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Traffic Operations Assessment

PROPOSED PARKING LOT

14 Station Road, Town of Caledon

February 9, 2026
Project No: NT-23-145

nexTrans
Consulting Engineers
A Division of NextEng Consulting Group Inc.

February 9, 2026

King Station Facility Inc.
410-3120 Rutherford Road
Concord, ON L4K 0B2

Attention: Joseph Reichmann

Re: Traffic Operations Assessment
Proposed Parking Lot
14 Station Road, Town of Caledon
Our Project No. NT-23-145

Nextrans Consulting Engineers (a Division of NextEng Consulting Group Inc.) is pleased to present the enclosed Transportation Impact Study in support of the Plan of Subdivision and Zoning By-law Amendment Application(s) for the above noted property.

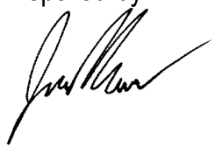
The subject site is currently vacant. The development proposal is to construct a parking lot comprising of 96 parking spaces, for the purpose of providing additional parking for the residents and visitors of the existing retirement residence directly to the north of the subject site. Vehicular access to the site is proposed through one (1) full movement driveway fronting Station Road.

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

NEXTRANS CONSULTING ENGINEERS

Prepared by:



Janus Mora, B.Eng.
Transportation Analyst

Approved by:

Richard Pernicky, MITE
Principal

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1.0 INTRODUCTION

Nextrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) was retained through King Station Facility Inc. (the 'Client') to undertake a Traffic Operations Assessment in support of the Zoning By-law Amendment and Official Plan Amendment Application(s) for the above noted property. The subject property is located on Station Road south of King Street West, municipally addressed as 14 Station Road, in the Town of Caledon (the "Town").

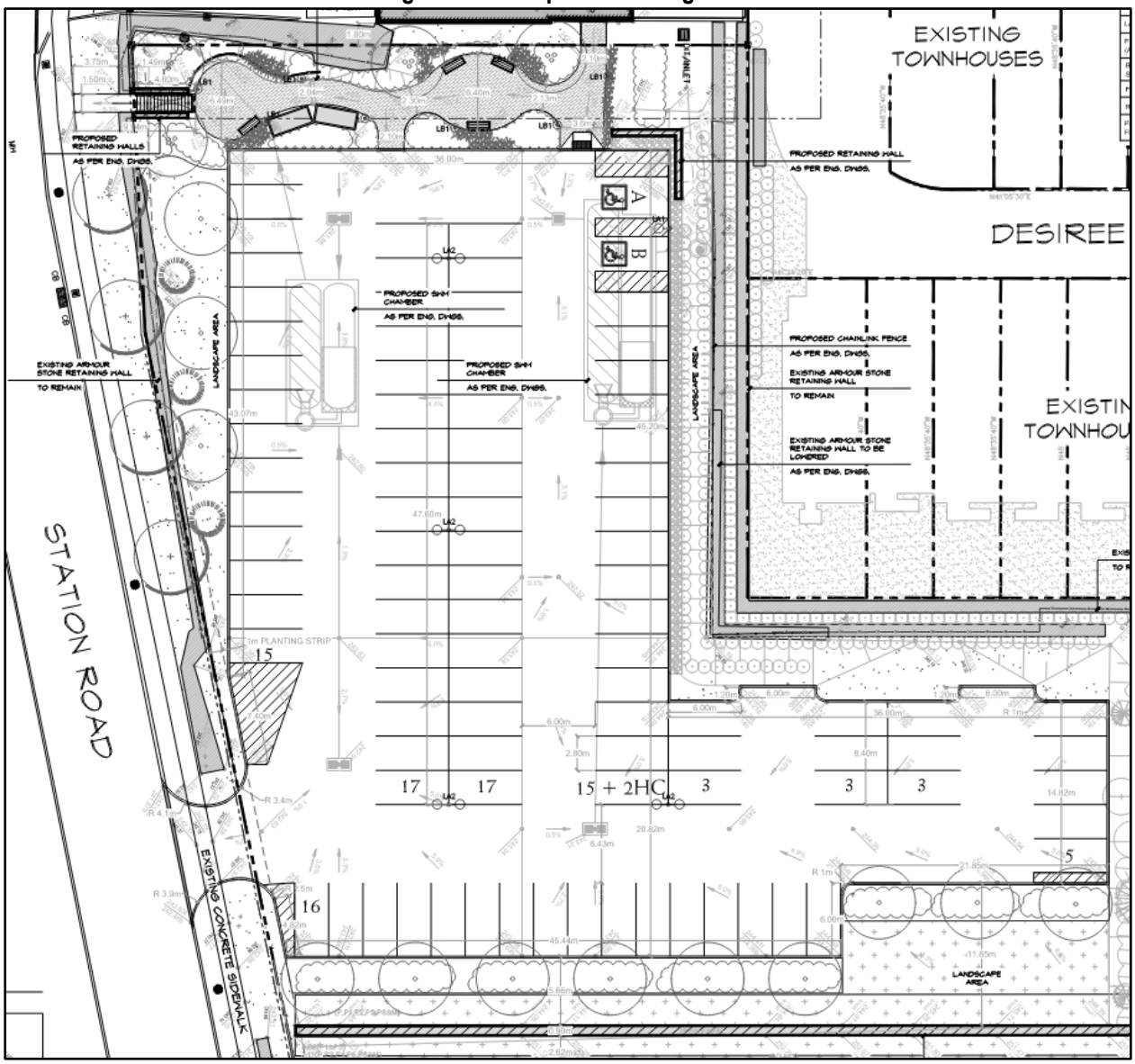
The location of the proposed development is illustrated in **Figure 1-1**.

Figure 1-1 – Site Location

The subject site is currently vacant. The development proposal is to construct a parking lot comprising of 96 parking spaces, for the purpose of providing additional parking supply for the residents and visitors of the existing retirement residence directly to the north of the subject site. Vehicular access to the site is proposed through one (1) full movement driveway fronting Station Road.

The proposed parking plan is shown in **figure 1-2** and provided in full detail in **Appendix A**.

Figure 1-2 – Proposed Parking Plan



2.0 EXISTING TRAFFIC CONDITIONS

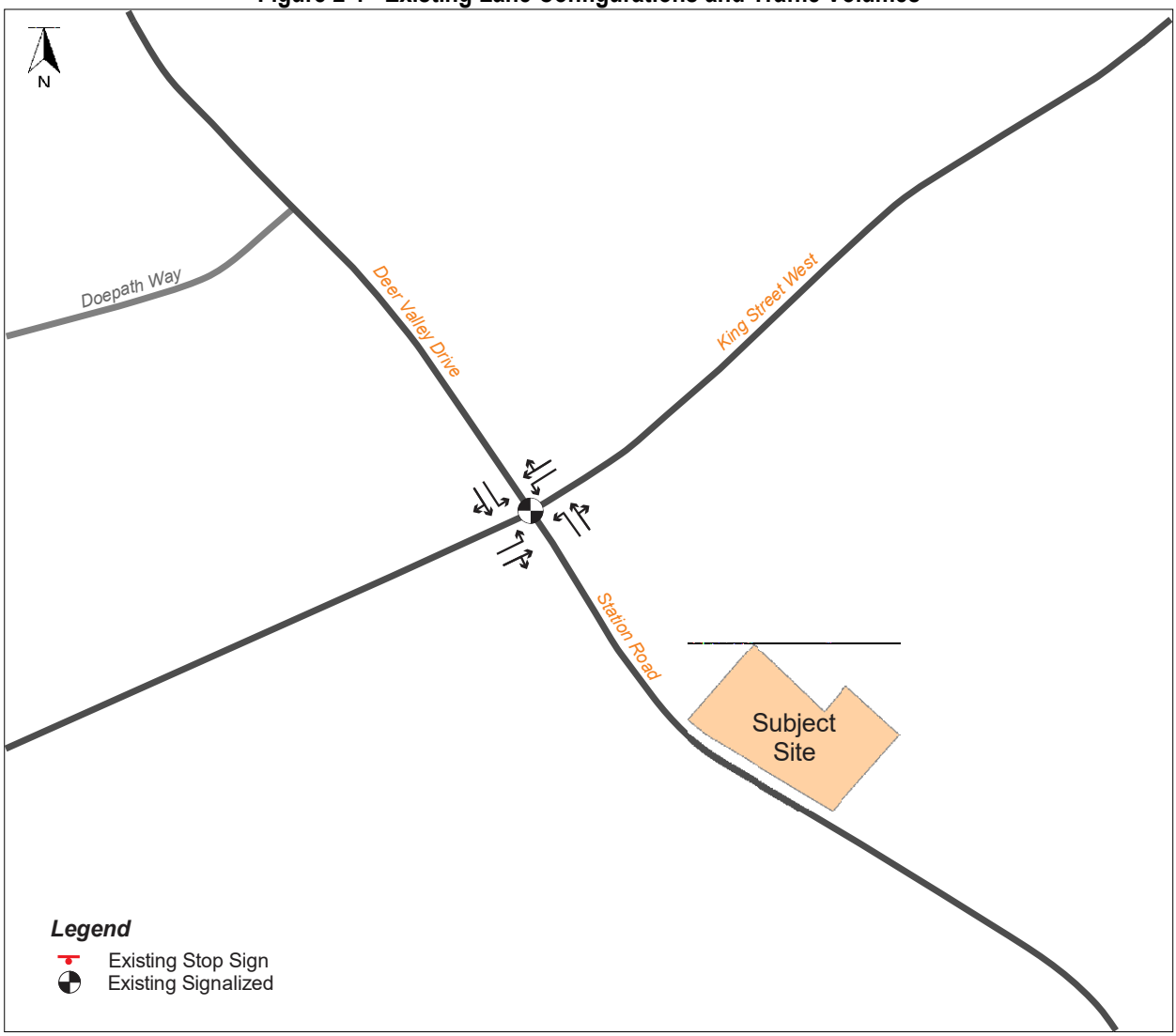
2.1. Existing Road Network

The existing road network in the study area is described below:

- **Deer Valley Drive / Station Road:** A north-south local road under the jurisdiction of the Town. Within the study area, Townline road has a two (2)-lane cross-section (one (1) lane per travel direction). There is a posted speed limit of 40 km/.
- **King Street West:** An east-west arterial road under the jurisdiction of Peel Region (the "Region"). Within the study area, King Street West has a two (2)-lane cross-section (one (1) lane per travel direction). There is a posted speed limit of 50 km/h.

Existing road network lane configurations are illustrated in **Figure 2-1**.

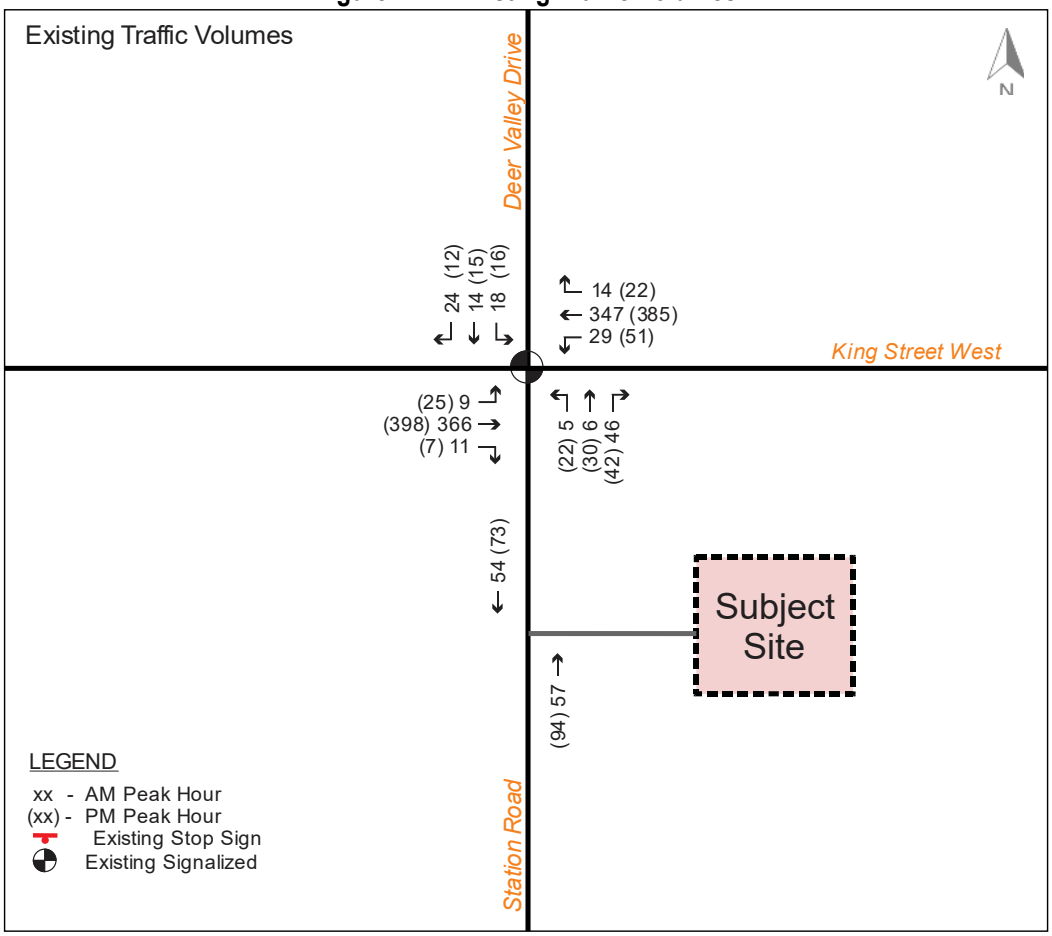
Figure 2-1 –Existing Lane Configurations and Traffic Volumes



2.2. Existing Traffic Volumes

Turning movement counts (TMC) for the intersection of King Street West and Station Road / Deer Valley Drive were obtained from Spectrum Traffic Inc. Traffic volumes were recorded on Wednesday, May 10, 2023 during the AM (7:00 AM to 9:00 AM) and PM (3:00 PM to 6:00 PM) peak periods. Turning movement counts are in **Appendix B**. Existing Traffic volumes are illustrated in **Figure 2-2**.

Figure 2-1 – Existing Traffic Volumes



3.0 FUTURE BACKGROUND CONDITIONS

3.1. Future Corridor Growth

For the purpose of this study, a conservative growth rate of 2% per annum was applied to forecast future traffic volumes. This growth rate would reflect future developments in the area.

3.2. Background Developments

A review of background developments in the subject area was done to identify contributors to traffic in the study area under future conditions. The identified background developments are described below:

13656 Emil Kolb Parkway: Proposed residential development consisting of three (3) three (3)-storey townhouse blocks providing a total of 45 dwelling units. Estimated site generated traffic volumes are obtain from the Transportation Impact and Parking Justification Study prepared by Nextrans Consulting Engineers, dated August 18, 2021.

67 Station Road: Proposed residential subdivision providing one (1) single family dwelling and six (6) semi-detached dwellings. Estimated site generated traffic volumes were calculated using the Trip Generated Manual 11th Edition, assuming maximum occupancy.

232-240 King Street: Proposed 60 townhouse dwelling units. Estimated site generated traffic volumes were calculated using the Trip Generated Manual 11th Edition, assuming maximum occupancy.

Background Development traffic volumes are provided in **Appendix C**.

4.0 SITE TRAFFIC

4.1. Trip Generation

The number of site generated vehicle trips was estimated based on the number of proposed parking spaces, to achieve a conservative estimate. Based on the assumption that all parking spaces would be occupied during each peak hour, the proposed development would be expected to generate 96 trips. The inbound and outbound splits were taken from the Trip Generated Manual 11th Edition, Land Use Code (LUC) 251, "Senior Adult Housing – Multifamily". Site generated trips are summarized in **Table 4.1**.

Table 4.1 – Site Traffic Trip Generation

	Morning Peak Hour			Afternoon Peak Hour		
	In	Out	Total	In	Out	Total
Trips	33	63	**96**	54	42	**96**

The proposed development is estimated to generate 96 new two-way automobile trips (33 inbound and 63 outbound) during the AM peak hour and 96 two-way vehicle trips (54 inbound and 42 outbound) during the PM peak hour.

4.2. Trip Distribution

The distribution of site-generated resident trips was estimated using TMC collected at King Street West and Station Road. Trips were routed based on routes that travellers would be likely take when accessing the subject site. Trip distribution is summarized in **Table 4.3**.

Table 4.2 – Site Traffic Trip Distribution

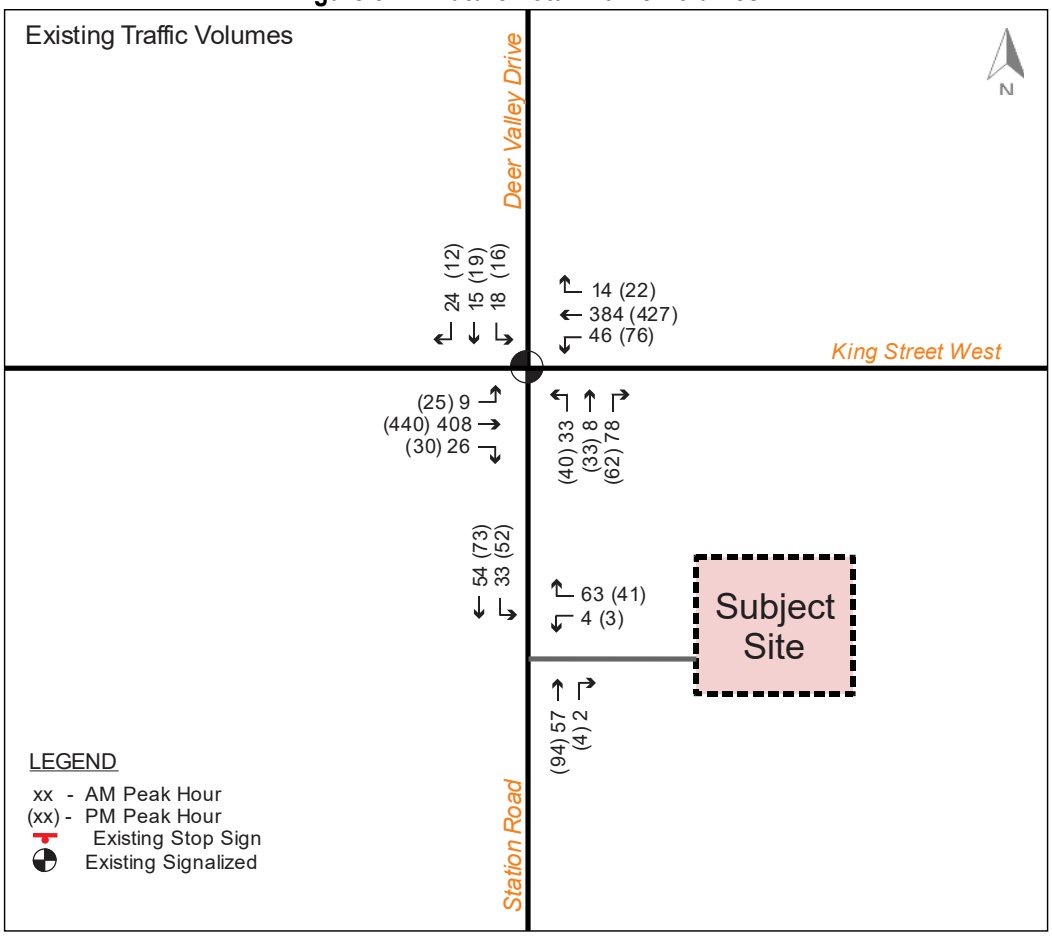
Corridor	Travel Direction	AM		PM	
		In	Out	In	Out
Station Road	NB	3%	3%	8%	8%
	SB	6%	6%	7%	7%
King Street West	EB	48%	48%	44%	44%
	WB	42%	42%	41%	41%

The site-generated traffic volumes are illustrated in **Figure 4-1**.

5.0 FUTURE TOTAL TRAFFIC VOLUMES

The future (2028) total traffic volumes under proposed conditions were determined as the summation of the distributed site-generated traffic and future background traffic volumes. Future total traffic volumes are illustrated in **Figure 5-1**.

Figure 5-1 – Future Total Traffic Volumes



To assess the level of service (LOS) of the proposed parking lot site access, capacity analysis was conducted under future total conditions using model in Synchro 10, in accordance with the methodology outlined in the Highway Capacity Manual (HCM 2000) published by the Transportation Research Board. Capacity analysis results are summarised in **Table 5.1** and detailed reports are provided in **Appendix D**.

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Delay (s)	95th Queue (m)	v/c	LOS	Delay (s)	95th Queue (m)	v/c	LOS
Station Road and Site Access	WBLR	8.9	1.7	0.07	A	9.1	1.2	0.05	A
	SBLT	2.7	0.5	0.02	A	3.1	0.9	0.04	A

Under future total conditions, the proposed site access is expected to operate with excellent LOS, operating with LOS "A" in the AM and PM peak hours. Vehicle queueing and delays are expected to be minimal. Based on the capacity analysis, the proposed site access is acceptable from an operations standpoint.

6.0 Site Plan Review

6.1. Parking Assessment

The proposed parking lot will provide 96 parking spaces to existing residents, employees, and visitors of the retirement residence to the north. The proposed Zoning By-law seeks to extend the existing zoning for the retirement home, with no changes to the parking rate (0.5 spaces per unit). The parking rate for the retirement and the parking lot will be consistent with the Zoning By-law on an individual and combined basis. As the existing retirement residence has been approved and built out, the parking supply is already compliant with the Zoning By-law, and no reduction is being proposed. Therefore, the proposed parking lot is more than adequate to accommodate the parking demands of the site. The internal layout and drive aisles are compliant with the Town standards.

While the existing parking provision of the retirement residence is technically compliant with the Zoning By-law, the proposed development aims to provide a surplus of vehicular parking to accommodate potential overflows in parking that may result from anticipated increased volumes of visitors to the site. As such, there is increased demand for parking and a need to provide additional parking to supplement the existing supply. The proposed parking lot will provide off-street parking options, relieving parking demands on Station Road and improving overall safety. The proposed parking layout is designed to make effective use of the available space on the subject property.

On this basis, the proposed provision of 96 additional spaces for the existing retirement residence is appropriate.

6.2. Site Access Spacing

The proposed site access is located about 80 meters from the existing site access of retirement residence. According to section 8.9.8 of the Transportation Association of Canada Geometric Design Guide for Canadian Roads (the "TAC Manual"), the recommended minimum spacing between adjacent driveways, measured from the end and start of the curb returns of the adjacent driveways, is 1.0 for residential uses and 3.0 for commercial uses. The proposed driveway is located about 80 m south of the existing driveway of the retirement residence.

6.3. Corner Clearances

The TAC manual defines corner clearance as the distance between the near edge of a roadway intersection and the near edge of a driveway throat. According to section 8.8.2 "Suggested Minimum Corner Clearances to Accesses or Public Lanes at Major Intersections" in the TAC Manual, the minimum corner clearance measured between the proposed parking lot access and the intersection of King Street West and Station Road would be 35 m. The corner clearance between this intersection and the proposed driveway is approximately 100 m, which is clear of the minimum requirement.

6.4. Vehicle Conflicts

The risk of vehicle conflicts with pedestrians and other vehicles should be considered when designing a driveway. As discussed in the previous sections, the driveway spacing between the proposed access and the adjacent driveway and the corner clearance from the intersection of King Street West and Station Road are well above the minimum distances as recommended in the TAC Manual. As such, these factors are not expected to contribute to the risk of conflicts.

Additionally, there are currently no existing or proposed driveways on the opposite side of Station Road from the subject site, which further reduces risk for vehicle conflict due to the reduction of opposing vehicle movements.

The east side of Station Road has a pedestrian sidewalk, which would cross the driveway and create a conflict zone. Given that the curb cut for the proposed driveway and other specifications are designed to standard, the potential for conflicts between vehicles and pedestrians is not expected to be a critical factor, and would be effectively manageable.

6.5. Sight Distance

The sight distance requirements for the proposed site access were assessed in accordance with the Geometric Design Guide for Canadian Roads to determine if the site access location and configuration provides adequate sight distances for stopping and departure.

6.5.1. Stopping Sight Distance

For the distance assessment, a design speed of 50 km/hr (unposted speed plus 10 km/hr) under stop control was utilized. Sight distance requirements were considered for passenger vehicles approaching the existing access on Station Road. The criterion applied for vehicles approaching the intersection is stopping sight distance. Under the stopping sight distance assessment, the target height applied is 0.38 m for vehicle taillights, and for intersection movements a top of car height of 1.3 m is applied. A driver eye height of 1.05 m is applied for all scenarios.

A road grade of -2.9% on the northbound approach and a grade of 4.3% on the southbound approach have been considered.

In accordance with the Geometric Design Guide for Canadian Roads by the Transportation Association of Canada (TAC 2017) section 2.5.3, the required stopping distance, adjusted for effect of grade, is determined using the following equation:

$$d_b = V^2 / 254[(a/9.81) +/- G)]$$

Where:
d_b = Braking distance (m);
V = design speed (km/h);
a = Deceleration rate (m/s^2) (Assumed as 3.4 m/s^2, as per TAC 2017 Section 2.5.2.2)
G = the percent grade divided by 100

Then:

$$\text{Stopping Sight Distance} = 0.278tV + d_b$$

Where:

t = perception / reaction time = 2.5 s (TAC 2017, Section 2.2.5.5)

Average G for northbound approach = -0.029
Average G for southbound approach = +0.043

Minimum sight distance for northbound approach = 0.278 x 2.5 x 50 + 50^2 / 254 ((3.4/9.81) – 0.029)
= 65.74 m say **70 m**

Minimum sight distance for southbound approach = 0.278 x 2.5 x 60 + 60^2 / 254 ((3.4/9.81) + 0.043)
= 60.01 m say **65 m**

Sight distances approaching the proposed site access have been determined through an on-site visit. The stopping sight distances at the existing site access are summarized in **Table 6.1**.

Table 6.1 – Stopping Sight Distance Assessment for the Proposed Driveway

Station Road and Site Access	Required	Observed	Difference
Northbound Approach	70 m	112 m	+42 m
Southbound Approach	65 m	140 m	+75 m

As summarized in **Table 8.1**, the required stopping sight distances for the northbound and southbound approaches are 70 m and 65 m, respectively. The observed sight distances for the northbound and southbound approaches were 112 m and 140 m, respectively. Thus, there is sufficient stopping sight distance provided for both approaches towards the existing driveway.

6.5.2. Departure Sight Distance

To assesses scenarios where vehicles are departing from the location of the proposed driveway, the departure sight distance was assessed under Case B1 – Left Turn from the Minor Road, in accordance with Section 9.9.2.3 of the *Geometric Design Guide for Canadian Roads (TAC 2017)*. The departure sight distance was assumed to be under stop-controlled conditions.

As stipulated in of the Geometric Design Guide for Canadian Roads, the intersection sight distance along the major road is determined using the following equation:

$ISD = 0.278\ V_{major}\ t_g$

Where:
ISD = Intersection sight distance (length of the leg of sight triangle along the major road) (m);
V_{major} = design speed of the major road (km/h); and,
T_g = time gap for minor road vehicle to enter the major road (s)

Case B1 – Minimum intersection sight distance for vehicles turning left from the proposed driveway onto Sideroad 20:

ISD = 0.278 x 50 x 7.5
= 104.25 m say **105 m**

As previously mentioned, actual departure sight distances at the proposed site access have been determined through an on-site visit. The departure sight distances at the proposed site access are summarized in **Table 6.2**.

Table 6.2 – Departure Sight Distance Assessment for Left Turning Vehicle from the Proposed Driveway

Station Road and Site Access	Departure Sight Distance		
	Required	Observed	Difference
Northbound Approach	105 m	112 m	+7 m
Southbound Approach	105 m	140 m	+35 m

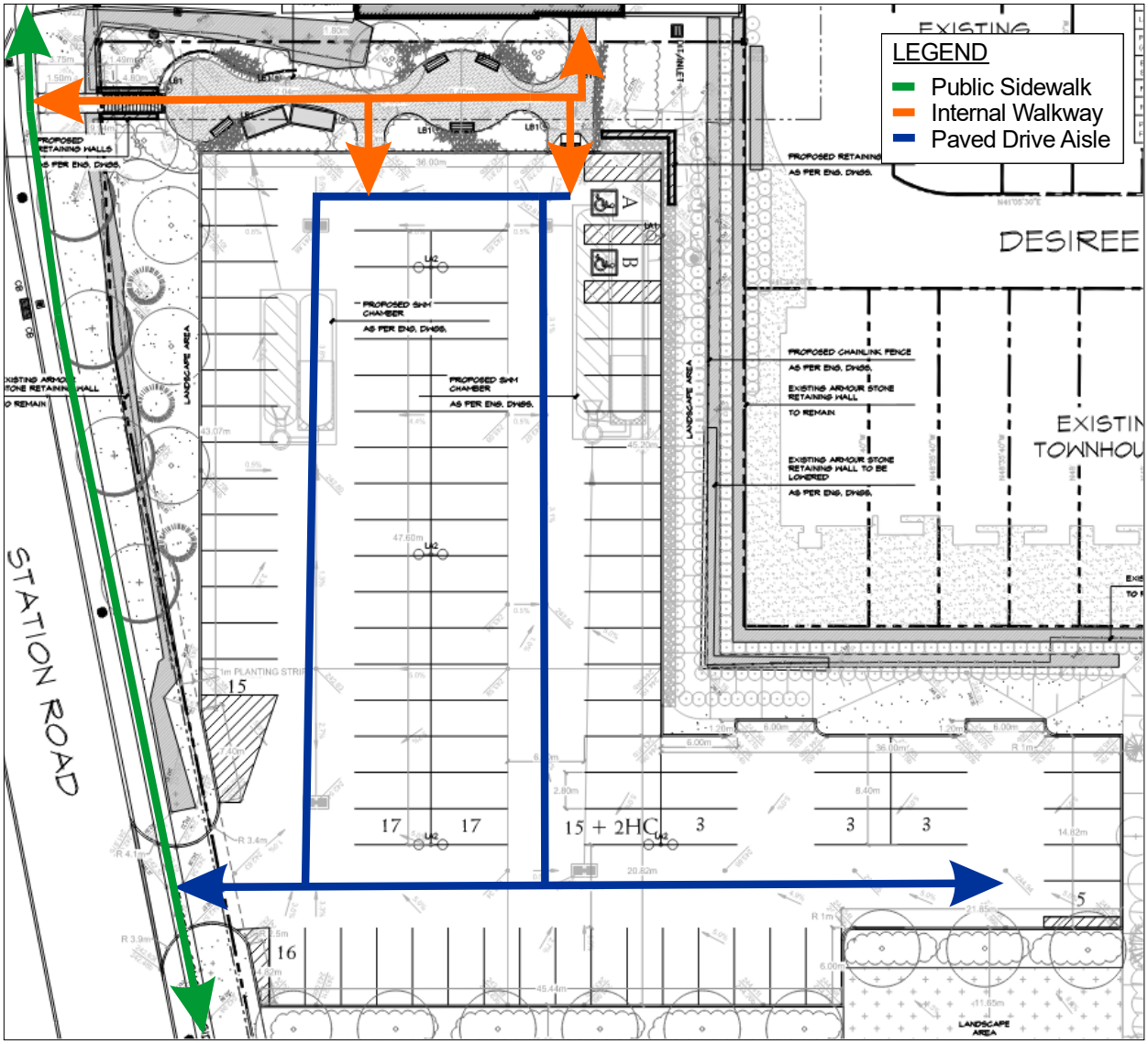
As summarized in **Table 6.2**, the required departure sight distance for both the northbound and southbound approaches is 105 meters. There is sufficient departure sight distance provided for both approaches of the proposed driveway.

7.0 PEDESTRIAN CONNECTIONS

Proposed Design

The site plan provides a proposed pedestrian walkway from the parking lot to the seniors' residence and to the existing public sidewalk on Station Road. The proposed pedestrian facilities consist of a walkway connecting the southern portion of the existing senior's residence building, the north side of the proposed parking lot, and a staircase providing a connection to the sidewalk on Station Road. **Figure 7-1** illustrates pedestrian circulation at the subject site.

Figure 7-1 – Pedestrian Circulation Plan



Constraints and Safety Considerations

Due to physical constraints, a walkaway can not be implemented along the east and southern sides of the parking lot. This is not expected to create any safety issues as it is typical for drivers to walk through a parking lot drive aisle when travelling between a building and their parked vehicle. Significant points of conflict to be considered would be the

intersections of drive aisles in the parking lot and the area around proposed driveway. Such conflicts can be avoided through the provision pavement markings and adequate visibility throughout the parking lot, as well the general practice of caution by drivers and pedestrians. The proposed pavement markings on the Site Plan adequately delineate the vehicle paths throughout the parking lot.

The proposed pedestrian connection provides a convenient and effective option for pedestrian traffic generated from the parking lot to access the senior's residence and alternative to the Station Road sidewalk.

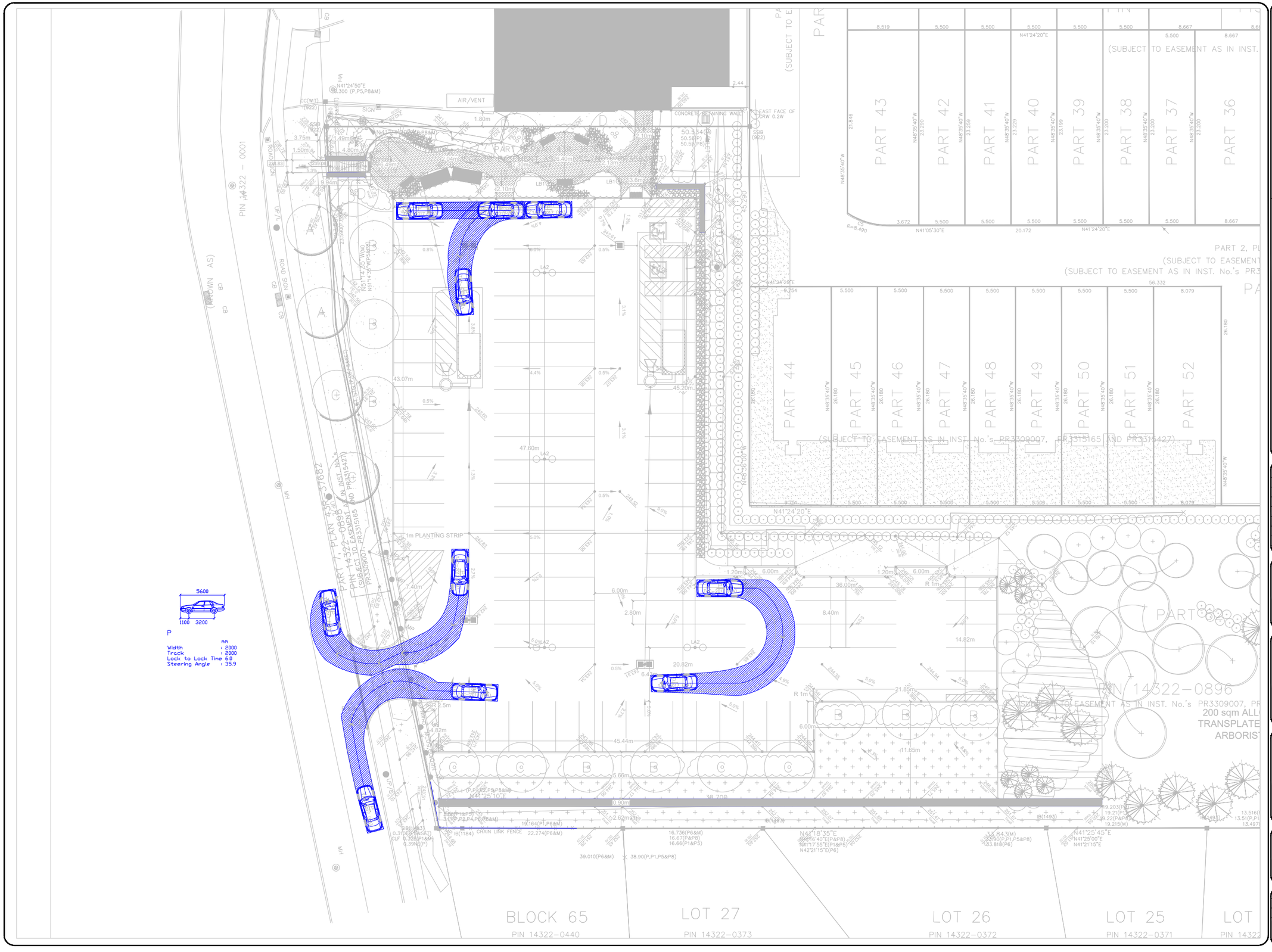
Barrier-Free Considerations

One (1) Type A barrier-free accessible parking space and one (1) Type B space are proposed. All proposed barrier-free parking spaces provide an access aisle in accordance with the Town of Caledon Traffic By-law Schedule O and are located in close proximity to the southern entrance of the senior's residence. The proposed walkway provides a width of at least 1.5 m throughout and a depressed curb with tactile walking surface indicators (TWSI) to facilitate access to and from the accessible parking spaces.

8.0 CONCLUSION

The findings and conclusions of the analysis are as follows:

- The development proposal is to construct a parking lot comprising of 96 parking spaces, for the purpose of providing additional parking supply for the residents, visitors, and employees of the existing retirement residence directly to the north of the subject site. Vehicular access to the site is proposed through one (1) full movement driveway fronting Station Road.
- The proposed development is estimated to generate a maximum of 96 new two-way automobile trips (33 inbound and 63 outbound) during the AM peak hour and 96 two-way vehicle trips (54 inbound and 42 outbound) during the PM peak hour.
- Based on the maximum estimated site generated traffic volumes, there is expected to be minimal impact to the intersection of King Street West and Station Road.
- The proposed parking supply is more than adequate to accommodate the parking demands of the site.
- The proposed site access and internal layout adhere to the design guidelines of the TAC Manual and the Town standards.
- The proposed site access location provides adequate sight distances for stopping and departure.



KEY PLAN

BENCHMARK

REVISONS

NO	REVISION	DATE	BY

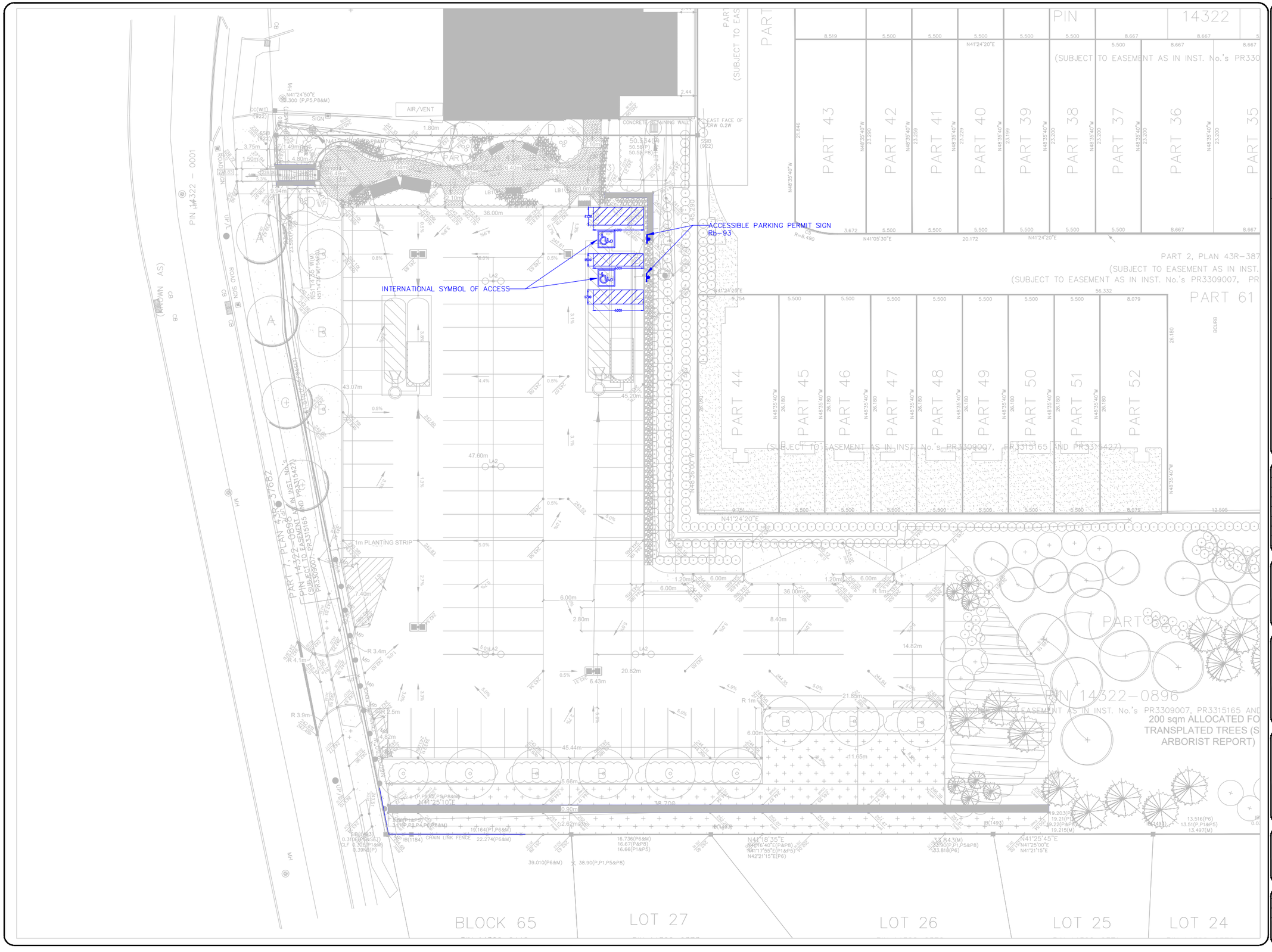
STAMP

nexTrans
CONSULTING ENGINEERS
Suite 201, 520 Industrial Parkway South
Aurora ON L4G 6W8
Tel: 905-503-2563
Web: www.nextrans.ca

PROJECT NAME:
Proposed Parking Lot
14 Station Road
Town of Caledon

DRAWING TITLE:
AutoTURN Analysis
P TAC-2017

DESIGN BY: K.A.	DATE: February 5, 2026
CHECKED BY: R.P.	PROJECT NO. NT-23-145
DRAWN BY: K.A.	
SCALE: NTS	DRAWING NO. Figure 6-1



KEY PLAN

BENCHMARK

REVISONS

NO	REVISION	DATE	BY

STAMP

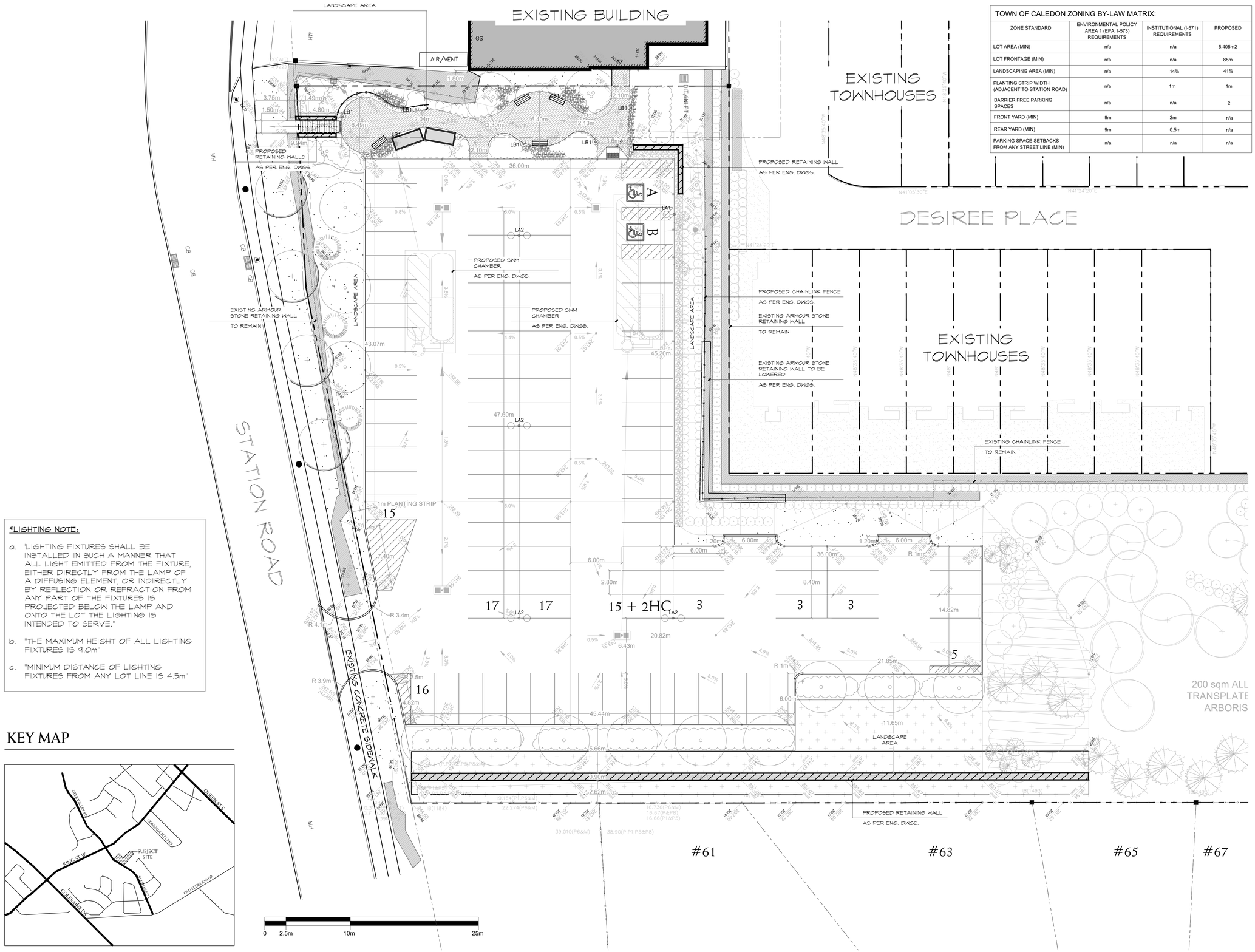
nexTrans
CONSULTING ENGINEERS
Suite 201, 520 Industrial Parkway South
Aurora ON L4G 6W8
Tel: 905-503-2563
Web: www.nextrans.ca

PROJECT NAME:
Proposed Parking Lot
14 Station Road
Town of Caledon

DRAWING TITLE:
Pavement Marking and Signage Plan

DESIGN BY: K.A.	DATE: February 5, 2026
CHECKED BY: R.P.	PROJECT NO. NT-23-145
DRAWN BY: K.A.	
SCALE: NTS	DRAWING NO. PMK

Appendix A – Proposed Parking Plan



*LIGHTING NOTE:

a. "LIGHTING FIXTURES SHALL BE INSTALLED IN SUCH A MANNER THAT ALL LIGHT EMITTED FROM THE FIXTURE, EITHER DIRECTLY FROM THE LAMP OF A DIFFUSING ELEMENT, OR INDIRECTLY BY REFLECTION OR REFRACTION FROM ANY PART OF THE FIXTURES IS PROJECTED BELOW THE LAMP AND ONTO THE LOT THE LIGHTING IS INTENDED TO SERVE."

b. "THE MAXIMUM HEIGHT OF ALL LIGHTING FIXTURES IS 9.0m"

c. "MINIMUM DISTANCE OF LIGHTING FIXTURES FROM ANY LOT LINE IS 4.5m"

KEY MAP

TOWN OF CALEDON ZONING BY-LAW MATRIX:

ZONE STANDARD	ENVIRONMENTAL POLICY AREA 1 (EPA 1-573) REQUIREMENTS	INSTITUTIONAL (I-571) REQUIREMENTS	PROPOSED
LOT AREA (MIN)	n/a	n/a	5,405m2
LOT FRONTAGE (MIN)	n/a	n/a	85m
LANDSCAPING AREA (MIN)	n/a	14%	41%
PLANTING STRIP WIDTH (ADJACENT TO STATION ROAD)	n/a	1m	1m
BARRIER FREE PARKING SPACES	n/a	n/a	2
FRONT YARD (MIN)	9m	2m	n/a
REAR YARD (MIN)	9m	0.5m	n/a
PARKING SPACE SETBACKS FROM ANY STREET LINE (MIN)	n/a	n/a	n/a

LEGEND

- DECIDUOUS TREE
- DECIDUOUS MULTI-STEM TREE
- STREETSCAPE TREE
- CONIFEROUS TREES
- SHRUBS
- ORNAMENTAL GRASS
- BENCH
- SODDED AREA
- SEEDED AREA
- BEACHSTONES
- HANDRAIL
- LIGHTING
- DECORATIVE METAL FENCE

BASE INFORMATION OBTAINED ELECTRONICALLY FROM SCHAEFFER DZALDOV BENNETT (JOB NO. 19-221-01A; TEL. 416.987.0101)

no.	date	version	by
2.	FEB 3 2026	ISSUED FOR RESUBMISSION	RD
1.	FEB 16 2024	ISSUED FOR OPA/ZBA SUBMISSION	RD/ SO

ALEXANDER BUDREVICS
& ASSOCIATES LIMITED
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416.444.5201
www.budrevics.com

ASSOCIATION OF LANDSCAPE ARCHITECTS ONTARIO
ERIKS A. KALVINS
OALA
MEMBER

project
PROPOSED PARKING LOT DEVELOPMENT
PART OF BLOCK 3, REGISTERED PLAN 43M-2065
14 STATION ROAD
CALEDON, ONTARIO
KING STATION DEVELOPMENTS

drawing
SITE PLAN

date NOVEMBER 14 , 2023	drawn RD
scale* 1:200	file 3685 SP1 V2-260203
direction	project no. 3685
	sheet no. SP-1

*NOTED SCALE IS APPLICABLE ONLY WHEN PRINTED ON ARCH D (24"x36") SIZE SHEET

RAISED PLANTING BEDS
FOR RESIDENT USE
TO FUTURE DETAIL

EXISTING BUILDING

AIR/VENT

6 D1 SHRUB PLANTING ON SLOPE
TYPICAL DETAIL

5 D1 DECIDUOUS TREE PLANTING ON SLOPE
TYPICAL DETAIL

7 D2 DECORATIVE METAL FENCE
TYPICAL DETAIL

5 D2 CONCRETE STEPS
TYPICAL DETAIL

6 D2 HANDRAIL
TYPICAL DETAIL

BENCH
TO FUTURE DETAIL

4 D1 TYPICAL PLANTING LAYOUT
TYPICAL DETAIL

TOPSOIL & SOD
AS SPECIFIED ON SHEET D-2

PROPOSED SWM CHAMBER
AS PER ENG. DWGS.

2 D1 CONIFEROUS TREE PLANTING
TOWN OF CALEDON STANDARD DETAIL

1 D1 DECIDUOUS TREE PLANTING
TOWN OF CALEDON STANDARD DETAIL

EXISTING ARMOUR STONE RETAINING WALL
TO REMAIN

LIGHT BOLLARD
AS PER ELEC. DWGS.

7 D1 CONCRETE SIDEWALK RAMP
OPSD DETAIL

PAINTED LINES

LIGHT STANDARD
AS PER ELEC. DWGS.

SHRUB PLANTING
TOWN OF CALEDON STANDARD DETAIL
3 D1

CONCRETE UNIT PAVER
TYPICAL DETAIL
3 D2

PROPOSED RETAINING WALL
AS PER ENG. DWGS.

PROPOSED SWM CHAMBER
AS PER ENG. DWGS.

EXISTING CHAIN LINK FENCE
TO REMAIN

CONCRETE CURB
TYPICAL DETAIL
2 D2

PROPOSED CHAINLINK FENCE
AS PER ENG. DWGS.

ASPHALT PAVING
TYPICAL DETAIL
1 D2

EXISTING PLANTING
AS PER APPROVED LANDSCAPE DRAWING

EXISTING ARMOUR STONE RETAINING WALL TO BE LOWERED
AS PER ENG. DWGS.

BEACHSTONES
TYPICAL DETAIL
4 D2

EXISTING TOWNHOUSES

DESIREE PLACE

EXISTING TOWNHOUSES

EXISTING VEGETATION AS PER APPROVED LANDSCAPE PLANS

200 sq
TRANS
ARI

PROPOSED RETAINING WALL
AS PER ENG. DWGS.

TOPSOIL & SEEDING
AS SPECIFIED ON SHEET D-1

STATION ROAD

EXISTING CONCRETE SIDEWALK

#61 #63 #65 #67

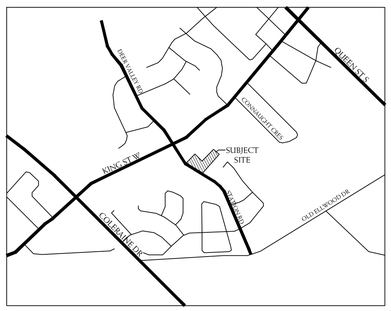
0 2.5m 10m 25m

REFERENCE PLANT LIST

KEY	COMMON NAME
DECIDUOUS TREES	
A	LIRIODENDRON TULIPIFERA
B	GLEDITSIA TRIACANTHOS 'SHADEMASTER'
C	CELTIS OCCIDENTALIS
D	ACER RUBRUM
CONIFEROUS TREES	
E	PINUS STROBUS
CONIFEROUS SHRUBS	
aa	TAXUS CANADENSIS
DECIDUOUS SHRUBS	
bb	CORNUS SERICEA
cc	RHUS AROMATICA 'GRO-LOW'
dd	DIERVILLA LONICERA
ee	SPIRAEA ALBA
PERENNIALS, GROUND COVERS AND GRASSES	
aaa	ECHINACEA ANGUSTIFOLIA
bbb	PANICUM VIRGATUM
ccc	CAREX VULPINOIDEA

*REFER TO SHEET D1 FOR MASTER PLANT LIST

KEY MAP



LEGEND

DECIDUOUS TREE
DECIDUOUS MULTI-STEM TREE
STREETSCAPE TREE
CONIFEROUS TREES
SHRUBS
ORNAMENTAL GRASS
BENCH
SODDED AREA
SEEDED AREA
BEACHSTONES
HANDRAIL
LIGHTING
DECORATIVE METAL FENCE

BASE INFORMATION OBTAINED ELECTRONICALLY FROM SCHAEFFER DZALDOV BENNETT (JOB NO. 19-221-01A; TEL. 416.987.0101)

no.	date	version	by
2.	FEB 3 2026	ISSUED FOR RESUBMISSION	RD
1.	FEB 16 2024	ISSUED FOR OPA/ZBA SUBMISSION	RD/ SO

ONTARIO ASSOCIATION OF LANDSCAPE ARCHITECTS
DIRK A. KALVING
OALA MEMBER

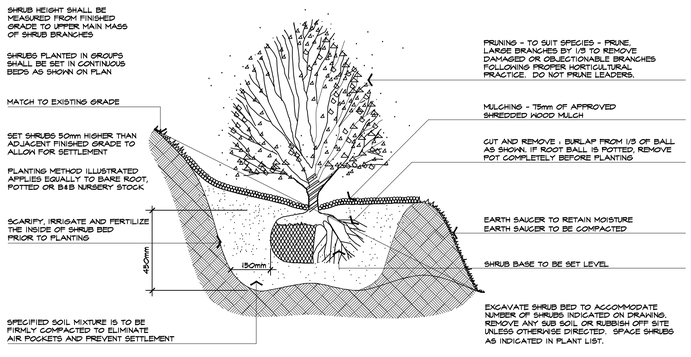
ALEXANDER BUDREVICS
& ASSOCIATES LIMITED
LANDSCAPE ARCHITECTS
895 Don Mills Road, Second Tower, Suite 212
Toronto, Ontario, Canada, M3C 1W3
416.444.5201
www.budrevics.com

project
PROPOSED PARKING LOT DEVELOPMENT
PART OF BLOCK 3, REGISTERED PLAN 43M-2065
14 STATION ROAD
CALEDON, ONTARIO
KING STATION DEVELOPMENTS

drawing
LANDSCAPE PLAN

date NOVEMBER 14 , 2023	drawn RD
scale* 1:200	file 3685 L1 V2-260203
direction	project no. 3685
	sheet no. L-1

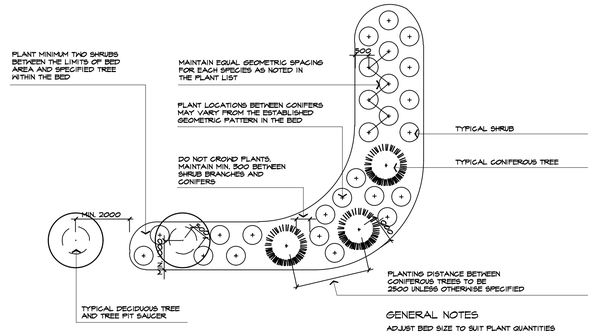
*NOTED SCALE IS APPLICABLE ONLY WHEN PRINTED ON ARCH D (24"x36") SIZE SHEET



6 SHRUB PLANTING DETAIL ON SLOPES

NTS

ABAL P302-040305



GENERAL NOTES

ADJUST BED SIZE TO SUIT PLANT QUANTITIES

ENSURE SOD DOES NOT ENCROACH MINIMUM SETBACK DIMENSIONS

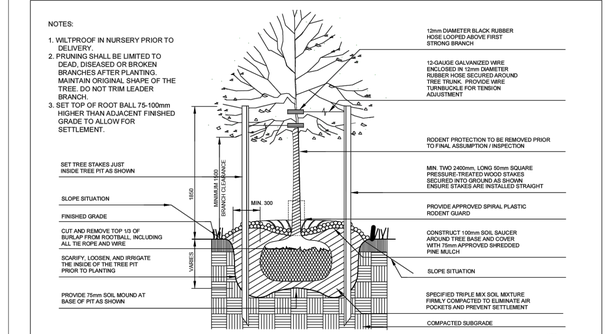
ALL DIMENSIONS ARE GIVEN IN MILLIMETERS

4 TYPICAL PLANTING LAYOUT - LAWN AREA

SYMBOLS REPRESENT INSTALLED PLANT SIZE

NTS

ABAL P402-030305



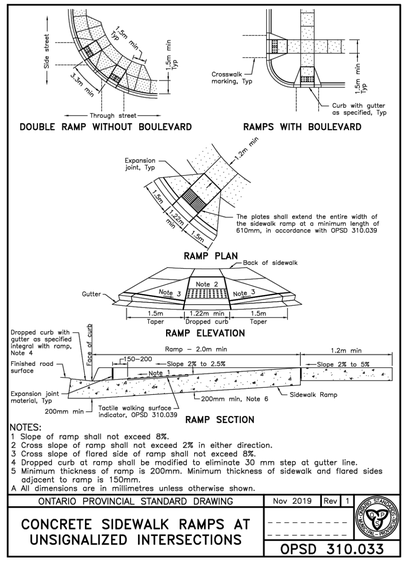
NTS

TOWN OF CALEDON						
DECIDUOUS TREE PLANTING					APP'D: B.B.	DATE: JUNE 08
	2	STANDARD No. 700 NOW 800		JAN 18	DRAWN: abal	SCALE: NTS
	1	STANDARD No. 1100 NOW 700		JUNE 08		
	NO.	REVISION	APR'D	DATE	STANDARD No. 800	

1 DECIDUOUS TREE PLANTING

TOWN OF CALEDON STANDARD DETAIL

NTS



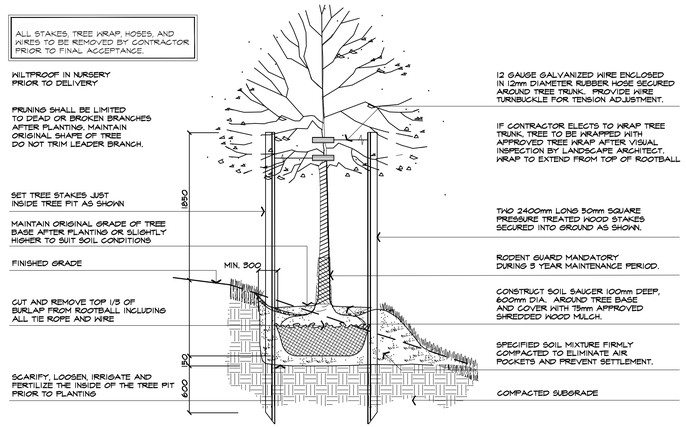
NOTES:
1 Slope of ramp shall not exceed 8%.
2 Cross slope of ramp shall not exceed 2% in either direction.
3 Cross slope of flared side of ramp shall not exceed 8%.
4 Dropped curb at ramp shall be modified to eliminate 30 mm step at gutter line.
5 Minimum thickness of ramp is 200mm. Minimum thickness of sidewalk and flared sides adjacent to ramp is 150mm.
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2019	Rev 1
CONCRETE SIDEWALK RAMPS AT UNSIGNALIZED INTERSECTIONS	- - - - - - - - - -	
	- - - - - - - - - -	
	OPSD 310.033	

7 CONCRETE SIDEWALK RAMP DETAIL

TO BE INSTALLED AS PER DETAIL

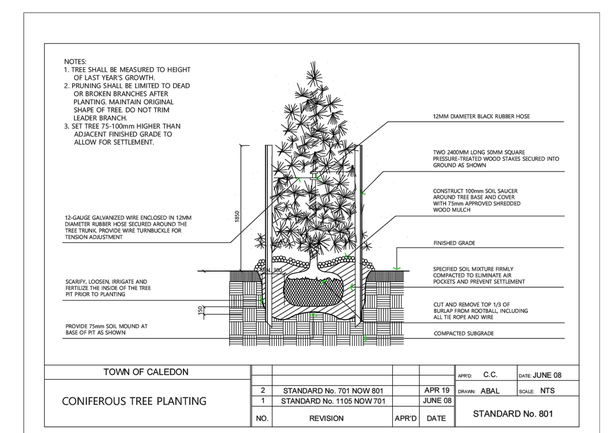
NTS



5 DECIDUOUS TREE PLANTING ON SLOPE DETAIL

NTS

ABAL P303-051027

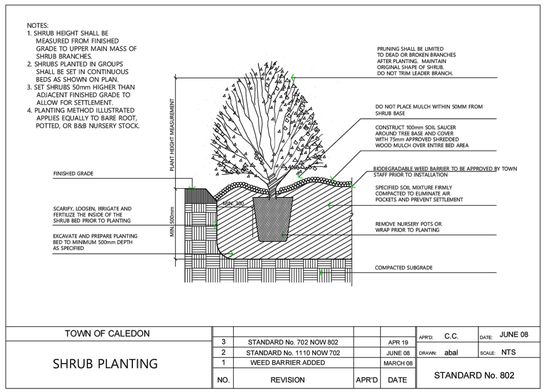


TOWN OF CALEDON						
CONIFEROUS TREE PLANTING					APP'D: C.C.	DATE: JUNE 08
	2	STANDARD No. 701 NOW 801		APR 19	DRAWN: ABAL	SCALE: NTS
	1	STANDARD No. 1105 NOW 701		JUNE 08		
	NO.	REVISION	APR'D	DATE	STANDARD No. 801	

2 CONIFEROUS TREE PLANTING

TOWN OF CALEDON STANDARD DETAIL

NTS



TOWN OF CALEDON						
SHRUB PLANTING					APP'D: C.C.	DATE: JUNE 08
	3	STANDARD No. 702 NOW 802		APR 19	DRAWN: abal	SCALE: NTS
	2	STANDARD No. 1110 NOW 702		JUNE 08		
	1	WEED BARRIER ADDED		MARCH 08		
	NO.	REVISION	APR'D	DATE	STANDARD No. 802	

3 SHRUB PLANTING

TOWN OF CALEDON STANDARD DETAIL

NTS

MASTER PLANT LIST

PROJECT NAME:
PROPOSED PARKING LOT DEVELOPMENT -
(ABAL 3685)

In the event of a discrepancy between the planting plan and the plant list quantities, the planting plan shall govern.

KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	CALIPER	HEIGHT	SPREAD	ROOT	REMARKS	SPACING	WATER EFFICIENT	NATIVE
		DECIDUOUS TREES									
A	2	LIRIODENDRON TULIPIFERA	TULIP TREE	60mm	3500mm	1500mm	W.B.	EQUAL FORM	- - - -	Y	Y
B	8	GLEDITSIA TRIACANTHOS 'SHADEMASTER'	SHADEMASTER HONEY-LOCUST	60mm	3500mm	1500mm	W.B.	EQUAL FORM	- - - -	Y	Y
C	6	CELTIS OCCIDENTALIS	COMMON HACKBERRY	60mm	3500mm	1200mm	W.B.	EQUAL FORM	- - - -	Y	Y
D	4	ACER RUBRUM	RED MAPLE	3x60mm	3500mm	1500mm	W.B.	MULTI-STEM	- - - -	Y	Y
		CONIFEROUS TREES									
E	3	PINUS STROBUS	EASTERN WHITE PINE	- - - -	1500mm	1000mm	W.B.	SPECIMEN	- - - -	Y	Y
		CONIFEROUS SHRUBS									
aa	35	TAXUS CANADENSIS	CANADIAN YEW	- - - -	- - - -	600mm	POTTED	MIN. 15 CANDLES	800mm	Y	Y
		DECIDUOUS SHRUBS									
bb	100	CORNUS SERICEA	RED OSIER DOGWOOD	- - - -	800mm	- - - -	POTTED	MIN. 10 STEMS	800mm	Y	Y
cc	50	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	- - - -	600mm	- - - -	POTTED	MIN. 10 STEMS	800mm	Y	Y
dd	80	DIERVILLA LONICERA	BUSH HONEYSUCKLE	- - - -	800mm	- - - -	POTTED	MIN. 10 STEMS	800mm	Y	Y
ee	100	SPIRAEA ALBA	MEADOWSWEET	- - - -	1250mm	- - - -	POTTED	MIN. 10 STEMS	800mm	Y	Y
		PERENNIALS, GROUND COVERS AND GRASSES									
aaa	30	ECHINACEA ANGUSTIFOLIA	NARROW-LEAF CONEFLOWER	- - - -	- - - -	- - - -	1 gal. POT	MIN. 2 YRS GRTH	400mm	Y	Y
bbb	27	PANICUM VIRGATUM	SWITCH GRASS	- - - -	- - - -	- - - -	1 gal. POT	MIN. 2 YRS GRTH	500mm	Y	Y
ccc	25	CAREX VULPINOIDEA	FOX SEDGE	- - - -	- - - -	- - - -	1 gal. POT	MIN. 2 YRS GRTH	500mm	Y	Y

* TERRASEED MIX:

SEED MIXTURE AS SUPPLIED BY ONTARIO SEED COMPANY (1-800-465-5849) OR APPROVED EQUAL. APPLIED AT THE RATE SHOWN BELOW FOR THE MIX TYPE AND IN ACCORDANCE WITH THE SUPPLIER'S INSTRUCTIONS.

OSC - MTC MIX WITH NURSE CROP

CREEPING RED FESCUE (*Festuca rubra*)	55%
KENTUCKY BLUEGRASS (*Poa pratensis*)	27%
PERENNIAL RYEGRASS (*Lolium perenne*)	15%
WHITE CLOVER (*Trifolium repens*)	3%

SEED RATE: 180kg/ha

NURSE CROP

ANNUAL RYE GRASS
SEED RATE: 22kg/h

no.	date	version	by
2.	FEB 3 2026	ISSUED FOR RESUBMISSION	RD
1.	FEB 16 2024	ISSUED FOR OPA/ZBA SUBMISSION	RD/ SO

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project
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14 STATION ROAD
CALEDON, ONTARIO
KING STATION DEVELOPMENTS

drawing
LANDSCAPE DETAILS

date	NOVEMBER 14 , 2023	drawn	RD
scale*	AS SHOWN	file	3685 D1 V2-260203
direction		project no.	3685
		sheet no.	D-1

*NOTED SCALE IS APPLICABLE ONLY WHEN PRINTED ON ARCH D (24"x36") SIZE SHEET

SPECIFICATIONS

GENERAL

THESE SPECIFICATIONS ARE TO BE READ IN CONJUNCTION WITH THE GENERAL CONDITIONS OF THE CONTRACT AS PREPARED BY AND AVAILABLE AT THE OFFICE OF ALEXANDER BUDREVICS & ASSOCIATES LTD.

PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL:

1. FAMILIARIZE HIMSELF WITH THE PLANS, DETAILS, AND SPECIFICATIONS OF THIS PROJECT,
2. VISIT THE SITE TO ASCERTAIN AND TAKE ACCOUNT OF EXISTING CONDITIONS AND ANY DEVIATIONS FROM THE PLANS IN WORK BY OTHERS, AND
3. FINALIZE ALL DESIGN ALTERNATIVES IN CONSULTATION WITH THE LANDSCAPE ARCHITECT.

PRIOR TO EXCAVATING, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES. IN THE EVENT OF A CONFLICT BETWEEN A PROPOSED TREE LOCATION AND AN UNDERGROUND SERVICE, THE EXACT LOCATION OF THE TREE SHALL BE DETERMINED ON SITE BY THE LANDSCAPE ARCHITECT.

THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, REPAIR ANY DAMAGE TO EXISTING UTILITIES, STRUCTURES, FACILITIES, ETC. DONE IN THE PERFORMANCE OF HIS WORK.

ALL SITE WORK SHALL CONFORM TO THE CANADIAN LANDSCAPE STANDARD and CANADIAN NATIONAL MASTER CONSTRUCTION SPECIFICATIONS, A COPY OF WHICH CAN BE OBTAINED FROM CONSTRUCTION SPECIFICATIONS CANADA,
Tel. (416) 777-2198, Fax. (416) 777-219, Email. info@csc-dcc.ca
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BE THOROUGHLY FAMILIAR WITH THESE SPECIFICATIONS AND THEIR IMPLICATIONS FOR THIS PROJECT.

SOFT LANDSCAPING

PLANT MATERIALS

ALL PLANTS SHALL BE INSTALLED TRUE TO SPECIFIED NAMES, SIZES, GRADES, ETC. AND SHALL CONFORM TO THE STANDARDS OF THE CANADIAN NURSERY TRADES ASSOCIATION.

ALL PLANTS SHALL BE NURSERY GROWN.

IN THE EVENT OF A DISCREPANCY IN PLANT QUANTITY BETWEEN THE PLANTING PLAN AND THE PLANT LIST, THE PLANTING PLAN SHALL GOVERN.

THE CONTRACTOR SHALL MAKE PLANTS AVAILABLE FOR INSPECTION BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. MATERIAL NOT CONFORMING TO THE SPECIFICATIONS SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

PLANT SUBSTITUTIONS MUST BE APPROVED IN WRITING BY THE OWNER OR THE LANDSCAPE ARCHITECT PRIOR TO DELIVERY OF THE MATERIAL ON SITE.

THE LANDSCAPE ARCHITECT MAY, UPON COMPLETION OF THE WORK AND NOTWITHSTANDING PRIOR APPROVAL AT SOURCE, REJECT PLANT MATERIAL NOT CONFORMING TO THE SPECIFICATIONS.

THE CONTRACTOR SHALL USE STANDARD INDUSTRY METHODS FOR PLANTING TREES. TREES SHALL BE TURNED TO GIVE THE BEST APPEARANCE; THEY SHALL ALSO BE GUYED AND STAKED IMMEDIATELY AFTER PLANTING AND AS DETAILED ON THE DRAWINGS.

BED PREPARATION

THE CONTRACTOR SHALL BACKFILL TREE PITS AND PLANTING BEDS TO SPECIFIED DEPTHS WITH EITHER PRE-MIXED TOPSOIL (VIZ., "TRIPLE-MIX") OR A MIXTURE COMPRISED OF:

- 6 PARTS SANDY LOAM
- 1 PART FINELY PULVERIZED CANADIAN PEAT MOSS
- 1 PART WELL-ROTTED FARM MANURE, WITH "AGRIFORM" 20-10-5 TABLETS (OR APPROVED EQUAL) ADDED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL CONSTRUCT TREE PITS AND SHRUB BEDS WITH SOIL SAUCERS, MULCH, AND SUBSURFACE DRAINAGE AS DETAILED.

THE CONTRACTOR SHALL CONSTRUCT SHRUB BEDS IN CONTINUOUS FORMS, THE SHAPE OF WHICH SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT AND/OR OWNER. ON SLOPES, SHRUB BEDS SHALL BE FASHIONED TO ALLOW FOR PROPER DRAINAGE.

TOPSOIL & FINE GRADING

THE CONTRACTOR SHALL PLACE 150mm OF RICH TOPSOIL ON APPROVED SUBGRADES. TOPSOIL SHALL BE IMPORTED WHERE REQUIRED. 10-6-4 FERTILIZER SHALL BE APPLIED ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AT A RATE OF 7.32 kg/100m² FOR SODDED AREAS; THE MIXTURE AND RATE OF APPLICATION SHALL BE ADJUSTED FOR SEEDED AREAS.

MINOR GRADE DEFICIENCIES AND IRREGULARITIES SHALL BE ELIMINATED PRIOR TO SODDING.

SODDING

THE CONTRACTOR SHALL SOD ALL AREAS SO INDICATED ON THE DRAWINGS. SOD SHALL BE FRESHLY CUT NO.1 GRADE NURSERY-GROWN TURF 50-75mm THICK.

SOD FOR SUNNY, EXPOSED AREAS SHALL BE 50% KENTUCKY BLUEGRASS AND 50% MERION BLUEGRASS. SOD FOR SHADED AREAS SHALL BE 50% NUGGET KENTUCKY BLUEGRASS AND 50% CREEPING RED FESCUE.

SOD SHALL BE PLACED ON PREPARED TOPSOIL, WITH JOINTS STAGGERED AND SECTIONS ABUTTED TIGHTLY. IMMEDIATELY AFTER LAYING, IRRIGATION SUFFICIENT TO ENSURE MOISTURE PENETRATION TO A DEPTH OF 100mm SHALL BE APPLIED.

SOD SHALL BE MACHINE ROLLED TO ENSURE UNIFORM CONTACT WITH TOPSOIL. SOD ON ALL SLOPES SHALL BE PEGGED WHERE REQUIRED.

TERRASEEDING

THE CONTRACTOR SHALL TERRASEED ALL AREAS WITH SPECIFIED SEED MIXTURES AS NOTED ON DRAWINGS.

DEPENDING ON SLOPE GRADATION, DEPTH OF COMPOSTED SOIL, SEED SHALL BE AS FOLLOWS:

- 0-5% SLOPE: 10-15 mm. DEPTH
- 5-10% SLOPE: 15-20 mm. DEPTH
- 10-25% SLOPE: (4:1) 20-25 mm. DEPTH
- 25-35% SLOPE: (3:1) 25-40 mm. DEPTH
- 35-45% SLOPE: 40-50 mm. DEPTH

THE CONTRACTOR SHALL FERTILIZE AS RECOMMENDED BY SEED SUPPLIER.

WATER AS REQUIRED TO OBTAIN THICK GROWTH. FOLLOW UP OVERSEEDING IS PART OF THIS WORK.

HARD LANDSCAPING

POURED-IN-PLACE CONCRETE WORK

THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL OF FORMWORK PRIOR TO POURING CONCRETE. ALL CONCRETE, STEEL REINFORCING, AND FORMWORK SHALL BE AS DETAILED AND SPECIFIED ON THE DRAWINGS.

THE STYLE, COLOUR, AND FINISH OF CONCRETE ELEMENTS SHALL BE APPROVED BY THE OWNER AND/OR LANDSCAPE ARCHITECT PRIOR TO THE COMMENCEMENT OF CONCRETE WORK.

ALL STRUCTURAL CONCRETE WORK SHALL CONFORM TO LOCAL BUILDING CODES AND REGULATIONS.

BRICKWORK, STONEWORK & CONCRETE UNIT PAVING

WHERE APPLICABLE, THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT OF ALL STRUCTURAL CONCRETE WORK BEFORE COMMENCING BRICKWORK, STONEWORK OR PAVING WORK.

ALL BRICKWORK, STONEWORK, AND CONCRETE UNIT PAVING SHALL BE AS DETAILED AND SPECIFIED ON THE DRAWINGS, UNLESS THE LANDSCAPE ARCHITECT AND/OR THE OWNER APPROVE SUBSTITUTIONS IN WRITING.

PRIOR TO STARTING THIS PORTION OF WORK, THE CONTRACTOR SHALL SUBMIT SAMPLES OF ALL PROPOSED BRICKWORK, STONEWORK, AND CONCRETE UNIT PAVERS FOR APPROVAL BY THE LANDSCAPE ARCHITECT AND/OR THE OWNER WITH RESPECT TO STYLE, COLOUR, AND FINISH. THE CONTRACTOR MAY ALSO BE ASKED TO SUBMIT SAMPLES OF ALTERNATIVES TO THE MATERIALS SPECIFIED ON THE DRAWINGS.

ALL BRICKWORK, STONEWORK, AND CONCRETE UNIT PAVING SHALL CONFORM TO LOCAL BUILDING CODES AND OTHER MUNICIPAL REQUIREMENTS.

MAINTENANCE

THE CONTRACTOR SHALL MAINTAIN ALL LANDSCAPED AREAS FOR A PERIOD OF FOUR (4) GROWING MONTHS FROM THE DATE OF SUBSTANTIAL COMPLETION.

MAINTENANCE SHALL INCLUDE:

- PROPER IRRIGATION TO ENSURE OPTIMUM GROWTH OF TREES, SHRUBS, AND SOD
- GRASS MOWING TO MAINTAIN AN APPROXIMATE HEIGHT OF 50mm
- THE CULTIVATION AND WEEDING OF TREE PITS AND PLANTING BEDS
- INSECT AND DISEASE CONTROL

AT THE END OF THE SPECIFIED MAINTENANCE PERIOD, PROVIDED ALL PLANT MATERIAL IS ALIVE AND IN A HEALTHY GROWING CONDITION, THE OWNER WILL ASSUME THE RESPONSIBILITY OF MAINTAINING THE LANDSCAPE WORK.

PERFORMANCE ACCEPTANCE (SUBSTANTIAL COMPLETION)

WRITTEN NOTICE OF PERFORMANCE ACCEPTANCE BY THE LANDSCAPE ARCHITECT FOR SUBSTANTIAL COMPLETION OF THE PROJECT LANDSCAPE WORKS SHALL MARK THE START OF THE GUARANTEE PERIOD.

SHOULD LOCAL LAW REQUIRE MUNICIPAL ACCEPTANCE, THE LANDSCAPE ARCHITECT WILL SUBMIT THE SUBSTANTIAL COMPLETION CERTIFICATE TO THE MUNICIPALITY SO THAT THEY MAY PROCEED TO INSPECT THE WORK, ISSUE THEIR PERFORMANCE ACCEPTANCE CERTIFICATE, AND REDUCE THE AMOUNT OF SECURITIES.

GUARANTEE

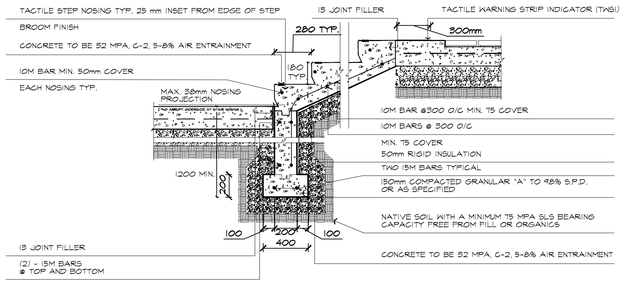
ALL PLANT MATERIAL SHALL BE GUARANTEED FOR ONE (1) YEAR FROM THE DATE ON THE PERFORMANCE ACCEPTANCE CERTIFICATE ISSUED BY THE LANDSCAPE ARCHITECT. PLANTS THAT EXPIRE OR OTHERWISE FAIL TO THRIVE DURING THE GUARANTEE PERIOD SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

SIMILARLY, ALL OTHER LANDSCAPE WORK PERFORMED UNDER THIS CONTRACT SHALL BE FULLY GUARANTEED FOR ONE (1) YEAR FROM THE DATE OF PERFORMANCE. ACCEPTANCE BY THE LANDSCAPE ARCHITECT.

FINAL ACCEPTANCE

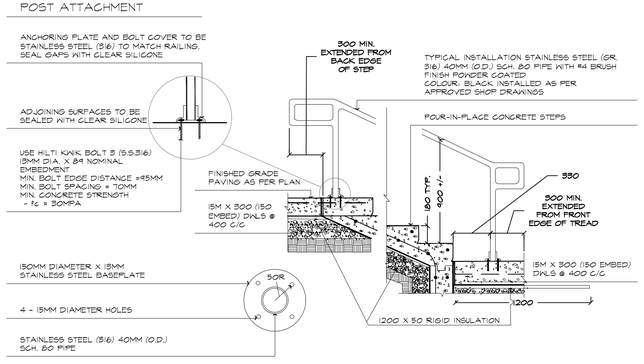
ALL WORK SHALL BE INSPECTED AT THE END OF THE GUARANTEE PERIOD BY THE LANDSCAPE ARCHITECT. ANY DEFICIENCIES SHALL BE RECTIFIED BY THE CONTRACTOR TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT AND THE OWNER. THE LANDSCAPE ARCHITECT WILL THEN ISSUE A FINAL ACCEPTANCE CERTIFICATE.

SHOULD LOCAL LAW REQUIRE MUNICIPAL ACCEPTANCE, THE LANDSCAPE ARCHITECT WILL SUBMIT THE FINAL ACCEPTANCE CERTIFICATE TO THE MUNICIPALITY SO THAT THEY MAY PROCEED TO INSPECT THE WORK, GIVE FINAL APPROVAL, AND RELEASE ALL OUTSTANDING LANDSCAPE SECURITIES.



5 CONCRETE STEPS DETAIL — SCALE 1:25
TYPICAL INSTALLATION — ABAL ST01X-240129

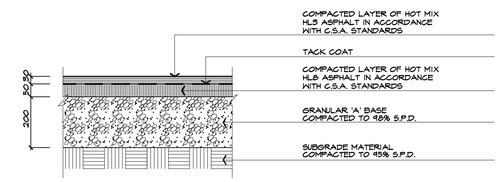
POST ATTACHMENT



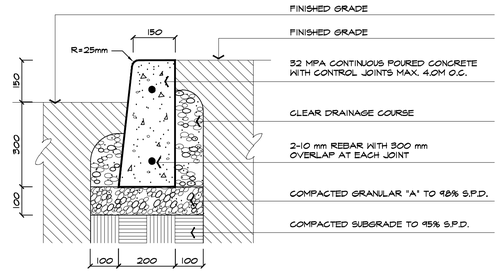
NOTE: ALL WELDING FOR RAILING TO BE 6MM FILLET WELD ALL AROUND.

6 HANDRAIL DETAIL — SCALE 1:25
HAND RAILING TO MEET CURRENT OBC STANDARDS AND CITY OF TORONTO AODA REQUIREMENTS — ABAL ST40IX-240129
QUANTITY AS SHOWN ON LANDSCAPE PLANS
OR APPROVED EQUAL
CONTRACTOR TO PROVIDE SITE SPECIFIC SHOP DRAWINGS

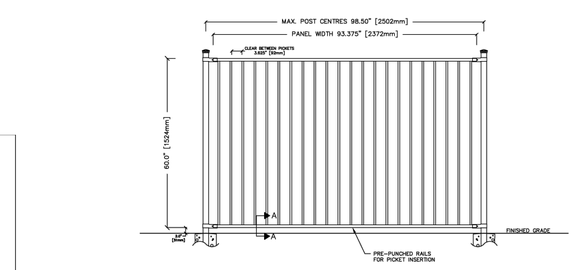
GENERAL NOTE
EXCAVATE TO MINIMUM 250mm DEPTH AS REQUIRED BY SITE CONDITIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENTS OF ANY UNSUITABLE SUBGRADE MATERIAL SUCH AS TOPSOIL OR SOFT ORGANIC MATTER WITH CLEAN FILL AS APPROVED BY LANDSCAPE ARCHITECT.



1 ASPHALT PAVING DETAIL — NTS
TYPICAL INSTALLATION — ABAL HS01-140412



2 CONCRETE CURB DETAIL — NTS
ABAL HI01-140815



SPECIFICATIONS:

POSTS, RAILS & PICKETS:	EXTRUDED MARINE ALUMINUM 6061-T6 PRIME ALUMINUM, NORTH AMERICAN PRODUCED
FINISH:	SEVEN STAGE ARCHITECTURALLY CERTIFIED PRETREATMENT AS PER AAMA 2604. SUPER DURABLE ELECTROSTATICALLY APPLIED POWDER COAT – MIN THICKNESS 2.5 mils
POSTS:	51mm x 51mm (2"x2"). .125 WALL STANDARD (.188 WALL AVAILABLE)
POST FLANGES:	76mm x 152mm x 9.5mm (3"x6"x⅜") OPTION: 127mm x 127mm x 5mm (5"x5"x⅜") DECO PLATE
POST CAPS:	PYRAMID, BALL, SPIRE OR ACORN
RAILS:	25mm x 25mm (1" x 1"). .125 WALL (top and bottom) .180 WALL (sidewall)
PICKETS:	16mm x 16mm (⅝" x ⅝"). .080 WALL
WELDS:	ALUMINUM – FULL TACK BOTH SIDES OF PICKET

STANDARD PANEL HEIGHTS:

762mm	(30")
914mm	(36")
1067mm	(42")
1219mm	(48")
1524mm	(60") SHOWN
1829mm	(72")

STANDARD PANEL WIDTH:

2372mm (93 ⅜") (PANELS MAY BE CUT TO SUIT)

SECTION A–A: .125WALL, .180WALL, RAIL

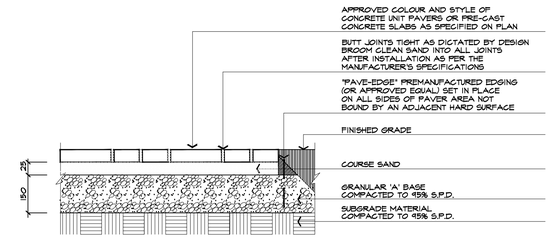
COLOUR:	STANDARD COLOURS ARE BLACK, SEMI-BLACK BROWN, GREEN, WHITE AND FOREST GREEN (CUSTOM COLOURS AVAILABLE UPON REQUEST)
WARRANTY:	20 YEAR LIMITED
NOTE:	TAMPER PROOF NUT AVAILABLE FOR BRACKETS

COMMENTS:
IRON EAGLE PRODUCTS
TITLE: IRON EAGLE I ALUMINUM SERIES STYLE 2040
DRAWING No. A2040
CHK'D
DATE: JAN 12, 2018

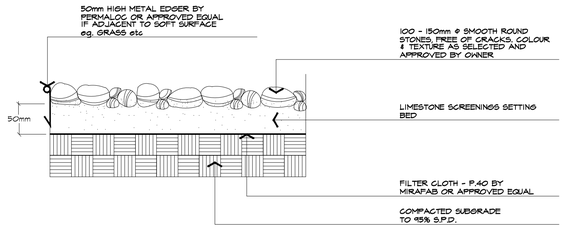
7 DECORATIVE METAL FENCE DETAIL — NTS

MANUFACTURER:	IRON EAGLE
PRODUCT:	IRON EAGLE I 2040
HEIGHT:	1219mm HIGH
POST CAP:	PYRAMID

*OR APPROVED SUBSTITUTE



3 CONCRETE UNIT PAVER DETAIL — NTS
TYPICAL INSTALLATION — ABAL HS01-070615



4 BEACHSTONES DETAIL — NTS
ABAL HS01-150518

GENERAL NOTES - LANDSCAPING

NOTE 1
DEPICTED ON THIS PLAN ARE THE SPECIES AND THE APPROXIMATE LOCATION OF STREET TREE. ONCE DRIVEWAYS, UTILITIES AND LIGHT STANDARDS HAVE BEEN INSTALLED, THE EXACT LOCATION OF STREET TREES WILL BE DETERMINED ON SITE BY THE LANDSCAPE CONSULTANT AND APPROVED BY THE MUNICIPALITY PRIOR TO PLANTING.

NOTE 2
MINIMUM CLEARANCES FOR STREET TREES (WHEN TREES ARE PLANTED 1.5M FROM THE CURB):

- 2M FROM WATER HYDRANTS
- 2M FROM DRIVEWAYS
- 2M FROM NEIGHBOURHOOD MAILBOXES
- 3M FROM HYDRO TRANSFORMERS
- 5M FROM STREETLIGHTS
- 15M MINIMUM FROM STREET LINE (STREET INTERSECTION AS MEASURED FROM BACK OF CURB) AND BEHIND THE DAYLIGHT TRIANGLE AS PER THE GEOMETRIC DESIGN STANDARDS FOR ONTARIO HIGHWAYS
- 18M FROM FACE OF ALL WARNING AND REGULATORY SIGNS

NOTE 3
THE TREE PITS AND PLANTING BEDS FOR ALL TREES AND SHRUBS LOCATED WITHIN 1 METRE OF UNDERGROUND UTILITIES ARE TO BE HAND DUG.

TOWN OF CALEDON

GENERAL LANDSCAPING NOTES

NO.	REVISION	APR'D	DATE
2	TEXT REVISION, STD103 NOW 700		JAN 18
1	STANDARD No. 130 NOW 103		JUNE 08

APR'D: C.C. DATE: APRIL 2000
DRAWN: BJM SCALE: NTS
STANDARD No. 700

no.	date	version	by
2.	FEB 3 2026	ISSUED FOR RESUBMISSION	RD
1.	FEB 16 2024	ISSUED FOR OPA/ZBA SUBMISSION	RD/SO

ASSOCIATION OF LANDSCAPE ARCHITECTS ONTARIO — CHRIS A. KALYVIS — OALA MEMBER

ALEXANDER BUDREVICS & ASSOCIATES LIMITED LANDSCAPE ARCHITECTS
895 Don Mills Road, Second Tower, Suite 212
Toronto, Ontario, Canada, M3C 1W3
416.444.5201
www.budrevics.com

project
PROPOSED PARKING LOT DEVELOPMENT
PART OF BLOCK 3, REGISTERED PLAN 43M-2065
14 STATION ROAD
CALEDON, ONTARIO
KING STATION DEVELOPMENTS

drawing
LANDSCAPE DETAILS & SPECIFICATIONS

date: NOVEMBER 14 , 2023	drawn: RD
scale*: AS SHOWN	file: 3685 D2 V2-260203
direction	project no.: 3685
	sheet no.: D-2

*NOTED SCALE IS APPLICABLE ONLY WHEN PRINTED ON ARCH D (24"x36") SIZE SHEET

Appendix B – Existing Traffic Data

RAISED PLANTING BEDS
FOR RESIDENT USE
TO FUTURE DETAIL

EXISTING BUILDING

AIR/VENT

6 D1 SHRUB PLANTING ON SLOPE
TYPICAL DETAIL

5 D1 DECIDUOUS TREE PLANTING ON SLOPE
TYPICAL DETAIL

7 D2 DECORATIVE METAL FENCE
TYPICAL DETAIL

5 D2 CONCRETE STEPS
TYPICAL DETAIL

6 D2 HANDRAIL
TYPICAL DETAIL

BENCH
TO FUTURE DETAIL

4 D1 TYPICAL PLANTING LAYOUT
TYPICAL DETAIL

TOPSOIL & SOD
AS SPECIFIED ON SHEET D-2

PROPOSED SWM CHAMBER
AS PER ENG. DWGS.

2 D1 CONIFEROUS TREE PLANTING
TOWN OF CALEDON STANDARD DETAIL

1 D1 DECIDUOUS TREE PLANTING
TOWN OF CALEDON STANDARD DETAIL

EXISTING ARMOUR STONE RETAINING WALL
TO REMAIN

LIGHT BOLLARD
AS PER ELEC. DWGS.

7 D1 CONCRETE SIDEWALK RAMP
OPSD DETAIL

PAINTED LINES

LIGHT STANDARD
AS PER ELEC. DWGS.

SHRUB PLANTING
TOWN OF CALEDON STANDARD DETAIL
3 D1

CONCRETE UNIT PAVER
TYPICAL DETAIL
3 D2

PROPOSED RETAINING WALL
AS PER ENG. DWGS.

PROPOSED SWM CHAMBER
AS PER ENG. DWGS.

EXISTING CHAIN LINK FENCE
TO REMAIN

CONCRETE CURB
TYPICAL DETAIL
2 D2

PROPOSED CHAINLINK FENCE
AS PER ENG. DWGS.

ASPHALT PAVING
TYPICAL DETAIL
1 D2

EXISTING PLANTING
AS PER APPROVED LANDSCAPE DRAWING

EXISTING ARMOUR STONE RETAINING WALL TO BE LOWERED
AS PER ENG. DWGS.

BEACHSTONES
TYPICAL DETAIL
4 D2

EXISTING TOWNHOUSES

DESIREE PLACE

EXISTING TOWNHOUSES

EXISTING VEGETATION AS PER APPROVED LANDSCAPE PLANS

200 sq
TRANS
ARI

PROPOSED RETAINING WALL
AS PER ENG. DWGS.

TOPSOIL & SEEDING
AS SPECIFIED ON SHEET D-1

STATION ROAD

EXISTING CONCRETE SIDEWALK

#61 #63 #65 #67

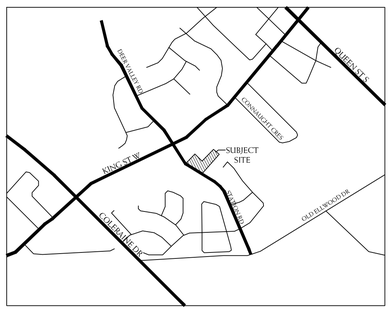
0 2.5m 10m 25m

REFERENCE PLANT LIST

KEY	COMMON NAME
DECIDUOUS TREES	
A	LIRIODENDRON TULIPIFERA
B	GLEDITSIA TRIACANTHOS 'SHADEMASTER'
C	CELTIS OCCIDENTALIS
D	ACER RUBRUM
CONIFEROUS TREES	
E	PINUS STROBUS
CONIFEROUS SHRUBS	
aa	TAXUS CANADENSIS
DECIDUOUS SHRUBS	
bb	CORNUS SERICEA
cc	RHUS AROMATICA 'GRO-LOW'
dd	DIERVILLA LONICERA
ee	SPIRAEA ALBA
PERENNIALS, GROUND COVERS AND GRASSES	
aaa	ECHINACEA ANGUSTIFOLIA
bbb	PANICUM VIRGATUM
ccc	CAREX VULPINOIDEA

*REFER TO SHEET D1 FOR MASTER PLANT LIST

KEY MAP



LEGEND

DECIDUOUS TREE
DECIDUOUS MULTI-STEM TREE
STREETSCAPE TREE
CONIFEROUS TREES
SHRUBS
ORNAMENTAL GRASS
BENCH
SODDED AREA
SEEDED AREA
BEACHSTONES
HANDRAIL
LIGHTING
DECORATIVE METAL FENCE

BASE INFORMATION OBTAINED ELECTRONICALLY FROM SCHAEFFER DZALDOV BENNETT (JOB NO. 19-221-01A; TEL. 416.987.0101)

no.	date	version	by
2.	FEB 3 2026	ISSUED FOR RESUBMISSION	RD
1.	FEB 16 2024	ISSUED FOR OPA/ZBA SUBMISSION	RD/ SO

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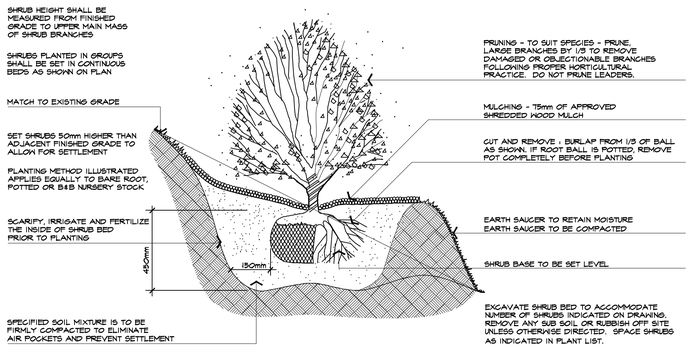
drawing
LANDSCAPE PLAN

date NOVEMBER 14 , 2023	drawn RD
scale* 1:200	file 3685 L1 V2-260203
direction	project no. 3685
	sheet no. L-1

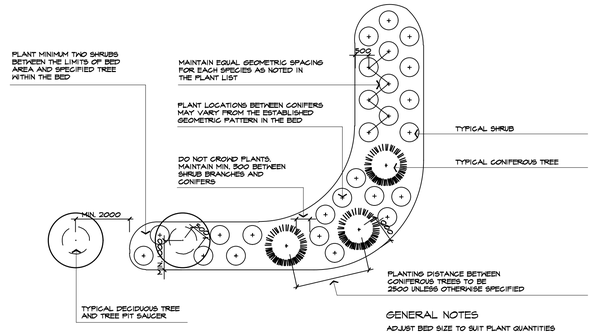
*NOTED SCALE IS APPLICABLE ONLY WHEN PRINTED ON ARCH D (24"x36") SIZE SHEET



6 SHRUB PLANTING DETAIL ON SLOPES

NTS

ABAL P302-040305



GENERAL NOTES

ADJUST BED SIZE TO SUIT PLANT QUANTITIES

ENSURE SOD DOES NOT ENCROACH MINIMUM SETBACK DIMENSIONS

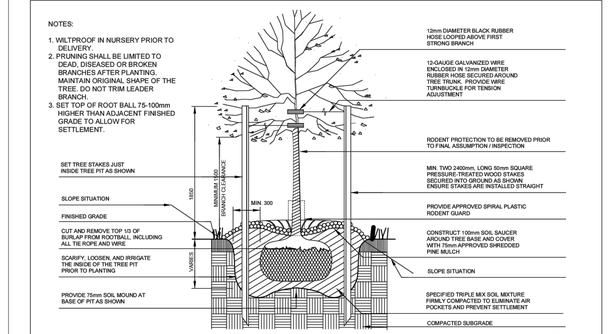
ALL DIMENSIONS ARE GIVEN IN MILLIMETERS

4 TYPICAL PLANTING LAYOUT - LAWN AREA

SYMBOLS REPRESENT INSTALLED PLANT SIZE

NTS

ABAL P402-030305



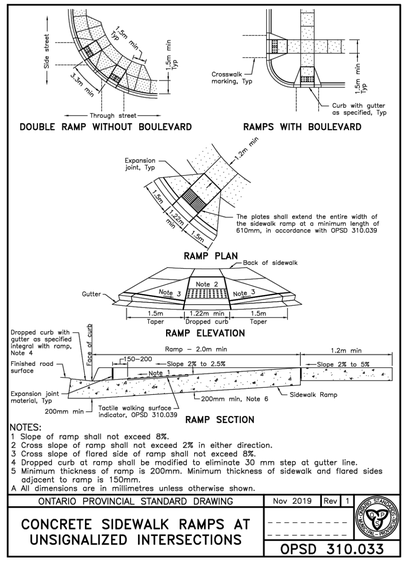
NTS

TOWN OF CALEDON						
DECIDUOUS TREE PLANTING					APP'D: B.B.	DATE: JUNE 08
	2	STANDARD No. 700 NOW 800		JAN 18	DRAWN: abal	SCALE: NTS
	1	STANDARD No. 1100 NOW 700		JUNE 08		
	NO.	REVISION	APR'D	DATE	STANDARD No. 800	

1 DECIDUOUS TREE PLANTING

TOWN OF CALEDON STANDARD DETAIL

NTS



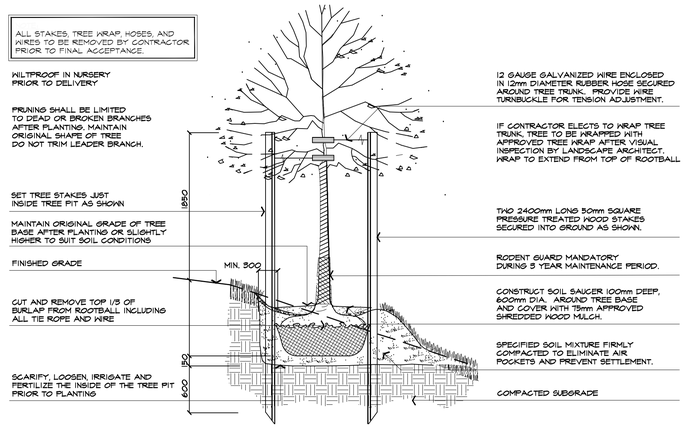
NOTES:
1 Slope of ramp shall not exceed 8%.
2 Cross slope of ramp shall not exceed 2% in either direction.
3 Cross slope of flared side of ramp shall not exceed 8%.
4 Dropped curb at ramp shall be modified to eliminate 30 mm step at gutter line.
5 Minimum thickness of ramp is 200mm. Minimum thickness of sidewalk and flared sides adjacent to ramp is 150mm.
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2019	Rev 1
CONCRETE SIDEWALK RAMPS AT UNSIGNALIZED INTERSECTIONS	- - - - - - - - - -	
	- - - - - - - - - -	
	OPSD 310.033	

7 CONCRETE SIDEWALK RAMP DETAIL

TO BE INSTALLED AS PER DETAIL

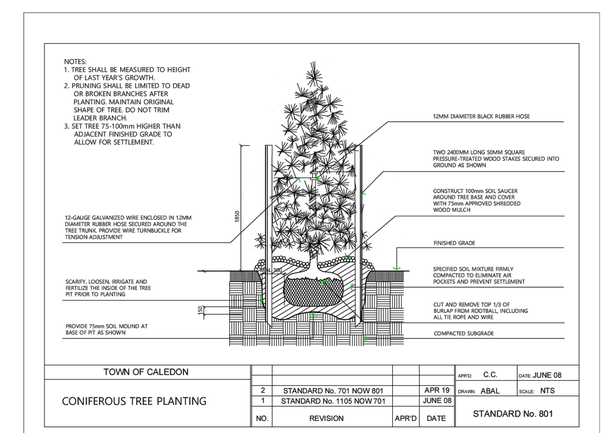
NTS



5 DECIDUOUS TREE PLANTING ON SLOPE DETAIL

NTS

ABAL P303-051027

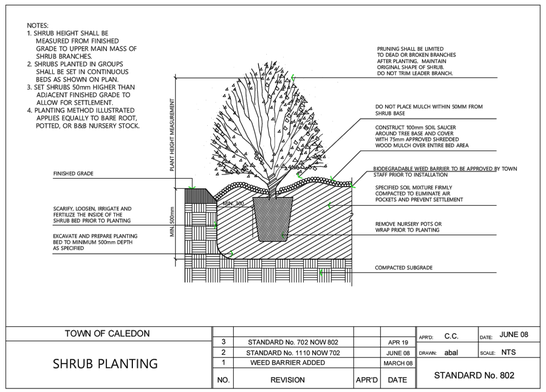


TOWN OF CALEDON						
CONIFEROUS TREE PLANTING					APP'D: C.C.	DATE: JUNE 08
	2	STANDARD No. 701 NOW 801		APR 19	DRAWN: ABAL	SCALE: NTS
	1	STANDARD No. 1105 NOW 701		JUNE 08		
	NO.	REVISION	APR'D	DATE	STANDARD No. 801	

2 CONIFEROUS TREE PLANTING

TOWN OF CALEDON STANDARD DETAIL

NTS



TOWN OF CALEDON						
SHRUB PLANTING					APP'D: C.C.	DATE: JUNE 08
	3	STANDARD No. 702 NOW 802		APR 19	DRAWN: abal	SCALE: NTS
	2	STANDARD No. 1110 NOW 702		JUNE 08		
	1	WEED BARRIER ADDED		MARCH 08		
	NO.	REVISION	APR'D	DATE	STANDARD No. 802	

3 SHRUB PLANTING

TOWN OF CALEDON STANDARD DETAIL

NTS

MASTER PLANT LIST

PROJECT NAME:
PROPOSED PARKING LOT DEVELOPMENT -
(ABAL 3685)

In the event of a discrepancy between the planting plan and the plant list quantities, the planting plan shall govern.

KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	CALIPER	HEIGHT	SPREAD	ROOT	REMARKS	SPACING	WATER EFFICIENT	NATIVE
		DECIDUOUS TREES									
A	2	LIRIODENDRON TULIPIFERA	TULIP TREE	60mm	3500mm	1500mm	W.B.	EQUAL FORM	- - - -	Y	Y
B	8	GLEDITSIA TRIACANTHOS 'SHADEMASTER'	SHADEMASTER HONEY-LOCUST	60mm	3500mm	1500mm	W.B.	EQUAL FORM	- - - -	Y	Y
C	6	CELTIS OCCIDENTALIS	COMMON HACKBERRY	60mm	3500mm	1200mm	W.B.	EQUAL FORM	- - - -	Y	Y
D	4	ACER RUBRUM	RED MAPLE	3x60mm	3500mm	1500mm	W.B.	MULTI-STEM	- - - -	Y	Y
		CONIFEROUS TREES									
E	3	PINUS STROBUS	EASTERN WHITE PINE	- - - -	1500mm	1000mm	W.B.	SPECIMEN	- - - -	Y	Y
		CONIFEROUS SHRUBS									
aa	35	TAXUS CANADENSIS	CANADIAN YEW	- - - -	- - - -	600mm	POTTED	MIN. 15 CANDLES	800mm	Y	Y
		DECIDUOUS SHRUBS									
bb	100	CORNUS SERICEA	RED OSIER DOGWOOD	- - - -	800mm	- - - -	POTTED	MIN. 10 STEMS	800mm	Y	Y
cc	50	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	- - - -	600mm	- - - -	POTTED	MIN. 10 STEMS	800mm	Y	Y
dd	80	DIERVILLA LONICERA	BUSH HONEYSUCKLE	- - - -	800mm	- - - -	POTTED	MIN. 10 STEMS	800mm	Y	Y
ee	100	SPIRAEA ALBA	MEADOWSWEET	- - - -	1250mm	- - - -	POTTED	MIN. 10 STEMS	800mm	Y	Y
		PERENNIALS, GROUND COVERS AND GRASSES									
aaa	30	ECHINACEA ANGUSTIFOLIA	NARROW-LEAF CONEFLOWER	- - - -	- - - -	- - - -	1 gal. POT	MIN. 2 YRS GRTH	400mm	Y	Y
bbb	27	PANICUM VIRGATUM	SWITCH GRASS	- - - -	- - - -	- - - -	1 gal. POT	MIN. 2 YRS GRTH	500mm	Y	Y
ccc	25	CAREX VULPINOIDEA	FOX SEDGE	- - - -	- - - -	- - - -	1 gal. POT	MIN. 2 YRS GRTH	500mm	Y	Y

* TERRASEED MIX:

SEED MIXTURE AS SUPPLIED BY ONTARIO SEED COMPANY (1-800-465-5849) OR APPROVED EQUAL. APPLIED AT THE RATE SHOWN BELOW FOR THE MIX TYPE AND IN ACCORDANCE WITH THE SUPPLIER'S INSTRUCTIONS.

OSC - MTC MIX WITH NURSE CROP

CREEPING RED FESCUE (*Festuca rubra*)	55%
KENTUCKY BLUEGRASS (*Poa pratensis*)	27%
PERENNIAL RYEGRASS (*Lolium perenne*)	15%
WHITE CLOVER (*Trifolium repens*)	3%

SEED RATE: 180kg/ha

NURSE CROP

ANNUAL RYE GRASS
SEED RATE: 22kg/h

no.	date	version	by
2.	FEB 3 2026	ISSUED FOR RESUBMISSION	RD
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project
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drawing
LANDSCAPE DETAILS

date	NOVEMBER 14 , 2023	drawn	RD
scale*	AS SHOWN	file	3685 D1 V2-260203
direction		project no.	3685
		sheet no.	D-1

*NOTED SCALE IS APPLICABLE ONLY WHEN PRINTED ON ARCH D (24"x36") SIZE SHEET

SPECIFICATIONS

GENERAL

THESE SPECIFICATIONS ARE TO BE READ IN CONJUNCTION WITH THE GENERAL CONDITIONS OF THE CONTRACT AS PREPARED BY AND AVAILABLE AT THE OFFICE OF ALEXANDER BUDREVICS & ASSOCIATES LTD.

PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL:

1. FAMILIARIZE HIMSELF WITH THE PLANS, DETAILS, AND SPECIFICATIONS OF THIS PROJECT,
2. VISIT THE SITE TO ASCERTAIN AND TAKE ACCOUNT OF EXISTING CONDITIONS AND ANY DEVIATIONS FROM THE PLANS IN WORK BY OTHERS, AND
3. FINALIZE ALL DESIGN ALTERNATIVES IN CONSULTATION WITH THE LANDSCAPE ARCHITECT.

PRIOR TO EXCAVATING, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES. IN THE EVENT OF A CONFLICT BETWEEN A PROPOSED TREE LOCATION AND AN UNDERGROUND SERVICE, THE EXACT LOCATION OF THE TREE SHALL BE DETERMINED ON SITE BY THE LANDSCAPE ARCHITECT.

THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, REPAIR ANY DAMAGE TO EXISTING UTILITIES, STRUCTURES, FACILITIES, ETC. DONE IN THE PERFORMANCE OF HIS WORK.

ALL SITE WORK SHALL CONFORM TO THE CANADIAN LANDSCAPE STANDARD and CANADIAN NATIONAL MASTER CONSTRUCTION SPECIFICATIONS, A COPY OF WHICH CAN BE OBTAINED FROM CONSTRUCTION SPECIFICATIONS CANADA,
Tel. (416) 777-2198, Fax. (416) 777-219, Email. info@csc-dcc.ca
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BE THOROUGHLY FAMILIAR WITH THESE SPECIFICATIONS AND THEIR IMPLICATIONS FOR THIS PROJECT.

SOFT LANDSCAPING

PLANT MATERIALS

ALL PLANTS SHALL BE INSTALLED TRUE TO SPECIFIED NAMES, SIZES, GRADES, ETC. AND SHALL CONFORM TO THE STANDARDS OF THE CANADIAN NURSERY TRADES ASSOCIATION.

ALL PLANTS SHALL BE NURSERY GROWN.

IN THE EVENT OF A DISCREPANCY IN PLANT QUANTITY BETWEEN THE PLANTING PLAN AND THE PLANT LIST, THE PLANTING PLAN SHALL GOVERN.

THE CONTRACTOR SHALL MAKE PLANTS AVAILABLE FOR INSPECTION BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. MATERIAL NOT CONFORMING TO THE SPECIFICATIONS SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

PLANT SUBSTITUTIONS MUST BE APPROVED IN WRITING BY THE OWNER OR THE LANDSCAPE ARCHITECT PRIOR TO DELIVERY OF THE MATERIAL ON SITE.

THE LANDSCAPE ARCHITECT MAY, UPON COMPLETION OF THE WORK AND NOTWITHSTANDING PRIOR APPROVAL AT SOURCE, REJECT PLANT MATERIAL NOT CONFORMING TO THE SPECIFICATIONS.

THE CONTRACTOR SHALL USE STANDARD INDUSTRY METHODS FOR PLANTING TREES. TREES SHALL BE TURNED TO GIVE THE BEST APPEARANCE; THEY SHALL ALSO BE GUYED AND STAKED IMMEDIATELY AFTER PLANTING AND AS DETAILED ON THE DRAWINGS.

BED PREPARATION

THE CONTRACTOR SHALL BACKFILL TREE PITS AND PLANTING BEDS TO SPECIFIED DEPTHS WITH EITHER PRE-MIXED TOPSOIL (VIZ., "TRIPLE-MIX") OR A MIXTURE COMPRISED OF:

- 6 PARTS SANDY LOAM
- 1 PART FINELY PULVERIZED CANADIAN PEAT MOSS
- 1 PART WELL-ROTTED FARM MANURE, WITH "AGRIFORM" 20-10-5 TABLETS (OR APPROVED EQUAL) ADDED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL CONSTRUCT TREE PITS AND SHRUB BEDS WITH SOIL SAUCERS, MULCH, AND SUBSURFACE DRAINAGE AS DETAILED.

THE CONTRACTOR SHALL CONSTRUCT SHRUB BEDS IN CONTINUOUS FORMS, THE SHAPE OF WHICH SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT AND/OR OWNER. ON SLOPES, SHRUB BEDS SHALL BE FASHIONED TO ALLOW FOR PROPER DRAINAGE.

TOPSOIL & FINE GRADING

THE CONTRACTOR SHALL PLACE 150mm OF RICH TOPSOIL ON APPROVED SUBGRADES. TOPSOIL SHALL BE IMPORTED WHERE REQUIRED. 10-6-4 FERTILIZER SHALL BE APPLIED ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AT A RATE OF 7.32 kg/100m² FOR SODDED AREAS; THE MIXTURE AND RATE OF APPLICATION SHALL BE ADJUSTED FOR SEEDED AREAS.

MINOR GRADE DEFICIENCIES AND IRREGULARITIES SHALL BE ELIMINATED PRIOR TO SODDING.

SODDING

THE CONTRACTOR SHALL SOD ALL AREAS SO INDICATED ON THE DRAWINGS. SOD SHALL BE FRESHLY CUT NO.1 GRADE NURSERY-GROWN TURF 50-75mm THICK.

SOD FOR SUNNY, EXPOSED AREAS SHALL BE 50% KENTUCKY BLUEGRASS AND 50% MERION BLUEGRASS. SOD FOR SHADED AREAS SHALL BE 50% NUGGET KENTUCKY BLUEGRASS AND 50% CREEPING RED FESCUE.

SOD SHALL BE PLACED ON PREPARED TOPSOIL, WITH JOINTS STAGGERED AND SECTIONS ABUTTED TIGHTLY. IMMEDIATELY AFTER LAYING, IRRIGATION SUFFICIENT TO ENSURE MOISTURE PENETRATION TO A DEPTH OF 100mm SHALL BE APPLIED.

SOD SHALL BE MACHINE ROLLED TO ENSURE UNIFORM CONTACT WITH TOPSOIL. SOD ON ALL SLOPES SHALL BE PEGGED WHERE REQUIRED.

TERRASEEDING

THE CONTRACTOR SHALL TERRASEED ALL AREAS WITH SPECIFIED SEED MIXTURES AS NOTED ON DRAWINGS.

DEPENDING ON SLOPE GRADATION, DEPTH OF COMPOSTED SOIL, SEED SHALL BE AS FOLLOWS:

- 0-5% SLOPE: 10-15 mm. DEPTH
- 5-10% SLOPE: 15-20 mm. DEPTH
- 10-25% SLOPE: (4:1) 20-25 mm. DEPTH
- 25-35% SLOPE: (3:1) 25-40 mm. DEPTH
- 35-45% SLOPE: 40-50 mm. DEPTH

THE CONTRACTOR SHALL FERTILIZE AS RECOMMENDED BY SEED SUPPLIER.

WATER AS REQUIRED TO OBTAIN THICK GROWTH. FOLLOW UP OVERSEEDING IS PART OF THIS WORK.

HARD LANDSCAPING

POURED-IN-PLACE CONCRETE WORK

THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL OF FORMWORK PRIOR TO POURING CONCRETE. ALL CONCRETE, STEEL REINFORCING, AND FORMWORK SHALL BE AS DETAILED AND SPECIFIED ON THE DRAWINGS.

THE STYLE, COLOUR, AND FINISH OF CONCRETE ELEMENTS SHALL BE APPROVED BY THE OWNER AND/OR LANDSCAPE ARCHITECT PRIOR TO THE COMMENCEMENT OF CONCRETE WORK.

ALL STRUCTURAL CONCRETE WORK SHALL CONFORM TO LOCAL BUILDING CODES AND REGULATIONS.

BRICKWORK, STONEWORK & CONCRETE UNIT PAVING

WHERE APPLICABLE, THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT OF ALL STRUCTURAL CONCRETE WORK BEFORE COMMENCING BRICKWORK, STONEWORK OR PAVING WORK.

ALL BRICKWORK, STONEWORK, AND CONCRETE UNIT PAVING SHALL BE AS DETAILED AND SPECIFIED ON THE DRAWINGS, UNLESS THE LANDSCAPE ARCHITECT AND/OR THE OWNER APPROVE SUBSTITUTIONS IN WRITING.

PRIOR TO STARTING THIS PORTION OF WORK, THE CONTRACTOR SHALL SUBMIT SAMPLES OF ALL PROPOSED BRICKWORK, STONEWORK, AND CONCRETE UNIT PAVERS FOR APPROVAL BY THE LANDSCAPE ARCHITECT AND/OR THE OWNER WITH RESPECT TO STYLE, COLOUR, AND FINISH. THE CONTRACTOR MAY ALSO BE ASKED TO SUBMIT SAMPLES OF ALTERNATIVES TO THE MATERIALS SPECIFIED ON THE DRAWINGS.

ALL BRICKWORK, STONEWORK, AND CONCRETE UNIT PAVING SHALL CONFORM TO LOCAL BUILDING CODES AND OTHER MUNICIPAL REQUIREMENTS.

MAINTENANCE

THE CONTRACTOR SHALL MAINTAIN ALL LANDSCAPED AREAS FOR A PERIOD OF FOUR (4) GROWING MONTHS FROM THE DATE OF SUBSTANTIAL COMPLETION.

MAINTENANCE SHALL INCLUDE:

- PROPER IRRIGATION TO ENSURE OPTIMUM GROWTH OF TREES, SHRUBS, AND SOD
- GRASS MOWING TO MAINTAIN AN APPROXIMATE HEIGHT OF 50mm
- THE CULTIVATION AND WEEDING OF TREE PITS AND PLANTING BEDS
- INSECT AND DISEASE CONTROL

AT THE END OF THE SPECIFIED MAINTENANCE PERIOD, PROVIDED ALL PLANT MATERIAL IS ALIVE AND IN A HEALTHY GROWING CONDITION, THE OWNER WILL ASSUME THE RESPONSIBILITY OF MAINTAINING THE LANDSCAPE WORK.

PERFORMANCE ACCEPTANCE (SUBSTANTIAL COMPLETION)

WRITTEN NOTICE OF PERFORMANCE ACCEPTANCE BY THE LANDSCAPE ARCHITECT FOR SUBSTANTIAL COMPLETION OF THE PROJECT LANDSCAPE WORKS SHALL MARK THE START OF THE GUARANTEE PERIOD.

SHOULD LOCAL LAW REQUIRE MUNICIPAL ACCEPTANCE, THE LANDSCAPE ARCHITECT WILL SUBMIT THE SUBSTANTIAL COMPLETION CERTIFICATE TO THE MUNICIPALITY SO THAT THEY MAY PROCEED TO INSPECT THE WORK, ISSUE THEIR PERFORMANCE ACCEPTANCE CERTIFICATE, AND REDUCE THE AMOUNT OF SECURITIES.

GUARANTEE

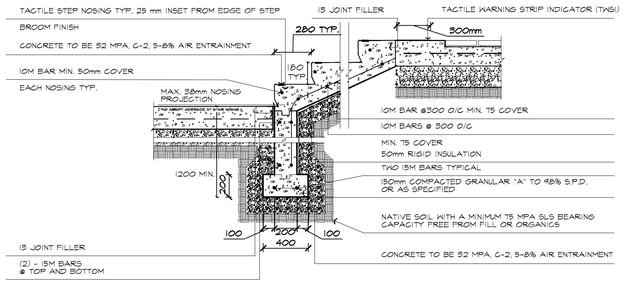
ALL PLANT MATERIAL SHALL BE GUARANTEED FOR ONE (1) YEAR FROM THE DATE ON THE PERFORMANCE ACCEPTANCE CERTIFICATE ISSUED BY THE LANDSCAPE ARCHITECT. PLANTS THAT EXPIRE OR OTHERWISE FAIL TO THRIVE DURING THE GUARANTEE PERIOD SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

SIMILARLY, ALL OTHER LANDSCAPE WORK PERFORMED UNDER THIS CONTRACT SHALL BE FULLY GUARANTEED FOR ONE (1) YEAR FROM THE DATE OF PERFORMANCE. ACCEPTANCE BY THE LANDSCAPE ARCHITECT.

FINAL ACCEPTANCE

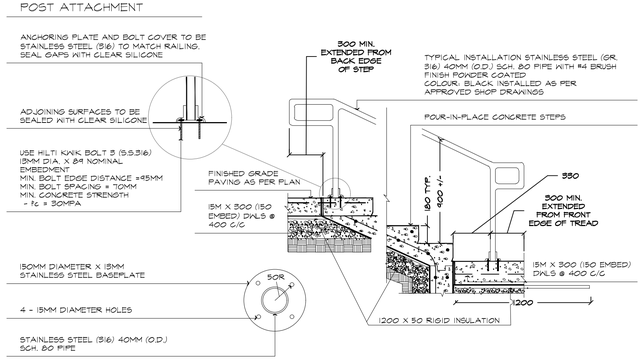
ALL WORK SHALL BE INSPECTED AT THE END OF THE GUARANTEE PERIOD BY THE LANDSCAPE ARCHITECT. ANY DEFICIENCIES SHALL BE RECTIFIED BY THE CONTRACTOR TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT AND THE OWNER. THE LANDSCAPE ARCHITECT WILL THEN ISSUE A FINAL ACCEPTANCE CERTIFICATE.

SHOULD LOCAL LAW REQUIRE MUNICIPAL ACCEPTANCE, THE LANDSCAPE ARCHITECT WILL SUBMIT THE FINAL ACCEPTANCE CERTIFICATE TO THE MUNICIPALITY SO THAT THEY MAY PROCEED TO INSPECT THE WORK, GIVE FINAL APPROVAL, AND RELEASE ALL OUTSTANDING LANDSCAPE SECURITIES.



5 CONCRETE STEPS DETAIL — SCALE 1:25
TYPICAL INSTALLATION — ABAL ST01X-240129

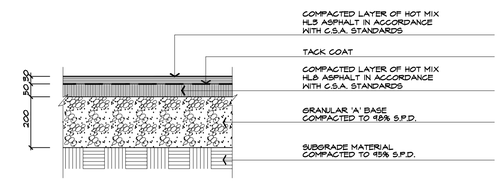
POST ATTACHMENT



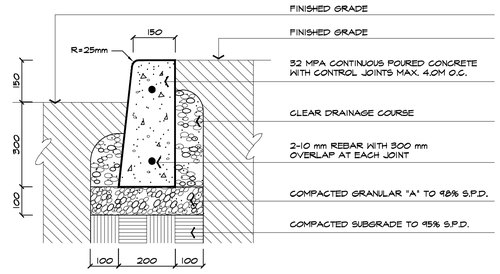
NOTE: ALL WELDING FOR RAILING TO BE 6MM FILLET WELD ALL AROUND.

6 HANDRAIL DETAIL — SCALE 1:25
HAND RAILING TO MEET CURRENT OBC STANDARDS AND CITY OF TORONTO AODA REQUIREMENTS — ABAL ST40IX-240129
QUANTITY AS SHOWN ON LANDSCAPE PLANS
OR APPROVED EQUAL
CONTRACTOR TO PROVIDE SITE SPECIFIC SHOP DRAWINGS

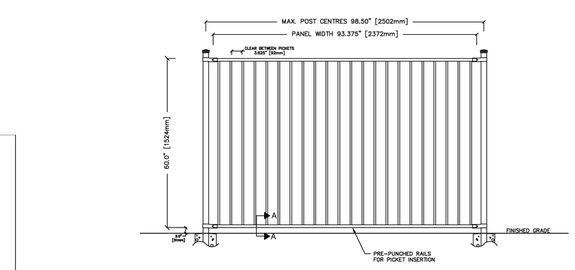
GENERAL NOTE
EXCAVATE TO MINIMUM 250mm DEPTH AS REQUIRED BY SITE CONDITIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENTS OF ANY UNSUITABLE SUBGRADE MATERIAL SUCH AS TOPSOIL OR SOFT ORGANIC MATTER WITH CLEAN FILL AS APPROVED BY LANDSCAPE ARCHITECT.



1 ASPHALT PAVING DETAIL — NTS
TYPICAL INSTALLATION — ABAL HS01-140412



2 CONCRETE CURB DETAIL — NTS
ABAL HI01-140815



SPECIFICATIONS:

POSTS, RAILS & PICKETS:	EXTRUDED MARINE ALUMINUM 6061-T6 PRIME ALUMINUM, NORTH AMERICAN PRODUCED
FINISH:	SEVEN STAGE ARCHITECTURALLY CERTIFIED PRETREATMENT AS PER AAMA 2604. SUPER DURABLE ELECTROSTATICALLY APPLIED POWDER COAT – MIN THICKNESS 2.5 mils
POSTS:	51mm x 51mm (2"x2"). .125 WALL STANDARD (.188 WALL AVAILABLE)
POST FLANGES:	76mm x 152mm x 9.5mm (3"x6"x⅜") OPTION: 127mm x 127mm x 5mm (5"x5"x⅜") DECO PLATE
POST CAPS:	PYRAMID, BALL, SPIRE OR ACORN
RAILS:	25mm x 25mm (1" x 1"). .125 WALL (top and bottom) .180 WALL (sidewall)
PICKETS:	16mm x 16mm (⅝" x ⅝"). .080 WALL
WELDS:	ALUMINUM – FULL TACK BOTH SIDES OF PICKET

STANDARD PANEL HEIGHTS:

762mm	(30")
914mm	(36")
1067mm	(42")
1219mm	(48")
1524mm	(60") SHOWN
1829mm	(72")

STANDARD PANEL WIDTH:

2372mm (93 ⅜") (PANELS MAY BE CUT TO SUIT)

SECTION A–A: .125WALL, .180WALL, RAIL

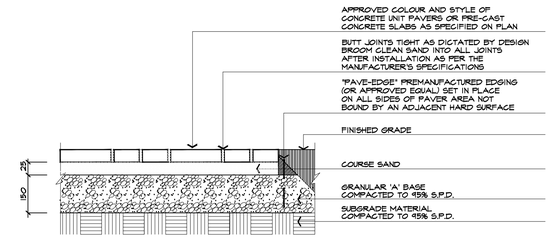
COLOUR:	STANDARD COLOURS ARE BLACK, SEMI-BLACK BROWN, GREEN, WHITE AND FOREST GREEN (CUSTOM COLOURS AVAILABLE UPON REQUEST)
WARRANTY:	20 YEAR LIMITED
NOTE:	TAMPER PROOF NUT AVAILABLE FOR BRACKETS

COMMENTS:
IRON EAGLE PRODUCTS
TITLE: IRON EAGLE I ALUMINUM SERIES STYLE 2040
DRAWING No. A2040
CHK'D
DATE: JAN 12, 2018

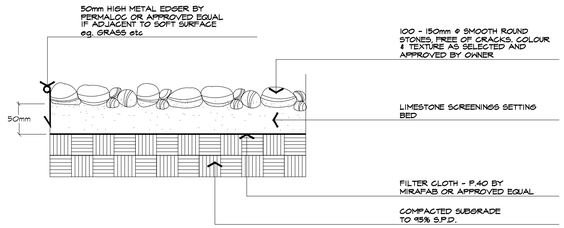
7 DECORATIVE METAL FENCE DETAIL — NTS

MANUFACTURER:	IRON EAGLE
PRODUCT:	IRON EAGLE I 2040
HEIGHT:	1219mm HIGH
POST CAP:	PYRAMID

*OR APPROVED SUBSTITUTE



3 CONCRETE UNIT PAVER DETAIL — NTS
TYPICAL INSTALLATION — ABAL HS01-070615



4 BEACHSTONES DETAIL — NTS
ABAL HS01-150518

GENERAL NOTES - LANDSCAPING

NOTE 1
DEPICTED ON THIS PLAN ARE THE SPECIES AND THE APPROXIMATE LOCATION OF STREET TREE. ONCE DRIVEWAYS, UTILITIES AND LIGHT STANDARDS HAVE BEEN INSTALLED, THE EXACT LOCATION OF STREET TREES WILL BE DETERMINED ON SITE BY THE LANDSCAPE CONSULTANT AND APPROVED BY THE MUNICIPALITY PRIOR TO PLANTING.

NOTE 2
MINIMUM CLEARANCES FOR STREET TREES (WHEN TREES ARE PLANTED 1.5M FROM THE CURB):

- 2M FROM WATER HYDRANTS
- 2M FROM DRIVEWAYS
- 2M FROM NEIGHBOURHOOD MAILBOXES
- 3M FROM HYDRO TRANSFORMERS
- 5M FROM STREETLIGHTS
- 15M MINIMUM FROM STREET LINE (STREET INTERSECTION AS MEASURED FROM BACK OF CURB) AND BEHIND THE DAYLIGHT TRIANGLE AS PER THE GEOMETRIC DESIGN STANDARDS FOR ONTARIO HIGHWAYS
- 18M FROM FACE OF ALL WARNING AND REGULATORY SIGNS

NOTE 3
THE TREE PITS AND PLANTING BEDS FOR ALL TREES AND SHRUBS LOCATED WITHIN 1 METRE OF UNDERGROUND UTILITIES ARE TO BE HAND DUG.

TOWN OF CALEDON

GENERAL LANDSCAPING NOTES

NO.	REVISION	APR'D	DATE
2	TEXT REVISION, STD103 NOW 700		JAN 18
1	STANDARD No. 130 NOW 103		JUNE 08

APR'D: C.C. DATE: APRIL 2000
DRAWN: BJM SCALE: NTS
STANDARD No. 700

no.	date	version	by
2.	FEB 3 2026	ISSUED FOR RESUBMISSION	RD
1.	FEB 16 2024	ISSUED FOR OPA/ZBA SUBMISSION	RD/SO

ASSOCIATION OF LANDSCAPE ARCHITECTS ONTARIO — CHRIS A. KALYVIS — OALA MEMBER

ALEXANDER BUDREVICS & ASSOCIATES LIMITED LANDSCAPE ARCHITECTS
895 Don Mills Road, Second Tower, Suite 212
Toronto, Ontario, Canada, M3C 1W3
416.444.5201
www.budrevics.com

project
PROPOSED PARKING LOT DEVELOPMENT
PART OF BLOCK 3, REGISTERED PLAN 43M-2065
14 STATION ROAD
CALEDON, ONTARIO
KING STATION DEVELOPMENTS

drawing
LANDSCAPE DETAILS & SPECIFICATIONS

date: NOVEMBER 14 , 2023	drawn: RD
scale*: AS SHOWN	file: 3685 D2 V2-260203
direction	project no.: 3685
	sheet no.: D-2

*NOTED SCALE IS APPLICABLE ONLY WHEN PRINTED ON ARCH D (24"x36") SIZE SHEET

Spectrum

Turning Movement Count
Location Name: KING ST & STATION RD
Date: Wed, May 10, 2023 Deployment Lead: Walter Fugaj

Turning Movement Count (103 . KING ST & STATION RD) CustID: 00902807 MioID:

Start Time	Southbound DEER VALLEY DR						Westbound KING ST						Northbound STATION RD						Eastbound KING ST						Int. Total (15 min)	Int. Total (1 hr)
	Left N:E	Thru N:S	Right N:W	UTurn N:N	Peds N:	Approach Total	Left E:S	Thru E:W	Right E:N	UTurn E:E	Peds E:	Approach Total	Left S:W	Thru S:N	Right S:E	UTurn S:S	Peds S:	Approach Total	Left W:N	Thru W:E	Right W:S	UTurn W:W	Peds W:	Approach Total		
07:00:00	3	1	5	0	1	9	5	63	0	0	2	68	4	0	11	0	0	15	0	71	4	0	0	75	167	
07:15:00	5	2	5	0	1	12	3	78	1	0	7	82	2	0	13	0	0	15	2	58	3	0	0	63	172	
07:30:00	5	3	6	0	0	14	7	87	3	0	5	97	0	2	13	0	0	15	3	68	1	0	0	72	198	
07:45:00	2	4	7	0	0	13	6	67	1	0	5	74	1	2	13	0	0	16	1	71	2	0	0	74	177	714
08:00:00	4	5	5	0	0	14	4	90	5	0	4	99	2	0	17	0	0	19	1	110	1	0	0	112	244	791
08:15:00	6	0	8	0	0	14	10	87	7	0	0	104	2	0	8	0	0	10	4	97	7	0	0	108	236	855
08:30:00	6	5	4	0	4	15	9	103	1	0	0	113	0	4	8	0	0	12	3	88	1	0	0	92	232	889
08:45:00	1	5	8	0	2	14	8	72	3	0	0	83	2	0	6	0	0	8	0	66	0	0	0	66	171	883
BREAK																										
11:00:00	2	1	5	0	3	8	4	44	6	0	1	54	2	4	8	0	0	14	1	50	1	0	0	52	128	
11:15:00	3	4	2	0	1	9	10	53	3	0	4	66	1	2	4	0	0	7	0	46	1	0	0	47	129	
11:30:00	5	6	5	0	1	16	8	41	4	0	3	53	1	4	5	0	0	10	3	45	1	0	0	49	128	
11:45:00	5	6	3	0	0	14	6	37	4	0	1	47	3	3	7	0	0	13	2	38	1	0	0	41	115	500
12:00:00	4	2	3	0	1	9	4	43	2	0	3	49	1	4	13	0	0	18	3	51	0	0	0	54	130	502
12:15:00	2	2	2	0	1	6	7	50	3	0	3	60	0	4	13	0	0	17	5	59	1	0	0	65	148	521
12:30:00	5	3	4	0	1	12	8	55	1	0	2	64	1	2	6	0	0	9	3	48	0	0	0	51	136	529
12:45:00	2	6	4	0	1	12	6	60	4	0	10	71	2	5	5	0	0	12	4	53	0	0	0	57	152	566
13:00:00	6	4	4	0	0	14	5	50	4	0	2	59	2	6	8	0	0	16	3	49	2	0	0	54	143	579
13:15:00	1	3	0	0	0	4	1	50	4	0	3	55	2	3	4	0	0	9	1	41	1	0	0	43	111	542
13:30:00	3	3	5	0	0	11	8	44	3	0	4	55	2	2	3	0	0	7	3	55	2	0	0	60	133	539
13:45:00	1	3	2	0	0	6	5	53	4	0	7	62	1	5	17	0	2	23	1	48	0	0	0	49	140	527
BREAK																										
15:00:00	3	6	7	0	6	16	14	88	7	0	11	109	6	5	15	0	0	26	4	108	5	0	0	117	268	
15:15:00	1	2	1	0	1	4	21	104	0	0	2	125	3	8	13	0	0	24	2	70	2	0	0	74	227	
15:30:00	4	4	6	0	0	14	9	64	6	0	7	79	7	9	4	0	0	20	4	91	2	0	0	97	210	
15:45:00	5	6	4	0	4	15	12	77	8	0	5	97	3	5	10	0	0	18	11	93	3	0	0	107	237	942
16:00:00	2	6	7	0	0	15	14	89	5	0	3	108	8	8	8	0	0	24	11	86	1	0	0	98	245	919
16:15:00	3	3	10	0	2	16	10	76	1	0	0	87	1	7	9	0	0	17	9	96	2	0	0	107	227	919
16:30:00	2	3	3	0	2	8	5	73	6	0	2	84	6	6	9	0	0	21	4	89	9	0	0	102	215	924
16:45:00	2	4	2	0	0	8	10	82	7	0	2	99	3	9	12	0	0	24	2	100	3	0	0	105	236	923
17:00:00	6	1	4	0	6	11	9	98	5	0	5	112	6	10	9	0	0	25	1	111	0	0	0	112	260	938
17:15:00	1	9	4	0	2	14	12	112	3	0	3	127	4	2	9	0	0	15	11	108	6	0	0	125	281	992
17:30:00	6	0	1	0	1	7	15	88	5	0	2	108	5	10	14	0	0	29	6	92	1	0	0	99	243	1020
17:45:00	3	5	3	0	3	11	15	87	9	0	4	111	7	8	10	0	0	25	7	87	0	0	0	94	241	1025
Grand Total	109	117	139	0	44	365	270	2265	125	0	113	2661	90	139	304	0	2	533	115	2343	63	0	0	2521	**6080**	-
Approach%	29.9%	32.1%	38.1%	0%		-	10.1%	85.1%	4.7%	0%		-	16.9%	26.1%	57%	0%		-	4.6%	92.9%	2.5%	0%		-	**-**	-
Totals %	1.8%	1.9%	2.3%	0%		6%	4.4%	37.3%	2.1%	0%		43.8%	1.5%	2.3%	5%	0%		8.8%	1.9%	38.5%	1%	0%		41.5%	**-**	-
Heavy	3	0	8	0		-	7	43	4	0		-	3	2	10	0		-	6	39	4	0		-	**-**	-
Heavy %	2.8%	0%	5.8%	0%		-	2.6%	1.9%	3.2%	0%		-	3.3%	1.4%	3.3%	0%		-	5.2%	1.7%	6.3%	0%		-	**-**	-
Bicycles	0	1	2	0		-	0	0	0	0		-	1	2	1	0		-	1	2	2	0		-	**-**	-
Bicycle %	0%	0.9%	1.4%	0%		-	0%	0%	0%	0%		-	1.1%	1.4%	0.3%	0%		-	0.9%	0.1%	3.2%	0%		-	**-**	-

Spectrum

Turning Movement Count
Location Name: KING ST & STATION RD
Date: Wed, May 10, 2023 Deployment Lead: Walter Fugaj

Peak Hour: 07:45 AM - 08:45 AM Weather: Scattered Clouds (6.08 °C)

Start Time	Southbound DEER VALLEY DR						Westbound KING ST						Northbound STATION RD						Eastbound KING ST						Int. Total (15 min)
	Left	Thru	Right	UTurn	Peds	Approach Total	Left	Thru	Right	UTurn	Peds	Approach Total	Left	Thru	Right	UTurn	Peds	Approach Total	Left	Thru	Right	UTurn	Peds	Approach Total	
07:45:00	2	4	7	0	0	13	6	67	1	0	5	74	1	2	13	0	0	16	1	71	2	0	0	74	177
08:00:00	4	5	5	0	0	14	4	90	5	0	4	99	2	0	17	0	0	19	1	110	1	0	0	112	244
08:15:00	6	0	8	0	0	14	10	87	7	0	0	104	2	0	8	0	0	10	4	97	7	0	0	108	236
08:30:00	6	5	4	0	4	15	9	103	1	0	0	113	0	4	8	0	0	12	3	88	1	0	0	92	232
Grand Total	18	14	24	0	4	56	29	347	14	0	9	390	5	6	46	0	0	57	9	366	11	0	0	386	**889**
Approach%	32.1%	25%	42.9%	0%		-	7.4%	89%	3.6%	0%		-	8.8%	10.5%	80.7%	0%		-	2.3%	94.8%	2.8%	0%		-	**-**
Totals %	2%	1.6%	2.7%	0%		6.3%	3.3%	39%	1.6%	0%		43.9%	0.6%	0.7%	5.2%	0%		6.4%	1%	41.2%	1.2%	0%		43.4%	**-**
PHF	0.75	0.7	0.75	0		0.93	0.73	0.84	0.5	0		0.86	0.63	0.38	0.68	0		0.75	0.56	0.83	0.39	0		0.86	**-**
Heavy	2	0	2	0		4	3	12	3	0		18	1	1	6	0		8	1	20	4	0		25	**-**
Heavy %	11.1%	0%	8.3%	0%		7.1%	10.3%	3.5%	21.4%	0%		4.6%	20%	16.7%	13%	0%		14%	11.1%	5.5%	36.4%	0%		6.5%	**-**
Lights	16	14	22	0		52	26	335	11	0		372	4	5	40	0		49	8	346	7	0		361	**-**
Lights %	88.9%	100%	91.7%	0%		92.9%	89.7%	96.5%	78.6%	0%		95.4%	80%	83.3%	87%	0%		86%	88.9%	94.5%	63.6%	0%		93.5%	**-**
Single-Unit Trucks	1	0	0	0		1	1	3	0	0		4	1	1	1	0		3	0	3	2	0		5	**-**
Single-Unit Trucks %	5.6%	0%	0%	0%		1.8%	3.4%	0.9%	0%	0%		1%	20%	16.7%	2.2%	0%		5.3%	0%	0.8%	18.2%	0%		1.3%	**-**
Buses	1	0	2	0		3	2	9	3	0		14	0	0	5	0		5	1	16	2	0		19	**-**
Buses %	5.6%	0%	8.3%	0%		5.4%	6.9%	2.6%	21.4%	0%		3.6%	0%	0%	10.9%	0%		8.8%	11.1%	4.4%	18.2%	0%		4.9%	**-**
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0.3%	0%	0%		0.3%	**-**
Pedestrians	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	0	-	**-**
Pedestrians%	-	-	-	-	30.8%		-	-	-	-	69.2%		-	-	-	-	0%		-	-	-	-	0%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

Spectrum

Turning Movement Count
Location Name: KING ST & STATION RD
Date: Wed, May 10, 2023 Deployment Lead: Walter Fugaj

Peak Hour: 12:15 PM - 01:15 PM Weather: Haze (17.71 °C)

Start Time	Southbound DEER VALLEY DR						Westbound KING ST						Northbound STATION RD						Eastbound KING ST						Int. Total (15 min)
	Left	Thru	Right	UTurn	Peds	Approach Total	Left	Thru	Right	UTurn	Peds	Approach Total	Left	Thru	Right	UTurn	Peds	Approach Total	Left	Thru	Right	UTurn	Peds	Approach Total	
12:15:00	2	2	2	0	1	6	7	50	3	0	3	60	0	4	13	0	0	17	5	59	1	0	0	65	148
12:30:00	5	3	4	0	1	12	8	55	1	0	2	64	1	2	6	0	0	9	3	48	0	0	0	51	136
12:45:00	2	6	4	0	1	12	6	60	4	0	10	71	2	5	5	0	0	12	4	53	0	0	0	57	152
13:00:00	6	4	4	0	0	14	5	50	4	0	2	59	2	6	8	0	0	16	3	49	2	0	0	54	143
Grand Total	15	15	14	0	3	44	26	215	12	0	18	254	5	17	32	0	0	54	15	209	3	0	0	227	**579**
Approach%	34.1%	34.1%	31.8%	0%		-	10.2%	84.6%	4.7%	0%		-	9.3%	31.5%	59.3%	0%		-	6.6%	92.1%	1.3%	0%		-	**-**
Totals %	2.6%	2.6%	2.4%	0%		7.6%	4.5%	37.1%	2.1%	0%		43.9%	0.9%	2.9%	5.5%	0%		9.3%	2.6%	36.1%	0.5%	0%		39.2%	**-**
PHF	0.63	0.63	0.88	0		0.79	0.81	0.9	0.75	0		0.89	0.63	0.71	0.62	0		0.79	0.75	0.89	0.38	0		0.87	**-**
Heavy	0	0	0	0		0	0	1	0	0		2	0	0	0	0		0	0	1	0	0		1	**-**
Heavy %	0%	0%	0%	0%		0%	0%	0.5%	0%	0%		0.8%	0%	0%	0%	0%		0%	0%	0.5%	0%	0%		0.4%	**-**
Lights	15	15	14	0		44	26	214	12	0		252	5	17	32	0		54	15	208	3	0		226	**-**
Lights %	100%	100%	100%	0%		100%	100%	99.5%	100%	0%		99.2%	100%	100%	100%	0%		100%	100%	99.5%	100%	0%		99.6%	**-**
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	**-**
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0.5%	0%	0%		0.4%	**-**
Buses	0	0	0	0		0	0	1	0	0		2	0	0	0	0		0	0	0	0	0		0	**-**
Buses %	0%	0%	0%	0%		0%	0%	0.5%	0%	0%		0.8%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	**-**
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	3	-	-	-	-	-	13	-	-	-	-	-	0	-	-	-	-	-	0	-	**-**
Pedestrians%	-	-	-	-	15%		-	-	-	-	65%		-	-	-	-	0%		-	-	-	-	0%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	20%		-	-	-	-	0%		-	-	-	-	0%		**-**
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

Spectrum

Turning Movement Count
Location Name: KING ST & STATION RD
Date: Wed, May 10, 2023 Deployment Lead: Walter Fugaj

Peak Hour: 05:00 PM - 06:00 PM Weather: Broken Clouds (20.32 °C)

Start Time	Southbound DEER VALLEY DR						Westbound KING ST						Northbound STATION RD						Eastbound KING ST						Int. Total (15 min)
	Left	Thru	Right	UTurn	Peds	Approach Total	Left	Thru	Right	UTurn	Peds	Approach Total	Left	Thru	Right	UTurn	Peds	Approach Total	Left	Thru	Right	UTurn	Peds	Approach Total	
17:00:00	6	1	4	0	6	11	9	98	5	0	5	112	6	10	9	0	0	25	1	111	0	0	0	112	260
17:15:00	1	9	4	0	2	14	12	112	3	0	3	127	4	2	9	0	0	15	11	108	6	0	0	125	281
17:30:00	6	0	1	0	1	7	15	88	5	0	2	108	5	10	14	0	0	29	6	92	1	0	0	99	243
17:45:00	3	5	3	0	3	11	15	87	9	0	4	111	7	8	10	0	0	25	7	87	0	0	0	94	241
Grand Total	16	15	12	0	12	43	51	385	22	0	14	458	22	30	42	0	0	94	25	398	7	0	0	430	**1025**
Approach%	37.2%	34.9%	27.9%	0%		-	11.1%	84.1%	4.8%	0%		-	23.4%	31.9%	44.7%	0%		-	5.8%	92.6%	1.6%	0%		-	**-**
Totals %	1.6%	1.5%	1.2%	0%		4.2%	5%	37.6%	2.1%	0%		44.7%	2.1%	2.9%	4.1%	0%		9.2%	2.4%	38.8%	0.7%	0%		42%	**-**
PHF	0.67	0.42	0.75	0		0.77	0.85	0.86	0.61	0		0.9	0.79	0.75	0.75	0		0.81	0.57	0.9	0.29	0		0.86	**-**
Heavy	0	0	0	0		0	0	2	0	0		2	0	0	0	0		0	0	2	0	0		2	**-**
Heavy %	0%	0%	0%	0%		0%	0%	0.5%	0%	0%		0.4%	0%	0%	0%	0%		0%	0%	0.5%	0%	0%		0.5%	**-**
Lights	16	15	12	0		43	51	383	22	0		456	22	30	42	0		94	25	396	7	0		428	**-**
Lights %	100%	100%	100%	0%		100%	100%	99.5%	100%	0%		99.6%	100%	100%	100%	0%		100%	100%	99.5%	100%	0%		99.5%	**-**
Single-Unit Trucks	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	0	1	0	0		1	**-**
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0.3%	0%	0%		0.2%	0%	0%	0%	0%		0%	0%	0.3%	0%	0%		0.2%	**-**
Buses	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	0	1	0	0		1	**-**
Buses %	0%	0%	0%	0%		0%	0%	0.3%	0%	0%		0.2%	0%	0%	0%	0%		0%	0%	0.3%	0%	0%		0.2%	**-**
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	12	-	-	-	-	-	14	-	-	-	-	-	0	-	-	-	-	-	0	-	**-**
Pedestrians%	-	-	-	-	46.2%		-	-	-	-	53.8%		-	-	-	-	0%		-	-	-	-	0%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

Spectrum

Turning Movement Count
Location Name: KING ST & STATION RD
Date: Wed, May 10, 2023 Deployment Lead: Walter Fugaj

Peak Hour: 07:45 AM - 08:45 AM Weather: Scattered Clouds (6.08 °C)

	Bicycles on Crosswalk	Pedestrians
N	0	4
S	0	0
E	0	9
W	0	0

Spectrum

Turning Movement Count
Location Name: KING ST & STATION RD
Date: Wed, May 10, 2023 Deployment Lead: Walter Fugaj

Peak Hour: 12:15 PM - 01:15 PM **Weather: Haze (17.71 °C)**

	Bicycles on Crosswalk	Pedestrians
N	0	3
S	0	0
E	4	13
W	0	0

Spectrum

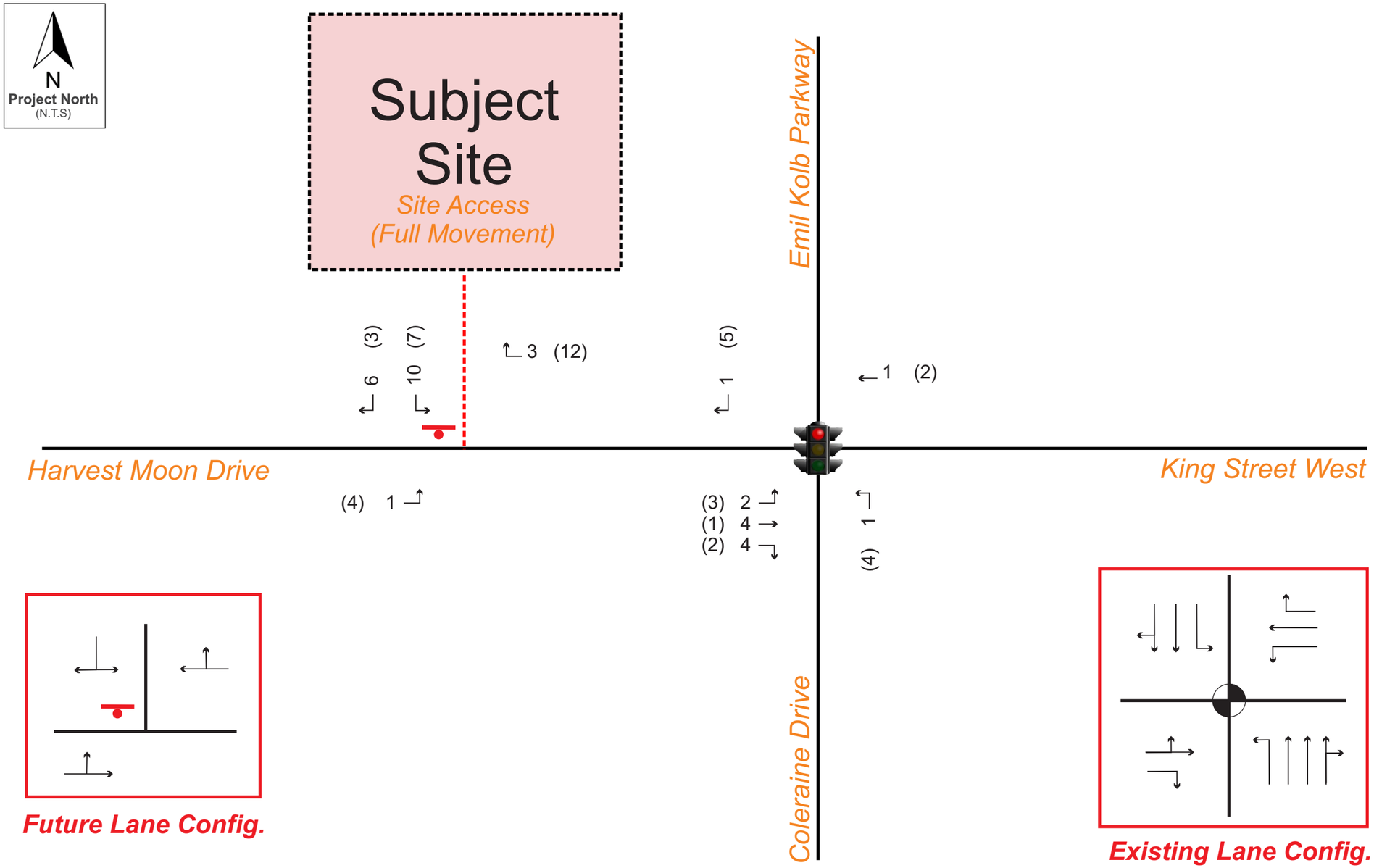
Turning Movement Count
Location Name: KING ST & STATION RD
Date: Wed, May 10, 2023 Deployment Lead: Walter Fugaj

Peak Hour: 05:00 PM - 06:00 PM Weather: Broken Clouds (20.32 °C)

	Bicycles on Crosswalk	Pedestrians
N	0	12
S	0	0
E	0	14
W	0	0

Appendix C – Background Development Traffic Volumes

Figure 4-1 - Site Traffic Volumes



232-240 King Street

AM

Land Use	Multifamily Housing (Low-Rise)		
Total	60	Dwelling Units	
Land Use	221	Peak Hour of Adjacent Street Traffic 7-9AM	
Eqn	T(X)=0.31X+22.85		
In	24%	Avg.Rate	0.40
Out	76%		
Non-auto	0%	TTS	
Int Cap	0%	0	
Passby	0%	0	

ITE	In	Out	Total	Eqn	Avg. Rate
Gross	10	31	41	41	24
Gross Rt	0.17	0.52	0.69		
Non-auto	0	0	0		
Int Cap					
Passby	0	0	0		
New Trip	***10***	***31***	***41***		
New Rt	***0.17***	***0.52***	***0.69***		

PM

Land Use	Multifamily Housing (Low-Rise)		
Total	60	Dwelling Units	
Land Use	221	Peak Hour of Adjacent Street Traffic 4-6PM	
Eqn	T(X)=0.43X+20.55	ITE pg	
In	63%	Avg.Rate	0.51
Out	37%		
Non-auto	0%	TTS	
Int Cap	0%	0	
Passby	0%	0	

ITE	In	Out	Total	Eqn	Avg. Rate
Gross	29	17	46	46	31
Gross Rt	0.48	0.29	0.77		
Non-auto	0	0	0		
Int Cap					
Passby	0	0	0		
New Trip	***29***	***17***	***46***		
New Rt	***0.48***	***0.29***	***0.77***		

67 Station Road

AM

Land Use	Single Family Attached Housing		
Total	6	Dwelling Units	
Land Use	215	Peak Hour of Adjacent Street Traffic 7-9AM	
Eqn	T(X)=0.52X-5.7		
In	31%	Avg.Rate	0.48
Out	69%		
Non-auto	0%	TTS	
Int Cap	0%	0	
Passby	0%	0	

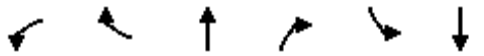
ITE	In	Out	Total	Eqn	Avg. Rate
Gross	1	2	3	-3	3
Gross Rt	0.17	0.33	0.50		
Non-auto	0	0	0		
Int Cap					
Passby	0	0	0		
New Trip	***1***	***2***	***3***		
New Rt	***0.17***	***0.33***	***0.50***		

PM

Land Use	Single Family Attached Housing		
Total	6	Dwelling Units	
Land Use	215	Peak Hour of Adjacent Street Traffic 4-6PM	
Eqn	T(X)=0.6X-3.93		
In	57%	Avg.Rate	0.57
Out	43%		
Non-auto	0%	TTS	
Int Cap	0%	0	
Passby	0%	0	

ITE	In	Out	Total	Eqn	Avg. Rate
Gross	2	1	3	0	3
Gross Rt	0.33	0.17	0.50		
Non-auto	0	0	0		
Int Cap					
Passby	0	0	0		
New Trip	***2***	***1***	***3***		
New Rt	***0.33***	***0.17***	***0.50***		

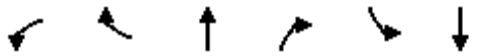
Appendix D – Future Total Capacity Analysis



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	60	61	2	31	57
Future Volume (Veh/h)	4	60	61	2	31	57
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	65	66	2	34	62
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	197	67			68	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	197	67			68	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	94			98	
cM capacity (veh/h)	779	1002			1546	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	69	68	96
Volume Left	4	0	34
Volume Right	65	2	0
cSH	986	1700	1546
Volume to Capacity	0.07	0.04	0.02
Queue Length 95th (m)	1.7	0.0	0.5
Control Delay (s)	8.9	0.0	2.7
Lane LOS	A		A
Approach Delay (s)	8.9	0.0	2.7
Approach LOS	A		

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	22.0%	ICU Level of Service	A
Analysis Period (min)	15		

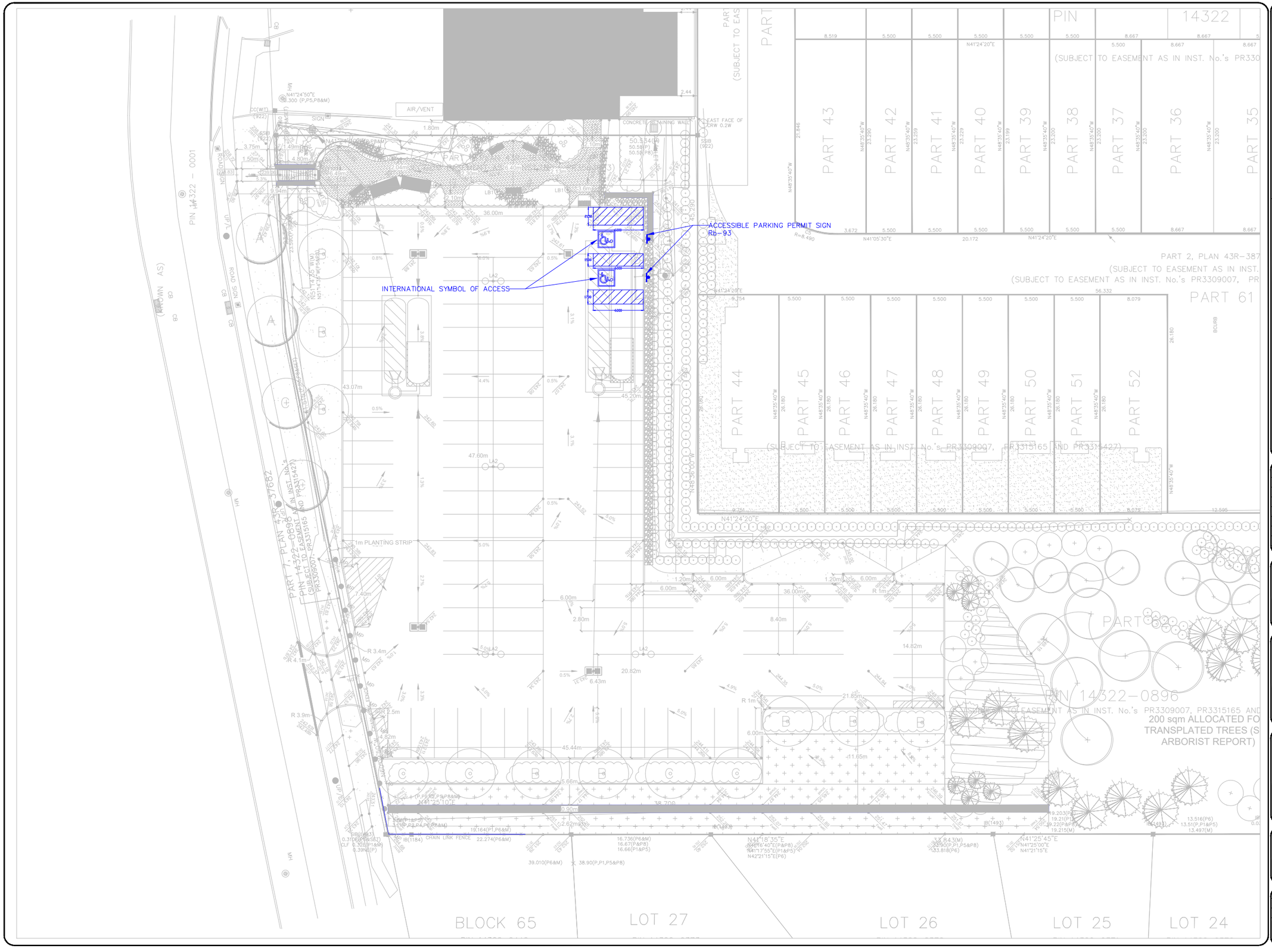


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	39	97	4	50	75
Future Volume (Veh/h)	3	39	97	4	50	75
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	42	105	4	54	82
Pedestrians						
Lane Width (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	297	107			109	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	297	107			109	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			96	
cM capacity (veh/h)	673	953			1494	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	45	109	136
Volume Left	3	0	54
Volume Right	42	4	0
cSH	927	1700	1494
Volume to Capacity	0.05	0.06	0.04
Queue Length 95th (m)	1.2	0.0	0.9
Control Delay (s)	9.1	0.0	3.1
Lane LOS	A		A
Approach Delay (s)	9.1	0.0	3.1
Approach LOS	A		

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	23.4%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix E – Pavement Marking and Signage Plan



KEY PLAN

BENCHMARK

REVISONS

NO	REVISION	DATE	BY

STAMP

nexTrans
CONSULTING ENGINEERS
Suite 201, 520 Industrial Parkway South
Aurora ON L4G 6W8
Tel: 905-503-2563
Web: www.nextrans.ca

PROJECT NAME:
Proposed Parking Lot
14 Station Road
Town of Caledon

DRAWING TITLE:
Pavement Marking and Signage Plan

DESIGN BY: K.A.	DATE: February 5, 2026
CHECKED BY: R.P.	PROJECT NO. NT-23-145
DRAWN BY: K.A.	
SCALE: NTS	DRAWING NO. PMK

Appendix F – Terms of Reference

520 Industrial Parkway South, Suite 201
Aurora, Ontario L4G 6W8

Phone: 905-503-2563
www.nextrans.ca

nexTrans CONSULTING ENGINEERS
NextEng Consulting Group Inc.

To: Town of Caledon

From: Janus Mora, Nextrans Consulting Engineers

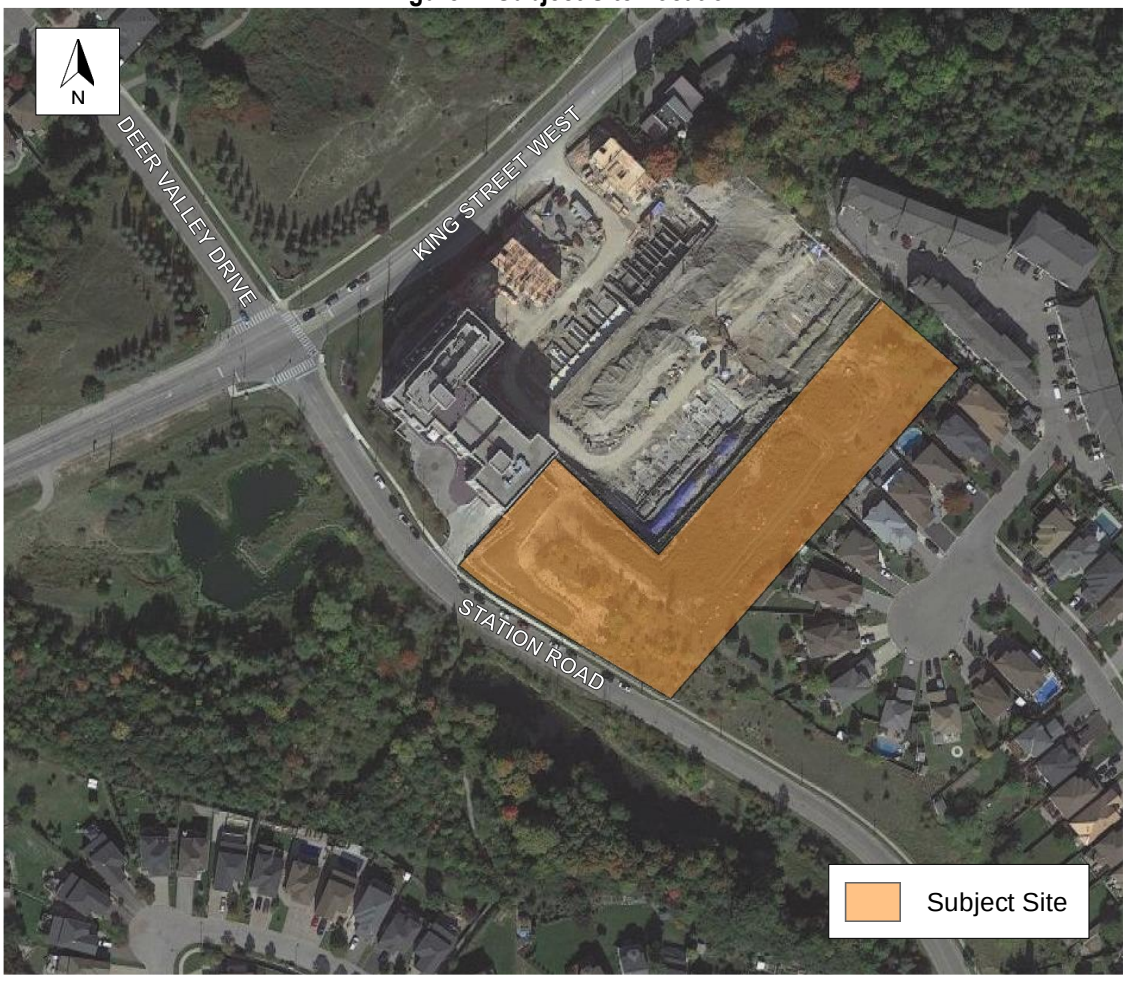
Date: October 10, 2023

Re: **Terms of Reference – Traffic Operations Assessment**
Proposed Parking Lot
14 Station Road, Town of Caledon

INTRODUCTION

Nextrans proposes the following scope of work for a Traffic Operations Assessment for a proposed long parking lot (herein referred to as the "subject site"), located on the east side of Station Road south of King Street West, addressed as 14 Station Road, in the Town of Caledon (the "Town"). **Figure 1** illustrates the location of the subject site.

Figure 1: Subject Site Location



The subject site is currently vacant. The development proposal is to construct a parking lot comprising of 115 parking spaces, for the purpose of providing additional parking for the residents and visitors of the existing retirement residence directly to the north of the subject site. Vehicular access to the site is proposed through one (1) full movement driveway fronting Station Road.

The following outlines the proposed Terms of Reference for the Traffic Operations Assessment.

STUDY AREA & TRAFFIC DATA

The study will assess the weekday AM and PM peak periods. The proposed study area will include the analysis of the following intersections:

- King Street West and Station Road / Deer Valley Drive
- Station Road and Site Access

In the case that historical traffic data for the study area intersections is unavailable, new turning movement counts at the will be collected to determine existing traffic conditions.

TRAFFIC ASSESSMENT

Traffic operations during the identified weekday and weekend peak hours will be assessed using Synchro 10 software, in accordance with the Highway Capacity Manual (HCM) 2000 capacity analysis methodology.

BACKGROUND TRAFFIC

General Corridor Growth Rate – Historical intersection TMC data will be reviewed and Nextrans will consult with the Town and Peel Region to determine corridor growth rates.

Road Network Improvements – Nextrans will identify any road network improvements within the study area and account for any traffic diversions associated with these improvements within in the analysis.

Background Development Traffic – Nextrans will consult with the Town and Region for any relevant background developments to be considered within the study. Nextrans requests that all relevant background traffic documents be made available.

TRIP GENERATION, DISTRIBUTION, & ASSIGNMENT

Nextrans proposes to use the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition or assumptions based on the proposed parking lot supply new trips generated the proposed development. The general trip distribution will be based on a review of existing traffic patterns. Trip assignment will be completed accordingly to reflect the configuration of the proposed site accesses, turning restrictions, and logical routings.

FUTURE TRAFFIC SCENARIOS

Future background and future total analyses for the study area intersections will be conducted for the year 2028, a five (5)-year horizon from the baseline year of 2023.

REMEDIAL MEASURES

Under future total conditions, any through or shared through/turning movements at the studied intersections that exceed a V/C ratio of 0.90 or exclusive movements that exceed a V/C ratio of 1.00 will be identified. If remedial actions

such as signal optimization are unsuccessful this will also be identified. If remedial measures are to be employed, a scenario will be provided demonstrating the change in intersection operations.

PARKING ASSESSMENT

The site is currently subject to provisions of Town of Caledon Zoning By-law 2006-50. The proposed vehicle parking and queueing spaces will be assessed for compliance with the Zoning By-law Standards.

SIGHTLINE ANALYSIS

The sight distances provided by the proposed site access onto Station Road will be assessed in accordance with Geometric Design Guide for Canadian Roads by the Transportation Association of Canada. The site access will be evaluated under the criteria of stopping sight distance and departure sight distance to determine if the available sightlines facilitate safe operation.

VEHICLE CIRCULATION

AutoTURN will be used to assess the site accesses and parking loading areas and generate vehicle turning diagrams.

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

NEXTRANS CONSULTING ENGINEERS

Janus Mora, B.Eng., EIT
Transportation Analyst

Attachment 1: Proposed Concept Plan