
PM Peak Hour	Walker's Line & Palladium Way	TWSC	LOS	C	B	>	**B**	D	C	>	**C**	A	A	>	**A**	A	A	>	**A**	**A**
			Delay	16	13	>	**13**	25	17	>	**22**	8	0	>	**1**	8	0	>	**0**	**7**
			V/C	0.00*	0.07	>		0.53	0.22	>		0.03	0.11	>		0.00*	0.11	>		
			Q	0	2	>		23	6	>		1	0	>		0	0	>		
			Stor.	30	-	>		55	-	>		45	-	>		30	-	>		
			Avail.	30	-	>		32	-	>		44	-	>		30	-	>		
	Appleby Line & Palladium Way/Harrison Crescent	TCS	LOS	D	D	>	**D**	D	D	>	**D**	A	A	>	**A**	A	A	>	**A**	**B**
			Delay	44	40	>	**42**	43	40	>	**42**	4	4	>	**4**	7	8	>	**8**	**11**
			V/C	0.52	0.13	>		0.45	0.09	>		0.13	0.24	>		0.08	0.30	>		**0.55**
			Q	29	16	>		24	12	>		6	25	>		6	41	>		
			Stor.	80	-	>		60	-	>		95	-	>		70	-	>		
			Avail.	51	-	>		36	-	>		89	-	>		64	-	>		

MOE - Measure of Effectiveness
LOS - Level of Service
Delay - Average Delay per Vehicle in Seconds
V/C - Volume to Capacity Ratio
Q - 95th Percentile Queue Length (m)
Stor. - Existing Storage (m)
Avail. - Available Storage (m)
** - Value between 0.00 and 0.01*
TCS - Traffic Control Signal
TWSC - Two-Way Stop Control
< / > - Shared with through movement

Trip Generation and Assignment

ITE Trip Generation

The Institute of Transportation Engineers (ITE) publication, *Trip Generation Manual*[7] was referenced to estimate the vehicular site trips generated by the proposed development. Specifically, the trip rates for Land Use Code (LUC) 140 – Manufacturing and LUC 150 – Warehouse were used to estimate the vehicle trips generated.

No modal split adjustments have been applied to the trip generation estimate to account for active transportation or transit-oriented trips.

Table 2 summarizes the estimated trip generation for the development. The subject site is forecast to generate approximately 76 and 89 new vehicle trips during the AM and PM peak hours, respectively. Of these, 5 AM peak hour trips and 4 PM peak hour trips are forecast to be heavy vehicle trips.

[7] Institute of Transportation Engineers, *Trip Generation Manual,* 12th ed., (Washington DC: ITE, 2025).

TABLE 2: ESTIMATED SITE GENERATED TRAFFIC

Land Use	Trip Type	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
LUC 140 – 106.54k sq. ft.	Passenger	39	12	**51**	16	42	**58**
	Truck	2	1	**3**	1	1	**2**
LUC 150 – 85.11k sq. ft.	Passenger	16	4	**20**	7	20	**27**
	Truck	1	1	**2**	1	1	**2**
Total Generation		**58**	**18**	**76**	**25**	**64**	**89**

LUC 140: AM – T = 0.51(X) | PM – T = 0.84(X) - 29.93
LUC 150: AM – T = 0.10(X) + 13.43 | PM – T = 0.11(X) + 19.62

Trip Distribution and Assignment

Table 3 summarizes the estimated trip distribution. The distribution is based on a review of existing travel patterns. The patterns capture the typical commuter patterns reflective of the surrounding residential and commercial area. This was used rather than Transportation Tomorrow Survey (TTS) data as the traffic analysis zone containing the subject site (TTS Zone 5122) contains residential parcels to the south. This would skew the distribution results and would be less representative of the site's employment trip distribution. The methodology was confirmed with City and MTO staff during pre-consultation. The distribution to each origin/destination has been rounded to the nearest five percent. **Figure 6** illustrates (attached) the site generated traffic volumes.

TABLE 3: ESTIMATED TRIP DISTRIBUTION

Origin/Destination	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
North via Appleby Line	30%	40%	40%	35%
South via Appleby Line	40%	35%	35%	35%
North via Walker's Line	10%	10%	10%	10%
South via Walker's Line	15%	15%	15%	15%
West via Palladium Way	5%	0%	0%	5%
Total	**100%**	**100%**	**100%**	**100%**

Traffic Conditions

Traffic Forecast

A five-year horizon (2036) from the estimated build-out of the site (2031) has been used to assess intersection operations. The likely future traffic volumes near the subject site are estimated to consist of:

- Increased non-site traffic (generalized background traffic growth); and
- Traffic generated by the subject site.

A generalized background growth rate of two percent per annum was used. Additionally, five nearby developments were identified for inclusion in the traffic forecast. These developments include:

- **3399 Appleby Line**, a proposed industrial building with a total floor area of approximately 17,652 m^2. The site traffic volumes are based on the TIS[8] for the site;
- **3402-3416 Appleby Line**, a proposed industrial building with a total floor area of approximately 30,234 m^2. The site traffic volumes are based on the TIS[9] for the site;
- **4103 Palladium Way**, a proposed retirement home with 115 units, a long-term care facility with 256 beds, a medical office with approximately 150 m^2 of GFA, a pharmacy with approximately 100 m^2 GFA, and a day care with approximately 705 m^2 GFA. The site traffic volumes are based on the TIS[10] for the site;
- **4721 Palladium Way**, a proposed Islamic Place of Worship with a small office component. The site traffic volumes are based on the TIS[11] for the site;
- **4853 Palladium Way**, a proposed set of 10 employment blocks with approximately 24,498 m^2 of GFA. The site traffic volumes are based on the TIS[12] for the site;
- **4853 Thomas Alton Boulevard**, a proposed 612-unit residential development. The site traffic volumes are based on the TIS[13] for the site; and

[8] Paradigm Transportation Solutions Limited, *3399 Appleby Line, City of Burlington, Transportation Impact Study*, (Cambridge: Paradigm, 2022).
[9] JD Northcote Engineering Inc., *3402-3416 Appleby Line, City of Burlington, Traffic Impact and TDM Study*, (Barrie: JD Northcote, 2023).
[10] GHD Limited, *4103 Palladium Way, Traffic Impact Study, Better Life Development,* (Mississauga: GHD, 2024).
[11] Paradigm Transportation Solutions Limited, *4721 Palladium Way, Transportation Impact Study & TDM Options Report*, (Cambridge: Paradigm, 2017).
[12] Paradigm Transportation Solutions Limited, *Block 23 20M-1034, 4853 Palladium Way, Transportation Impact Study*, (Cambridge: Paradigm, 2016).
[13] Paradigm Transportation Solutions Limited, *4853 Thomas Alton Boulevard, Transportation Impact Study, Parking Study & TDM Options Report*, (Cambridge: Paradigm, 2016).

- **4883 Thomas Alton Boulevard**, a proposed single-storey commercial development with a total of 1,888 m^2 of gross floor area for restaurant, retail, and daycare uses. The site traffic volumes are based on the TIS[14] for the site.

Appendix E contains the forecast background development traffic volumes. **Figure 7** and **Figure 8** (attached) illustrate the background and total traffic volumes, respectively.

Traffic Operations

Table 4 and **Table 5** summarize the five-year operational results for background and total traffic, respectively.

In summary, the study area intersections are forecast to operate at acceptable levels of service under background and total traffic conditions. Although, the westbound left-turn movement at the intersection of Walker's Line and Palladium Way is forecast to operate at LOS F with a v/c ratio greater than 1.00 and have a 95th percentile queue length that exceeds its storage length during the PM peak hour. This movement becomes critical under background traffic conditions (without site generated traffic). The additional turn lane storage required to accommodate the 95th percentile queue can be provided within the existing two-way left-turn lane on Palladium Way.

Appendix F and **Appendix G** contain the detailed Synchro 12 reports for background and total traffic conditions, respectively.

[14] Paradigm Transportation Solutions Limited, *4883 Thomas Alton Boulevard, Transportation Impact Study*, (Cambridge: Paradigm, 2025).

TABLE 4: FIVE-YEAR BACKGROUND TRAFFIC OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction/Movement/Approach																	
				Eastbound				Westbound				Northbound				Southbound				Overall
				Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
AM Peak Hour	Walker's Line & Palladium Way	TWSC	LOS	B	C	>	**C**	D	B	>	**C**	A	A	>	**A**	A	A	>	**A**	**A**
			Delay	14	19	>	**18**	25	15	>	**23**	8	0	>	**0**	9	0	>	**1**	**5**
			V/C	0.03	0.13	>		0.45	0.07	>		0.01	0.09	>		0.03	0.10	>		
			Q	1	3	>		17	2	>		0	0	>		1	0	>		
			Stor.	30	-	>		55	-	>		45	-	>		30	-	>		
			Avail.	29	-	>		38	-	>		45	-	>		29	-	>		
	Appleby Line & Palladium Way/Harrison Crescent	TCS	LOS	D	C	>	**D**	C	C	>	**C**	A	A	>	**A**	B	B	>	**B**	**B**
			Delay	38	30	>	**35**	31	30	>	**30**	6	6	>	**6**	11	12	>	**12**	**11**
			V/C	0.61	0.08	>		0.10	0.02	>		0.44	0.27	>		0.14	0.32	>		**0.57**
			Q	35	13	>		8	6	>		22	30	>		11	43	>		
			Stor.	80	-	>		60	-	>		95	-	>		70	-	>		
			Avail.	45	-	>		52	-	>		73	-	>		59	-	>		
PM Peak Hour	Walker's Line & Palladium Way	TWSC	LOS	C	B	>	**B**	F	C	>	**F**	A	A	>	**A**	A	A	>	**A**	**D**
			Delay	17	14	>	**14**	89	18	>	**73**	8	0	>	**1**	8	0	>	**0**	**25**
			V/C	0.00*	0.09	>		1.01	0.26	>		0.03	0.12	>		0.00*	0.12	>		
			Q	0	2	>		85	8	>		1	0	>		0	0	>		
			Stor.	30	-	>		55	-	>		45	-	>		30	-	>		
			Avail.	30	-	>		-30	-	>		44	-	>		30	-	>		
	Appleby Line & Palladium Way/Harrison Crescent	TCS	LOS	D	C	>	**D**	D	C	>	**D**	A	A	>	**A**	B	B	>	**B**	**B**
			Delay	48	34	>	**40**	38	33	>	**36**	9	7	>	**7**	12	14	>	**14**	**16**
			V/C	0.73	0.18	>		0.49	0.09	>		0.54	0.28	>		0.14	0.43	>		**0.74**
			Q	52	19	>		28	13	>		24	38	>		11	69	>		
			Stor.	80	-	>		60	-	>		95	-	>		70	-	>		
			Avail.	28	-	>		32	-	>		71	-	>		59	-	>		

MOE - Measure of Effectiveness
LOS - Level of Service
Delay - Average Delay per Vehicle in Seconds
V/C - Volume to Capacity Ratio
Q - 95th Percentile Queue Length (m)
Stor. - Existing Storage (m)
Avail. - Available Storage (m)
** - Value between 0.00 and 0.01*
TCS - Traffic Control Signal
TWSC - Two-Way Stop Control
< / > - Shared with through movement

TABLE 5: FIVE-YEAR TOTAL TRAFFIC OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction/Movement/Approach																	
				Eastbound				Westbound				Northbound				Southbound				Overall
				Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
AM Peak Hour	Walker's Line & Palladium Way	TWSC	LOS	B	C	>	C	D	B	>	D	A	A	>	A	A	A	>	A	A
			Delay	15	20	>	18	28	15	>	26	8	0	>	0	9	0	>	1	5
			V/C	0.03	0.15	>		0.49	0.08	>		0.01	0.09	>		0.04	0.10	>		
			Q	1	4	>		19	2	>		0	0	>		1	0	>		
			Stor.	30	-	>		55	-	>		45	-	>		30	-	>		
			Avail.	29	-	>		36	-	>		45	-	>		29	-	>		
	Appleby Line & Palladium Way/Harrison Crescent	TCS	LOS	D	C	>	D	C	C	>	C	A	A	>	A	B	B	>	B	B
			Delay	38	30	>	35	30	30	>	30	6	6	>	6	12	12	>	12	12
			V/C	0.62	0.08	>		0.09	0.02	>		0.50	0.27	>		0.14	0.34	>		0.59
			Q	37	13	>		8	6	>		25	31	>		11	44	>		
			Stor.	80	-	>		60	-	>		95	-	>		70	-	>		
			Avail.	43	-	>		52	-	>		70	-	>		59	-	>		
	Palladium Way & West Site Driveway	TWSC	LOS	A	A		A		A	>	A					B		>	B	A
			Delay	8	0		0		0	>	0					12		>	12	1
			V/C	0.01	0.20				0.12	>						0.03		>		
			Q	0	0				0	>						1		>		
			Stor.	15	-				-	>						-		>		
			Avail.	15	-				-	>						-		>		
	Palladium Way & East Site Driveway	TWSC	LOS	A	A		A		A	>	A					B		>	B	A
			Delay	8	0		0		0	>	0					13		>	13	0
			V/C	0.00*	0.21				0.12	>						0		>		
			Q	0	0				0	>						0		>		
			Stor.	15	-				-	>						-		>		
			Avail.	15	-				-	>						-		>		
PM Peak Hour	Walker's Line & Palladium Way	TWSC	LOS	C	B	>	B	F	C	>	F	A	A	>	A	A	A	>	A	D
			Delay	18	14	>	15	104	18	>	83	8	0	>	1	8	0	>	0	30
			V/C	0.00*	0.09	>		1.06	0.29	>		0.03	0.12	>		0.00*	0.12	>		
			Q	0	2	>		95	9	>		1	0	>		0	0	>		
			Stor.	30	-	>		55	-	>		45	-	>		30	-	>		
			Avail.	30	-	>		-40	-	>		44	-	>		30	-	>		
	Appleby Line & Palladium Way/Harrison Crescent	TCS	LOS	D	C	>	D	D	C	>	C	B	A	>	A	B	B	>	B	B
			Delay	48	33	>	40	37	32	>	35	11	8	>	8	13	15	>	15	17
			V/C	0.75	0.20	>		0.48	0.09	>		0.59	0.29	>		0.14	0.45	>		0.76
			Q	57	20	>		28	13	>		27	41	>		11	69	>		
			Stor.	80	-	>		60	-	>		95	-	>		70	-	>		
			Avail.	23	-	>		32	-	>		68	-	>		59	-	>		
	Palladium Way & West Site Driveway	TWSC	LOS	A	A		A		A	>	A					B		>	B	A
			Delay	8	0		0		0	>	0					13		>	13	1
			V/C	0.00*	0.10				0.26	>						0.13		>		
			Q	0	0				0	>						3		>		
			Stor.	15	-				-	>						-		>		
			Avail.	15	-				-	>						-		>		
	Palladium Way & East Site Driveway	TWSC	LOS	A	A		A		A	>	A					B		>	B	A
			Delay	8	0		0		0	>	0					14		>	14	0
			V/C	0.00*	0.13				0.26	>						0.01		>		
			Q	0	0				0	>						0		>		
			Stor.	15	-				-	>						-		>		
			Avail.	15	-				-	>						-		>		

MOE - Measure of Effectiveness
LOS - Level of Service
Delay - Average Delay per Vehicle in Seconds
V/C - Volume to Capacity Ratio
Q - 95th Percentile Queue Length (m)
Stor. - Existing Storage (m)
Avail. - Available Storage (m)
** - Value between 0.00 and 0.01*
TCS - Traffic Control Signal
TWSC - Two-Way Stop Control
< / > - Shared with through movement

Remedial Measures

The site driveway intersections with Palladium Way are forecast to operate at acceptable levels of service. No geometric changes or traffic control improvements are required at the proposed driveway intersections. The existing centre two-way left-turn lane is sufficient to accommodate turning movements. Stop control on the driveway approaches to Palladium Way is an appropriate form of traffic control.

The following section examines the potential need for traffic control improvements at the intersection of Walker's Line and Palladium Way.

Traffic Signal Control

The need for traffic control improvements is assessed using the Ontario Traffic Manual (OTM Book 12) signal warrant[15] procedures. The signal warrants detail three cases. Case 1 applies when the threshold exceeds 200%, in which case a signal is undoubtedly warranted. Case 2 applies when the threshold falls between 100% and 199%, where a signal might be warranted. Case 3 applies when the threshold is less than 100%, indicating that a signal is unlikely to be warranted.

Table 6 summarizes the OTM signal warrants for the Palladium Way and Walker's Line intersection. Based on the volume warrant analysis under total traffic conditions, traffic control signals are not warranted. No change to the existing form of traffic control is recommended at this time. **Appendix H** contains the warrant analysis.

TABLE 6: OTM WARRANT SUMMARY

Intersection	OTM Warrant				Case
	1A	1B	2A	2B	
Palladium Way and Walker's Line	58%	93%	41%	177%	**Case 3** **No**

[15] Ontario Ministry of Transportation, *Ontario Traffic Manual Book 12: Traffic Signals,* (Toronto: Queen's Printer for Ontario, 2024).

Parking

The municipal parking requirements for this development are governed by City of Burlington Zoning By-law 2020[16] with the subject site designated as BC1-319 (Business Corridor).

Parking Supply

The site's proposed vehicular parking supply is 196 spaces (1.10 spaces per 100 m^2 GFA).

On site bicycle parking is provided in the form of 24 short-term bicycle parking spaces (0.13 spaces per 100 m^2 GFA). In lieu of a bicycle storage room for the required long-term bicycle parking, all 24 short-term bicycle parking spaces are weather protected and located near the main entrances.

Required Bicycle Parking Supply

The minimum bicycle parking requirements under Burlington City-Wide Parking Standards Review[17] are as follows:

- **Industrial:** 2 short-term spaces plus 1 space per 1,000 m^2 gross floor area.
- **Employment Uses:** 2 short-term spaces plus 1 space per 1,000 m^2 gross floor area and 1 long-term space per 1,000 m^2 gross floor area

Based on these rates, a minimum bicycle parking supply of 24 bicycle parking spaces, comprised of 22 short-term and 2 long-term bicycle parking spaces are required. With 24 proposed short-term and zero proposed long-term bicycle parking spaces, the bicycle parking supply meets the requirement, but is deficient in long-term bicycle parking spaces.

In correspondence with the City, Transportation Planning noted that they would accept the proposed parking supply if all 24 short-term bicycle parking are weather protected and remain near the main entrances. This is illustrated on the site plan.

Required Vehicular Parking Supply

The minimum parking rates for the proposed development under Zoning By-law 2020[18] require 2 vehicular spaces per 100 m^2 of gross floor area.

Table 7 summarizes the minimum required vehicular parking standard calculations.

The zoning by-law mandates a minimum vehicular parking supply of 357 spaces. With 196 proposed vehicular parking spaces, the site's parking supply is below the zoning by-law requirement by 161 parking spaces.

[16] City of Burlington Zoning By-law 2020, § part 16.
[17] IBI Group, *Burlington City-Wide Parking Standards Review,* (Burlington: IBI Group, 2017).
[18] Ibid.

TABLE 7: ZONING BY-LAW 2020 VEHICULAR PARKING SUMMARY

Land Use	GFA	Rate	Weekday
Multi-Unit Business Park	17.81k m^2	2 spaces per 100 m^2 GFA	357 spaces
Supply			**196 spaces**
Surplus/Deficit			**-161 spaces**

Forecast Parking Demand

The Institute of Transportation Engineers (ITE) *Parking Generation Manual*[19] was referenced to estimate the peak hour vehicular parking demands generated by the development. Specifically, the trip rates for Land Use Code (LUC) 140 – Manufacturing and LUC 150 – Warehouse were used to estimate the forecast parking demand. **Table 8** summarizes the estimated parking demand for the development. The higher of the average parking rate and the fitted parking rate was used to remain conservative.

The site's parking demand is estimated at approximately 130 spaces. With 196 spaces proposed, the planned parking supply exceeds the expected demand. This results in an estimated surplus of about 66 spaces.

TABLE 8: ITE VEHICULAR PARKING SUMMARY

Land Use	GFA	Weekday
LUC 140 Manufacturing	106.54k sq. ft.	98 spaces
LUC 150 Warehouse	85.11k sq. ft	31 spaces
Total	**190.8 k sq. ft.**	**129 spaces**
Supply		**196 spaces**
Surplus/Deficit		**+67 spaces**

LUC 140: P = 0.92(X) | LUC 150: P = 0.37(X)

P represents forecast weekday (Monday-Friday) demand in parking spaces; X represents 1,000 sq. ft. GFA.

Summary

The site proposes 196 vehicular parking spaces and 24 bicycle parking spaces. The zoning by-law mandates a total of 357 vehicular parking spaces. The proposed parking supply results in a deficit of 161 spaces compared to zoning by-law requirements. The bicycle parking supply meets minimum parking supply requirements.

[19] Institute of Transportation Engineers, *Parking Generation Manual, 6th ed.*, (Washington DC: ITE, 2023).

Based on the parking demand forecasts (129 spaces), the planned parking supply (196 spaces) should adequately serve the demand with a surplus of approximately 67 spaces.

Conclusions and Recommendations

Based on the investigations carried out, it is concluded that:

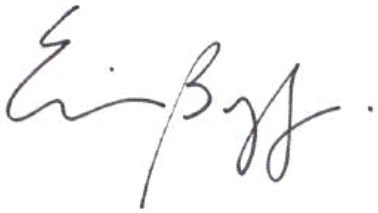
- **Existing Traffic Conditions:** The study area intersections are currently operating at acceptable levels of service with all movements within capacity.
- **Heavy Vehicle Circulation:** All design vehicles assessed can navigate through their indented areas of the site without any geometric conflicts.
- **Site Trip Generation:** The proposed development is forecast to generate 76 and 89 vehicle trips during the weekday AM and weekday PM peak hours, respectively. It is also noted that the development generates 5 and 4 heavy vehicle trips during the weekday AM and weekday PM peak hours (included within the trip generation for all vehicles).
- **Future Background and Total Traffic Conditions**: The study area intersections are expected to operate at acceptable levels of service under both background and total traffic conditions. The exception is the westbound left-turn movement at Walker's Line and Palladium Way, which is forecast to operate at LOS F with a v/c ratio greater than 1.00 and have a 95th percentile queue length that exceeds its storage. Additional queue storage can be accommodated by the existing centre two-way left-turn lane.
- **Traffic Control Signal Warrant:** A traffic control signal is not warranted at the intersection of Walker's Line and Palladium Way.
- **Parking:** The site's proposed parking supply (196 spaces) is less than the City's Zoning requirements. The site's parking generation is forecast to be approximately 129 spaces based on ITE parking generation data, resulting in an estimated surplus of approximately 67 spaces. The excess parking capacity provides flexibility to absorb potential variations in demand over time or modest changes in site usage without the need for additional parking.

Based on the findings of this study, it is recommended that the development be considered for approval. No external roadway improvements, including traffic control measures or turn lanes, are required on the study area roadways.

Yours very truly,

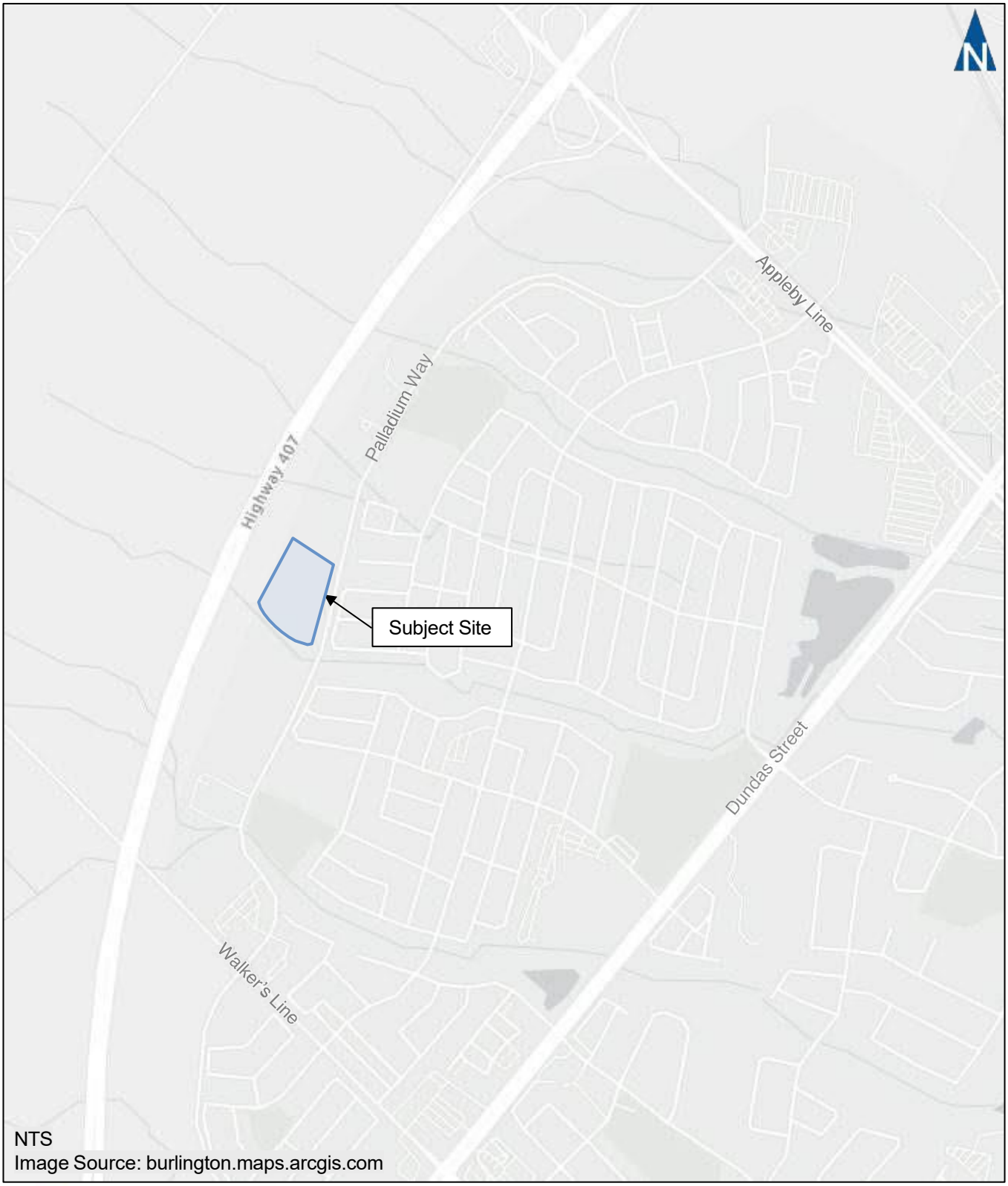
PARADIGM TRANSPORTATION SOLUTIONS LIMITED

Scott Catton
C.E.T.
Operations Principal, Golden Horseshoe



Erica Bayley
P.Eng.
Executive Principal, Business Development

Attachments



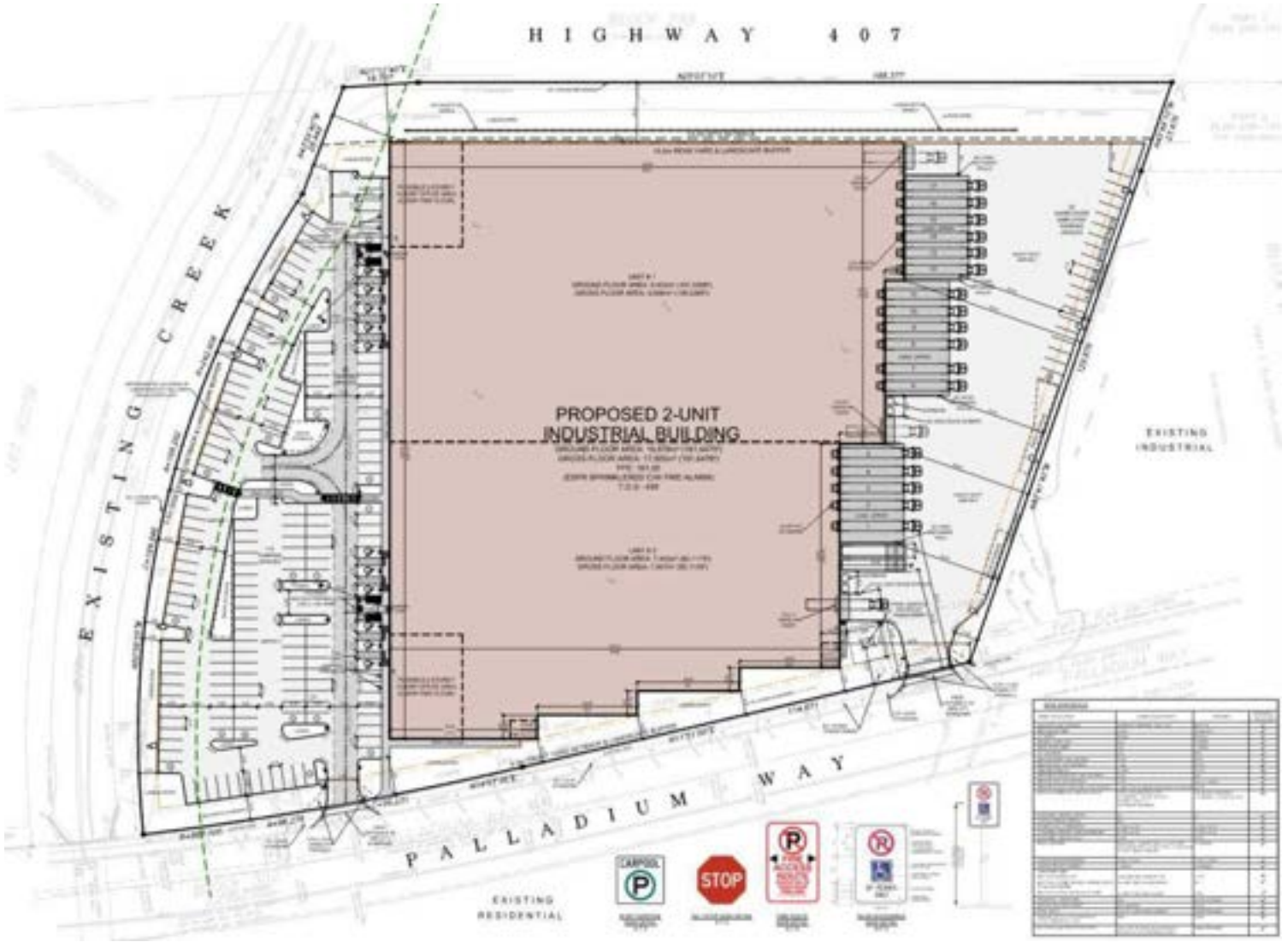
NTS
Image Source: burlington.maps.arcgis.com

paradigm

Site Location

4301 Palladium Way, TB
260094

Figure 1



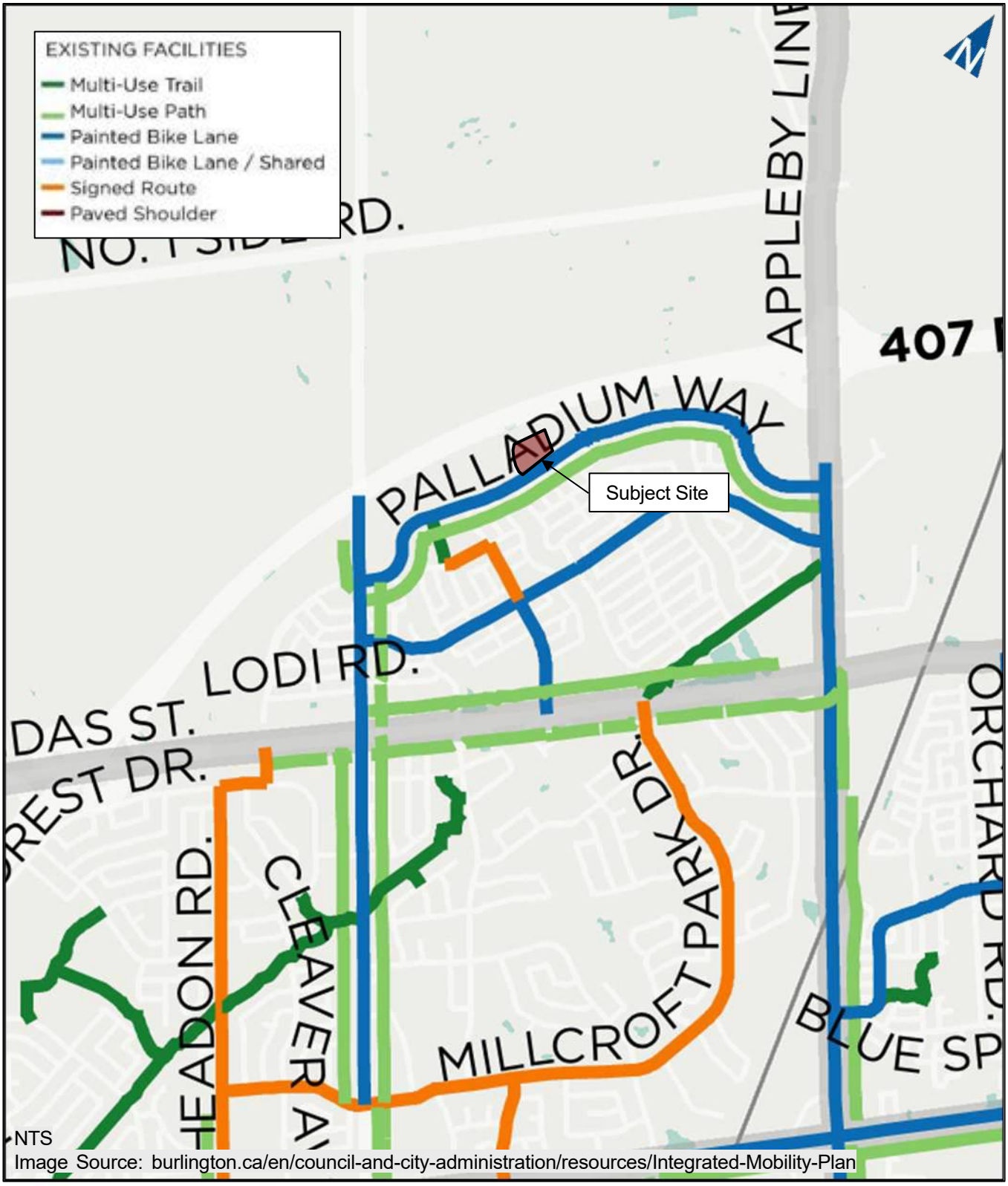
NTS

paradigm
TRANSPORTATION SOLUTIONS LIMITED

Site Concept Plan

4301 Palladium Way, TB
260094

Figure 2

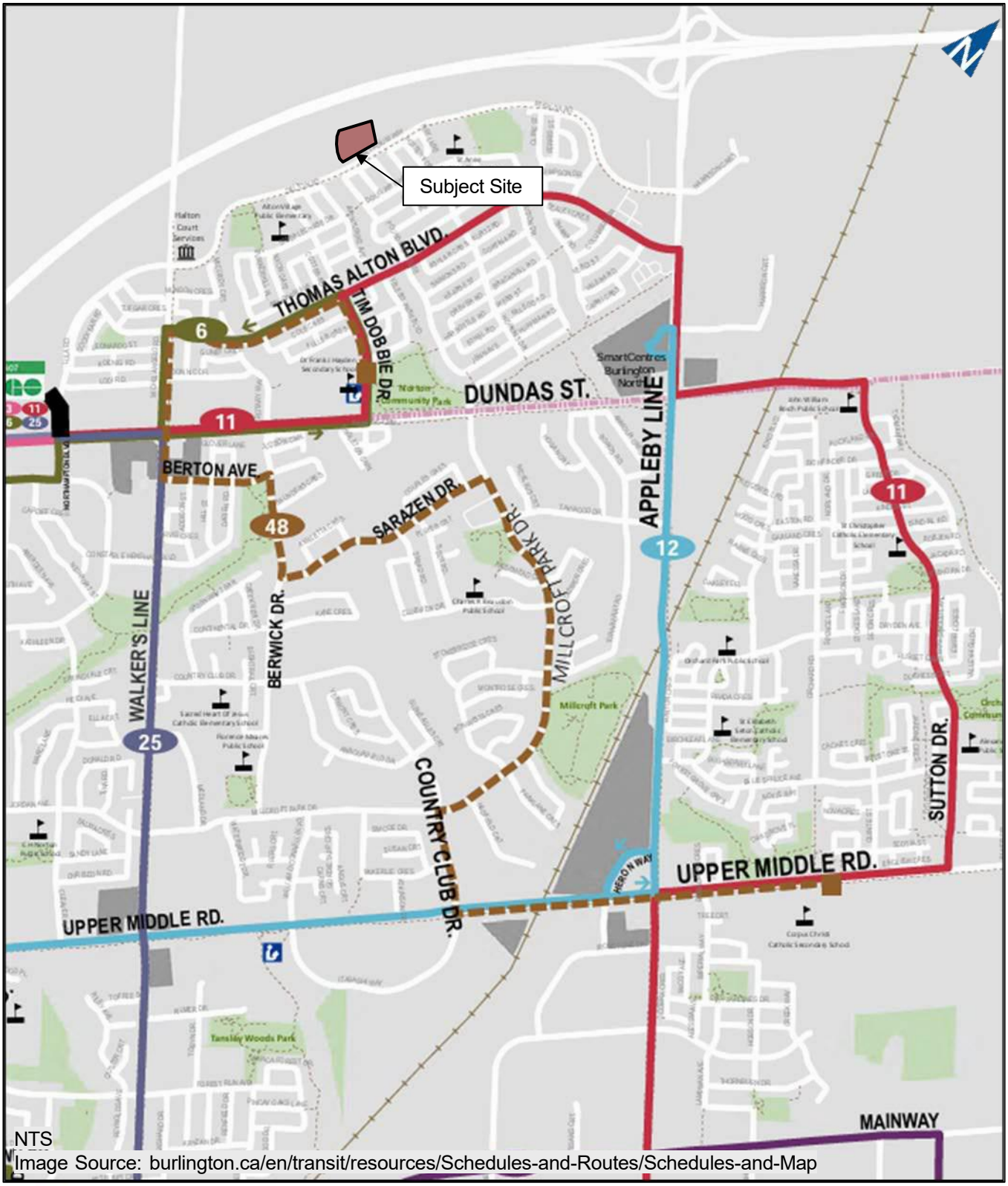


paradigm

Existing Cycling Network

4301 Palladium Way, TB
260094

Figure 3



NTS

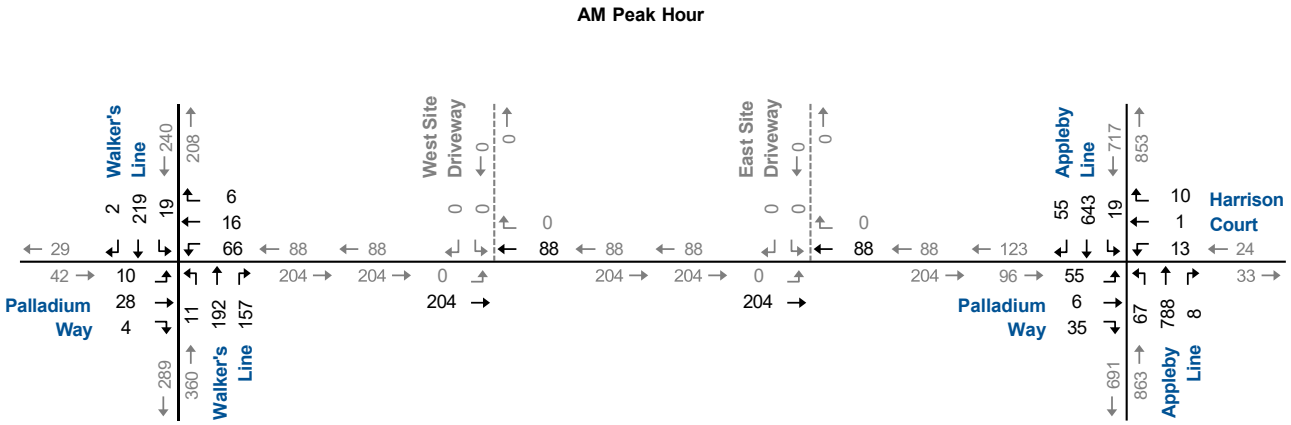
Image Source: burlington.ca/en/transit/resources/Schedules-and-Routes/Schedules-and-Map

paradigm

Existing Transit Network

4301 Palladium Way, TB
260094

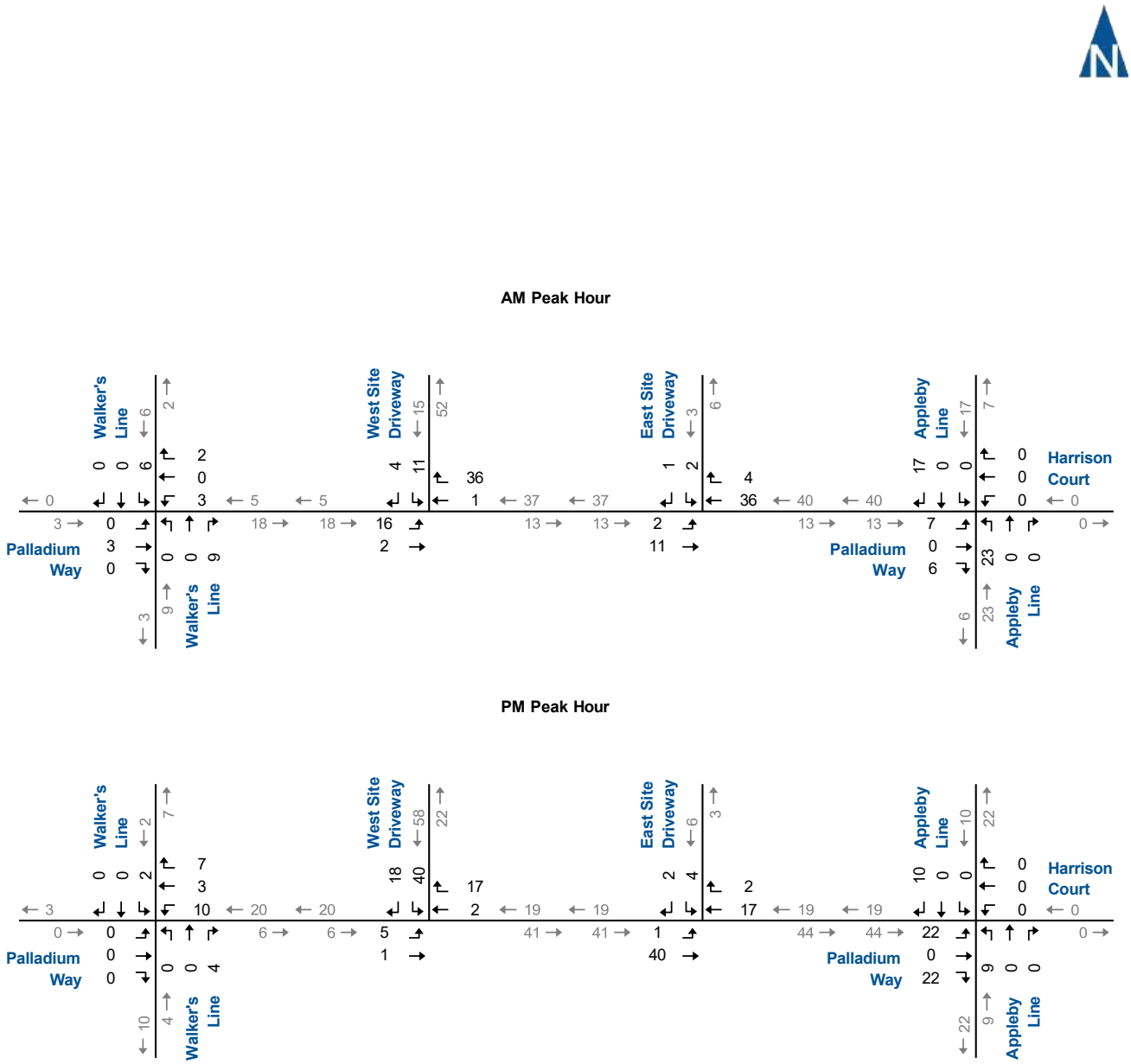
Figure 4



Existing Traffic Volumes

4301 Palladium Way, TB
260094

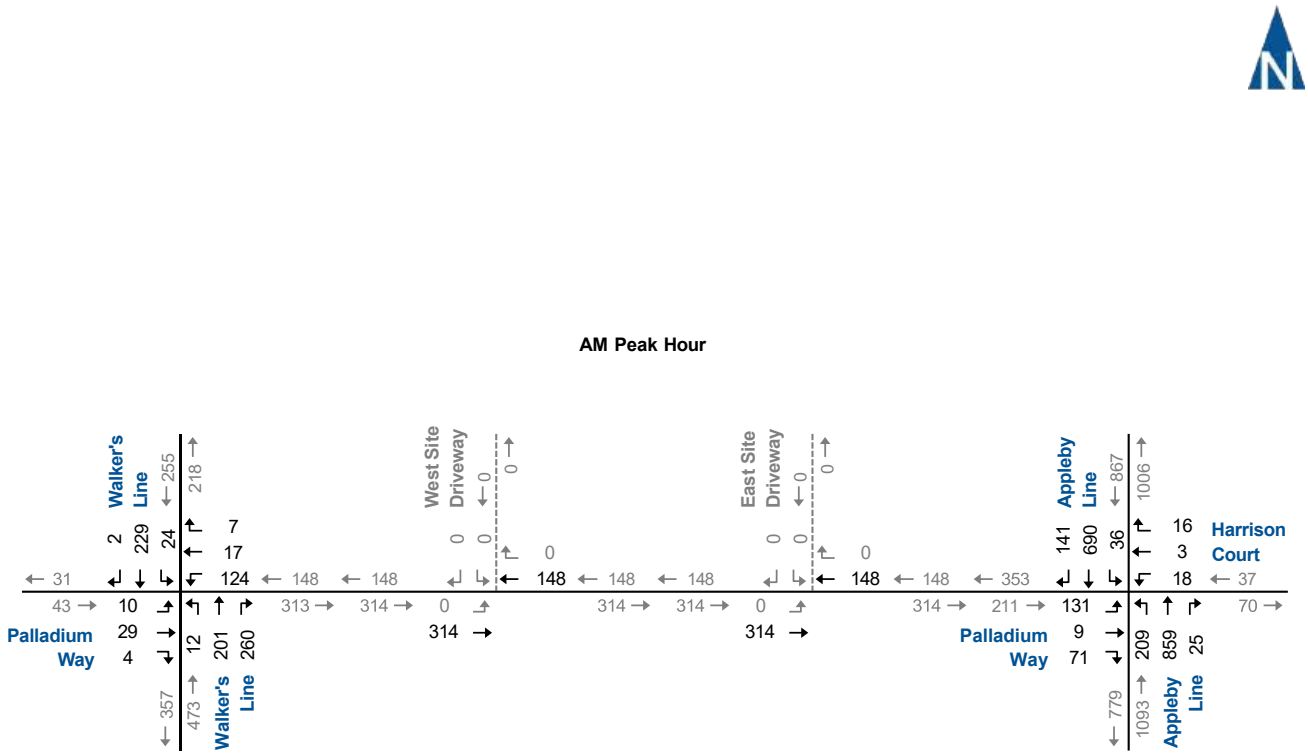
Figure 5



Site Generated Traffic Volumes

4301 Palladium Way, TB
260094

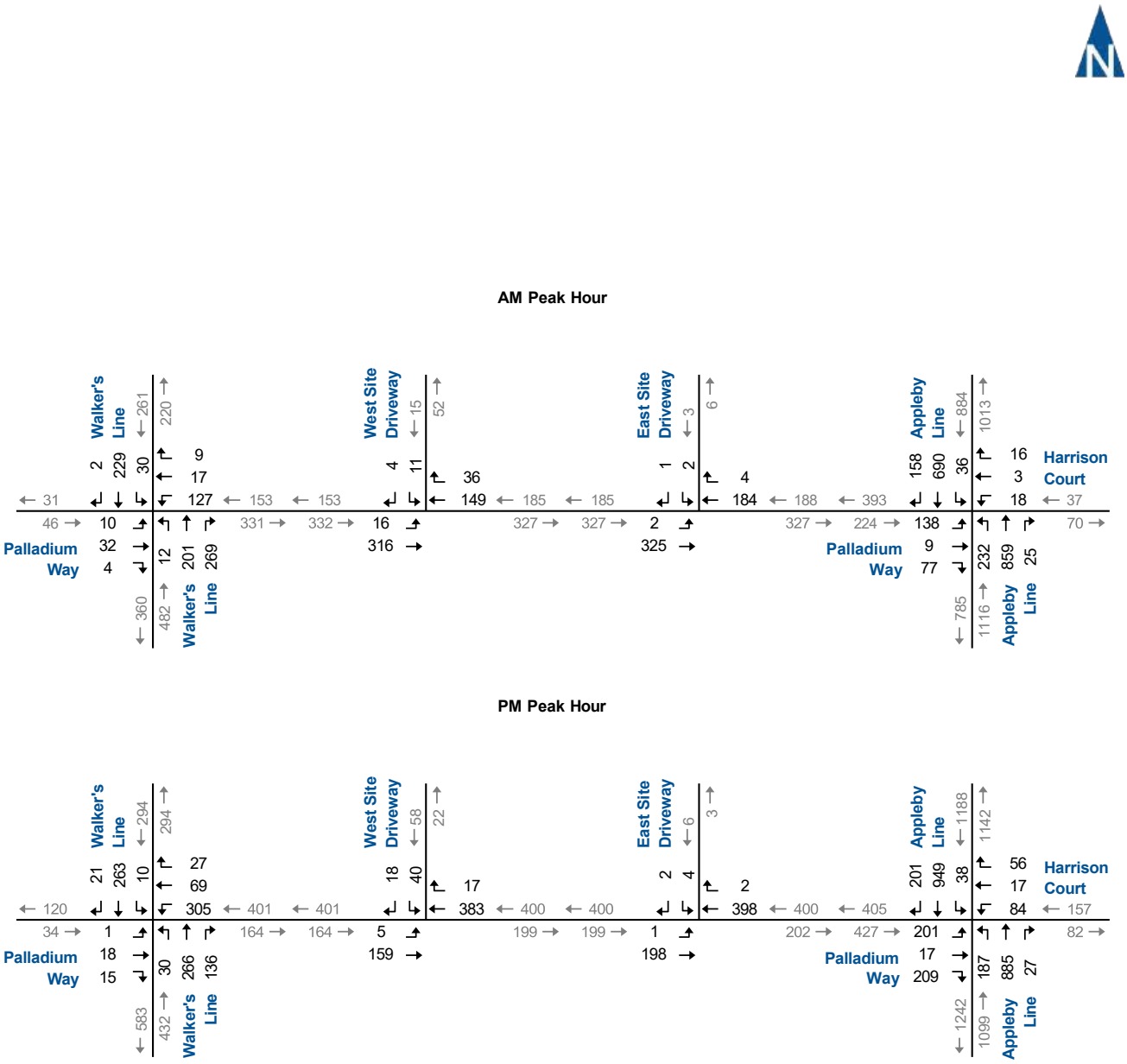
Figure 6



Five-Year Background Traffic Volumes

4301 Palladium Way, TB
260094

Figure 7



Five-Year Total Traffic Volumes

4301 Palladium Way, TB
260094

Figure 8

Appendices

Appendix A

Pre-Study Consultation

From: Chen, Enosh
To: Drew Cobean
Cc: Scott Catton; Lucas, Sandra; Mailbox, Transportation Planning
Subject: Re: (260094) 4301 Palladium Way, City of Burlington
Date: March 9, 2026 08:17:23
Attachments: image001.png
Outlook-logo.png

Hi Drew,

Thanks for your email.

Transportation Planning are currently reviewing the Terms of Reference. Thank you for your patience.

Kind regards,

Enosh Chen

Transportation Planning Technologist
Transportation Services Department
(905) 335 7600 ext. 7162
enosh.chen@burlington.ca

Our working hours may be different.
You are not obligated to reply outside of your typical working hours.

From: Pillay, David (MTO) <David.Pillay@ontario.ca>
Sent: Thursday, March 5, 2026 3:54 PM
To: Drew Cobean <dcobean@ptsl.com>; Chen, Enosh <Enosh.Chen@burlington.ca>
Cc: Scott Catton <scatton@ptsl.com>
Subject: RE: (260094) 4301 Palladium Way, City of Burlington

Hi Drew,

Thanks for reaching out, we do not have any concerns regarding the terms of reference.

Thank you,

David Pillay
Corridor Management Planner, Peel/Halton | Highway Corridor Management Section
Ministry of Transportation | Ontario Public Service
416-508-8745

From: Drew Cobean <dcobean@ptsl.com>
Sent: March 5, 2026 3:29 PM
To: Enosh.chen@burlington.ca; Pillay, David (MTO) <David.Pillay@ontario.ca>
Cc: Scott Catton <scatton@ptsl.com>
Subject: RE: (260094) 4301 Palladium Way, City of Burlington

Hi All,

Just following up to confirm if the proposed terms of reference are acceptable.

Thanks,

Drew Cobean
Transportation Consultant

Paradigm Transportation Solutions Limited
5A-150 Pinebush Road, Cambridge ON N1R 8J8
dcobean@ptsl.com | (226) 220-3786 | www.ptsl.com

From: Drew Cobean
Sent: February 19, 2026 2:04 PM
To: 'Enosh.chen@burlington.ca' <Enosh.chen@burlington.ca>; Pillay, David (MTO) <david.pillay@ontario.ca>
Cc: Scott Catton <scatton@ptsl.com>
Subject: (260094) 4301 Palladium Way, City of Burlington

Greetings,

Paradigm has been retained to conduct a Transportation Brief for a proposed two-unit industrial building at 4301 Palladium Way in the City of Burlington.

The lands along Palladium Way are nearing full build-out with 4301 Palladium Way

being one of the last parcels to be developed.

Within the preliminary development concept, Unit 1 contains 9,995 m^2 of gross floor area (GFA) and is proposed for manufacturing use. Unit 2 contains 7,773 m^2 GFA, proposed for warehousing use. In total, the development contains 17,728 m^2 GFA. The site is proposed to be served by a parking supply of 195 vehicular parking spaces and 20 bicycle parking spaces.

Vehicle access is proposed via two driveways to Palladium Way: one for general traffic and one for heavy vehicles (loading zones).

Based on the pre-consultation comments a traffic brief has been requested as the site is forecast to generate less than 100 peak hour vehicle trips. We would like to prepare the brief with the following scope, subject to your comments:

PROPOSED TRAFFIC BRIEF TERMS OF REFERENCE

Analysis Periods:

- Weekday AM peak hour; and
- Weekday PM peak hour.

Trip Generation:

- ITE Trip Generation Data, 12th Edition estimates using appropriate Land Use Codes.
- No modal split reductions.
- Preliminary calculations based on the proposed land uses forecast 78 and 89 future AM and PM peak hour trips, respectively. Of these, 7 AM and 4 PM are forecast to be heavy vehicle trips.

Land Use	GFA	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
LUC 140 - Manufacturing	9,995 m^2	42	14	**56**	17	43	**60**
LUC 150 - Warehouse	7,773 m^2	17	5	**22**	8	21	**29**
Total Trip Generation		**59**	**19**	**78**	**25**	**64**	**89**

Site Traffic Distribution:

- Existing Traffic Patterns/TTS.

Traffic Operations

- Detailed traffic operations are not proposed to be conducted due to the site's low trip generation. A qualitative assessment of the traffic impacts will be provided.

Truck Turning Assessment

- Site access and circulation will be analyzed using AutoTURN for appropriate design vehicles (Fire Truck, Tractor Trailer, and Garbage truck).

Parking Study

- The estimated parking demand will be determined using ITE Parking Generation Data, 6th Edition, and the required number of on-site parking spaces will be identified.

Letter Report:

- Report documenting the study methodologies, findings, conclusions, and recommendations.

Thanks,

Drew Cobean
Transportation Consultant

Paradigm Transportation Solutions Limited
5A-150 Pinebush Road, Cambridge ON N1R 8J8
dcobean@ptsl.com | (226) 220-3786 | www.ptsl.com

Transportation Planning reviewed the draft Terms of Reference provided by Paradigm Transportation Solutions Limited**.** Transportation Planning's comments are noted in blue.

The City of Burlington follows Halton Region's 2015 Transportation Impact Study Guidelines (hereafter "TIS Guidelines").

Greetings,

Paradigm has been retained to conduct a Transportation Brief for a proposed two-unit industrial building at 4301 Palladium Way in the City of Burlington.

The lands along Palladium Way are nearing full build-out with 4301 Palladium Way being one of the last parcels to be developed.

Within the preliminary development concept, Unit 1 contains 9,995 m^2 of gross floor area (GFA) and is proposed for manufacturing use. Unit 2 contains 7,773 m^2 GFA, proposed for warehousing use. In total, the development contains 17,728 m^2 GFA. The site is proposed to be served by a parking supply of 195 vehicular parking spaces and 20 bicycle parking spaces.

Vehicle access is proposed via two driveways to Palladium Way: one for general traffic and one for heavy vehicles (loading zones).

Based on the pre-consultation comments a transportation brief has been requested as the site is forecast to generate less than 100 peak hour vehicle trips. We would like to prepare the brief with the following scope, subject to your comments:

PROPOSED TRANSPORTATION BRIEF TERMS OF REFERENCE

Development Description and Study Area:

- The Consultant shall provide a description of development proposal and surrounding area based on 3.1 of the TIS Guidelines, including:
  - The most up-to-date site plan.
  - Phasing plan for the development (if applicable).
  - Proposed access points and allowed movements (e.g., right-in/right-out).
  - Existing and planned facilities: roadways, pedestrian facilities, cycling facilities, and transit facilities.
    - For transit-related questions, please reach out to Tony at Tony.Zhuang@burlington.ca.
  - Study area intersections.
  - Proposed parking supply for bicycles and automobiles (including accessible parking, compact vehicles, and electric vehicles).
  - Proposed loading space(s).

Analysis Periods:

- ~~Weekday AM peak hour; and~~
- ~~Weekday PM peak hour.~~
- The Transportation Consultant shall incorporate the following:
  - Horizon Years (as per 3.2.1 of the TIS Guidelines) – 5 years after full build-out.
  - Peak Hours (as per 3.2.2 of the TIS Guidelines) – Please identify the appropriate peak hours.

Trip Generation:

- ITE Trip Generation Data, 12th Edition estimates using appropriate Land Use Codes.
- No modal split reductions.
- Preliminary calculations based on the proposed land uses forecast 78 and 89 future AM and PM peak hour trips, respectively. Of these, 7 AM and 4 PM are forecast to be heavy vehicle trips.
- Please refer to 3.5 of the TIS Guidelines.

Land Use	GFA	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
LUC 140 - Manufacturing	9,995 m^2	42	14	**56**	17	43	**60**
LUC 150 - Warehouse	7,773 m^2	17	5	**22**	8	21	**29**
Total Trip Generation		**59**	**19**	**78**	**25**	**64**	**89**

- Please provide the equations used to estimate the number of trips, along with the variables that were selected.
- Please provide trip generation calculations for both vehicles and trucks.
  - Please update the table so that it displays trips by vehicles and trucks separately.

Site Traffic Distribution:

- Existing Traffic Patterns/TTS.
  - Please refer to 3.5 of the TIS Guidelines.
  - The Consultant shall identify the 2022 TAZs that were used.
  - For traffic movement or data questions, please reach out to Josip at Josip.Kafadar@burlington.ca.

Trip Assignment:

- Please refer to 3.5 of the TIS Guidelines.

Evaluation of Site Generated Traffic:

- As required by 3.6 of the TIS Guidelines, “the evaluation of impacts shall be conducted for all of the time periods of each horizon year. The existing volumes, existing plus background growth and existing plus background growth plus site-generated traffic by direction and by turning movement should be included, as well as the scenarios with and without any relevant major transportation system improvements.”

Traffic Operations:

- Detailed traffic operations are not proposed to be conducted due to the site's low trip generation. A qualitative assessment of the traffic impacts will be provided.
  - Transportation Planning require the following intersections to be analyzed in detail: (1) Palladium Way / Appleby Line; and (2) Palladium Way / Walker's Line.

Truck Turning Assessment:

- Site access and circulation will be analyzed using AutoTURN for appropriate design vehicles (Fire Truck, Tractor Trailer, and Garbage truck).
- Please provide vehicle movement drawings for both site accesses.

Parking Study:

- The estimated parking demand will be determined using ITE Parking Generation Data, 6th Edition, and the required number of on-site parking spaces will be identified.
  - Please provide the equation or reported statistics used to estimate demand.
  - Transportation Planning require the Consultant to calculate parking demand for each proposed use separately (i.e., manufacturing and warehousing).
- In addition to the ITE Parking Generation Manual (6th Edition), the Consultant may use proxy site surveys to justify reduced parking requirements. The City's minimum requirements related to proxy site surveys are as follows:
  - The Consultant shall select at least two (2) comparable proxy sites in urban Burlington. For each proxy site, the Consultant shall provide the rationale for why it was selected and whether it is comparable to the subject site, including information such as:
    - Existing land uses (including the GFA for each use),
    - Vacancy status (number of occupied vs. unoccupied units),
    - Surrounding context and transportation conditions (e.g., surrounding land uses, roadway characteristics, and availability of on-street parking), and
    - The Consultant shall explain why the parking demands would be similar between the proxy site and the subject site.
  - In addition to identifying the appropriate proxy sites, the Consultant shall explain the planned methods for conducting the surveys. Key information includes:
    - Dates and times,
    - Survey timing and intervals (e.g., time periods for surveying and 15-minute intervals),
    - Survey area, and
    - Survey type.
  - Prior to undertaking the surveys, proxy sites and methods selected by the Consultant shall be reviewed and approved by Transportation Services. Transportation Services may provide more prescriptive guidelines depending on the information provided by the Consultant.
  - The Consultant shall provide a summary of survey results and analyses to support the proposed parking supply for the subject site:
    - Key information to include in this section:

    - Total on-site parking supply (e.g., make note of any compact parking spaces or accessible parking spaces),
    - Peak utilization rate (i.e., parking demand relative to total parking capacity),
    - Observed parking demand for both peak and off-peak hours (e.g., on-street parking, off-street parking, illegal parking, adjusted peak parking demand, and observed duration of peak hours), and
    - Peak parking demand ratio (e.g., parking demand per unit of occupied GFA).
  - The Consultant shall project future parking demand for the subject site to evaluate whether the proposed parking supply will be sufficient to accommodate the demand.

Mitigative Measures

- Please refer to 3.9 of the TIS Guidelines for the following: (1) required roadway and traffic signal improvements, and (2) preliminary cost estimates.
  - For questions about traffic signals, please contact Steve at Steve.Vrakela@burlington.ca.
- Transportation Demand Management and Implementation Strategy: the Consultant shall propose a list of TDM measures, along with a description of how each TDM measure is context-sensitive and effective, the responsible proponent for the implementation of the TDM measure, location (e.g., on-site vs. off-site), and anticipated effectiveness.
  - Quantify the effectiveness of proposed TDM measures by referencing studies (peer-reviewed studies are preferred).

Conclusions and Recommendations:

- Please provide a summary as per 3.10 of the TIS Guidelines.

Appendices:

- The following section is intended to include any information referenced in the Transportation Brief, which may include but is not limited to:
  - Approved Terms of Reference,
  - Traffic data,
  - Data related to the parking surveys and analyses,
  - Synchro reports,
  - ITE Trip Generation (variables and graphs),
  - ITE Parking Generation (variables and graphs),
  - TTS 2022 data (query forms and additional calculations, if applicable), and
  - Any assumptions applied to the analyses.

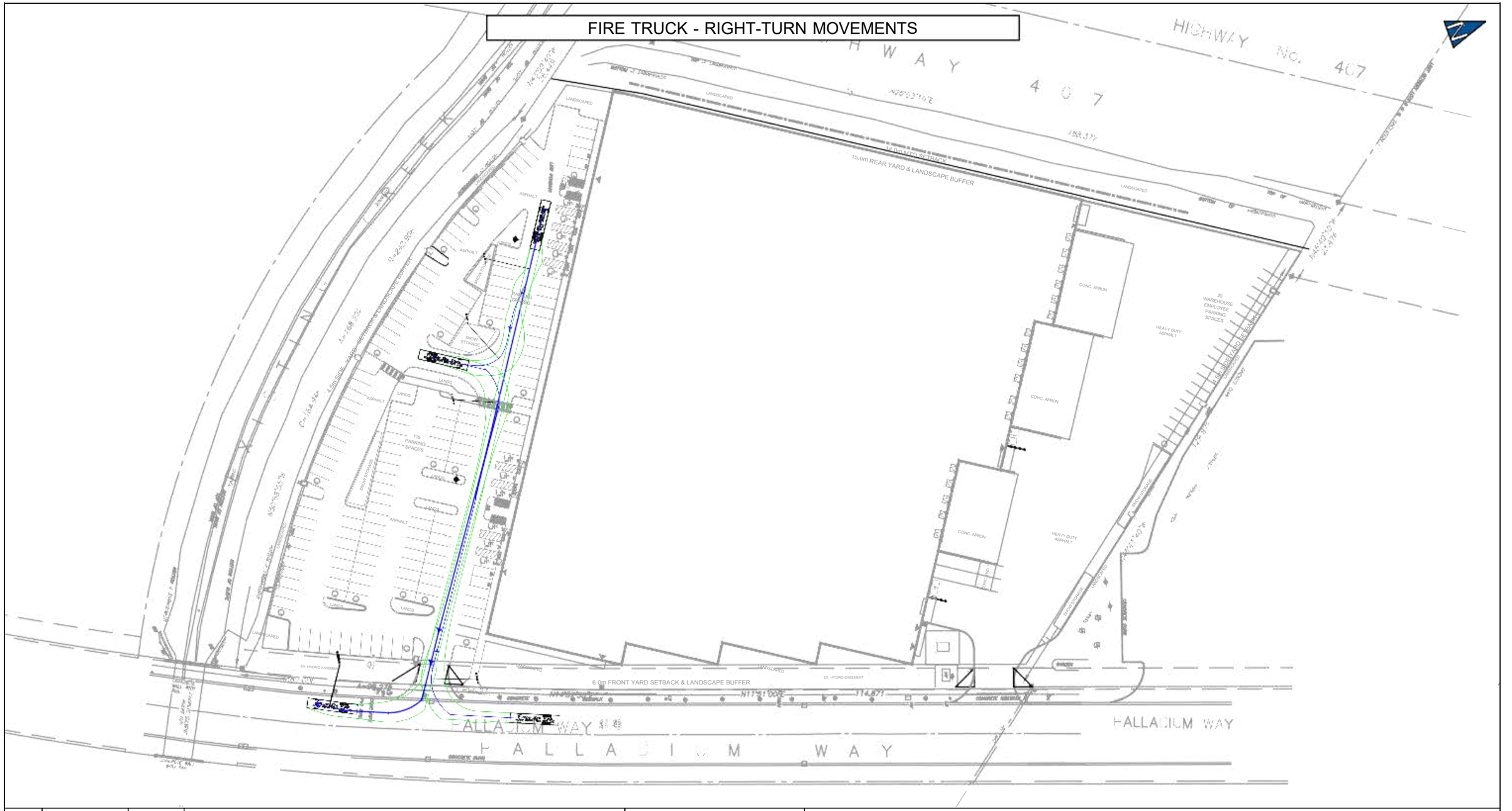
Letter Report:

- Report documenting the study methodologies, findings, conclusions, and recommendations.
- The Consultant shall submit digital files for analyses, including Synchro working files, as per 4.0 of the TIS Guidelines.

Appendix B

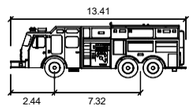
AutoTURN Assessment

FIRE TRUCK - RIGHT-TURN MOVEMENTS



NO.	DATE	INITIAL	REVISION DETAIL
02	AUG 2026	SC	LEFT-IN / LEFT-OUT MOVEMENTS SEPARATED FROM RIGHT-TURN MOVEMENTS
01	JUNE 2026	DC	LEFT-IN / LEFT-OUT MOVEMENTS

DESIGN VEHICLE:



Pumper Fire Truck

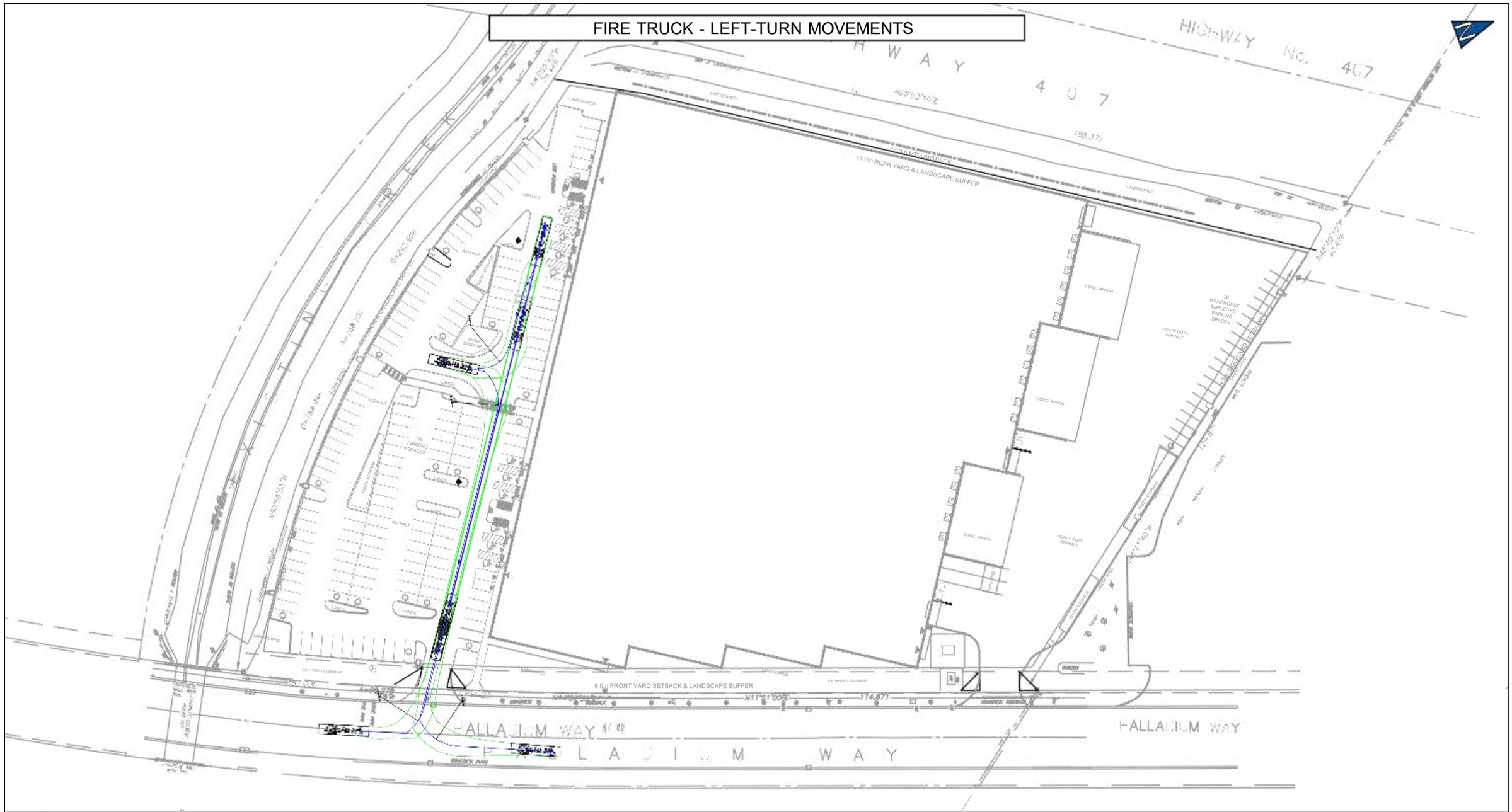
	meters
Width	: 2.59
Track	: 2.59
Lock to Lock Time	: 6.0
Steering Angle	: 28 106°

AUTOTURN ASSESSMENT
4301 PALLADIUM WAY
CITY OF BURLINGTON

paradigm

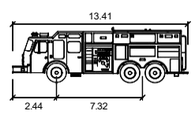
PROJECT NO.: 260094	DATE: MAY 2026	SCALE: 1:1000	DRAWING NO.:
DESIGN: DC	DRAWN: DC	CHECK: SC	01

FIRE TRUCK - LEFT-TURN MOVEMENTS



NO.	DATE	INITIAL	REVISION DETAIL
02	AUG 2026	SC	LEFT-IN / LEFT-OUT MOVEMENTS SEPARATED FROM RIGHT-TURN MOVEMENTS
01	JUNE 2026	DC	LEFT-IN / LEFT-OUT MOVEMENTS

DESIGN VEHICLE:



Pumper Fire Truck

	meters
Width	: 2.59
Track	: 2.59
Lock to Lock Time	: 6.0
Steering Angle	: 47.8

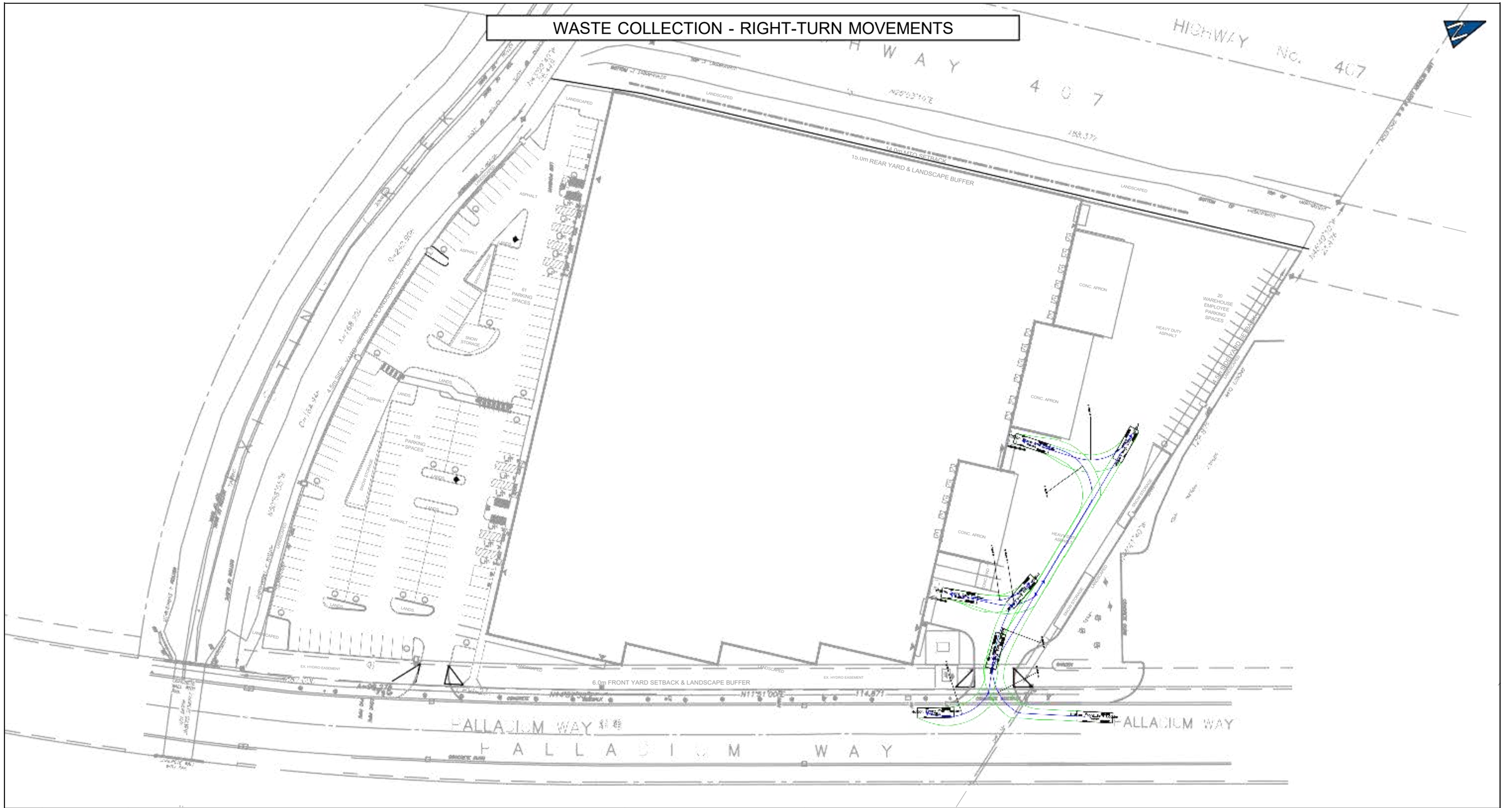
107

AUTOTURN ASSESSMENT
4301 PALLADIUM WAY
CITY OF BURLINGTON

paradigm

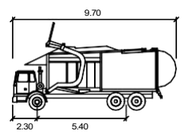
PROJECT NO.: 260094	DATE: MAY 2026	SCALE: 1:1000	DRAWING NO.:
DESIGN: DC	DRAWN: DC	CHECK: SC	02

WASTE COLLECTION - RIGHT-TURN MOVEMENTS



NO.	DATE	INITIAL	REVISION DETAIL
02	AUG 2026	SC	LEFT-IN / LEFT-OUT MOVEMENTS SEPARATED FROM RIGHT-TURN MOVEMENTS
01	JUNE 2026	DC	LEFT-IN / LEFT-OUT MOVEMENTS

DESIGN VEHICLE:



Halton Front End Loader

	meters
Width	: 2.70
Track	: 2.70
Lock to Lock Time	: 6.0
Steering Angle	: 25

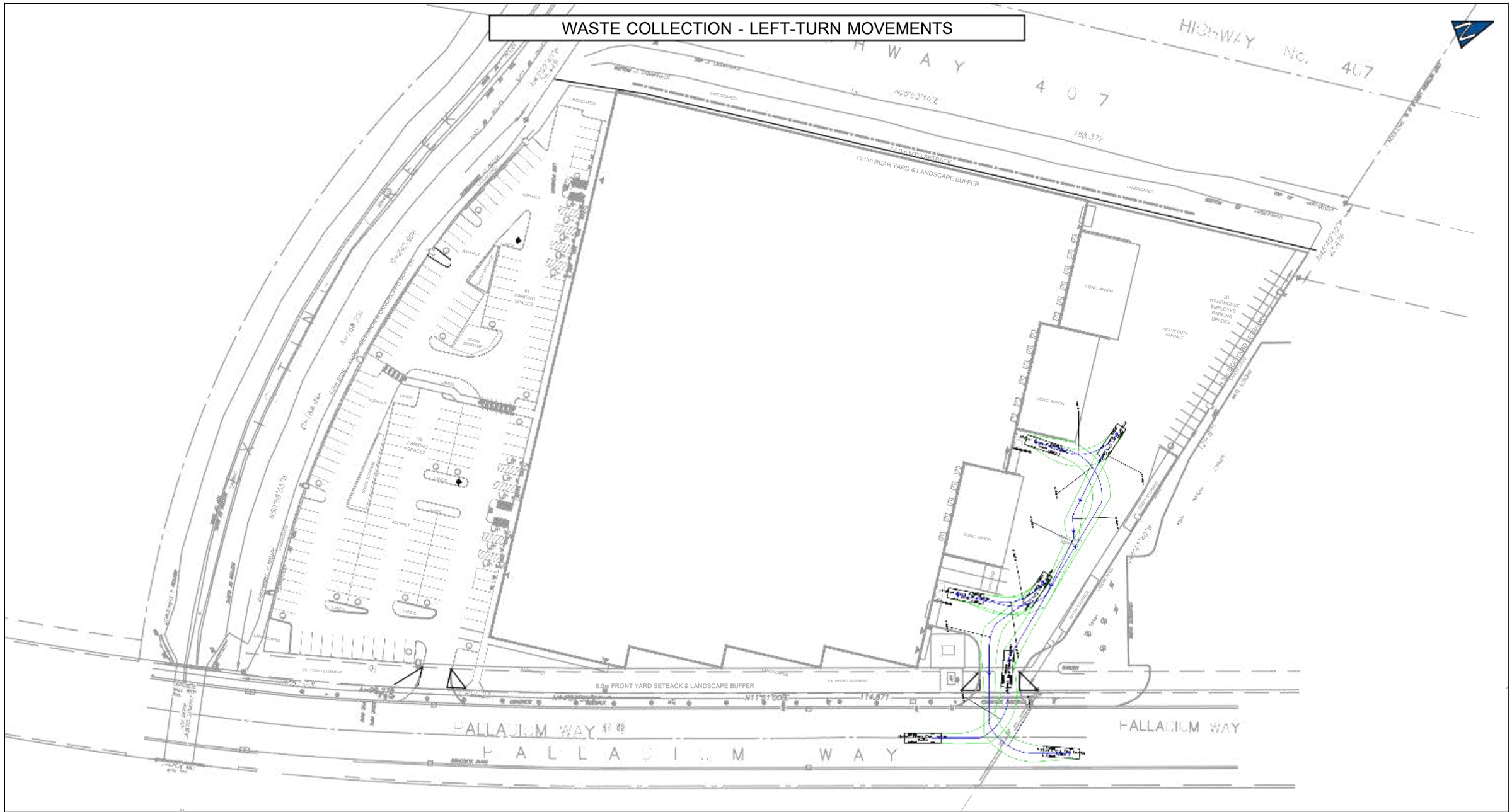
108

AUTOTURN ASSESSMENT
4301 PALLADIUM WAY
CITY OF BURLINGTON

paradigm

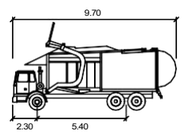
PROJECT NO.: 260094	DATE: MAY 2026	SCALE: 1:1000	DRAWING NO.:
DESIGN: DC	DRAWN: DC	CHECK: SC	03

WASTE COLLECTION - LEFT-TURN MOVEMENTS



NO.	DATE	INITIAL	REVISION DETAIL
02	AUG 2026	SC	LEFT-IN / LEFT-OUT MOVEMENTS SEPARATED FROM RIGHT-TURN MOVEMENTS
01	JUNE 2026	DC	LEFT-IN / LEFT-OUT MOVEMENTS

DESIGN VEHICLE:



Halton Front End Loader

	meters
Width	: 2.70
Track	: 2.70
Lock to Lock Time	: 6.0
Steering Angle	: 25

109

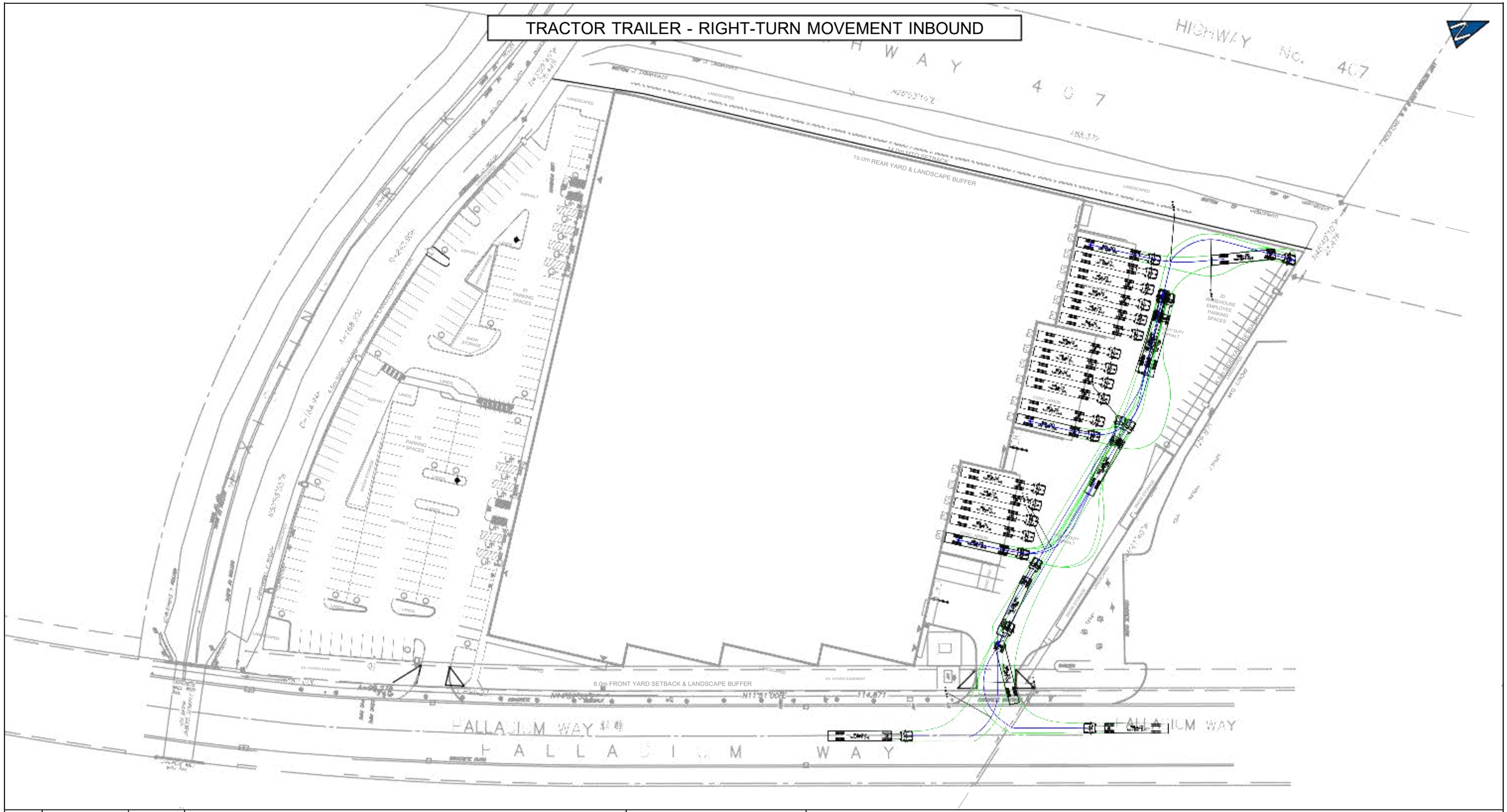
AUTOTURN ASSESSMENT
4301 PALLADIUM WAY
CITY OF BURLINGTON

paradigm

PROJECT NO.: 260094	DATE: MAY 2026	SCALE: 1:1000	DRAWING NO.:
DESIGN: DC	DRAWN: DC	CHECK: SC	04

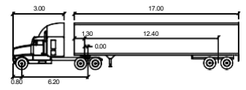
THIS AUTOTURN SWEPT PATH ANALYSIS HAS BEEN PREPARED USING BASE PLANS PROVIDED BY OTHERS. THE PRACTITIONER HAS NOT INSPECTED THE ACCURACY AND/OR THE COMPLETENESS OF THESE BASE PLANS AND SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS WHICH MAY BE INCORPORATED HEREIN AS A RESULT.

TRACTOR TRAILER - RIGHT-TURN MOVEMENT INBOUND



NO.	DATE	INITIAL	REVISION DETAIL
02	AUG 2026	SC	LEFT-IN / LEFT-OUT MOVEMENTS SEPARATED FROM RIGHT-TURN MOVEMENTS
01	JUNE 2026	DC	LEFT-IN / LEFT-OUT MOVEMENTS

DESIGN VEHICLE:



WB-20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

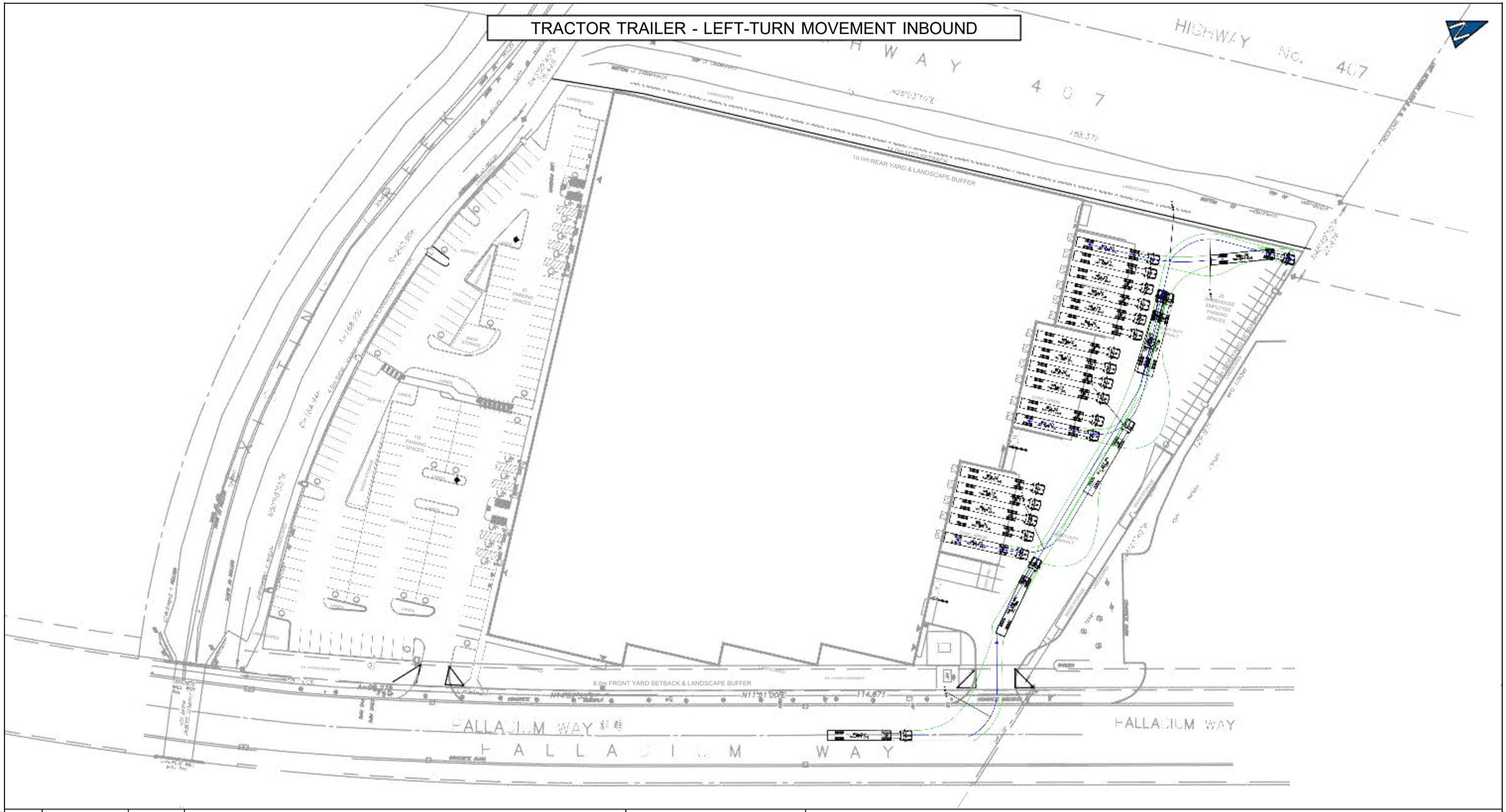
110

AUTOTURN ASSESSMENT
4301 PALLADIUM WAY
CITY OF BURLINGTON

paradigm

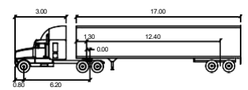
PROJECT NO.: 260094	DATE: MAY 2026	SCALE: 1:1000	DRAWING NO.:
DESIGN: DC	DRAWN: DC	CHECK: SC	05

TRACTOR TRAILER - LEFT-TURN MOVEMENT INBOUND



NO.	DATE	INITIAL	REVISION DETAIL
02	AUG 2026	SC	LEFT-IN / LEFT-OUT MOVEMENTS SEPARATED FROM RIGHT-TURN MOVEMENTS
01	JUNE 2026	DC	LEFT-IN / LEFT-OUT MOVEMENTS

DESIGN VEHICLE:



WB-20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.00		

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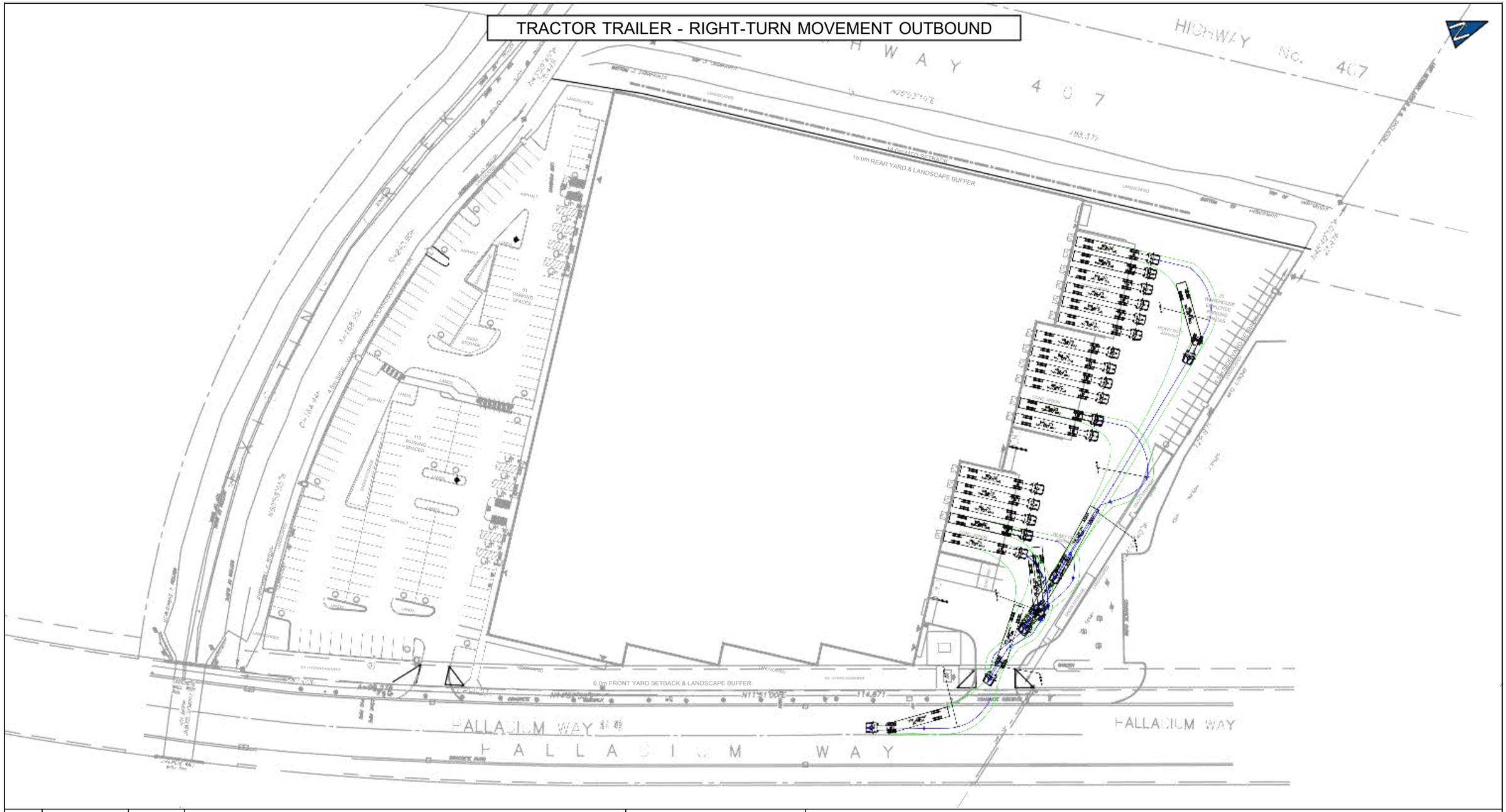
AUTOTURN ASSESSMENT
4301 PALLADIUM WAY
CITY OF BURLINGTON

paradigm

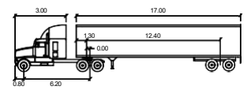
PROJECT NO.: 260094	DATE: MAY 2026	SCALE: 1:1000	DRAWING NO.:
DESIGN: DC	DRAWN: DC	CHECK: SC	06

TRACTOR TRAILER - RIGHT-TURN MOVEMENT OUTBOUND



NO.	DATE	INITIAL	REVISION DETAIL
02	AUG 2026	SC	LEFT-IN / LEFT-OUT MOVEMENTS SEPARATED FROM RIGHT-TURN MOVEMENTS
01	JUNE 2026	DC	LEFT-IN / LEFT-OUT MOVEMENTS

DESIGN VEHICLE:



WB-20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

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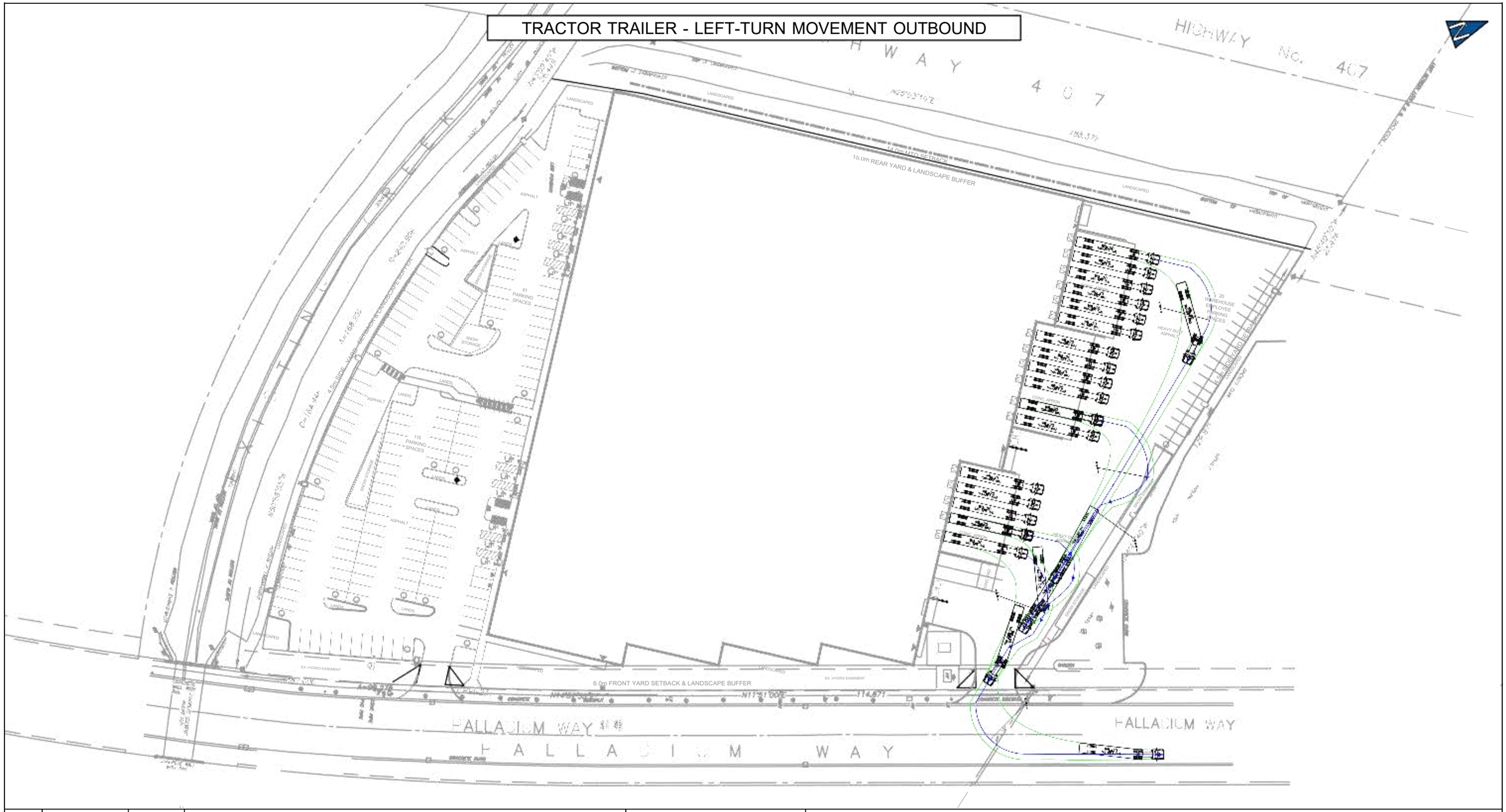
AUTOTURN ASSESSMENT
4301 PALLADIUM WAY
CITY OF BURLINGTON

paradigm

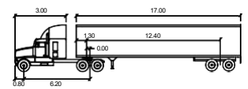
PROJECT NO.: 260094	DATE: MAY 2026	SCALE: 1:1000	DRAWING NO.:
DESIGN: DC	DRAWN: DC	CHECK: SC	07

TRACTOR TRAILER - LEFT-TURN MOVEMENT OUTBOUND



NO.	DATE	INITIAL	REVISION DETAIL
02	AUG 2026	SC	LEFT-IN / LEFT-OUT MOVEMENTS SEPARATED FROM RIGHT-TURN MOVEMENTS
01	JUNE 2026	DC	LEFT-IN / LEFT-OUT MOVEMENTS

DESIGN VEHICLE:



WB-20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

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AUTOTURN ASSESSMENT
4301 PALLADIUM WAY
CITY OF BURLINGTON

paradigm

PROJECT NO.: 260094	DATE: MAY 2026	SCALE: 1:1000	DRAWING NO.:
DESIGN: DC	DRAWN: DC	CHECK: SC	08

Appendix C

Existing Traffic Data

Palladium Way @ Appleby Line

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

Municipality: Burlington
Site #: 0000000002
Intersection: Appleby Line & Palladium Way
TFR File #: 2
Count date: 21-Apr-2026

Weather conditions:
Clear/Dry

Person(s) who counted:
Pyramid Traffic Inc

**** Signalized Intersection ****

Major Road: Appleby Line runs N/S

North Leg Total:	1570			
North Entering:	717			
North Peds:	0			
Peds Cross:	⋈			
Heavys	0	16	1	17
Trucks	2	8	1	11
Cars	53	619	17	689
Totals	55	643	19	
Heavys	19			
Trucks	13			
Cars	821			
Totals	853			
East Leg Total:	57			
East Entering:	24			
East Peds:	0			
Peds Cross:	⧖			

Appleby Line

Heavys	Trucks	Cars	Totals
0	3	118	121

Palladium Way

Cars	Trucks	Heavys	Totals
9	0	1	10
1	0	0	1
12	0	1	13
22	0	2	

N
W E
S

Heavys	Trucks	Cars	Totals
1	0	54	55
0	1	5	6
0	0	35	35
1	1	94	

Harrison Crt

Cars	Trucks	Heavys	Totals
29	2	2	33

Appleby Line

Peds Cross:	⧖			
West Peds:	0			
West Entering:	96			
West Leg Total:	217			
Cars	666			
Trucks	8			
Heavys	17			
Totals	691			
Cars	64	758	7	829
Trucks	1	13	0	14
Heavys	0	17	1	18
Totals	65	788	8	
Peds Cross:	⋈			
South Peds:	1			
South Entering:	861			
South Leg Total:	1552			

Comments

Palladium Way @ Appleby Line

Mid-day Peak Diagram

Specified Period
From: 11:00:00
To: 14:00:00

One Hour Peak
From: 12:00:00
To: 13:00:00

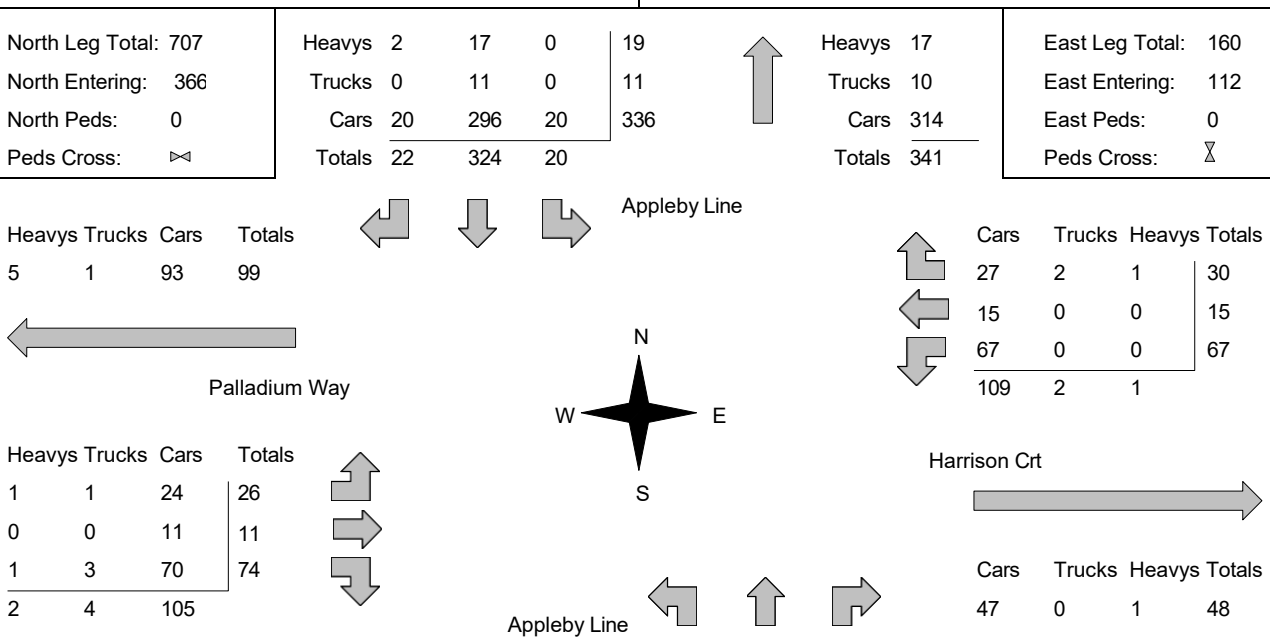
Municipality: Burlington
Site #: 0000000002
Intersection: Appleby Line & Palladium Way
TFR File #: 2
Count date: 21-Apr-2026

Weather conditions:
Clear/Dry

Person(s) who counted:
Pyramid Traffic Inc

**** Signalized Intersection ****

Major Road: Appleby Line runs N/S



Comments

Palladium Way @ Appleby Line

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

Municipality: Burlington
Site #: 0000000002
Intersection: Appleby Line & Palladium Way
TFR File #: 2
Count date: 21-Apr-2026

Weather conditions:
Clear/Dry

Person(s) who counted:
Pyramid Traffic Inc

**** Signalized Intersection ****

Major Road: Appleby Line runs N/S

North Leg Total:	1946			
North Entering:	988			
North Peds:	0			
Peds Cross:	⋈			
Heavys	0	6	0	6
Trucks	0	6	0	6
Cars	74	874	28	976
Totals	74	886	28	
Heavys	10			
Trucks	8			
Cars	940			
Totals	958			
East Leg Total:	177			
East Entering:	114			
East Peds:	0			
Peds Cross:	⧖			

Appleby Line

Heavys	Trucks	Cars	Totals
0	0	128	128

Palladium Way

Cars	Trucks	Heavys	Totals
37	0	0	37
12	0	0	12
64	0	1	65
113	0	1	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	79	79
0	0	13	13
0	0	84	84
0	0	176	

Harrison Crt

Cars	Trucks	Heavys	Totals
63	0	0	63

Appleby Line

Peds Cross:	⧖			
West Peds:	1			
West Entering:	176			
West Leg Total:	304			
Cars	1022			
Trucks	6			
Heavys	7			
Totals	1035			
Cars	42	824	22	888
Trucks	0	8	0	8
Heavys	0	10	0	10
Totals	42	842	22	
Peds Cross:	⋈			
South Peds:	3			
South Entering:	906			
South Leg Total:	1941			

Comments

Palladium Way @ Appleby Line

Total Count Diagram

Municipality: Burlington
Site #: 0000000002
Intersection: Appleby Line & Palladium Way
TFR File #: 2
Count date: 21-Apr-2026

Weather conditions:
Clear/Dry

Person(s) who counted:
Pyramid Traffic Inc

**** Signalized Intersection ****

Major Road: Appleby Line runs N/S

North Leg Total:	9936
North Entering:	4783
North Peds:	1
Peds Cross:	⋈

Heavys	3	102	1	106
Trucks	6	58	1	65
Cars	356	4084	172	4612
Totals	365	4244	174	

Heavys	145			
Trucks	67			
Cars	4941			
Totals	5153			

East Leg Total:	1057
East Entering:	666
East Peds:	1
Peds Cross:	⧖

Appleby Line

Heavys	Trucks	Cars	Totals
8	11	855	874

Cars	Trucks	Heavys	Totals
187	2	2	191
72	0	0	72
394	4	5	403
653	6	7	

Palladium Way

N
W E
S

Harrison Crt

Heavys	Trucks	Cars	Totals
8	4	336	348
0	2	90	92
8	3	438	449
16	9	864	

Cars	Trucks	Heavys	Totals
380	6	5	391

Appleby Line

Peds Cross:	⧖
West Peds:	6
West Entering:	889
West Leg Total:	1763

Cars	4916			
Trucks	65			
Heavys	115			
Totals	5096			

Cars	427	4418	118	4963
Trucks	5	61	3	69
Heavys	5	135	4	144
Totals	437	4614	125	

Peds Cross:	⋈
South Peds:	16
South Entering:	5176
South Leg Total:	10272

Comments

Palladium Way @ Walkers Line

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

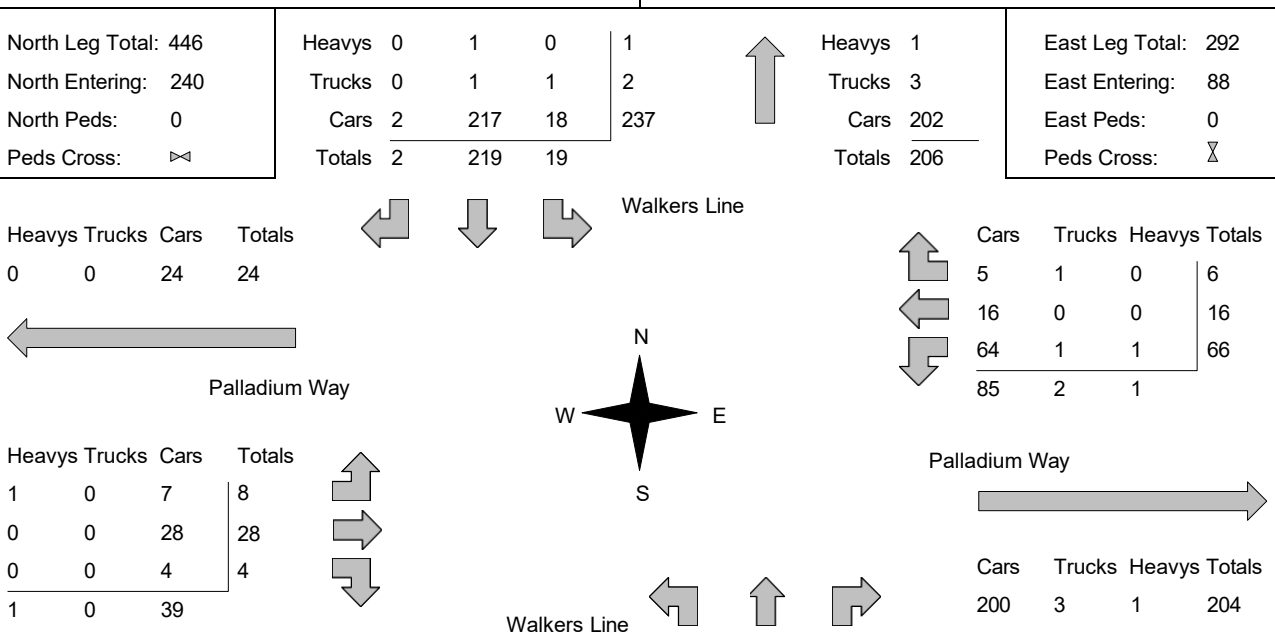
Municipality: Burlington
Site #: 0000000001
Intersection: Walkers Line & Palladium Way
TFR File #: 1
Count date: 21-Apr-2026

Weather conditions:
Clear/Dry

Person(s) who counted:
Pyramid Traffic Inc

**** Non-Signalized Intersection ****

Major Road: Walkers Line runs N/S



Comments

Palladium Way @ Walkers Line

Mid-day Peak Diagram

Specified Period
From: 11:00:00
To: 14:00:00

One Hour Peak
From: 12:00:00
To: 13:00:00

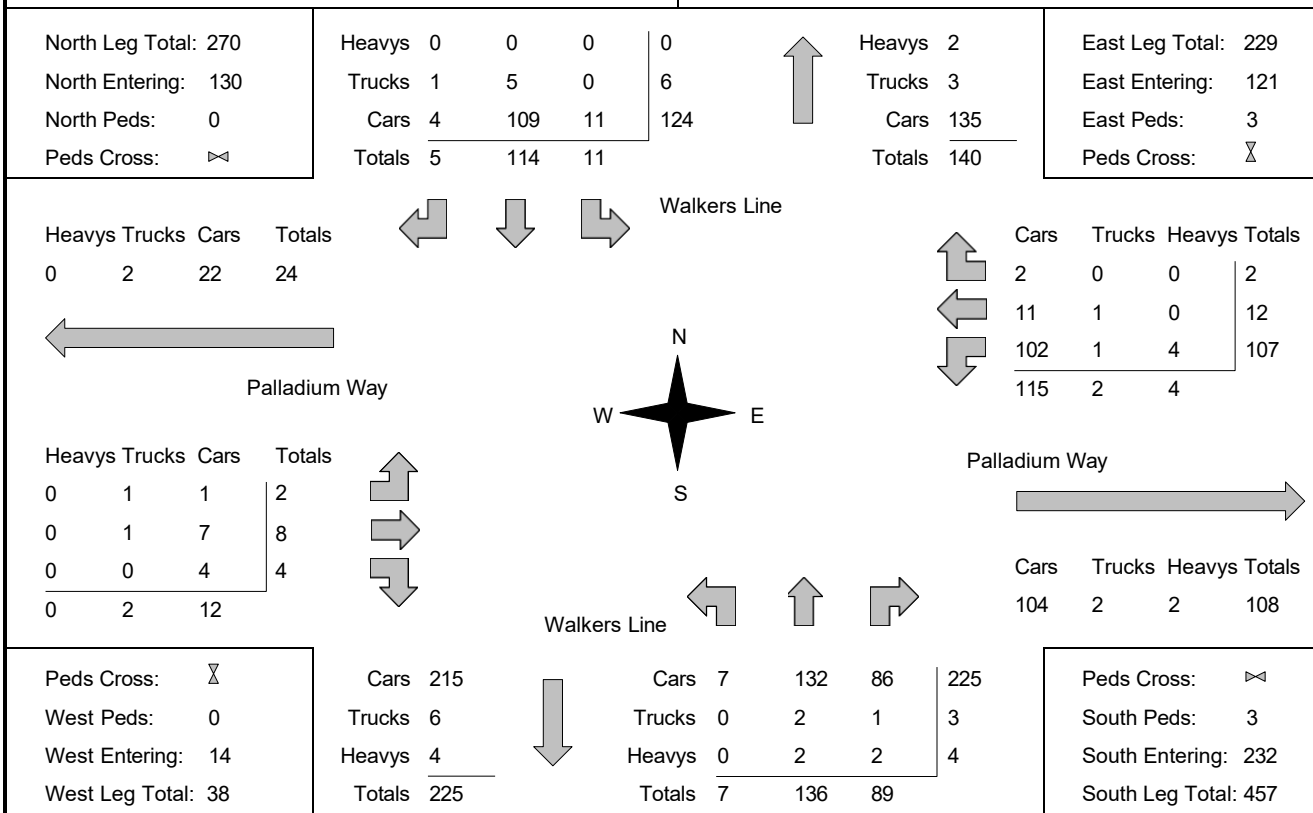
Municipality: Burlington
Site #: 0000000001
Intersection: Walkers Line & Palladium Way
TFR File #: 1
Count date: 21-Apr-2026

Weather conditions:
Clear/Dry

Person(s) who counted:
Pyramid Traffic Inc

**** Non-Signalized Intersection ****

Major Road: Walkers Line runs N/S



Comments

Palladium Way @ Walkers Line

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

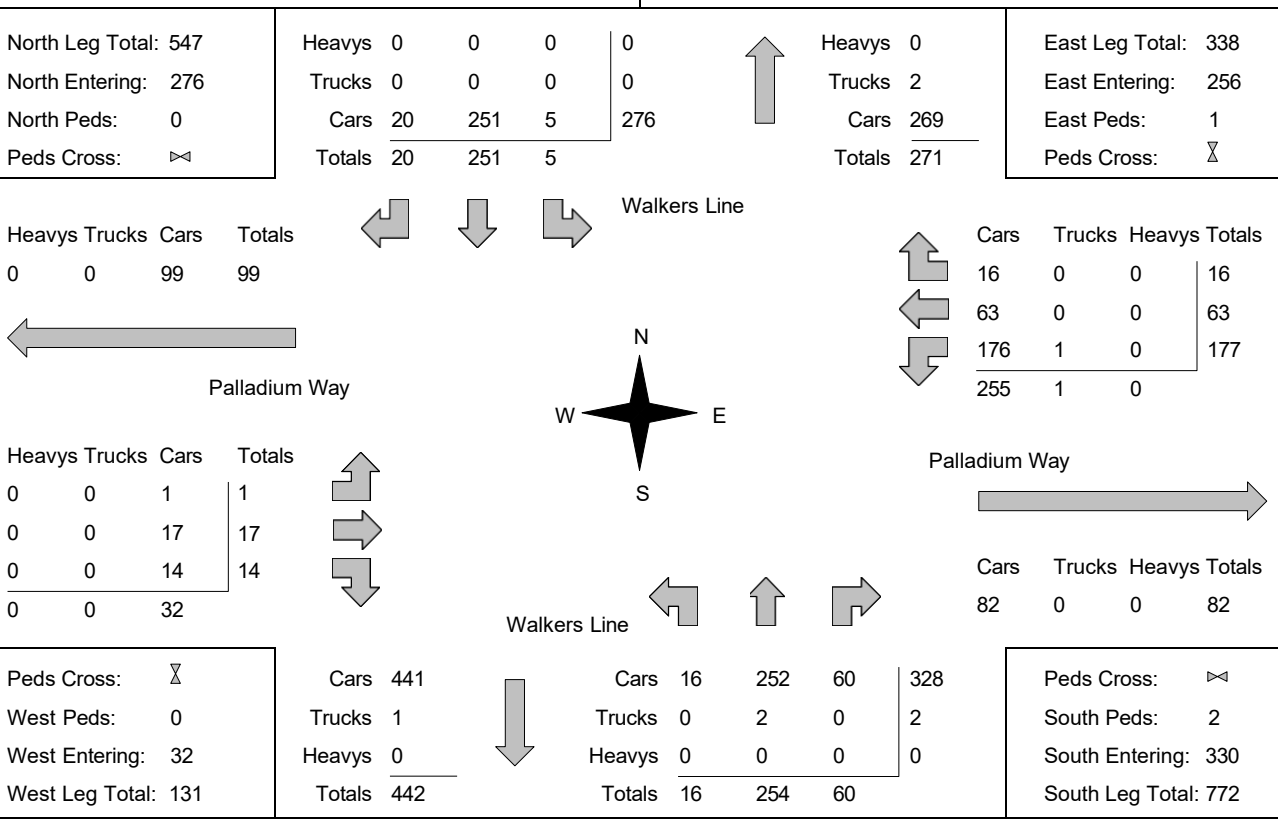
Municipality: Burlington
Site #: 0000000001
Intersection: Walkers Line & Palladium Way
TFR File #: 1
Count date: 21-Apr-2026

Weather conditions:
Clear/Dry

Person(s) who counted:
Pyramid Traffic Inc

**** Non-Signalized Intersection ****

Major Road: Walkers Line runs N/S



Comments

Palladium Way @ Walkers Line

Total Count Diagram

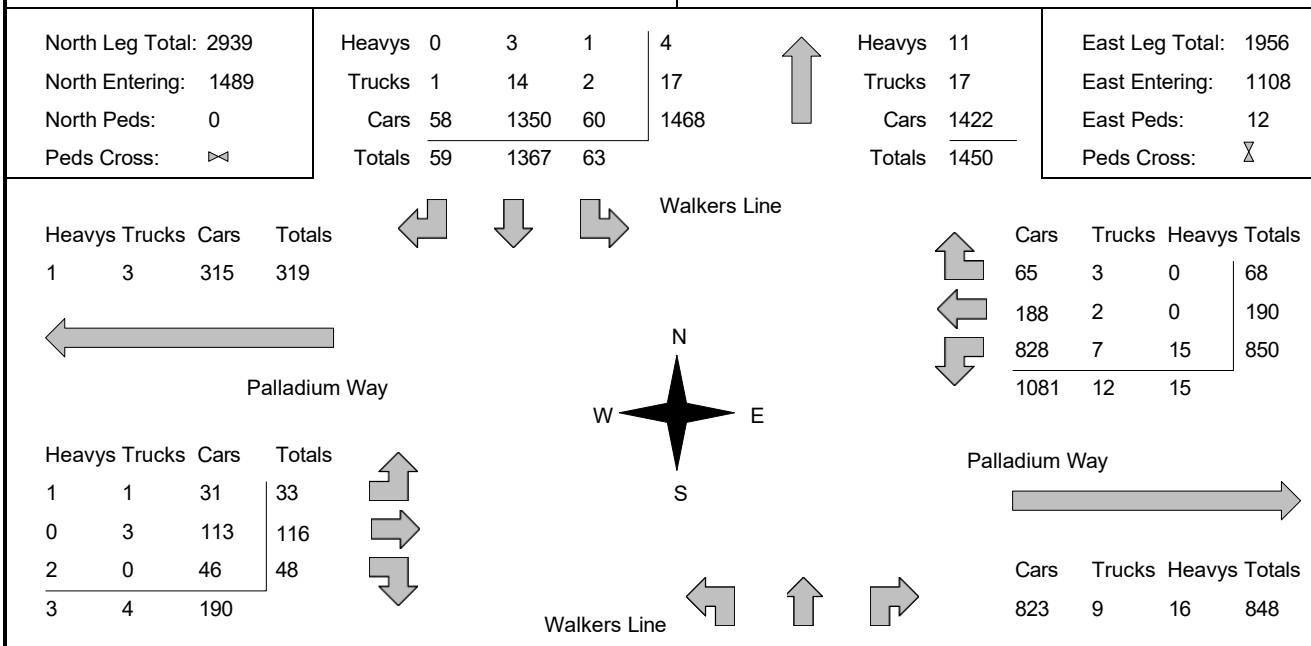
Municipality: Burlington
Site #: 0000000001
Intersection: Walkers Line & Palladium Way
TFR File #: 1
Count date: 21-Apr-2026

Weather conditions:
Clear/Dry

Person(s) who counted:
Pyramid Traffic Inc

**** Non-Signalized Intersection ****

Major Road: Walkers Line runs N/S



Comments

Intersection Name:	TS ID:	Line No:	Model:	IP address:	Controller Make:
Appleby Ln @ UMR	795	9	ACS/3	172.22.143.2	Econolite

Type of Operation: 8 Phase Semi-Actuated

*-Start from Main Menu

No	Date			Description	Prepared by
	Y	M	D		MA
1					
3	2017	2	3	Amber and All red Changed as per OTM12	

PHASE DESCRIPTION

Ph1		Ph5	NBLT - Appleby Ln
Ph2	NB - Appleby Ln	Ph6	SB - Appleby Ln
Ph3		Ph7	
Ph4	EB - Palladium Way	Ph8	WB - Harrison Cres

CONFIGURATION (PHASE SEQ): PHASE IN USE/EXCLUSIVE PED (MM) *- 1 - 2

Phase:	1	2	3	4	5	6	7	8
Phase in Use		X		X	X	X		X
Exclusive PED								

CONTROLLER TIMING DATA - VEHICLE TIMING * - 2 - 1

Timing Plan: 1	Phase: 1	2	3	4	5	6	7	8
Minimum Green		8		8	7	8		8
Walk		7		7		7		7
Ped. Clearance		19		27		19		27
Pedestrian Carry Over								
Vehicle Extension		3		3	3	3		3
MAX 1		45		30	15	45		30
MAX 2		45		30	15	45		30
Yellow Change		3.7		3.3	3	3.7		3.3
Red Clearance		2.7		3.8	1	2.7		3.8
Phase Minimum:	1	33.4	1	42.1	5	33.4	1	42.1

PHASE DATA - VEHICLE AND PEDESTRIAN RECALLS * - 2 - 8

Phase:	1	2	3	4	5	6	7	8
Lock Detector								
Vehicle Recall								
Pedestrian Recall		X				X		
MAX Recall		X				X		
Min Recall								

COORDINATION: COORDINATOR PATTERN, SPLIT PATTERN *** - 3 - 2, - 3 - 3**

Coordinator Pattern (CP)	Cycle Length	Offset (sec)	Timing Plan	Split Pattern	Phases (sec)							
					1	2	3	4	5	6	7	8
1	85	34	1	1		54		31	13	41		31
2	85	34	1	2		54		31	13	41		31
3	100	40	1	3		63		37	12	51		37
10	0	0	1	10		0		0	0	0		0

TIME BASE: ACTION PLAN, DAY PLAN *** - 5 - 2, - 5 - 3, -5 - 4**

Day Plan	Sched. #	Action Plan	Time Period	Pattern	Timing Plan
1	1	1	06:00	1	1
1	1	2	09:00	2	1
1	1	3	16:00	3	1
1	1	2	19:00	2	1
1	1	10	22:00	254	1
2	2	10	00:15	254	1
3	3	10	00:15	254	1

Schedule 1 = Day Plan 1
Schedule 2 = Day Plan 2
Schedule 3 = Day Plan 3

Day Plan 1 (Weekday)
Day Plan 2 (Saturday)
Day Plan 3 (Sunday, Holidays)

Action Plan 10 = free (254)

Special Programming:

TIME BASE DATA - TIME OF YEAR EVENTS *** - 5 - 5**

Events	Exception Day		MON/ MON	DOW/ DOW	WOM/ Year	Day Plan
New Year's Day	1	Fixed	1	1	0	3
Family Day	2	Float	2	2	3	3
Good Friday	3	Float	4	6	1	3
Victoria Day	4	Float	5	2	3	3
Canada Day	5	Fixed	7	1	0	3
Civic Day	6	Float	8	2	1	3
Labour Day	7	Float	9	2	1	3
Thanksgiving	8	Float	10	2	2	3
Christmas Day	9	Fixed	12	25	0	3

Appendix D

Existing Traffic Operations

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	28	4	66	16	6	11	192	157	19	219	2
Future Volume (vph)	10	28	4	66	16	6	11	192	157	19	219	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	55.0		0.0	45.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.6		7.6	7.6		7.6	7.6		7.6	7.6		7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.980			0.960			0.932			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1597	1862	0	1752	1744	0	1656	3316	0	1719	3571	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1597	1862	0	1752	1744	0	1656	3316	0	1719	3571	0
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		147.5			146.9			247.3			131.4	
Travel Time (s)		8.9			8.8			14.8			7.9	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	13%	0%	0%	3%	0%	17%	9%	1%	2%	5%	1%	0%
Adj. Flow (vph)	12	33	5	77	19	7	13	223	183	22	255	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	38	0	77	26	0	13	406	0	22	257	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	28	4	66	16	6	11	192	157	19	219	2
Future Volume (Veh/h)	10	28	4	66	16	6	11	192	157	19	219	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	12	33	5	77	19	7	13	223	183	22	255	2
Pedestrians								1				
Lane Width (m)								3.6				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	454	732	130	535	642	203	257			406		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	454	732	130	535	642	203	257			406		
tC, single (s)	7.8	6.5	6.9	7.6	6.5	7.2	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.5	2.3			2.2		
p0 queue free %	97	90	99	80	95	99	99			98		
cM capacity (veh/h)	433	340	902	384	383	759	1255			1128		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	12	38	77	26	13	149	257	22	170	87
Volume Left	12	0	77	0	13	0	0	22	0	0
Volume Right	0	5	0	7	0	0	183	0	0	2
cSH	433	371	384	442	1255	1700	1700	1128	1700	1700
Volume to Capacity	0.03	0.10	0.20	0.06	0.01	0.09	0.15	0.02	0.10	0.05
Queue Length 95th (m)	0.6	2.5	5.5	1.4	0.2	0.0	0.0	0.4	0.0	0.0
Control Delay (s/veh)	13.6	15.8	16.7	13.6	7.9	0.0	0.0	8.3	0.0	0.0
Lane LOS	B	C	C	B	A			A		
Approach Delay (s/veh)	15.3		15.9		0.2			0.7		
Approach LOS	C		C							

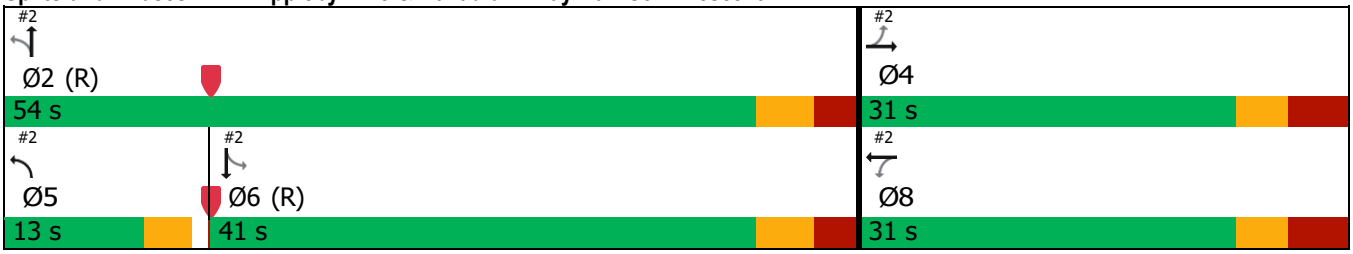
Intersection Summary					
Average Delay	3.2				
Intersection Capacity Utilization	32.8%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	6	35	13	1	10	67	788	8	19	643	55
Future Volume (vph)	55	6	35	13	1	10	67	788	8	19	643	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	80.0		0.0	60.0		0.0	95.0		0.0	70.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.5		7.5	7.5		7.5	7.5		7.5	7.5		7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00		1.00								
Frt		0.871			0.864			0.999			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1615	0	1671	1505	0	1752	4978	0	1626	4928	0
Flt Permitted	0.750			0.730			0.341			0.331		
Satd. Flow (perm)	1397	1615	0	1283	1505	0	629	4978	0	567	4928	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			10			3			20	
Link Speed (k/h)		60			50			60			70	
Link Distance (m)		206.1			104.0			227.8			194.9	
Travel Time (s)		12.4			7.5			13.7			10.0	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	17%	0%	8%	0%	10%	3%	4%	13%	11%	4%	4%
Adj. Flow (vph)	57	6	36	13	1	10	69	812	8	20	663	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	42	0	13	11	0	69	820	0	20	720	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		7.0	8.0		8.0	8.0	
Minimum Split (s)	42.1	42.1		42.1	42.1		11.0	33.4		33.4	33.4	
Total Split (s)	31.0	31.0		31.0	31.0		13.0	54.0		41.0	41.0	
Total Split (%)	36.5%	36.5%		36.5%	36.5%		15.3%	63.5%		48.2%	48.2%	
Maximum Green (s)	23.9	23.9		23.9	23.9		9.0	47.6		34.6	34.6	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	3.7		3.7	3.7	
All-Red Time (s)	3.8	3.8		3.8	3.8		1.0	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Don't Walk (s)	27.0	27.0		27.0	27.0			19.0		19.0	19.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	9.6	9.6		9.6	9.6		67.4	66.2		57.3	57.3	
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.79	0.78		0.67	0.67	
v/c Ratio	0.36	0.20		0.09	0.06		0.12	0.21		0.05	0.22	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	41.0	15.9		34.0	19.3		3.4	3.6		8.5	7.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	41.0	15.9		34.0	19.3		3.4	3.6		8.5	7.3	
LOS	D	B		C	B		A	A		A	A	
Approach Delay (s/veh)		30.4			27.3			3.6			7.4	
Approach LOS		C			C			A			A	
Queue Length 50th (m)	8.8	1.0		2.1	0.2		2.2	12.6		1.3	17.5	
Queue Length 95th (m)	19.1	10.5		7.2	4.5		5.8	20.1		4.9	26.9	
Internal Link Dist (m)		182.1			80.0			203.8			170.9	
Turn Bay Length (m)	80.0			60.0			95.0			70.0		
Base Capacity (vph)	392	479		360	430		617	3880		382	3330	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.09		0.04	0.03		0.11	0.21		0.05	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 34 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay (s/veh): 7.0		Intersection LOS: A	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Appleby Line & Palladium Way/Harrison Crescent



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	6	35	13	1	10	67	788	8	19	643	55
Future Volume (vph)	55	6	35	13	1	10	67	788	8	19	643	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.86		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1615		1670	1504		1752	4976		1626	4928	
Flt Permitted	0.75	1.00		0.73	1.00		0.34	1.00		0.33	1.00	
Satd. Flow (perm)	1398	1615		1283	1504		629	4976		566	4928	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	57	6	36	13	1	10	69	812	8	20	663	57
RTOR Reduction (vph)	0	33	0	0	9	0	0	1	0	0	7	0
Lane Group Flow (vph)	57	9	0	13	2	0	69	819	0	20	713	0
Confl. Peds. (#/hr)			1	1								
Heavy Vehicles (%)	2%	17%	0%	8%	0%	10%	3%	4%	13%	11%	4%	4%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	8.0	8.0		8.0	8.0		63.5	63.5		53.8	53.8	
Effective Green, g (s)	8.0	8.0		8.0	8.0		63.5	63.5		53.8	53.8	
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.75	0.75		0.63	0.63	
Clearance Time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	131	152		120	141		545	3717		358	3119	
v/s Ratio Prot		0.01			0.00		0.01	c0.16			0.14	
v/s Ratio Perm	c0.04			0.01			0.09			0.04		
v/c Ratio	0.44	0.06		0.11	0.01		0.13	0.22		0.06	0.23	
Uniform Delay, d1	36.4	35.1		35.2	34.9		2.9	3.3		5.9	6.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.3	0.2		0.4	0.0		0.1	0.1		0.3	0.2	
Delay (s)	38.7	35.3		35.6	35.0		3.0	3.4		6.2	6.9	
Level of Service	D	D		D	C		A	A		A	A	
Approach Delay (s/veh)		37.2			35.3			3.4			6.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	17	14	178	63	16	29	254	60	5	251	20
Future Volume (vph)	1	17	14	178	63	16	29	254	60	5	251	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	55.0		0.0	45.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.6		7.6	7.6		7.6	7.6		7.6	7.6		7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.931			0.970			0.971			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1769	0	1787	1843	0	1687	3477	0	1805	3570	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	1769	0	1787	1843	0	1687	3477	0	1805	3570	0
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		147.5			146.9			247.3			131.4	
Travel Time (s)		8.9			8.8			14.8			7.9	
Confl. Peds. (#/hr)			2	2					1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	7%	1%	0%	0%	0%	0%
Adj. Flow (vph)	1	19	16	200	71	18	33	285	67	6	282	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	35	0	200	89	0	33	352	0	6	304	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	17	14	178	63	16	29	254	60	5	251	20
Future Volume (Veh/h)	1	17	14	178	63	16	29	254	60	5	251	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1	19	16	200	71	18	33	285	67	6	282	22
Pedestrians					1			2				
Lane Width (m)					3.6			3.6				
Walking Speed (m/s)					1.2			1.2				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	567	724	154	566	702	177	304			353		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	567	724	154	566	702	177	304			353		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	94	98	47	80	98	97			100		
cM capacity (veh/h)	332	343	869	374	353	841	1218			1216		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	1	35	200	89	33	190	162	6	188	116
Volume Left	1	0	200	0	33	0	0	6	0	0
Volume Right	0	16	0	18	0	0	67	0	0	22
cSH	332	474	374	400	1218	1700	1700	1216	1700	1700
Volume to Capacity	0.00*	0.07	0.53	0.22	0.03	0.11	0.10	0.00*	0.11	0.07
Queue Length 95th (m)	0.1	1.8	22.7	6.3	0.6	0.0	0.0	0.1	0.0	0.0
Control Delay (s/veh)	15.9	13.2	25.1	16.6	8.0	0.0	0.0	8.0	0.0	0.0
Lane LOS	C	B	D	C	A			A		
Approach Delay (s/veh)	13.3		22.5		0.7			0.2		
Approach LOS	B		C							

Intersection Summary					
Average Delay	7.1				
Intersection Capacity Utilization	39.0%	ICU Level of Service		A	
Analysis Period (min)	15				

* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	13	84	65	12	37	50	842	22	28	886	74
Future Volume (vph)	80	13	84	65	12	37	50	842	22	28	886	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	80.0		0.0	60.0		0.0	95.0		0.0	70.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.5		7.5	7.5		7.5	7.5		7.5	7.5		7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00		1.00			1.00				1.00	
Frt		0.871			0.887			0.996			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1651	0	1770	1685	0	1703	5067	0	1805	5077	0
Flt Permitted	0.723			0.691			0.248			0.304		
Satd. Flow (perm)	1360	1651	0	1284	1685	0	444	5067	0	578	5077	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		88			39			6			17	
Link Speed (k/h)		60			50			60			70	
Link Distance (m)		206.1			104.0			227.8			194.9	
Travel Time (s)		12.4			7.5			13.7			10.0	
Confl. Peds. (#/hr)			3	3			1					1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	2%	0%	0%	6%	2%	0%	0%	1%	0%
Adj. Flow (vph)	83	14	88	68	13	39	52	877	23	29	923	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	102	0	68	52	0	52	900	0	29	1000	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		7.0	8.0		8.0	8.0	
Minimum Split (s)	42.1	42.1		42.1	42.1		11.0	33.4		33.4	33.4	
Total Split (s)	37.0	37.0		37.0	37.0		12.0	63.0		51.0	51.0	
Total Split (%)	37.0%	37.0%		37.0%	37.0%		12.0%	63.0%		51.0%	51.0%	
Maximum Green (s)	29.9	29.9		29.9	29.9		8.0	56.6		44.6	44.6	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	3.7		3.7	3.7	
All-Red Time (s)	3.8	3.8		3.8	3.8		1.0	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Don't Walk (s)	27.0	27.0		27.0	27.0			19.0		19.0	19.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	11.8	11.8		11.8	11.8		77.1	74.7		65.9	65.9	
Actuated g/C Ratio	0.12	0.12		0.12	0.12		0.77	0.75		0.66	0.66	
v/c Ratio	0.52	0.38		0.45	0.22		0.12	0.24		0.08	0.30	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	52.3	15.1		49.6	18.8		3.9	4.3		8.8	8.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	52.3	15.1		49.6	18.8		3.9	4.3		8.8	8.2	
LOS	D	B		D	B		A	A		A	A	
Approach Delay (s/veh)		31.8			36.3			4.3			8.2	
Approach LOS		C			D			A			A	
Queue Length 50th (m)	15.3	2.4		12.6	2.3		2.0	15.9		1.9	28.0	
Queue Length 95th (m)	28.7	16.1		24.5	12.1		5.7	25.3		6.3	41.2	
Internal Link Dist (m)		182.1			80.0			203.8			170.9	
Turn Bay Length (m)	80.0			60.0			95.0			70.0		
Base Capacity (vph)	406	555		383	531		443	3787		380	3349	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.18		0.18	0.10		0.12	0.24		0.08	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 40 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 9.9		Intersection LOS: A	
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Appleby Line & Palladium Way/Harrison Crescent

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	13	84	65	12	37	50	842	22	28	886	74
Future Volume (vph)	80	13	84	65	12	37	50	842	22	28	886	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.89		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	1650		1766	1686		1703	5068		1805	5079	
Flt Permitted	0.72	1.00		0.69	1.00		0.25	1.00		0.30	1.00	
Satd. Flow (perm)	1360	1650		1284	1686		445	5068		578	5079	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	83	14	88	68	12	39	52	877	23	29	923	77
RTOR Reduction (vph)	0	78	0	0	34	0	0	2	0	0	6	0
Lane Group Flow (vph)	83	24	0	68	18	0	52	898	0	29	994	0
Confl. Peds. (#/hr)			3	3			1					1
Heavy Vehicles (%)	1%	0%	0%	2%	0%	0%	6%	2%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	11.8	11.8		11.8	11.8		74.7	74.7		65.0	65.0	
Effective Green, g (s)	11.8	11.8		11.8	11.8		74.7	74.7		65.0	65.0	
Actuated g/C Ratio	0.12	0.12		0.12	0.12		0.75	0.75		0.65	0.65	
Clearance Time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	160	194		151	198		404	3785		375	3301	
v/s Ratio Prot		0.01			0.01		0.01	c0.18			c0.20	
v/s Ratio Perm	c0.06			0.05			0.09			0.05		
v/c Ratio	0.52	0.13		0.45	0.09		0.13	0.24		0.08	0.30	
Uniform Delay, d1	41.4	39.5		41.1	39.3		3.5	3.9		6.4	7.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	0.3		2.1	0.2		0.1	0.1		0.4	0.2	
Delay (s)	44.3	39.8		43.2	39.5		3.7	4.0		6.9	7.9	
Level of Service	D	D		D	D		A	A		A	A	
Approach Delay (s/veh)		41.8			41.6			4.0			7.8	
Approach LOS		D			D			A			A	

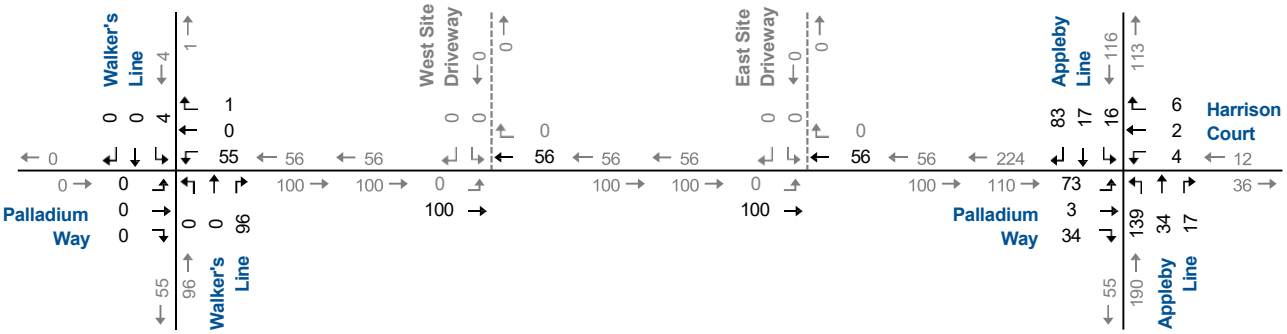
Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

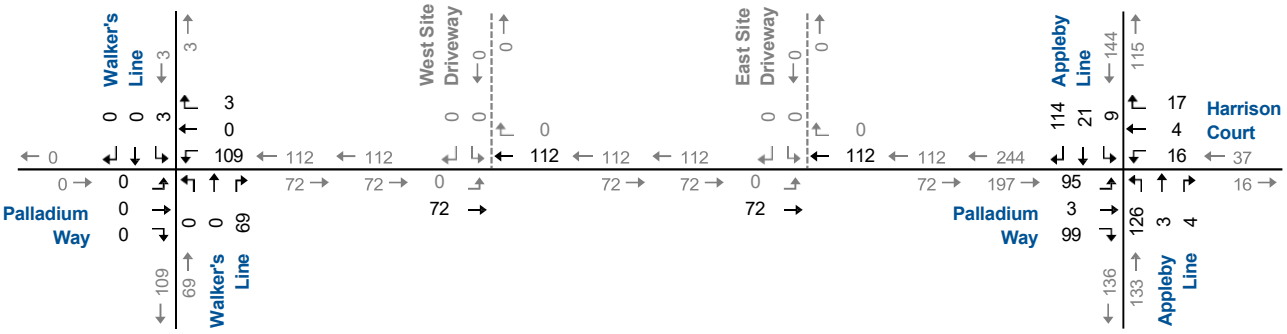
Appendix E

Background Development Traffic

AM Peak Hour



PM Peak Hour



Appendix F

Background Traffic Operations

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	29	4	124	17	7	12	201	260	24	229	2
Future Volume (vph)	10	29	4	124	17	7	12	201	260	24	229	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	55.0		0.0	45.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.6		7.6	7.6		7.6	7.6		7.6	7.6		7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.981			0.957			0.915			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1597	1864	0	1752	1734	0	1656	3252	0	1719	3571	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1597	1864	0	1752	1734	0	1656	3252	0	1719	3571	0
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		147.5			146.9			247.3			131.4	
Travel Time (s)		8.9			8.8			14.8			7.9	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	13%	0%	0%	3%	0%	17%	9%	1%	2%	5%	1%	0%
Adj. Flow (vph)	12	34	5	144	20	8	14	234	302	28	266	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	39	0	144	28	0	14	536	0	28	268	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	29	4	124	17	7	12	201	260	24	229	2
Future Volume (Veh/h)	10	29	4	124	17	7	12	201	260	24	229	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	12	34	5	144	20	8	14	234	302	28	266	2
Pedestrians								1				
Lane Width (m)								3.6				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	486	887	135	625	737	268	268			536		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	486	887	135	625	737	268	268			536		
tC, single (s)	7.8	6.5	6.9	7.6	6.5	7.2	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.5	2.3			2.2		
p0 queue free %	97	88	99	55	94	99	99			97		
cM capacity (veh/h)	403	274	895	321	335	687	1243			1008		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	12	39	144	28	14	156	380	28	177	91
Volume Left	12	0	144	0	14	0	0	28	0	0
Volume Right	0	5	0	8	0	0	302	0	0	2
cSH	403	301	321	392	1243	1700	1700	1008	1700	1700
Volume to Capacity	0.03	0.13	0.45	0.07	0.01	0.09	0.22	0.03	0.10	0.05
Queue Length 95th (m)	0.7	3.3	16.7	1.7	0.3	0.0	0.0	0.6	0.0	0.0
Control Delay (s/veh)	14.2	18.7	25.1	14.9	7.9	0.0	0.0	8.7	0.0	0.0
Lane LOS	B	C	D	B	A			A		
Approach Delay (s/veh)	17.7		23.4		0.2			0.8		
Approach LOS	C		C							

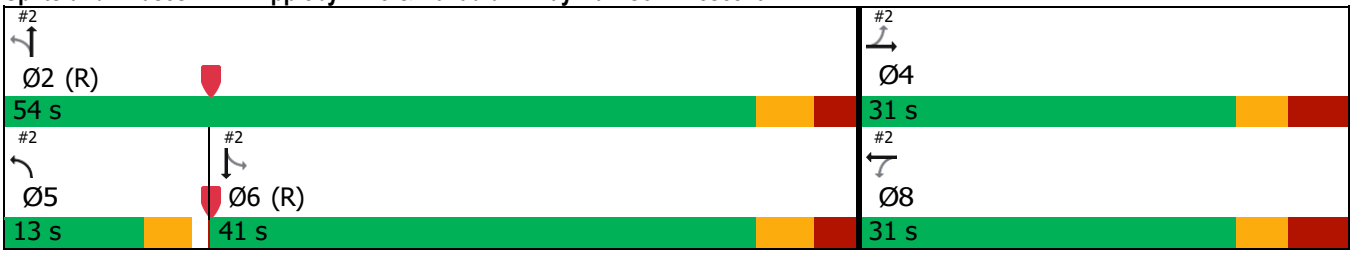
Intersection Summary					
Average Delay	4.9				
Intersection Capacity Utilization	40.1%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	9	71	18	3	16	209	859	25	36	690	141
Future Volume (vph)	131	9	71	18	3	16	209	859	25	36	690	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	80.0		0.0	60.0		0.0	95.0		0.0	70.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.5		7.5	7.5		7.5	7.5		7.5	7.5		7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00		1.00								
Frt		0.866			0.874			0.996			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1614	0	1671	1532	0	1752	4955	0	1626	4863	0
Flt Permitted	0.745			0.704			0.278			0.301		
Satd. Flow (perm)	1388	1614	0	1238	1532	0	513	4955	0	515	4863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73			16			8			61	
Link Speed (k/h)		60			50			60			70	
Link Distance (m)		206.1			104.0			227.8			194.9	
Travel Time (s)		12.4			7.5			13.7			10.0	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	17%	0%	8%	0%	10%	3%	4%	13%	11%	4%	4%
Adj. Flow (vph)	135	9	73	19	3	16	215	886	26	37	711	145
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	82	0	19	19	0	215	912	0	37	856	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		7.0	8.0		8.0	8.0	
Minimum Split (s)	42.1	42.1		42.1	42.1		11.0	33.4		33.4	33.4	
Total Split (s)	31.0	31.0		31.0	31.0		13.0	54.0		41.0	41.0	
Total Split (%)	36.5%	36.5%		36.5%	36.5%		15.3%	63.5%		48.2%	48.2%	
Maximum Green (s)	23.9	23.9		23.9	23.9		9.0	47.6		34.6	34.6	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	3.7		3.7	3.7	
All-Red Time (s)	3.8	3.8		3.8	3.8		1.0	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Don't Walk (s)	27.0	27.0		27.0	27.0			19.0		19.0	19.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	13.6	13.6		13.6	13.6		60.3	57.9		44.5	44.5	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.71	0.68		0.52	0.52	
v/c Ratio	0.61	0.26		0.10	0.07		0.43	0.27		0.14	0.33	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	44.0	11.0		29.0	14.9		7.6	6.0		15.0	12.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	44.0	11.0		29.0	14.9		7.6	6.0		15.0	12.2	
LOS	D	B		C	B		A	A		B	B	
Approach Delay (s/veh)		31.5			22.0			6.3			12.3	
Approach LOS		C			C			A			B	
Queue Length 50th (m)	20.7	1.4		2.8	0.4		9.8	18.4		3.1	25.5	
Queue Length 95th (m)	35.4	13.2		8.2	5.5		21.7	30.1		11.1	43.1	
Internal Link Dist (m)		182.1			80.0			203.8			170.9	
Turn Bay Length (m)	80.0			60.0			95.0			70.0		
Base Capacity (vph)	390	506		348	442		509	3376		269	2577	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.16		0.05	0.04		0.42	0.27		0.14	0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 34 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 11.3		Intersection LOS: B	
Intersection Capacity Utilization 57.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Appleby Line & Palladium Way/Harrison Crescent



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	9	71	18	3	16	209	859	25	36	690	141
Future Volume (vph)	131	9	71	18	3	16	209	859	25	36	690	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.87		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1615		1670	1531		1752	4954		1626	4861	
Flt Permitted	0.75	1.00		0.70	1.00		0.28	1.00		0.30	1.00	
Satd. Flow (perm)	1388	1615		1237	1531		514	4954		514	4861	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	135	9	73	19	3	16	215	886	26	37	711	145
RTOR Reduction (vph)	0	61	0	0	13	0	0	3	0	0	29	0
Lane Group Flow (vph)	135	21	0	19	6	0	215	909	0	37	827	0
Confl. Peds. (#/hr)			1	1								
Heavy Vehicles (%)	2%	17%	0%	8%	0%	10%	3%	4%	13%	11%	4%	4%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	13.6	13.6		13.6	13.6		57.9	57.9		44.6	44.6	
Effective Green, g (s)	13.6	13.6		13.6	13.6		57.9	57.9		44.6	44.6	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.68	0.68		0.52	0.52	
Clearance Time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	222	258		197	244		485	3374		269	2550	
v/s Ratio Prot		0.01			0.00		c0.05	0.18			0.17	
v/s Ratio Perm	c0.10			0.02			c0.25			0.07		
v/c Ratio	0.61	0.08		0.10	0.02		0.44	0.27		0.14	0.32	
Uniform Delay, d1	33.2	30.4		30.5	30.1		5.3	5.3		10.3	11.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.7	0.1		0.2	0.0		0.6	0.2		1.1	0.3	
Delay (s)	37.9	30.5		30.7	30.1		5.9	5.5		11.4	11.9	
Level of Service	D	C		C	C		A	A		B	B	
Approach Delay (s/veh)		35.1			30.4			5.6			11.9	
Approach LOS		D			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	18	15	295	66	20	30	266	132	8	263	21
Future Volume (vph)	1	18	15	295	66	20	30	266	132	8	263	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	55.0		0.0	45.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.6		7.6	7.6		7.6	7.6		7.6	7.6		7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.931			0.966			0.950			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1769	0	1787	1835	0	1687	3407	0	1805	3570	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	1769	0	1787	1835	0	1687	3407	0	1805	3570	0
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		147.5			146.9			247.3			131.4	
Travel Time (s)		8.9			8.8			14.8			7.9	
Confl. Peds. (#/hr)			2	2					1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	7%	1%	0%	0%	0%	0%
Adj. Flow (vph)	1	20	17	331	74	22	34	299	148	9	296	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	37	0	331	96	0	34	447	0	9	320	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	18	15	295	66	20	30	266	132	8	263	21
Future Volume (Veh/h)	1	18	15	295	66	20	30	266	132	8	263	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1	20	17	331	74	22	34	299	148	9	296	24
Pedestrians					1			2				
Lane Width (m)					3.6			3.6				
Walking Speed (m/s)					1.2			1.2				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	603	842	162	637	780	225	320			448		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	603	842	162	637	780	225	320			448		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	93	98	0	77	97	97			99		
cM capacity (veh/h)	300	292	859	328	317	784	1201			1122		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	1	37	331	96	34	199	248	9	197	123
Volume Left	1	0	331	0	34	0	0	9	0	0
Volume Right	0	17	0	22	0	0	148	0	0	24
cSH	300	419	328	367	1201	1700	1700	1122	1700	1700
Volume to Capacity	0.00*	0.09	1.01	0.26	0.03	0.12	0.15	0.00*	0.12	0.07
Queue Length 95th (m)	0.1	2.2	85.1	7.7	0.7	0.0	0.0	0.2	0.0	0.0
Control Delay (s/veh)	17.0	14.4	88.9	18.2	8.1	0.0	0.0	8.2	0.0	0.0
Lane LOS	C	B	F	C	A			A		
Approach Delay (s/veh)	14.5		73.0		0.6			0.2		
Approach LOS	B		F							

Intersection Summary				
Average Delay	25.1			
Intersection Capacity Utilization	48.0%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	17	187	84	17	56	178	885	27	38	949	191
Future Volume (vph)	179	17	187	84	17	56	178	885	27	38	949	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	80.0		0.0	60.0		0.0	95.0		0.0	70.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.5		7.5	7.5		7.5	7.5		7.5	7.5		7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00		1.00			1.00				1.00	
Frt		0.863			0.886			0.996			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1636	0	1770	1683	0	1703	5068	0	1805	5014	0
Flt Permitted	0.708			0.503			0.178			0.289		
Satd. Flow (perm)	1332	1636	0	935	1683	0	319	5068	0	549	5014	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		195			58			7			55	
Link Speed (k/h)		60			50			60			70	
Link Distance (m)		206.1			104.0			227.8			194.9	
Travel Time (s)		12.4			7.5			13.7			10.0	
Confl. Peds. (#/hr)			3	3			1					1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	2%	0%	0%	6%	2%	0%	0%	1%	0%
Adj. Flow (vph)	186	18	195	88	18	58	185	922	28	40	989	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	213	0	88	76	0	185	950	0	40	1188	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		7.0	8.0		8.0	8.0	
Minimum Split (s)	42.1	42.1		42.1	42.1		11.0	33.4		33.4	33.4	
Total Split (s)	37.0	37.0		37.0	37.0		12.0	63.0		51.0	51.0	
Total Split (%)	37.0%	37.0%		37.0%	37.0%		12.0%	63.0%		51.0%	51.0%	
Maximum Green (s)	29.9	29.9		29.9	29.9		8.0	56.6		44.6	44.6	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	3.7		3.7	3.7	
All-Red Time (s)	3.8	3.8		3.8	3.8		1.0	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Don't Walk (s)	27.0	27.0		27.0	27.0			19.0		19.0	19.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	19.2	19.2		19.2	19.2		69.7	67.3		54.0	54.0	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.70	0.67		0.54	0.54	
v/c Ratio	0.73	0.45		0.49	0.21		0.53	0.28		0.14	0.43	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	53.4	9.1		43.8	12.8		11.8	7.4		16.0	14.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	53.4	9.1		43.8	12.8		11.8	7.4		16.0	14.8	
LOS	D	A		D	B		B	A		B	B	
Approach Delay (s/veh)		29.8			29.4			8.1			14.8	
Approach LOS		C			C			A			B	
Queue Length 50th (m)	33.9	2.8		15.4	2.8		11.1	24.1		3.6	45.6	
Queue Length 95th (m)	52.1	19.1		28.1	13.0		24.2	38.5		11.4	68.7	
Internal Link Dist (m)		182.1			80.0			203.8			170.9	
Turn Bay Length (m)	80.0			60.0			95.0			70.0		
Base Capacity (vph)	398	625		279	543		353	3410		296	2732	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.47	0.34		0.32	0.14		0.52	0.28		0.14	0.43	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 40 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay (s/veh): 15.1 Intersection LOS: B
Intersection Capacity Utilization 73.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Appleby Line & Palladium Way/Harrison Crescent

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	17	187	84	17	56	178	885	27	38	949	191
Future Volume (vph)	179	17	187	84	17	56	178	885	27	38	949	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.86		1.00	0.89		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	1635		1766	1683		1703	5066		1805	5013	
Flt Permitted	0.71	1.00		0.50	1.00		0.18	1.00		0.29	1.00	
Satd. Flow (perm)	1331	1635		935	1683		319	5066		549	5013	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	186	18	195	88	18	58	185	922	28	40	989	199
RTOR Reduction (vph)	0	158	0	0	47	0	0	2	0	0	25	0
Lane Group Flow (vph)	186	55	0	88	29	0	185	948	0	40	1163	0
Confl. Peds. (#/hr)			3	3			1					1
Heavy Vehicles (%)	1%	0%	0%	2%	0%	0%	6%	2%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	19.2	19.2		19.2	19.2		67.3	67.3		54.0	54.0	
Effective Green, g (s)	19.2	19.2		19.2	19.2		67.3	67.3		54.0	54.0	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.67	0.67		0.54	0.54	
Clearance Time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	255	313		179	322		343	3409		296	2707	
v/s Ratio Prot		0.03			0.02		c0.05	0.19			0.23	
v/s Ratio Perm	c0.14			0.09			c0.31			0.07		
v/c Ratio	0.73	0.18		0.49	0.09		0.54	0.28		0.14	0.43	
Uniform Delay, d1	38.0	33.8		36.0	33.2		7.4	6.6		11.4	13.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.0	0.3		2.1	0.1		1.6	0.2		0.9	0.5	
Delay (s)	47.9	34.1		38.2	33.3		9.0	6.8		12.4	14.3	
Level of Service	D	C		D	C		A	A		B	B	
Approach Delay (s/veh)		40.5			35.9			7.1			14.2	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Appendix G

Total Traffic Operations

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	32	4	127	17	9	12	201	269	30	229	2
Future Volume (vph)	10	32	4	127	17	9	12	201	269	30	229	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	55.0		0.0	45.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.6		7.6	7.6		7.6	7.6		7.6	7.6		7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.982			0.950			0.914			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1597	1866	0	1752	1708	0	1656	3248	0	1719	3571	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1597	1866	0	1752	1708	0	1656	3248	0	1719	3571	0
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		147.5			146.9			247.3			131.4	
Travel Time (s)		8.9			8.8			14.8			7.9	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	13%	0%	0%	3%	0%	17%	9%	1%	2%	5%	1%	0%
Adj. Flow (vph)	12	37	5	148	20	10	14	234	313	35	266	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	42	0	148	30	0	14	547	0	35	268	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.2%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	32	4	127	17	9	12	201	269	30	229	2
Future Volume (Veh/h)	10	32	4	127	17	9	12	201	269	30	229	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	12	37	5	148	20	10	14	234	313	35	266	2
Pedestrians								1				
Lane Width (m)								3.6				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	502	912	135	646	757	274	268			547		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	502	912	135	646	757	274	268			547		
tC, single (s)	7.8	6.5	6.9	7.6	6.5	7.2	4.3			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.5	2.3			2.2		
p0 queue free %	97	86	99	51	94	99	99			96		
cM capacity (veh/h)	388	263	895	304	324	681	1243			998		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	12	42	148	30	14	156	391	35	177	91
Volume Left	12	0	148	0	14	0	0	35	0	0
Volume Right	0	5	0	10	0	0	313	0	0	2
cSH	388	287	304	393	1243	1700	1700	998	1700	1700
Volume to Capacity	0.03	0.15	0.49	0.08	0.01	0.09	0.23	0.04	0.10	0.05
Queue Length 95th (m)	0.7	3.8	18.9	1.9	0.3	0.0	0.0	0.8	0.0	0.0
Control Delay (s/veh)	14.6	19.7	27.6	14.9	7.9	0.0	0.0	8.7	0.0	0.0
Lane LOS	B	C	D	B	A			A		
Approach Delay (s/veh)	18.5		25.5		0.2			1.0		
Approach LOS	C		D							

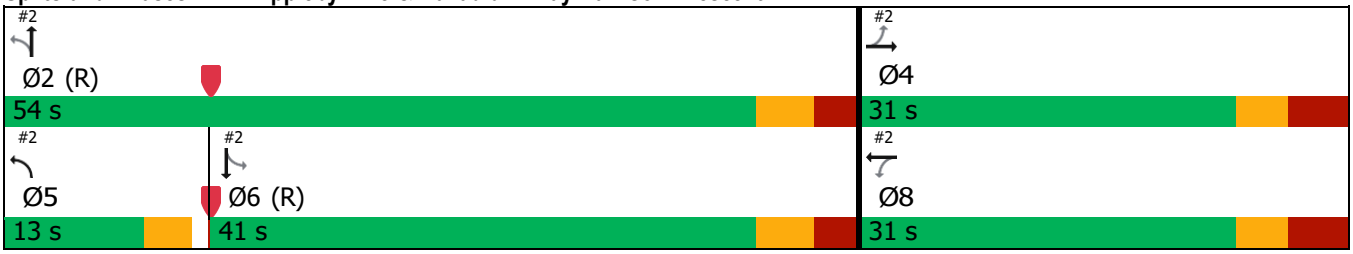
Intersection Summary					
Average Delay	5.4				
Intersection Capacity Utilization	41.2%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	9	77	18	3	16	232	859	25	36	690	158
Future Volume (vph)	138	9	77	18	3	16	232	859	25	36	690	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	80.0		0.0	60.0		0.0	95.0		0.0	70.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.5		7.5	7.5		7.5	7.5		7.5	7.5		7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00		1.00								
Frt		0.865			0.874			0.996			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1614	0	1671	1532	0	1752	4955	0	1626	4848	0
Flt Permitted	0.745			0.700			0.270			0.301		
Satd. Flow (perm)	1388	1614	0	1231	1532	0	498	4955	0	515	4848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79			16			8			74	
Link Speed (k/h)		60			50			60			70	
Link Distance (m)		206.1			104.0			227.8			194.9	
Travel Time (s)		12.4			7.5			13.7			10.0	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	17%	0%	8%	0%	10%	3%	4%	13%	11%	4%	4%
Adj. Flow (vph)	142	9	79	19	3	16	239	886	26	37	711	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	88	0	19	19	0	239	912	0	37	874	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		7.0	8.0		8.0	8.0	
Minimum Split (s)	42.1	42.1		42.1	42.1		11.0	33.4		33.4	33.4	
Total Split (s)	31.0	31.0		31.0	31.0		13.0	54.0		41.0	41.0	
Total Split (%)	36.5%	36.5%		36.5%	36.5%		15.3%	63.5%		48.2%	48.2%	
Maximum Green (s)	23.9	23.9		23.9	23.9		9.0	47.6		34.6	34.6	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	3.7		3.7	3.7	
All-Red Time (s)	3.8	3.8		3.8	3.8		1.0	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Don't Walk (s)	27.0	27.0		27.0	27.0			19.0		19.0	19.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	14.0	14.0		14.0	14.0		59.9	57.5		43.8	43.8	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.70	0.68		0.52	0.52	
v/c Ratio	0.63	0.27		0.09	0.07		0.48	0.27		0.14	0.34	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	44.4	10.4		28.6	14.7		8.5	6.1		15.6	12.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	44.4	10.4		28.6	14.7		8.5	6.1		15.6	12.5	
LOS	D	B		C	B		A	A		B	B	
Approach Delay (s/veh)		31.4			21.7			6.6			12.7	
Approach LOS		C			C			A			B	
Queue Length 50th (m)	21.8	1.4		2.8	0.4		11.3	18.7		3.2	26.4	
Queue Length 95th (m)	36.9	13.4		8.1	5.5		24.6	30.6		11.3	44.3	
Internal Link Dist (m)		182.1			80.0			203.8			170.9	
Turn Bay Length (m)	80.0			60.0			95.0			70.0		
Base Capacity (vph)	390	510		346	442		502	3356		265	2536	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.36	0.17		0.05	0.04		0.48	0.27		0.14	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 34 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 11.7		Intersection LOS: B	
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Appleby Line & Palladium Way/Harrison Crescent



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	9	77	18	3	16	232	859	25	36	690	158
Future Volume (vph)	138	9	77	18	3	16	232	859	25	36	690	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.87		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1615		1670	1531		1752	4954		1626	4848	
Flt Permitted	0.75	1.00		0.70	1.00		0.27	1.00		0.30	1.00	
Satd. Flow (perm)	1388	1615		1230	1531		498	4954		514	4848	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	142	9	79	19	3	16	239	886	26	37	711	163
RTOR Reduction (vph)	0	66	0	0	13	0	0	3	0	0	36	0
Lane Group Flow (vph)	142	22	0	19	6	0	239	909	0	37	838	0
Confl. Peds. (#/hr)			1	1								
Heavy Vehicles (%)	2%	17%	0%	8%	0%	10%	3%	4%	13%	11%	4%	4%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	14.0	14.0		14.0	14.0		57.5	57.5		43.8	43.8	
Effective Green, g (s)	14.0	14.0		14.0	14.0		57.5	57.5		43.8	43.8	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.68	0.68		0.52	0.52	
Clearance Time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	228	266		202	252		479	3351		264	2498	
v/s Ratio Prot		0.01			0.00		c0.06	0.18			0.17	
v/s Ratio Perm	c0.10			0.02			c0.28			0.07		
v/c Ratio	0.62	0.08		0.09	0.02		0.50	0.27		0.14	0.34	
Uniform Delay, d1	33.0	30.1		30.1	29.8		5.6	5.4		10.8	12.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.2	0.1		0.2	0.0		0.8	0.2		1.1	0.4	
Delay (s)	38.3	30.2		30.3	29.8		6.4	5.6		11.9	12.4	
Level of Service	D	C		C	C		A	A		B	B	
Approach Delay (s/veh)		35.2			30.1			5.8			12.4	
Approach LOS		D			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	316	149	36	11	4
Future Volume (vph)	16	316	149	36	11	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	15.0			0.0	0.0	0.0
Storage Lanes	1			0	1	0
Taper Length (m)	7.5			7.5	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.974		0.966	
Flt Protected	0.950				0.964	
Satd. Flow (prot)	1770	1863	1800	0	1735	0
Flt Permitted	0.950				0.964	
Satd. Flow (perm)	1770	1863	1800	0	1735	0
Link Speed (k/h)		60	60		50	
Link Distance (m)		251.0	140.3		83.1	
Travel Time (s)		15.1	8.4		6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%
Adj. Flow (vph)	17	343	162	39	12	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	343	201	0	16	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.6%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	316	149	36	11	4
Future Volume (Veh/h)	16	316	149	36	11	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	343	162	39	12	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	201				559	182
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	201				559	182
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	100
cM capacity (veh/h)	1371				484	861

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	17	343	201	16
Volume Left	17	0	0	12
Volume Right	0	0	39	4
cSH	1371	1700	1700	544
Volume to Capacity	0.01	0.20	0.12	0.03
Queue Length 95th (m)	0.3	0.0	0.0	0.7
Control Delay (s/veh)	7.7	0.0	0.0	11.8
Lane LOS	A			B
Approach Delay (s/veh)	0.4		0.0	11.8
Approach LOS				B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	325	184	4	2	1
Future Volume (vph)	2	325	184	4	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	15.0			0.0	0.0	0.0
Storage Lanes	1			0	1	0
Taper Length (m)	7.5			7.5	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.955	
Flt Protected	0.950				0.968	
Satd. Flow (prot)	1770	1863	1814	0	1050	0
Flt Permitted	0.950				0.968	
Satd. Flow (perm)	1770	1863	1814	0	1050	0
Link Speed (k/h)		60	60		50	
Link Distance (m)		140.3	216.6		61.2	
Travel Time (s)		8.4	13.0		4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	3%	75%	100%	2%
Adj. Flow (vph)	2	353	200	4	2	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	353	204	0	3	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.1%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	325	184	4	2	1
Future Volume (Veh/h)	2	325	184	4	2	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	353	200	4	2	1
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	204				559	202
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	204				559	202
tC, single (s)	4.1				7.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				4.4	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1368				357	839

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	2	353	204	3
Volume Left	2	0	0	2
Volume Right	0	0	4	1
cSH	1368	1700	1700	442
Volume to Capacity	0.00*	0.21	0.12	0.00*
Queue Length 95th (m)	0.0	0.0	0.0	0.2
Control Delay (s/veh)	7.6	0.0	0.0	13.2
Lane LOS	A			B
Approach Delay (s/veh)	0.0		0.0	13.2
Approach LOS				B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	27.1%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	18	15	305	69	27	30	266	136	10	263	21
Future Volume (vph)	1	18	15	305	69	27	30	266	136	10	263	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	55.0		0.0	45.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.6		7.6	7.6		7.6	7.6		7.6	7.6		7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.931			0.958			0.949			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1769	0	1787	1820	0	1687	3403	0	1805	3570	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	1769	0	1787	1820	0	1687	3403	0	1805	3570	0
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		147.5			146.9			247.3			131.4	
Travel Time (s)		8.9			8.8			14.8			7.9	
Confl. Peds. (#/hr)			2	2					1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	7%	1%	0%	0%	0%	0%
Adj. Flow (vph)	1	20	17	343	78	30	34	299	153	11	296	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	37	0	343	108	0	34	452	0	11	320	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	18	15	305	69	27	30	266	136	10	263	21
Future Volume (Veh/h)	1	18	15	305	69	27	30	266	136	10	263	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1	20	17	343	78	30	34	299	153	11	296	24
Pedestrians					1			2				
Lane Width (m)					3.6			3.6				
Walking Speed (m/s)					1.2			1.2				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	617	851	162	644	787	227	320			453		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	617	851	162	644	787	227	320			453		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	93	98	0	75	96	97			99		
cM capacity (veh/h)	286	288	859	324	314	781	1201			1117		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	1	37	343	108	34	199	253	11	197	123
Volume Left	1	0	343	0	34	0	0	11	0	0
Volume Right	0	17	0	30	0	0	153	0	0	24
cSH	286	414	324	376	1201	1700	1700	1117	1700	1700
Volume to Capacity	0.00*	0.09	1.06	0.29	0.03	0.12	0.15	0.00*	0.12	0.07
Queue Length 95th (m)	0.1	2.2	94.6	8.8	0.7	0.0	0.0	0.2	0.0	0.0
Control Delay (s/veh)	17.6	14.5	103.7	18.4	8.1	0.0	0.0	8.3	0.0	0.0
Lane LOS	C	B	F	C	A			A		
Approach Delay (s/veh)	14.6		83.3		0.6			0.3		
Approach LOS	B		F							

Intersection Summary				
Average Delay	29.5			
Intersection Capacity Utilization	48.7%	ICU Level of Service		A
Analysis Period (min)	15			

* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	201	17	209	84	17	56	187	885	27	38	949	201
Future Volume (vph)	201	17	209	84	17	56	187	885	27	38	949	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	80.0		0.0	60.0		0.0	95.0		0.0	70.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.5		7.5	7.5		7.5	7.5		7.5	7.5		7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00		1.00			1.00				1.00	
Frt		0.861			0.886			0.996			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1632	0	1770	1683	0	1703	5068	0	1805	5009	0
Flt Permitted	0.708			0.470			0.172			0.289		
Satd. Flow (perm)	1332	1632	0	874	1683	0	308	5068	0	549	5009	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		213			58			7			59	
Link Speed (k/h)		60			50			60			70	
Link Distance (m)		206.1			104.0			227.8			194.9	
Travel Time (s)		12.4			7.5			13.7			10.0	
Confl. Peds. (#/hr)			3	3			1					1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	2%	0%	0%	6%	2%	0%	0%	1%	0%
Adj. Flow (vph)	209	18	218	88	18	58	195	922	28	40	989	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	236	0	88	76	0	195	950	0	40	1198	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		7.0	8.0		8.0	8.0	
Minimum Split (s)	42.1	42.1		42.1	42.1		11.0	33.4		33.4	33.4	
Total Split (s)	37.0	37.0		37.0	37.0		12.0	63.0		51.0	51.0	
Total Split (%)	37.0%	37.0%		37.0%	37.0%		12.0%	63.0%		51.0%	51.0%	
Maximum Green (s)	29.9	29.9		29.9	29.9		8.0	56.6		44.6	44.6	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	3.7		3.7	3.7	
All-Red Time (s)	3.8	3.8		3.8	3.8		1.0	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Don't Walk (s)	27.0	27.0		27.0	27.0			19.0		19.0	19.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	20.9	20.9		20.9	20.9		68.0	65.6		52.2	52.2	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.68	0.66		0.52	0.52	
v/c Ratio	0.75	0.46		0.48	0.19		0.58	0.29		0.14	0.45	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	53.0	8.8		42.1	12.0		13.9	8.2		16.8	15.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	53.0	8.8		42.1	12.0		13.9	8.2		16.8	15.8	
LOS	D	A		D	B		B	A		B	B	
Approach Delay (s/veh)		29.6			28.2			9.1			15.9	
Approach LOS		C			C			A			B	
Queue Length 50th (m)	38.0	3.6		15.1	2.8		12.6	25.6		3.8	48.7	
Queue Length 95th (m)	57.0	20.1		27.6	12.6		27.1	40.7		11.4	69.3	
Internal Link Dist (m)		182.1			80.0			203.8			170.9	
Turn Bay Length (m)	80.0			60.0			95.0			70.0		
Base Capacity (vph)	398	637		261	543		341	3326		286	2644	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.53	0.37		0.34	0.14		0.57	0.29		0.14	0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 40 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 16.0		Intersection LOS: B	
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: Appleby Line & Palladium Way/Harrison Crescent

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	201	17	209	84	17	56	187	885	27	38	949	201
Future Volume (vph)	201	17	209	84	17	56	187	885	27	38	949	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.86		1.00	0.89		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	1633		1766	1683		1703	5066		1805	5008	
Flt Permitted	0.71	1.00		0.47	1.00		0.17	1.00		0.29	1.00	
Satd. Flow (perm)	1331	1633		874	1683		308	5066		549	5008	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	209	18	218	88	18	58	195	922	28	40	989	209
RTOR Reduction (vph)	0	168	0	0	46	0	0	2	0	0	28	0
Lane Group Flow (vph)	209	68	0	88	30	0	195	948	0	40	1170	0
Confl. Peds. (#/hr)			3	3			1					1
Heavy Vehicles (%)	1%	0%	0%	2%	0%	0%	6%	2%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	20.9	20.9		20.9	20.9		65.6	65.6		52.3	52.3	
Effective Green, g (s)	20.9	20.9		20.9	20.9		65.6	65.6		52.3	52.3	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.66	0.66		0.52	0.52	
Clearance Time (s)	7.1	7.1		7.1	7.1		4.0	6.4		6.4	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	278	341		182	351		331	3323		287	2619	
v/s Ratio Prot		0.04			0.02		c0.05	0.19			0.23	
v/s Ratio Perm	c0.16			0.10			c0.33			0.07		
v/c Ratio	0.75	0.20		0.48	0.09		0.59	0.29		0.14	0.45	
Uniform Delay, d1	37.1	32.6		34.8	31.9		8.3	7.3		12.3	14.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.9	0.3		2.0	0.1		2.7	0.2		1.0	0.6	
Delay (s)	48.0	32.9		36.8	32.0		11.0	7.5		13.3	15.4	
Level of Service	D	C		D	C		B	A		B	B	
Approach Delay (s/veh)		40.0			34.6			8.1			15.3	
Approach LOS		D			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	159	383	17	40	18
Future Volume (vph)	5	159	383	17	40	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	15.0			0.0	0.0	0.0
Storage Lanes	1			0	1	0
Taper Length (m)	7.5			7.5	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.957	
Flt Protected	0.950				0.967	
Satd. Flow (prot)	1770	1900	1869	0	1724	0
Flt Permitted	0.950				0.967	
Satd. Flow (perm)	1770	1900	1869	0	1724	0
Link Speed (k/h)		60	60		50	
Link Distance (m)		251.0	140.3		83.1	
Travel Time (s)		15.1	8.4		6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	1%	2%	2%	2%
Adj. Flow (vph)	5	173	416	18	43	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	173	434	0	63	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.2%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	159	383	17	40	18
Future Volume (Veh/h)	5	159	383	17	40	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	173	416	18	43	20
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	434				608	425
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	434				608	425
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				91	97
cM capacity (veh/h)	1126				457	629

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	5	173	434	63
Volume Left	5	0	0	43
Volume Right	0	0	18	20
cSH	1126	1700	1700	500
Volume to Capacity	0.00*	0.10	0.26	0.13
Queue Length 95th (m)	0.1	0.0	0.0	3.2
Control Delay (s/veh)	8.2	0.0	0.0	13.2
Lane LOS	A			B
Approach Delay (s/veh)	0.2		0.0	13.2
Approach LOS				B

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	198	398	2	4	2
Future Volume (vph)	1	198	398	2	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	15.0			0.0	0.0	0.0
Storage Lanes	1			0	1	0
Taper Length (m)	7.5			7.5	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.955	
Flt Protected	0.950				0.968	
Satd. Flow (prot)	1770	1900	1871	0	1311	0
Flt Permitted	0.950				0.968	
Satd. Flow (perm)	1770	1900	1871	0	1311	0
Link Speed (k/h)		60	60		50	
Link Distance (m)		140.3	216.6		61.2	
Travel Time (s)		8.4	13.0		4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	1%	100%	50%	2%
Adj. Flow (vph)	1	215	433	2	4	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	215	435	0	6	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.1%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	198	398	2	4	2
Future Volume (Veh/h)	1	198	398	2	4	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	215	433	2	4	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	435				651	434
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	435				651	434
tC, single (s)	4.1				6.9	6.2
tC, 2 stage (s)						
tF (s)	2.2				4.0	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1125				366	622

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	1	215	435	6
Volume Left	1	0	0	4
Volume Right	0	0	2	2
cSH	1125	1700	1700	424
Volume to Capacity	0.00*	0.13	0.26	0.01
Queue Length 95th (m)	0.0	0.0	0.0	0.3
Control Delay (s/veh)	8.2	0.0	0.0	13.6
Lane LOS	A			B
Approach Delay (s/veh)	0.0		0.0	13.6
Approach LOS				B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	31.1%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

Appendix H

Traffic Control Signal Warrant

Signal Justification Calculation for Forecast Volumes
(OTM Book 12 - Justification 7)

Horizon Year: Five-Year Total Traffic
Municipality: City of Burlington
Project Number: 260094

Major Street: Walker's Line
Minor Street: Palladium Way
North/South?: Y

Number of Approach Lanes: 2 or more
Tee Intersection? N
Flow Conditions: Restricted

PM Forecast Only? N

Warrant Results		
200% Satisfied	No	Case 1: Signal is undoubtedly warranted
100% Satisfied	No	Case 2: Signal might be warranted
		Case 3: Signal warrant is unlikely

	Major Street						Minor Street						
	Walker's Line						Palladium Way						
	Northbound			Southbound			Eastbound			Westbound			Peds
Time Period	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Crossing
AM Peak Hour	12	201	269	30	229	2	10	32	4	127	17	9	1
PM Peak Hour	30	266	136	10	263	21	1	18	15	305	69	27	2
Average Hourly Volume	11	117	101	10	123	6	3	13	5	108	22	9	1

Warrant	AHV
1A - All	526
1B - Minor	159
2A - Major	367
2B - Cross	133

Warrant 1 - Minimum Vehicular Volume

	Approach Lanes	1		2 or more		Average Hourly Volume
1A	Flow Conditions	Free	Restricted	Free	Restricted	
					X	
	All Approaches	480	720	600	900	526
					% Fulfilled	58.4%

	Approach Lanes	1		2 or more		Average Hourly Volume
1B	Flow Conditions	Free	Restricted	Free	Restricted	
					X	
	Minor Street Approaches	120	170	120	170	159
					% Fulfilled	93.2%

Warrant 2 - Delay To Cross Traffic

	Approach Lanes	1		2 or more		Average Hourly Volume
2A	Flow Conditions	Free	Restricted	Free	Restricted	
					X	
	Major Street Approaches	480	720	600	900	367
					% Fulfilled	40.8%

	Approach Lanes	1		2 or more		Average Hourly Volume
2B	Flow Conditions	Free	Restricted	Free	Restricted	
					X	
	Traffic Crossing Major Street	50	75	50	75	133
					% Fulfilled	177.3%

URBAN DESIGN BRIEF

Purpose:
Site Plan Approval Application

Subject Property:
4301 Palladium Way, Burlington ON

Prepared for:
Vicano Developments Limited

Prepared by:
Cynthia Baycetich, Planner, MCIP, RPP
CB Planning

Date:
April 15, 2026

Table of Contents

1.0 INTRODUCTION & PURPOSE

This Urban Design Brief has been prepared in support of the Site Plan Approval Application proposed by Vicano Developments Limited for the development of the lands municipally known as 4301 Palladium Way in Burlington (referred to as the "site"). The development consists of a two-unit industrial building comprising 16,876 square metres of ground floor area.

The Site is within the Urban Area as shown on Map 1 of the Regional Official Plan (ROP) for the Halton Planning Area Regional Municipality of Halton (2024). The site is located outside of the Built Boundary and within the Regional Urban Boundary (Map 1h), and also part of the Employment Area (Map 1H). The ROP identifies that lands within the Urban Boundary will be in accordance with the local Official Plans and Zoning By-laws.

As identified in Section 72 of the ROP the goal of the Region's Urban Area, Employment Area is to manage growth in a manner that fosters complete communities, enhances mobility across the Region, addresses climate change, and improves housing affordability, sustainability and economic prosperity. Section 76 identifies that the range of permitted uses and the creation of new lots within the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to the policies of the ROP.

The Region's policy for Employment Areas aims to facilitate and promote intensification and higher densities to support a more compact, transit-oriented built form while minimizing surface parking. It also seeks to provide an appropriate range and balance of employment uses including industrial, office, retail, and institutional, to meet long-term needs. Additionally, the policy directs the location of employment uses and protects lands designated for these purposes.

The ROP identifies policies for Employment Areas that promote intensification and increased densities in both new and existing locations. These areas are intended to serve as focal points for growth and development within the City by facilitating compact, transit-supportive built form and minimizing surface parking.

The site is within the Business Corridor designation under Schedule C of both the City of Burlington Official Plan (1997) and the 2020 Official Plan. The site is zoned Business Corridor (BC1-319) under the City's Zoning By-law 2020. The Objectives of the Business Corridor Designation, Part III, 3.4.1 (a-f), permit a broad range of employment uses, including prestige office and industrial uses, while promoting high development standards to ensure compatibility with adjacent non-industrial uses. In addition, a number of site plan design considerations for new and/or expanding Business Corridor

developments, as outlined in Part 111, Section 3.4.2(f) and Section 6.0 of Part 11, are addressed in Section 4.0 of this report.

DESIGN POLICIES and GUIDELINES

The subject site and proposed development are informed by multiple layers of urban design policies and guidelines. This Urban Design Brief has considered the Regional Official Plan, the City of Burlington Official Plan, the City's Site Plan Guidelines, and the Alton Central East Community Urban Design Study and Guidelines. In addition, comments provided by Planning Staff through the Site Plan Review Committee on February 10, 2026, have been reviewed and incorporated into this assessment.

PURPOSE

This Brief provides an overview of the relevant policies applicable to the proposed development, with a focus on key urban design considerations and the regulatory context outlined above. The proposed development is guided by the following design objectives to ensure conformity with the City's Urban Design Principles and objectives:

- Ensuring compatibility in that the scale, height, and massing of the building are appropriate within the surrounding area context;
- Positioning a high-profile industrial employment site with excellent visibility beside Highway 407;
- Promoting a visually positive experience for both pedestrian and vehicles with an overall high quality urban and architectural design;
- Maintaining appropriate separation and buffering from adjacent lands, including nearby residential use located east across Palladium Way;
- Site organization, loading, servicing, and circulation areas to minimize visual and operational conflicts with surrounding roads and properties to ensure new development is designed to be functional, safe, and compatible with the planned and existing character of the area; and,
- Enhancing the visual quality of the site through landscape buffering, planting and site edge treatment, and the highest quality of design in building materials realizing that the private realm shapes the quality of the public realm and helps define the character of the neighbourhood promoting an attractive streetscape environment; and,
- Supporting environmentally responsible design practices, including careful consideration of naturalized design along the creek and landscape integration throughout the site that will not result in adverse impacts on adjacent lands.

PROPOSAL

The proposed prestige industrial development consists of a multi-use business park, including a two-unit industrial building with a ground floor area of 16,876 square metres (181,647 square feet), which includes potential two-storey office components within each unit. The development provides 196 on-site parking spaces and 20 loading spaces.

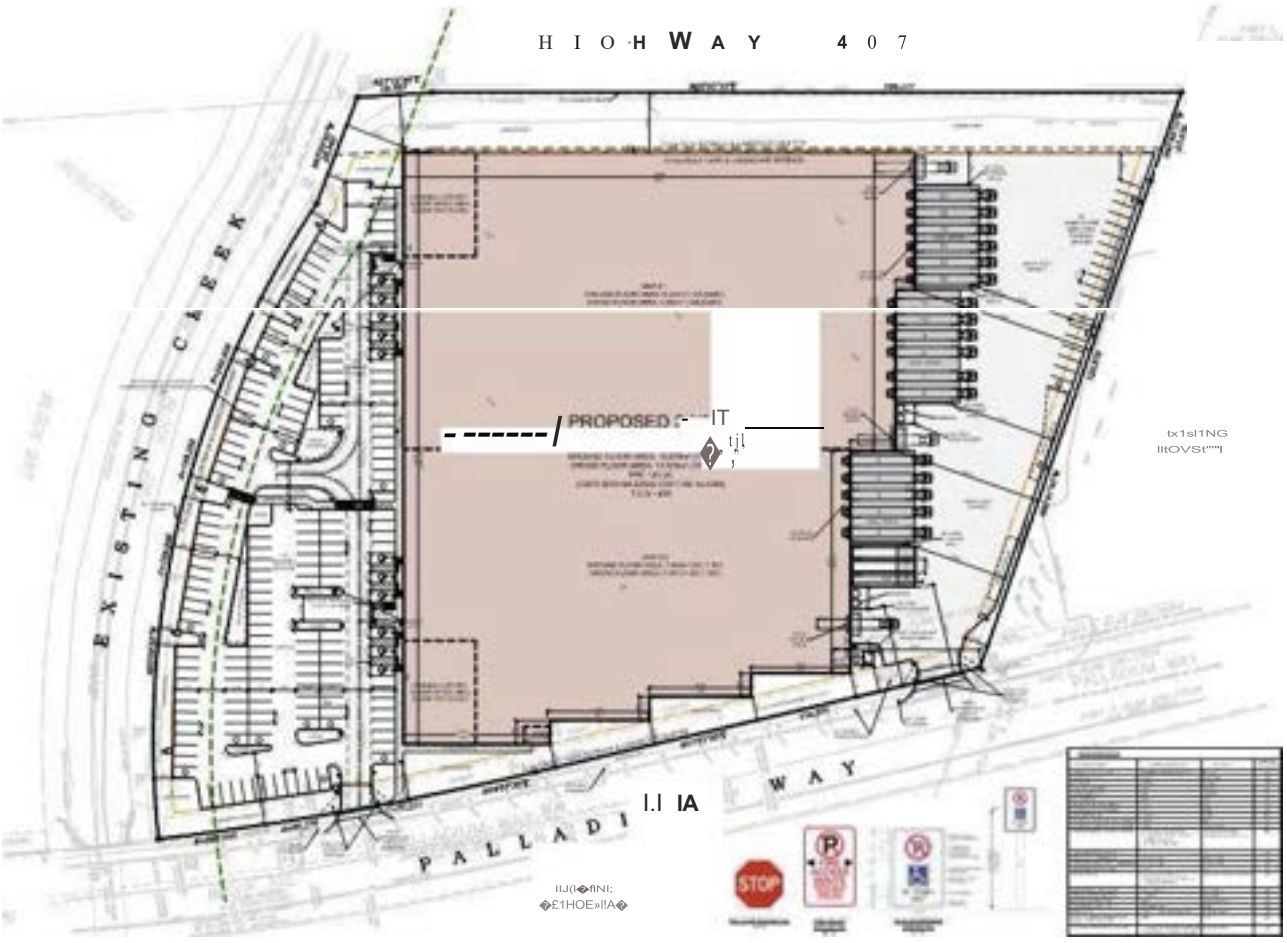


Figure:1 Proposed Site Plan
Source: Vicano Developments Limited, Revision 2, 03/23/2026

2.0 EXISTING SITE CONDITIONS AND SURROUNDING CONTEXT

The site is located within the Alton Village in the north-central portion of the City. It is approximately 3.6 hectares/8.8 acres in size and located on the west side of Palladium Way north of Walkers Line, south of the Appleby Line and immediately adjacent to Highway 407. The site is currently vacant and has approximately 211.0m of frontage along Palladium Way. The existing topography is generally flat, with no significant grade changes. Vegetation on the site consists primarily of grassy ground cover and scattered

scrub brush toward the rear of the property. There are no significant views or vistas affected by the proposed development.

The community context of the area surrounding the Site is described as follows:

North: Directly north are existing industrial and employment uses. Approximately 1.3km away is the Highway 407 interchange at Appleby Line providing a high level of accessibility to the Site from other areas of the City and the broader geographic region.

South: Abutting the site to the south is an existing creek and a vacant property on the other side.

East: To the east is a residential subdivision of low-rise, single detached homes.

West: Immediately west is Highway 407.

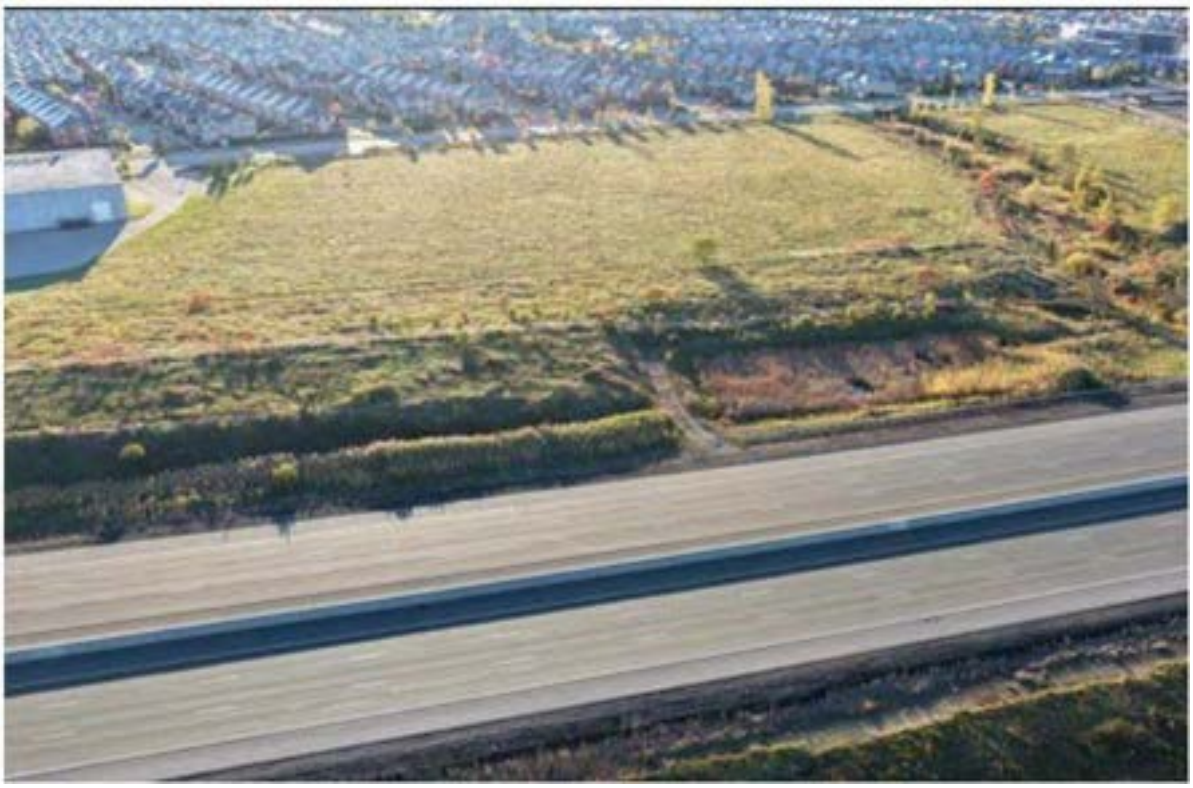
SITE PHOTOS

The following photos depict the location, current Site conditions and surrounding land uses.

Aerial view of the site looking North.

Aerial view of the site looking South.

View of the site from the east, looking west across Palladium Way.



View of the site looking east across Hwy 407.

3.0 RELATIONSHIP OF THE SITE TO SURROUNDING LANDS

The site layout reflects the operational requirements for a two-unit large scale industrial building while maintaining appropriate separation between building elements, circulation areas for site functionality, and property boundaries.

The proposed building is situated at the centre of the site and maintains the requirements of the Business Corridor zoning notwithstanding number of parking spaces, rear yard and length of maximum length of exterior wall facing a residential zone. A future minor variance application will be submitted to seek approval for these noted deficient provisions.

Service areas, loading functions, and circulation routes are organized to support the operational needs of a prestige facility while minimizing visual exposure from surrounding roads and nearby properties. Loading docks and service areas are generally oriented away from the front portion of the site. This configuration reduces the visibility of operational areas from Palladium Way and supports a more orderly site arrangement.

Access to the site continues to be provided from Palladium Way (Street A), which functions as a major employment collector road, characterized by employment uses and a parkway-like streetscape and is designed to accommodate the vehicular movements associated with employment and industrial uses.

The proposed development maintains appropriate separation from surrounding lands including the creek to the south. Existing vegetation, building setbacks, and proposed landscape buffering help reduce the visual prominence of the facility when viewed from surrounding lands. The proposed development reinforces this established employment character envisioned for these lands with extensive landscaped edges to soften and enhance views.

Residential dwellings located east of Palladium Way remain physically separated from the site by the width of the arterial roadway and the building setback along the site frontage. This separation helps maintain an appropriate interface between employment and residential uses.
Supporting materials prepared for the project, include Landscape Plan and Details, Elevations, and conceptual Site Rendering included as Appendices within this Brief.

The proposed building footprint measures approximately 17,805 square metres of potential gross floor area, creating a large-format building form consistent with the operational requirements of industrial warehouse facilities.

From an urban design perspective, the building massing reflects the functional requirements of contemporary industrial development. Large-format industrial buildings are a defining characteristic of employment areas and are typically designed with large floor plates to accommodate specialized equipment and operational processes.

The building fa<;ade incorporates an office component clad in upgraded ACM panels, complemented by a combination of insulated metal wall panels in white and enhanced grey, selected for their durability and thermal performance commonly associated **with** premium industrial facilities. Decorative architectural fins are thoughtfully integrated to add visual interest. The elevations are primarily solid, with strategic areas of glazing that reflect the facility's operational function while reinforcing the prestigious character of the Business Corridor. A glass curtain wall at the office portion further enhances the street-facing frontage, creating a refined appearance consistent with existing industrial developments along Palladium Way.

There are established employment uses within the immediate area. Notably, the Bos & Co. facility located at 4551 Palladium Way and Neelands at 4131 Palladium Way represents a prominent office within the employment area, already part of the established visual context. In this regard, consideration has been given to how the

proposed design elements will reinforce a cohesive and continuous urban design vision as individual lots develop toward full build-out. The proposed building is consistent with the functional requirements and built form expectations associated with employment area development.

4.0 APPLICABLE POLICIES AND CONTEXT

CITY OF BURLINGTON OFFICIAL PLAN - 1997, (Updated July 2025)

The proposed development seeks to apply the key objectives of The City of Burlington Official Plan (OP). As previously noted, the Site Plan considerations identified in Part lll f) of the OP indicates the following site design and development factors shall be considered for new and/or expanding Business Corridor uses:

i. off-street parking shall be located away from adjacent uses;
ii. loading areas shall be located to avoid conflict between pedestrian and vehicular traffic away from adjacent uses and adjoining roads;
iii. outdoor storage areas shall be fenced and/or screened;
iv. the number and location of vehicular access points shall be limited to minimize impacts on adjacent uses;
v. lighting shall be directed to minimize impacts on adjacent uses;
vi. the proposal provides convenient access to public transit services;
vii. the proposal includes features to promote public safety;
viii. off-street parking areas, loading areas and site service areas shall be screenedlandlandscaped;and
ix. urban design considerations contained in Part II, Section 6.0

PART II - FUNCTIONAL POLICIES

Design, as outlined in Section 6.0 of the Official Plan, is a fundamental component of the planning process, emphasizing the organization and visual quality of built form and open spaces to achieve a cohesive, attractive, and functional urban environment. As development and intensification continue within Burlington, there is an increasing public expectation for high-quality architecture and strong visual coherence across the urban landscape. In this context, urban design considerations are becoming an increasingly important factor in the evaluation and approval of development applications, ensuring that new growth contributes positively to the overall character and livability of the city.

The City of Burlington is committed to achieving high-quality urban design and applies approved Design Guidelines to guide development. These guidelines are used throughout the development review process to ensure that proposals are consistent with the City's overall vision and design objectives.

Overall, the Official Plan's design policies promote an efficient, attractive, and compact urban form that enhances community well-being. Key objectives include the preservation and integration of natural and cultural heritage features, respect for existing neighbourhood character, the development of well-designed communities with strong pedestrian and transit connections, the creation of high-quality public realm spaces, the encouragement of consistent yet diverse architectural expression, the integration of urban design principles into all planning decisions, and the promotion of sustainable development practices.

CITY OF BURLINGTON SITE PLAN APPLICATION GUIDELINES - (Updated 2019)

The City's Site Plan Guidelines indicate that there are existing Urban Design Guidelines for specific Areas - Alton Community being one. The following summarizes the principles, objectives & policies of urban design guidelines for the City, adopted in 1994. The OP received Region of Halton approval, with modifications on March 5, 1997 (some outstanding deferrals remain). Development proposals will be assessed against the OP guidelines. The following. sections of the guidelines speak to the development criteria and identifies the following for development proposals:

11.3 Principles of Urban Design

Urban design involves subjective matters related to the visual character, aesthetics and compatibility of land use and to the qualitative aspects of development. The tangible elements of urban form, being the built environment and open space, shall be designed in an efficient and attractive manner to enhance the well-being of residents and reflect the Official Plan vision. Urban design principles are primarily a guideline.

11.4 Objectives of Urban Design

- new developments shall be designed to preserve, enhance and connect natural features (eg. woodlots, watercourses, existing topography, Niagara Escarpment)
- encourage preservation, restoration and enhancement of identified heritage features
- urban design measures may be required for existing distinctive locations, neighbourhoods, or gateways into the city or parts of the city

Section 1.0 of the guidelines identifies Site Plan Approval as the primary mechanism for ensuring that development is in compliance with City zoning and development standards, in accordance with the provisions of Section 41 of the *Planning Act.* This process is intended to ensure safe, functional, and orderly development while also supporting high standards of design, efficient land use, and effective servicing.

CITY OF BURLINGTON -ALTON CENTRAL EAST COMMUNITY URBAN DESIGN and GUIDELINES

The Alton Central East Urban Design Study and Guidelines set out the required site design and technical standards in Section 3.0, which address key elements of site planning to facilitate a successful Site Plan Approval application process.
The proposed development seeks to apply the key objectives of the Alton Central East Community Urban Design Study and Guidelines as they apply to the Business Corridor area located along Highway 407.

The Community Vision of the Alton Central East Community is that of a visually attractive, 'urbanized', and pedestrian-oriented community consisting of a number of distinct neighbourhoods with Employment areas forming a strong presence along the community's northern boundary. A Community Design Plan was created to articulate this vision and guide future development.

The proposed development carefully incorporates the design objectives and guidelines of the Alton Design Study and the Official Plan to achieve the overall general vision for the City.
Section 3.0 of the Alton Central East Guidelines indicates that urban design considerations for this area should *minimize negative visual impact on adjacent land uses, creating attractive streetscapes and promoting a positive presence within the community.*

The following Objectives apply:

1. To design site plans which balance the functional needs of these areas with their role in defining the streetscape.
2. To minimize the presence of parking areas long the street edge.
3. To design built form that creates a consistent and attractive edge to the abutting roadways.
4. To design attractive interfaces with adjacent land uses.
5. To ensure vehicular and pedestrian access and connections are designed in a safe and efficient manner.
6. To design the following intersections as 'Employment Gateways": Street A and Walkers Line, Appleby Line and Dundas Street.

More specifically, the following section identifies the specific Guidelines that have been identified as key components in the community and proposed considered in designing the proposed development.

This section demonstrates how the proposed design has been guided by the design policies and guidelines in Section 3 noted in respect to the following design considerations in the site planning.

Section 3.1 Business Corridor applies to the site also relative to Sections 7.3.2 and 7.3.3. that should be carefully considered during site planning with attention to a visually attractive streetscape design to create a positive visual presence in the community include:

- Buildings should be situated close to the front property line to reinforce the street edge.
  - ✓ The proposed development is set close to the front property line. The building is oriented in north/south direction to allow for ease of movement of people and vehicles into the public realm.
- On the employment side, building setbacks along Street 'A' shall be combined with a 6.0m wide continuous and fully landscaped buffer.
  - ✓ The front yard setback is shown at 6.0m with a continuous and fully landscape buffer.
- Design of the landscaped buffer should be coordinated with the Streetscape on the south side of Street A. The landscaped buffer should include a single row of deciduous canopy trees, to form, in conjunction with the street trees within the boulevard, a staggered double row of trees.
  - ✓ The landscape plan includes a staggered double row of trees, integrating existing and proposed plantings to form a continuous tree line. As the trees mature, they will establish a continuous canopy along the building frontage.
- The landscape buffer may also include gentle berms, low walls, piers and decorative fencing, coordinated to provide a consistent and attractive edge along Street A, and to lend a common element to this area where building designs may vary.
  - ✓ Continuous foundation planting is provided to soften the building fa9ade and the areas adjacent to parking and truck traffic. This planting extends in front of parking and loading areas to offer effective screening, while maintaining a balanced and cohesive streetscape along the entire frontage.
- The scale, massing and design of buildings along Street A should be based on pedestrian scaled elements and details.
  - ✓ The office portion along the fa9ade will feature large windows to create an inviting atmosphere and enhance safety through visibility. Building entrances will be recessed beneath fa9ade overhangs, providing adequate protection from the elements. The contemporary architectural building design and exterior building materials, proposed development demonstrates compatibility in that the height, massing, scale is appropriately pedestrian scaled.
- Canopies and signage should be pedestrian scaled along Street A.

- ✓ The Palladium Way frontage features upgraded materials, while pedestrian entrances are oriented internally within the site. These entrances are complemented by pedestrian-scale canopies and signage along the side of the building.

- Attractive facades shall be provided along Street A. These facades should be developed with a higher degree of detailed elements and may include building elements consistent with or complementary to the predominant architectural style of the community.
  - ✓ A thoughtful and attractive fa9ade incorporates sustainable high quality building materials including architectural fins to enhance visual interest and break up large blank wall areas, complemented by alternating grey and white insulated metal panels. A glass office component further elevates the street-facing frontage, creating a refined appearance consistent with surrounding industrial developments along Palladium Way. Choice of materials both texture and colour will create a contextual design that is visual appealing, that is respectful of and will compliment the surrounding public realm and provide for a strong visual tie and seamless view visible from the street for an overall aesthetic of the area.
- Vehicular entrances to the Business corridor shall be located and designed to ensure safe and convenient access. These areas should be coordinated with the landscape buffer along the property line to promote a visually attractive streetscape. Entrances should be sufficiently lit and signed to ensure ease of orientation.
  - ✓ The site has been designed for optimal site functionality and circulation to minimize conflict between vehicles and pedestrians. Adequate site access is provided as follows:

    A full movement driveway on the north side of the proposed building for tractor trailer movements.
    A full movement driveway on the south side of the proposed building for auto vehicles and smaller delivery vehicles and is a designated fire route;
    Each of the two entrances complies with the 7.6-metre minimum driveway width and includes appropriate curbing to support safe and efficient site access. A 2.0-metre-wide concrete sidewalk enhances pedestrian safety and ease of movement. Additionally, a continuous landscaped buffer with coordinated lighting is provided to ensure adequate illumination and clear wayfinding at the entrances. Site lighting has been designed to regulated specifications to ensure appropriate lighting levels are provided for improved visibility, safety and contributes to the overall aesthetics and functionality of the site and to minimize impacts n adjacent uses. Details about the type and location of outdoor lighting is shown on the Site Photometrics Plan included in this submission.

These accesses have been located to provide safe and convenient access for site functionality and efficient circulation in-and-out to Palladium Way and to the surrounding road network.

- Parking areas should be located away from Street A. Their visual impact should be minimized as much as possible through their configuration, the use of landscape buffers and grading.
  - ✓ Parking areas on the southwest side are screened with a double row of shrubs and trees. Large shrubs, conifers, and a meadow grass mix are provided to naturalize the area and help manage stormwater runoff. Appropriate setback and transition on the creek side has been prioritized. Landscape islands have been incorporated incorporate soft and hard landscaping (grass, shrubs, trees, perennials) in order to minimize the amount of paved areas. Bicycle parking is also accounted for. On the truck side, additional tree planting provides balance, with dense vegetation along the north property line to effectively screen truck activity.

- Loading, service, garbage and storage areas shall be located away from Street A. Similarly their visual impact should be mitigated through their configuration, the use of landscaping and grading. Side yards should be considered as priority locations for these elements.
  - ✓ The two garbage areas are proposed on the north side of the site and they are screened by wood fencing. Garbage and recycling collection will be managed privately and shown as areas on the proposed Preliminary Site Development Plan have been located away from pedestrian areas, screened from public street views and accessible within truck tuning movements. The same concept applies for site servicing/utility equipment; enclosed and positioned out of the way so there is not any interference. Proposed dedicated loading areas are at the rear of perimeter buildings for safety and directed from public view as much as possible.

3.1.2 Highway 407

- Buildings should be located to be visible from Highway 407, wherever possible.
  - ✓ The building is appropriately setback 14. 5 metres from the rear property line.
- The scale, massing and design of buildings along the Highway 407 frontage should be based on simple bold massing appropriate to the perception of the community from the high speed roadway.
  - ✓ The building presents a simple rectangular massing defined by clean lines and a cohesive plane to ensure a strong visual presence from a distance along the highway.

- Buildings along Highway 407 should be designed with attractive facades. Architectural elements, details and signage should be scaled to be viewed from the high speed roadway. Accordingly, the landscape buffer should be scaled in proportion to the buildings, and include a simple palette of bold plant material arranged in large groupings.
  - ✓ The landscape plan shows a continuous row of staggered grouping of a variety of deciduous trees in variety along the rear fa9ade.
- Along the Highway 407 edge, building setbacks shall be combined with a landscape buffer to screen loading, parking and storage areas.
  - ✓ The berm along Highway 407 provides the primary screening, with proposed tree plantings enhancing and reinforcing this effect.

In addition, and in accordance with the specific Guidelines of Section 6.1, a naturalized landscape and planting design has been proposed to complement the existing character alongside the creek while reducing maintenance requirements.

Landscape design plays an important role in mitigating the visual presence of the expanded building and reinforcing the Site's edge condition along Palladium Way and especially along the creek.

Another important guideline section is (7.1.1.3) in that Palladium Way (Street A) functions as a major Employment Collector and a key organizing element, helping define the interface between employment and residential areas. Its character is reinforced by adjacent parks and schools, creating a strong "green" identity.

The intent of the guideline is to maintain a clear and cohesive streetscape despite varied land uses, consistent and coordinated design elements are required. These include decorative lighting, unified signage, integrated trail markers, continuous landscaped buffers, and a consistent pattern of street trees. Additional features such as uniform fencing, coordinated planting, pedestrian connections, and cohesive treatments along frontages and flankage lots further contribute to a recognizable and high-quality streetscape.

As described above, the proposed development incorporates many of these elements. A consistent and coordinated landscape treatment is proposed along the site frontage, including tree planting and dense vegetation to strengthen the property's visual edge. This includes staggered tree planting with a mix of deciduous and coniferous species, creating layered vegetation over time and establishing a continuous landscaped buffer along the Business Corridor.

Foundation planting and landscape beds are proposed adjacent to the building fa9ade and site entrances in order to soften the appearance of the expanded building mass and improve the visual quality of the streetscape interface. Additional landscape buffering is

provided along property boundaries, within the rear yard setback of the site and internal circulation areas to enhance visual screening and appeal.

Overall, thoughtful consideration of the organization of the site in terms of circulation. parking, building placement and orientation, landscape islands, pedestrian crossings. The use of high-quality building materials and well-designed landscaping will visually enhance the site with natural beautification and architectural attractiveness.

Sustainable design will be implemented at both the site and building levels. Landscaping will incorporate drought-tolerant species to support water conservation, while the building will utilize energy-efficient exterior materials with clear sustainability benefits. Additional sustainable construction practices and operational strategies will be explored during the detailed design stage.

The street edge is appropriate and will enhance the experience and feel of the development including functionality and aesthetics as the planned development integrates well with the existing street character creating a welcoming private realm to experience as part of the overall quality of the site for all users.

The proposed development will make a positive contribution to the streetscape of Palladium Way and supports the vision for employment uses including office, industrial and related uses to be accommodated on these lands.

5.0 SUMMARY

Based on the information contained within this Brief, the proposed development will provide a high-quality design that complies with the intent of the policies pertinent to this development as set out in the guiding land use documents. In this manner, the proposed development has been designed to integrate appropriately within the surrounding employment area while maintaining separation from nearby residential properties.

The design of the proposed building responds to the operational requirements of a prestige industrial building while maintaining compatibility with the broader employment area context. The proposed building height and massing reflect the functional characteristics of contemporary industrial development and are consistent with the scale and form of development anticipated within lands designated Business Corridor within the Official Plan.

The site layout provides appropriate setbacks, internal circulation, and separation distances to ensure that loading, servicing, and truck movements are largely contained within the interior of the site, minimizing visual and functional impacts on surrounding lands. The proposed development is contextually appropriate, with strong connectivity

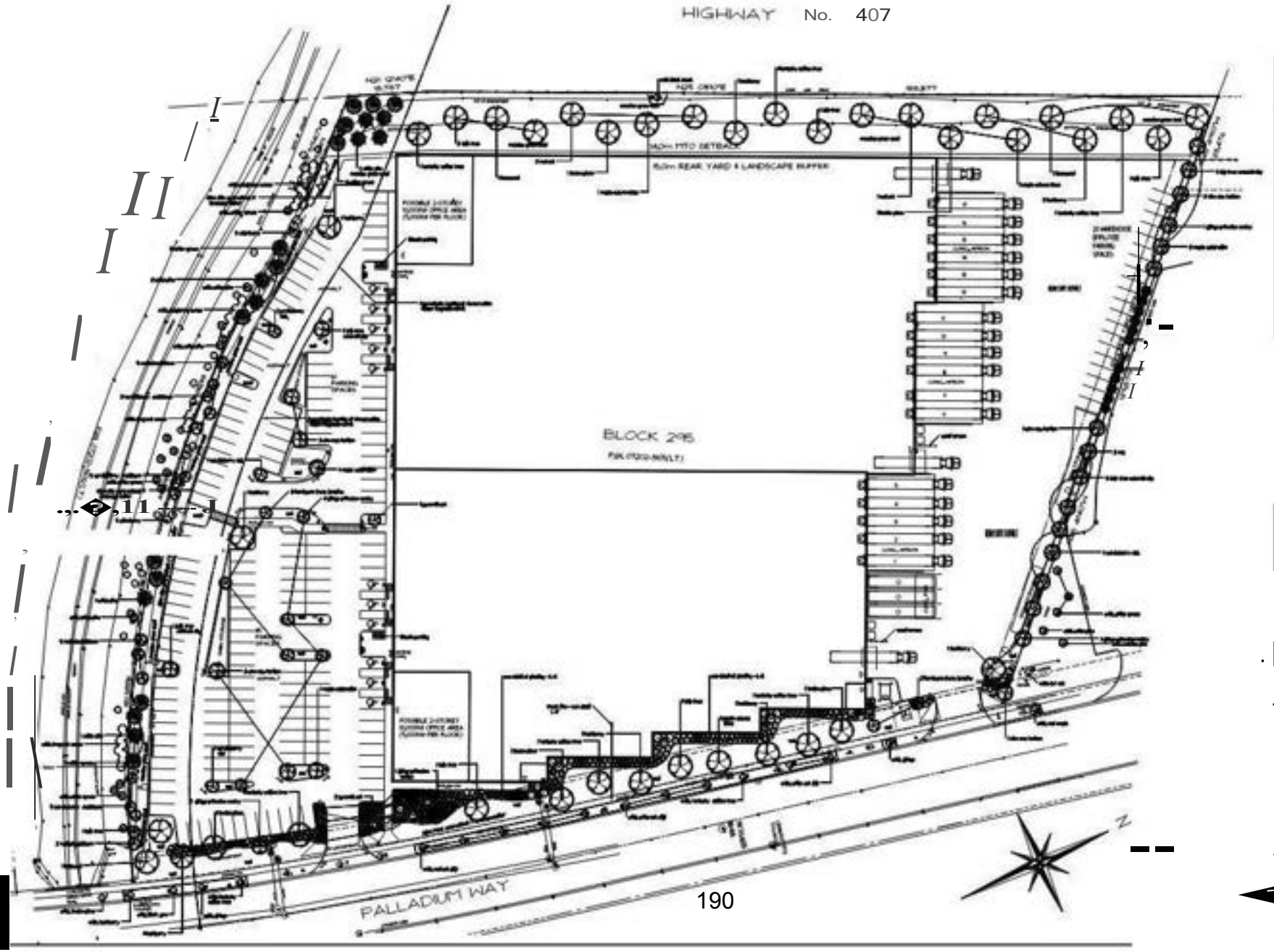
and high-quality contemporary design elements. Attractive landscaping throughout the site enhances continuity, reinforces the character of the street and community, and contributes to a development that is safe, sustainable, and functional.

As demonstrated through this Urban Design Brief, the proposed development maintains appropriate relationships with surrounding lands and contributes to the orderly development of the Alton Community. The proposed design effectively addresses and implements the important design objectives and is appropriate.

Yours truly,

Cynthia Baycetich
Planner, MCIP, RPP
CB Planning

APPENDIX 1 - PROPOSED LANDSCAPE PLAN & DETAILS


HIGHWAY No. 407
BLOCK 295
PALLADIUM WAY
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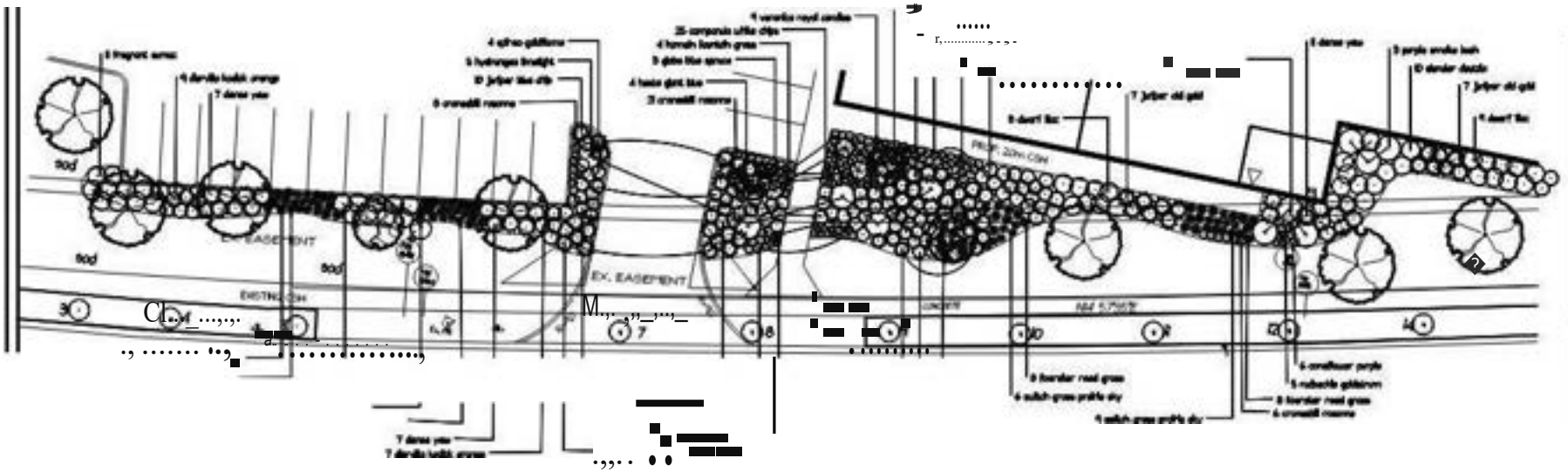
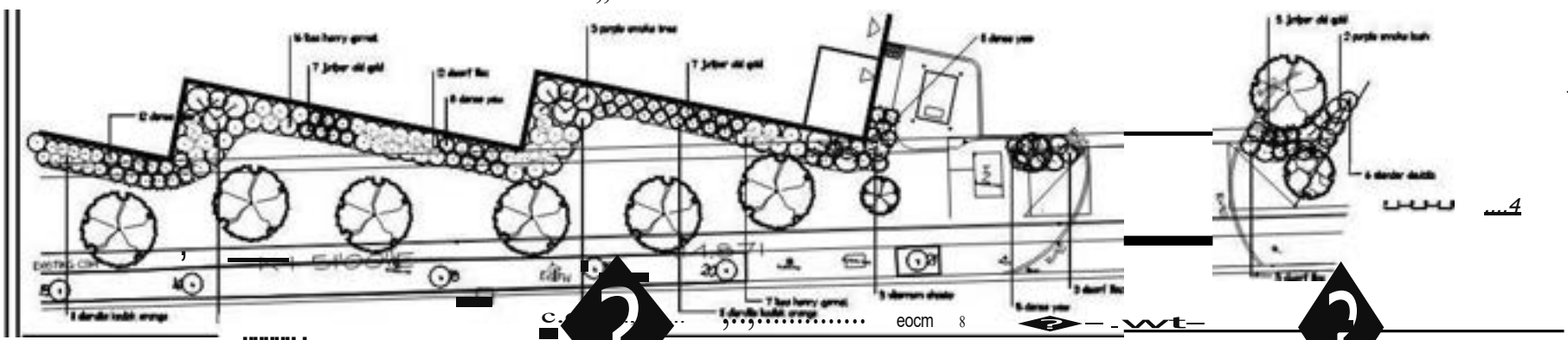
James McCracken
Landscape Architect
Landscape Plan
Vicano Developments Limited
Proposed
Industrial Development





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Proposed Industrial Development
493 Palladian Way, Burlington, ON

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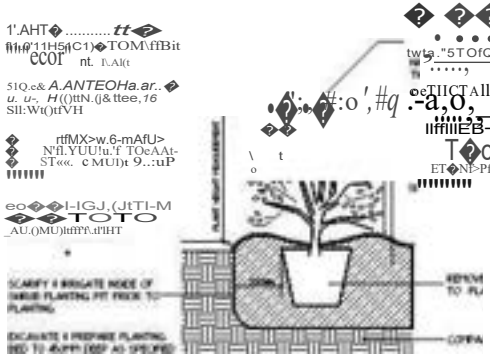
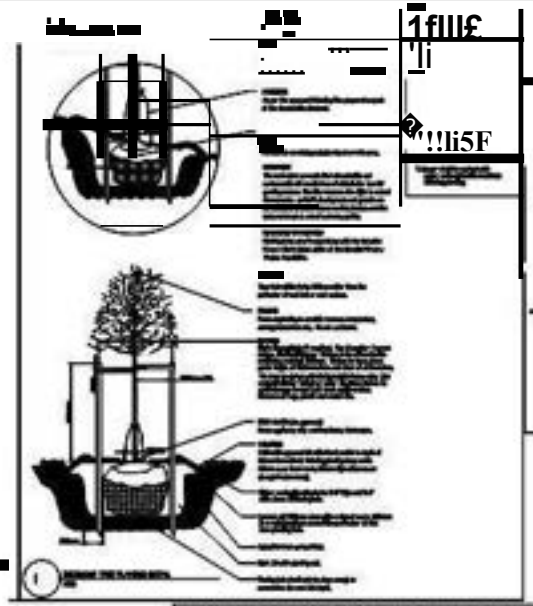
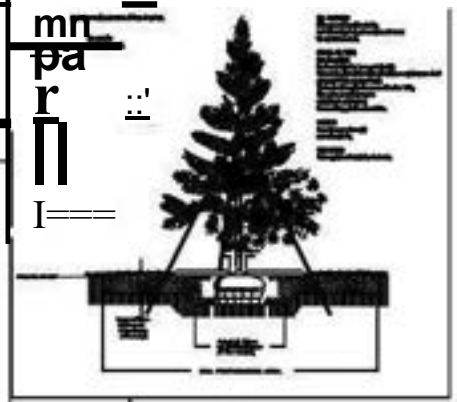






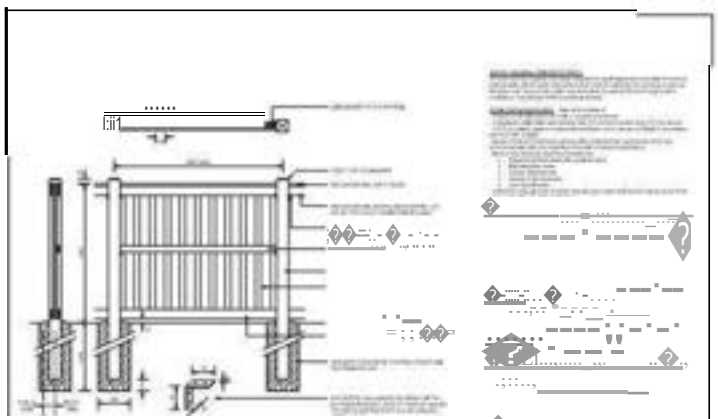
Notes

1. All disturbed areas to be sodded or seeded as noted. New grass areas to have 50mm topsoil.
2. Layout of all plant material is to be approved by Landscape Architect. Any discrepancies of quantity or location to be reported to Landscape Architect for approval.
3. All trees to be mulched as per planting detail.
4. Quantities of plant material to be determined by plan layout and take precedent over plant list.

Meadow Grass Mixture for grass areas in back and side

Botanical Name	Common Name
Andropogon gerardi	
Asclepias syriaca	
Aster novae-angliae	new england aster
Desmodium canadense	showy tick trefoil
Monarda fistulosa	wild bergamot
Panicum virgatum	switchgrass
Rudbeckia hirta	black eyed susan
Schizachyrium scoparium	little bluestem
Solidago ‘Juncea’	goldenrod
Sorghastrum nutans	indiangrass

Seed wildgrass mixture at the rate of 25kg per ha.
seed with a nurse grass of annual rye grass at the rate of 20 kg per ha.



WOOD SCREEN FENCE DETAL

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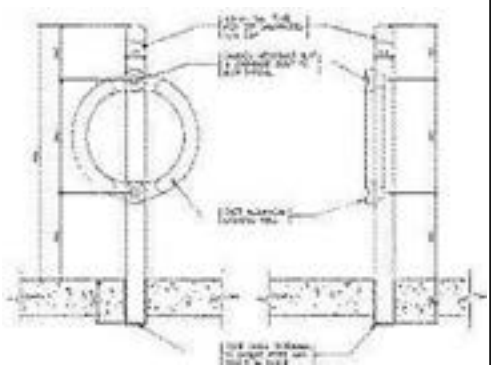

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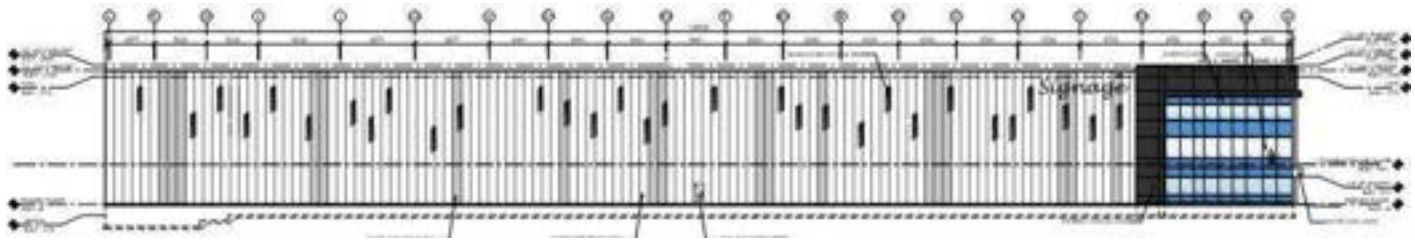
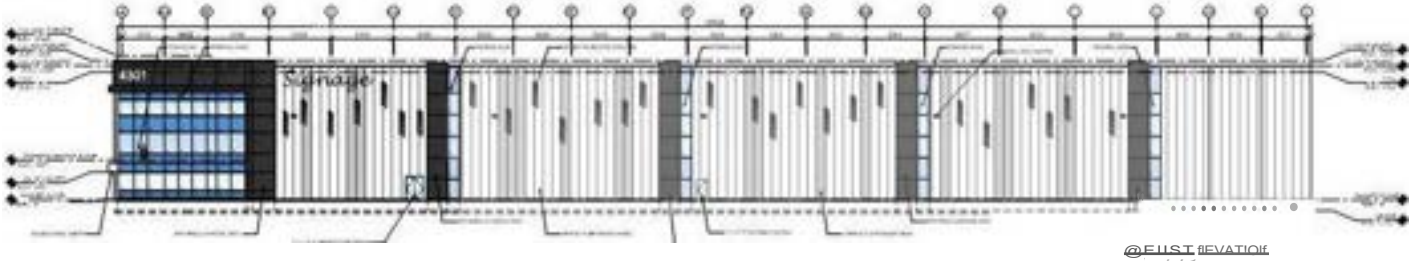
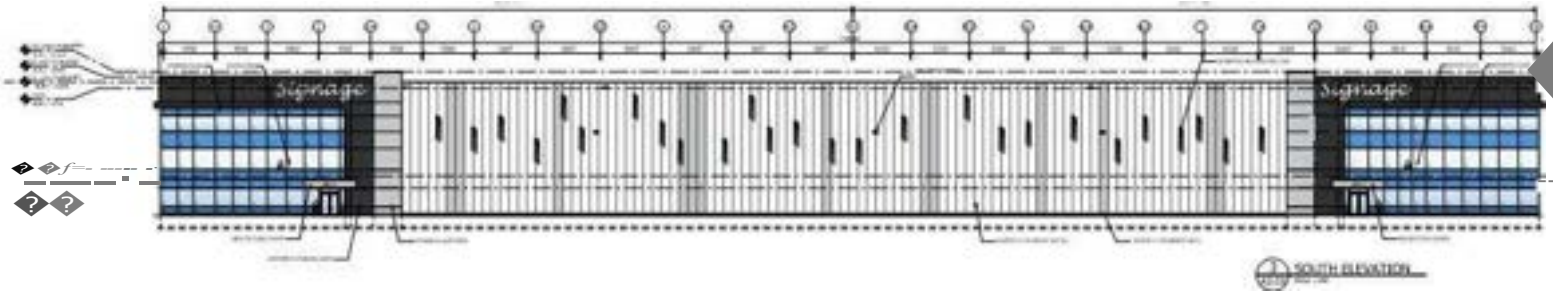
Landscape Plan
Details, Specifications and Notes

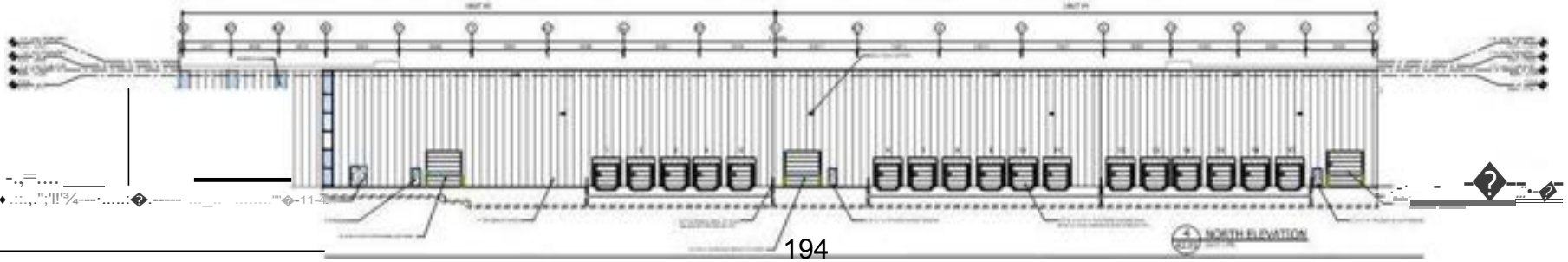
Vicano Developments Limited
Proposed Industrial Development
493 Palladium Way, Burlington, ON

APPENDIX 2 - PROPOSED ELEVATIONS









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APPENDIX 3 - CONCEPTUAL SITE RENDERING

SOUTHWEST

SOUTHEAST

NORTHEAST