

CITY OF BURLINGTON

# BURLINGTON MAJOR TRANSIT STATION AREAS (MTSA) AREA SPECIFIC PLANS FUNCTIONAL SERVICING REPORT

- APPLEBY GO MTSA
- BURLINGTON GO MTSA
- ALDERSHOT GO MTSA

JULY 18, 2023

CONFIDENTIAL





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REPORT (FINAL)  
CONFIDENTIAL

PROJECT NO.: TPB178008S  
DATE: JULY 18, 2023

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July 18, 2023

Confidential

City of Burlington  
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**Attention: Karyn Poad, Senior Planner**

Dear Madam:

**Subject: Burlington MTSA  
Area Specific Plans  
Functional Servicing Report  
-Appleby GO MTSA  
-Burlington GO MTSA  
-Aldershot GO MTSA**

This revision of the Burlington MTSA Area Specific Plans Functional Servicing Report has been revised and is being resubmitted in response to comments received October 4, 2022.

Yours sincerely,

Roger LeBlanc, P.Eng.  
Senior Municipal Engineer,  
WSP E&I

RL/GC  
Encl.  
cc: Glenn Clements – Senior Associate Engineer - Civil  
WSP ref.: TPB178008S

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APPENDIX A	WATER & WASTEWATER MODEL OUTPUT
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# EXECUTIVE SUMMARY

This study discusses the approach to wastewater and water servicing by evaluating existing system capacity, evaluating water demand, and a discussion regarding the development of proposed wastewater collection and water distribution systems for three MTSA's (i.e. Appleby, Burlington, and Aldershot).

This report includes additional considerations including cost sharing opportunities for intensification areas, integration with Halton Region's Master Plan, and a discussion regarding the impacts of the overall Regional water and wastewater systems for the three subject MTSA's.

Both water and wastewater projected service expansions are evaluated for each MTSA based on existing conditions and projected densities.

The following table summarizes the estimated construction costs for each MTSA.

Appleby	Internal Sanitary Servicing	\$8,083,530	\$18,854,175
	Internal Water Servicing	\$10,770,645	
Burlington	Internal Sanitary Servicing	\$10,807,277	\$16,427,277
	Internal Water Servicing	\$5,620,000	
Aldershot	Internal Sanitary Servicing	\$6,206,490	\$21,554,918
	Internal Water Servicing	\$15,348,428	

The main recommendations from this study are summarized below:

1	Advance modeling to determine required related Regional water and wastewater vertical infrastructure and confirm the necessity of upsizing current infrastructure to accommodate projected growth
2	Conduct Region-wide study focusing on a system-wide analysis to evaluate the impact of overall development to Regional infrastructure as this study limits its focus on local infrastructure
3	Conduct sensitivity testing of recent implementation of OPA to confirm any deviation from projected populations

# 1 INTRODUCTION

WSP (Formerly Wood Environment & Infrastructure Solutions) was retained by Brook McIlroy to prepare a water and wastewater servicing study for the Burlington Major Transit Station Areas (MTSAs). The MTSAs are four strategic intensification areas in the City of Burlington known as:

- Appleby Go Major Transit Station Area (Appleby Go MTSA),
- Burlington Go Major Transit Station Area (Burlington Go MTSA),
- Downtown Major Transit Station Area (Downtown MTSA), and
- Aldershot Go Major Transit Station Area (Aldershot Go MTSA).

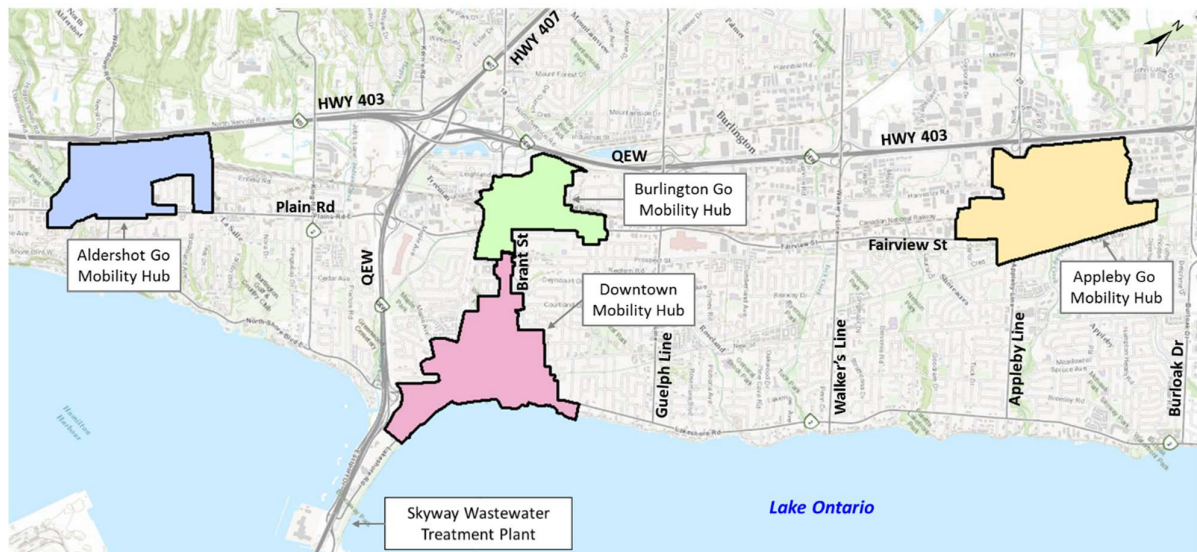
The scope of this report and study involves the following:

- The Downtown MTSA servicing report was previously completed under separate cover on September 24, 2020. This report reviews the existing water and wastewater services accessible each of the remaining Burlington MTSAs (Appleby, Burlington, and Aldershot);
- Confirmation of the Capacity of the water and wastewater services accessible to each of the Burlington MTSAs, and
- Preparation of Water & Wastewater Servicing Concepts for each of the BMTSAs based on Halton's 2031 model with the most recent planned land uses and an updated planning horizon of 2051.

The servicing plans are prepared in accordance with the land use plans and proposed population distribution provided by Brook McIlroy. This study is part of the City's Area Specific Plans (ASPs) for each of the MTSAs and informs these ASPs regarding water and wastewater infrastructure capital needs.

The impact of simultaneous build-out of MTSAs has not been evaluated as part of this study. Each MTSA area was studied in isolation.

**Figure 1-1** provides the location of the BMTSAs and the subject study areas. The MTSAs are located in South Burlington.



**Figure 1-1. Study Areas**

Water and Wastewater infrastructure in Burlington is owned, planned and managed by Halton Region. Halton Region's planning framework to service the growth is through its Master Plan which was last updated in 2011. Infrastructure planning in Halton has focused on a sustainable regionalized approach in which, growth in the Region is serviced by the Lake Based System. In this planning framework, trunk infrastructure for water wastewater infrastructure is designed and planned in the South (near Lake Ontario) and moves up Northward into branches into the primary growth areas in North Oakville, North Burlington, Milton and Halton Hills/Georgetown.

This study is part of the City's Area Specific Plans for each of the MTSA's and informs the Area Specific Plans in regard to water and wastewater infrastructure capital needs.

This report has been prepared in support of the City of Burlington MTSA Area Specific Plan, but ahead of next Region's Water and Wastewater Master Plan. As such, the cumulative impact of the Major Transit Station Areas on the wider water and wastewater system cannot be fulsomely reviewed or incorporated into this work. The recommendations and strategies outlined in this report will need to be reviewed and updated when the Master Plans are complete and more is understood about the future Regional strategies for Burlington (through Master Planning), the phasing of each Major Transit Station Areas and the implementation timing of the Region's capital program. Policies will be included in the Area Specific Plan to outline the future requirements to ensure consistency between City and Region planning work.

This study is part of the City's Area Specific Plans for each of the Major Transit Station Areas and informs the Area Specific Plans in regard to water and wastewater infrastructure capital needs. This report was originally prepared as part of the MTSA's Study in 2018 and since that time, changes have occurred with respect to the long-range planning time horizon, terminology and study area boundaries. The supporting technical studies for the MTSA Area Specific Plans have been completed using 2051 as a practical and long-term time frame as set out in the Terms of Reference for the project. Halton Region adopted ROPA 48 that established a Regional Urban Structure hierarchy of strategic growth areas through delineating and assigning density targets of the Urban Growth Centre and Major Transit Station Areas. The Region, through the Municipal Comprehensive Review to achieve conformity to Provincial Plans and policies will accommodate growth to 2051. Through the Minister of Municipal Affairs and Housing decision on ROPA 49, the Region is planning to accommodate growth to 2051 and will undergo an exercise to determine the growth distributions to the local municipalities. Following the completion of this Functional Servicing Report, additional sensitivity testing will be required, and the future phasing of infrastructure will be determined through other broader processes.

Provincial Bill 23, the More Homes Built Faster Act, 2022 makes substantial changes to existing provincial legislation and supporting regulations to land use planning in Ontario. One of which is the removal of land use planning responsibilities to a list of upper-tier municipalities including the Region of Halton. While at the time of drafting this report, this proposed change is not in effect and will be proclaimed by the Lieutenant Governor at a later date, the Region of Halton will continue to have a role in the planning, delivery and financing of water and wastewater infrastructure.

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## 1.1 BACKGROUND INFORMATION

The analysis is based on Halton's latest water and wastewater hydraulic models provided by Halton Region in April 2022. This information along with existing contour mapping and existing wastewater collection and water distribution systems were used.

The planning and design of water and wastewater infrastructure followed recognized standards and planning documents including:

- Design Guidelines for Sewage Works, MOE, 2008;
- Design Guidelines for Drinking Water Systems, MOE, 2008;
- Region of Halton Water and Wastewater Facilities Design Manual, May 2021 (version 2);
- Region of Halton Water and Wastewater Linear Design Manual, April 2019 (version 4);

- Sustainable Halton Water and Wastewater Master Plan, 2011;
- Water and Wastewater Hydraulic Models provided by Halton Region in April 2022:
  - InfoWater Updated May 11, 2022, and
  - InfoSewer Updated May 11, 2022.

Land use planning input to the study was provided by Brook McIlroy:

- Appleby Go Mobility Hub Technical Memo to the City of Burlington, November 9, 2017;
- Burlington Go Mobility Hub Technical Memo to the City of Burlington, November 9, 2017;
- Aldershot Go Mobility Hub Technical Memo to the City of Burlington, November 9, 2017;
- Block by block density breakdown for Appleby GO and Aldershot GO MTSAs, and
- Downtown Burlington MTSA GFA Updated Technical Memo, February 2018.

In addition, the following sources were reviewed and/or used in this study:

- Downtown Mobility Hub Block Diagram – Council Workshop Document PB-68-17;
- GO Station Mobility Hubs Preferred Concepts: Aldershot GO, Burlington GO and Appleby GO Report PB-76-17 to the Planning and Development Committee;
- Watson’s 2016-2031 Non-Residential Growth Forecast by Fiscal Impact Study Development Type from their April 20, 2017 City of Burlington Fiscal Impact Study.

Note that the development of planning concepts has been an iterative process and several iterations have been provided. Specifically, the following reports PB-67-18, PB-11-18, and PB-14-18 have recently been completed for the Downtown MTSA. While this report was prepared based on a previous plan provided in September 2017, the water and wastewater servicing concepts can accommodate a certain level of flux with respect to populations.

It is important to note that the Region's Planning model as provided for this report is the basis utilized for understanding the Region's existing and planned infrastructure. No calibration of the system, such as verification of sewer inverts, detailed design information, was conducted by WSP (Formerly Wood) for this study as Halton's planning model is understood to be calibrated.

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## 1.2 APPROACH TO WASTEWATER SERVICING

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### 1.2.1 EXISTING SYSTEM CAPACITY EVALUATION

The Region's hydraulic models currently only extend to the 2031 timeframe. The population and employment projections for the MTSA's (which extend beyond 2031) are overlaid within the MTSA geography such that local servicing can be evaluated at full build-out. However, the impact on the broader Regional system cannot be interpreted at this time.

An updated wastewater system model was initially provided by Halton Region in September 2017. The model provides the following information that is used to confirm the system's available capacity:

- Physical characteristics of the sewer systems from the Burlington MTSA's to the Skyway wastewater treatment plant, i.e. size, diameter, elevations and slopes of the sewer system;
- Baseline and projected demands on the wastewater collection system. Baseline and projected demands (for a 2051 scenario) are included, the flows include a wet weather flow contribution;
- Modelled performance of baseline and projected demands through the wastewater collection system;
- The projected demands are based on best planning estimates (BPEs), the link between BPEs and demands is not provided in the Halton Model and the BPEs were not available for this study.

The following steps were undertaken to evaluate the existing system wastewater capacity:

- Identify suitable connection points to the system, and evaluate suitable capacity at connection points;
- Confirm sewersheds characteristics at the sub-trunks levels – desktop study independent of existing model, and confirmation of existing model;
- Utilize Halton's water & wastewater model to verify downstream trunk conveyance capacities;
- Add the demands associated with each of the Burlington MTSA's to the Halton model to confirm the loads within the 2031 wet weather flow models.
- Wastewater infrastructure which services multiple MTSA's (e.g., wastewater treatment plants, wastewater pump stations, etc.) have not been evaluated as part of this study.

A more recent version of the wastewater system model was provided by Halton Region in April 2022 and the above outlined steps were undertaken again to confirm the system's available capacity.

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### 1.2.2 WASTEWATER DEMAND EVALUATION

A meeting was held with Halton Region on December 18<sup>th</sup>, 2017 to confirm the intended use of the model for planning purposes. The following key points were highlighted by Halton Region at the meeting:

1. The wastewater model – 2031 wet weather flow scenario– has an allowance for inflow and infiltration for the subject lands in all 4 of the Burlington MTSA's, as such, there is no need to add wet weather flows to the model;
2. The model has an inherent peak factor algorithm that calculates the peak factor in pipes based on the cumulative average day demand and coverage population, as such, flow inputs from proposed developments need only be input as average day flows.
3. Halton's model has a population coverage-based demand generation which is applied to the modeling. The populations in the model are input into the coverage field in the model to generate demands.

The planning scenarios utilized in Halton's wastewater model have a steady-state flow generation approach. Actual flow dynamics in the system may vary due to the flow attenuation that occurs with the storage within the systems, and due to the variability associated with inflow & infiltration (I & I). The I & I component may vary with time – it may be reduced through the implementation of I & I reduction measures are implemented or increased as the system ages and new sources of inflow and infiltration develop. The steady-state approach to demand evaluation is a conservative approach that provides for a certain amount of variability within the system and allows for high-level planning of infrastructure development. This approach is suitable for the review of downstream capacities for this project. It should be noted that inflow infiltration, basement flooding, and overflow issues are not evaluated and understood through the steady state flow approach. This can be better understood with a flow generation model that is calibrated with actual up to date flow and rainfall data.

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### 1.2.3 DEVELOPMENT OF PROPOSED WASTEWATER COLLECTION SYSTEM

A gravity collection system was identified with the following steps:

1. Development of sewersheds based on topography, and Block by Block densities supplied by Brook McIlroy<sup>1</sup>;
2. Review existing sewers and provide gravity system that outlets to existing sewer system – all proposed roads are provided a gravity sewer outlet, and all existing and proposed sewers must meet Halton Region's design standards.

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<sup>1</sup> For MTSA's where final Block by Block density was not supplied, it was assigned by WSP (Formerly Wood) based on the total population growth projected for the specific Mobility Hub



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## 1.3 APPROACH TO WATER SERVICING

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### 1.3.1 EXISTING SYSTEM CAPACITY EVALUATION

The Region's hydraulic models currently only extend to the 2031 timeframe. The population and employment projections for the MTSAs (which extend beyond 2031) are overlaid within the MTSA geography such that local servicing can be evaluated at full build-out. However, the impact on the broader Regional system cannot be interpreted at this time.

An updated water system model was provided by Halton Region in September 2017 and further in April 2022. The model provides the following information that is used to confirm the system's available capacity:

- Physical characteristics of the water distribution system pipe network, pipe sizes, pumps and pumping systems, pressure zones, and planned system improvements by development year;
- Baseline and projected demands on the water distribution system. The baseline demands are from last Master Plan Update and projected 2051 future growth;
- Modelled performance of baseline and projected demands through the water distribution system.
- The projected demands are based on best planning estimates (BPEs), the link between best population estimates and demands is not provided in the Halton Model and the BPEs were not available for this study.

The following steps were undertaken to evaluate the existing water system capacity:

- Identify the pressure zones that are most suitable to service the lands within each of the Burlington MTSAs;
- Verify the existing system performance in the Halton 2031 scenario i.e. pressures under average day, peak hourly, and max day + fire conditions – note that the available fire flow under max day conditions is the governing hydraulic indicator of network capacity to deliver fire flows – note also that there is no evaluation of existing water quality performance deficiencies- however the design approach involves the creation of looped watermains so as not to introduce any new water quality issues;
- Identify key system components that are planned between now and 2031 that affect the hydraulics in the pressure zones servicing the Burlington MTSAs.

Water infrastructure which services multiple MTSAs (e.g., water purification plants, booster pump stations, etc.) have not been evaluated as part of this study.

Existing and planned water infrastructure impacting the MTSAs (both internal and external to the hubs) will be reviewed based on the Region's capital program to 2031 (i.e. water purification plants, pumping stations, reservoirs, watermains and pressure districts)

---

### 1.3.2 WATER DEMAND EVALUATION

A meeting was held with Halton Region on December 18<sup>th</sup>, 2017 to confirm the intended use of the model for planning purposes. The following key points were highlighted by Halton Region at the meeting:

1. The model applies fixed Max Day and Peak hourly factors to the Average Day demand.

2. Average Day Demand is population based with 255 L/person-day applied to residential. In regard to other land uses, Halton suggests a number of unit rates for commercial, institutional, industrial land uses. The inputs for this project are in residential and employment populations, as such a blended rate of 225 L/person-day is applied for the employment populations.

Design water demands were also developed in part using the Town of Halton Hills design criteria outlined in the Sustainable Halton Water and Wastewater Master Plan. Updated design flows, as later directed by the Region are summarized in Table 1.1 below.

**Table 1.1- Water Demand Design Criteria**

Land Use Type	Water Average Day Demands
Residential	255 L/person/day
Industrial/Commercial/Institutional	225 L/employee/day

The design of both water and wastewater facilities follows recognized standards and Planning documents, including:

- Design Guidelines for Sewage Works, Ministry of Environment, Conservation and Parks (MECP) (2008);
- Design Guidelines for Drinking Water Systems, MECP (2008);
- Sustainable Halton Water & Wastewater Master Plan, Halton Region (2011);
- Water & Wastewater Facilities Design Manual, Halton Region (updated 2017), and
- Linear Design Criteria, Contract Specifications and Standard Drawings, Halton Region.

The expected water demand (average day demand, max day demand and fire flow) will be established for each MTSA based on future residential and employment population forecasts for the specific time horizons required of 2051. Availability of adequate supply and pressure for servicing the proposed developments at 2031 will be confirmed through hydraulic modelling. Water demand and population/employment estimates are established and differentiated for the 2051 time-horizon.

**Table 1.2– Notable Water Capital Projects**

Unique ID	Description	Included in the Model
5850	1050mm WM on Upper Middle Road from Burloak Drive to Appleby Line (Zone B2) - Construction	Yes
6368	100mm WM on Burloak Dr from the QEW to Upper Middle Road (Zone B2) - Construction	Yes
6372	Construction of Burloak WPP Phase 2 Expansion from 55 to 165 ML/d	Yes
7505	1050mm WM on Burloak Dr from Burloak Booster Pumping Station to the QEW - Construction	Yes
8153	600mm WM on Wyecroft Rd from Burloak Dr to the 900mm Wm on the SE corner of Third Line and QEW	Yes

### **1.3.3 DEVELOPMENT OF PROPOSED WATER DISTRIBUTION SYSTEM**

The proposed water distribution system is laid out with the following main principals:

1. Provide a distribution main on every proposed road with a minimum size of 300 mm;
2. Avoid the introduction of new dead ends and provide loops for existing dead ends wherever possible;
3. Confirm water distribution hydraulics via modeling by reviewing the available fire flow as an indicator;
4. Consideration for a preferred operating pressure range that is narrower than the extremes allowed by the mandated range.

The rationale for this system is to provide a simple and practical approach that will provide the Region and the City of Burlington with a pipe network that does not limit fire flow capacity due to the looped 300 mm network, and that does not introduce water quality issues associated with dead end watermains.

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## 1.4 ADDITIONAL CONSIDERATIONS

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### 1.4.1 PLANNING HORIZON USED IN THIS STUDY

The Region's planning forecasts and associated hydraulic modeling extends only to 2031 and is based on the 2011 Water and Wastewater Master Plan and the 2011 Best Planning Estimates (BPE) for population growth in the Region. While the timeframe for full build-out of the Burlington MTSA is currently unknown, it will extend beyond 2031 to 2051. For the purposes of this study, each MTSA is evaluated independently at full population build-out, with internal and external water and wastewater infrastructure matching the 2031 Regional hydraulic models but actually going out to 2051 projected populations. While it is clear that this scenario is not consistent with current planning, this study makes use of the information and tools available at this time. It is important to note that infrastructure planning will change over time with the completion of the Municipal Comprehensive Review, including on-going Regional Official Plan review and subsequent updates to the Regional Water and Wastewater Master Plan.

The timing for full build-out of Burlington MTSA is reliant on many factors and difficult to predict. However, it is expected to be in excess of 50 years.

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### 1.4.2 COST SHARING OPPORTUNITY FOR INTENSIFICATION AREAS

This report provides the overall servicing requirements for the planned intensification in each of the MTSA with the goal of providing the City and the Region with the opportunity to coordinate the sharing of servicing costs on a group level basis, rather than on a developer individual basis. The City and the Region can determine a suitable form for ensuring that upgrades are financed and the cost is fairly shared by stakeholders such as developers, existing and future Burlington residents and business owners.

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### 1.4.3 INTEGRATION WITH HALTON REGION'S MASTER PLAN

The Municipal Comprehensive Review, including on-going Regional Official Plan review, subsequent updates to the Regional Water and Wastewater Master Plan and other longer-term planning, in conjunction with Provincial Policies, will inform the development of the Burlington MTSA and provide context for build-out. The recommendations in this report are meant to support the Master Plan

directives while identifying constraints affecting the MTSAs, as well as opportunities for design improvements that can be implemented through the design and construction process.

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#### **1.4.4 IMPACTS TO THE OVERALL REGIONAL WATER AND WASTEWATER SYSTEM**

It is understood that development and intensification within the MTSAs may impact the Regional water and wastewater system. In particular, the system-wide impacts are anticipated for the water conveyance, storage, pumping and treatment, as well as wastewater trunk mains, pumping and treatment. It is recognized that the impact of the MTSA intensification and development on the Regional scale needs to be evaluated, quantified and accounted for in a subsequent study.

It is also recognized that the trunks, pumping stations, storage reservoir and treatment plants have much broader service areas. As such, a Region-wide study such as a Master Servicing Plan, or another study focusing on the system-wide analysis is better suited to evaluate the impact of overall development to the Regional infrastructure than the current study, which focuses on local infrastructure.

The need for Regional based servicing requirements such as wastewater treatment plants, pumping stations or gravity sewers will require further analysis. This report considers linear infrastructure only. The recommendations and strategies determined through Master Planning will be used to update this study ahead of future development in accordance with Area Specific Plan policies to ensure consistency between Planning documents.

# 2 APPLEBY GO MTSA

## 2.1.1 STUDY AREA

The Appleby Go MTSA study area is centred on the Appleby GO Station. It is bounded by the Queen Elizabeth Way/Highway 403 to the north and the Centennial Bikeway corridor to the south. The area covers approximately 210 hectares (ha.) The site slopes from north-west to south-east and ranges in elevation from approximately 120 metres to 96 metres. The topography of the Hub lands is given in **Figure 2-1**.



Figure 2-1. Appleby GO MTSA - Topography Context

## 2.2 PLANNING CONTEXT

### 2.2.1 PROJECTED DENSITY

The Preferred Land Use Plan as per Brook McIlroy (Technical Memo of November 9, 2017, to the City of Burlington) is given in **Figure 2-2**. Density calculations for the hub are based on full build-out of the Preferred Land Use. The Appleby GO MTSA is projected to have capacity for 20,000 new people and 43,000 new jobs, or a total of 63,000 new people and jobs, and a gross density of 300 people and jobs per hectare at full build.

The MTSA land use Traffic Zone Allocations are considered more realistic numbers for this development and were carried through during this study and used for modeling purposes. The Appleby GO MTSA is projected to have an increase of 8471 new people, 18,176 new jobs, or a total of 26,647 new people and jobs, and a gross density of 127 new people and jobs per hectare.

The projected density calculations and block map for the Appleby GO MTSA are presented in **Appendix A**.

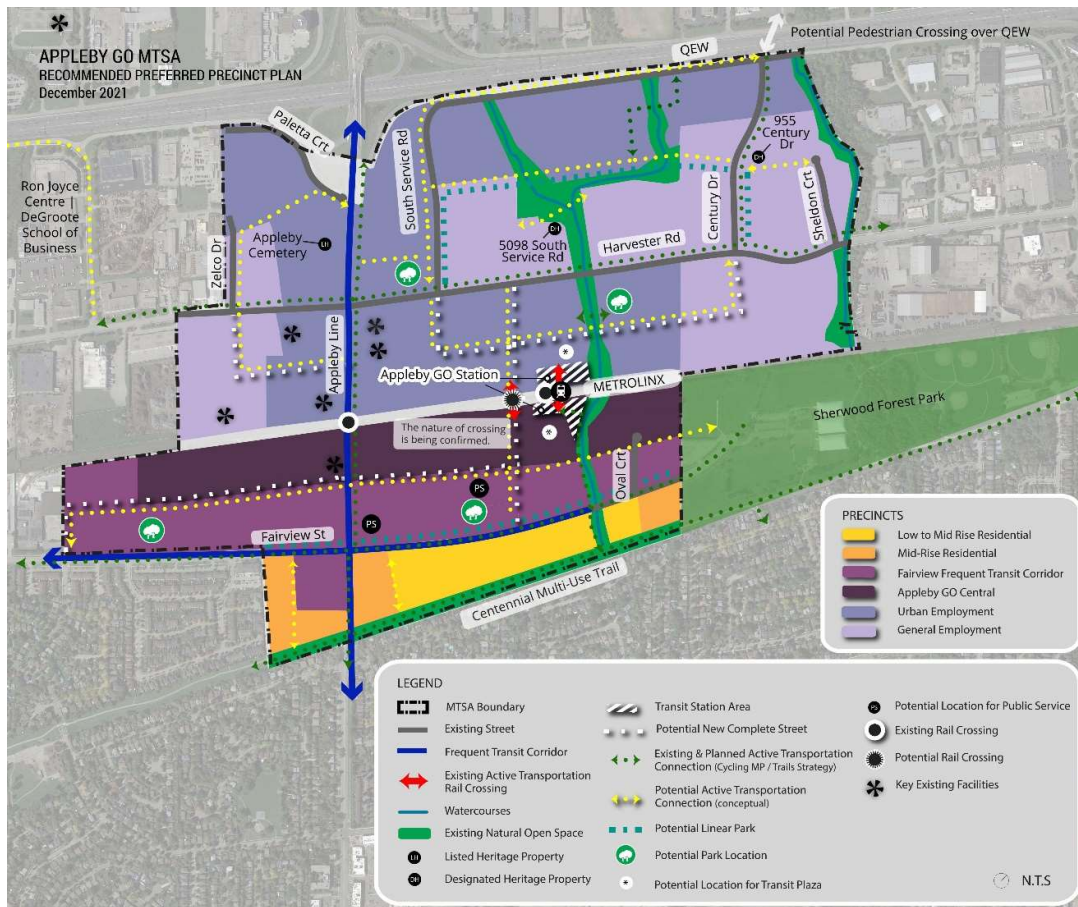


Figure 2-2. Appleby GO MTSA Preferred Concept

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## 2.3 EXISTING CONDITIONS

The existing Appleby GO MTSA is largely comprised of existing employment uses north of the rail line including offices, manufacturing and industrial uses (see Figure 2-3). The area south of the rail line is characterized by low and mid-rise residential development south of Fairview Street as well as large employment lands along Fairview Street, some of which are vacant or undeveloped in the area around the Appleby and Fairview intersection. The area is well served by a major park (Sherwood Forest Park) and has direct access to the Centennial Multi-Use Pathway connecting the area directly to Downtown<sup>2</sup>. See

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## 2.4 WASTEWATER SERVICING EVALUATION

### 2.4.1 EXISTING WASTEWATER SERVICES

The Appleby GO MTSA is situated near an existing 1200 mm trunk sanitary sewer that conveys flows for treatment in the Skyway Wastewater Treatment Plant as shown in **Figure 2-3**. This is a large capacity system that is designed to take on flows from most of the Skyway Wastewater Treatment Plant Service Area. This gravity trunk sewer starts at the south-west corner of the MTSA lands and will form the primary outlet to the collection system for proposed development in the Appleby GO MTSA.

Lands within the MTSA are to be serviced by gravity sewers connecting to 1200 mm trunk sanitary sewer. Future services required for intensification in the Appleby GO MTSA would include Local Sewer Conveyance Improvements, and capital contribution to the life-cycle component for the Halton wastewater collection and treatment system within the Skyway Wastewater Treatment Plant Sewershed.

Key Wastewater infrastructure components around the Appleby GO MTSA lands is described as follows:

1. **North East Burlington Trunk Sewer (NEBTS):** A 900 mm – 1050 mm sewer that runs from East to West through the subject lands. The sewer services an upstream external area of approximately 400 ha in Burlington and West Oakville. The upstream area is partially developed and includes a large greenfield area known as the Bronte Meadows development.
2. **Existing Local Sewers within subject lands:** There are two branch connections to the NEBTS that cover a portion of the subject lands
3. **The Skyway East Trunk Sewer (SETS):** This consists of the trunk sewer that runs East West through Burlington at to the Skyway Wastewater Treatment Plant.

Key external planned infrastructure upgrades include:

1. **New 2400 mm Sewer Inlet at Skyway WWTP**

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<sup>2</sup> Source: GO Station Mobility Hubs Preferred Concepts: Aldershot GO, Burlington GO and Appleby GO Report PB-76-17 to the Planning and Development Committee

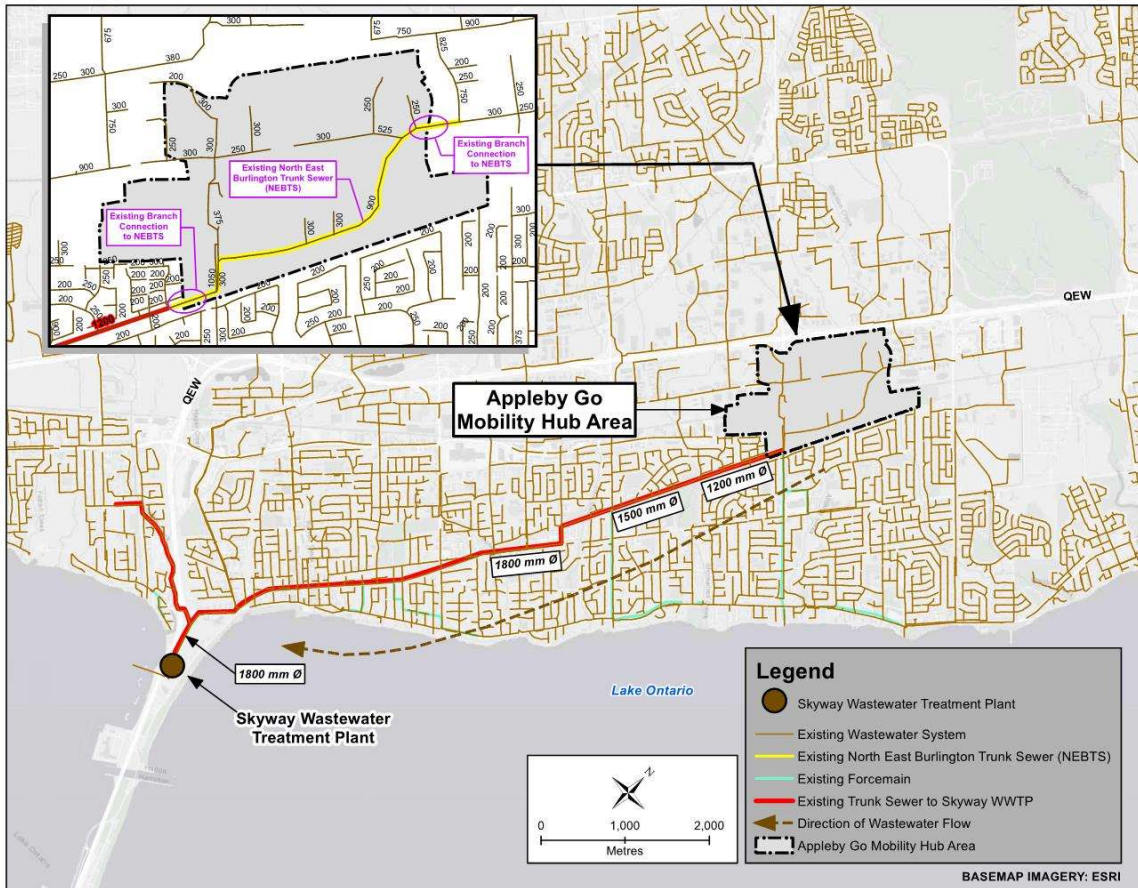


Figure 2-3. Existing Wastewater Services for Appleby GO MTSA

## 2.4.2 WASTEWATER SERVICES

### Review of Existing and Planned Infrastructure

The following is a brief discussion and summary of existing and planned wastewater services for the Appleby GO MTSA.

#### Internal Services

A plan of services for the proposed MTSA is provided in **Figure 2-4**. This figure shows proposed main trunk sewer lines connecting to the available existing outlets to Halton’s wastewater collection system. Profiles for the main lines are given in

**Figure 2-5**. Additional sewer lines were labelled as “secondary lines”, profiles for these sewers are not given, they are included as part of the overall servicing plan. The proposed plan includes sewer service along all of the proposed roads in the MTSA.

The proposed internal sewer layout also makes use of existing sewers within the existing roads, as such there are no proposed sewer upgrades within the existing road such as Appleby Line & Fairview Street. New Sewers are generally proposed in areas where there will be a change in land use or a new road. As such there is no restoration cost added to the sewer cost estimate as it is not expected that it will be built within an existing road. The new internal layout involves approximately 4,270 m of new sewers.



The development of the sanitary sewer trunks was conducted to maximize the use of available capacity within the existing sewers and follow the existing topography as much as possible. Due to limited capacity in the existing Appleby Road Sewers, Sewer Reach #3 was extended to the North portion of the subject lands (Sewershed areas A9 and A20).

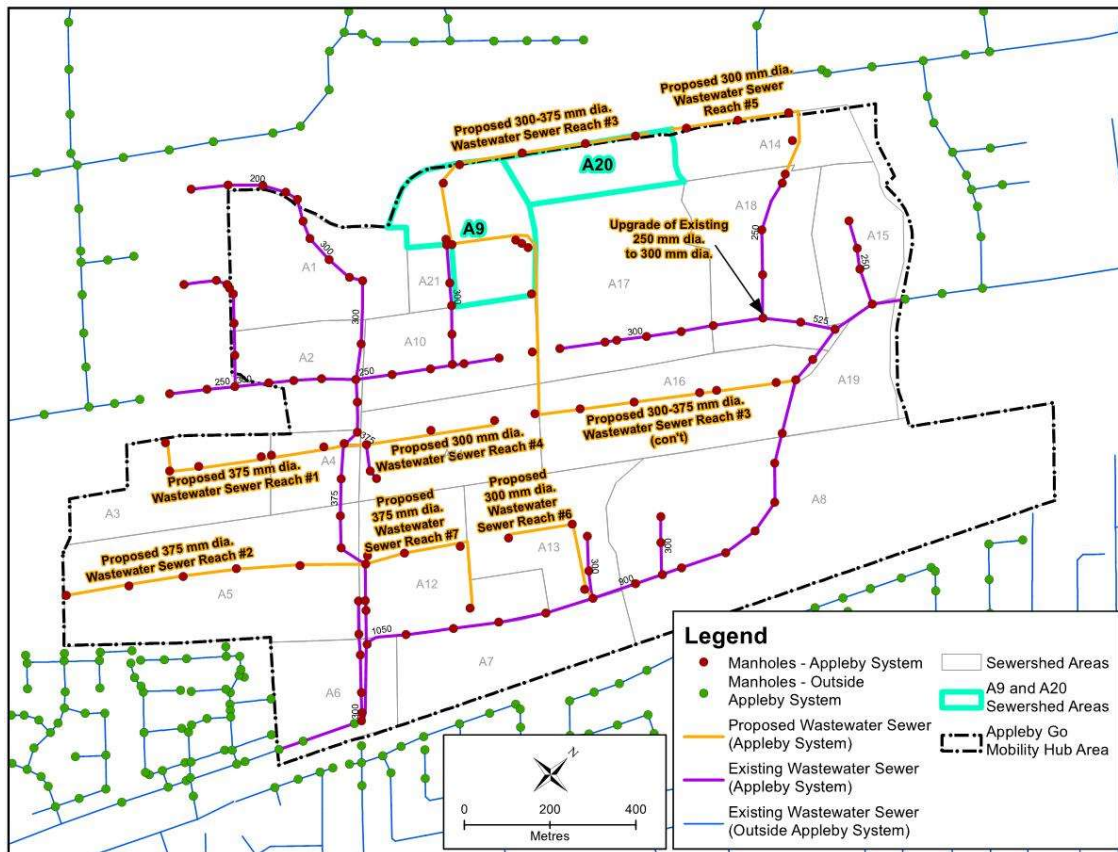
**External Services**

Halton’s wastewater model 2031 scenario with the proposed updated population in the Appleby GO MTSAs, confirms there is sufficient capacity in the existing connections downstream for conveyance to the Skyway Treatment Plant. Note that external capacity is reviewed by Halton Region as part of the Master Planning process and for the cumulative effect on major trunk systems such as the NEBTS, the SETS, and the Skyway WWTP. New developments that benefit from the existing capacity are assigned an overall development charge to pay for the life-cycle cost of the infrastructure.

**Key External Planned Infrastructure Projects**

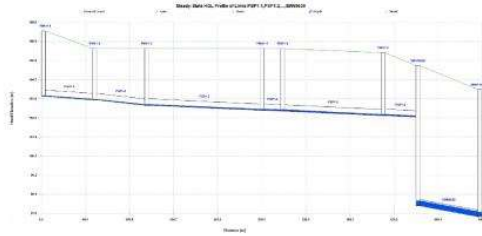
Key external planned infrastructure upgrades indicated by Halton Region include:

**1. New 2400 mm sewer inlet to Skyway WWTP parallel to QEW**

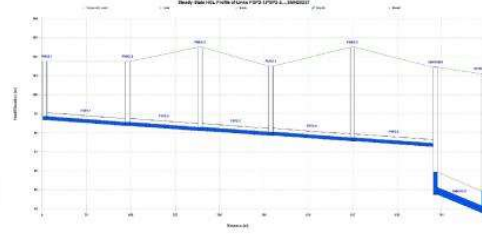


**Figure 2-4. Appleby GO MTSAs Proposed Wastewater System**

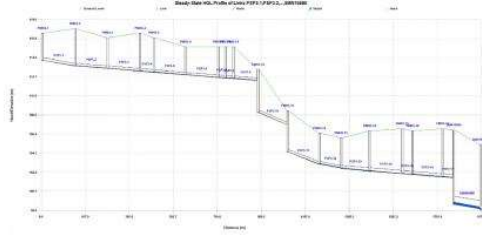
REACH 1



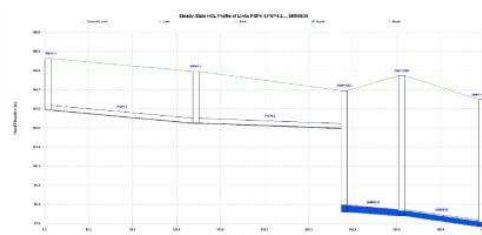
REACH 2



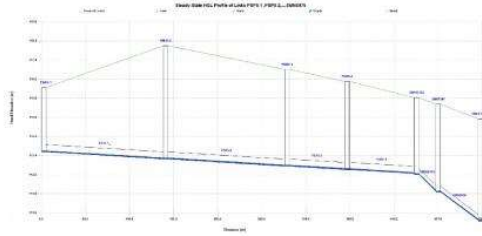
REACH 3



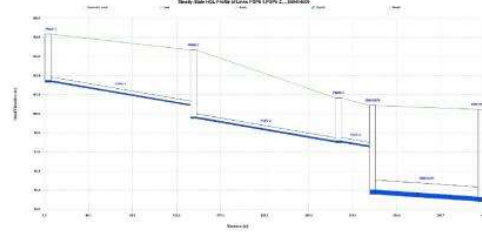
REACH 4



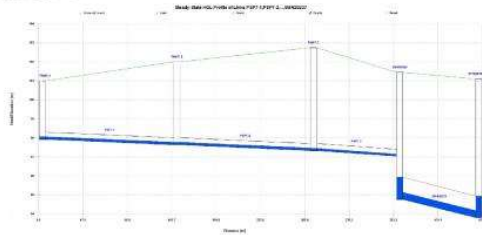
REACH 5



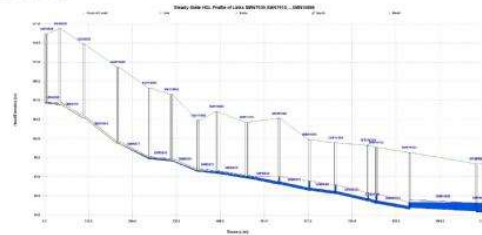
REACH 6



REACH 7



REACH 8



APPLEBY PROFILE REACHES

(CIRCLES INDICATE PROFILE START LOCATION)

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8

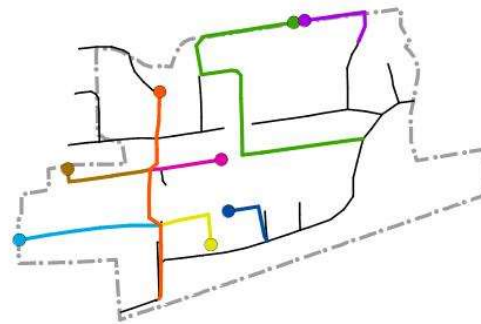


Figure 2-5. Appleby GO MTSA Sanitary Sewer Profiles

### 2.4.3 APPLEBY GO - WASTEWATER SERVICING DESIGN CRITERIA

The following table outlines the design requirements for the Appleby GO wastewater collection system.

**Table 2-1. Design Criteria – Wastewater Collection System**

Pipe Flow		
Coefficient of Roughness	n = 0.013	Halton Region
Minimum Flow Velocity	0.6 m/sec	Halton Region
Maximum Flow Velocity	3.0 m/sec	Halton Region
Infiltration		
Infiltration Allowance	0.286 l/sec/ha	Halton Region
Wastewater Generation Rate		
Residential	210 L/cap/day	
Employment	185 L/cap/day	

### 2.4.4 APPLEBY GO - WASTEWATER GENERATION

Wastewater generation rates have been calculated based on the preferred Land Use, utilizing Halton Region design criteria listed above.

#### Wastewater Loading and Infiltration/Inflow Generation

Infiltration and Inflow (I&I) = 0.286 Litres per hectare per second

Wastewater flow projection for the Appleby GO service area was estimated by applying these criteria to the total equivalent population and the area. The WW generation rates were calculated using 210 L/cap/day for residential and 185 L/cap/day for employment. These design inputs are outlined to Table 2-1. The Inflow and Infiltration amounts were factored in by applying the Modified Harmon Peaking Method which is built into and calculated through the hydraulic model. The following wastewater loading, and I&I generation rates were calculated for the Appleby GO MTSA.

**Table 2-2. Appleby GO Loading and Generation**

Parameter	Value
Average Daily Dry Weather Flow	59.5 L/s
Average Daily Wet Weather Flow	67.21 L/s
Total Peak Wastewater Flow Including I&I	212.78 L/s

Establish the expected sanitary flows (average dry weather flow, maximum wet weather flow (including I/I) for each MTSA based on future residential and employment population forecasts (specific time horizons required: 2031 and 2051). Confirm via hydraulic modeling that adequate capacity is available for servicing the proposed developments in 2031.

It is requested that wastewater generation rates and population/employment estimates are established and differentiated for both the 2031 time-horizon as well as for 2051.

---

## 2.4.5 APPLEBY GO - WASTEWATER MODELLING

The hydraulic wastewater model was updated using the Region's most up to date data for a 2031 time-horizon. No additional Regional based servicing constraints regarding wastewater treatment plants, pumping stations or gravity sewers are identified for the Appleby GO MTSA at this point. For the purpose of this report, only linear infrastructure has been considered to date. Further analysis is required to confirm vertical infrastructure needs. Expansion and upgrade requirements for the Appleby GO MTSA to accommodate projected residential and employment populations are identified in the following section.

### Summary of Proposed Additional Wastewater Servicing

To accommodate the full build out scenario for the Appleby GO MTSA, the proposed additional wastewater infrastructure is summarized below:

**Table 2-3. Appleby GO – Proposed Wastewater Infrastructure**

Gravity Mains	Meters
250 mm	91
300 mm	2,106
375 mm	2,074

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## 2.5 WATER SERVICING

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### 2.5.1 EXISTING WATER SERVICES

The Appleby GO MTSA is mainly serviced by Burlington Pressure Zone B2 and partially in Pressure Zone B1 (south of Harvester) with existing services shown in **Figure 2-6**. The flows from the Burlington WPP and the Washburn Pump Station align with the Region's Modelling data. The topography is such that some portions of the site can be serviced by either pressure zone with overlapping areas near Fairview Street. The preferred service ground elevation range for the pressure zones is given in **Table 2-4**.

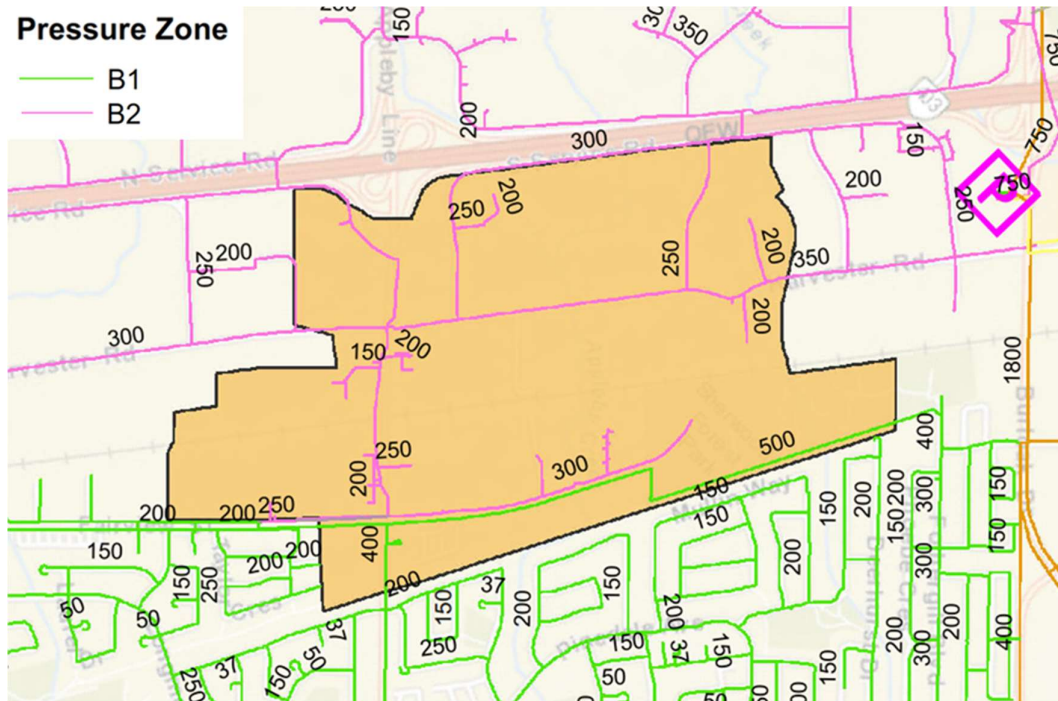


Figure 2-6. Existing Water Services at Appleby GO MTSA

Table 2-4. Appleby GO MTSA Pressure Zone Suitability

	Required (MOECC)	Preferred Range
Min Operating Pressure	28.0 m	35.0 m
Max Operating Pressure	50.0 m	56.0 m
<b>Zone B2 Pressure Zone Characteristics</b>		
Min Suitable Ground Service Elevation	97.8 mASL	111.8 mASL
Maximum Suitable Ground Service Elevation	132.3 mASL	125.3 mASL
Minimum HGL	160.3 mASL	
Max HGL	167.8 mASL	
<b>Zone B1 Pressure Zone Characteristics</b>		
Min Suitable Ground Service Elevation	65.0 mASL	79.0 mASL
Maximum Suitable Ground Service Elevation	102.2 mASL	95.2 mASL
Minimum HGL	130.2 mASL	
Max HGL	135.0 mASL	

**Key External Planned Infrastructure Projects**

Halton’s Planning model indicates a number of planned infrastructure components that are to be in-service by 2031. Key Components were identified and Halton Region confirmed the status of the components as follows:

1. **Zone 1 900 mm Feedermain from Guelph Line/Prospect Street to Washburn Reservoir.**
2. **300 mm Watermain ON Fairview St.**

The 2031 modeling results for the Appleby MTSA includes these components in service.

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## 2.5.2 PROPOSED WATER SERVICES

One possible servicing plan is given in **Figure 2-7**.

Given the existing topography and pipe configurations at the pressure zone boundary, consideration could be given to designating Fairview Street as the Pressure Zone boundary between Zone 1 and Zone 2. This would require the re-configuration of the existing mains and Pressure Reducing Valves (PRVs) along Fairview Street to the West of Appleby Line. A conceptual design is shown on the inset, subject to further review by the Region.

There are two pressure zones within the Appleby MTSA: Pressure Zone B1 and B2. Currently, Fairview Street generally marks the boundary between these two pressure zones within the Appleby MTSA, with Pressure Zone B2 being mostly north of this street and Pressure Zone B1 being south of it. However, there are some areas west of Appleby Line where Pressure Zone B1 extends north of Fairview Street and areas east of Appleby Line where Pressure Zone B2 extends south of Fairview Street.

Given the existing topography and pipe configurations within the Appleby MTSA, the boundaries between Pressure Zones B1 and B2 could be realigned to improve water pressures and flows. It is proposed to modify the current pressure zone boundaries within the Appleby MTSA so that the areas west of Appleby Line and north of Fairview Street be entirely converted to Pressure Zone B2, and the areas east of Appleby Line and South of Fairview Street be converted to Pressure Zone B1. Realigning the pressure zones' boundaries would require reconfiguring the pressure reducing valves (PRVs) along Fairview Street. The proposed alignment is shown in **Figure 2-7**. It must be noted that pressure zone realignment is outside the scope of this study. The decision to modify the current limits of these two zones is to be evaluated through the Region's Water and Wastewater Master Servicing Plan.

### **Review of Existing and Planned Infrastructure**

The following is a brief discussion and summary of existing and planned water services for the Appleby GO MTSA.

#### **Internal Services**

A network of 300 mm watermains is proposed along all new road rights-of-way. It is proposed to extend the existing watermain on Fairview Street through an easement through Sherwood Forest Park and across the railway to complete a loop within Zone 2 and eliminate the existing dead end.

A total of 8,242 m of new watermain is proposed to service the Appleby GO MTSA.

#### **External Services**

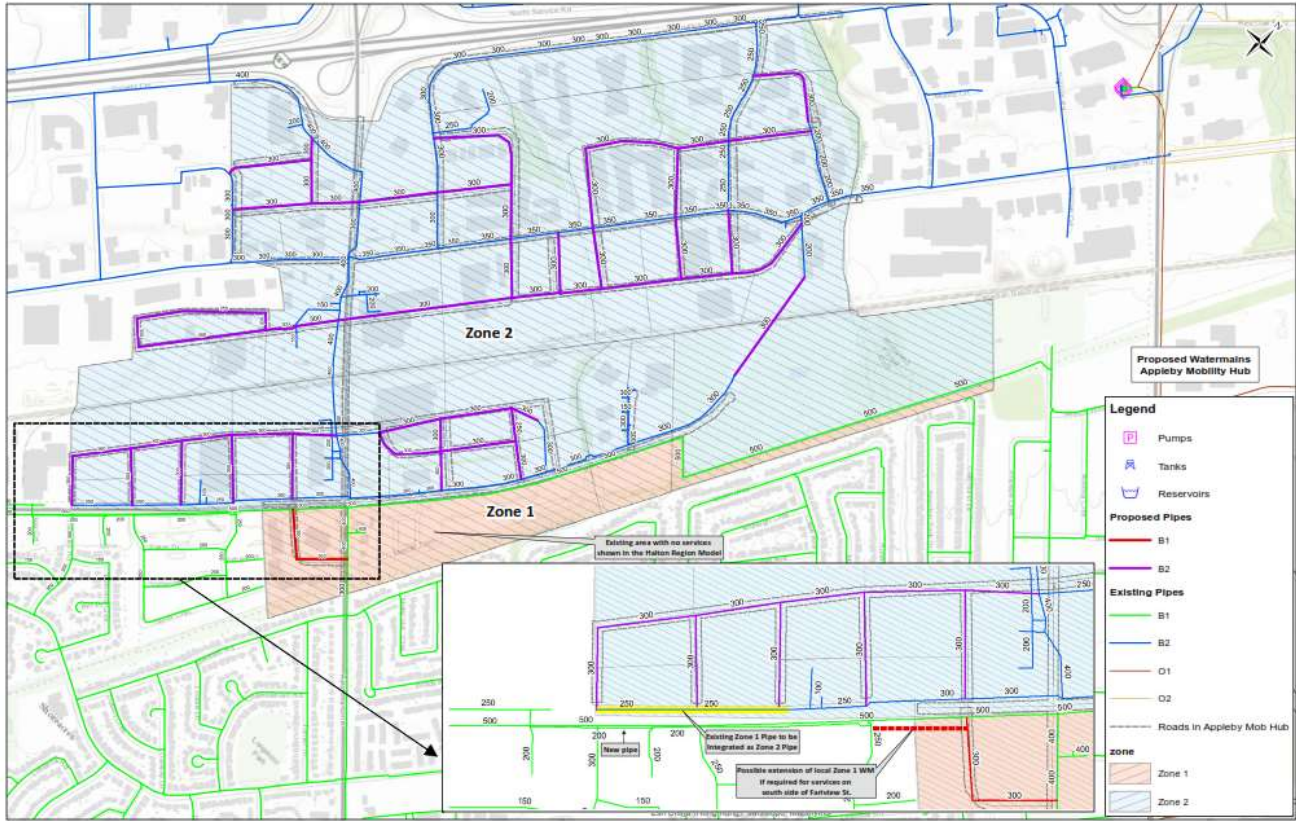
Halton's model 2051 scenario with the proposed updated population in the Appleby GO MTSA, confirms there is sufficient capacity to meet the boundary conditions and support the demands as described below. Note that external capacity is reviewed by Halton Region as part of the Master Planning process and for the cumulative effect on major supply and transmission systems. New developments that benefit from the existing capacity are assigned an overall development charge to pay for the life-cycle cost of the infrastructure.

#### **Confirmation of Capacity**

The proposed system was modelled with the following elements:

- Halton's proposed, existing and upgraded infrastructure to 2031;
- The proposed updated population for the Appleby GO MTSA as well as the 2051 demands elsewhere in the Region;
- The proposed internal network as shown in **Figure 2-7**.

The model output for the available fire flow indicator is above 280 L/s for the subject lands as shown in **Figure 2-8**. This confirms the network is suitable to support the needs of a variety of building types.



**Figure 2-7. Proposed Water System - Appleby GO MTSA**

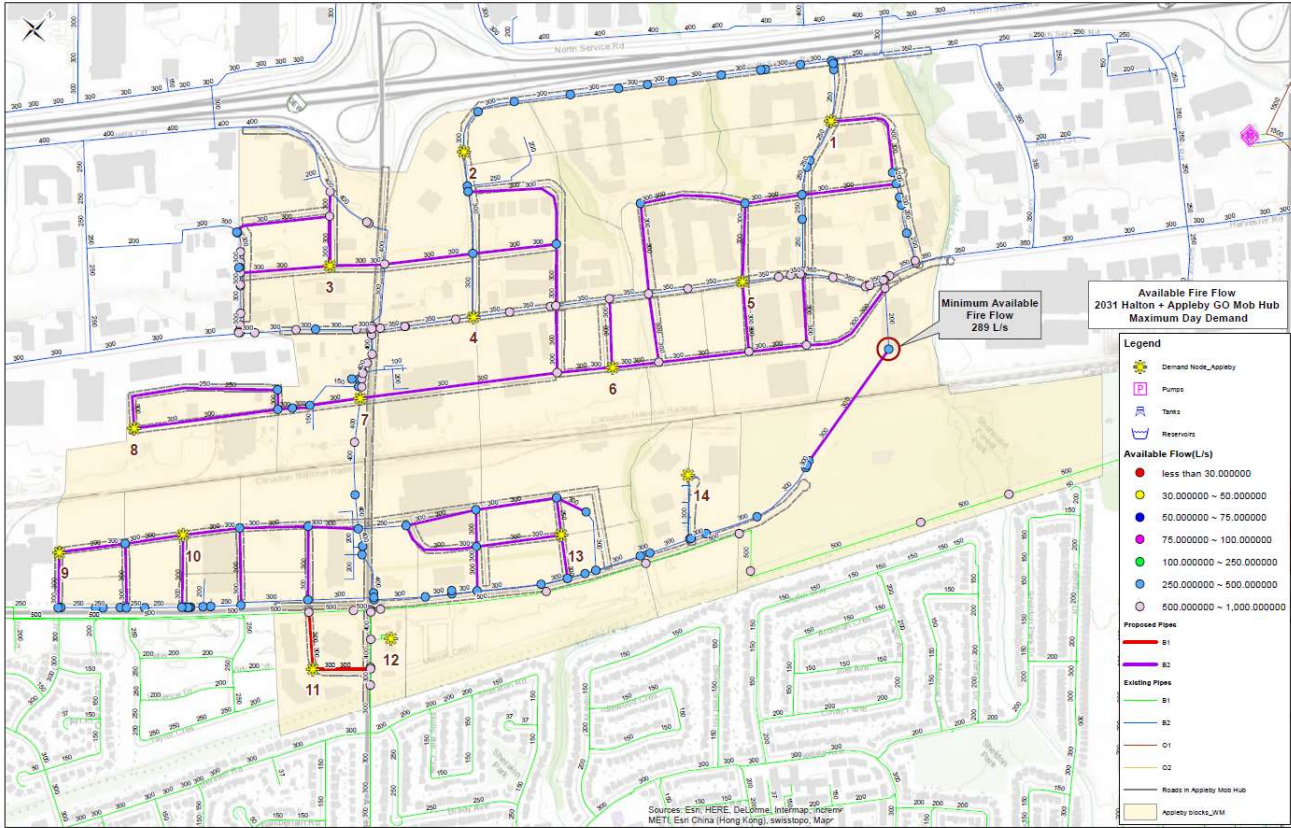


Figure 2-8. Appley Go - Available Fire Flow – Proposed

### 2.5.3 APPLEBY GO – WATER DESIGN CRITERIA

Design water demands used to update the hydraulic modelling are outlined in the table below as per comments received which suggested using unit water usages rates for residential (255 L/p-d) and ICI (a single blended rate = 225 L/p-d). With these usage rates, the average demands (L/s) and Max Day Demand (MDD) were determined using a max day factor of 2.25 (Typically a maximum daily factor of 1.9 is used, however, based on the land use mix, a rate of 2.25 was used as the best-informed factor at the time that model was run. This slightly different factor should not influence any recommendation or outcome but can be corrected in the future if deemed necessary)

Table 2-5. Design Criteria – Water Demand

Land Use Type	Water Average Day Demands
Residential	255 L/person/day
Industrial/Commercial/Institutional (Blended)	225 L/employee/day



## 2.5.4 APPLEBY GO – WATER DEMAND

The following hydraulic modelling results confirm supply and pressure availability to service the proposed developments at 2031. The anticipated water demand (average day demand, max day demand and fire flow) for the projected growth in each MTSA was calculated based on 2051 residential and employment population forecasts from the MTSA land use Traffic Zone Allocation. The average day demand (ADD) projection was estimated by applying the above criteria to the total equivalent population and the area. The following factors were utilized to estimate the maximum day demand (MDD) and peak hour demand (PHD).

MDD	2.25
PHD	3.0

Applying these criteria to the residential and employment populations and adding the demands up, the ADD, MDD and PHD are:

**Table 2-6. Appleby GO – New Development Water Demand Growth**

Parameter	Value
Residential Population	8,471
Employment Population	18,176
Average Daily Demand (ADD)	72.3 L/s
Maximum Daily Demand (MDD)	162.8 L/s
Peak Hour Demand (PHD)	216.9 L/s

For water analysis, the future demands were distributed to Demand 7 for anticipated residential growth and Demand 9 for anticipated employment growth.

**Table 2-7. Appleby GO – Modelling Results Under MDD**

Junction ID	Demand (L/s)	Elevation (m)	Head (m)	Pressure (psi)
WFT-PROP-14	5.0	106.0	165.4	84.4
WFT-PROP-16	3.7	105.9	164.9	83.8
WFT-PROP-17	3.7	106.5	164.9	83.0
WFT-PROP-18	16.7	102.0	164.3	88.5
WFT-PROP-20	16.7	101.0	164.3	90.0
WFT-PROP-29	24.7	102.0	164.2	88.4
WFT-PROP-3	6.0	115.5	165.5	71.1
WFT-PROP-30	6.3	99.0	135.9	52.4
WFT10333	5.2	116.0	165.6	70.5
WFT10562	10.2	108.8	165.5	80.5
WFT10699	5.2	116.9	165.4	69.0
WFT10836	10.2	108.7	165.3	80.5
WFT17984	24.7	99.7	135.9	51.4
WSV49343	24.7	102.7	163.9	87.0

**Table 2-8. Appleby GO – Modelling Fire Flow Results**

ID	Total Demand (L/s)	Hydrant Available Flow (L/s)	Critical Pressure for Design Run (psi)
WFT-PROP-14	285.0	821.4	28.4
WFT-PROP-16	283.7	730.2	28.4
WFT-PROP-17	283.7	392.7	28.4
WFT-PROP-18	296.7	378.2	28.4
WFT-PROP-20	296.7	444.2	28.4
WFT-PROP-29	304.7	447.6	28.4
WFT-PROP-3	286.0	710.5	28.4
WFT-PROP-30	286.3	606.5	28.4
WFT10333	285.2	558.3	28.4
WFT10562	290.2	804.7	28.4
WFT10699	285.2	527.1	28.4
WFT10836	290.2	800.4	28.4
WFT17984	304.7	647.6	28.4

**Figure 2-9. Appleby GO – Node Locations**



### 2.5.5 APPLEBY GO - WATER MODELING RESULTS

The hydraulic water model was updated using the Region’s most up to date data for a 2031 time-horizon. No additional Regional based servicing constraints regarding water purification plants,

reservoirs, pump stations, or linear infrastructure were identified for the Aldershot GO MTSA. Expansion and upgrade requirements for the Aldershot GO MTSA to accommodate projected residential and employment populations are identified in the following section. The model output for the available fire flow indicator is 273.4 L/s to 821.4 for the subject lands as shown in **Figure 2.9**. This confirms the network is suitable to support the needs of a variety of building types. All tested nodes in the Appleby Go MTSA had sufficient fire flows of more than 250L/s available (see **Table 2-8**). The MDD+FF scenarios were completed with the residual pressure set as 28.4 psi and the available fire flows are expected to be higher than what have been presented in the report with the minimum residual pressure requirement of 20 psi. Although current results are adequate, it is suggested to re-run the model with the pressure set at 20 psi for even better results if deemed necessary.

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## 2.6 SUMMARY AND COST ESTIMATE

The Appleby GO MTSA can be adequately serviced from Halton Region's Lake based system as per the plans described in Section 2.4.2 (Proposed Wastewater Services) and Section 2.5.2 (Proposed Water Services).

Preliminary Cost Estimates are provided for information purposes in **Table 2-9** and **Table 2-10** and based on 2022 construction costs. Costs are provided for planning purposes only. Note that actual costs can vary considerably due to labour, materials, unknown design factors, ground conditions, staging.

The estimate represents an overall budget for transmission and collection servicing upgrades to provide an opportunity for collective cost sharing of servicing at the level of the MTSA or as an intensification fund levied from intensification developments within targeted areas in the City of Burlington.

External Servicing and Life-Cycle Costs associated with the Halton Lake Based Trunk wastewater collection & treatment, as well as the treated water supply, storage, transmission and pumping are not included in the estimates below.

No specific external services are identified for the Appleby GO MTSA.

The following estimated costs are based on the Regional Municipality of Halton 2022 Water/Wastewater Development Charges Update and include full road reconstruction.

**Table 2-9. Cost Estimate – Appleby GO MTSA - Internal Sanitary Servicing<sup>3</sup>**

Description	Unit	Quantity	Unit Cost	Extended Cost	Amount
<b>Reach #1</b>					<b>\$416,700</b>
375 mm dia & 2.5-3 m deep Sanitary Sewer pipe in Proposed Roads	per meter	470	\$810/m	\$380,700	
1200 mm Sanitary Manhole 2.5m -3m deep	each	6	\$6,000/each	\$36,000	
<b>Reach #2</b>					<b>\$607,000</b>
375 mm dia & 3.5-5 m deep Sanitary Sewer pipe in Proposed Roads	per meter	700	\$810/m	\$567,000	
1200 mm Sanitary Manhole 3.5-5 m deep	each	5	\$8,000/each	\$40,000	
<b>Reach #3</b>					<b>\$1,526,500</b>
300 mm dia & 3-4.5 m deep Sanitary Sewer pipe in Proposed Roads	per meter	1,350	\$760/m	\$1,026,000	
375 mm dia & 3-5 m deep Sanitary Sewer pipe in Proposed Roads	per meter	450	\$810/m	\$364,500	
1200 mm Sanitary Manhole 3-5 m deep	each	17	\$8,000/each	\$136,000	
<b>Reach #4</b>					<b>\$224,800</b>
300 mm dia & 2.5-3 m deep Sanitary Sewer pipe in Proposed Roads	per meter	280	\$760/m	\$212,800	
1200 mm Sanitary Manhole 2.5-3 m deep	each	2	\$6,000/each	\$12,000	
<b>Reach #5</b>					<b>\$355,000</b>
300 mm dia & 2.5-4.5 m deep Sanitary Sewer pipe in Proposed Roads	per meter	425	\$760/m	\$323,000	
1200 mm Sanitary Manhole 2.5-4.5 m deep	each	4	\$8,000/each	\$32,000	
<b>Reach #6</b>					<b>\$246,000</b>
300 mm dia & 2.5-3.5 m deep Sanitary Sewer pipe in Proposed Roads	per meter	300	\$760/m	\$228,000	
1200 mm Sanitary Manhole 2.5-3.5 m deep	each	3	\$6,000/each	\$18,000	
<b>Reach #7</b>					<b>\$331,800</b>
375 mm dia & 3-6 m deep Sanitary Sewer pipe in Proposed Roads	per meter	380	\$810/m	\$307,800	
1200 mm Sanitary Manhole 3-6 m deep	each	3	\$8,000/each	\$24,000	
<b>Secondary Sewer Servicing</b>					<b>\$2,280,000</b>
300 mm dia Sanitary Sewer pipe and 1200 mm Manholes@120m spacing	per meter	3,000	\$760/m	\$2,280,000	
<b>Sub-Total Cost Estimate</b>					<b>\$5,987,800</b>
Contingency & Engineering Allowance 35%					\$2,095,730
<b>Total Cost Estimate (rounded)</b>					<b>\$8,083,530</b>

**Table 2-10. Cost Estimate - Appleby GO MTSA - Internal Water Servicing<sup>3</sup>**

Description	Unit	Quantity	Unit Cost	Extended Cost	Amount
<b>New Watermains and their Connections</b>					<b>\$7,978,256</b>
300 mm dia. Watermains in Proposed Roads	per meter	8,242	\$880/m	\$7,252,960	
Allowance for connections, PRVs, etc.	L.S.	1		\$725,296	
<b>Sub-Total Cost Estimate</b>					<b>\$7,978,256</b>
Contingency & Engineering Allowance 35%					\$2,792,389
<b>Total Cost Estimate (rounded)</b>					<b>\$10,770,645</b>

<sup>3</sup> The cost of road reinstatement is included in the unit cost for planned work in existing roads. For planned work in proposed roads, the cost of new road construction is not included. The added cost of new full width road construction is estimated in the range of \$5,200 to \$5,900 per linear meter.

# 3 BURLINGTON GO MTSA

## 3.1 STUDY AREA

The Burlington GO MTSA study area is located in and around the existing Burlington GO station, and includes lands along major corridors including Brant Street from Plains Road to Prospect Street, Fairview Street from approximately 400 m to the West of Brant Street to Drury Lane, and Plains Road from Helena Street to Brenda Crescent. The area covers approximately 97 hectares (ha.) The site slopes from North to South. The studied area range in elevation approximately 110 m to approximately 91.5 m. The elevation contours are presented in **Figure 3-1**.



Figure 3-1. Burlington Go MTSA Topography Context

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## 3.2 PLANNING CONTEXT

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### 3.2.1 PROJECTED DENSITY

The Preferred Land Use Plan as per Brook McIlroy (Technical Memo of November 9, 2017, to the City of Burlington) is given in **Figure 2-2**. Density calculations for the hub are based on full build-out of the Preferred Land Use. The Burlington GO MTSA is projected to have capacity for 22,000 new people and 9500 new jobs, or a total of 31,500 people and jobs, and a gross density of 325 people and jobs per hectare at full build.

The MTSA land use Traffic Zone Allocations are considered more realistic numbers for this development and were carried through during this study and used for modeling purposes. The Burlington GO MTSA is projected to have an increase of 12,882 new people, 8354 new jobs, or a total of 21,317 new people and jobs, and a gross density of 220 new people and jobs per hectare.

The projected density calculations and block map for the Burlington GO MTSA are presented in **Appendix A**.

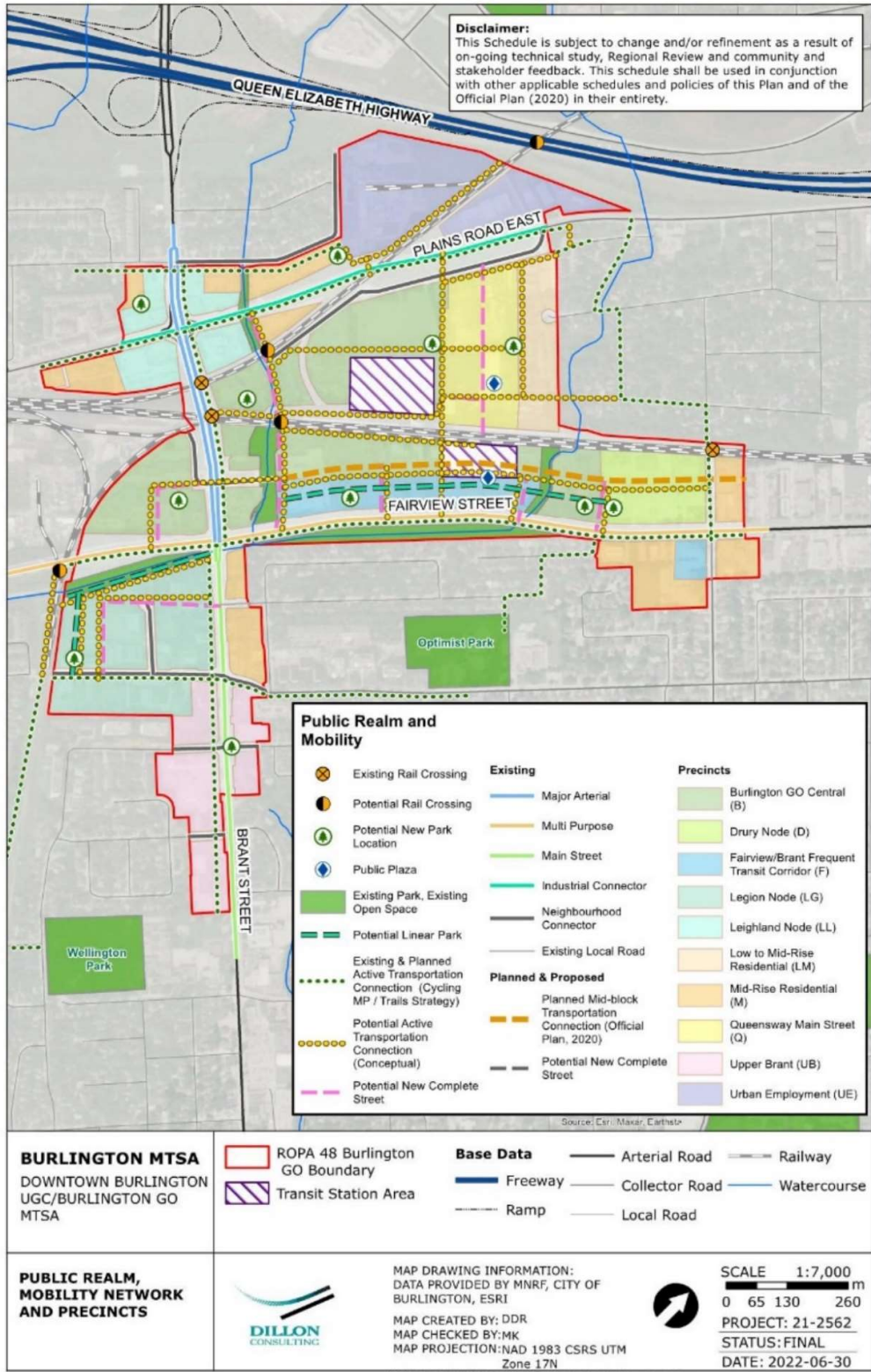


Figure3-2. Burlington Go MTSA Preferred Design Concept

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## 3.3 EXISTING CONDITIONS

Existing land use within the future Burlington GO MTSA consists primarily of residential, commercial and industrial land uses as well as some park and open space uses.

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## 3.4 WASTEWATER SERVICING EVALUATION

### 3.4.1 EXISTING WASTEWATER SERVICES

The Burlington GO MTSA is serviced by 3 major North South Trunk Sewer Systems that conveys flows for treatment in the Skyway Wastewater Treatment Plant via Skyway East Trunk Sewer (SETS) is in South Burlington. The SETS is a large capacity system that is designed to take on flows from most of the Skyway Wastewater Treatment Plant Service Area.

Lands within the MTSA are to be serviced by gravity sewers connecting to the 3 key North South Trunk Sewers.

Key existing wastewater infrastructure components around the Burlington GO MTSA lands are described as follows:

1. **Glendor - Plain –Maple Trunk Sewer:** A 750 mm – 825 mm sewer system that receives flows from the Northwest portion of the subject lands via a 450 mm – 525 mm sewer system along Leighland Road and connects to a 750 mm sewer along Glendor Road.
2. **Brant Street Trunk Sewer:** A 450 mm – 600 mm sewer system that runs along Brant Street and receives flows from the centre of the subject lands
3. **Drury Lane Trunk Sewer:** A 675 mm sewer system that runs along Drury Lane and is accessible to the subject lands in two locations.
4. **The Skyway East Trunk Sewer:** This consists of the trunk sewer that runs East West through Burlington at to the Skyway Wastewater Treatment Plant.

The existing sewer network is given in **Figure 3-3**.

Key external planned infrastructure upgrades include:

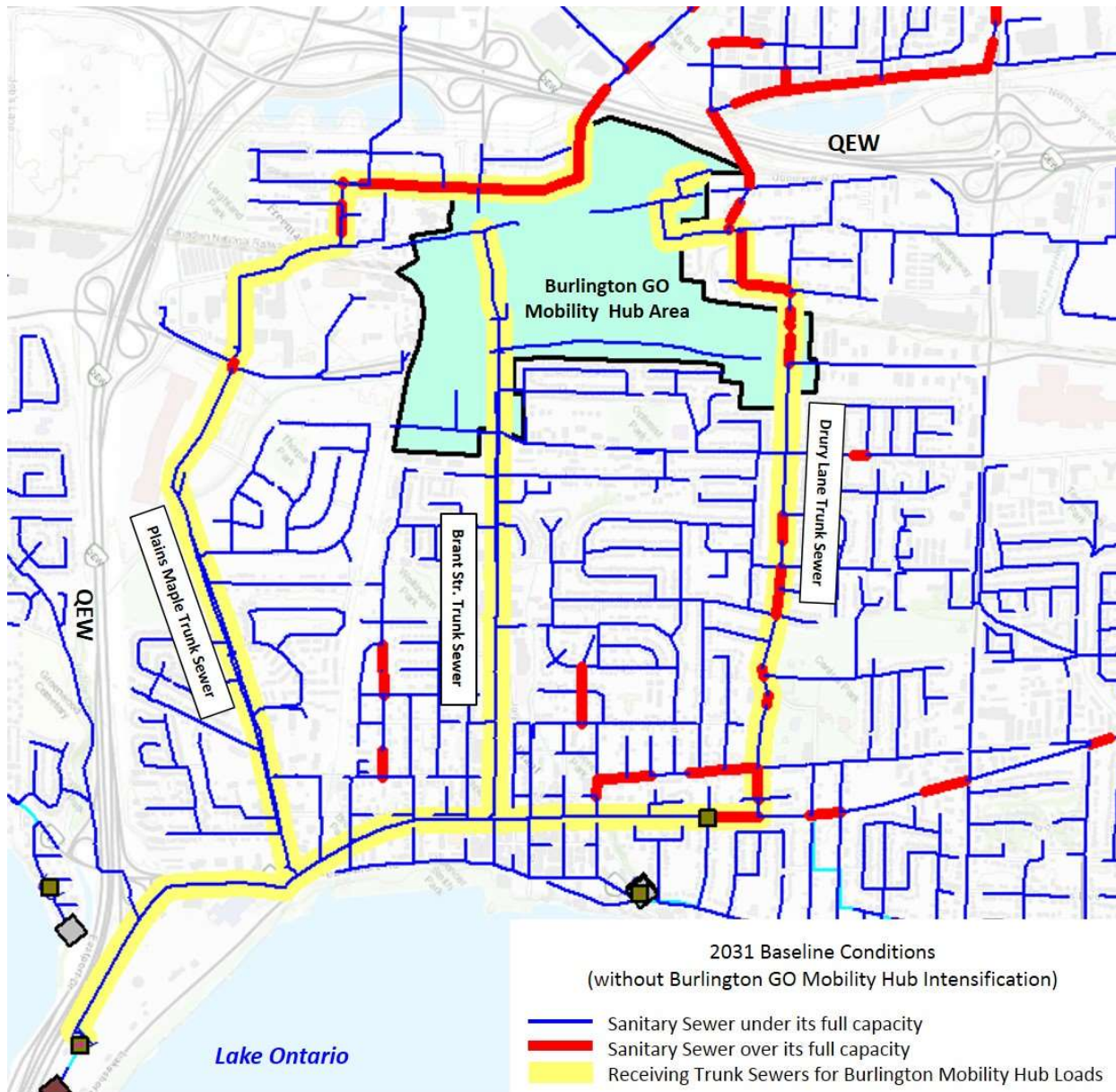
#### 1. **New 2400 mm Sewer Inlet at Skyway WWTP**

Halton's model 2051 scenario identifies capacity deficiencies in the 3 trunk sewer systems that service the Hub lands. There are no identified capacity issues within the Skyway East Trunk Sewer. The sewers with existing capacity issues are shown in **Figure 3-4**. **Figure 3-5** shows the capacity deficiencies in the existing sewers with the demands associated with the proposed land use provided by Brook McIlroy.

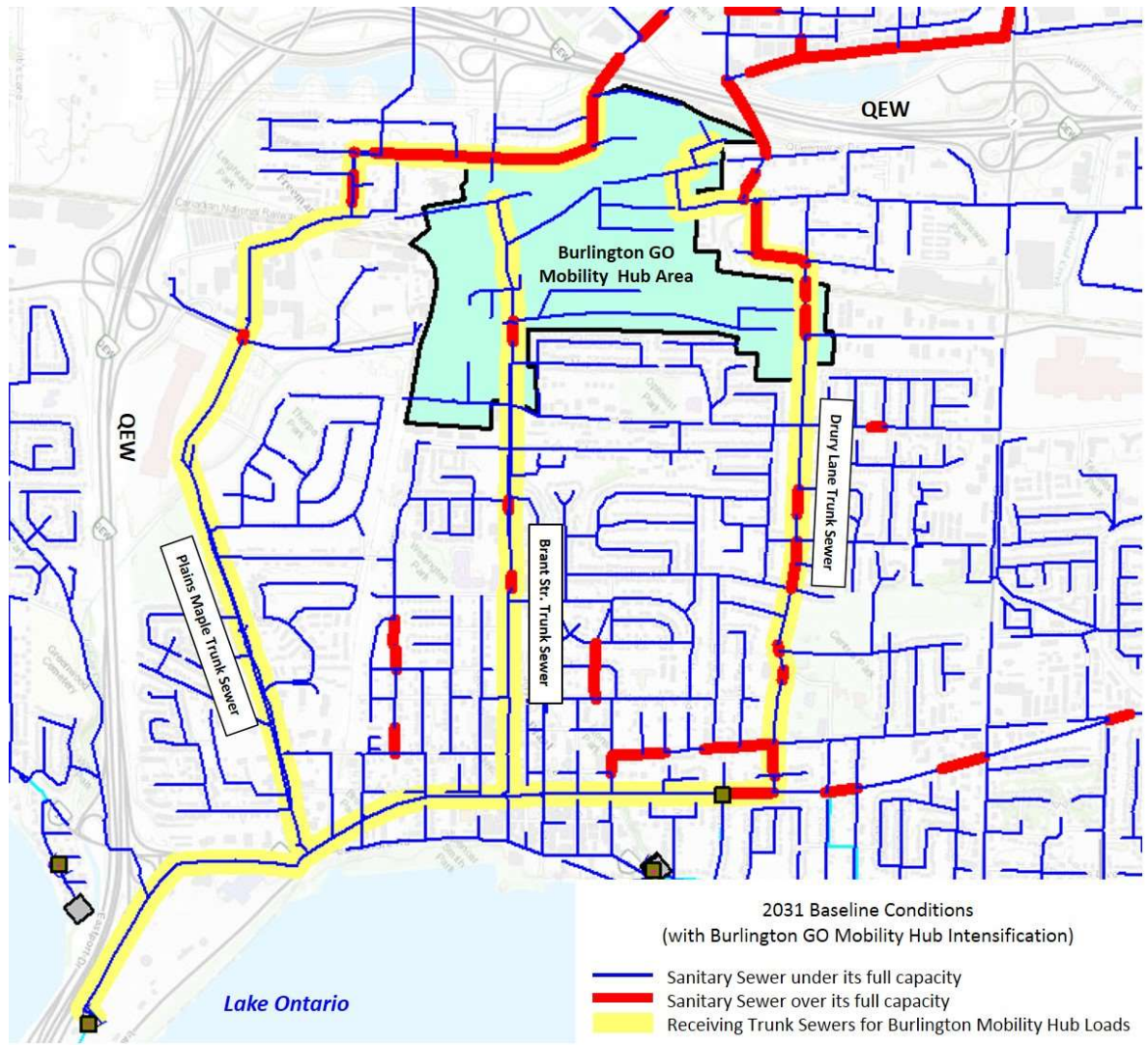




Figure 3-3. Existing Wastewater Services Burlington Go MTSA



**Figure 3-4. Existing Capacity Issues - Burlington GO MTSA**



**Figure 3-5. Capacity Issues in receiving sewer system with Burlington GO intensification**

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### 3.4.2 PROPOSED WASTEWATER SERVICES

The following is a brief discussion and summary of existing and planned wastewater services for the Burlington GO MTSA.

#### **Internal Services**

A plan of services for the proposed MTSA is provided in

**Figure 3-6.** This figure shows proposed main trunk sewer lines connecting to the available existing outlets to Halton's wastewater collection system. Profiles for the main lines are given in **Figure 3-7** and **Figure 3-8**. Additional sewer lines were labelled as "secondary lines", profiles for these sewers are not given, they are included as part of the overall servicing plan. The proposed plan includes sewer service along all the proposed roads in the MTSAs.

The proposed internal sewer layout also makes use of existing sewers within the existing roads. New Sewers are generally proposed in areas where there will be a change in land use or a new road. As such there is no restoration cost added to the sewer cost estimate as it is not expected that it will be built within an existing road. The new internal layout involves approximately 3,900 m of new sewers within the MTSA Lands.

Figure X-X Burlington GO Mobility Hub Proposed Wastewater System

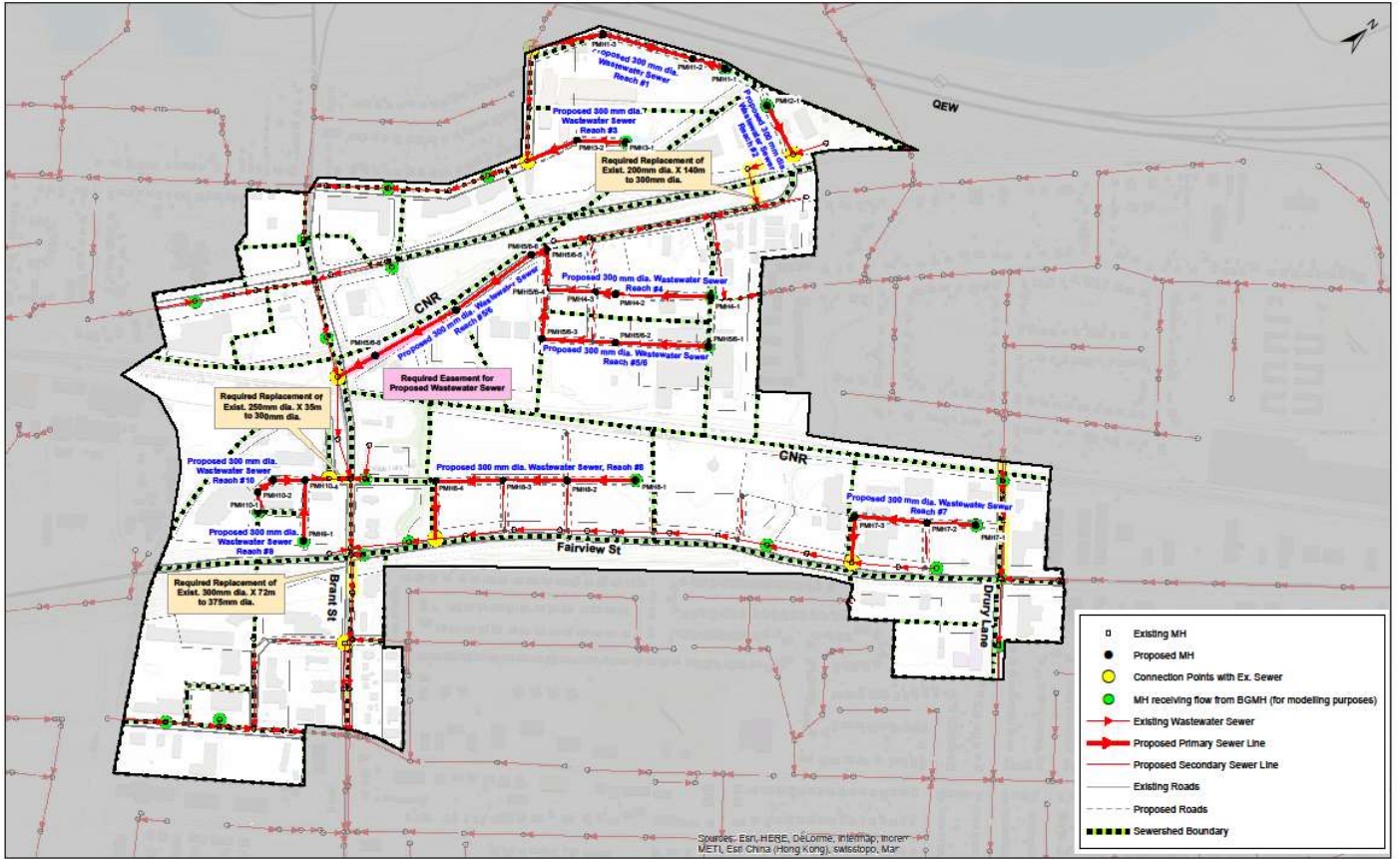
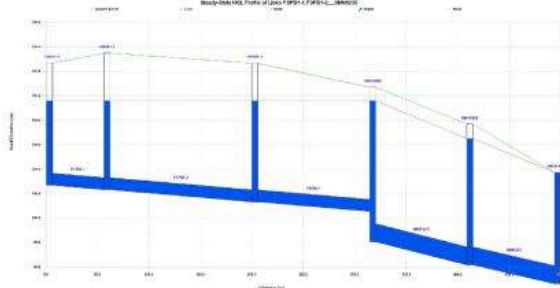
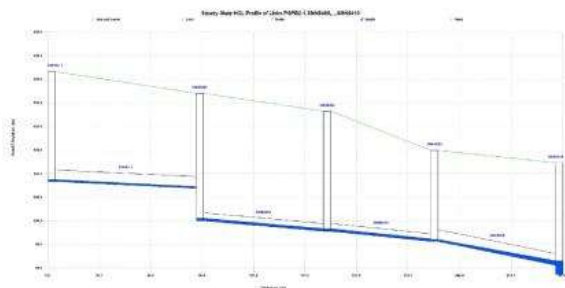


Figure 3-6 Burlington GO MTSA - Internal Sanitary Sewer Services

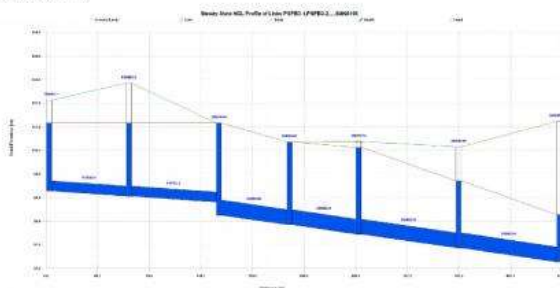
REACH 1



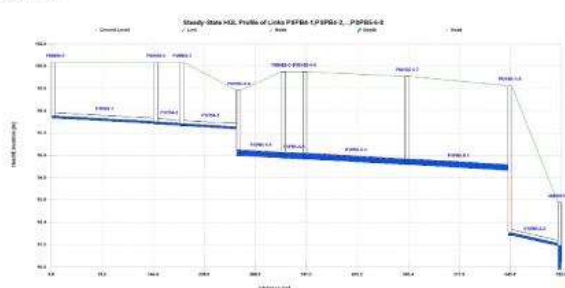
REACH 2



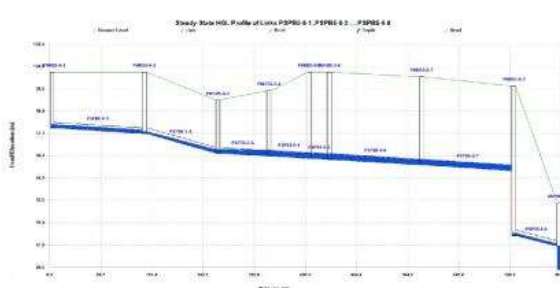
REACH 3



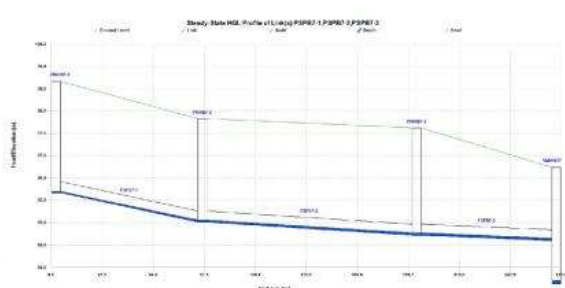
REACH 4



REACH 5 - 6



REACH 7



BURLINGTON PROFILE REACHES

(CIRCLES INDICATE PROFILE START LOCATION)

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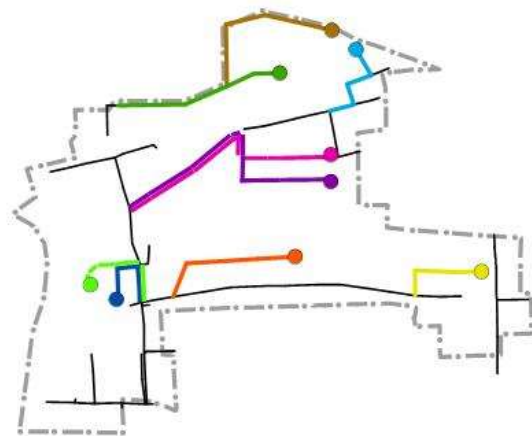
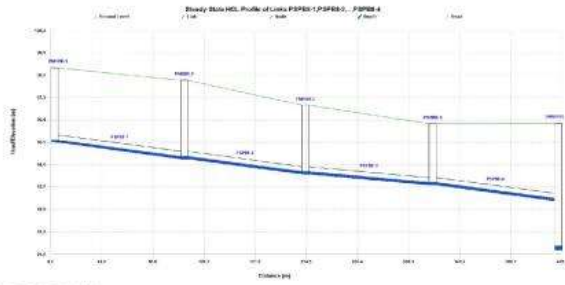
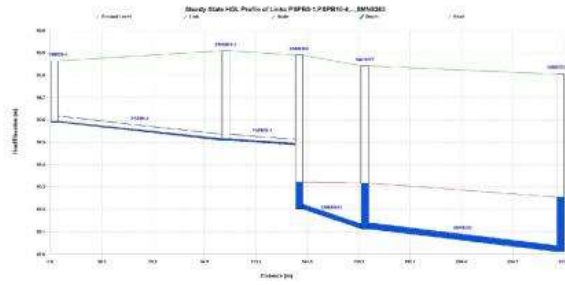


Figure 3-7 Burlington GO MTSA Internal Services - Sanitary Sewer Profiles

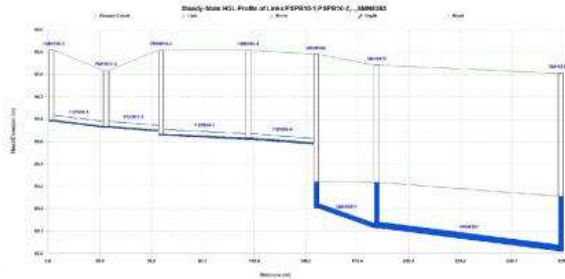
REACH 8



REACH 9



REACH 10



BURLINGTON PROFILE REACHES

(CIRCLES INDICATE PROFILE START LOCATION)

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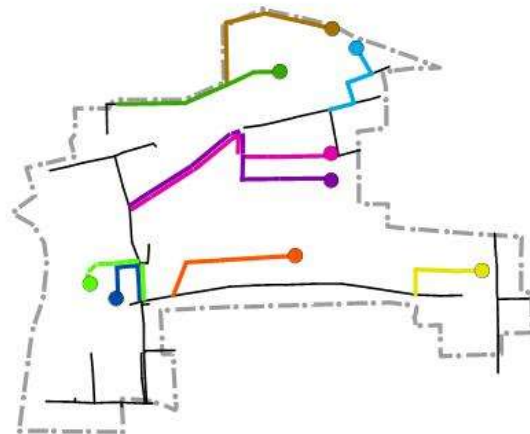


Figure 3-8 Burlington GO MTSA Internal Services - Sanitary Sewer Profiles

## **External Services**

Halton's model 2031 scenario identifies capacity deficiencies in the 3 trunk sewer systems that service the Hub lands. The most significant issues are in the Plains Maple and the Drury Trunk Systems. Note that external capacity is reviewed by Halton Region as part of the Master Planning process and for the cumulative effect on major trunk systems. New developments that benefit from the existing capacity are typically assigned an overall development charge to pay for the life-cycle cost of the infrastructure.

The following baseline improvements have been proposed in this study to assist in understanding the scope of needs for the Burlington MTSAs. An overview of the proposed improvements is given in **Figure 3-9**. These upgrades are an initial concept that can be improved upon or refined by considering alternatives in a detailed design process:

**Leighland Road Sewer Improvements:** A replacement of the 450 mm/525 mm x 1.0 km sewer along Truman Street and Leighland Road with a higher capacity sewer (675 mm) AND a connection of the new sewer to the 750 mm sewer manhole near the intersection of Gabriel Place and Leighland Road. This configuration will eliminate the baseline capacity issues in the Plains Maple System shown in **Figure 3-5**.

**Drury Lane Trunk Sewer Improvements:** A replacement of the 2.0 km x 525mm/600mm/675 mm sewer along Phyllis Street, Fassel Avenue, Orpha Street, across the railway and through Drury Lane. An upsizing of this sewer to 675mm for the portion upstream (North) of Prospect Street, and 750 mm for the portion downstream to Caroline Street, will eliminate the baseline capacity issues in the Plains Maple System shown in **Figure 3-5**. Note that alternate solutions could be considered to optimize the value of the investment as shown in **Figure 3-9**, the alternate approaches consider the replacement of a lower capacity sewer (200 mm) while maintaining the existing capacity in the 675 mm sewer on Drury Lane providing an opportunity for better value.

## **Key External Planned Infrastructure Projects:**

- 1. New 2400 mm sewer inlet to Skyway WWTP parallel to QEW***



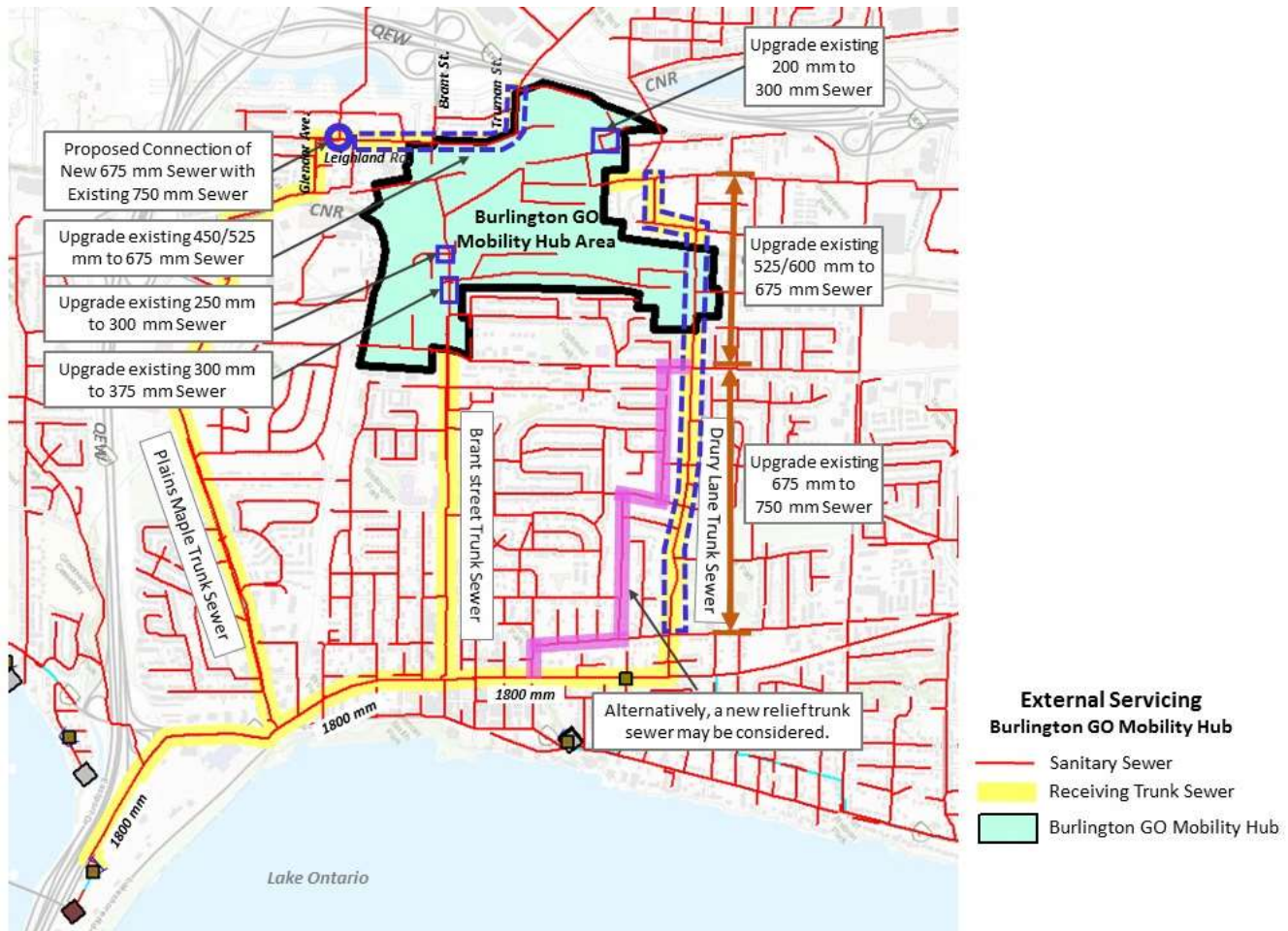


Figure 3-9. Proposed External Sewer Improvements - Burlington Go MTSAs

### 3.4.3 BURLINGTON GO - WASTEWATER SERVICING DESIGN CRITERIA

The following table outlines the design requirements for the Burlington GO wastewater collection system.

Table 3-1. Design Criteria – Wastewater Collection System

Pipe Flow		
Coefficient of Roughness	n = 0.013	Halton Region
Minimum Flow Velocity	0.6 m/sec	Halton Region
Maximum Flow Velocity	3.0 m/sec	Halton Region
Infiltration		
Infiltration Allowance	0.286 l/sec/ha	Halton Region
Wastewater Generation Rate		
Residential	210 L/cap/day	
Employment	185 L/cap/day	

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### 3.4.4 BURLINGTON GO - WASTEWATER GENERATION

Wastewater generation rates have been calculated based on the preferred Land Use, utilizing Halton Region design criteria listed above.

#### Wastewater Loading and Infiltration/Inflow Generation

Infiltration and Inflow (I&I) = 0.286 Litres per hectare per second

Wastewater flow projection for the Burlington GO service area was estimated by applying these criteria to the total equivalent population and the area. The Inflow and Infiltration amounts were factored in by applying the Modified Harmon Peaking Method which is built into and calculated through the hydraulic model. The following wastewater loading and I&I generation rates were calculated for the Burlington GO MTSA.

**Table 3-2. Burlington GO Loading and Generation**

Parameter	Value
Average Daily Dry Weather Flow	49.42 L/s
Average Daily Wet Weather Flow	54.95 L/s
Total Peak Wastewater Flow Including I&I	188.68 L/s

Establish the expected sanitary flows (average dry weather flow, maximum wet weather flow (including I/I) for each MTSA based on future residential and employment population forecasts (specific time horizons required: 2031 and 2051). Confirm via hydraulic modeling that adequate capacity is available for servicing the proposed developments in 2031.

It is requested that wastewater generation rates and population/employment estimates are established and differentiated for both the 2031 time-horizon as well as for 2051.

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### 3.4.5 BURLINGTON GO - WASTEWATER MODELLING

The hydraulic wastewater model was updated using the Region's most up to date data for a 2051 time-horizon. No additional Regional based servicing constraints regarding wastewater treatment plants, pumping stations or gravity sewers are identified for the Burlington GO MTSA at this point. For the purpose of this report, only linear infrastructure has been considered to date. Further analysis is required to confirm vertical infrastructure needs. Expansion and upgrade requirements for the Burlington GO MTSA to accommodate projected residential and employment populations are identified in the following section.

#### Summary of Proposed Additional Wastewater Servicing

To accommodate the full build out scenario for the Burlington GO MTSA, the proposed additional wastewater infrastructure is summarized below:

**Table 3-3. Burlington GO – Proposed Wastewater Infrastructure**

Gravity Mains	Meters
250 mm	35
300 mm	2,596

## 3.5 WATER SERVICING

### 3.5.1 EXISTING WATER SERVICES

The Burlington GO MTSA is serviced by Burlington Pressure Zones B1 with existing services shown in **Figure 3-10**. The flows from the Burlington WPP and the Washburn Pump Station align with the Region's modelling data.

The preferred service ground elevation range for the pressure zones is given in **Table 3-4**.

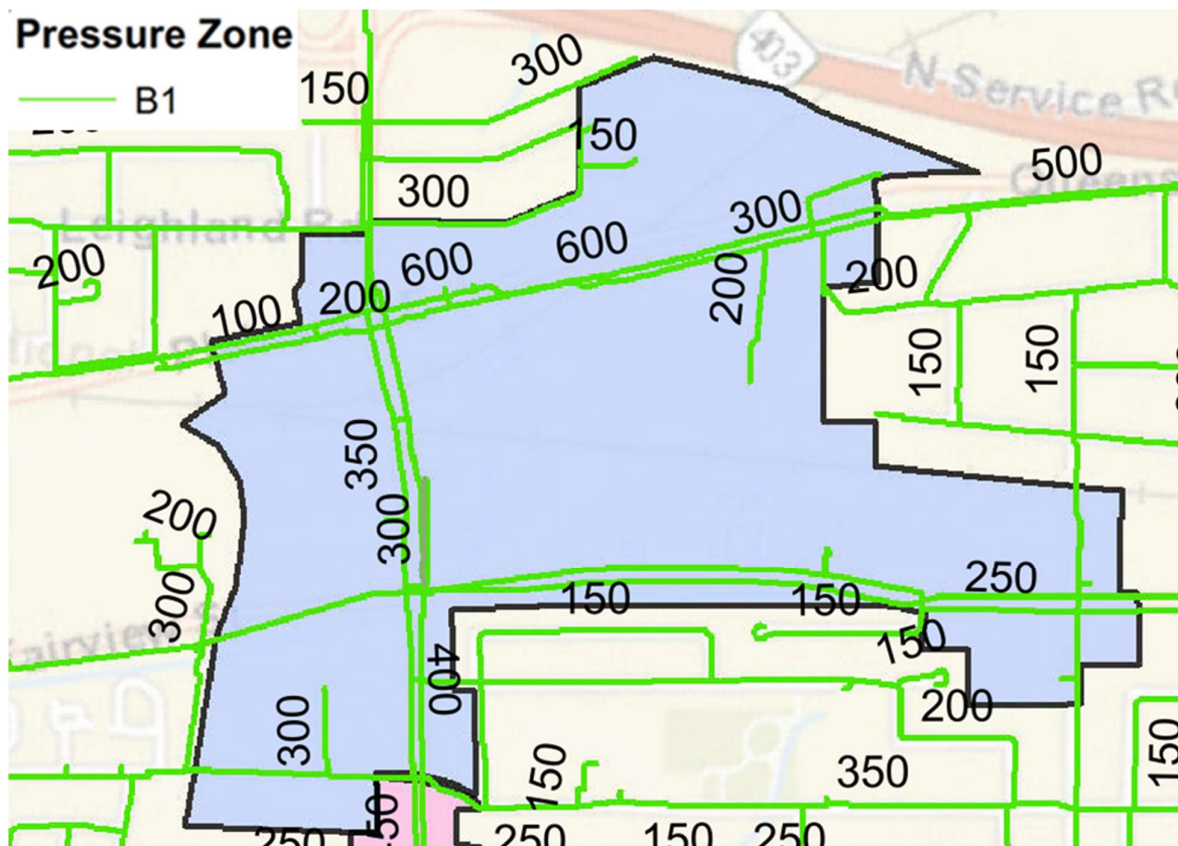


Figure 3-10. Existing Water Services at Burlington GO MTSA

Table 3-4. Burlington GO - MTSA Pressure Zone Suitability

	Required (MOECC)	Preferred (Halton Criteria)
Min Operating Pressure	28.0 m	35.0 m
Max Operating Pressure	50.0 m	56.0 m
<b>Zone B1 Pressure Zone Characteristics</b>		
Min Suitable Ground Service Elevation	65.0 mASL	79.0 mASL
Maximum Suitable Ground Service Elevation	102.2 mASL	95.2 mASL
Minimum HGL	130.2 mASL	
Max HGL	135.0 mASL	

Note that the ground elevations are suitable for service from Zone B1, however the lands in the North near the QEW are at the higher end and may experience lower than preferred pressure. This can be studied further as these lands develop, at this time it is planned for service from Zone B1.

### **Key External Planned Infrastructure Projects**

Halton's Planning model indicates a number of planned infrastructure components that are to be in-service by 2031. Key Components were identified and Halton Region confirmed the status of the components as follows:

- 1. Zone 1 900 mm Feedermain from Guelph Line/Prospect Street to Washburn Reservoir.**
- 2. 300mm WM on Brant St from Fairview St to 180 m northerly (BUR)**

The 2031 modeling results for the Burlington GO MTSA includes these components in service.

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## **3.5.2 PROPOSED WATER SERVICES**

The following is a brief discussion and summary of existing and planned water services for the Burlington GO MTSA.

### **Internal Services**

A proposed servicing plan is given in **Figure 3-11**. A network of 300 mm watermains is proposed along all new road right-of-ways. A total of 4300 m of new watermain is proposed to service the Burlington Go MTSA.

### **External Services**

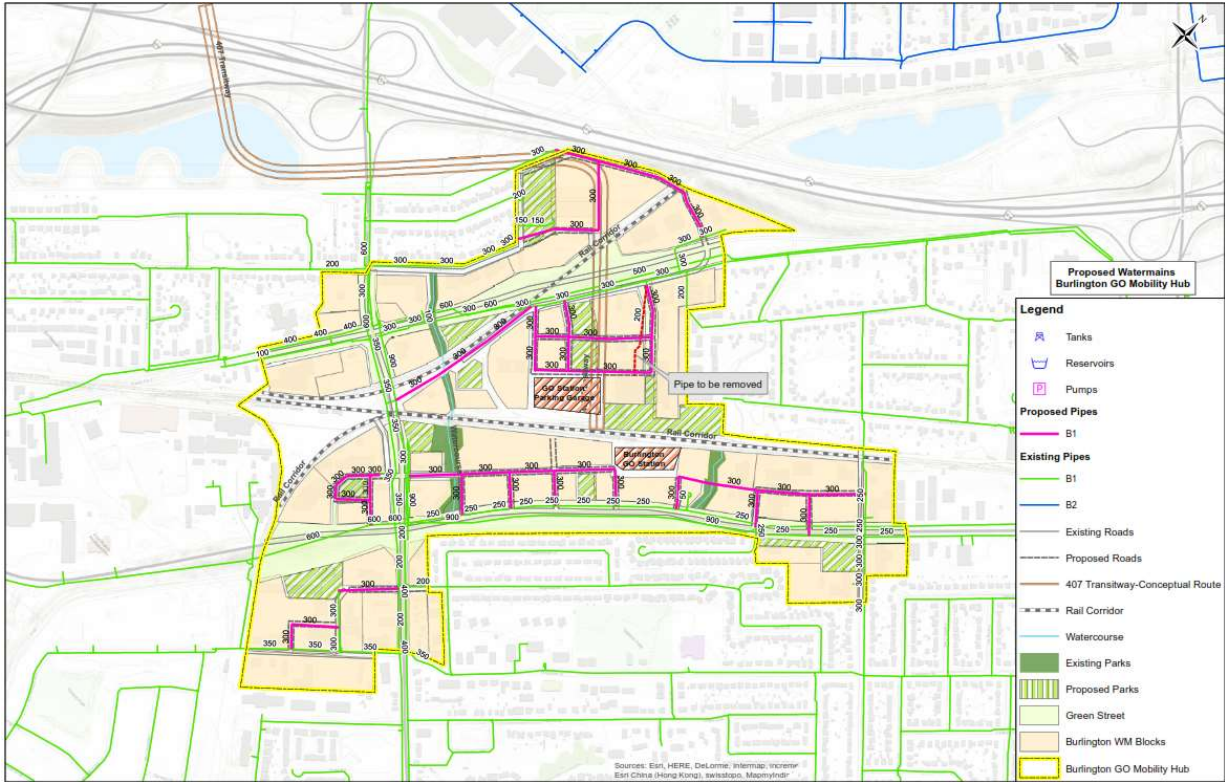
Halton's water model 2031 scenario with the proposed build-out population in the Burlington MTSA, confirms there is sufficient capacity to meet the boundary conditions and support the demands as described below. Note that external capacity is reviewed by Halton Region as part of the Master Planning process and for the cumulative effect on major supply and transmission systems. New developments that benefit from the existing capacity are assigned an overall development charge to pay for the life-cycle cost of the infrastructure.

### **Confirmation of Capacity**

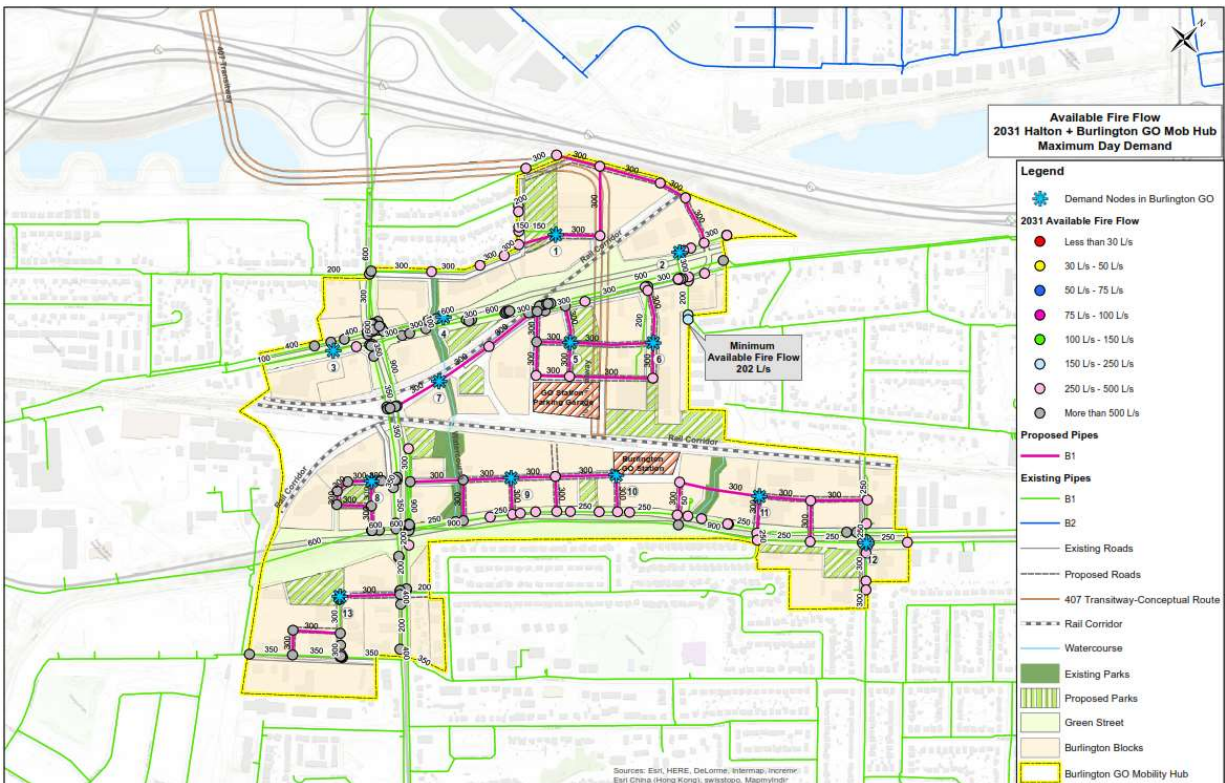
The proposed system was modelled with the following elements:

- Halton's proposed, existing and upgraded infrastructure to 2031;
- The proposed updated population for the Burlington MTSA as well as the 2051 demands elsewhere in the Region;
- The proposed internal network as shown in **Figure 3-11**;

The model output for the available fire flow indicator is above 200 L/s for the subject lands as shown in **Figure 3-12**. This confirms the network is suitable to support the needs of a variety of building types.



**Figure 3-11. Burlington GO MTSA Proposed Water System**



**Figure 3-12. Burlington GO MTSA Available Fire Flow - Proposed**

### 3.5.3 BURLINGTON GO – WATER DESIGN CRITERIA

Design water demands used to update the hydraulic modelling are outlined in the table below as per comments received which suggested using unit water usages rates for residential (255 L/p-d) and ICI (a single blended rate = 225 L/p-d). With these usage rates, the average demands (L/s) and Max Day Demand (MDD) were determined using a max day factor of 2.25 (Typically a maximum daily factor of 1.9 is used, however, based on the land use mix, a rate of 2.25 was used as the best-informed factor at the time that model was run. This slightly different factor should not influence any recommendation or outcome but can be corrected in the future if deemed necessary).

**Table 3-5. Design Criteria – Water Demand**

Land Use Type	Water Average Day Demands
Residential	255 L/person/day
Industrial/Commercial/Institutional (Blended)	225 L/employee/day

### 3.5.4 BURLINGTON GO – WATER DEMAND

The following hydraulic modelling results confirm supply and pressure availability to service the proposed developments at 2031. The anticipated water demand (average day demand, max day demand and fire flow) for the projected growth in each MTSA was calculated based on 2051 residential and employment population forecasts from the MTSA land use Traffic Zone Allocation. The average day demand (ADD) projection was estimated by applying the above criteria to the total equivalent population and the area. The following factors were utilized to estimate the maximum day demand (MDD) and peak hour demand (PHD).

MDD        2.25  
 PHD        3.0

Applying these criteria to the residential and employment populations and adding the demands up, the ADD, MDD and PHD are:

**Table 3-6. Burlington GO – New Development Water Demand Growth**

Parameter	Value
Residential Population	12,882
Employment Population	8,435
Average Daily Demand (ADD)	60.0 L/s
Maximum Daily Demand (MDD)	135.0 L/s
Peak Hour Demand (PHD)	180.0 L/s

For water analysis, the future demands were distributed to Demand 7 for anticipated residential growth and Demand 9 for anticipated employment growth.

**Table 3-7. Burlington GO – Modelling Results Under MDD**

Junction ID	Demand (L/s)	Elevation (m)	Head (m)	Pressure (psi)
BUR_GO_12	11.7	99.0	134.9	51.1
BUR_GO_17	6.4	97.0	134.9	53.9
BUR_GO_25	11.7	100.5	134.9	49.0
BUR_GO_27	9.3	100.5	134.9	49.0
BUR_GO_33	2.4	103.0	135.0	45.4
BUR_GO_38	9.3	99.3	135.0	50.7
BUR_GO_5	9.3	97.0	135.0	54.0
BUR_GO_9	11.8	98.5	134.9	51.8
WFT144482	15.8	91.3	134.4	61.2
WFT14627	15.7	92	134.8	61
WFT148792	4.5	94.4	134.9	57.6
WFT16765	3.9	97.5	135	53.3
WFT16785	8	99.7	134.9	50
WFT224048	8	100.5	135	49.1
WFT513420	7.8	103.6	135	44.5

**Table 3-8. Burlington GO – Modeling Results**

ID	Total Demand (L/s)	Hydrant Available Flow (L/s)	Critical Pressure for Design Run (psi)
BUR_GO_12	291.7	464.1	28.4
BUR_GO_17	286.4	844.4	28.4
BUR_GO_25	291.7	535.6	28.4
BUR_GO_27	289.3	472.4	28.4
BUR_GO_33	282.4	346.4	28.4
BUR_GO_38	289.3	556.7	28.4
BUR_GO_5	289.3	419.6	28.4
BUR_GO_9	291.8	381.7	28.4
WFT144482	295.8	115.9	28.4
WFT14627	295.7	287.5	28.4
WFT148792	284.5	712.7	28.4
WFT16765	283.9	487.7	28.4
WFT16785	288	156	28.4
WFT224048	288	643.5	28.4
WFT513420	287.8	392.3	28.4

**Figure 3-13. Burlington GO – Node Locations**



### **3.5.5 BURLINGTON GO - WATER MODELING RESULTS**

The hydraulic water model was updated using the Region's most up to date data for a 2031 time-horizon. No additional Regional based servicing constraints regarding water purification plants, reservoirs, pump stations, or linear infrastructure were identified for the Burlington GO MTSA. Expansion and upgrade requirements for the Burlington GO MTSA to accommodate projected residential and employment populations are identified in the following section. The model output for the available fire flow indicator is 116 L/s to 844 L/s for the subject lands as shown in **Figure 3-8**. Most of the junctions can deliver an available fire flow greater than 250 L/s and support the needs of a variety of building types, except for the junctions WFT16785 and WFT144482 with available fire flows of 116 L/s and 156 L/s. The MDD+FF scenarios were completed with the residual pressure set as 28.4 psi and the available fire flows are expected to be higher than what have been presented in the report with the minimum residual pressure requirement of 20 psi. Although current results are adequate, it is suggested to re-run the model with the pressure set at 20 psi for even better results if deemed necessary.



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## 3.6 SUMMARY AND COST ESTIMATE

The Burlington GO MTSA can be adequately serviced from Halton Region's Lake based system as per the plans described in Section 3.4.2 (Proposed Wastewater Services) and Section 3.5.2 (Proposed Water Services).

Preliminary Cost Estimates are provided for information purposes and based on 2022 construction costs. Costs are provided for planning purposes only. Note that actual costs can vary considerably due to labour, materials, unknown design factors, ground conditions, staging.

The estimate represents an overall budget for transmission and collection servicing upgrades to provide an opportunity for collective cost sharing of servicing at the level of the MTSA or as an intensification fund levied from intensification developments within targeted areas in the City of Burlington.

External Servicing and Life-Cycle Costs associated with the Halton Lake Based Trunk Sanitary Collection and Treatment system, as well as the Treated Water Supply, Storage, Transmission and Pumping is not included in the estimates below.

Costs for wastewater treatment, as well as the treated water supply, storage, transmission and pumping are not included in the estimates below.

Servicing costs are summarized in **Table 3-9, Table 3-10 and Table 3-11**.

In regards to the external sanitary servicing, note that the base concepts shown herein may be refined through model calibration, flow monitoring demand studies and a more detailed review of alternative solutions.

Note that the external service improvements will benefit other users outside the Burlington Go Intensification Area and opportunities for cost sharing can be explored.

Note that there is available capacity within the Brant Street Sewer System and that areas directed to this sewer system are not dependent on the upgrades to the Drury and Leighland Road sewer Systems. Note that the proposed populations as shown in

**Figure 3-6** can be serviced according to the Region's model.

An initial phase of development can proceed with the internal services within the sewer sheds draining to the Brant Street Sewer. The available capacity as provided in the Brant Street Sewer system can accommodate the proposed lands as shown in

**Figure 3-6.** The available capacity is based on information provided by Halton Region via the planning model. It is recommended that the available capacity in the Brant Street Sewer be validated by a review of existing buildings connections as well as flow monitoring and rainfall data.

It is further recommended that an integrated solution for Burlington GO and Downtown MTSA be considered for the Brant Street Sewer System.

The following estimated costs are based on the Regional Municipality of Halton 2022 Water/Wastewater Development Charges Update and include full road reconstruction.

**Table 3-9. Cost Estimate - Burlington GO MTSA - Internal Sanitary Services<sup>4</sup>**

Item	Description	Unit	Quantity	Unit Cost	Extended Cost	Amount
	<b>Internal Servicing</b>					
<b>1.0</b>	<b><u>Reach #1</u></b>					<b>\$ 262,720</b>
1.1	300 mm, 2.7 - 3.5 m deep San Sewer in Proposed Road	meter	322	\$760/m	\$ 244,720	
1.2	1200 mm Sanitary Manhole 2.7m -3.5m deep	each	3	\$6,000/each	\$ 18,000	
<b>2.0</b>	<b><u>Reach #2</u></b>					<b>\$ 73,640</b>
2.1	300 mm dia 2.5-3 m deep San Sewer in Proposed Road	meter	89	\$760/m	\$ 67,640	
2.2	1200 mm Sanitary Manhole 2.5-3 m deep	each	1	\$6,000/each	\$ 6,000	
<b>3.0</b>	<b><u>Reach #3</u></b>					<b>\$ 137,400</b>
3.1	300 mm 2.5-3.5 m deep San Sewer in Proposed Road	meter	165	\$760/m	\$ 125,400	
3.3	1200 mm Sanitary Manhole 2.5 m deep	each	2	\$6,000/each	\$ 12,000	
<b>4.0</b>	<b><u>Reach #4</u></b>					<b>\$ 220,160</b>
4.1	300 mm 2.7-3.1 m deep San Sewer pipe in Proposed Road	meter	266	\$760/m	\$ 202,160	
4.2	1200 mm Sanitary Manhole 2.7-3 m deep	each	3	\$6,000/each	\$ 18,000	
<b>5.0</b>	<b><u>Reach #5/6</u></b>					<b>\$ 684,580</b>
5.1	300 mm 2.7-3.5 m deep San Sewer in Proposed Road	meter	738	\$760/m	\$ 560,880	
	300 mm 8.3 m deep San Sewer in Proposed Road	meter	70	\$810/m	\$ 57,700	
5.2	1200 mm Sanitary Manhole 2.5-4.5 m deep	each	7	\$8,000/each	\$ 56,000	
5.3	1200 mm Sanitary Manhole 7.8 m deep	each	1	\$10,000/each	\$ 10,000	
<b>6.0</b>	<b><u>Reach #7</u></b>					<b>\$ 223,960</b>
6.1	300 mm 2.5-3.5 m deep San Sewer in Proposed Road	meter	271	\$760/m	\$ 205,960	
6.2	1200 mm Sanitary Manhole 2.5-3.5 m deep	each	3	\$6,000/each	\$ 18,000	
<b>7.0</b>	<b><u>Reach #8</u></b>					<b>\$ 339,400</b>
7.1	300 mm 2.5-3.5 m deep San Sewer in Proposed Roads	meter	415	\$760/m	\$ 315,400	
7.2	1200 mm Sanitary Manhole 2.5 -3.5 m deep	each	4	\$6,000/each	\$ 24,000	
<b>8.0</b>	<b><u>Reach #9</u></b>					<b>\$ 79,720</b>
8.1	300 mm dia & 2.7-3 m deep Sanitary Sewer pipe in Proposed Roads	meter	97	\$760/m	\$ 73,720	
8.2	1200 mm Sanitary Manhole 3 m deep	each	1	\$6,000/each	\$ 6,000	
<b>9.0</b>	<b><u>Reach #10</u></b>					<b>\$ 144,280</b>
9.1	300 mm 2.5-4.5 m deep San Sewer in Proposed Road	per meter	153	\$760/m	\$ 116,280	
9.2	1200 mm Sanitary Manhole 2.5-4.5 m deep	each	4	\$7,000/each	\$ 28,000	
<b>10.0</b>	<b><u>Secondary Sewer Servicing</u></b>					<b>\$ 827,640</b>
10.1	300 mm San Sewer & 1200 mm Manholes@120m	meter	1,089	\$760/m	\$ 827,640	
<b>11.0</b>	<b><u>Upgrade/Replacement of Existing Sanitary Sewer (with Restoration, Traffic Control, etc.)</u></b>					<b>\$ 144,240</b>
11.1	300 mm 3.5 m deep Sanitary Sewer in Existing Roads	per meter	174	\$760/m	\$ 132,240	
11.2	1200 mm Manholes (3 m deep)	each	2	\$6,000/each	\$ 12,000	
<b>12.0</b>	<b><u>Upgrade/Replacement of Exist. Sanitary Sewer (with Restoration, Traffic Control, etc.)</u></b>					<b>\$ 84,150</b>
12.1	375 mm 8 m deep Sanitary Sewer pipe in Existing Roads	per meter	61	\$1,150/m	\$ 70,150	
12.2	1200 mm Manholes (7 m deep)	each	1	\$14,000/each	\$ 14,000	
	<b>Sub-Total Cost Estimate</b>					<b>\$ 3,221,890</b>
	Contingency & Engineering Allowance 35%					<b>\$ 1,127,662</b>
	<b>Total Cost Estimate (rounded)</b>					<b>\$ 4,349,552</b>

<sup>4</sup> The cost of road reinstatement is included in the unit cost for planned work in existing roads. For planned work in proposed roads, the cost of new road construction is not included. The added cost of new full width road construction is estimated in the range of \$5,200 to \$5,900 per linear meter.

**Table 3-10 Cost Estimate - Burlington GO MTSA - External Sanitary Services<sup>5</sup>**

Item	Description	Unit	Quantity	Unit Cost	Extended Cost	Amount
<b>1.0</b>	<b><u>Upgrade/Replacement of Exist. Sanitary Sewer (with Restoration, Traffic Control, etc.) - Leighland Road Trunk Sewer Upgrades</u></b>					<b>\$ 1,336,530</b>
1.1	675 mm dia & 2.5-3.5 m deep Sanitary Sewer pipe in Existing Roads	per meter	514	\$1,490/m	\$ 765,860	
1.2	675 mm dia & 4-4.5 m deep Sanitary Sewer pipe in Existing Roads	per meter	383	\$1,490/m	\$ 570,670	
<b>2.0</b>	<b><u>Upgrade/Replacement of Exist. Sanitary Sewer (with Restoration, Traffic Control, etc.) - Drury Road Trunk Sewer Upgrades</u></b>					<b>\$ 6,668,860</b>
2.1	675 mm dia & 3.5- 4 m deep Sanitary Sewer pipe in Existing Roads	per meter	361	\$1,490/m	\$ 537,890	
2.2	675 mm dia & 4-4.5 m deep Sanitary Sewer pipe in Existing Roads	per meter	555	\$1,490/m	\$ 826,950	
2.3	675 mm dia & 4.5-5 m deep Sanitary Sewer pipe in Existing Roads using Trenchless Technology	per meter	80	\$1,490/m	\$ 119,200	
2.4	675 mm dia & 4-4.5 m deep Sanitary Sewer pipe in Existing Roads	per meter	583	\$1,490/m	\$ 868,670	
2.5	675 mm dia & 4-4.5 m deep Sanitary Sewer pipe in Existing Roads	per meter	363	\$1,490/m	\$ 540,870	
2.6	750 mm dia & 4-5 m deep Sanitary Sewer pipe in Existing Roads	per meter	1,151	\$1,640/m	\$ 1,887,640	
2.7	750 mm dia & 4-5 m deep Sanitary Sewer pipe in Existing Roads	per meter	791	\$1,640/m	\$ 1,297,240	
2.8	750 mm dia & 4-4.5 m deep Sanitary Sewer pipe in Existing Roads	per meter	360	\$1,640/m	\$ 590,400	
	<b>Sub-Total Cost Estimate</b>					<b>\$ 8,005,390</b>
	Contingency & Engineering Allowance 35%					<b>\$ 2,801,887</b>
	<b>Total Cost Estimate (rounded)</b>					<b>\$ 10,807,277</b>

**Table 3-11. Cost Estimate - Burlington GO MTSA - Internal Water Servicing<sup>5</sup>**

Item	Description	Unit	Quantity	Unit Cost	Extended Cost	Amount
<b>1.0</b>	<b><u>New Watermains and their Connections</u></b>					<b>\$ 4,162,400</b>
1.1	300 mm dia Watermains in Proposed Roads	per meter	4,300	\$880/m	\$3,784,00	
1.2	Allowance for connections, PRVs, etc.	L.S.	1		\$ 378,400	
	<b>Sub-Total Cost Estimate</b>					<b>\$ 4,162,400</b>
	Contingency & Engineering Allowance 35%					<b>\$ 1,456,840</b>
	<b>Total Cost Estimate (rounded)</b>					<b>\$ 5,620,000</b>

<sup>5</sup> The cost of road reinstatement is included in the unit cost for planned work in existing roads. For planned work in proposed roads, the cost of new road construction is not included. The added cost of new full width road construction is estimated in the range of \$5,200 to \$5,900 per linear meter.

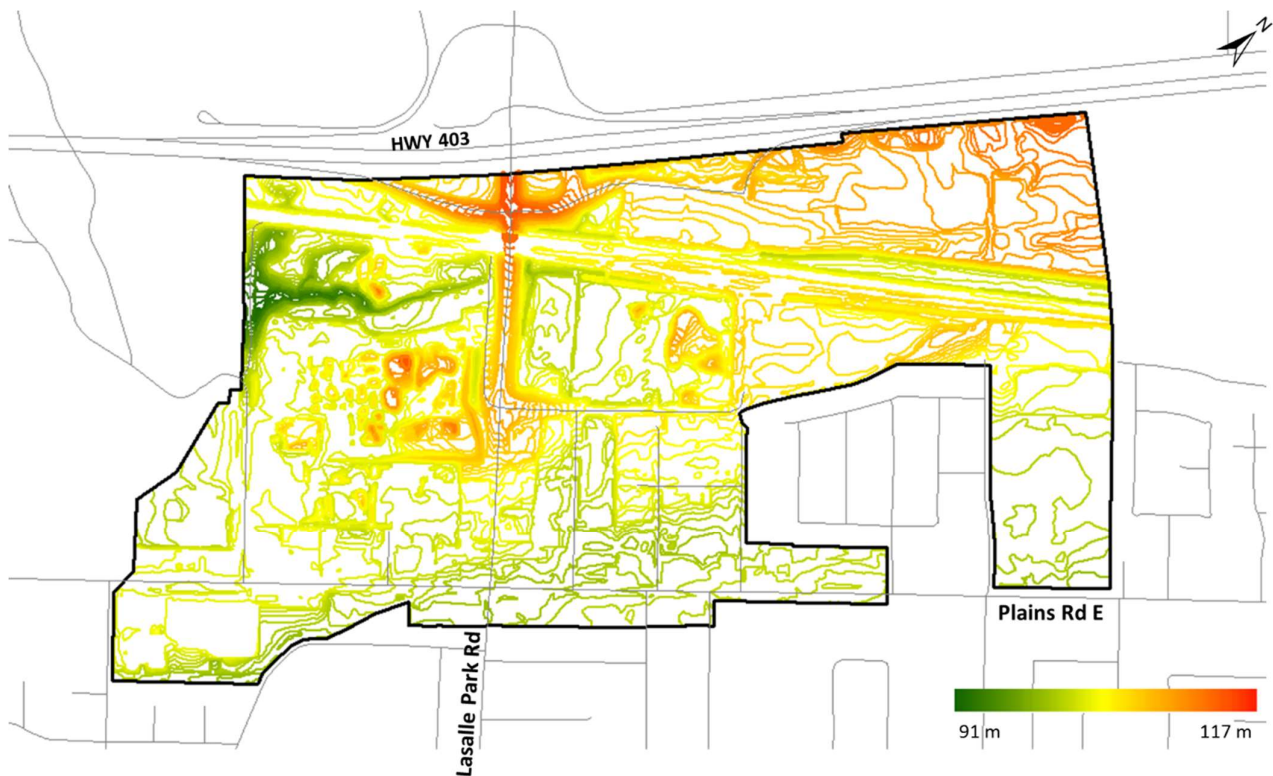
# 4 ALDERSHOT GO MTSA

## 4.1 STUDY AREA

The Aldershot Go MTSA study area is bounded by Highway 403 to the northwest, Plains Road to the southeast, Daryl Drive to the southwest, and just northeast of Gallagher Road. The area covers approximately 127 hectares (ha.) The site slopes from North to South. The studied area range in elevation approximately 117 m to approximately 91 m. The elevation contours are presented in **Figure 4-1**.

Pressure zone boundaries are currently under review through the ongoing Regional Water and Wastewater Master Plan, including the B1A zone located within the Aldershot GO MTSA limits. If zone boundary limits are updated as part of the Master Plan, the water servicing strategy for Aldershot GO MTSA will need to be reviewed to ensure the servicing strategy proposed still serves the needs of the area. This may include reviewing: hydraulic modelling, locations of service connections, adding railway crossings, etc.

“The location of the two highway crossings proposed to support the Aldershot GO MTSA will be revisited through the ongoing Regional Water and Wastewater Master Plan. The number and location of highway crossings will ultimately depend on the requirements of the full Regional system. The strategy for Aldershot GO may need to be revisited after the completion of the Master Plan to review crossing locations and subsequent impacts to service.”



**Figure 4-1. Aldershot GO Hub Topography Context**

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## 4.2 PLANNING CONTEXT

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### 4.2.1 PROJECTED DENSITY

The Preferred Land Use Plan as per Brook McIlroy (Technical Memo of November 9, 2017, to the City of Burlington) is given in **Figure 2-2**. Density calculations for the hub are based on full build-out of the Preferred Land Use. The Aldershot GO MTSA is projected to have capacity for 27,200 new people and 11,600 new jobs, or a total of 38,800 people and jobs, and a gross density of 306 people and jobs per hectare at full build.

The MTSA land use Traffic Zone Allocations are considered more realistic numbers for this development and were carried through during this study and used for modeling purposes. The Aldershot GO MTSA is projected to have an increase of 14,603 new people, 2595 new jobs, or a total of 17,198 new people and jobs, and a gross density of 135 new people and jobs per hectare.

The projected density calculations and block map for the Aldershot GO MTSA are presented in **Appendix A**.

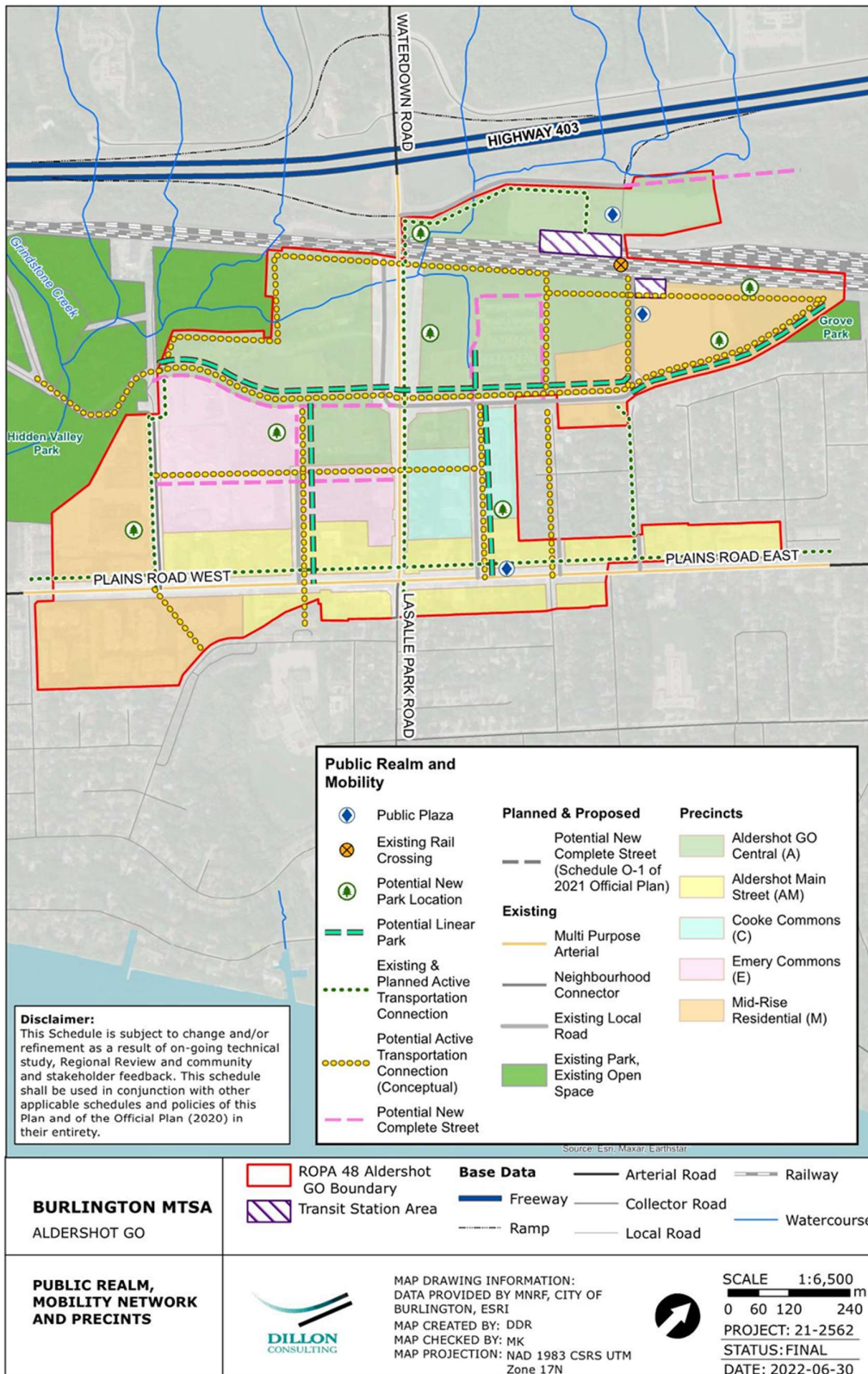


Figure 4-2. Aldershot GO MTSA Preferred Design Concept

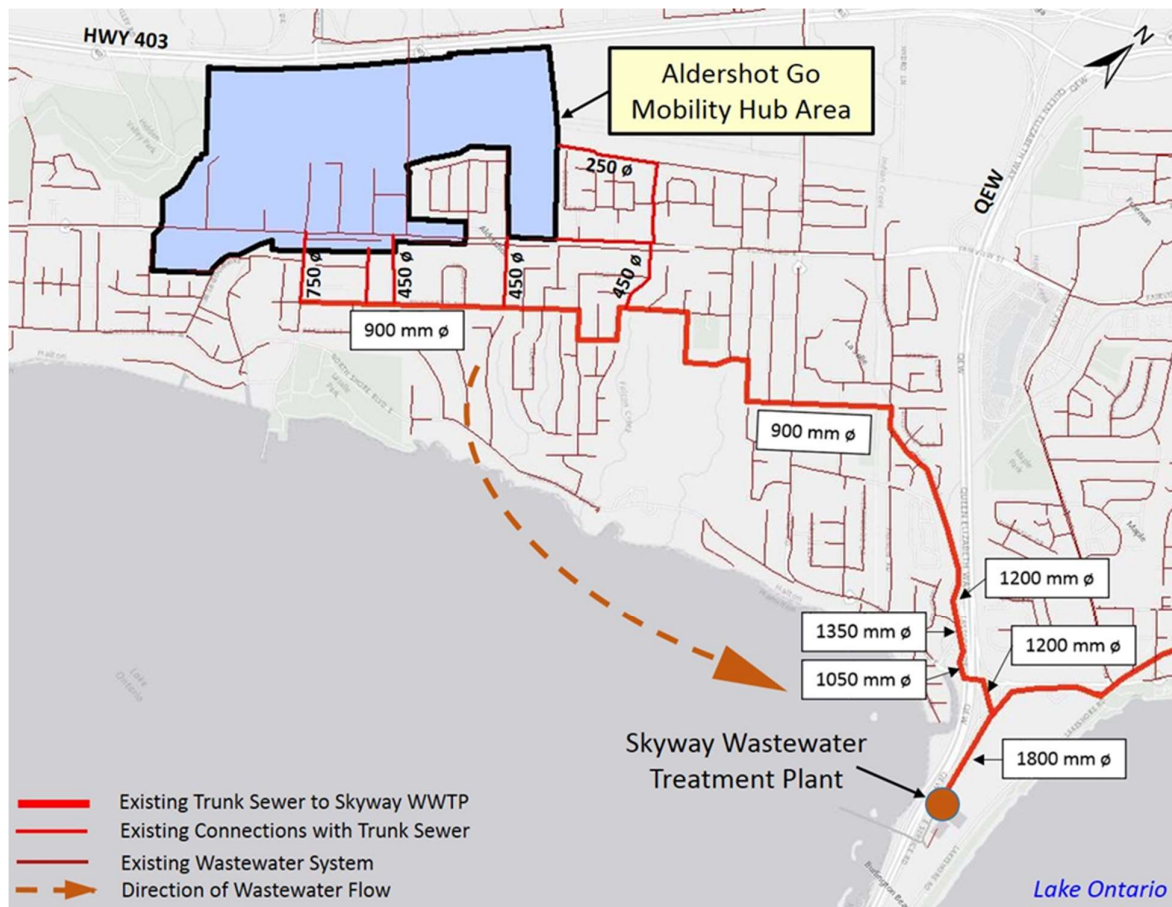
### 4.3 EXISTING CONDITIONS

Existing land use within the future Burlington GO MTSA consists primarily of residential, commercial and industrial land uses as well as some park and open space uses.

### 4.4 WASTEWATER SERVICING EVALUATION

#### 4.4.1 EXISTING WASTEWATER SERVICES

The Aldershot Go MTSA is serviced by the Skyway West Trunk Sewer system, a 900 mm sewer which runs East towards the Skyway Wastewater Treatment Plant and is located to the South of the subject lands along Townsend Avenue. The subject lands drain towards the Skyway West Trunk Sewer via sub-trunk sewers along Lasalle Park Road (750 mm), Glenwood Avenue (450 mm), Shadeland Avenue (450 mm) and Enfield Road/Willowbrook Road (250 mm/450 mm). An overview of the existing sewers is given in Figure 4-3.



**Figure 4-3. Existing Wastewater Services Aldershot Go MTSA**

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## **4.4.2 WASTEWATER SERVICES**

### **Review of Existing and Planned Infrastructure**

The following is a brief discussion and summary of existing and planned wastewater services for the Aldershot GO MTSA.

#### **Internal Services**

A plan of services for the proposed MTSA is provided in **Figure 4-4**. This figure shows proposed main trunk sewer lines connecting to the available existing outlets to Halton's wastewater collection system. Profiles for the main lines are given in **Figure 4-5**. Additional sewer lines were labelled as "secondary lines", profiles for these sewers are not given, they are included as part of the overall servicing plan. The proposed plan includes sewer service along all of the proposed roads in the MTSA.

The proposed internal sewer layout also makes use of existing sewers within the existing roads. New Sewers are generally proposed in areas where there will be a change in land use or a new road. As such there is no restoration cost added to the sewer cost estimate as it is not expected that it will be built within an existing road. The new internal layout involves approximately 707 m of new sewers within the MTSA Lands.

#### **External Services**

Halton's model 2031 scenario with the proposed updated population in the Aldershot Go MTSA, confirms there is sufficient capacity in the existing connections downstream for conveyance to the Skyway Treatment Plant. Note that external capacity is reviewed by Halton Region as part of the Master Planning process and for the cumulative effect on major trunk systems such as the NEBTS, the SETS, and the Skyway WWTP. New developments that benefit from the existing capacity are assigned an overall development charge to pay for the life-cycle cost of the infrastructure.

Key external planned infrastructure upgrades indicated by Halton Region include:

- 1. New 2400 mm Sewer Inlet at Skyway WWTP**
- 2. 300 mm WWM North Aldershot Servicing (BUR)**



3. Upsize WWM on Lasalle Park Road from Fairwood PI to Lasalle WWPS (BUR)

Figure X-X Aldershot GO Mobility Hub Proposed Wastewater System

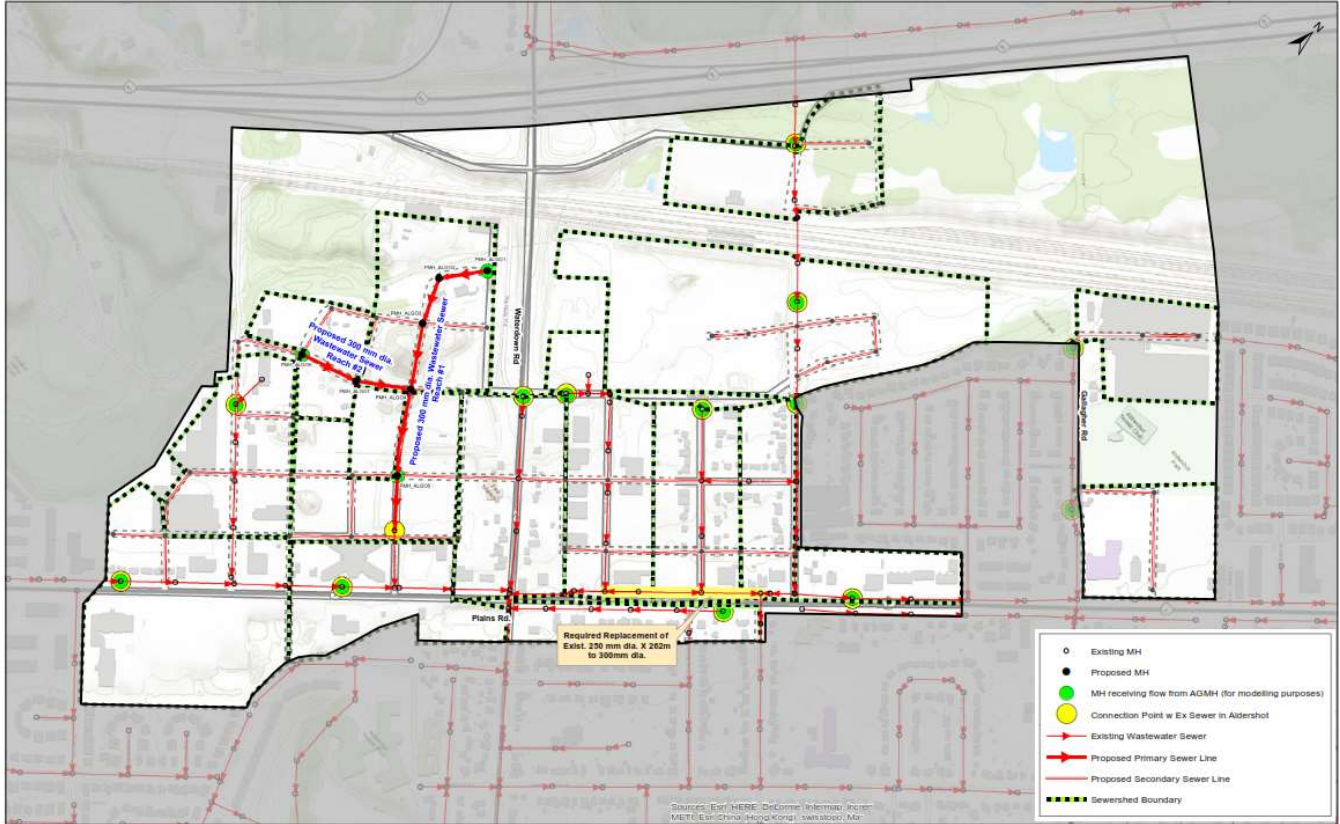
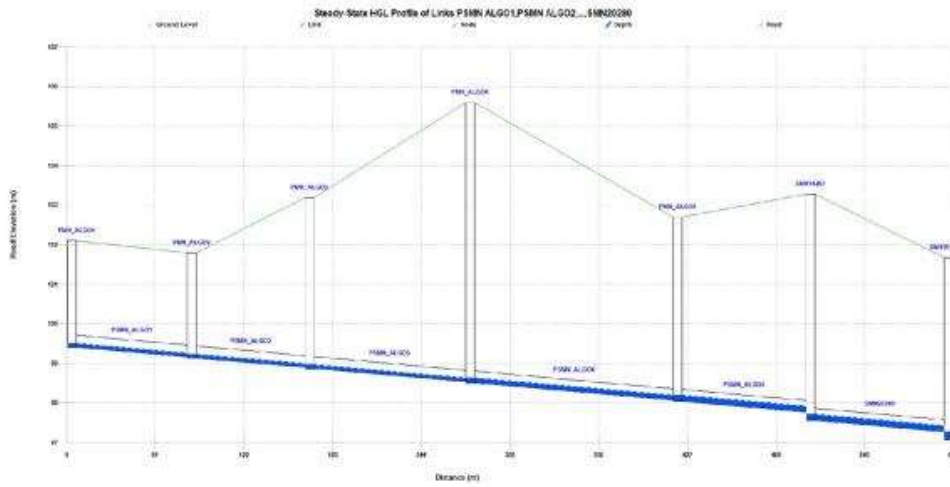
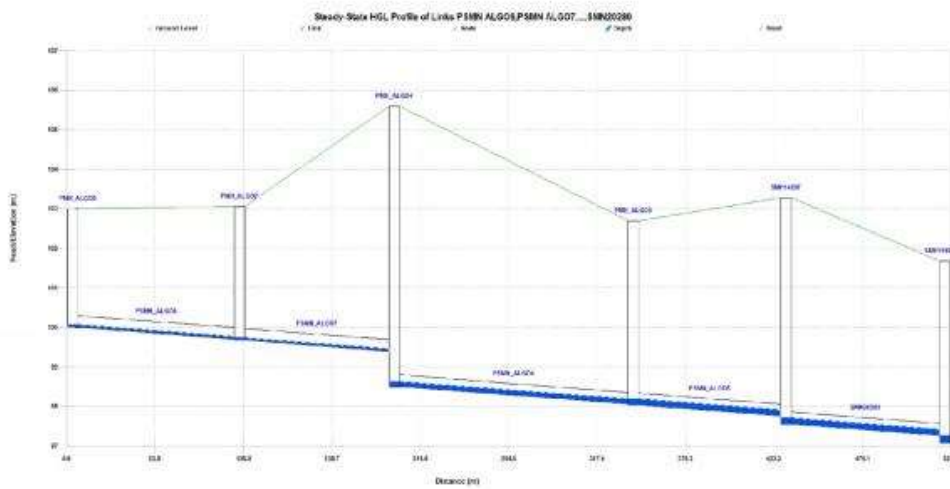


Figure 4-4. Aldershot Go MTSA - Internal Sanitary Sewer Services

## REACH 1



## REACH 2



### ALDERSHOT PROFILE REACHES

(CIRCLES INDICATE PROFILE START LOCATION)

1 2

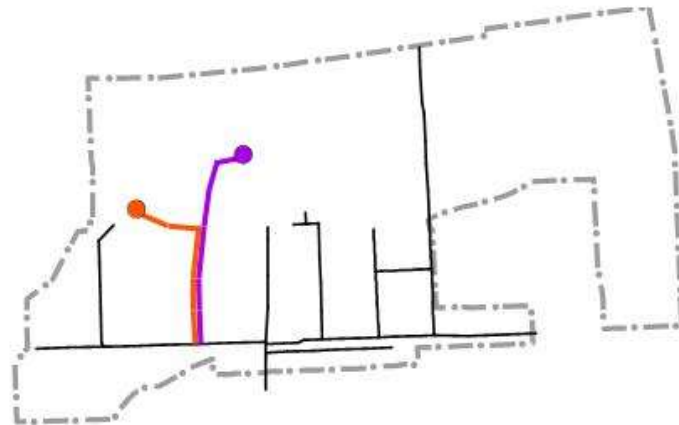


Figure 4-5. Aldershot Go MTSA Internal Services Sanitary Sewer Profiles

#### 4.4.3 ALDERSHOT GO - WASTEWATER SERVICING DESIGN CRITERIA

The following table outlines the design requirements for the Appleby GO wastewater collection system.

**Table 4-1. Design Criteria - Wastewater Collection System**

Pipe Flow		
Coefficient of Roughness	n = 0.013	Halton Region
Minimum Flow Velocity	0.6 m/sec	Halton Region
Maximum Flow Velocity	3.0 m/sec	Halton Region
Infiltration		
Infiltration Allowance	0.286 l/sec/ha	Halton Region
Wastewater Generation Rate		
Residential	210 L/cap/day	
Employment	185 L/cap/day	

#### 4.4.4 ALDERSHOT GO - WASTEWATER GENERATION

Wastewater generation rates have been calculated based on the preferred Land Use, utilizing Halton Region design criteria listed above.

##### Wastewater Loading and Infiltration/Inflow Generation

Infiltration and Inflow (I&I) = 0.286 Litres per hectare per second

Wastewater flow projection for the Aldershot GO service area was estimated by applying these criteria to the total equivalent population and the area. The Inflow and Infiltration amounts were factored in by applying the Modified Harmon Peaking Method which is built into and calculated through the hydraulic model. The following wastewater loading and I&I generation rates were calculated for the Aldershot GO MTSA.

**Table 4-2. Aldershot GO Loading and Generation**

Parameter	Value
Average Daily Dry Weather Flow	41.0 L/s
Average Daily Wet Weather Flow	44.38 L/s
Total Peak Wastewater Flow Including I&I	155.31 L/s

Establish the expected sanitary flows (average dry weather flow, maximum wet weather flow (including I/I) for each MTSA based on future residential and employment population forecasts (specific time horizons required: 2031 and 2051).

It is requested that wastewater generation rates and population/employment estimates are established and differentiated for both the 2031 time-horizon as well as for 2051.

The Region's forecasted wastewater flows contained in the model at the time of receipt were 7.75 L/s under Load 7 and 1.35 L/s under Load 9 for Aldershot GO MTSA. For this mandate, these loading values were scrubbed and the calculated growth projection by WSP were distributed in Load 7 for residential and Load 9 for employment in the model.

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#### 4.4.5 ALDERSHOT GO - WASTEWATER MODELLING

The hydraulic wastewater model was updated using the Region's most up to date data for a 2031 time-horizon. No additional Regional based servicing constraints regarding wastewater treatment plants, pumping stations or gravity sewers are identified for the Aldershot GO MTSA at this point. Further analysis is required to confirm vertical infrastructure needs. Expansion and upgrade requirements for the Aldershot GO MTSA to accommodate projected residential and employment populations are identified in the following section.

#### Summary of Proposed Additional Wastewater Servicing

To accommodate the full build out scenario for the Aldershot GO MTSA, the proposed additional wastewater infrastructure is summarized below:

**Table 4-3. Aldershot GO – Proposed Wastewater Infrastructure**

Gravity Mains	Meters
300 mm	707

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### 4.5 WATER SERVICING

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#### 4.5.1 EXISTING WATER SERVICES

The Aldershot GO MTSA is serviced by Burlington Pressure Zones B1A and partially in Pressure Zone B2 with existing services shown in **Figure 4-6**. Zone B1A is a unique zone that is separate from Zone B1 and services Aldershot area. Zone B1A is about 5 m higher than Zone B1 and serviced by Kingsway Drive Booster Pumping Station with storage and pressure control provided by the Waterdown Reservoir. Halton's current planning direction is to provide service from the Halton Integrated Lake Based System.

The north part of Aldershot area is in Zone B2 which is relatively remote from the rest of Halton's Zone B2 at western end. This area is fed by a single pipe of 300mm/350mm/450 mm dia – 5 km long along the North Service Road from the 403/407/QEW interchange.

The preferred service ground elevation range for the pressure zones is given in **Table 4-4**.

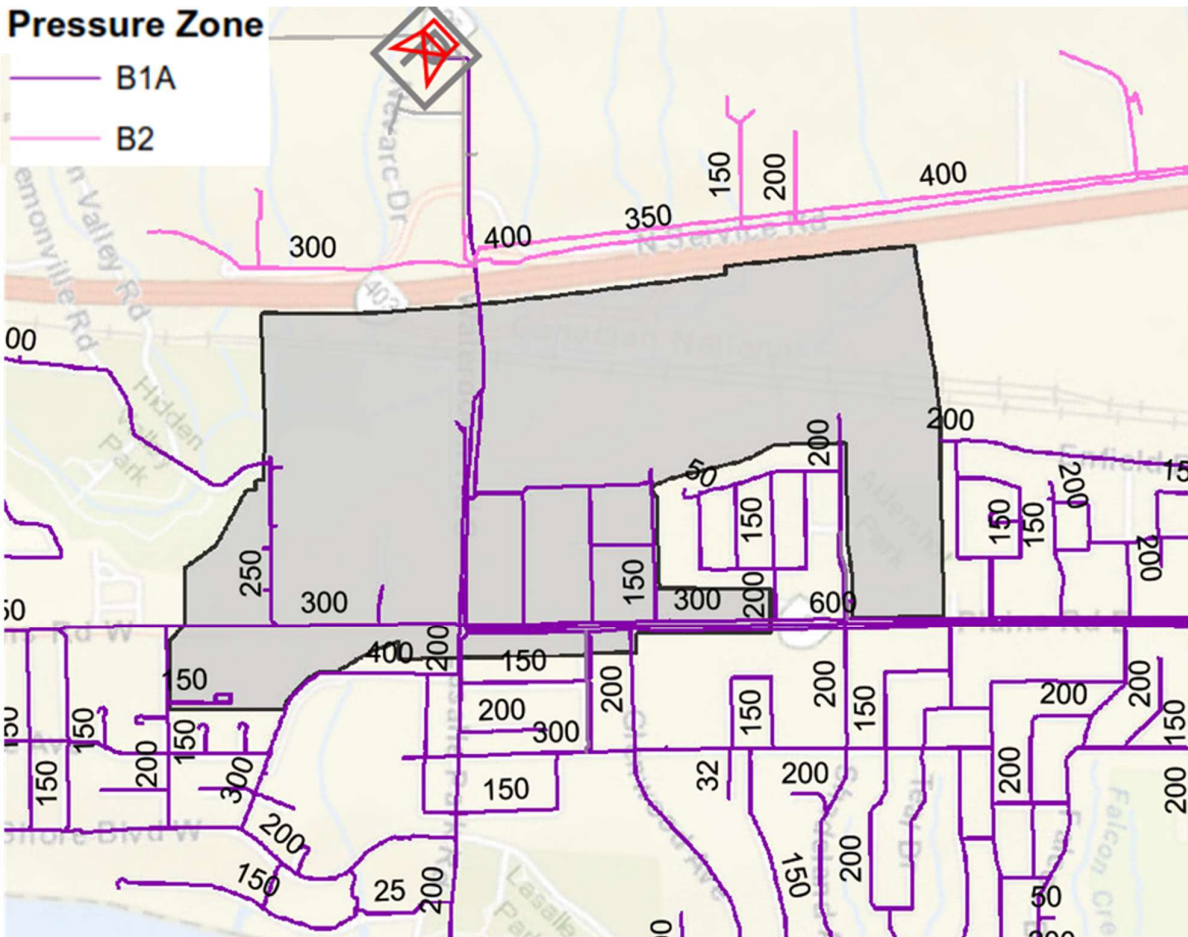


Figure 4-6. Existing Water Services at Aldershot GO MTSA

Table 4-4. Aldershot GO - MTSA Pressure Zone Suitability

	Required (MOECC)	Preferred
<b>Min Operating Pressure</b>	28.0 m	35.0 m
<b>Max Operating Pressure</b>	50.0 m	56.0 m
<b>Zone B2 Pressure Zone Characteristics</b>		
<b>Min Suitable Ground Service Elevation</b>	<b>97.8 mASL</b>	<b>111.8 mASL</b>
<b>Maximum Suitable Ground Service Elevation</b>	<b>132.3 mASL</b>	<b>125.3 mASL</b>
<b>Minimum HGL</b>	160.3 mASL	
<b>Max HGL</b>	167.8 mASL	
<b>Zone B1A Pressure Zone Characteristics</b>		
<b>Min Suitable Ground Service Elevation</b>	<b>70.2 mASL</b>	<b>84.2 mASL</b>
<b>Maximum Suitable Ground Service Elevation</b>	<b>107.2 mASL</b>	<b>100.2 mASL</b>
<b>Minimum HGL</b>	135.2 mASL	
<b>Max HGL</b>	140.0 mASL	

**Key External Planned Infrastructure Projects**

Halton’s Planning model indicates a number of planned infrastructure components that are to be in-service by 2031. Key Components were identified and Halton Region confirmed the status of the components as follows:

1. **Zone 2 - 400 mm pipe along North Service Rd. from East of Waterdown Rd N to King Rd.**
2. **300mm WM on Birchwood Avenue from Plains Rd East southwards towards Fairwood Place East (BUR)**
3. **300mm WM on Gallagher Rd from Plains Rd East to 160 m Northerly (BUR)**
4. **7.5 ML storage expansion at Waterdown Reservoir (existing site) (Zone B1A) (BUR)**
5. **300mm WM on Downsview Rd from Plains Rd East to Dowland Crescent (BUR)**

The 2031 modeling results for the Aldershot GO MTSA includes these components in service.

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#### **4.5.2 PROPOSED WATER SERVICES**

In order to service the high ground North of the railway corridor it is recommended that the MTSA be serviced by the two pressure zones. It is proposed to designate the rail corridor as the Pressure Zone boundary between Zone B1A and Zone B2. A conceptual layout is a proposed servicing plan is given in **Figure 4-7**.

##### **Internal Services**

A network of 300 mm watermains is proposed along all new road right-of-ways. In north part of the lands, trenchless connection will be required to connect two of 400 mm watermain to Zone B2 existing watermains. Furthermore, it is recommended to upgrade some 150 mm and 200 mm distribution mains to 300 mm along Gallagher Road.

A total of approximately 8250 m of new watermain is proposed to service the Aldershot GO MTSA.

##### **External Services**

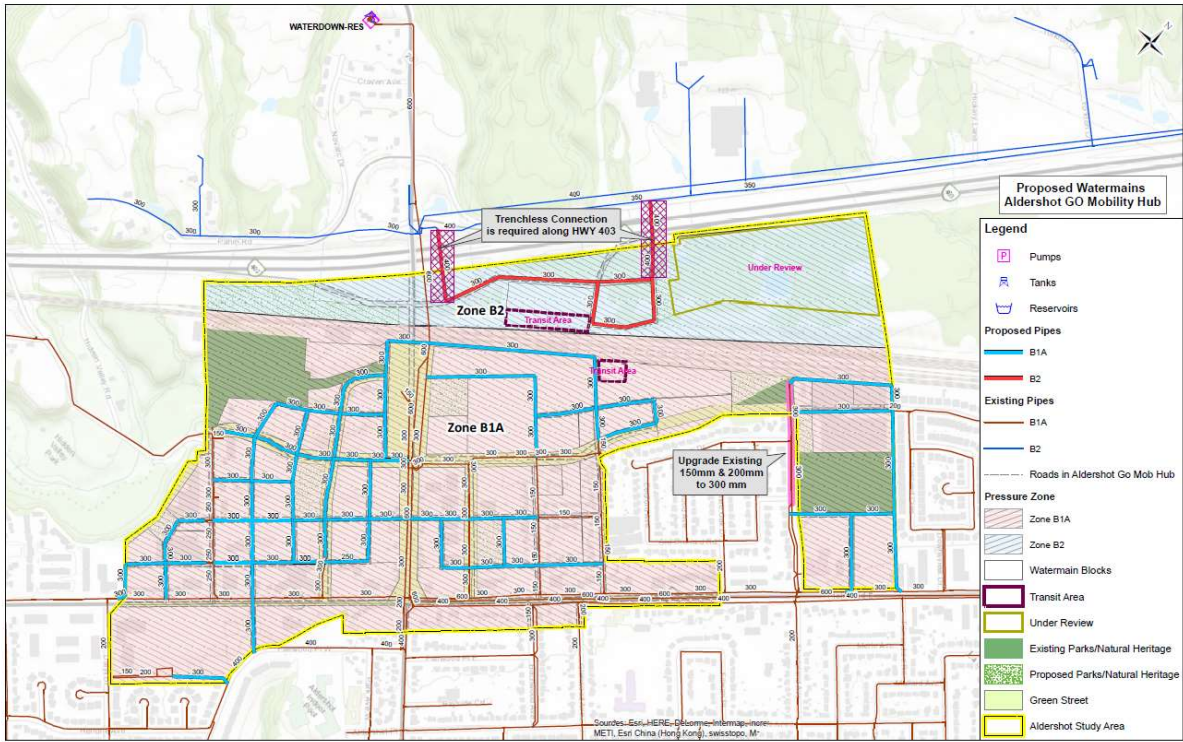
Halton's model 2031 scenario with the proposed updated population in the Burlington MTSA, confirms there is sufficient capacity to meet the boundary conditions and support the demands as described below. Note that external capacity is reviewed by Halton Region as part of the Master Planning process and for the cumulative effect on major supply and transmission systems. New developments that benefit from the existing capacity are assigned an overall development charge to pay for the life-cycle cost of the infrastructure.

##### **Confirmation of Capacity**

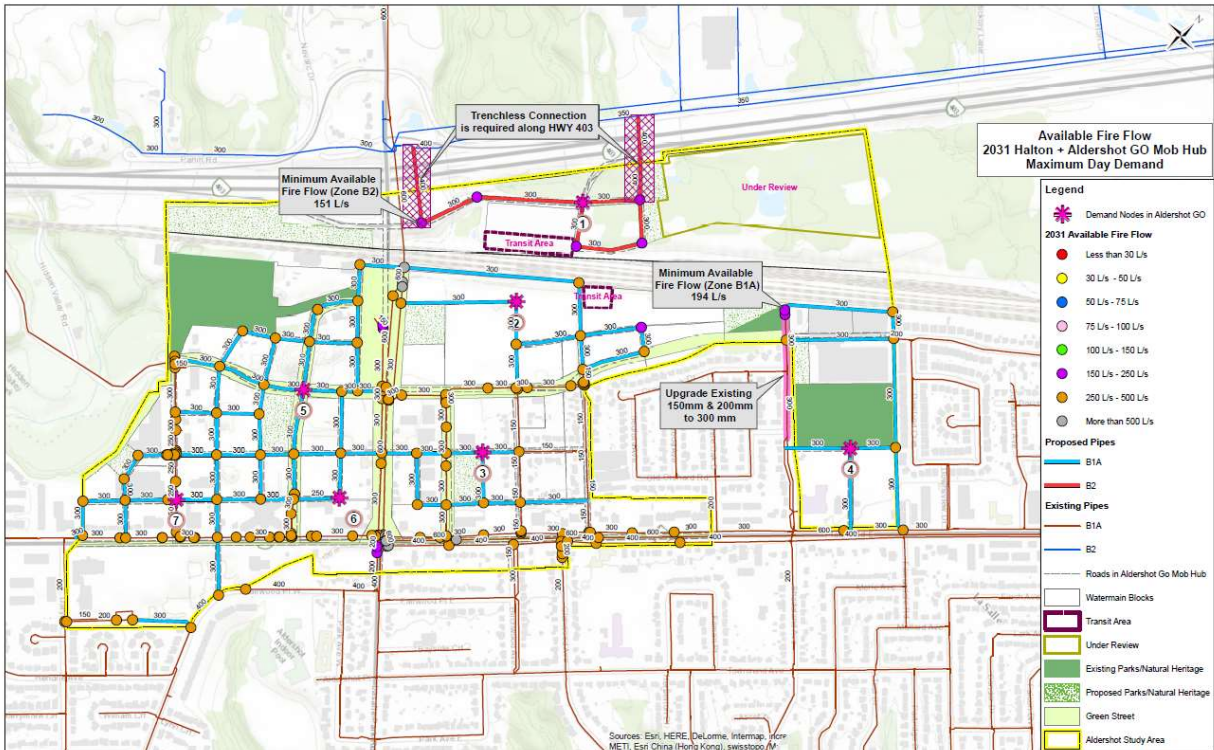
The proposed system was modelled with the following elements:

- Halton's proposed, existing and upgraded infrastructure to 2031;
- The proposed updated population for the Burlington MTSA as well as the 2051 demands elsewhere in the Region;
- The proposed internal network as shown in **Figure 4-7**;

The model output for the available fire flow indicator is above 150 L/s in Zone B2 and 190 L/s for the subject lands in Zone B1A as shown in **Figure 4-8**. This confirms the network is suitable to support the needs of a variety of building types.



**Figure 4-7. Proposed Water System - Aldershot GO MTSA**



**Figure 4-8. Aldershot GO - Available Fire Flow – Proposed**

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### 4.5.3 ALDERSHOT GO – WATER DESIGN CRITERIA

Design water demands used to update the hydraulic modelling are outlined in the table below as per comments received which suggested using unit water usages rates for residential (255 L/p-d) and ICI (a single blended rate = 225 L/p-d). With these usage rates, the average demands (L/s) and Max Day Demand (MDD) were determined using a max day factor of 2.25 (Typically a maximum daily factor of 1.9 is used, however, based on the land use mix, a rate of 2.25 was used as the best-informed factor at the time that model was run. This slightly different factor should not influence any recommendation or outcome but can be corrected in the future if deemed necessary).

**Table 4-5. Design Criteria – Water Demand**

Land Use Type	Water Average Day Demands
Residential	255 L/person/day
Industrial/Commercial/Institutional (Blended)	225 L/employee/day

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### 4.5.4 ALDERSHOT GO - WATER DEMAND

The following hydraulic modelling results confirm supply and pressure availability to service the proposed developments in 2031. The anticipated water demand (average day demand, max day demand and fire flow) for the projected growth in each MTSA was calculated based on 2051 residential and employment population forecasts from the MTSA land use Traffic Zone Allocation. The average day demand (ADD) projection was estimated by applying the above criteria to the total equivalent population and the area. The following factors were utilized to estimate the maximum day demand (MDD) and peak hour demand (PHD).

MDD        2.25  
PHD        3.0

Applying these criteria to the residential and employment populations and adding the demands up, the ADD, MDD and PHD are:

**Table 4-6. Aldershot GO – New Development Water Demand Growth**

Parameter	Value
Residential Population	14,603
Employment Population	2,595
Average Daily Demand (ADD)	49.9 L/s
Maximum Daily Demand (MDD)	112.2 L/s
Peak Hour Demand (PHD)	147.0 L/s

For water analysis, the future demands were distributed to Demand 7 for anticipated residential growth and Demand 9 for anticipated employment growth.



**Table 4-7. Aldershot GO – Modelling Results Under MDD**

Junction ID	Demand (L/s)	Elevation (m)	Head (m)	Pressure (psi)
ALD_GO_15	14.5	102.0	138.5	51.9
ALD_GO_21	15.3	103.0	138.5	50.5
ALD_GO_35	14.2	103.0	138.6	50.6
ALD_GO_50	37.5	103.0	138.6	50.6
ALD_GO_57	6.1	108.5	165.1	80.5
WFT15691	4.5	100.8	138.7	53.8
WFT20539	5.7	100.5	138.5	54.1
WFT63520	14.5	103.1	138.5	50.4

**Table 4-8. Aldershot GO – Modelling Results**

ID	Total Demand (L/s)	Hydrant Available Flow (L/s)	Critical Pressure for Design Run (psi)
ALD_GO_15	294.5	434.2	28.4
ALD_GO_21	295.3	419.8	28.4
ALD_GO_35	294.2	471.7	28.4
ALD_GO_50	317.5	416.7	28.4
ALD_GO_57	286.1	169.5	28.4
WFT15691	284.5	431.3	28.4
WFT20539	285.7	345	28.4
WFT63520	294.5	408.9	28.4

**Figure 4-9. Aldershot GO – Node Locations**



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#### **4.5.5 ALDERSHOT GO - WATER MODELING RESULTS**

The hydraulic water model was updated using the Region’s most up to date data for a 2031 time-horizon. No additional Regional based servicing constraints regarding water purification plants, reservoirs, pump stations, or linear infrastructure were identified for the Aldershot GO MTSA. Expansion and upgrade requirements for the Aldershot GO MTSA to accommodate projected residential and employment populations are identified in the following section. The model output for the available fire flow indicator is 170 L/s to 472 L/s for the subject lands as shown in Figure 4-8. Most of the junctions can deliver an available fire flow greater than 250 L/s and support the needs of a variety of building types, except for junction ALD\_GO\_57 with an available fire flow of 170 L/s. The MDD+FF scenarios were completed with the residual pressure set as 28.4 psi and the available fire flows are expected to be higher than what have been presented in the report with the minimum residual pressure requirement of 20 psi. Although current results are adequate, it is suggested to re-run the model with the pressure set at 20 psi for even better results if deemed necessary.

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#### **4.6 SUMMARY AND COST ESTIMATE**

The Aldershot GO MTSA can be adequately serviced from Halton Region’s Lake based system as per the plans described in Section 4.4.2 (Proposed Wastewater Services) and Section 4.5.2 (Proposed Water Services).

Preliminary Cost Estimates are provided for information purposes and based on 2022 construction costs. Costs are provided for planning purposes only. Note that actual costs can vary considerably due to labour, materials, unknown design factors, ground conditions, staging.

The estimate represents an overall budget for transmission and collection servicing upgrades to provide an opportunity for collective cost sharing of servicing at the level of the MTSA or as an intensification fund levied from intensification developments within targeted areas in the City of Burlington.

External Servicing and Life-Cycle Costs associated with the Halton Lake Based Trunk Sanitary Collection and Treatment system, as well as the Treated Water Supply, Storage, Transmission and Pumping is not included in the estimates below.

Servicing costs are summarized in **Table 4-9** and **Table 4-10**.

No specific external servicing costs are identified for water or wastewater services.

The following estimated costs are based on the Regional Municipality of Halton 2022 Water/Wastewater Development Charges Update and include full road reconstruction.

**Table 4-9. Cost Estimate - Aldershot GO MTSA – Internal Sanitary Services<sup>6</sup>**

Description	Unit	Quantity	Unit Cost	Extended Cost	Amount
<b><i>Reach #1</i></b>					<b>\$471,640</b>
300 mm dia & 2.5-3.5 m deep Sanitary Sewer pipe in Proposed Roads	per meter	163	\$760/m	\$123,880	
300 mm dia & 5-6 m deep Sanitary Sewer pipe in Proposed Roads	per meter	352	\$880/m	\$309,760	
1200 mm Sanitary Manhole 3m deep	each	2	\$6,000/each	\$12,000	
1200 mm Sanitary Manhole 4.5m -5m deep	each	2	\$8,000/each	\$16,000	
1200 mm Sanitary Manhole 7-7.5m deep	each	1	\$10,000/each	\$10,000	
<b><i>Reach #2</i></b>					<b>\$171,440</b>
300 mm dia & 3.5-5 m deep Sanitary Sewer pipe in Proposed Roads	per meter	194	\$760/m	\$147,440	
1200 mm Sanitary Manhole 3-4 m deep	each	3	\$8,000/each	\$24,000	
<b><i>Upgrade/Replacement of Existing Sanitary Sewer (with Restoration, Traffic Control, etc)</i></b>					<b>\$215,120</b>
300 mm dia & 3-4 m deep Sanitary Sewer pipe in Existing Roads	per meter	262	\$760/m	\$199,120	
1200 mm Sanitary Manhole 3-4 m deep	each	2	\$8,000/m	\$16,000	
<b><i>Secondary Sewer Servicing</i></b>					<b>\$3,739,200</b>
300 mm dia Sanitary Sewer pipe and 1200 mm Manholes@120m spacing	per meter	4,920	\$760/m	\$3,739,200	
<b>Sub-Total Cost Estimate</b>					<b>\$4,597,400</b>
			Contingency & Engineering Allowance 35%		\$1,609,090
<b>Total Cost Estimate (rounded)</b>					<b>\$6,206,490</b>

<sup>6</sup> The cost of road reinstatement is included in the unit cost for planned work in existing roads. For planned work in proposed roads, the cost of new road construction is not included. The added cost of new full width road construction is estimated in the range of \$5,200 to \$5,900 per linear meter.

**Table 4-10. Cost Estimate - Aldershot GO MTSA – Internal Water Servicing<sup>7</sup>**

Description	Unit	Quantity	Unit Cost	Extended Cost	Amount
<b><i>New Watermains and their Connections</i></b>					<b>\$11,113,806</b>
250 mm dia Watermains in Proposed Roads	per meter	105	\$740/m	\$77,700	
300 mm dia Watermains in Proposed Roads	per meter	7,777	\$880/m	\$6,843,760	
400 mm dia Watermains with Trenchless Construction	per meter	370	\$8,600/m	\$3,182,000	
Allowance for connections, PRVs, etc.	L.S.	1		\$1,010,346	
<b><i>Upgrade/Replacement of Existing Sanitary Sewer (with Restoration, Traffic Control, etc)</i></b>					<b>\$255,400</b>
Upgrade 150 mm Existing watermains to 300 mm	per meter	150	\$880/m	\$132,200	
Upgrade 200 mm Existing watermains to 300 mm	per meter	140	\$880/m	\$123,200	
<b>Sub-Total Cost Estimate</b>					<b>\$11,369,206</b>
Contingency & Engineering Allowance 35%					\$3,979,222
<b>Total Cost Estimate (rounded)</b>					<b>\$15,348,428</b>

<sup>7</sup> The cost of road reinstatement is included in the unit cost for planned work in existing roads. For planned work in proposed roads, the cost of new road construction is not included. The added cost of new full width road construction is estimated in the range of \$5,200 to \$5,900 per linear meter.

# 5 CONCLUSION

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This purpose of this report is to determine the functional water and wastewater linear servicing requirements for the Appleby, Aldershot, and Burlington MTSA's in the City of Burlington. Further analysis, including modeling would be required to determine Regional vertical related water and wastewater infrastructure.

It is understood that development and intensification within the MTSA's may have an impact on the Regional water and wastewater system. In particular, the system-wide impacts are anticipated for the water conveyance, storage, pumping and treatment, as well as wastewater trunk mains, pumping and treatment.

While it is recognized that the impact of the MTSA intensification and development on the Regional scale needs to be evaluated, quantified and accounted for, it is also recognized that the trunks, pumping stations, storage reservoir and treatment plants have much broader service areas. As such, a Region-wide study such as a Master Servicing Plan, or another study focusing on the system-wide analysis is better suited to evaluate the impact of overall development to the Regional infrastructure than the current study, which focuses on local infrastructure.

The information presented in the current report will be a useful resource for the completion of a subsequent study especially in relation to the Burlington MTSA's. Based on the model check conducted, no existing water or wastewater services will become obsolete or abandoned in the future.

For all three subject MTSA's, although current results are adequate, it is suggested to re-run the model for even better results if deemed necessary. It is recommended that the City can use to inform a policy that would enabling phasing and bridge the gap to when the future modeling work can be done to align with the Region's Infrastructure Master Planning process.

We recommend additional modeling to confirm if the necessity of upsizing current infrastructure to accommodate the projected growth on a local basis first, then a broader analysis to confirm impact on Regional infrastructure.

Due to changes to the precinct plan through the implementation of OPA there may be deviation from the planned population and employment at a block-by-block level. Sensitivity testing may be necessary and direction for future phasing of infrastructure will be determined through other broader processes.

# APPENDIX

## A MODEL OUTPUT

## Proposed Loading at WW nodes in Burlington Mobility Hubs

### Aldersht GO Mobility Hub

	Description	Junction ID from Model	Loading	Population
SEWERSHED #1		MANHOLE: SMH19208	3.4 L/s	1611
SEWERSHED #2		MANHOLE: SMH13358	1.8 L/s	733
SEWERSHED #3		MANHOLE: SMH13382	3.9 L/s	1787
SEWERSHED #4		MANHOLE: SMH19212	11.7 L/s	5025
SEWERSHED #5		MANHOLE: SMH19214	3.2 L/s	1372
SEWERSHED #6		MANHOLE: SMH13368	2.0 L/s	926
SEWERSHED #7		MANHOLE: SMH13299	6.9 L/s	3022
SEWERSHED #8		MANHOLE: SMH14204	7.8 L/s	3728
SEWERSHED #9		MANHOLE: SMH13346	2.0 L/s	899
SEWERSHED #10		MANHOLE: SMH13269	7.7 L/s	3903
SEWERSHED #11	Aldershot GO New MH	MANHOLE: PMH_ALGO1	8.8 L/s	3989
SEWERSHED #12	Aldershot GO New MH	MANHOLE: PMH_ALGO5	7.6 L/s	3300
SEWERSHED #13		MANHOLE: SMH19202	4.5 L/s	2090
SEWERSHED #14	Aldershot GO New MH	MANHOLE: PMH_ALGO6	4.1 L/s	1822
SEWERSHED #15		MANHOLE: SMH13236	6.5 L/s	2776
SEWERSHED #16		MANHOLE: SMH19198	4.0 L/s	1792
Subtotal =			<b>85.9 L/s</b>	<b>38774</b>

### Burlington GO Mobility Hub

	Junction ID from Model	Loading	Coverage count
Brant Street Sewershed	PMHB10-1	2.4 L/s	1046
	PMHB4-1	5.2 L/s	2235
	PMHB5-6-1	5.3 L/s	2307
	PMHB7-1	3.3 L/s	1421
	PMHB8-1	4.7 L/s	2020
	PMHB9-1	1.5 L/s	665
	SMH9498	4.4 L/s	1933
	SFT367	1.1 L/s	478
	SMH9320	2.0 L/s	859
	SMH9311	4.3 L/s	1843
	SMH11520	0.0 L/s	0
	SMH9277	1.3 L/s	545
	SMH11522	1.7 L/s	715
	SMH11525	2.4 L/s	1066
	SMH9276	1.5 L/s	649
	SMH9236	3.0 L/s	1247
	SMH9231	0.0 L/s	0
	SMH9035	1.3 L/s	550
SMH35548	0.7 L/s	294	

	SMH9635	1.4 L/s	610
Drury Lane Sewershed	PMHB2-1	2.5 L/s	1341
	SMH19383	1.1 L/s	489
	SMH19384	1.1 L/s	489
	SMH57382	1.2 L/s	544
	SMH9226	0.0 L/s	0
	SMH9240	0.0 L/s	0
Leighland Road Sewershed	PMHB1-1	1.2 L/s	718
	PMHB3-1	2.5 L/s	1437
	SMH16805	0.0 L/s	0
	SMH8968	1.0 L/s	427
	SMH8986	1.5 L/s	628
	SMH9028	1.8 L/s	776
	Subtotal =	<b>61.4 L/s</b>	<b>27332</b>

	Average Flow	Population
Brant Street Sewershed	47.5 L/s	20,483
Drury Lane Sewershed	5.9 L/s	3,320
Leighland Road Sewershed	8.0 L/s	4,443
	<b>61.4 L/s</b>	<b>28246 (total pop)</b>
Subtotal =	<b>61.4 L/s</b>	<b>28250</b>

### Burlington DT Mobility Hub

	Description	Junction ID from Model	Loading	Population
Node #1	Loading from DT hub	MANHOLE: SMH9384	3.8 L/s	1603
Node #2	Loading from DT hub	MANHOLE: SMH22951	3.8 L/s	1603
Node #3	Loading from DT hub	MANHOLE: SMH9627	3.8 L/s	1603
Node #4	Loading from DT hub	MANHOLE: SMH9740	3.8 L/s	1603
Node #5	Loading from DT hub	MANHOLE: SMH9820	3.8 L/s	1603
Node #6	Loading from DT hub	MANHOLE: SMH9976	3.8 L/s	1603
Node #7	Loading from DT hub	MANHOLE: SMH19374	3.8 L/s	1603
Node #8	Loading from DT hub	MANHOLE: SMH9849	3.8 L/s	1603
Node #9	Loading from DT hub	MANHOLE: SMH10035	3.8 L/s	1603
		Subtotal =	<b>34.0 L/s</b>	<b>14425</b>

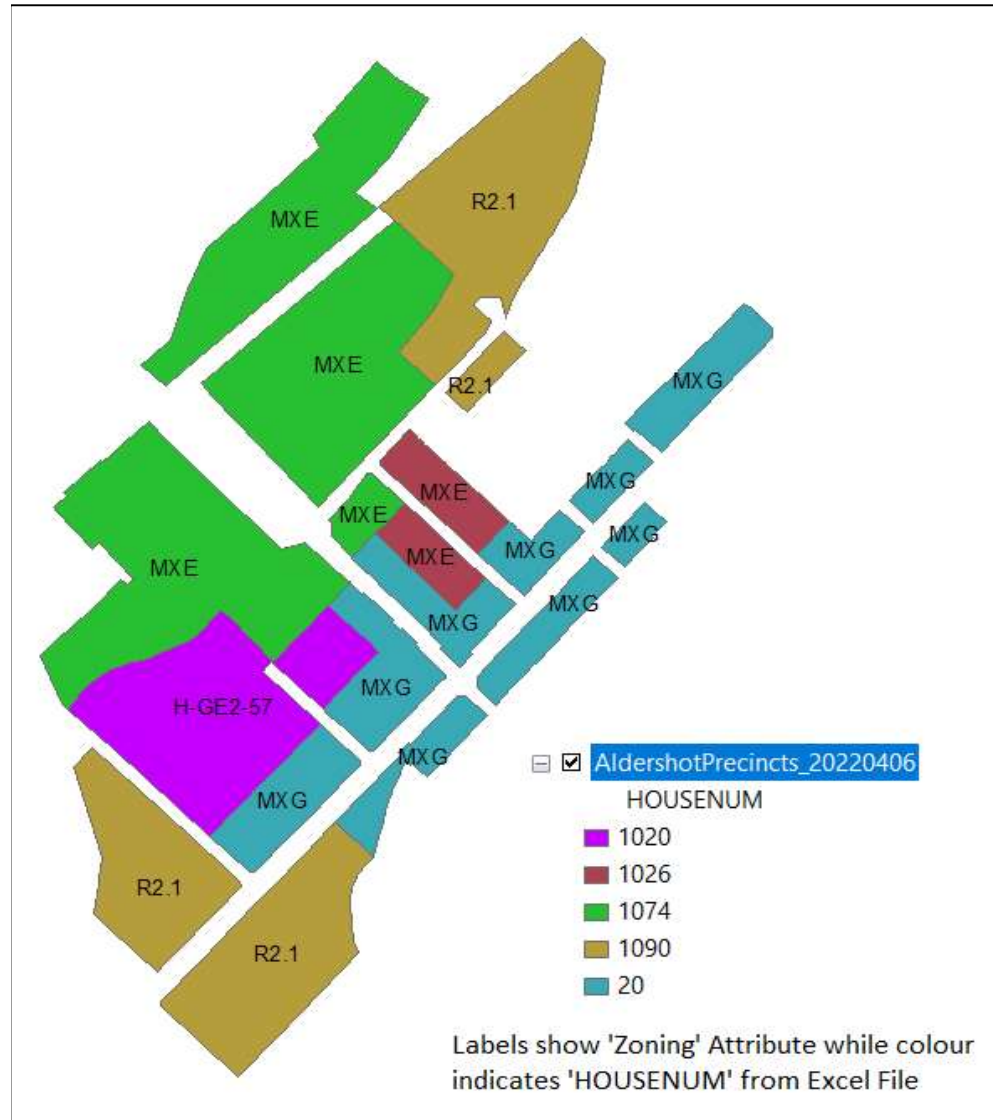
### Appleby GO Mobility Hub

	Average Flow	Population
Sewershed A1	7.0 L/s	4081
Sewershed A2	3.9 L/s	2249
Sewershed A3	1.1 L/s	660
Sewershed A4	6.0 L/s	3494
Sewershed A5	20.8 L/s	8598
Sewershed A6	8.1 L/s	3389
Sewershed A7	2.8 L/s	1156
Sewershed A8	8.3 L/s	4581



Sewershed A9	4.8 L/s	2820
Sewershed A10	6.5 L/s	3771
Sewershed A11	10.5 L/s	6112
Sewershed A12	11.6 L/s	4805
Sewershed A13	8.3 L/s	4038
Sewershed A14	4.7 L/s	2759
Sewershed A15	0.9 L/s	518
Sewershed A16	5.4 L/s	3144
Sewershed A17	2.8 L/s	1637
Sewershed A18	1.7 L/s	986
Sewershed A19	0.5 L/s	312
Sewershed A20	3.3 L/s	1945
Sewershed A21	2.8 L/s	1663
Subtotal =	<b>121.7 L/s</b>	<b>62718</b>

GISID	PROPTYPE	HOUSENUM	STREET	STRTYPE	STRDIR	UNITTYPE	UNIT	ADDRESS	ROLL	ZONING	LEGALDESC
3348	10	20	Plains	Rd.	E			20 Plains Rd. E	2402010111108000000	MXG	CON BF PT 6
52617	10	1026	Cooke	Blvd.		Unit	1	1026 Cooke Blvd. Unit 1	2402010106074340000	MXE	HALT CONDO PLAN 416 LEVEL 1 UNIT 1
3060	10	1074	Cooke	Blvd.				1074 Cooke Blvd.	2402010106074150000	MXE	PLAN M507 LOT 2 SAVE AND EXCEPT RP 20R11122 PART 2
42568	10	1020	Emery	Ave.				1020 Emery Ave.	2402010106144210000	H-GE2-57	CON 1 EF PT LOT 7 RP 20R12569 PARTS 3,4,5,6 SAVE AND EXCEPT RP 20R12569 PARTS 5,6
2763	10	1090	St Matthew's	Ave.				1090 St Matthew's Ave.	2402010106095000000	R2.1	CON 1 EF PT LOT 6 PLAN 665 LOT 66



FRONTAGE	DEPTH	Shape_Leng	Shape_Area	Precincts	TotalAreaH	
30.48	54.86	5544.55683352000	137352.78281800000	Aldershot Main Street	13.51274961220	4068
		1072.87178185000	28180.76190030000	Cooke Commons	2.81807619003	849
		4910.78795605000	271535.98928800000	Aldershot GO Central	25.83189287180	7776
		1600.14662641000	88487.11600860000	Emery Commons	9.07267570019	2731
15.24	33.52	4019.95976689000	203426.64491100000	Mid-Rise Residential	20.19377720050	6079
						21503



Traffic Zone	Population	Employment
1	4,848	905
2	1,837	336
3	559	132.83
4	812	44
5	3,884	544
6	1,902	452
7	760.92	180.90
<b>Sub-Total (Build-Out)</b>	<b>14,603</b>	<b>2,595</b>



\* 2031MDD\_ALDERSHOT\_STRESS\_TEST \*

ID (Char)	Demand 1 (lps)	Pattern 1 (Char)	Demand 2 (lps)	Pattern 2 (Char)	Demand 3 (lps)	Pattern 3 (Char)	Demand 4 (lps)	Pattern 4 (Char)	Demand 5 (lps)	Pattern 5 (Char)	Demand 6 (lps)	Pattern 6 (Char)	Demand 7 (lps)	Pattern 7 (Char)	Demand 8 (lps)	Pattern 8 (Char)	Demand 9 (lps)	Pattern 9 (Char)	Demand 10 (lps)
ALD_GO_10																			
ALD_GO_11																			
ALD_GO_12																			
ALD_GO_13																			
ALD_GO_14																			
ALD_GO_15	0		0		0		0		23.3		0		0		0		0		0
ALD_GO_16																			
ALD_GO_17																			
ALD_GO_18																			
ALD_GO_19																			
ALD_GO_2																			
ALD_GO_20																			
ALD_GO_21																			
ALD_GO_22																			
ALD_GO_23																			
ALD_GO_24																			
ALD_GO_25																			
ALD_GO_26																			
ALD_GO_27																			
ALD_GO_28																			
ALD_GO_3																			
ALD_GO_31																			
ALD_GO_32																			
ALD_GO_33																			
ALD_GO_34																			
ALD_GO_35	0		0		0		0		49.4		0		0		0		0		0
ALD_GO_36																			
ALD_GO_37																			
ALD_GO_39																			
ALD_GO_4																			
ALD_GO_40																			
ALD_GO_41																			
ALD_GO_42																			
ALD_GO_43																			
ALD_GO_44																			
ALD_GO_5	0		0		0		0		30.5		0		0		0		0		0
ALD_GO_50																			
ALD_GO_51																			
ALD_GO_53																			
ALD_GO_54																			
ALD_GO_55																			
ALD_GO_57	0		0		0		0		7		0		0		0		0		0
ALD_GO_58																			
ALD_GO_6																			
ALD_GO_63																			
ALD_GO_7																			
ALD_GO_8	0		0		0		0		36.9		0		0		0		0		0
ALD_GO_9																			
WCV114867																			
WCV115574	0																		
WCV13794			0.1																
WCV13878			0																
WCV13879																			
WCV54589																			
WCV79577																			
WCV79578																			
WCV79583																			
WCV79584																			
WCV79585																			
WCV79587																			
WCV79588																			
WCV79589	0																		
WCV79599																			
WCV79613																			
WCV8112			0.1																
WCV8182																			
WCV8195			0.6																
WCV8196																			
WCV8197																			
WCV8198																			
WCV8203																			
WCV8204																			
WCV8205																			
WCV8206																			
WCV8224																			
WCV8311																			
WCV8312																			
WCV83442																			
WCV83443	0																		
WCV83865																			
WCV83866																			
WCV83867	0.6																		
WCV83868																			
WCV83875																			
WCV83884																			
WCV8808																			
WCV8809																			
WCV8810	0		0.1																
WCV8811																			
WCV8812																			
WCV8813																			
WCV8814	0																		
WCV8815	0		0.1																
WDV87066																			
WFT147464																			
WFT147467																			
WFT147468																			
WFT147474																			
WFT147475																			
WFT147476	0																		
WFT147481																			
WFT147482																			
WFT147488																			
WFT147489																			
WFT147490	0.6																		
WFT147491																			
WFT147492																			
WFT147494	1.1		0.1																
WFT147495	1.1		0																
WFT147497	0		0																
WFT147498																			
WFT147719																			
WFT147721	0		0.4																
WFT148559																			
WFT15623																			
WFT15634	0.1																		

\* 2031MDD\_ALDERSHOT\_STRESS\_TEST \*

ID (Char)	Demand 1 (lps)	Pattern 1 (Char)	Demand 2 (lps)	Pattern 2 (Char)	Demand 3 (lps)	Pattern 3 (Char)	Demand 4 (lps)	Pattern 4 (Char)	Demand 5 (lps)	Pattern 5 (Char)	Demand 6 (lps)	Pattern 6 (Char)	Demand 7 (lps)	Pattern 7 (Char)	Demand 8 (lps)	Pattern 8 (Char)	Demand 9 (lps)	Pattern 9 (Char)	Demand 10 (lps)
ALD_GO_1	0		0		0		0		23.3		0		0		0		0		0
ALD_GO_21																			
ALD_GO_3	0		0		0		0		49.4		0		0		0		0		0
ALD_GO_5	0		0		0		0		30.5		0		0		0		0		0
ALD_GO_5	0		0		0		0		7		0		0		0		0		0
WFT15691	0																		
WFT20539																			
WFT63520	0		0		0		0		27.1										

WFT15645		0.1		0		0		0		0		0
WFT15653				0		0		0.1		0		0
WFT15657				0		0		0		0		0
WFT15659	0	0		0		0		0		0		0
WFT15664		0.2		0		0		0		0		0
WFT15670				0		0		0		0		0
WFT15674				0		0		0		0		0
WFT15676		0		0		0		0		0		0
WFT15677	0			0		0		0		0		0
WFT15682				0		0		0		0		0
WFT15687		0		0		0		0		0		0
WFT15689		0		0		0		0		0		0
WFT15691	0			0		0		0		0		0
WFT15698		0.2		0		0		0		0		0
WFT15701				0		0		0		0		0
WFT15703				0		0		0		0		0
WFT15704				0		0		0		0		0
WFT15705	0	0		0		0		0		0		0
WFT15718	0			0		0		0		0		0
WFT15719		0.2		0		0		0		0		0
WFT15722		0.1		0		0		0		0		0
WFT15726		0		0		0		0		0		0
WFT15735	0.1	0.1		0		0		0		0		0
WFT15736		0.1		0		0		0		0		0
WFT15739	0	0.1		0		0		0		0		0
WFT15742		0		0		0		0		0		0
WFT15752				0		0		0		0		0
WFT15754				0		0		0		0		0
WFT15755				0		0		0		0		0
WFT15760				0		0		0		0		0
WFT15762				0		0		0		0		0
WFT15764				0		0		0		0		0
WFT15776				0		0		0		0		0
WFT15783		0.1		0		0		0		0		0
WFT15789		0		0		0		0		0		0
WFT15793				0		0		0		0		0
WFT15794				0		0		0		0		0
WFT15803		0		0		0		0		0		0
WFT15808	0.4			0		0		0		0		0
WFT15831	0			0		0		0		0		0
WFT15840	0.9			0		0		0		0		0
WFT162856				0		0		0		0		0
WFT16855				0		0		0		0		0
WFT18628				0		0		0		0		0
WFT18637				0		0		0		0		0
WFT18644				0		0		0		0		0
WFT18645				0		0		0		0		0
WFT18649				0		0		0		0		0
WFT18650				0		0		0		0		0
WFT18651				0		0		0		0		0
WFT18656	0.5			0		0		0		0		0
WFT18657	0.1			0		0		0		0		0
WFT18658	0.1			0		0		0		0		0
WFT190323				0		0		0		0		0
WFT20511		0		0		0		0		0		0
WFT20522				0		0		0		0		0
WFT20539				0		0		0		0		0
WFT20542	0.1			0		0		0		0		0
WFT221074		0		0		0		0		0		0
WFT221077	0			0		0		0		0		0
WFT221129				0		0		0		0		0
WFT223278	0.9			0		0		0		0		0
WFT223289				0		0		0		0		0
WFT243840	0	0		0		0		0		0		0
WFT63510		0.1		0		0		0		0		0
WFT63511				0		0		0		0		0
WFT63517		0		0		0		0		0		0
WFT63518		0.6		0		0		0		0		0
WFT63520	0	0	0	0	27.1	0		0		0		0
WFT63521				0		0		0		0		0
WFT63522		1.6		0		0		0		0		0
WFT63523		1.6		0		0		0		0		0
WFT89272				0		0		0		0		0
WFT89273	0	0		0		0		0		0		0
WFT89274		0		0		0		0		0		0
WFT89275	0			0		0		0		0		0
WFT89276				0		0		0		0		0
WFT89277				0		0		0		0		0
WFT89278				0		0		0		0		0
WFT89279		0.1		0		0		0		0		0
WFT89280	0	0		0		0		0		0		0
WFT89302		0		0		0		0		0		0
WFT89303	0	0		0		0		0		0		0
WFT89304	0			0		0		0		0		0
WFT90406				0		0		0		0		0
WMN_ALD_GO_12				0		0		0		0		0
WPV2643				0		0		0		0		0
WPV2644				0		0		0		0		0
WPV635				0		0		0		0		0
WSV54584				0		0		0		0		0
WSV54585				0		0		0		0		0
WSV54588				0		0		0		0		0
WSV54590				0		0		0		0		0
WSV8225				0		0		0		0		0
WSV8226				0		0		0		0		0
WSV8227				0		0		0		0		0

ID	Demand (L/s)	Elevation (m)	Head (m)	Pressure (psi)
WFT15645	0.2	101.2	138.7	53.3
WFT15646	0.2	101.1	138.7	53.4
WFT15653	0.1	103.4	138.7	50.2
WFT15657	0	101.9	138.7	52.3
WFT15664	0.2	101.6	138.6	52.7
WFT15670	0	103.1	138.6	50.5
WFT15673	0.1	101.8	138.7	52.4
WFT15674	0	101.3	138.6	53.1
WFT15676	0	104.9	138.7	48
WFT15682	0	102.8	138.6	50.9
WFT15687	0.1	100.9	138.6	53.7
WFT15689	0	108.8	138.6	42.5
WFT15691	4.5	100.8	138.7	53.8
WFT15698	0.2	101.6	138.6	52.7
WFT15701	0	107.8	138.6	43.8
WFT15702	0.1	99	138.7	56.3
WFT15703	0	109.6	138.7	41.3
WFT15704	0	109.6	138.7	41.3
WFT15705	0.1	106.9	138.6	45.1
WFT15718	0.1	100.5	138.7	54.2
WFT15719	0.2	100.6	138.6	54
WFT15722	0.1	100.1	138.6	54.8
WFT15726	0	99.8	138.6	55.2
WFT15735	0.2	104	138.6	49.2
WFT15736	0.1	99.7	138.6	55.3
WFT15739	0.1	100.3	138.7	54.5
WFT15742	0	99.5	138.6	55.6
WFT15752	0	100.6	138.7	54.1
WFT15754	0	100.7	138.6	54
WFT15755	0	99.6	138.7	55.5
WFT15760	0	99.5	138.6	55.6
WFT15762	0	99.6	138.5	55.3
WFT15764	0	100.6	138.5	53.9
WFT15776	0	102.9	138.5	50.7
WFT15783	0.1	102.5	138.5	51.3
WFT15803	0	103.1	138.5	50.4
WFT15808	0.5	98.6	138.6	56.9
WFT15822	0.5	98.2	138.5	57.4
WFT15843	0	101.4	138.5	52.8
WFT16855	0	99.9	138.6	55.1
WFT18637	0	103.8	138.7	49.6
WFT18644	0	99.3	138.5	55.7
WFT18645	0	102.8	138.5	50.8
WFT20517	0	100.5	138.7	54.2
WFT20522	0	100.6	138.7	54
WFT63510	0.1	101.3	138.5	52.9
WFT63517	0	102.8	138.5	50.8
WFT63518	0.6	102.8	138.5	50.8
WFT63520	14.5	103.1	138.5	50.4
WFT63521	0	103.2	138.5	50.2
WFT63522	1.6	103.3	138.5	50
WFT63523	1.6	103.3	138.5	50
WCV8110	0	100.6	138.7	54.1
WCV8111	0	101.3	138.7	53.2
WCV8195	0.6	102.8	138.5	50.8
WCV8197	0	100.6	138.5	53.9
WCV8198	0	101.9	138.5	52.1
WCV8203	0	109.6	138.7	41.3
WCV8204	0	109.5	138.7	41.4
WCV8205	0	108.8	138.7	42.4
WCV8206	0	102.1	138.7	52
WCV8311	0	99.7	138.6	55.3
WCV8312	0	99.7	138.6	55.4
WCV8808	0	99.9	138.6	55.1
WCV8809	0	99.9	138.6	55.1
WCV8810	0.1	99.9	138.6	55.1
WCV8811	0	101.1	138.6	53.4
WCV8812	0	101.2	138.6	53.3
WCV8813	0	99.6	138.7	55.5
WCV8814	0	99.6	138.7	55.5
WCV8815	0.1	99.6	138.7	55.6

**Demand junctions/nodes**

ID	Demand (L/s)	Elevation (m)	Head (m)	Pressure (psi)
ALD_GO_50	37.5	103	138.6	50.6
ALD_GO_57	6.1	108.5	165.1	80.5
ALD_GO_15	14.5	102	138.5	51.9
ALD_GO_35	14.2	103	138.6	50.6
WFT63520	14.5	103.1	138.5	50.4
ALD_GO_21	15.3	103	138.5	50.5
WFT20539	5.7	100.5	138.5	54.1
WFT15691	4.5	100.8	138.7	53.8

**PROPOSED PIPES**

ID	From Node	To Node	Length (m)	Diameter (mm)	Roughness	Flow (ML/d)	Velocity (m/s)	Headloss (m)	HL/1000 (m/k-m)
ALD_GO_57	ALD_GO_55	ALD_GO_54	99.2	300	110	0.1	0	0	0
ALD_GO_59	ALD_GO_53	ALD_GO_57	101.4	300	110	0.1	0	0	0
ALD_GO_58	ALD_GO_54	ALD_GO_53	152.8	300	110	0.1	0	0	0
ALD_GO_56	ALD_GO_57	ALD_GO_55	130.9	300	110	-0.2	0	0	0
ALD_GO_55	ALD_GO_58	ALD_GO_57	241.6	300	110	0.3	0	0	0
WMN_ALD_GO_80	ALD_GO_58	ALD_GO_63	140	300	110	-0.3	0	0	0
WMN_ALD_GO_81	ALD_GO_63	WFT243851	175.8	400	110	-0.3	0	0	0
WMN_ALD_GO_79	ALD_GO_55	ALD_GO_62	192	400	110	-0.3	0	0	0
WMN_ALD_GO_62	WFT18628	ALD_GO_43	146.8	300	110	0	0	0	0
WMN_ALD_GO_63	ALD_GO_43	ALD_GO_42	55.9	300	110	0	0	0	0
WMN_ALD_GO_64	ALD_GO_42	ALD_GO_41	140.6	300	110	0	0	0	0
WMN_ALD_GO_66	ALD_GO_41	WFT18628	77.4	300	110	0.1	0	0	0
WMN_ALD_GO_78	ALD_GO_40	ALD_GO_50	97.5	300	110	1.7	0.3	0	0.4
WMN_ALD_GO_69	ALD_GO_44	ALD_GO_41	121.4	300	110	1	0.2	0	0.2
WMN_ALD_GO_68	WFT15653	ALD_GO_44	401.5	300	110	1	0.2	0.1	0.2
WMN_ALD_GO_65	ALD_GO_41	ALD_GO_40	148.3	300	110	0.9	0.2	0	0.1
ALD_GO_52	ALD_GO_50	ALD_GO_51	263.4	300	110	-1.6	0.3	0.1	0.4
WMN_ALD_GO_32	ALD_GO_30	ALD_GO_24	83.5	300	110	2.1	0.3	0.1	0.6
WMN_ALD_GO_33	ALD_GO_24	ALD_GO_25	95.3	300	110	0.8	0.1	0	0.1
WMN_ALD_GO_34	ALD_GO_25	ALD_GO_22	108.6	300	110	1.4	0.2	0	0.3
WMN_ALD_GO_43	ALD_GO_25	ALD_GO_26	110.4	300	110	-0.6	0.1	0	0.1
WMN_ALD_GO_41	ALD_GO_22	ALD_GO_8	110.1	300	110	1.2	0.2	0	0.2
WMN_ALD_GO_67	ALD_GO_40	WFT89272	99.3	300	110	-0.7	0.1	0	0.1
WMN_ALD_GO_35	ALD_GO_24	ALD_GO_23	95.8	300	110	1.3	0.2	0	0.3
WMN_ALD_GO_36	ALD_GO_23	ALD_GO_22	77.4	300	110	1.3	0.2	0	0.3
WMN_ALD_GO_40	ALD_GO_7	ALD_GO_21	109.4	300	110	0.1	0	0	0
WMN_ALD_GO_37	ALD_GO_22	ALD_GO_21	78.7	300	110	1.5	0.2	0	0.3
WMN_ALD_GO_38	ALD_GO_21	ALD_GO_20	76.9	300	110	0.2	0	0	0
WMN_ALD_GO_39	ALD_GO_20	ALD_GO_6	95.9	300	110	0.2	0	0	0
WMN_ALD_GO_25	WCV8197	ALD_GO_6	103.8	300	110	-0.5	0.1	0	0
WMN_ALD_GO_30	ALD_GO_6	ALD_GO_5	107	300	110	0.1	0	0	0
WMN_ALD_GO_26	ALD_GO_6	ALD_GO_7	110.5	300	110	-0.3	0	0	0
WMN_ALD_GO_20	ALD_GO_5	ALD_GO_9	97.8	300	110	-0.3	0.1	0	0
WMN_ALD_GO_4	ALD_GO_5	ALD_GO_4	95.8	300	110	-0.1	0	0	0







ALD_GO_10	0	104.5	138.5	48.4
ALD_GO_11	0	101.5	138.5	52.6
ALD_GO_12	0	103	138.5	50.5
ALD_GO_13	0	105	138.6	47.7
ALD_GO_14	0	103	138.6	50.6
ALD_GO_15	14.5	102	138.5	51.9
ALD_GO_16	0	102.3	138.5	51.6
ALD_GO_17	0	101.5	138.5	52.6
ALD_GO_18	0	102	138.5	51.9
ALD_GO_19	0	101	138.5	53.3
ALD_GO_20	0	102.7	138.5	50.9
ALD_GO_21	15.3	103	138.5	50.5
ALD_GO_22	0	103.5	138.6	49.8
ALD_GO_23	0	101.5	138.6	52.7
ALD_GO_24	0	102.5	138.6	51.3
ALD_GO_25	0	106	138.6	46.3
ALD_GO_26	0	108	138.6	43.5
ALD_GO_27	0	103.5	138.5	49.8
WMN_ALD_GO_12	0	102.7	138.5	50.9
ALD_GO_28	0	102.5	138.5	51.2
ALD_GO_30	0	102.5	138.7	51.4
ALD_GO_31	0	102.9	138.5	50.7
ALD_GO_32	0	104	138.6	49.2
ALD_GO_33	0	102	138.6	52.1
ALD_GO_34	0	101.2	138.6	53.1
ALD_GO_35	14.2	103	138.6	50.6
ALD_GO_36	0	100.5	138.6	54.2
ALD_GO_37	0	101.5	138.6	52.8
ALD_GO_38	0	101	138.6	53.5
ALD_GO_40	0	103.2	138.6	50.3
ALD_GO_41	0	107.5	138.6	44.3
ALD_GO_42	0	106.5	138.6	45.7
ALD_GO_43	0	106	138.6	46.4
ALD_GO_44	0	106.5	138.7	45.7
ALD_GO_50	37.5	103	138.6	50.6
ALD_GO_51	0	108.4	138.7	43
ALD_GO_53	0	107	165.1	82.6
ALD_GO_54	0	107.5	165.1	81.9
ALD_GO_55	0	108.5	165.1	80.5
ALD_GO_57	6.1	108.5	165.1	80.5
ALD_GO_58	0	108.5	165.1	80.5
ALD_GO_63	0	113.7	165.1	73.1
WFT89273	0.1	99.9	138.6	55.1
WCV8224	0	101.1	138.5	53.2
WFT18656	0.5	101.6	138.5	52.5
				41.20
				52.04
				82.60



ID	Total Demand (L/s)	Hydrant Available Flow (L/s)	Critical Node ID for Design Run	Critical Node Pressure at Available Flow (psi)	Critical Node Pressure at Fire Demand (psi)	Critical Pressure for Design Run (psi)	Hydrant Design Flow (L/s)	Hydrant Pressure at Design Flow (psi)
ALD_GO_15	294.5	434.2	ALD_GO_15	28.4	37.7	28.4	434.2	28.5
ALD_GO_21	295.3	419.8	ALD_GO_21	28.4	38.6	28.4	419.8	32.7
ALD_GO_35	294.2	471.7	ALD_GO_35	28.4	38.2	28.4	471.7	28.4
ALD_GO_50	317.5	416.7	ALD_GO_50	28.4	35.3	28.4	416.7	28.4
ALD_GO_57	286.1	169.5	ALD_GO_57	28.4	-65.8	28.4	169.5	28.4
WFT15691	284.5	431.3	WFT15691	28.4	41.4	28.4	436.2	28.4
WFT20539	285.7	345	WFT20539	28.4	34.3	28.4	345	28.4
WFT63520	294.5	408.9	WFT63520	28.4	38.2	28.4	408.9	32.7



ID (Char)	DIAMETER (Num)	RIM_ELEV (Num)	HEADLOSS (Num)	LOAD1 (Num)	TYPE1 (Num)	ATTEN1 (Char)	COVERAGE1 (Num)	LOAD2 (Num)	TYPE2 (Num)	ATTEN2 (Char)	COVERAGE2 (Num)	LOAD3 (Num)	TYPE3 (Num)	ATTEN3 (Char)	COVERAGE3 (Num)	LOAD4 (Num)	TYPE4 (Num)	ATTEN4 (Char)	COVERAGE4 (Num)	LOAD5 (Num)	TYPE5 (Num)	ATTEN5 (Char)	COVERAGE5 (Num)	LOAD6 (Num)	TYPE6 (Num)	
SMH14201	1.2	104.007	0		2: Peakable Coverage			0.026059	2: Peakable Coverage		19	0.111	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
PMH_ALGO2	1.2	101.8	0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0	0: Unpeakable		0	0	0: Unpeakable
PMH_ALGO3	1.2	103.2	0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0	0: Unpeakable		0	0	0: Unpeakable
PMH_ALGO4	1.2	105.6	0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0	0: Unpeakable		0	0	0: Unpeakable
SMH22948	1.2	101.056			2: Peakable Coverage			0.010513	2: Peakable Coverage		6	0.113	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH19737	1.2	99.476		0.03107	2: Peakable Coverage		13		2: Peakable Coverage		0	0.111	0: Unpeakable		0					0	0.002	2: Peakable Coverage		1	0	2: Peakable Coverage
PMH_ALGO7	1.2	103.06	0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0	0: Unpeakable		0	0	0: Unpeakable
SFT141818	1.2	104.05775	0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0	0: Unpeakable		0	0	0: Unpeakable
SFT406	1.2	102.979			2: Peakable Coverage			0.13738	2: Peakable Coverage		317	0.111	0: Unpeakable		0					0	0	2: Peakable Coverage		0	0.001	2: Peakable Coverage
SMH19736	1.2	99.612			2: Peakable Coverage				2: Peakable Coverage			0.111	0: Unpeakable		0					0	0.002	2: Peakable Coverage		1	0	2: Peakable Coverage
SMH13242	1.2	102.71			2: Peakable Coverage			0.020004	2: Peakable Coverage		208	0.111	0: Unpeakable		0					0	0	2: Peakable Coverage		0	0.001	2: Peakable Coverage
SMH13247	1.2	102.958			2: Peakable Coverage				2: Peakable Coverage			0.111	0: Unpeakable		0					0	0	2: Peakable Coverage		0	0.001	2: Peakable Coverage
SMH13251	1.2	103.125			2: Peakable Coverage				2: Peakable Coverage			0.111	0: Unpeakable		0					0	0	2: Peakable Coverage		0	0.001	2: Peakable Coverage
SMH19218	1.2	100.964		0.020343	2: Peakable Coverage		6	0.079582	2: Peakable Coverage		32	0.113	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH13272	1.2	109.033		0.018593	2: Peakable Coverage		13	0.02753	2: Peakable Coverage		21	0.111	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH13285	1.2	104.764		0.033429	2: Peakable Coverage		16	0.019271	2: Peakable Coverage		10	0.111	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH13294	1.2	103.221		0.022137	2: Peakable Coverage		10	0.017048	2: Peakable Coverage		20	0.111	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH13295	1.2	101.314	0		2: Peakable Coverage			0.14536	2: Peakable Coverage		105	0.111	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH13301	1.2	100.692	0		2: Peakable Coverage			0.019554	2: Peakable Coverage		30	0.111	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH13310	1.2	100.203	0		2: Peakable Coverage				2: Peakable Coverage			0.111	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH13313	1.2	99.539			2: Peakable Coverage			0.073842	2: Peakable Coverage		24	0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.42	0	2: Peakable Coverage
SMH13314	1.2	99.73	0		2: Peakable Coverage			0.006608	2: Peakable Coverage		9	0.111	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH13317	1.2	99.633			2: Peakable Coverage			0.026341	2: Peakable Coverage		26	0.111	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH13319	1.2	99.774	0		2: Peakable Coverage				2: Peakable Coverage			0.111	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH13320	1.2	99.8		0.015804	2: Peakable Coverage		30	0.117599	2: Peakable Coverage		11	0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.42	0	2: Peakable Coverage
SMH13327	1.2	99.976	0		2: Peakable Coverage			0.110106	2: Peakable Coverage		27	0.111	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH13331	1.2	100.012		0.014658	2: Peakable Coverage		10		2: Peakable Coverage			0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.42	0	2: Peakable Coverage
SMH13337	1.2	100.337		0.016745	2: Peakable Coverage		13		2: Peakable Coverage			0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.42	0	2: Peakable Coverage
SMH13339	1.2	100.303	0		2: Peakable Coverage				2: Peakable Coverage			0.111	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH19217	1.2	101.414			2: Peakable Coverage			0.091817	2: Peakable Coverage		40	0.113	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH19216	1.2	100.315		0.024307	2: Peakable Coverage		10	0.055896	2: Peakable Coverage		20	0.113	0: Unpeakable		0					0	-0.004	2: Peakable Coverage		0.01	0	2: Peakable Coverage
SMH23880	1.2	102.796			2: Peakable Coverage				2: Peakable Coverage			0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.17	0	2: Peakable Coverage
SMH14202	1.2	104.536			2: Peakable Coverage				2: Peakable Coverage			0.111	0: Unpeakable		0					0	0	2: Peakable Coverage		0	0.001	2: Peakable Coverage
SMH14203	1.2	106.141			2: Peakable Coverage				2: Peakable Coverage			0.111	0: Unpeakable		0					0	0	2: Peakable Coverage		0	0.001	2: Peakable Coverage
SMH19214	1.2	105.012	0	0.098483	2: Peakable Coverage		45	0	2: Peakable Coverage		0	0.113	0: Unpeakable		0	0	0: Unpeakable			0	-0.004	2: Peakable Coverage		0.01	0	2: Peakable Coverage
SMH14287	1.2	103.286			2: Peakable Coverage			0.089577	2: Peakable Coverage		62	0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.17	0	2: Peakable Coverage
SMH16996	1.2	101.172			2: Peakable Coverage			0.139212	2: Peakable Coverage		65	0	0: Unpeakable		0					0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH17967	1.2	101.633			2: Peakable Coverage			0.047121	2: Peakable Coverage		4	0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.17	0	2: Peakable Coverage
SMH19197	1.2	101.677			2: Peakable Coverage				2: Peakable Coverage			0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.17	0	2: Peakable Coverage
SMH19213	1.2	107.06		0.007544	2: Peakable Coverage		3		2: Peakable Coverage			0.113	0: Unpeakable		0					0	0	2: Peakable Coverage		0	0.001	2: Peakable Coverage
SMH19199	1.2	102.637			2: Peakable Coverage			0.050998	2: Peakable Coverage		19	0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.17	0	2: Peakable Coverage
SMH19200	1.2	102.772			2: Peakable Coverage			0.039885	2: Peakable Coverage		49	0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.17	0	2: Peakable Coverage
SMH19201	1.2	103.219			2: Peakable Coverage			0.026199	2: Peakable Coverage		10	0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.17	0	2: Peakable Coverage
SMH19211	1.2	106.252			2: Peakable Coverage				2: Peakable Coverage			0.113	0: Unpeakable		0					0	0	2: Peakable Coverage		0	0.001	2: Peakable Coverage
SMH19203	1.2	100.877			2: Peakable Coverage			0.221817	2: Peakable Coverage		49	0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.17	0	2: Peakable Coverage
SMH19204	1.2	100.034			2: Peakable Coverage				2: Peakable Coverage			0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.17	0	2: Peakable Coverage
SMH19205	1.2	99.877			2: Peakable Coverage				2: Peakable Coverage			0.111	0: Unpeakable		0					0	0.003	2: Peakable Coverage		1.17	0	2: Peakable Coverage
SMH19207	1.2	108.553			2: Peakable Coverage				2: Peakable Coverage			0.113	0: Unpeakable		0					0	0	2: Peakable Coverage		0	0.02	2: Peakable Coverage
SMH19210	1.2	103.84			2: Peakable Coverage				2: Peakable Coverage			0.113	0: Unpeakable		0					0	0	2: Peakable Coverage		0	0.02	2: Peakable Coverage
SMH19209	1.2	106.595			2: Peakable Coverage				2: Peakable Coverage			0.113	0: Unpeakable		0					0	0	2: Peakable Coverage		0	0.02	2: Peakable Coverage
SMH13368	1.2	101.57	0	0	2: Peakable Coverage		0	0.000875	2: Peakable Coverage		26	0	0: Unpeakable		0	0	0: Unpeakable			0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH13346	1.2	100.793	0	0.000718	2: Peakable Coverage		3	0	2: Peakable Coverage		0	0.111	0: Unpeakable		0	0	0: Unpeakable			0	0.003	2: Peakable Coverage		1.42	0	2: Peakable Coverage
PMH_ALGO6	1.2	103	0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable			0	0	0: Unpeakable		0	0	0: Unpeakable
SMH19198	1.2	103.117	0	0.00569	2: Peakable Coverage		6	1.882555	2: Peakable Coverage		129	0.111	0: Unpeakable		0	0	0: Unpeakable			0	0.003	2: Peakable Coverage		1.17	0	2: Peakable Coverage
SMH19208	1.2	108.763	0	0	2: Peakable Coverage		0	0.000184	2: Peakable Coverage		115	0.113	0: Unpeakable		0	0	0: Unpeakable			0	0	2: Peakable Coverage		0	0.02	2: Peakable Coverage
SMH13269	1.2	109.644	0	0	2: Peakable Coverage		0	0	2: Peakable Coverage		0	0.111	0: Unpeakable		0	0	0: Unpeakable			0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH19202	1.2	102.862	0	0	2: Peakable Coverage		0	0.501723	2: Peakable Coverage		81	0.111	0: Unpeakable		0	0	0: Unpeakable			0	0.003	2: Peakable Coverage		1.17	0	2: Peakable Coverage
SMH13236	1.2	102.4	0	0	2: Peakable Coverage		0	0	2: Peakable Coverage		0	0.111	0: Unpeakable		0	0	0: Unpeakable			0	0	2: Peakable Coverage		0	0.001	2: Peakable Coverage
PMH_ALGO5	1.2	102.7	0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable			0	0	0: Unpeakable		0	0	0: Unpeakable
PMH_ALGO1	1.2	102.1	0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable		0	0	0: Unpeakable			0	0	0: Unpeakable		0	0	0: Unpeakable
SMH14204	1.2	107.45	0	0	2: Peakable Coverage		0	0	2: Peakable Coverage		0	0.111	0: Unpeakable		0	0	0: Unpeakable			0	0.004	2: Peakable Coverage		1.81	0	2: Peakable Coverage
SMH19212	1.2	106.515	0	0	2: Peakable Coverage		0	0	2: Peakable Coverage		0	0.113	0: Unpeakable		0											





Below is table for all manholes in the domain (aka service area)

ID	Rim Elevation (m)	Base Flow (L/s)	Total Flow (L/s)	Storm Flow (L/s)	Grade (m)	Status	Hydraulic Jump	Surcharge Depth (m)	Unfilled Depth (m)
SMH19207	108.553	0.133	0.201447	0	105.486164	Not Full	No	-0.334836	3.066836
SMH19208	108.763	2.37318	8.661315	0	104.910964	Not Full	No	-0.338036	3.852036
SMH19209	106.595	0.133	0.201447	0	102.861658	Not Full	No	-0.359342	3.733342
SMH19210	103.84	0.133	0.201447	0	101.721682	Not Full	No	-0.319318	2.118318
SMH19211	106.252	0.114	0.117479	0	101.170515	Not Full	Yes	-0.287485	5.081485
SMH19212	106.515	13.833977	43.8549	0	100.980625	Not Full	No	-0.265375	5.534375
SMH19213	107.06	0.121544	0.151008	0	100.433831	Not Full	No	-0.254169	6.626169
SMH19214	105.012	0.207483	0.521517	0	99.772693	Not Full	No	-0.293307	5.239307
SMH16996	101.172	0.143212	0.614029	0	97.748465	Not Full	No	-0.199535	3.423535
SMH13368	101.57	0.734874	2.982893	0	98.089294	Not Full	No	-0.200706	3.480706
SMH19216	100.315	0.189203	0.444841	0	98.170075	Not Full	Yes	0.530075	2.144925
SMH19217	101.414	0.208817	0.527866	0	98.089294	Not Full	No	-0.790706	3.324706
SMH19218	100.964	0.216925	0.56338	0	96.545584	Not Full	No	-0.254416	4.418416
SMH22948	101.056	0.127513	0.17721	0	96.763362	Not Full	No	-0.266638	4.292638
SMH13269	109.644	2.194996	8.110655	0	103.410719	Not Full	No	-0.113281	6.233281
SMH13272	109.033	0.161123	0.328628	0	103.242074	Not Full	No	-0.148926	5.790926
SMH13285	104.764	0.1677	0.358207	0	99.908898	Not Full	No	-0.129102	4.855102
SMH13294	103.221	0.154185	0.29888	0	98.899968	Not Full	No	-0.145032	4.321032
SMH13295	101.314	0.26036	0.743633	0	97.779818	Not Full	Yes	-0.190182	3.534182
SMH13301	100.692	0.134554	0.213474	0	97.480284	Not Full	No	-0.189716	3.211716
SMH13310	100.203	0.115	0.128852	0	97.111584	Not Full	No	-0.188416	3.091416
SMH13313	99.539	0.187842	0.446479	0	96.508284	Not Full	No	-0.058716	3.030716
SMH13314	99.73	0.121608	0.157795	0	96.2199	Not Full	Yes	-0.1091	3.5101
SMH13317	99.633	0.141341	0.243284	0	96.463182	Not Full	No	-0.164818	3.169818
SMH13319	99.774	0.115	0.128852	0	96.745509	Not Full	No	-0.134491	3.028491
SMH13320	99.8	0.247403	0.701434	0	96.659548	Not Full	No	-0.178452	3.140452
SMH14201	104.007	0.141059	0.242603	0	101.349015	Not Full	No	-0.240985	2.657985
SMH14202	104.536	0.112	0.115486	0	101.906615	Not Full	No	-0.238385	2.629385
SMH14203	106.141	0.112	0.115486	0	103.410225	Not Full	No	-0.240775	2.730775
SMH14204	107.45	4.574992	16.218284	0	104.916409	Not Full	No	-0.240591	2.533591
SMH19204	100.034	0.114	0.124411	0	96.036401	Not Full	No	-0.529599	3.997599
SMH19205	99.877	0.114	0.124411	0	95.517789	Not Full	No	-0.504211	4.359211
SFT141818	104.05775	0	0	0	103.66	Not Full	No	-0.3	0.39775
PMH_ALGO5	102.7	3.519994	12.977339	0	98.194872	Not Full	No	-0.137128	4.505128
SMH13346	100.793	1.754715	5.446795	0	97.689716	Not Full	No	-0.163284	3.103284
SMH13339	100.303	0.115	0.128852	0	96.961081	Not Full	No	-0.272919	3.341919
SMH13327	99.976	0.225106	0.608219	0	96.961081	Not Full	No	-0.614919	3.014919
SMH13331	100.012	0.128658	0.188853	0	97.182848	Not Full	No	-0.182152	2.829152
SMH13337	100.337	0.130745	0.197838	0	97.567432	Not Full	No	-0.188568	2.769568
SMH19736	99.612	0.113	0.119945	0	95.276246	Not Full	No	-0.572754	4.335754
SMH19737	99.476	0.14407	0.256489	0	95.185619	Not Full	Yes	-0.529381	4.290381
SMH14287	103.286	0.203577	0.50844	0	97.713715	Not Full	No	-0.136285	5.572285
SMH17967	101.633	0.161121	0.333446	0	97.229555	Not Full	No	-0.485445	4.403445
SMH19197	101.677	0.114	0.124411	0	97.2607	Not Full	No	-0.4863	4.4163
SMH19203	100.877	0.335816	1.08095	0	96.875524	Not Full	No	-0.484476	4.001476
SFT406	102.979	0.24938	0.673926	0	99.736863	Not Full	No	-0.091137	3.242137
SMH13236	102.4	3.061995	11.145965	0	99.672401	Not Full	No	-0.160599	2.727599
PMH_ALGO4	105.6	0	0	0	98.625453	Not Full	No	-0.173547	6.974547
PMH_ALGO7	103.06	0	0	0	99.744437	Not Full	No	-0.227563	3.315563
SMH13242	102.71	0.132004	0.197989	0	99.352706	Not Full	No	-0.160294	3.357294
SMH13247	102.958	0.112	0.115485	0	99.039885	Not Full	No	-0.152115	3.918115
SMH13251	103.125	0.112	0.115485	0	98.746971	Not Full	No	-0.155029	4.378029
SMH19200	102.772	0.153885	0.296023	0	98.406639	Not Full	No	-0.520361	4.365361
SMH23880	102.796	0.114	0.124411	0	98.411279	Not Full	No	-0.138721	4.384721
SMH19201	103.219	0.140199	0.239764	0	98.079227	Not Full	No	-0.520773	5.139773
SMH19202	102.862	2.765718	10.218231	0	97.704332	Not Full	No	-0.511668	5.157668
PMH_ALGO3	103.2	0	0	0	98.966139	Not Full	No	-0.194861	4.233861
PMH_ALGO1	102.1	3.829994	14.002256	0	99.505194	Not Full	No	-0.194806	2.594806
PMH_ALGO2	101.8	0	0	0	99.233139	Not Full	No	-0.194861	2.566861
SMH19199	102.637	0.164998	0.34751	0	99.264549	Not Full	No	-0.212451	3.372451
SMH19198	103.117	3.992238	14.901351	0	99.648007	Not Full	Yes	-0.209993	3.468993
PMH_ALGO6	103	1.749997	6.792058	0	100.072437	Not Full	No	-0.227563	2.927563

For proposed manholes

ID	Rim Elevation (m)	Base Flow (L/s)	Total Flow (L/s)	Storm Flow (L/s)	Grade (m)	Status	Hydraulic Jump	Surcharge Depth (m)	Unfilled Depth (m)
SMH19208	108.763	2.37318	8.661315	0	104.910964	Not Full	No	-0.338036	3.852036
PMH_ALGO1	102.1	3.829994	14.002256	0	99.505194	Not Full	No	-0.194806	2.594806
SMH19212	106.515	13.833977	43.8549	0	100.980625	Not Full	No	-0.265375	5.534375
SMH14204	107.45	4.574992	16.218284	0	104.916409	Not Full	No	-0.240591	2.533591
SMH13269	109.644	2.194996	8.110655	0	103.410719	Not Full	No	-0.113281	6.233281
PMH_ALGO5	102.7	3.519994	12.977339	0	98.194872	Not Full	No	-0.137128	4.505128
SMH19202	102.862	2.765718	10.218231	0	97.704332	Not Full	No	-0.511668	5.157668
PMH_ALGO6	103	1.749997	6.792058	0	100.072437	Not Full	No	-0.227563	2.927563
SMH13236	102.4	3.061995	11.145965	0	99.672401	Not Full	No	-0.160599	2.727599
SMH19198	103.117	3.992238	14.901351	0	99.648007	Not Full	Yes	-0.209993	3.468993
SMH13346	100.793	1.754715	5.446795	0	97.689716	Not Full	No	-0.163284	3.103284
SMH13368	101.57	0.734874	2.982893	0	98.089294	Not Full	No	-0.200706	3.480706

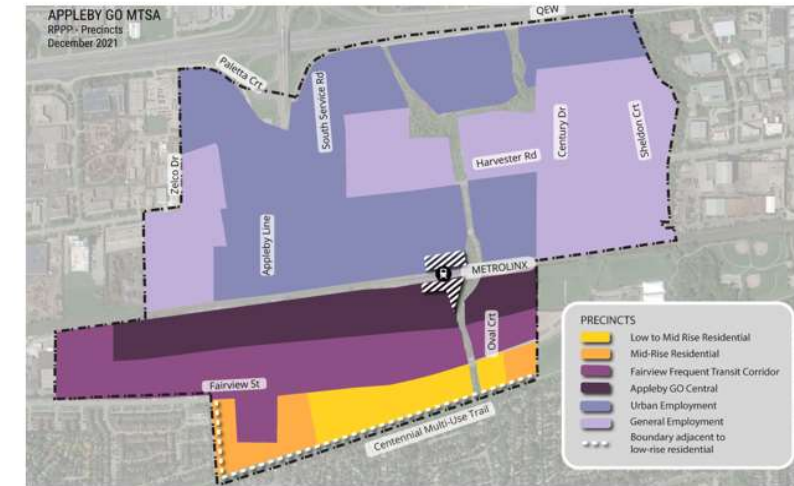
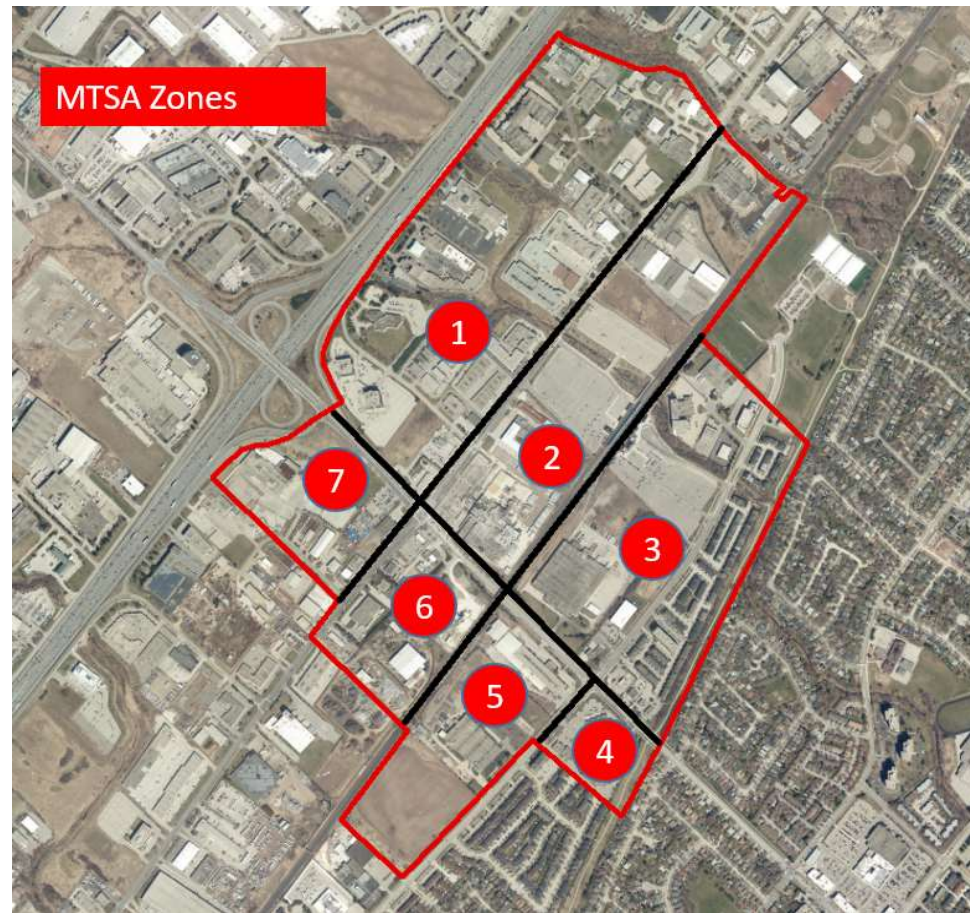
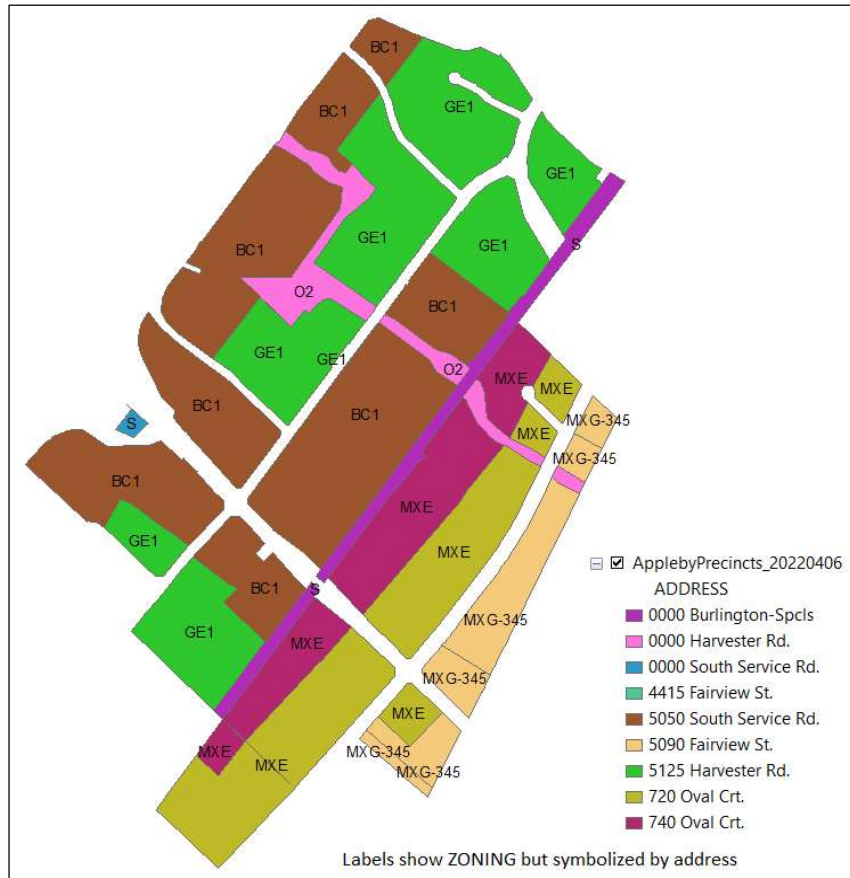
Results for all pipes in domain

ID	From ID	To ID	Diameter (mm)	Length (m)	Slope	Total Flow (L/s)	Unpeakable Flow (L/s)	Peakable Flow (L/s)	Coverage Flow (L/s)	Infiltration Flow (L/s)	Storm Flow (L/s)	Flow Type	Velocity (m/s)	d/D	q/Q	Water Depth (m)	Critical Depth (m)	Froude Number	Full Flow (L/s)	Coverage Count	Backwater Adjustment	Adjusted Depth (m)	Adjusted Velocity (m/s)
SMN14735	SMH1213	SMH19214	450	91.831926	0.005467	82.96162	21.136901	0	20.821477	0	0	Free Surface	1.248799	0.435181	0.3925	0.195831	0.199211	1.033072	211.36692	9,667.19	No	0.195831	1.248799
SMN14736	SMH19212	SMH19213	450	78.370297	0.006737	82.826561	21.023901	0	20.812933	0	0	Free Surface	1.347836	0.410278	0.352977	0.184625	0.199041	1.154749	234.651439	9,663.62	No	0.184625	1.347836
SMN14737	SMH19210	SMH19211	450	77.16174	0.007167	44.497421	20.797902	0	7.090956	0	0	Free Surface	1.16008	0.290405	0.183862	0.130682	0.14412	1.208519	242.015715	3,909.48	Yes	0.131599	1.148854
SMN14738	SMH19211	SMH19212	450	64.524272	0.003131	44.613363	20.910901	0	7.091956	0	0	Free Surface	0.861765	0.361145	0.278913	0.162515	0.144314	0.79489	159.954379	3,910.05	Yes	0.16857	0.820135
SMN14739	SMH19209	SMH19210	450	29.245937	0.030432	44.323349	20.684902	0	7.070956	0	0	Free Surface	1.937049	0.201462	0.088877	0.090658	0.143829	2.455852	498.705595	3,901.25	No	0.090658	1.937049
SMN14740	SMH19208	SMH19209	450	90.542152	0.012955	44.149254	20.571902	0	7.050956	0	0	Free Surface	1.42947	0.24881	0.135681	0.111964	0.143536	1.619536	325.391053	3,893.02	No	0.111964	1.42947
SMN14741	SMH19207	SMH19208	450	69.487803	0.00816	37.054595	20.458902	0	4.790775	0	0	Free Surface	1.153058	0.25592	0.14349	0.115164	0.131127	1.286585	258.237463	2,827.79	No	0.115164	1.153058
SMN14742	SMH19206	SMH19207	450	110.89685	0.02267	36.877382	20.345902	0	4.770775	0	0	Free Surface	1.653959	0.197845	0.085675	0.08903	0.130803	2.117087	430.432483	2,819.56	No	0.08903	1.653959
SMN16918	SMH19214	SMH19215	450	131.208505	0.012522	83.31332	21.249901	0	20.91596	0	0	Free Surface	1.691205	0.348206	0.260432	0.156693	0.199652	1.592609	319.904092	9,712.20	Yes	0.218169	1.089792
SMN11476	SMH16996	SMH13381	250	95.524866	0.004407	3.532136	0	0	0.878086	0	0	Free Surface	0.498734	0.201859	0.089229	0.050465	0.046383	0.847452	39.584909	399.25	No	0.050465	0.498734
SMN14664	SMH13368	SMH16996	250	98.351411	0.003457	2.982893	0	0	0.734874	0	0	Free Surface	0.435573	0.197174	0.085083	0.049294	0.042558	0.749359	35.058714	332.44	No	0.049294	0.435573
SMN16920	SMH19217	SMH13368	250	96.633132	0.004967	0	0	0	0	0	0	Free Surface	0	0	0	0	0	0	42.024679	0	No	0	0
SMN14730	SMH19216	SMH19217	450	92.577194	0.004029	84.182759	21.5889	0	21.124278	0	0	Pressurized	1.119579	0.478607	0.463915	0.215373	0.200737	0.87386	181.461467	9,806.23	Yes	0.45	0.529309
SMN16916	SMH19215	SMH19216	450	95.331021	0.00622	83.871763	21.4759	0	21.048075	0	0	Free Surface	1.313284	0.422363	0.371983	0.190063	0.200349	1.105989	225.4718	9,776.22	Yes	0.45	0.527353
SMN24150	SMH19217	SMH22948	450	41.522948	0.007032	84.54075	21.701898	0	21.220093	0	0	Pressurized	1.376548	0.410095	0.352644	0.184543	0.201183	1.179658	239.733841	9,848.04	No	0.184543	1.376548
SMN14727	SMH13339	SMH19218	300	99.395333	0.002998	0.893566	0.443999	0	0.105207	0	0	Free Surface	0.282315	0.090271	0.016831	0.027081	0.022035	0.664191	53.091449	76.84	No	0.027081	0.282315
SMN24151	SMH22948	SMH19218	450	16.199193	0.007223	84.68947	21.814898	0	21.234606	0	0	Free Surface	1.390803	0.407471	0.348579	0.183362	0.201367	1.196384	242.956346	9,855.85	No	0.183362	1.390803
SMN11437	SMH13310	SMH13319	300	79.889811	0.003755	17.508204	0.776999	0	4.672965	0	0	Free Surface	0.73116	0.371948	0.294664	0.111584	0.100187	0.81219	59.4175	2,031.94	No	0.111584	0.73116
SMN12124	SMH13272	SMH13285	200	104.651804	0.031887	8.390788	0.222	0	2.134119	0	0	Free Surface	1.325837	0.255371	0.142883	0.051074	0.07716	2.221806	58.724811	90.41	Yes	0.052986	1.259081
SMN12125	SMH13285	SMH13294	200	88.391176	0.00965	8.700715	0.332999	0	2.190819	0	0	Free Surface	0.872602	0.354492	0.26932	0.070898	0.078629	1.220164	32.306279	932.22	No	0.070898	0.872602
SMN12126	SMH13295	SMH13301	300	70.094324	0.003852	17.21377	0.554999	0	4.645411	0	0	Free Surface	0.734557	0.366058	0.286046	0.109818	0.099311	0.823456	60.178298	1,998.32	No	0.109818	0.734557
SMN12127	SMH13301	SMH13310	300	85.343204	0.003867	17.384293	0.665999	0	4.668965	0	0	Free Surface	0.737584	0.367615	0.288327	0.110284	0.099819	0.824845	60.293701	2,300.13	No	0.110284	0.737584
SMN12331	SMH14201	SMH13295	300	81.723788	0.041114	16.649996	0.443999	0	4.496052	0	0	Free Surface	1.694028	0.196716	0.084867	0.059015	0.097615	2.663735	196.605128	1,891.51	No	0.059015	1.694028
SMN12370	SMH14202	SMH14201	300	13.802339	0.03369	16.447088	0.332999	0	4.465993	0	0	Free Surface	1.5723	0.205383	0.092414	0.061615	0.096998	2.418207	177.971138	1,870.70	No	0.061615	1.5723
SMN12371	SMH14203	SMH14202	300	36.058762	0.038992	16.332686	0.222	0	4.464993	0	0	Free Surface	1.65329	0.197418	0.085304	0.059225	0.096648	2.594799	191.463812	1,870.44	No	0.059225	1.65329
SMN14657	SMH13317	SMH13314	250	17.326509	0.015121	18.326215	1.109998	0	4.821412	0	0	Free Surface	1.241578	0.340729	0.249937	0.085182	0.108353	1.587968	73.323288	2,090.37	Yes	0.094541	1.077686
SMN14658	SMH13320	SMH13313	250	76.708824	0.003533	6.334045	0.443999	0	1.817521	0	0	Free Surface	0.54603	0.286194	0.17872	0.071548	0.062529	0.769295	35.441231	5,053.68	Yes	0.131416	0.242245
SMN14659	SMH13319	SMH13317	250	51.909454	0.004855	18.128738	0.998998	0	4.791071	0	0	Free Surface	0.817589	0.462036	0.436359	0.115509	0.107742	0.875034	41.545487	2,062.56	No	0.115509	0.817589
SMN14660	SMH13327	SMH13319	300	56.372275	0.00463	0.608219	0.111	0	0.114106	0	0	Free Surface	0.29238	0.067917	0.009219	0.020375	0.018156	0.795042	65.976142	28.809999	Yes	0.092795	0.032687
SMN14661	SMH13331	SMH13320	250	66.103581	0.003631	5.786713	0.332999	0	1.681118	0	0	Free Surface	0.537268	0.271393	0.161062	0.067848	0.059696	0.779189	35.928571	5,011.26	No	0.067848	0.537268
SMN14700	SMH19203	SMH19204	675	96.951848	0.003961	92.268855	18.09297	0	26.539107	0	0	Free Surface	1.112379	0.282257	0.173941	0.190524	0.186686	0.961029	530.459381	14,436.91	No	0.190524	1.112379
SMN14701	SMH19204	SMH19205	675	6.015046	0.013134	98.261723	18.647969	0	28.776111	0	0	Free Surface	1.73466	0.215408	0.101725	0.145401	0.192835	1.733154	965.958875	15,402.11	No	0.145401	1.73466
SMN14702	SMH13294	SMH19204	200	99.276099	0.027207	8.956004	0.443999	0	2.234004	0	0	Free Surface	1.27649	0.274841	0.165104	0.054968	0.079822	2.055615	54.244639	964.03	No	0.054968	1.27649
SMN14703	SMH13313	SMH19736	250	62.199611	0.000145	6.690234	0.554999	0	1.894363	0	0	Free Surface	0.166004	0.765137	0.932754	0.191284	0.06431	0.121519	7.172561	5,079.10	No	0.191284	0.166004
SMN14704	SMH19205	SMH19736	675	24.692233	0.008829	111.089318	19.979967	0	33.611131	0	0	Free Surface	1.561226	0.253021	0.140268	0.170789	0.205429	1.431232	791.977113	17,504.46	No	0.170789	1.561226
SMN14707	SMH13314	SMH19205	250	92.076364	0.002585	18.466583	1.220998	0	4.83202	0	0	Free Surface	0.647768	0.563599	0.609152	0.1409	0.108785	0.609816	30.315254	2,101.18	No	0.1409	0.647768
SMN19706	SMH13269	SMH13272	200	33.24154	0.004001	8.110655	0.111	0	2.083997	0	0	Free Surface	0.621046	0.433594	0.3899	0.086719	0.075809	0.772333	20.801859	868.6	No	0.086719	0.621046
SMN19756	SMH14204	SMH14203	300	37.022364	0.037977	16.218284	0.111	0	4.463993	0	0	Free Surface	1.63447	0.198029	0.085831	0.059409	0.096298	2.561008	188.955716	1,870.18	No	0.059409	1.63447
SMN40193	SFT141818	SMH14203	300	31.573477	0.005068	0	0	0	0	0	0	Free Surface	0	0	0	0	0	0	69.023699	0	No	0	0
PSMN_ALGO4	PMH_ALGO4	PMH_ALGO5	300	147.174845	0.003003	19.695637	0	0	5.579991	0	0	Free Surface	0.69576	0.421509	0.37066	0.126453	0.106488	0.718488	53.136603	2,354.00	Yes	0.132162	0.656421
PSMN_ALGO5	PMH_ALGO5	SMH14287	300	91.762514	0.003008	30.495661	0	0	9.099985	0	0	Free Surface	0.777948	0.542908	0.573478	0.162872	0.133703	0.685692	53.176694	3,819.93	No	0.162872	0.777948
SMN20270	SMH13346	SMH13337	250	77.691681	0.001249	5.446795	0.111	0	1.643715	0	0	Free Surface	0.360128	0.346863	0.258521	0.086716	0.057873	0.455989	21.069073	4,985.42	No	0.086716	0.360128
SMN14663	SMH13327	SMH13339	300	105.474776	0.002966	0	0	0	0	0	0	Free Surface	0	0	0	0	0	0	53.072394	0	Yes	-0.156919	0
SMN14662	SMH13337	SMH13331	250	77.131639	0.005069	5.619957	0.222	0	1.66346	0	0	Free Surface	0.600025	0.245728	0.132377	0.061432	0.058808	0.91819	42.454029	4,999.84	Yes	0.06464	0.558492
SMN14705	SMH19736	SMH19737	750	9.379214	0.006824	112.950381	20.645966	0	35.507494	0	0	Free Surface	1.415894	0.236328	0.122488	0.177246	0.201005	1.277373	922.				



RSN	GISID	PROPTYPE	HOUSENUM	STREET	STRTYPE	STRDIR	UNITTTYPE	UNIT	ADDRESS	ROLL	ZONING	LEGALDESC	FRONTAGE	DEPTH	Shape_Leng	Shape_Area	Precincts	TotalAreaH
67024	40266	90	0	Harvester Rd.	Rd.				0000 Harvester Rd.	2402090909048400000	O2	CON 3 SDS PT LOT 4 RP 20R8361 PARTS 4,9,10			3327.36590829000	63448.05669910000	Existing Natural Open Space	6.34480566991
66947	19501	10	5050	South Service Rd.	Rd.				5050 South Service Rd.	2402090909046000000	BC1	CON 3 SDS PT LOT 5 RP 20R5300 PART 2	153		8970.12908964999	533707.28268600000	Urban Employment	53.37072826860
77943	19657	140	5125	Harvester Rd.	Rd.				5125 Harvester Rd.	24020909090480104813	GE1	HALT CONDO PLAN 212	0	0	8048.11188566000	405351.94021300000	General Employment	40.53519402130
68003	20003	10	720	Oval Cr.	Crt.				720 Oval Cr.	24020909090404000000	MXE	PLAN M524 LOT 6			4781.39798120000	239450.52597900000	Fairview Frequent Transit Corridor	23.94505259790
98017	63649	10	0	Burlington-Spcls					0000 Burlington-Spcls	2402080888888150000	S	RAILWAY (BRANT STREET TO BURLOAK DRIVE)	0	0	2639.93543394000	40109.70480770000		4.01097048077
68001	19855	10	740	Oval Cr.	Crt.				740 Oval Cr.	24020909090402000000	MXE	PLAN M524 LOTS 4,5			3527.96979963000	152267.41174000000	Applyby GO Central	15.22674117400
66943	44311	10	0	South Service Rd.	Rd.				0000 South Service Rd.	2402090909044000000	S	CON 3 SDS PT LOT 6			255.64313412000	3096.70395657000		0.30967039566
67356	14688	10	4415	Fairview St.	St.				4415 Fairview St.	2402090909064000000	H-MXC-414	PLAN 1496 PT BLK A RP 20R4212 PARTS 1,2,3			469.67355513400	36.27497398830		0.00362749740
98017	63649	10	0	Burlington-Spcls					0000 Burlington-Spcls	2402080888888150000	S	RAILWAY (BRANT STREET TO BURLOAK DRIVE)	0	0	878.11302544800	12061.14455270000		1.20611445527
84842	54803	140	5090	Fairview St.	St.				5090 Fairview St.	24020909094950149599	MXG-345	HALT CONDO PLAN 435			2090.80905863000	64193.96031580000	Low to Mid-Rise Residential	10.62815222900
84842	54803	140	5090	Fairview St.	St.				5090 Fairview St.	24020909094950149599	MXG-345	HALT CONDO PLAN 435			1591.26702261000	42087.56081560000	Mid-Rise Residential	10.62815222900

47173



Traffic Zone	Population	Employment
1		3,535
2		2,544
3	5,351	6,563
4	670	320
5	2,449	2,935
6	-	1,254
7		1,027
<b>Sub-Total (Build Out)</b>	<b>8,471</b>	<b>18,176</b>

**Flow Calculation**

Res Flow=  
ICI Flow=

255 L/cap/day  
225 L/employee/day

MDD Peaking Factor = 2.25

APPLEBY			
MTSA ZONES			
ZONE 1	Number of People	ADD (L/s)	MDD (L/s)
Population (Residential)	0	0.00	0.00
Employment	3535	9.21	20.71
<b>Total</b>	<b>3535</b>	<b>9.21</b>	<b>20.71</b>
ZONE 2			
Population (Residential)	0	0.00	0.00
Employment	2544	6.63	14.91
<b>Total</b>	<b>2544</b>	<b>6.63</b>	<b>14.91</b>
ZONE 3			
Population (Residential)	5351	15.79	35.53
Employment	6563	17.09	38.46
<b>Total</b>	<b>11914</b>	<b>32.88</b>	<b>73.99</b>
ZONE 4			
Population (Residential)	670	1.98	4.45
Employment	320	0.83	1.88
<b>Total</b>	<b>990</b>	<b>2.81</b>	<b>6.32</b>
ZONE 5			
Population (Residential)	2449	7.23	16.26
Employment	2935	7.64	17.20
<b>Total</b>	<b>5384</b>	<b>14.87</b>	<b>33.46</b>
ZONE 6			
Population (Residential)	0	0.00	0.00
Employment	1254	3.27	7.35
<b>Total</b>	<b>1254</b>	<b>3.27</b>	<b>7.35</b>
ZONE 7			
Population (Residential)	0	0.00	0.00
Employment	1027	2.67	6.02
<b>Total</b>	<b>1027</b>	<b>2.67</b>	<b>6.02</b>
<b>26648      72.3      162.8</b>			
<b>Total Residential Population</b>	<b>8470</b>		56.25
<b>Total Employment</b>	<b>18178</b>		106.51
<b>Total Intensification</b>	<b>26648</b>		162.76

Node #	Contributing Zones	Junction ID from Model	ADD	MDD
Node #1	Appleby Dem Node 1	WFT10333	2.30 L/s	5.18 L/s
Node #2	Appleby Dem Node 2	WFT10699	2.30 L/s	5.18 L/s
Node #3	Appleby Dem Node 3	WFT-PROP-3	2.67 L/s	6.02 L/s
Node #4	Appleby Dem Node 4	WFT10836	4.51 L/s	10.15 L/s
Node #5	Appleby Dem Node 5	WFT10562	4.51 L/s	10.15 L/s
Node #6	Appleby Dem Node 6	WFT-PROP-14	2.21 L/s	4.97 L/s
Node #7	Appleby Dem Node 7	WFT-PROP-16	1.63 L/s	3.67 L/s
Node #8	Appleby Dem Node 8	WFT-PROP-17	1.63 L/s	3.67 L/s
Node #9	Appleby Dem Node 9	WFT-PROP-18	7.44 L/s	16.73 L/s
Node #10	Appleby Dem Node 10	WFT-PROP-20	7.44 L/s	16.73 L/s
Node #11	Appleby Dem Node 11	WFT-PROP-30	2.81 L/s	6.32 L/s
Node #12	Appleby Dem Node 12	WFT17984	10.96 L/s	24.66 L/s
Node #13	Appleby Dem Node 13	WFT-PROP-29	10.96 L/s	24.66 L/s
Node #14	Appleby Dem Node 14	WSV49343	10.96 L/s	24.66 L/s
<b>subtotal</b>			<b>72.3 L/s</b>	<b>162.8 L/s</b>

Node #	ID (Char)	Demand 7	Demand 9
Node #6	WFT-PROP-14	0.00	4.97
Node #7	WFT-PROP-16	0.00	3.67
Node #8	WFT-PROP-17	0.00	3.67
Node #9	WFT-PROP-18	8.13	8.60
Node #10	WFT-PROP-20	8.13	8.60
Node #13	WFT-PROP-29	11.84	12.82
Node #3	WFT-PROP-3	0.00	6.02
Node #11	WFT-PROP-30	4.45	1.88
Node #1	WFT10333	0.00	5.18
Node #5	WFT10562	0.00	10.15
Node #2	WFT10699	0.00	5.18
Node #4	WFT10836	0.00	10.15
Node #12	WFT17984	11.84	12.82
Node #14	WSV49343	11.84	12.82
<b>Node #14</b>	<b>WSV49343</b>	<b>56.25</b>	<b>106.5</b>

The following table is for presentation in the map

New Demand Nodes	Residential Population	Employment Population	Total Population
Node #1	0	884	884
Node #2	0	884	884
Node #3	0	1027	1027
Node #4	0	1732	1732
Node #5	0	1732	1732
Node #6	0	848	848
Node #7	0	627	627
Node #8	0	627	627
Node #9	1225	1468	2692
Node #10	1225	1468	2692
Node #11	670	320	990
Node #12	1784	2188	3971
Node #13	1784	2188	3971
Node #14	1784	2188	3971
	8470	18178	26648
	56.24609375	106.5117188	



WFT10285	0.1		0			0	0	0	0
WFT10286	0		0			0	0	0	0
WFT10305	0.2		0			0	0	0	0
WFT10333	22.8	0.1	0		0	0	0	0	0
WFT10339		0				0	0	0	0
WFT10345		0.2				0	0	0	0
WFT10364		0.1				0	0	0	0
WFT10367		0				0	0	0	0
WFT10375			0			0	0	0	0
WFT10383		0.6				0	0	0	0
WFT10388		0.1				0	0	0	0
WFT10395			0			0	0	0	0
WFT10421		0.6				0	0	0	0
WFT10435			0			0	0	0	0
WFT10444		0.1				0	0	0	0
WFT10448		0.4				0	0	0	0
WFT10449			0			0	0	0	0
WFT10451		0.2				0	0	0	0
WFT10472		0				0	0	0	0
WFT10495		0				0	0	0	0
WFT10502		0.2				0	0	0	0
WFT10506		0.1				0	0	0	0
WFT10511		0				0	0	0	0
WFT10556		0.2				0	0	0	0
WFT10562	19.6	0.1	0		0	0	0	0	0
WFT10619		0				0	0	0	0
WFT10622		0.1				0	0	0	0
WFT10693		0				0	0	0	0
WFT10699	51.5	0.1	0		0	0	0	0	0
WFT10720		0				0	0	0	0
WFT10724		0.3				0	0	0	0
WFT10743		0				0	0	0	0
WFT10750		0				0	0	0	0
WFT10777		0.5				0	0	0	0
WFT10790		0.1				0	0	0	0
WFT10804			0			0	0	0	0
WFT10810	0.1	0				0	0	0	0
WFT10833	0.1		0			0	0	0	0
WFT10836	34.1	0.2	0		0	0	0	0	0
WFT10851			0			0	0	0	0
WFT10853			0			0	0	0	0
WFT10858		0				0	0	0	0
WFT10860			0			0	0	0	0
WFT10888	0.1		0			0	0	0	0
WFT10921			0			0	0	0	0
WFT10938			0			0	0	0	0
WFT10944			0			0	0	0	0
WFT10957	0.2	0				0	0	0	0
WFT10965			0			0	0	0	0
WFT10967		0				0	0	0	0
WFT10972		28.3				0	0	0	0
WFT10978	0.2		0			0	0	0	0
WFT10981			0			0	0	0	0
WFT10990		0.2				0	0	0	0
WFT11005			0			0	0	0	0
WFT11016			0			0	0	0	0
WFT11032	0.3		0			0	0	0	0
WFT11036		0.1				0	0	0	0
WFT11105		0.5				0	0	0	0
WFT11130	0.4		0			0	0	0	0
WFT11134		0				0	0	0	0
WFT11205	0.1	0				0	0	0	0
WFT11234			0			0	0	0	0
WFT11244			0			0	0	0	0
WFT11247		0.3				0	0	0	0
WFT11289			0			0	0	0	0
WFT11296	0	0				0	0	0	0
WFT11305			0			0	0	0	0
WFT11315			0			0	0	0	0
WFT11339			0			0	0	0	0
WFT11341			0			0	0	0	0
WFT11349		0.5				0	0	0	0
WFT11387		0.5				0	0	0	0
WFT11505			0			0	0	0	0
WFT11517			0			0	0	0	0
WFT11529			0			0	0	0	0
WFT11549			0			0	0	0	0
WFT11557			0			0	0	0	0
WFT11578			0			0	0	0	0
WFT11582			0			0	0	0	0
WFT11610			0			0	0	0	0
WFT11669			0			0	0	0	0
WFT11708			0			0	0	0	0
WFT11756			0			0	0	0	0
WFT15208	0	0.2				0	0	0	0
WFT17889			0			0	0	0	0
WFT17894		0.1				0	0	0	0
WFT17912		0.4				0	0	0	0
WFT17928			0			0	0	0	0
WFT17940			0			0	0	0	0
WFT17941			0			0	0	0	0
WFT17944		28.3				0	0	0	0
WFT17950		0				0	0	0	0
WFT17956		0				0	0	0	0
WFT17965		0.2				0	0	0	0
WFT17966		0.3				0	0	0	0

WFT17973		0.3		0		0	0	0	0
WFT17977				0		0	0	0	0
WFT17981				0		0	0	0	0
WFT17982	0	0.2		0		0	0	0	0
WFT17984	0.1	0.1	16.4	0	0	0	0	0	0
WFT17997		0.4		0		0	0	0	0
WFT18001				0		0	0	0	0
WFT187614		0		0		0	0	0	0
WFT19904		0		0		0	0	0	0
WFT19906				0		0	0	0	0
WFT19913				0		0	0	0	0
WFT19932				0		0	0	0	0
WFT19937				0		0	0	0	0
WFT19938				0		0	0	0	0
WFT19946		0		0		0	0	0	0
WFT19954		0		0		0	0	0	0
WFT19955				0		0	0	0	0
WFT19964				0		0	0	0	0
WFT19978				0		0	0	0	0
WFT20325	0	0.1		0		0	0	0	0
WFT222479		0		0		0	0	0	0
WFT22945				0		0	0	0	0
WFT246937				0		0	0	0	0
WFT246938		0		0		0	0	0	0
WFT246939				0		0	0	0	0
WFT24694	0.3	0		0		0	0	0	0
WFT256				0		0	0	0	0
WFT57570		0.1		0		0	0	0	0
WFT57571				0		0	0	0	0
WFT57572				0		0	0	0	0
WFT57573				0		0	0	0	0
WFT57574				0		0	0	0	0
WFT57575				0		0	0	0	0
WFT90256				0		0	0	0	0
WFT90257		0		0		0	0	0	0
WFT90258		0		0		0	0	0	0
WFT90259				0		0	0	0	0
WFT90260				0		0	0	0	0
WFT90261				0		0	0	0	0
WFT92249		0		0		0	0	0	0
WFT92250		1.6		0		0	0	0	0
WFT92254		0		0		0	0	0	0
WFT92263		0		0		0	0	0	0
WFT92266				0		0	0	0	0
WFT92406		0		0		0	0	0	0
WFT92636				0		0	0	0	0
WFT92637		1.6		0		0	0	0	0
WPV153				0		0	0	0	0
WSV224180		0		0		0	0	0	0
WSV49340				0		0	0	0	0
WSV49341		0.1		0		0	0	0	0
WSV49342				0		0	0	0	0
WSV49343	23.6	0	0	0	0	0	0	0	0
WSV49344				0		0	0	0	0
WSV49345				0		0	0	0	0
WSV49346				0		0	0	0	0
WSV49347				0		0	0	0	0
WSV49348				0		0	0	0	0
WSV49349		0		0		0	0	0	0
WSV49350				0		0	0	0	0
WSV49351				0		0	0	0	0
WSV49352				0		0	0	0	0
WSV49353				0		0	0	0	0
WSV82253				0		0	0	0	0

All junctions in service area

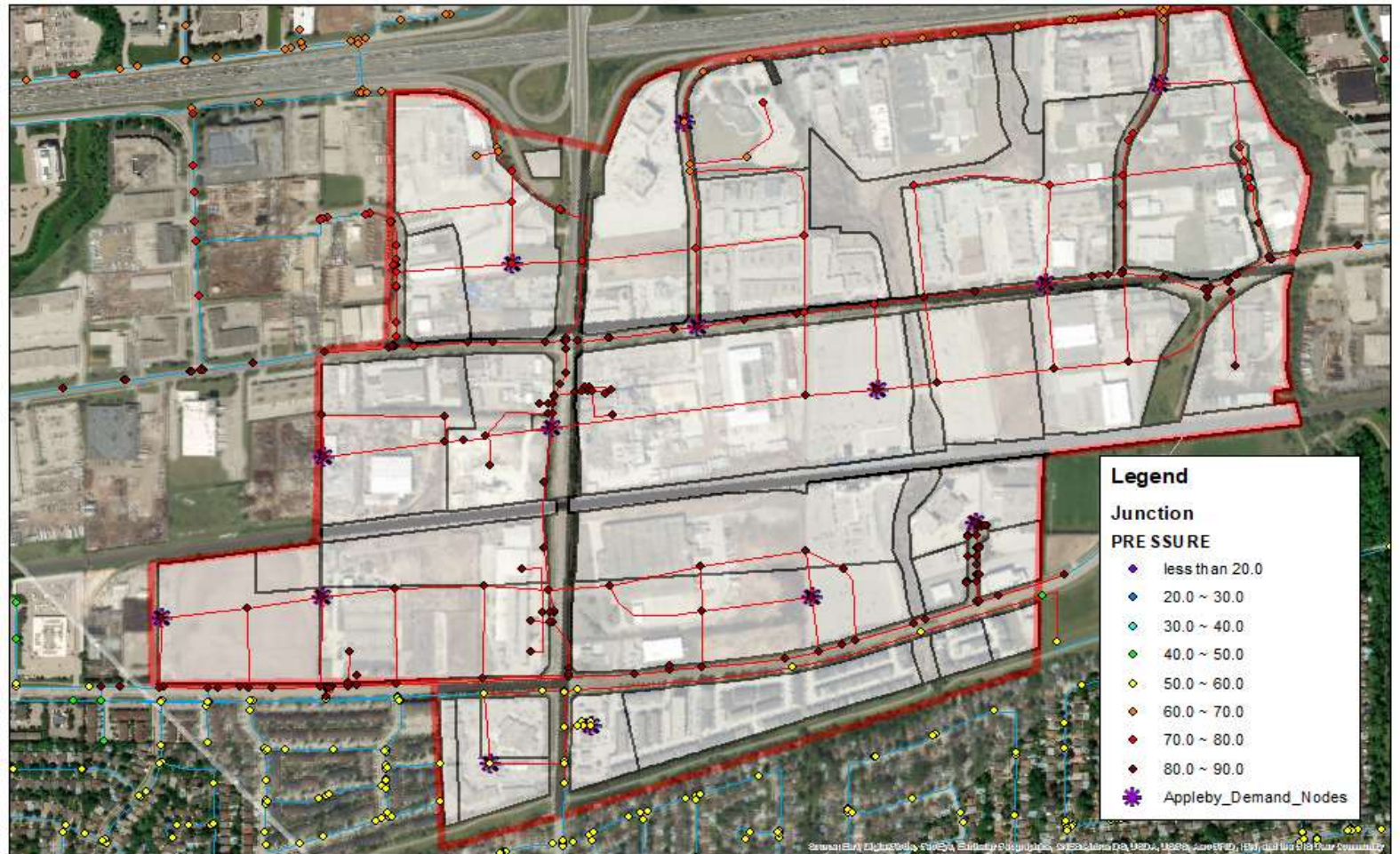
ID	Demand (L/s)	Elevation (m)	Head (m)	Pressure (psi)
WFT10699	5.2	116.9	165.4	69
WFT10720	0	116.2	165.4	69.9
WFT10724	0.4	116.1	165.4	70
WFT10777	0.5	115.3	165.4	71.1
WFT10836	10.2	108.7	165.3	80.5
WFT10851	0	114.8	165.5	72.1
WFT10853	0	117.7	165.6	68.1
WFT10858	0	117.1	165.6	69
WFT10860	0	108.4	165.3	80.8
WFT10921	0	108.1	165.2	81.1
WFT10967	0	108.3	165.2	80.9
WFT19932	0	116.1	165.4	70
WFT19946	0	115.2	165.5	71.5
WFT19955	0	108.1	165.2	81.1
WCV12670	0	108.6	165.2	80.5
WCV12679	0	107.1	163.9	80.7
WCV12680	0	107.2	163.9	80.6
WCV12681	0	106.9	163.7	80.6
WCV12684	0	107.2	164.1	80.9
WCV12676	0	108.4	165.1	80.6
WCV12671	0.2	106.3	165	83.3
WCV12682	0	107.4	164.9	81.7
WCV12683	0	107.2	164.9	82
WCV200811	0	108.7	165.2	80.3
WFT92249	0	113.1	165.5	74.5
WFT92406	0	113.9	165.5	73.3
WCV81212	0	113.7	165.5	73.7
WFT10938	0	108.8	165.2	80.1
WFT10944	0	108.7	165.1	80.3
WFT10965	0	107.8	165	81.3
WFT10972	28.3	106.8	163.5	80.6
WFT10981	0	107	163.9	80.8
WFT10990	0.2	107.4	164.9	81.7
WFT11005	0	107.3	164.9	81.8
WFT11016	0	107	164.9	82.2
WFT17928	0	117.5	165.6	68.4
WFT17940	0	106.6	163.5	80.9
WFT17941	0	106.4	163.9	81.7
WFT17944	28.3	106.1	163	81
WFT17950	0	107.6	164.9	81.5
WFT19964	0	107.5	164.9	81.6
WCV200411	0.1	108.2	165.3	81.2
WFT-PROP-1	0	115.8	165.6	70.8
WFT-PROP-2	0	116	165.5	70.4
WFT-PROP-3	6	115.5	165.5	71.1
WFT-PROP-5	0	111.5	165.4	76.7
WFT11036	0.2	108.3	165.4	81.1
WCV12666	0.2	111.2	165.5	77.2
WCV12689	0	109	165.5	80.4
WFT92636	0	109.5	165.5	79.6
WFT92637	1.7	109.5	165.5	79.6
WFT92250	1.7	113	165.5	74.6
WFT92254	0	112.8	165.5	74.9
WFT92263	0	114.8	165.5	72.2
WFT92266	0	114.8	165.5	72.2
WCV81206	0	109.3	165.5	80
WCV81269	0	114.2	165.5	73
WFT187614	0	113.4	165.5	74.2
WFT246938	0.1	108.7	165.5	80.7
WFT246939	0	108.9	165.5	80.5
WFT246937	0	109.2	165.5	80.1
WSV82253	0	114.3	165.5	72.9
WFT10367	0.1	109	165.6	80.5
WFT10375	0	118.2	166.7	69
WFT10388	0.1	115.4	165.5	71.2
WFT10395	0	116.8	165.6	69.4
WFT10421	0.6	107.6	165.6	82.4

Demand junctions/nodes

ID	Demand (L/s)	Elevation (m)	Head (m)	Pressure (psi)
WFT10836	10.2	108.7	165.3	80.5
WFT10699	5.2	116.9	165.4	69
WFT-PROP-3	6	115.5	165.5	71.1
WFT-PROP-14	5	106	165.4	84.4
WFT10562	10.2	108.8	165.5	80.5
WFT10333	5.2	116	165.6	70.5
WFT-PROP-16	3.7	105.9	164.9	83.8
WFT-PROP-17	3.7	106.5	164.9	83
WFT-PROP-29	24.7	102	164.2	88.4
WFT-PROP-30	6.3	99	135.9	52.4
WFT-PROP-20	16.7	101	164.3	90
WFT-PROP-18	16.7	102	164.3	88.5
WFT17984	24.7	99.7	135.9	51.4
WSV49343	24.7	102.7	163.9	87
	163			51.40
				77.18
				90.00

PROPOSED PIPES

ID	From Node	To Node	Length (m)	Diameter (mm)	Roughness	Flow (ML/d)	Flow (L/s)	Velocity (m/s)	Velocity (fps)	Headloss (r HL/1000)	n	Status
WMN-PROP-P48	WFT-PROP-18	WFT-PROP-32	123.2	300	140	-0.4	-4.62963	0.1	0.33	0	0	Open
WMN-PROP-P30	WFT-PROP-18	WFT-PROP-19	147.7	300	140	-1	-11.5741	0.2	0.66	0	0.1	Open
WMN-PROP-P31	WFT-PROP-19	WFT-PROP-20	129.3	300	140	-0.9	-10.4167	0.2	0.66	0	0.1	Open
WMN-PROP-P32	WFT-PROP-20	WFT-PROP-21	126.2	300	140	-2	-23.1481	0.3	0.98	0	0.4	Open
WMN-PROP-P33	WFT-PROP-21	WFT-PROP-22	151.6	300	140	-1.7	-19.6759	0.3	0.98	0	0.3	Open
WMN-PROP-P34	WFT-PROP-22	WFT11134	110.9	300	140	-2.4	-27.7778	0.4	1.31	0.1	0.5	Open
WMN-PROP-P35	WFT-PROP-22	WFT-PROP-23	163	300	140	0.7	8.101852	0.1	0.33	0	0	Open
WMN-PROP-P36	WFT-PROP-21	WFT11505	170.8	300	140	-0.3	-3.47222	0.1	0.33	0	0	Open
WMN-PROP-P50	WFT-PROP-20	WFT-PROP-35	160.5	300	140	-0.4	-4.62963	0.1	0.33	0	0	Open
WMN-PROP-P49	WFT-PROP-19	WFT-F-1069	141.8	300	140	-0.1	-1.15741	0	0.00	0	0	Open
WMN-PROP-P47	WFT-PROP-31	WFT-PROP-30	125.2	300	140	1	11.57407	0.2	0.66	0	0.1	Open
WMN-PROP-P46	WFT-PROP-30	WFT203253	127.3	300	140	0.5	5.787037	0.1	0.33	0	0	Open
WMN-PROP-P37	WFT17956	WFT-PROP-24	158.3	300	140	1.2	13.88889	0.2	0.66	0	0.1	Open
WMN-PROP-P43	WFT-PROP-26	WFT-PROP-29	189.6	300	140	1.6	18.51852	0.3	0.98	0	0.3	Open
WMN-PROP-P38	WFT-PROP-24	WFT-PROP-25	180.3	300	140	1.5	17.36111	0.2	0.66	0	0.2	Open
WMN-PROP-P42	WFT17956	WFT-PROP-26	183.7	300	140	1.1	12.73148	0.2	0.66	0	0.1	Open
WMN-PROP-P44	WFT-PROP-25	WFT-PROP-29	83	250	110	0.5	5.787037	0.1	0.33	0	0.1	Open
WMN-PROP-P45	WFT-PROP-29	WFT-PROP-28	97.1	300	140	0	0	0	0.00	0	0	Open
WMN-PROP-P41	WFT-PROP-26	WFT11130	98.2	300	140	-0.8	-9.25926	0.1	0.33	0	0.1	Open
WMN-PROP-P39	WFT-PROP-25	WFT19954	72.7	300	140	1	11.57407	0.2	0.66	0	0.1	Open
WMN-PROP-P27	WFT-PROP-15	WFT-PROP-16	439.7	300	140	3.4	39.35185	0.6	1.97	0.4	1	Open
WMN-PROP-P20	WFT-PROP-15	WFT-PROP-14	121.7	300	140	-2.2	-25.463	0.4	1.31	0.1	0.4	Open
WMN-PROP-P21	WFT-PROP-14	WFT-PROP-13	104.4	300	140	-2.1	-24.3056	0.3	0.98	0	0.4	Open
WMN-PROP-P22	WFT-PROP-13	WFT-PROP-12	201.5	300	140	-1.7	-19.6759	0.3	0.98	0.1	0.3	Open
WMN-PROP-P23	WFT-PROP-12	WFT-PROP-11	127.7	300	140	-1.7	-19.6759	0.3	0.98	0	0.3	Open
WMN-PROP-P26	WFT-PROP-11	WCV13668	229.4	300	140	-1.3	-15.0463	0.2	0.66	0	0.2	Open
WMN-PROP-P9	WFT10724	WFT-PROP-6	300.5	300	140	0.6	6.944444	0.1	0.33	0	0	Open
WMN-PROP-P10	WFT-PROP-6	WCV12465	136.8	300	140	1.1	12.73148	0.2	0.66	0	0.1	Open
WMN-PROP-P17	WCV12465	WFT-PROP-15	147.8	300	140	1.2	13.88889	0.2	0.66	0	0.2	Open
WMN-PROP-P19	WFT10693	WFT-PROP-14	152.4	300	140	0.5	5.787037	0.1	0.33	0	0	Open





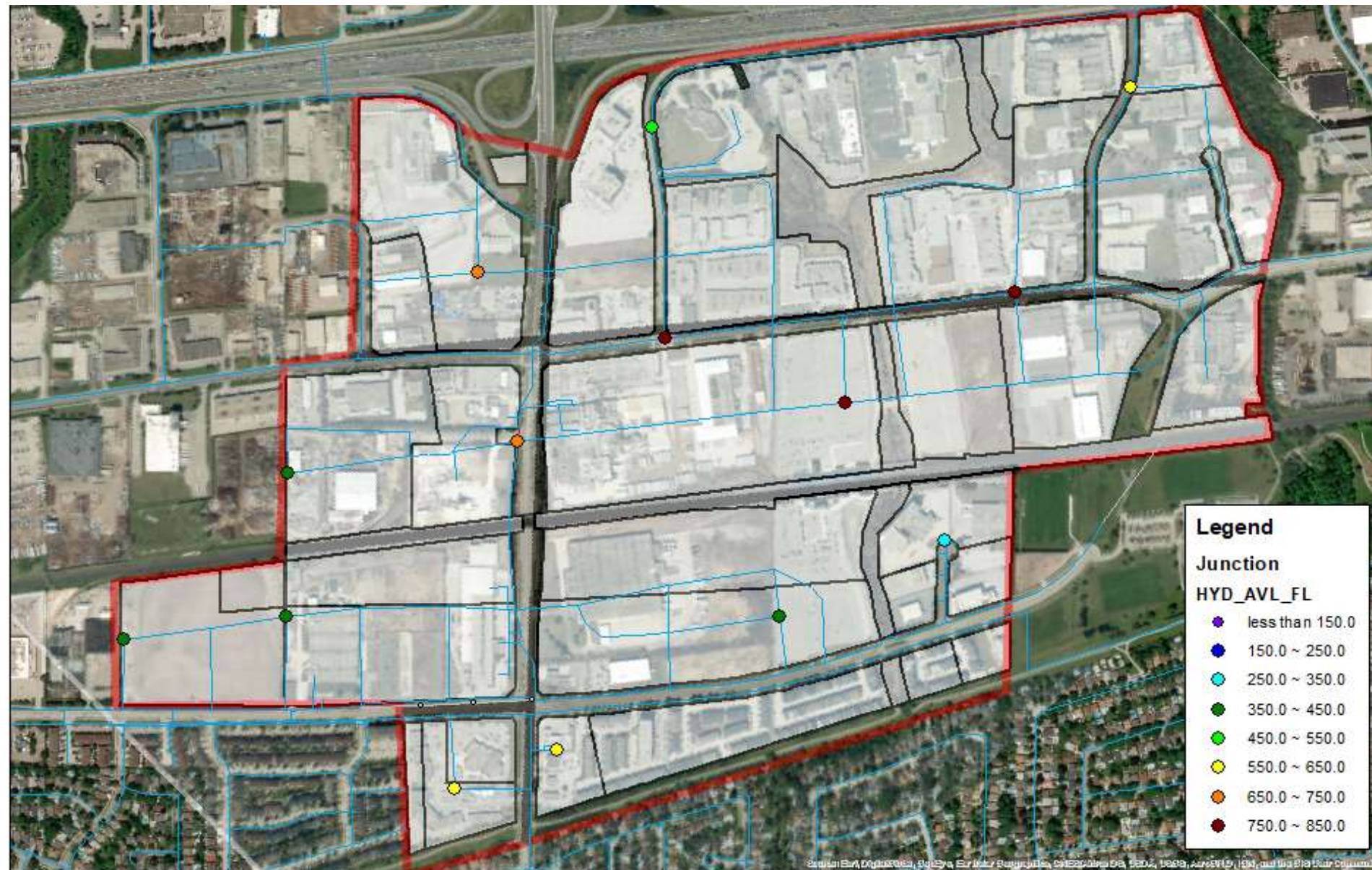
WFT256	0	102.3	163.9	87.7
WFT10743	0	101.1	164	89.5
WFT10804	0	102	164	88.1
WFT10810	0.1	101.1	164	89.5
WFT10833	0.1	101.2	164	89.3
WFT10888	0.1	100	164.1	91
WFT19937	0	102.2	163.9	87.8
WFT19938	0	102.2	163.9	87.8
WFT57570	0.1	102.3	163.9	87.6
WFT57571	0	102.4	164	87.5
WFT57572	0	102.1	164	87.9
WFT57573	0	102.2	164	87.9
WFT57574	0	102.1	164	88
WFT57575	0	102.3	163.9	87.6
WCV12616	0	101.5	164	88.9
WCV12617	0.1	101.6	164	88.8
WCV12746	0	102.1	135.7	47.8
WFT90256	0	102.3	164	87.6
WFT90257	0	101.9	164	88.3
WFT90259	0	102.3	163.9	87.6
WFT90260	0	101.8	164	88.5
WFT90261	0	100.9	164	89.7
WSV49340	0	102.5	163.9	87.3
WSV49341	0.1	102.5	163.9	87.3
WSV49344	0	102.4	163.9	87.6
WSV49345	0	102.3	163.9	87.6
WSV49346	0	102.4	164	87.5
WSV49347	0	102.4	164	87.6
WSV49348	0	101.9	164	88.3
WSV49349	0	101.8	164	88.3
WSV49350	0	101.6	164	88.6
WSV49351	0	101.7	164	88.6
WSV49352	0	101.1	164	89.4
WSV49353	0	101.1	164	89.5
WFT10957	0.2	100.4	164.2	90.7
WFT10978	0.2	100.1	164.2	91.1
WFT11032	0.3	100	164.2	91.3
WFT19954	0	103.2	164.2	86.7
WCV12675	0.1	100.2	164.1	90.8
WCV12744	0	100.4	135.8	50.3
WCV12745	0	99.6	135.8	51.4
WFT-PROP-24	0	101	164.2	89.9
WFT-PROP-25	0	104	164.2	85.6
WFT-PROP-26	0	103	164.2	87
WFT-PROP-28	0	100	164.2	91.2
WFT-PROP-29	24.7	102	164.2	88.4
WFT11130	0.4	100.3	164.2	90.8
WFT11234	0	101.3	164.4	89.7
WFT11244	0	100.9	164.4	90.4
WFT11289	0	100.7	164.4	90.5
WFT11305	0	100.1	135.9	50.9
WFT11315	0	100.4	135.9	50.4
WFT11341	0	100.1	135.9	50.9
WFT11349	0.5	99.7	135.9	51.4
WFT11387	0.5	99	135.9	52.5
WFT11205	0.1	100.1	164.3	91.3
WFT11296	0.1	100.3	164.4	91.1
WFT19978	0	101.4	164.4	89.7
WCV12678	0	101.5	164.4	89.5
WCV12686	0.2	99.8	135.9	51.2
WCV12687	0.1	99.7	135.9	51.4
WFT246946	0.4	100.2	164.2	91
WCV13867	0	101.5	164.4	89.5
WCV12665	0	105.7	164.7	84
WCV13865	0	103.8	164.6	86.4
WCV12740	0	100.4	135.9	50.4
WCV12741	0	100.4	135.9	50.4
WCV12743	0	100.4	164.4	91
WFT152084	0.2	98.5	135.9	53.1



WFT203253	0.2	98.9	135.9	52.5
WSV224180	0	100.9	164.2	90.1
WFT11105	0.5	106.4	164.9	83.2
WFT11134	0	102	164.4	88.7
WFT11247	0.3	101.7	164.4	89.2
WFT11339	0	99.8	135.9	51.3
WFT17956	0	102.6	164.3	87.7
WFT17965	0.2	106.3	164.9	83.3
WFT17966	0.4	105.7	164.9	84.1
WFT17973	0.3	102.4	164.4	88.1
WFT17977	0	102.1	164.4	88.6
WFT17981	0	102.1	164.4	88.7
WFT17982	0.2	99.7	135.9	51.4
WFT17984	24.7	99.7	135.9	51.4
WFT-PROP-16	3.7	105.9	164.9	83.8
WFT-PROP-20	16.7	101	164.3	90
WFT-PROP-21	0	102	164.3	88.6
WFT-PROP-22	0	103	164.4	87.3
WFT-PROP-23	0	101	164.4	90.1
WFT-PROP-30	6.3	99	135.9	52.4
WFT-PROP-31	0	99.9	135.9	51.1
WFT-PROP-37	0	106.5	164.9	83
WFT-PROP-38	0	106.5	164.9	83
WFT-PROP-19	0	102	164.3	88.5
WFT11756	0	100.5	164.3	90.6
WFT-PROP-18	16.7	102	164.3	88.5
WFT-PROP-32	0	100.9	164.3	90.1
WFT11505	0	100.1	164.3	91.3
WFT11517	0	100.1	164.3	91.3
WFT11529	0	99.9	164.3	91.6
WFT11549	0	99.8	164.3	91.7
WCV12685	0.4	101	164.3	90
WFT17997	0.4	101.3	164.3	89.6
WFT18001	0	101.3	164.3	89.6
WFT11557	0	99.9	164.3	91.6
WFT11578	0	99.8	164.3	91.6
WFT11582	0	99.6	164.3	92
WCV12749	0	99.7	164.3	91.8
WCV14084	0	99.8	164.3	91.7
WCV14098	0	99.6	164.3	92
WPV153	0	99.6	164.3	91.9
WFT-PROP-35	0	100.5	164.3	90.7
WFT11669	0	100.2	164.3	91.1
WFT11610	0	100.1	164.3	91.2
WFT-F-1069	0	100.1	164.3	91.2
WFT11708	0	100.4	164.3	90.7
WFT22945	0	100.5	164.3	90.7
WCV15897	0	100.4	164.3	90.7
WFT-PROP-17	3.7	106.5	164.9	83
WFT-PROP-36	0	108.5	164.9	80.1
				47.80
				79.59
				92.00

ID	Total Demand (L/s)	Hydrant Available Flow (L/s)	Critical Node ID for Design Run	Critical Node Pressure at Available Flow (psi)	Critical Node Pressure at Fire Demand (psi)	Critical Pressure for Design Run (psi)	Hydrant Design Flow (L/s)	Hydrant Pressure at Design Flow (psi)
WFT-PROP-14	285	821.4	WFT10699	26.7	59.5	28.4	799.5	30.9
WFT-PROP-16	283.7	730.2	WFT-PROP-17	27.6	68.9	28.4	723.6	29.2
WFT-PROP-17	283.7	392.7	WFT-PROP-17	28.4	51	28.4	392.7	28.5
WFT-PROP-18	296.7	378.2	WFT-PROP-18	28.4	48.1	28.4	378.2	28.5
WFT-PROP-20	296.7	444.2	WFT-PROP-18	27.1	56.2	28.4	438.3	29.8
WFT-PROP-29	304.7	447.6	WFT-PROP-29	28.4	56.1	28.4	447.6	28.4
WFT-PROP-3	286	710.5	WFT-PROP-3	28.4	60.1	28.4	710.5	28.4
WFT-PROP-30	286.3	606.5	WFT-PROP-30	28.4	45.7	28.4	606.5	28.4
WFT10333	285.2	558.3	WFT10333	28.4	55.8	28.4	558.4	28.4
WFT10562	290.2	804.7	WFT10333	27.1	60.8	28.4	789.1	30.1
WFT10699	285.2	527.1	WFT10699	28.4	53.6	28.4	527.1	28.4
WFT10836	290.2	800.4	WFT10699	26.4	59.2	28.4	775.6	31
WFT17984	304.7	647.6	WFT17984	28.4	45.2	28.4	647.6	28.4
WSV49343	304.7	273.4	WSV49343	28.4	16.3	28.4	273.4	28.4

Lowest pressure is just under at available flow psi is 16.3 at 280 L/s



APPLEBY			
MTSA ZONES			
ZONE 1	Number of People	ADD (L/s)	
Population (Residential)	0	0.00	
Employment	3535	7.57	
Total	3535	7.57	
ZONE 2	Population (Residential)	0	0.00
Employment	2544	5.45	
Total	2544	5.45	
ZONE 3	Population (Residential)	5351	13.01
Employment	6563	14.05	
Total	11914	27.06	
ZONE 4	Population (Residential)	670	1.63
Employment	320	0.69	
Total	990	2.31	
ZONE 5	Population (Residential)	2449	5.95
Employment	2935	6.28	
Total	5384	12.24	
ZONE 6	Population (Residential)	0	0.00
Employment	1254	2.69	
Total	1254	2.69	
ZONE 7	Population (Residential)	0	0.00
Employment	1027	2.20	
Total	1027	2.20	
26648		59.5	
Total Residential Population	8470		
Total Employment	18178		
Total intensification	26648		

Flow Calculation		Res Flow=	210 L/cap/day	Put into model					
		ICI Flow=	185 L/employee/day						
			Residential	ICI					
ZONE 1	Loading MH in Model	Area Split (%)	Avg Flow (L/s)	Pop	Avg Flow (L/s)	Pop			
	SMH8594	0.14	0.00	0.00	1.04	485.30			7.57
	SMH8592	0.02	0.00	0.00	0.19	88.24			
	PMH3-4	0.14	0.00	0.00	1.04	485.30			
	PMH3-1	0.07	0.00	0.00	0.54	253.68			
	PMH5-1	0.09	0.00	0.00	0.66	308.83			
	SMH7349	0.10	0.00	0.00	0.74	347.43			
	SMH8600	0.26	0.00	0.00	1.96	915.46			
	SMH16352	0.18	0.00	0.00	1.39	650.75			
							3535.00		
ZONE 2	Loading MH in Model	Area Split (%)	Avg Flow (L/s)	Pop	Avg Flow (L/s)	Pop			
	PMH4-1	0.33	0.00	0.00	1.80	841.48			5.45
	PMH3-12	0.47	0.00	0.00	2.58	1203.51			
	SMH19655	0.20	0.00	0.00	1.07	499.02			
ZONE 3	Loading MH in Model	Area Split (%)	Avg Flow (L/s)	Pop	Avg Flow (L/s)	Pop			
	SMH19670	0.25	3.25	1337.75	3.51	1640.75			5378.06
	PMH7-1	0.25	3.25	1337.75	3.51	1640.75			
	PMH6-1	0.25	3.25	1337.75	3.51	1640.75			
	SMH19663	0.25	3.25	1337.75	3.51	1640.75			
								0	0.19
								0	0.54
								0	0.66
								0	0.69
								0	0.74
								0	0.81
								0	1.04
								0	1.04
								0	1.07
								0	1.34
								0	1.34
								0	1.39
								0	1.39
ZONE 4	Loading MH in Model	Area Split (%)	Avg Flow (L/s)	Pop	Avg Flow (L/s)	Pop			
	SMH11129	1.00	1.63	670.00	0.69	320.00			672.31
ZONE 5	Loading MH in Model	Area Split (%)	Avg Flow (L/s)	Pop	Avg Flow (L/s)	Pop			
	PMH2-1	1.00	5.95	2449.00	6.28	2935.00			2461.24
ZONE 6	Loading MH in Model	Area Split (%)	Avg Flow (L/s)	Pop	Avg Flow (L/s)	Pop			
	PMH1-1	0.50	0.00	0.00	1.34	627.00			2.69
	PMH1-4	0.50	0.00	0.00	1.34	627.00			
								0	2.58
								3.25	3.51
								3.25	3.51
ZONE 7	Loading MH in Model	Area Split (%)	Avg Flow (L/s)	Pop	Avg Flow (L/s)	Pop			
	SMH8586	0.63	0.00	0.00	1.39	650.23			2.20
	SMH10861	0.37	0.00	0.00	0.81	376.77			
								59.48	20.58
								5.95	6.28
								3.25	3.51
								3.25	3.51







PMH6-2	104	0	0	0	99.79925	Not Full	No	-0.19975	4.20075
PMH6-3	101	0	0	0	98.301269	Not Full	No	-0.199731	2.698731
SFT327	104.302	0.490999	0.490999	0	98.076506	Not Full	No	-0.280494	6.225494
SMH10899	108.203	0.691223	1.359741	0	99.683902	Not Full	No	-0.178098	8.519098
SMH10906	111.35	0.492999	0.499947	0	101.402213	Not Full	No	-0.243787	9.947787
SMH10935	108.61	0.491999	0.49548	0	99.485133	Not Full	Yes	-0.125867	9.124867
SMH10955	107.793	0.498125	0.521851	0	99.154428	Not Full	No	-0.183572	8.638572
SMH10965	108.079	0.669308	1.260663	0	99.702943	Not Full	No	-0.132057	8.376057
SMH10988	105.506	0.848237	2.002229	0	97.725768	Not Full	No	-0.078232	7.780232
SMH10990	104.34	0.490999	0.490999	0	97.814893	Not Full	Yes	-0.222107	6.525107
SMH11003	104.645	30.112853	121.376186	0	98.07648	Not Full	No	0.04448	6.56852
SMH11007	104.125	0.491999	0.49548	0	97.080218	Not Full	No	-0.104782	7.044782
SMH11018	104.858	0.490999	0.490999	0	98.076499	Not Full	No	-0.198501	6.781501
SMH8596	108.328	0.490999	0.490999	0	99.957691	Not Full	No	-0.132309	8.370309
SMH8597	108.69	0.490999	0.490999	0	100.180296	Not Full	Yes	-0.149704	8.509704
PMH1-6	106.25	0	0	0	102.7135	Not Full	No	-0.2845	3.5365
PMH4-2	105.75	0	0	0	102.792693	Not Full	No	-0.258307	2.957307
SMH11028	104.624	0.492999	0.499948	0	97.034865	Not Full	No	0.676865	7.589135
SMH11046	101.871	0.492999	0.499948	0	96.447281	Not Full	Yes	0.870281	5.423719
PMH5-4	116.5	0	0	0	112.859638	Not Full	No	-0.249362	3.640362
PMH5-3	117	0	0	0	113.00072	Not Full	No	-0.24928	3.99928
SMH8587	117.156	0.491999	0.495485	0	107.551525	Not Full	No	-0.230475	9.604475
SMH8588	116.626	0.510182	0.574661	0	107.13237	Not Full	No	-0.23063	9.49363
SMH8589	115.695	0.491999	0.495485	0	106.700489	Not Full	Yes	-0.111511	8.994511
SMH8590	116.384	0.492999	0.499947	0	106.463663	Not Full	No	-0.248337	9.920337
SMH8591	114.349	0.492999	0.499947	0	104.712658	Not Full	No	-0.250342	9.636342
SMH8584	117.892	0.491999	0.495485	0	108.437461	Not Full	No	-0.161539	9.454539
SMH8585	117.788	0.491999	0.495485	0	108.227873	Not Full	Yes	-0.143127	9.560127
SMH8586	117.598	1.881997	5.933557	0	108.104429	Not Full	No	-0.243571	9.493571
SMH10660	118.431	0.556552	0.775839	0	116.123282	Not Full	No	-0.173718	2.307718
SMH8581	118.676	0.491999	0.495485	0	115.733927	Not Full	No	-0.184073	2.942073
SMH8583	118.291	0.491999	0.495485	0	108.840351	Not Full	No	-0.165649	9.450649
SMH10861	108.546	1.470927	4.432399	0	100.033563	Not Full	No	-0.173437	8.512438
SMH10879	108.439	0.530317	0.657929	0	99.88937	Not Full	No	-0.18663	8.54963
SMH10826	108.668	0.535025	0.678449	0	100.575477	Not Full	No	-0.214523	8.092523
SMH10843	108.72	0.56481	0.808182	0	100.284147	Not Full	Yes	-0.202853	8.435853
SMH10795	108.74	0.685493	1.268594	0	100.889413	Not Full	No	-0.217587	7.850587
SMH10799	113.904	0.537792	0.690066	0	102.677196	Not Full	No	-0.189804	11.226804
SMH10821	111.327	0.491999	0.495485	0	101.364407	Not Full	No	-0.185593	9.962593
SMH10743	115.063	0.491999	0.495485	0	103.643214	Not Full	No	-0.225786	11.419786
SMH10777	114.707	2.179302	7.809437	0	103.123805	Not Full	No	-0.173195	11.583195
SMH22952	114.829	0.491999	0.495485	0	103.381878	Not Full	No	-0.222122	11.447122
SMH22954	114.708	0.491999	0.495485	0	103.213144	Not Full	No	-0.216856	11.494856
SMH10716	114.589	0.545079	0.715143	0	111.989038	Not Full	No	-0.238962	2.599962
PMH1-4	106.5	1.339998	5.254986	0	103.016374	Not Full	No	-0.284626	3.483626
PMH1-5	106.5	0	0	0	102.972317	Not Full	No	-0.284683	3.527683
PMH1-3	106.5	0	0	0	103.291678	Not Full	No	-0.309322	3.208322
PMH1-1	107.5	1.339998	5.254986	0	103.783897	Not Full	No	-0.316103	3.716103
PMH1-2	106.5	0	0	0	103.579418	Not Full	No	-0.321582	2.920582
PMH2-4	101.5	0	0	0	98.047454	Not Full	No	-0.187546	3.452546
PMH2-5	102.5	0	0	0	97.750637	Not Full	No	-0.187363	4.749363
PMH2-3	102.5	0	0	0	98.300592	Not Full	No	-0.187408	4.199408
PMH2-2	101.75	0	0	0	98.562454	Not Full	No	-0.187546	3.187546
PMH2-1	101.75	12.22998	39.320229	0	98.862523	Not Full	No	-0.187477	2.887477
SFT256750	101.092	0.500999	0.53545	0	94.924021	Not Full	No	0.751021	6.167979
SMH11086	101.074	0.500999	0.53545	0	98.446103	Not Full	No	-0.627897	2.627897
SMH11102	100.83	0.500999	0.53545	0	94.71031	Not Full	Yes	0.84131	6.11969
SMH11116	100.673	0.500999	0.53545	0	97.809463	Not Full	No	-0.285537	2.863537
SMH11129	100.15	2.820995	9.348861	0	97.098956	Not Full	No	-0.228044	3.051044
SMH19652	100.155	0.902932	2.234271	0	93.667333	Not Full	No	-0.304667	6.487667
SMH19667	100.068	0.556906	0.776987	0	93.675246	Not Full	No	-0.573754	6.392754
SMH11161	98.944	0.500999	0.53545	0	96.525295	Not Full	No	0.057295	2.418705
SMH17975	98.758	0.500999	0.53545	0	96.519537	Not Full	No	-0.238463	2.238463
SMH19651	98.7	0.491999	0.495479	0	93.629703	Not Full	Yes	0.071703	5.070297



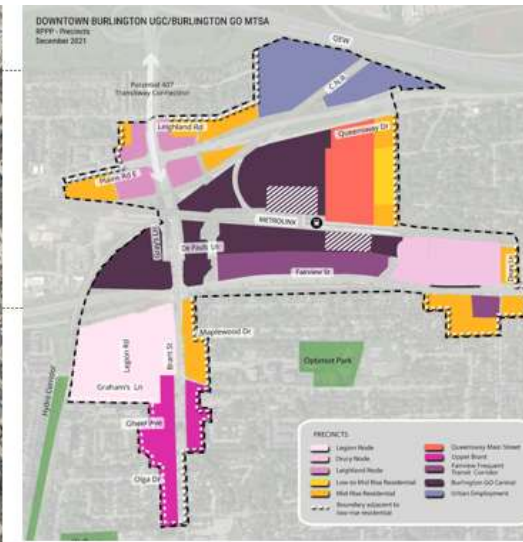
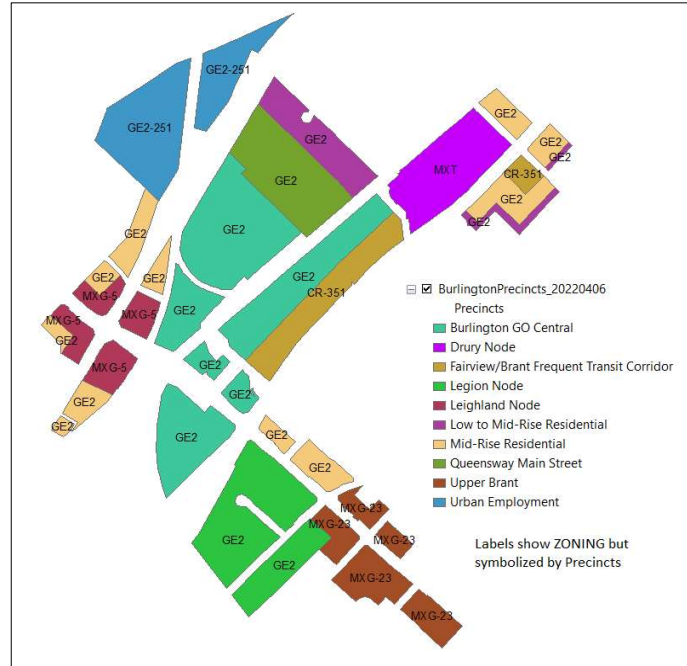




PSP3-13	PMH3-13	PMH3-14	375	128.989313	0.002	8.711764	2.579996	0	1.579997	0	0	Free Surface	0.469049	0.224762	0.110801	0.084286	0.065753	0.614693	78.625309	738.98	No	0.084286	0.469049
PSP3-11	PMH3-11	PMH3-12	300	146.957997	0.009003	6.131768	0	0	1.579997	0	0	Free Surface	0.738651	0.174896	0.06665	0.052469	0.058447	1.235457	91.998926	738.98	Yes	0.063533	0.561443
PSP3-10	PMH3-10	PMH3-11	300	134.686823	0.010001	6.131768	0	0	1.579997	0	0	Free Surface	0.766447	0.170471	0.063236	0.051141	0.058447	1.299244	96.96627	738.98	No	0.051141	0.766447
PSP3-6	PMH3-6	PMH3-7	300	150	0.002	6.131768	0	0	1.579997	0	0	Free Surface	0.433788	0.254044	0.141407	0.076213	0.058447	0.595208	43.362513	738.98	Yes	0.076307	0.433037
PSP3-7	PMH3-7	PMH3-8	300	26.753934	0.001981	6.131768	0	0	1.579997	0	0	Free Surface	0.432288	0.254669	0.142083	0.076401	0.058447	0.592364	43.156236	738.98	No	0.076401	0.432288
PSP3-8	PMH3-8	PMH3-9	300	30.56517	0.001996	6.131768	0	0	1.579997	0	0	Free Surface	0.433458	0.254181	0.141558	0.076254	0.058447	0.594582	43.31626	738.98	No	0.076254	0.433458
PSP3-9	PMH3-9	PMH3-10	300	112.036663	0.001999	6.131768	0	0	1.579997	0	0	Free Surface	0.433752	0.254059	0.14143	0.076218	0.058447	0.595139	43.355418	738.98	No	0.076218	0.433752
PSP3-5	PMH3-5	PMH3-6	300	145.606777	0.001999	6.131768	0	0	1.579997	0	0	Free Surface	0.433678	0.254089	0.141459	0.076227	0.058447	0.595	43.346611	738.98	No	0.076227	0.433678
PSP3-3	PMH3-3	PMH3-4	300	150	0.00206	2.218629	0	0	0.539999	0	0	Free Surface	0.32523	0.152679	0.050414	0.045804	0.034874	0.583902	44.008144	253.68	Yes	0.060965	0.215471
PSP3-4	PMH3-4	PMH3-5	300	58.237661	0.002009	6.131768	0	0	1.579997	0	0	Free Surface	0.434486	0.253754	0.14109	0.076126	0.058447	0.596533	43.460069	738.98	Yes	0.076176	0.434082
PSP3-1	PMH3-1	PMH3-2	300	150	0.004	2.218629	0	0	0.539999	0	0	Free Surface	0.410478	0.130081	0.036179	0.039024	0.034874	0.800674	61.323854	253.68	Yes	0.042579	0.361576
PSP3-2	PMH3-2	PMH3-3	300	149.537803	0.001999	2.218629	0	0	0.539999	0	0	Free Surface	0.321869	0.153778	0.051171	0.046133	0.034874	0.575719	43.357032	253.68	Yes	0.050469	0.282669
PSP5-2	PMH5-2	PMH5-3	300	149.792054	0.002003	2.688213	0	0	0.659999	0	0	Free Surface	0.340936	0.168762	0.061951	0.050629	0.038434	0.580988	43.392601	308.83	Yes	0.050674	0.340492
PSP5-1	PMH5-1	PMH5-2	300	150.078699	0.001999	2.688213	0	0	0.659999	0	0	Free Surface	0.340714	0.168839	0.06201	0.050652	0.038434	0.580472	43.351142	308.83	No	0.050652	0.340714
PSP5-3	PMH5-3	PMH5-4	300	70.923977	0.001988	2.688213	0	0	0.659999	0	0	Free Surface	0.340048	0.169067	0.06218	0.05072	0.038434	0.578929	43.23271	308.83	No	0.05072	0.340048
PSP5-4	PMH5-4	SMH16352	300	82.953652	0.002001	2.688213	0	0	0.659999	0	0	Free Surface	0.340847	0.168793	0.061977	0.050638	0.038434	0.580782	43.374625	308.83	No	0.050638	0.340847

RSN	GISID	PROTOTYPE	HOUSENUM	STREET	STRTYPE	STRDIR	UNITYTYPE	UNIT	ADDRESS	ROLL	ZONING	LEGADESC	FRONTAGE	DEPTH	Shape_Leng	Shape_Area	Precincts	TotalAreaH
32097	8461	10	2011	Plains Rd.	Rd.	E			2011 Plains Rd. E	2402050501042000000	MXG-5	PLAN 342 PT LOT A RP 20R16949 PART 1	61.94		1678.86553255000	36549.16975400000	Leighland Node	3.65491697540
33165	7880	10	2170	Queensway Dr.	Dr.				2170 Queensway Dr.	2402050503101000000	GE2	PLAN 99 PT LOT 17			1001.56244016000	53851.01167060000	Queensway Main Street	5.38510116706
32135	3970	10	760	Brant St.	St.				760 Brant St.	2402050502007000000	MXG-23	PLAN M59 BLK A	106.74		2270.21314356000	52534.26575750000	Upper Brant	5.25342657575
34295	7890	10	2243	Fairview St.	St.				2243 Fairview St.	2402050507041000000	MXT	PLAN 203 LOT 7 PT LOTS 6,8 RP 20R8796 PART 3 RP 20R14862 PART 1	146.6		989.83043660700	50787.96084390000	Drury Node	5.07879608439
32115	7691	10	1055	Truman St.	St.				1055 Truman St.	2402050501047000000	GE2-251	PLAN 99 PT LOT 17			1911.76383357000	80340.43466330000	Urban Employment	8.03404346633
33154	8313	10	2078	Queensway Dr.	Dr.				2078 Queensway Dr.	2402050503094000000	GE2	PLAN 99 PT LOT 17 RP 20R9730 PARTS 5,6,7			1961.11988806000	38134.57698230000	Low to Mid-Rise Residential	20.04126962460
33154	8313	10	2078	Queensway Dr.	Dr.				2078 Queensway Dr.	2402050503094000000	GE2	PLAN 99 PT LOT 17 RP 20R9730 PARTS 5,6,7			2153.89645271000	84480.24231670000	Legion Node	20.04126962460
33154	8313	10	2078	Queensway Dr.	Dr.				2078 Queensway Dr.	2402050503094000000	GE2	PLAN 99 PT LOT 17 RP 20R9730 PARTS 5,6,7			4606.77140052000	182492.29448800000	Burlington GO Central	20.04126962460
97132	95537	10	2065	Fairview St.	St.				2065 Fairview St.	2402050503022060000	CR-351	PLAN 99 PT LOTS 79,81,82 RP 20R17748 PARTS 9,10,11,12,13,22,24,25,27,28			1578.05829088000	43965.19330420000	Fairview/Brant Frequent Transit Corridor	4.26841917013
33154	8313	10	2078	Queensway Dr.	Dr.				2078 Queensway Dr.	2402050503094000000	GE2	PLAN 99 PT LOT 17 RP 20R9730 PARTS 5,6,7			4244.84264228000	79963.96480220000	Mid-Rise Residential	20.04126962460

36354



Traffic Zone	Population	Employment
1	847	244
2	4,514	2,821
3	2,612	2,395
4	456	224
5	440	172
6	753	505
7	1,538	914
8	982	901
9	370	130
10	370	130
<b>Sub-Total (Build Out)</b>	<b>12,882</b>	<b>8,435</b>

The following information was received from Zhongwei Shi (Brook McIlroy), on Nov 29/2017

**Flow Calculation**

Res Flow=  
ICI Flow=

255 L/cap/day  
225 L/employee/day

MDD Peaking Factor = 2.25

APPLEBY			
MTSA ZONES			
ZONE 1	Number of People	ADD (L/s)	MDD (L/s)
Population (Residential)	847	2.50	5.62
Employment	244	0.64	1.43
<b>Total</b>	<b>1091</b>	<b>3.14</b>	<b>7.05</b>
<b>ZONE 2</b>			
Population (Residential)	4514	13.32	29.98
Employment	2821	7.35	16.53
<b>Total</b>	<b>7335</b>	<b>20.67</b>	<b>46.51</b>
<b>ZONE 3</b>			
Population (Residential)	2612	7.71	17.35
Employment	2395	6.24	14.03
<b>Total</b>	<b>5007</b>	<b>13.95</b>	<b>31.38</b>
<b>ZONE 4</b>			
Population (Residential)	456	1.35	3.03
Employment	244	0.64	1.43
<b>Total</b>	<b>700</b>	<b>1.98</b>	<b>4.46</b>
<b>ZONE 5</b>			
Population (Residential)	440	1.30	2.92
Employment	172	0.45	1.01
<b>Total</b>	<b>612</b>	<b>1.75</b>	<b>3.93</b>
<b>ZONE 6</b>			
Population (Residential)	753	2.22	5.00
Employment	505	1.32	2.96
<b>Total</b>	<b>1258</b>	<b>3.54</b>	<b>7.96</b>
<b>ZONE 7</b>			
Population (Residential)	1538	4.54	10.21
Employment	914	2.38	5.36
<b>Total</b>	<b>2452</b>	<b>6.92</b>	<b>15.57</b>
<b>ZONE 8</b>			
Population (Residential)	982	2.90	6.52
Employment	901	2.35	5.28
<b>Total</b>	<b>1883</b>	<b>5.24</b>	<b>11.80</b>
<b>ZONE 9</b>			
Population (Residential)	370	1.09	2.46
Employment	130	0.34	0.76
<b>Total</b>	<b>500</b>	<b>1.43</b>	<b>3.22</b>
<b>ZONE 10</b>			
Population (Residential)	370	1.09	2.46
Employment	130	0.34	0.76
<b>Total</b>	<b>500</b>	<b>1.43</b>	<b>3.22</b>
<b>21338</b>	<b>60</b>	<b>135</b>	
<b>Total Residential Population</b>	<b>12882</b>		<b>85.5</b>
<b>Total Employment</b>	<b>8456</b>		<b>49.5</b>
<b>Total intensification</b>	<b>21338</b>		

Node #	Contributing Zones	Junction ID from Model	ADD	MDD	New or Relocated
Node #1	BurGO Dem Node 1	BUR_GO_33	1.05 L/s	2.35 L/s	
Node #2	BurGO Dem Node 2	WFT513420	5.18 L/s	11.65 L/s	
Node #3	BurGO Dem Node 3	WFT16785	2.86 L/s	6.44 L/s	
Node #4	BurGO Dem Node 4	WFT224048	5.18 L/s	11.65 L/s	
Node #5	BurGO Dem Node 5	BUR_GO_25	4.13 L/s	9.30 L/s	
Node #6	BurGO Dem Node 6	BUR_GO_27	4.13 L/s	9.30 L/s	
Node #7	BurGO Dem Node 7	BUR_GO_38	4.13 L/s	9.30 L/s	
Node #8	BurGO Dem Node 8	BUR_GO_17	5.24 L/s	11.80 L/s	
Node #9	BurGO Dem Node 9	BUR_GO_12	6.97 L/s	15.69 L/s	
Node #10	BurGO Dem Node 10	BUR_GO_9	6.97 L/s	15.69 L/s	
Node #11	BurGO Dem Node 11	BUR_GO_5	1.98 L/s	4.46 L/s	
Node #12	BurGO Dem Node 12	WFT16765	1.75 L/s	3.93 L/s	
Node #13	BurGO Dem Node 13	WFT148792	3.46 L/s	7.78 L/s	
Node #14	New	WFT14627	3.54 L/s	7.96 L/s	WFT14627
Node #15	New	WFT144482	3.46 L/s	7.78 L/s	WFT144482
<b>subtotal</b>			<b>60.0 L/s</b>	<b>135.1 L/s</b>	New to split flow with zone 7

The following table is for presentation in the map

New Demand Nodes	Residential Population	Employment Population	Total Population
Node #1	282	81	364
Node #2	1185	646	1831
Node #3	740	260	1000
Node #4	1185	646	1831
Node #5	903	564	1467
Node #6	903	564	1467
Node #7	903	564	1467
Node #8	982	901	1883
Node #9	1306	1198	2504
Node #10	1306	1198	2504
Node #11	456	244	700
Node #12	440	172	612
Node #13	769	457	1226
Node #14	753	505	1258
Node #15	769	457	1226
<b>12882</b>	<b>8456</b>		

ID (Char)	Demand 7	Demand 9	
Node #9	BUR_GO_12	7.9	3.8
Node #8	BUR_GO_17	4.9	1.5
Node #5	BUR_GO_25	7.9	3.8
Node #6	BUR_GO_27	6.0	3.3
Node #1	BUR_GO_33	1.9	0.5
Node #7	BUR_GO_38	6.0	3.3
Node #11	BUR_GO_5	6.0	3.3
Node #10	BUR_GO_9	6.5	5.3
Node #15	WFT144482	8.7	7.0
Node #14	WFT14627	8.7	7.0
Node #13	WFT148792	3.0	1.4
Node #12	WFT16765	2.9	1.0
Node #3	WFT16785	5.1	2.7
Node #4	WFT224048	5.0	3.0
Node #2	WFT513420	5.1	2.7
		<b>85.5</b>	<b>49.5</b>

**Flow Calculation**

Res Flow = 255 L/cap/day  
 Commercial Flow = 135 L/employee/day  
 Industrial Flow = 170 L/employee/day  
 MDD Peaking Factor = 1.9

(Note - The design criteria above is confirmed by Dave Huk, Halton region.)

Res Pop	Commercial Pop	Res Flow	Commercial Flow	total ADD	total MDD
22000	9500	64.9	14.8	79.8	151.6

**Total Burlington GO intensification is = 31,500**

**\*\*Total MDD is evenly distributed into 13 nodes**

	Description	Junction ID from Model	MDD
	BurlGO Dem Node 1	BUR_GO_33	11.7 L/s
Node #2	BurlGO Dem Node 2	WFT513420	11.7 L/s
Node #3	BurlGO Dem Node 3	WFT16785	11.7 L/s
Node #4	BurlGO Dem Node 4	WFT224048	11.7 L/s
Node #5	BurlGO Dem Node 5	BUR_GO_25	11.7 L/s
Node #6	BurlGO Dem Node 6	BUR_GO_27	11.7 L/s
Node #7	BurlGO Dem Node 7	BUR_GO_38	11.7 L/s
Node #8	BurlGO Dem Node 8	BUR_GO_17	11.7 L/s
Node #9	BurlGO Dem Node 9	BUR_GO_12	11.7 L/s
Node #10	BurlGO Dem Node 10	BUR_GO_9	11.7 L/s
Node #11	BurlGO Dem Node 11	BUR_GO_5	11.7 L/s
Node #12	BurlGO Dem Node 12	WFT16765	11.7 L/s
Node #13	BurlGO Dem Node 13	WFT148792	11.7 L/s









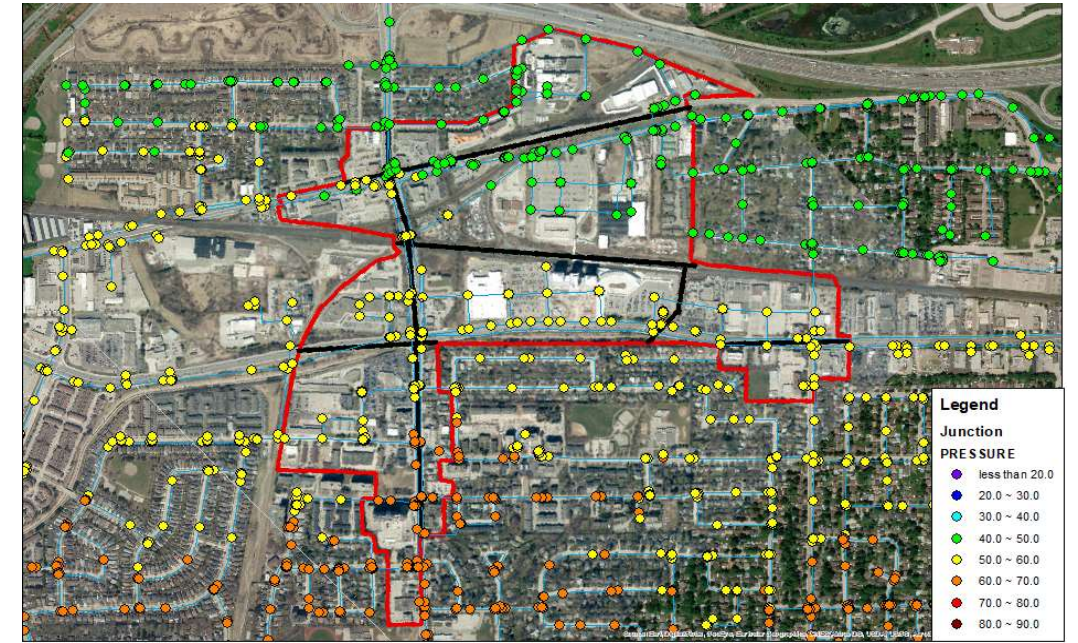




ID	Demand (L/s)	Elevation (m)	Head (m)	Pressure (psi)
BUR_GO_1	0	93.5	134.9	58.9
BUR_GO_10	0	99	134.9	51.1
BUR_GO_11	0	96.3	134.9	54.9
BUR_GO_12	11.7	99	134.9	51.1
BUR_GO_13	0	99	134.9	51.1
BUR_GO_14	0	96	134.9	55.3
BUR_GO_15	0	99	134.9	51.1
BUR_GO_16	0	97	135	54
BUR_GO_17	6.4	97	134.9	53.9
BUR_GO_18	0	96.6	134.9	54.5
BUR_GO_19	0	97	134.9	53.9
BUR_GO_2	0	93.4	134.9	59
BUR_GO_20	0	96	134.9	55.4
BUR_GO_21	0	96.5	134.9	54.6
BUR_GO_22	0	100.6	135	48.8
BUR_GO_23	0	100.5	135	49
BUR_GO_24	0	100	135	49.7
BUR_GO_25	11.7	100.5	134.9	49
BUR_GO_26	0	100	134.9	49.7
BUR_GO_27	9.3	100.5	134.9	49
BUR_GO_28	0	100.5	134.9	49
BUR_GO_29	0	100.6	135	48.8
BUR_GO_3	0	99	135	51.2
BUR_GO_31	0	104.5	135	43.3
BUR_GO_32	0	103	135	45.4
BUR_GO_33	2.4	103	135	45.4
BUR_GO_34	0	104	135	44
BUR_GO_35	0	103	135	45.4
BUR_GO_36	0	103	135	45.4
BUR_GO_37	0	100.5	135	49
BUR_GO_38	9.3	99.3	135	50.7
BUR_GO_4	0	97.5	135	53.3
BUR_GO_5	9.3	97	135	54
BUR_GO_6	0	97.5	135	53.2
BUR_GO_7	0	98.5	135	51.8
BUR_GO_8	0	97	134.9	53.9
BUR_GO_9	11.8	98.5	134.9	51.8
WAP172	0	93.6	135	58.7
WCV10062	0.2	92.4	134.9	60.4
WCV114872	0	100.7	135	48.7
WCV115280	0	100.5	135	49
WCV115282	0	100.5	135	49.1
WCV115601	0	97.5	135	53.3
WCV115602	0	97.6	135	53.2
WCV115603	0.1	97.4	135	53.4
WCV117404	0.3	99.3	134.9	50.6
WCV119848	0	95.9	135	55.5
WCV173605	0	96	135	55.4
WCV173606	0	95.9	135	55.5
WCV20301	0	102.4	135	46.2
WCV223614	0	101.9	135	47
WCV223615	0	101.9	135	47
WCV223619	0	103.6	135	44.6
WCV35378	0	100.8	135	48.6
WCV56290	0.2	92.5	134.9	60.3
WCV6086	0	92.2	134.9	60.8
WCV6092	0	92.1	134.9	60.8
WCV6093	0.2	91.5	134.9	61.7
WCV6094	0.2	91.6	134.9	61.7
WCV6095	0.2	91.3	134.9	62
WCV6096	0.2	91.6	134.9	61.6
WCV6104	0.8	92	134.9	61.1
WCV6116	0.1	94	134.9	58.3
WCV6117	0	93.8	134.9	58.5
WCV6118	0	96	135	55.4
WCV6119	0	95.9	135	55.5
WCV6120	0	96.2	135	55.1
WCV6121	0	96	135	55.4
WCV6122	0	96	135	55.4
WCV6123	0.4	96	135	55.4
WCV6124	0	96.4	134.9	54.8
WCV6125	0.2	97.1	135	53.7
WCV6126	0	97.3	135.1	53.8
WCV6127	0.1	97.5	135	53.4
WCV6165	0	101.9	135	47
WCV6170	0	101.6	135	47.5
WCV6171	0	102.3	135	46.5
WCV6174	0	99.9	135	49.9
WCV6175	0	100.1	135	49.5
WCV6176	0	100.6	135	48.9
WCV6177	0	100	135	49.7
WCV6178	0	99.3	135	50.6
WCV6179	0	99.1	135	50.9
WCV6180	0	99.2	135	50.8
WCV6181	0.1	101.5	135	47.5
WCV6191	0	99.6	134.9	50.1
WCV6192	0	99.5	135	50.4
WCV6193	0	94	135	58.3
WCV6194	0	96.3	135	55
WCV6195	0.1	97.2	135	53.6

ID	Demand (L/s)	Elevation (m)	Head (m)	Pressure (psi)
BUR_GO_33	2.4	103	135	45.4
WFT513420	7.8	103.6	135	44.5
BUR_GO_25	11.7	100.5	134.9	49
BUR_GO_27	9.3	100.5	134.9	49
BUR_GO_9	11.8	98.5	134.9	51.8
BUR_GO_12	11.7	99	134.9	51.1
BUR_GO_5	9.3	97	135	54
WFT16765	3.9	97.5	135	53.3
WFT144482	15.8	91.3	134.4	61.2
WFT14627	15.7	92	134.8	61
BUR_GO_17	6.4	97	134.9	53.9
WFT16785	8	99.7	134.9	50
BUR_GO_38	9.3	99.3	135	50.7
WFT148792	4.5	94.4	134.9	57.6
WFT224048	8	100.5	135	49.1

ID	From Node	To Node	Length (m)	Diameter (mm)	Roughness	Flow (ML/d)	Velocity (m/s)	Headloss (m)	HL/1000 (m/k-m)	Status
WMN_BUR_GO_1	WFT14667	BUR_GO_1	56.3	300	110	-0.7	0.1	0	0	0.1 Open
WMN_BUR_GO_2	BUR_GO_1	WFT148795	108.1	300	110	-0.7	0.1	0	0	0.1 Open
WMN_BUR_GO_3	WFT148792	BUR_GO_2	138.2	300	110	-1	0.2	0	0	0.2 Open
WMN_BUR_GO_23	BUR_GO_20	BUR_GO_18	78.9	300	110	0.3	0	0	0	0 Open
WMN_BUR_GO_21	BUR_GO_18	WFT657123	56.2	300	110	0.7	0.1	0	0	0.1 Open
WMN_BUR_GO_20	BUR_GO_17	BUR_GO_18	57.1	300	110	0.5	0.1	0	0	0 Open
WMN_BUR_GO_22	BUR_GO_17	BUR_GO_19	53.6	300	110	0.3	0	0	0	0 Open
WMN_BUR_GO_24	BUR_GO_19	BUR_GO_21	32.6	300	110	0.3	0	0	0	0 Open
WMN_BUR_GO_25	BUR_GO_20	BUR_GO_21	31.2	300	110	-0.3	0	0	0	0 Open
WMN_BUR_GO_18	BUR_GO_13	BUR_GO_16	120.8	300	110	-0.8	0.1	0	0	0.1 Open
WMN_BUR_GO_16	BUR_GO_13	BUR_GO_14	93.1	300	110	-0.1	0	0	0	0 Open
WMN_BUR_GO_15	BUR_GO_12	BUR_GO_13	108.2	300	110	-0.9	0.1	0	0	0.1 Open
WMN_BUR_GO_14	BUR_GO_12	WFT14372	83.8	300	110	-0.3	0.1	0	0	0 Open
WMN_BUR_GO_13	BUR_GO_10	BUR_GO_12	101.8	300	110	-0.2	0	0	0	0 Open
WMN_BUR_GO_12	BUR_GO_10	BUR_GO_11	79.9	300	110	-0.2	0	0	0	0 Open
WMN_BUR_GO_11	BUR_GO_9	BUR_GO_10	139.1	300	110	-0.4	0.1	0	0	0 Open
WMN_BUR_GO_10	BUR_GO_8	BUR_GO_9	84.2	300	110	0.6	0.1	0	0	0.1 Open
WMN_BUR_GO_8	BUR_GO_6	BUR_GO_7	75.6	300	110	-0.4	0.1	0	0	0 Open
WMN_BUR_GO_9	BUR_GO_7	BUR_GO_5	183.9	300	110	-0.7	0.1	0	0	0 Open
WMN_BUR_GO_5	BUR_GO_4	WFT14116	93.3	300	110	-0.1	0	0	0	0 Open
WMN_BUR_GO_7	BUR_GO_5	WFT14166	84.9	300	110	-0.2	0	0	0	0 Open
WMN_BUR_GO_6	BUR_GO_4	BUR_GO_5	118.1	300	110	1	0.2	0	0	0.2 Open
WMN_BUR_GO_4	BUR_GO_3	BUR_GO_4	129.2	300	110	0.9	0.1	0	0	0.1 Open
WMN_BUR_GO_45	BUR_GO_38	WFT14399	110.7	300	110	-0.6	0.1	0	0	0.1 Open
WMN_BUR_GO_44	BUR_GO_37	BUR_GO_38	139	300	110	0.2	0	0	0	0 Open
WMN_BUR_GO_43	WFT14175	BUR_GO_37	126.3	300	110	0.2	0	0	0	0 Open
WMN_BUR_GO_26	BUR_GO_22	BUR_GO_23	69.2	300	110	0.7	0.1	0	0	0.1 Open
WMN_BUR_GO_27	BUR_GO_23	BUR_GO_24	79.2	300	110	0.3	0	0	0	0 Open
WMN_BUR_GO_28	BUR_GO_23	BUR_GO_25	76.1	300	110	0.4	0.1	0	0	0 Open
WMN_BUR_GO_35	BUR_GO_29	BUR_GO_25	84.3	300	110	0.6	0.1	0	0	0.1 Open
WMN_BUR_GO_30	BUR_GO_25	BUR_GO_26	77.9	300	110	-0.1	0	0	0	0 Open
WMN_BUR_GO_29	BUR_GO_24	BUR_GO_26	76.2	300	110	0.3	0	0	0	0 Open
WMN_BUR_GO_31	BUR_GO_26	BUR_GO_28	190	300	110	0.1	0	0	0	0 Open
WMN_BUR_GO_32	BUR_GO_28	BUR_GO_27	81	300	110	0.1	0	0	0	0 Open
WMN_BUR_GO_33	BUR_GO_25	BUR_GO_27	189.8	300	110	0.1	0	0	0	0 Open
WMN_BUR_GO_34	BUR_GO_27	WCV6247	121.1	300	110	-0.5	0.1	0	0	0 Open
WMN_BUR_GO_36	WFT14122	BUR_GO_33	87.4	300	110	0	0	0	0	0 Open
WMN_BUR_GO_37	BUR_GO_33	BUR_GO_32	101.5	300	110	-0.2	0	0	0	0 Open
WMN_BUR_GO_38	BUR_GO_31	BUR_GO_32	158.3	300	110	0.2	0	0	0	0 Open
WMN_BUR_GO_39	WFT18352	BUR_GO_31	101.8	300	110	0.2	0	0	0	0 Open
WMN_BUR_GO_40	BUR_GO_31	BUR_GO_34	143.4	300	110	0	0	0	0	0 Open
WMN_BUR_GO_41	BUR_GO_34	BUR_GO_35	66.8	300	110	0	0	0	0	0 Open
WMN_BUR_GO_42	BUR_GO_35	BUR_GO_36	112.2	300	110	0	0	0	0	0 Open



WCV6243	0.1	98	135	52.6
WCV6244	0	97.9	135	52.6
WCV6247	0.1	101.4	135	47.7
WCV6270	0	96.3	135	55
WCV6271	0.1	96.3	135	55.1
WCV6346	0.1	94.8	134.9	56.9
WCV6347	0	94.8	134.9	57
WCV6393	0	96.4	134.9	54.7
WCV6976	0	101.8	134.9	47.2
WCV6977	0	101	135	48.2
WCV6978	0	100.6	135	48.8
WCV6979	0	100.9	135	48.5
WCV6980	0.2	101.6	135	47.4
WCV7045	0.2	101.4	135	47.7
WCV76926	0	102	135	46.8
WCV76932	0	100.6	135	48.9
WCV81935	0.2	91.3	134.9	62.1
WCV81936	0.2	91.3	134.9	62.1
WCV81938	0.1	91.9	134.9	61.1
WCV81939	0	92.2	134.9	60.7
WCV82137	0.2	91.5	134.9	61.7
WCV82138	0.1	92.2	134.9	60.8
WCV82139	0	92	134.9	61
WCV82140	0.1	92.1	134.9	61
WCV82141	0	93.9	134.9	58.3
WCV82142	0	93.8	134.9	58.5
WCV83221	0	94.3	134.9	57.7
WCV83222	0.1	94.2	134.9	57.9
WCV83223	0.2	93.8	134.9	58.5
WCV83226	0.1	94.8	134.9	57.1
WCV83303	0	101.9	135	47
WCV83411	0.2	91.9	134.4	60.4
WCV83412	0.2	91.4	134.4	61.1
WCV91737	0	93.4	134.9	59
WCV9458	0.5	93.4	135	59.1
WCV9459	0.3	92.1	134.9	60.9
WCV9461	0.1	95.3	135	56.4
WCV9466	0	93.5	135	59
WCV9467	0	93.2	135	59.4
WCV9468	0	92.6	135	60.2
WCV9469	0	93.4	135	59.1
WCV9470	0	93.1	135	59.4
WCV9471	0.4	93.2	135	59.4
WCV9477	0.1	91.8	134.9	61.2
WDV13960	0	93.7	135	58.7
WDV13961	0	93.9	135	58.4
WDV13977	0.1	101	135	48.3
WDV88713	0	100.4	135	49.1
WFT112656	0	95.2	134.9	56.5
WFT112657	0.1	94.3	134.9	57.8
WFT112658	0	94	134.9	58.2
WFT112659	0.1	94.8	134.9	57.1
WFT113163	0.2	94.4	134.9	57.6
WFT113164	0.1	94.8	134.9	57.1
WFT113165	0.1	95.3	134.9	56.4
WFT114257	0.1	94.7	134.9	57.3
WFT114258	0.1	94.5	134.9	57.4
WFT114259	0.1	94.6	134.9	57.3
WFT13917	0.1	102.4	135	46.3
WFT14021	0.1	97.7	135	53.1
WFT14031	0.2	102	135	46.9
WFT14036	0.1	101.5	135	47.6
WFT14039	0.3	98.1	135	52.5
WFT14042	0.1	103.4	135	44.8
WFT14050	0	101.6	135	47.4
WFT14060	0	97.4	135.1	53.7
WFT14104	0.1	96.5	135	54.8
WFT14110	0.1	96.5	135	54.8
WFT14115	0	100.8	135	48.6
WFT14116	0.4	97.1	135	53.8
WFT14122	0	100.7	135	48.7
WFT14128	0	100.6	135	48.8
WFT14140	0.1	100.9	135	48.4
WFT14166	0	96.5	135	54.7
WFT14172	0.5	96.9	135	54.2
WFT14175	0	100.6	135	48.8
WFT14179	0	97.3	135	53.6
WFT14181	0.1	100.9	135	48.4
WFT14193	0	101.9	135	47.1
WFT14202	0	97.7	135	53
WFT14210	0	97.7	135	52.9
WFT14211	0	97	135.1	54.1
WFT14229	0	100.6	135	48.9
WFT14245	0	97.2	134.9	53.6
WFT14250	0.2	96.7	135	54.3
WFT14252	0.3	100.9	135	48.5
WFT14279	0.1	95.1	135	56.6
WFT14291	0	96.2	134.9	55
WFT14294	0.1	96.4	135	54.8
WFT14298	0.1	95.1	135	56.7
WFT14308	0	101.6	135	47.4

WFT14310	0	101.6	135	47.4
WFT14316	0	101.5	134.9	47.6
WFT14331	0	99.2	135	50.8
WFT14335	0	101	135	48.3
WFT14339	0	100.5	135	48.9
WFT14341	0.1	95.4	135	56.3
WFT14344	0	100	135	49.7
WFT14346	0	100.5	135	49
WFT14347	0	100.4	135	49.2
WFT14348	0	100.3	135	49.3
WFT14355	0	100	135	49.7
WFT14372	0	96.6	134.9	54.5
WFT14375	0	98.2	135	52.2
WFT14387	0	99.5	135	50.4
WFT14389	0	96.5	134.9	54.6
WFT14390	0	99.4	135	50.5
WFT14394	0	99.6	134.9	50.3
WFT14399	0	94.2	135	57.9
WFT14406	0	99.7	134.9	50.1
WFT14410	0	93.6	135	58.7
WFT14412	0	93.5	135	59
WFT14443	0	96.1	134.9	55.2
WFT144482	15.8	91.3	134.4	61.2
WFT14457	0	96.3	135	54.9
WFT14482	0	95.9	135	55.5
WFT14484	0	93.4	135	59
WFT14487	0.1	92.8	135	59.9
WFT14493	0	96	135	55.4
WFT14495	0	95.9	135	55.5
WFT14500	0	95.9	135	55.5
WFT14513	0.1	92.9	135	59.7
WFT14527	0.1	92.4	134.9	60.4
WFT14529	0.4	92.5	135	60.4
WFT14538	0.2	93.8	134.9	58.4
WFT14565	0.6	92.1	134.9	60.9
WFT14585	0.4	92.1	134.9	61
WFT14587	0	92.2	134.9	60.7
WFT14595	0	92.2	134.9	60.8
WFT14627	15.7	92	134.8	61
WFT14639	0.2	93.6	134.9	58.8
WFT14642	0.1	95.9	134.9	55.4
WFT14645	0.2	91.6	134.9	61.6
WFT14664	0.2	91.8	134.9	61.4
WFT14667	0.2	94.4	134.9	57.6
WFT14684	0.1	91.5	134.9	61.8
WFT14692	0.2	91.3	134.9	62
WFT14702	0	94.8	134.9	56.9
WFT148789	0	93.3	134.9	59.2
WFT148791	0	93.6	134.9	58.8
WFT148792	4.5	94.4	134.9	57.6
WFT148793	0.1	94.4	134.9	57.6
WFT148794	0.1	94.3	134.9	57.7
WFT148795	0.1	93.8	134.9	58.5
WFT150345	0	93.4	134.9	59
WFT16762	0.1	101.9	135	47
WFT16765	3.9	97.5	135	53.3
WFT16783	0	99.4	135	50.6
WFT16785	8	99.7	134.9	50
WFT16790	0	96	135	55.4
WFT16795	0.2	92.1	134.9	61
WFT18352	0	104.6	135	43.2
WFT18358	0.1	98	135	52.6
WFT18359	0	102	135	46.9
WFT18364	1.2	102.3	134.9	46.5
WFT18374	0.1	96.6	135	54.6
WFT18377	0.1	100.7	135	48.8
WFT18385	0	98.1	135	52.5
WFT18386	0	97.7	135	52.9
WFT18408	0.1	95.2	135	56.6
WFT18409	0.1	96.4	135	54.8
WFT18416	0	100.2	135	49.3
WFT18420	0	99.5	135	50.4
WFT18431	0.4	93.7	135	58.6
WFT18432	0	93.6	135	58.8
WFT18433	0	93.6	135	58.8
WFT20311	1.2	101.8	134.9	47.1
WFT20316	0	100.6	135	48.8
WFT20348	0.1	96.4	135	54.8
WFT20353	0.1	101.3	134.9	47.8
WFT20355	0	100	135	49.6
WFT20376	0	97	135	54
WFT20382	0.5	96.5	134.9	54.6
WFT20400	0.2	91.3	134.9	62.1
WFT204002	0.2	93.2	134.9	59.3
WFT204003	0	93.4	134.9	59
WFT204004	0	93.5	134.9	58.8
WFT215459	0	94.7	134.9	57.3
WFT217187	0	96	135	55.3
WFT217188	0	96.4	134.9	54.8
WFT217189	0	96.2	134.9	55
WFT220800	0.2	97.3	135	53.6

WFT224035	0	100.4	135	49.2
WFT224038	0	100.5	135	49
WFT224043	0	100.5	135	49
WFT224048	8	100.5	135	49.1
WFT224050	0	100.3	135	49.3
WFT224055	0	101.1	135	48.2
WFT224058	0	100.7	135	48.7
WFT224059	0	100.7	135	48.7
WFT224062	0	100.8	135	48.7
WFT224063	0	100.7	135	48.7
WFT224064	0	100.7	135	48.8
WFT225396	0	101.5	135	47.6
WFT225397	0	101.2	135	48.1
WFT227131	0	100.8	135	48.6
WFT227132	0	100.4	135	49.1
WFT239360	0	99.7	135	50.1
WFT257958	0.3	99.5	134.9	50.3
WFT257959	0.3	99.8	134.9	49.9
WFT27197	0	102.1	135	46.7
WFT27198	0	102	135	46.8
WFT27201	0	102.9	135	45.5
WFT407	0.2	92.4	134.9	60.4
WFT412	0.1	91.8	134.9	61.2
WFT43516	0	100.7	135	48.7
WFT43521	0.1	100.5	135	49
WFT43553	0.2	100.2	135	49.4
WFT44686	0.4	96.5	135	54.6
WFT513409	0	101.9	135	47
WFT513410	0	101.9	135	47
WFT513411	0	101.9	135	47
WFT513419	0	103.6	135	44.6
WFT513420	7.8	103.6	135	44.5
WFT513427	0	101.9	135	47.1
WFT65680	0.2	92.3	134.9	60.7
WFT65681	0.1	94	134.9	58.2
WFT657122	0.1	97.3	134.9	53.5
WFT657123	0.5	96.5	134.9	54.6
WFT86347	0	102.1	135	46.8
WFT86348	0	100.6	135	48.8
WFT86350	0	101.2	135	48.1
WFT86352	0	100.7	135	48.6
WFT86584	0.1	91.8	134.9	61.2
WFT90150	0	93.3	135	59.3
WFT92397	1.8	91.4	134.9	61.8
WFT92399	0.4	93.2	134.9	59.3
WFT93748	0.4	92	134.9	61
WFT93757	0	93.9	134.9	58.4
WFT93758	0.2	94.7	134.9	57.3
WFT94577	0.2	91.5	134.9	61.8
WFT94582	1.7	91.6	134.9	61.7
WPV2650	0	102	135	46.9
WPV73	0	96.2	134.9	55.1
WSV35396	0.1	100.3	135	49.4
WSV76934	0	100.8	135	48.6
WSV83033	0.2	92.2	134.9	60.7
				43.20
				53.59
				62.10

ID	Total Demand (L/s)	Hydrant Available Flow (L/s)	Critical Node ID for Design Run	Critical Node Pressure at Available Flow (psi)	Critical Node Pressure at Fire Demand (psi)	Critical Pressure for Design Run (psi)	Hydrant Design Flow (L/s)	Hydrant Pressure at Design Flow (psi)
BUR_GO_12	291.7	464.1	BUR_GO_12	28.4	39	28.4	464.1	28.4
BUR_GO_17	286.4	844.4	BUR_GO_17	28.4	46.7	28.4	844.4	28.4
BUR_GO_25	291.7	535.6	BUR_GO_25	28.4	39.5	28.4	535.6	28.4
BUR_GO_27	289.3	472.4	BUR_GO_27	28.4	38.2	28.4	472.4	28.4
BUR_GO_33	282.4	346.4	BUR_GO_33	28.4	32.5	28.4	346.5	28.4
BUR_GO_38	289.3	556.7	BUR_GO_38	28.4	41.1	28.4	556.7	28.4
BUR_GO_5	289.3	419.6	BUR_GO_5	28.4	39	28.4	419.7	28.4
BUR_GO_9	291.8	381.7	BUR_GO_9	28.4	35.9	28.4	381.8	28.4
WFT144482	295.8	115.9	WFT144482	28.4	-111.4	28.4	115.9	28.4
WFT14627	295.7	287.5	WFT14627	28.4	26.9	28.4	287.5	28.4
WFT148792	284.5	712.7	WFT148792	28.4	48.7	28.4	712.7	28.4
WFT16765	283.9	487.7	WFT16765	28.4	41.4	28.4	487.7	28.4
WFT16785	288	156	WFT16785	28.4	-9.5	28.4	156	28.4
WFT224048	288	643.5	WFT224048	28.4	41.2	28.4	643.5	28.4
WFT513420	287.8	392.3	WFT513420	28.4	33.7	28.4	392.3	28.4







Total	1883	4.32
ZONE 9		
Population (Residential)	370	0.90
Employment	130	0.28
Total	500	1.18
ZONE 10		
Population (Residential)	370	0.90
Employment	130	0.28
Total	500	1.18
21338 49.42		
Total Residential Population	12882	
Total Employment	8456	
Total intensification	21338	

									5.30
ZONE 9	Loading MH in Model	Area Split (%)	Avg Flow (L/s)	Pop	Avg Flow (L/s)	Pop		Area	
	SMH11525	0.65	0.58	240.00	0.18	84.32	371.18	2.40	
	SMH9035	0.35	0.32	130.00	0.10	45.68		1.30	
								3.70	
ZONE 10	Loading MH in Model	Area Split (%)	Avg Flow (L/s)	Pop	Avg Flow (L/s)	Pop		Area	
	SMH8968	1.00	0.90	370.00	0.28	130.00	371.18		









PSPB1-1	PMHB1-1	PMHB1-2	300	54.410413	0.001985	2.46593	0	0	0.599999	0	0	Pressurized	0.331269	0.16217	0.057083	0.048651	0.03679	0.576371	43.198664	251.77	Yes	0.3	0.034886
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