

August 26, 2026

Attention: Doug Skeffington

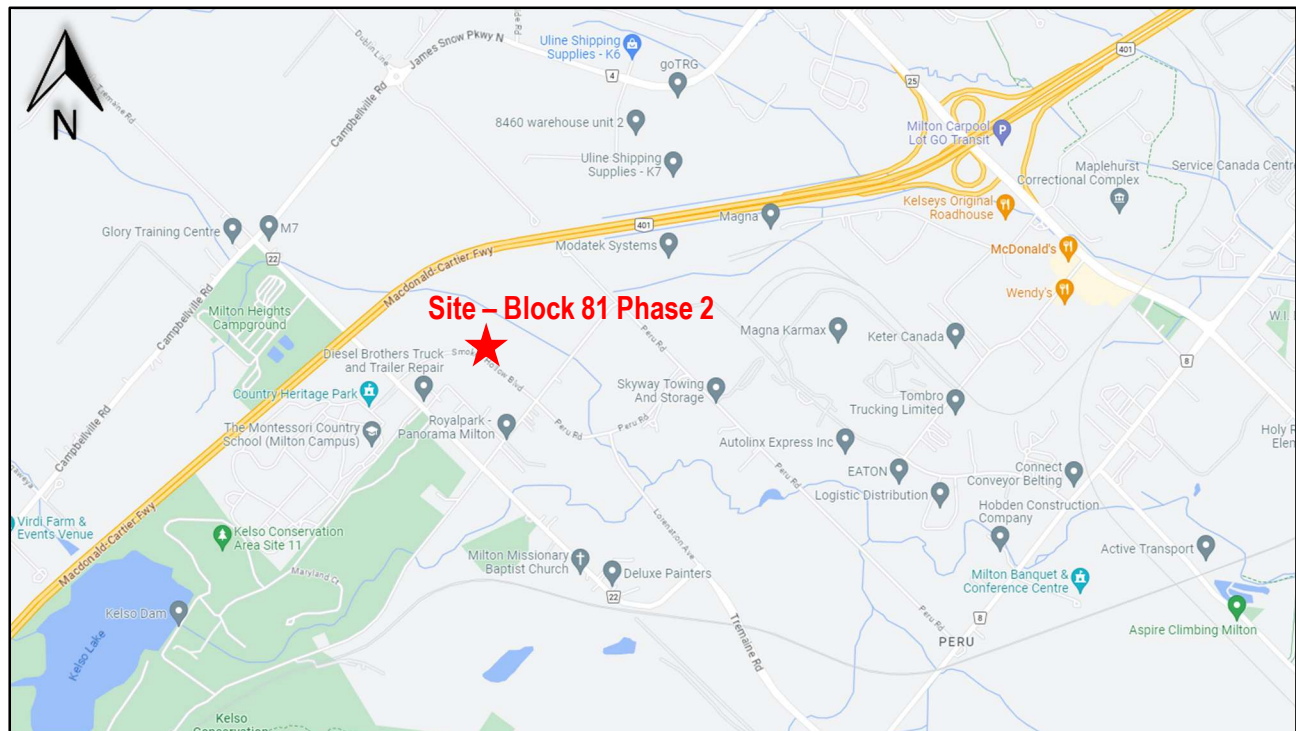
Royalpark Homes
65 Royalpark Way
Woodbridge, ON L4H 1J5

**Re: Transportation Brief for Block 81 Phase 2
Proposed Back-to-Back Townhouse Residential Development
Block 81 of Milton Meadows North, Town of Milton
Our Project No. NT-26-069**

NexTrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) was retained by Royalpark Homes (The Client) to undertake a Transportation Brief in support of the proposed Zoning By-law Amendment Application for the proposed townhouse residential development of Phase 2 for Block 81, as part of the Milton Meadows North Draft Plan, within the Milton Heights Secondary Plan.

The purpose of this Transportation Brief is to provide a detailed assessment of proposed Phase 2 of Block 81, as part of the Milton Meadows North Draft Plan. The proposed Phase 2 of Block 81 consists of 62 back-to-back townhouse units, and the previous proposal consisted of 31 low-rise townhouse units. It should be noted that some of the background assessments are based on the findings of the approved Blocks 83 and 86, as well as the Traffic Impact Study Update 2 that was prepared by R.J. Burnside dated January 2024. **Figure 1** illustrates the general site location.

Figure 1 – General Site Location



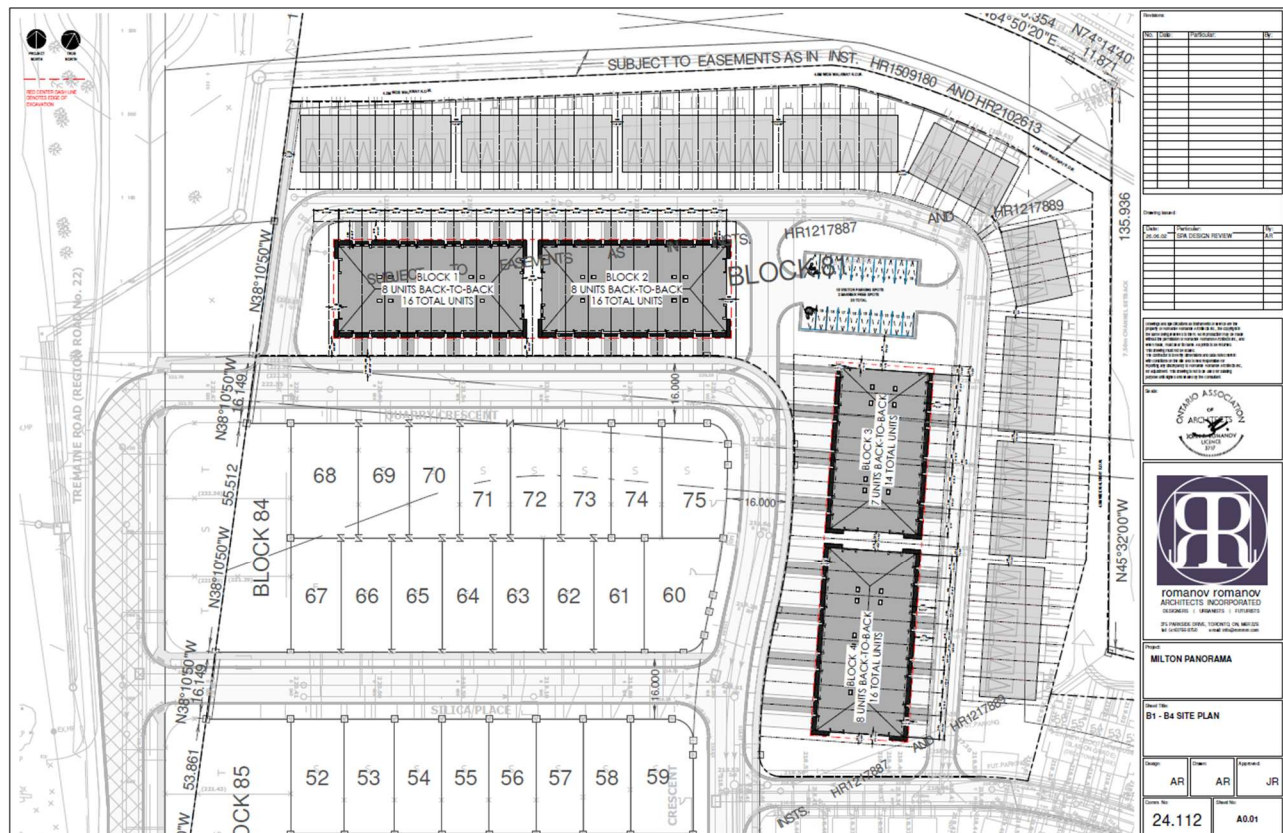
Source: Google Map

1.0 PROPOSED PHASE 2 OF BLOCK 81

Phase 2 of Block 81 is located on the north side of Quarry Crescent and Smokey Hollow Boulevard, south of Highway 401, as part of the Milton Meadows North Draft Plan. The proposed Phase 2 of Block 81 consists of 62 back-to-back townhouse dwelling units, and the previous proposal consists of 31 low-rise townhouse units. The site will be serviced by private condominium roads that provide access to individual townhouse driveways fronting onto the road. This private condominium road connects Quarry Crescent to Steptoe Terrace and Smokey Hollow Boulevard. The proposed draft plan of subdivision/site plan is illustrated in **Figure 2**.

It should be noted that, previously, Phase 2 of Block 81 was approved with 31 residential dwelling units (medium density), however, back-to-back townhouses illustrated in **Figure 2** were not permitted.

Figure 2 – Proposed Phase 2 of Block 81 Draft Plan of Subdivision/Site Plan



2.0 R.J. BURNSIDE'S TRANSPORTATION STUDY UPDATE (JANUARY 2024)

2.1 Study Overview

R.J. Burnside & Associates Limited (Burnside) prepared a Transportation Study Update 2 for the Milton Meadows North Draft Plan development dated January 2024. In this TIS Update 2, the several land uses were assessed, **Table 1** summarizing and **Figure 3** illustrating the anticipated Milton Meadows North phasing plan. In Burnside Study, the following scenarios were conducted:

- Existing traffic conditions
- 2025 background and total traffic conditions
- 2026 background and total traffic conditions (before the opening of the New Tremaine Road/Highway 401 interchange)

- 2026 background and total traffic conditions (after the opening of the New Tremaine Road/Highway 401 interchange)
- 2033 background and total traffic conditions; and
- 2037 background and total traffic conditions

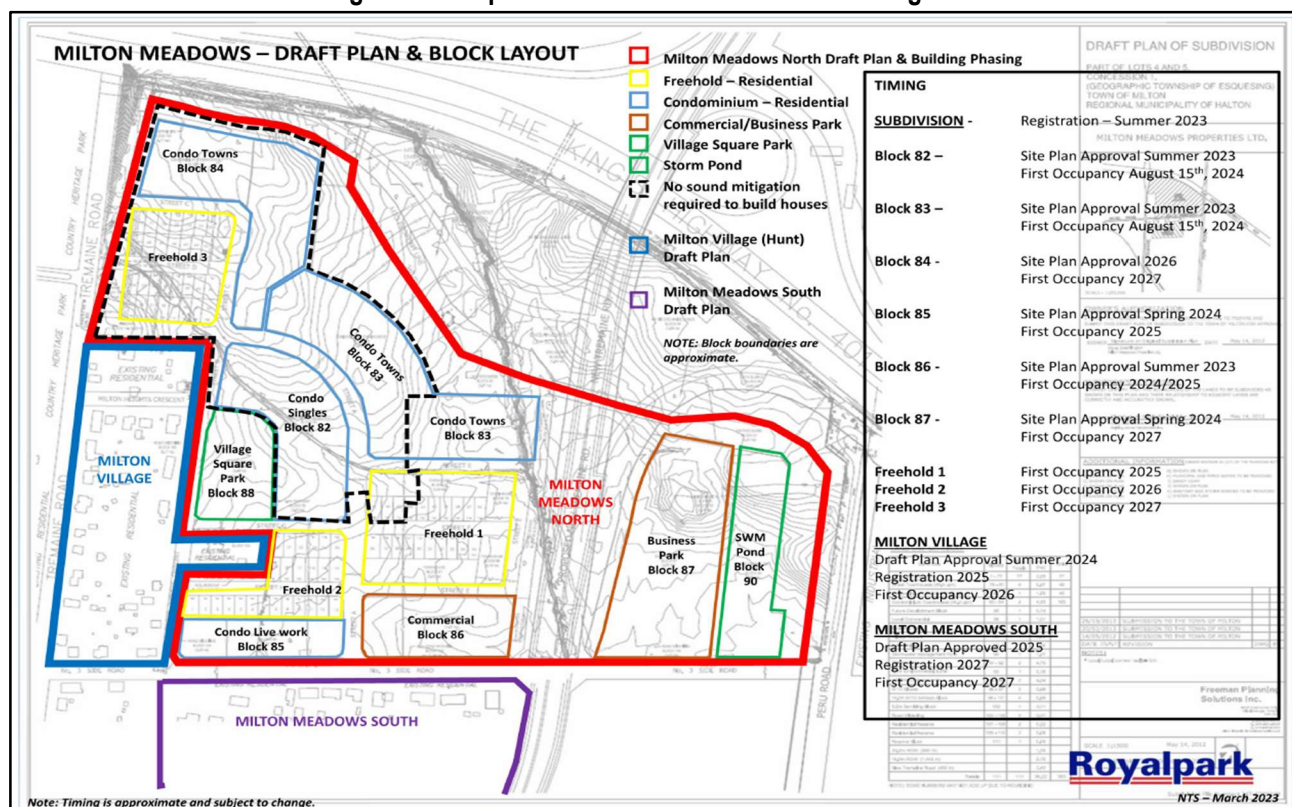
The following intersections were assessed:

- Old Tremaine Road / Kelso Road / 3 Side Road
- New Tremaine Road / Steeles Avenue West
- New Tremaine Road / Street A
- New Tremaine Road / 3 Side Road
- 3 Side Road / Street A / Smokey Hollow Boulevard
- Old Tremaine Road / Smokey Hollow Boulevard

Table 1 – Milton Meadows North Phasing Plan

Blocks	Land Uses	Anticipated Completion
Block 82	45 single-family detached units	2024
Block 83	105 townhouse units	2024
Block 84 (also known as Block 81)	88 townhouse units	2027
Block 85	12 single-family detached units	2025
Block 86	41,290 ft ² retail/commercial	2025
Block 87	157,680 ft ² business park	2027
Freehold 1	20 single-family detached and 48 townhouse units	2025
Freehold 2	23 single-family detached units	2026
Freehold 3	32 single-family detached units	2027
Total	132 single-family detached units, 241 townhouse units, 41,290 ft² retail/commercial and 157,680 ft² business park	2027

Figure 3 – Proposed Milton Meadows North Phasing Plan



2.2. Proposed Residential Development Trip Generation

The following site trip generation for Block 81 was estimated using similar trip generation rates obtained from Burnside's Transportation Study Update dated January 2024. To be consistent, the Institute of Transportation Engineers Trip Generation Manual 11th Edition Land Use Code (LUC) 220 (Multifamily Housing Low-Rise) trip rates were utilized (fitted curve equations). **Table 2** summarizes the site trip generation for this Block, as well as for other development blocks anticipated to be completed and occupied in 2024-2027.

Table 2 – Site Trip Generation for Block 81

Blocks	Description/ Occupancy Date	No. Units/GFA	Morning Peak Hour			Afternoon Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Block 81 Site Trip Generation								
Proposed Phase 2 of Block 81	Trip Rates		0.11	0.35	0.46	0.35	0.21	0.56
	62 back-to-back townhouse units		7	22	29	22	13	35
Previous Phase 2 of Block 81	31 low-rise townhouse units		3	11	14	11	7	18
Difference		Current - Previous	+4	+11	+15	+11	+6	+17
Burnside 2025 Occupancy Trip Generation (Table 5 of Burnside's TIS Update)								
2024 - 2027	Single-Family Detached	132 units	15	44	59	49	29	78
	Multifamily Low-Rise	241 units	17	53	70	54	36	90
	Business Park	157,680 ft²	181	32	213	87	161	218
	Shopping Plaza	41,290 ft²	44	27	71	105	109	214
		Pass-by trips		-12	-12	-24	-27	-27
Total auto trips			245	144	389	268	308	546

The analysis indicates that the proposed Phase 2 of Block 81 development is expected to generate only 29 total two-way auto trips (7 inbound and 22 outbound) during the morning peak hour and only 35 total two-way auto trips (22 inbound and 13 outbound) during the afternoon peak hour.

The analysis indicates that the proposed Phase 2 of Block 81 is expected to generate only about 3.1% to 3.8% of the trips generated by all blocks expected to be occupied by 2027. Even with the proposed increase from 31 low-rise townhouse units to 62 back-to-back townhouse units, the trip generation is expected to be minimal and will have no or negligible impacts on the surrounding intersections.

2.3. R.J. Burnside's TIS Update Findings

As indicated in Tables 7 & 8 (**Appendix B** of this Letter) of R.J. Burnside's TIS Update 2, under the 2025, 2026 and 2033 horizons, all intersections considered in the study area are expected to operate with acceptable levels of service with no critical movements or long delays. The assumed road improvements by the 2026 horizon include:

- Realigned Tremaine Road is extended over Highway 401 connecting to the roundabout at Campbellville Road / Dublin Line / James Snow Parkway North;
- Old Tremaine Road bridge over Highway 401 is closed and Old Tremaine Road will terminate in cul-de-sacs north and south of the highway. The Old Tremaine Road bridge will not be removed until the realigned Tremaine Road bridge over the highway is built and open; and
- New Highway 401 interchange at New Tremaine Road

As the R.J. Burnside TIS Update 2 analysis indicates that all of the intersections considered in the analysis are expected to operate at acceptable levels of service under the 2025, 2026 and 2033 horizons with all the planned road improvements in the area, the assessment above concludes that the proposed Phase 2 of Block 81 can move forward ahead of other

Blocks in the Milton Meadows North Draft Plan by 2033 without any operational issues or improvements beyond what has been assumed in the analysis.

3.0 TRANSPORTATION ASSESSMENT

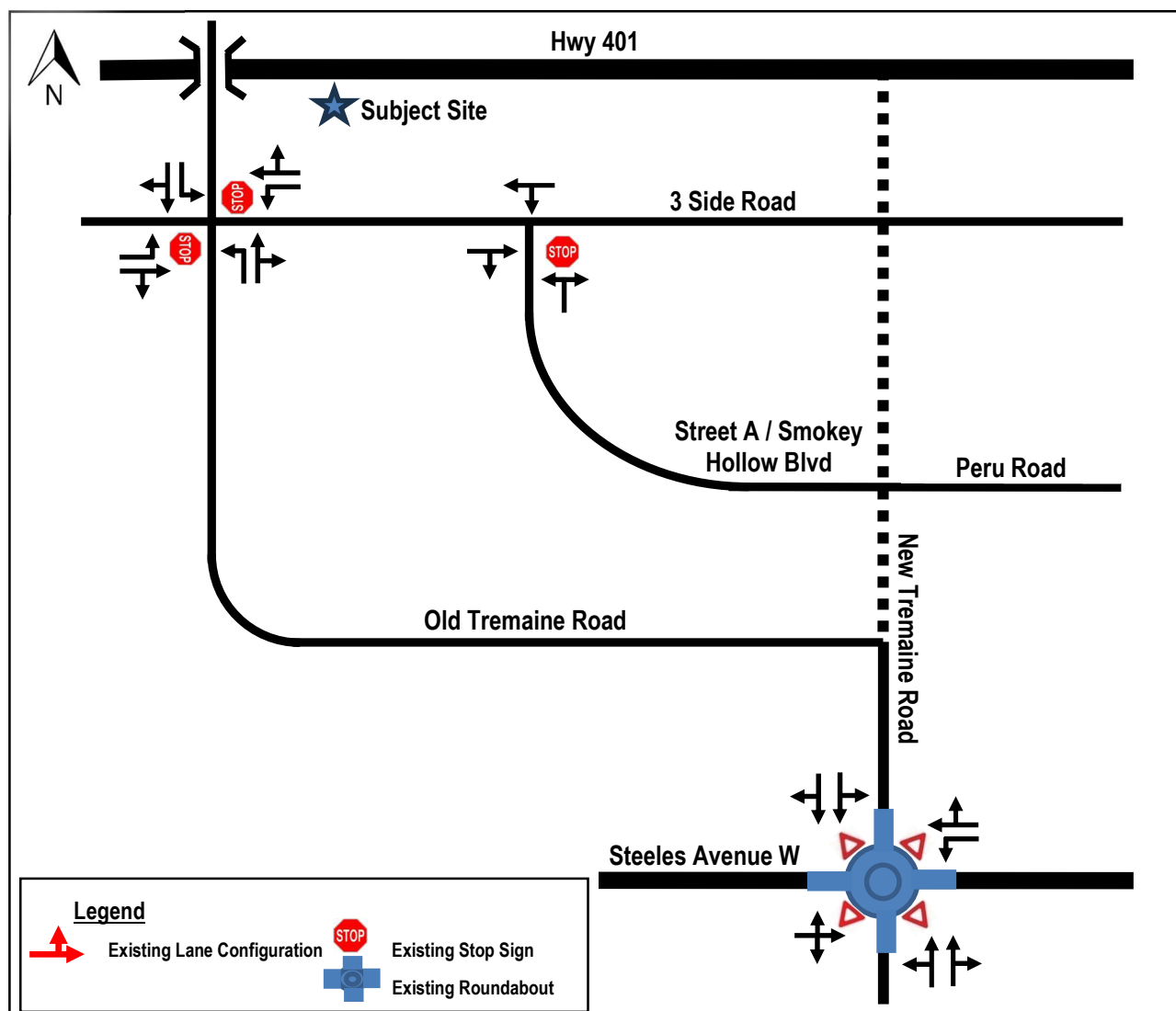
3.1. Existing Conditions

The proposed Milton Meadows North Draft Plan is located south of Hwy 401, between Old Tremaine Road and Peru Road, north of Third Side Road, in the Town of Milton. The area is currently vacant and surrounded by Kelso Conservation Area and existing single detached homes to the west and south and existing industrial uses to the east. New Tremaine Road divides the Draft Plan into a western block comprising about two-thirds of the site and an eastern block comprising about one-third. The proposed Phase 2 of Block 81 is located in the north-west corner of the Milton Meadows North Draft Plan, on the north side of Quarry Crescent, south of Hwy 401.

3.2. Existing Transportation Network

The area will be transformed significantly in the future with the implementation of the various draft plans in the area. The existing road network, lane configurations and traffic control types are illustrated in **Figure 4** below.

Figure 4 – Existing Lane Configuration and Traffic Control



3.2.1. Road Network

General road network descriptions are provided below:

- Tremaine Road (Regional Road 22)** – Tremaine Road is a north-south major arterial road under the jurisdiction of the Region of Halton. It has recently been realigned between 14 Side Road and Highway 401 with a shift to the east of its current alignment north of 14 Side Road. The new alignment generally has a 4-lane urban cross-section with turning lanes at major intersections. It also has bicycle lanes and multiuse paths on both sides of the road within the study area. It has a posted speed limit of 70 km/h in the area.
 The remaining segment of Tremaine Road is signed as Old Tremaine Road, which runs from south of Peru Road to Highway 401, will remain open, while the new alignment of Street has been built but is not yet open to the public. Old Tremaine Road has a two-lane urban cross-section along most of its length with some portions with a rural cross-section. It has a posted speed limit of 50 km/h.
- Kelso Road/3 Side Road** – Kelso Road is west of existing Tremaine Road and 3 Side Road is east of existing Tremaine Road. It is an east-west collector road under the jurisdiction of the Town of Milton. Both roads generally have a 2-lane rural cross-section. Currently 3 Side Road has a posted speed limit of 60 km/h and Kelso Road has a posted speed limit of 50 km/h.
- Steeles Avenue West (Regional Road 8)** – Steeles Avenue is an east-west major arterial road under the jurisdiction of the Region of Halton, and consists of a 2-lane rural cross-section with a posted speed limit of 60 km/h in the area.
- Peru Road/Street A** – Street A and Peru Road are north-south local streets under the jurisdiction of the Town of Milton and generally have a 2-lane rural cross-section with a posted speed limit of 60 km/h. Street A extends south from 3 Side Road to Tremaine Road and east of Tremaine Road.

3.2.2. Existing Active Transportation Network

Under the existing conditions, the road network in the area consists mostly of rural roads, such as Old Tremaine Road, Steeles Avenue W, Peru Road, Kelso Road, 3 Side Road. Therefore, no cycling facilities or sidewalks are available on these roads. However, bicycle lanes and multiuse paths are available on Tremaine Road.

3.2.3. Existing Transit Network

Currently, Milton Transit does not provide any services to this area.

3.2.4. Assessment and Findings

Based on the intersection capacity analysis results provided in Tables 7 and 8 of the R.J. Burnside TIS Update 2, the analysis indicates that under the existing conditions, all intersections considered in the analysis are currently operating at acceptable levels of service with minimum delays and queues. This is expected as the current traffic volumes at these intersections are generally low. The assessment of active transportation and transit modes is limited due to a lack of existing facilities under the existing conditions.

3.3. Future Background Conditions

3.3.1. Analysis Horizon Year

Based on our review of the R.J. Burnside TIS Update 2, at the request of the Town and Region, the future horizon years of 2025, 2026 without the Highway 401 interchange, 2026 with the Highway 401 interchange, 2033 and 2037 were analyzed. These assumptions are reasonable and consistent with the Region's and the Town's requirements.

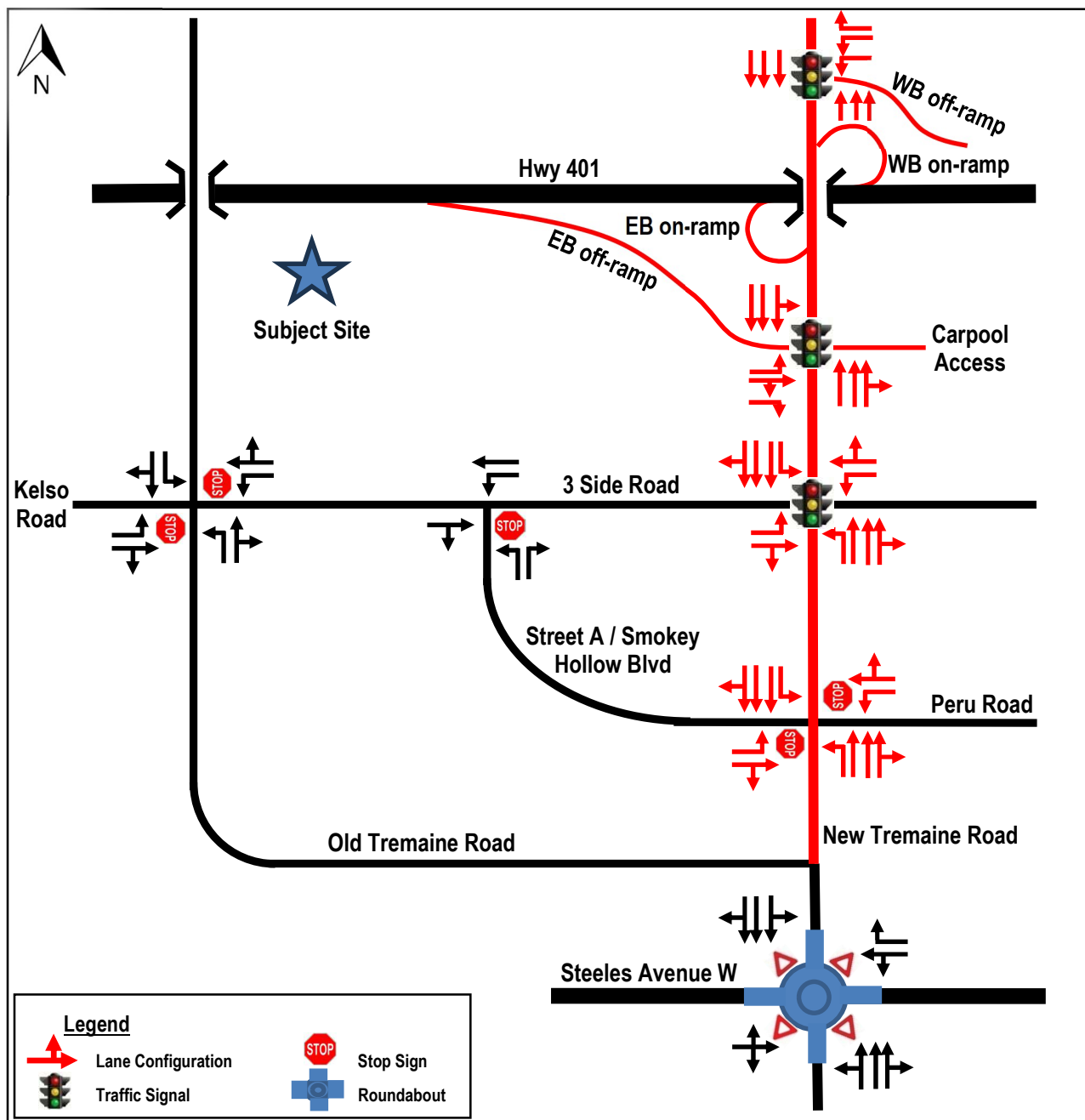
3.3.2. Future Road Network Improvements

As indicated, the area will be transformed significantly in the future with a reconfigured and new road network. Table 3 summarizes the road improvements assumed in the R.J. Burnside TIS Update, with **Figure 5** illustrating the future road network improvements, lane configurations and traffic control devices.

Table 3 – Future Road Network Improvements

Horizon Year	Improvements
2026	1. Realigned Tremaine Road is extended over Highway 401 connecting to the roundabout at Campbellville Road / Dublin Line / James Snow Parkway North 2. Old Tremaine Road bridge over Highway 401 is closed and Old Tremaine Road will terminate in cul-de-sacs north and south of the highway. The Old Tremaine Road bridge will not be removed until the realigned Tremaine Road bridge over the highway is built and open 3. New Highway 401 interchange at New Tremaine Road
2033	1. Steeles Avenue West realigned and widened from 2 to 4 lanes between Tremaine Road and Industrial Road by 2031 with a new grade separation at the CP Rail line, according to the Region's 2023 Budget and Business Plan 2. Tremaine Road widened from 4 to 6 lanes between Britannia Road and Campbellville Road by 2031, according to the Region's 2023 Budget and Business Plan

Figure 5 – Future Road Network



3.3.3. Future Active Transportation Network Improvements

It is our understanding that based on the Region's New Tremaine Road design and anticipated completion by 2026, bicycle lanes and multiuse paths will be provided on both sides of New Tremaine Road from the future Highway 401 interchange ramps south to Old Tremaine Road. This is similar to the existing design of Tremaine Road.

Through the implementation of the Milton Meadows North Draft Plan, 3 Side Road will be urbanized between Milton Heights Crescent and Peru Road. Bicycle lanes and sidewalks will be constructed on both sides of 3 Side Road by 2025.

Bicycle lanes and multiuse paths will be constructed along both sides of Steeles Avenue W, east of New Tremaine Road by 2031, based on the Town of Milton's Transportation Master Plan (April 2018). The timing coincides with the Steeles Avenue West realignment project.

3.3.4. Future Transit Network Improvements

It is our understanding that the Town of Milton plans to expand its transit services to new areas once the fixed-route service is required based on the ridership threshold. In the meantime, Home-to-Hub service (on-demand service) to new development areas can be provided prior to the fixed-route. According to the Region's Mobility Management Strategy (December 2016), the Lisgar GO line is proposed to be extended through the study area, with a proposed GO Train Station to be located on Tremaine Road, north of Steeles Avenue West by 2041.

3.3.5. Assessment and Findings

Based on the intersection capacity analysis results provided in Tables 7 and 8 of the R.J. Burnside TIS Update 2, the analysis indicates that under the future background conditions with and without the proposed interchange, all intersections considered in the analysis are expected to operate at acceptable levels of service. Therefore, the proposed/anticipated lane configurations and control devices are appropriate under these horizon years and scenarios with and without the proposed interchange.

3.4. Future Total Conditions

3.4.1. Future Road Network Improvements

As indicated, the area will be transformed significantly in the future with a reconfigured and new road network. The area transportation network improvements are summarized in Table 3 and illustrated in Figure 5 in Section 3.3.2 above. These improvements were included in the R.J. Burnside TIS Update 2 intersection capacity analysis.

3.4.2. Future Active Transportation Network Improvements

The proposed and planned active transportation network improvements are outlined in Section 3.3.3 above. As part of the Milton Meadows North Draft Plan, sidewalks will be provided at least on one side of the following streets:

- Street A / Smokey Hollow Boulevard
- Tremblett Gate / Street G / Street F
- Street H / Street E
- Quarry Crescent / Street B / Street C
- Street D
- Street E
- 3 Side Road
- Milton Heights Crescent

3.4.3. Future Transit Network Improvements

The proposed and planned transit network improvements are outlined in Section 3.3.4 above.

3.4.4. Assessment and Findings

Based on the intersection capacity analysis results provided in Tables 7 and 8 of the R.J. Burnside TIS Update 2, the analysis indicates that under the future background and total conditions, during both peak hours, all study intersections are expected to operate at LOS D or better. However, the eastbound left turn at New Tremaine Road / Street A /Smokey Hollow Blvd is expected to operate at LOS E during both AM and PM peak hours, as is the westbound left-turn movement at this intersection during the PM peak hour under the 2037 future total conditions. As these movements exceed Region of Halton's thresholds (at unsignalized intersections, individual movement delay shall not exceed LOS D), mitigation measures may be considered if needed. However, the analysis indicates that all estimated queues can be accommodated within their respective storage lengths, therefore, no improvements are required. Given that the proposed Milton Meadows North Draft Plan traffic does not contribute to these movements, it should not be the responsibility of the proposed Milton Meadows North Draft Plan. However, it is recommended that the Region implement the eastbound and westbound left-turn lanes at the intersection of New Tremaine Road and 3 Side Road in the future.

4.0 PHASE 2 OF BLOCK 81 TRANSPORTATION ASSESSMENT

4.1.1. Block 81 Site Traffic

Figure 6 illustrates Phase 2 of Block 81 site traffic volumes. This is based on the site trip generation noted in Table 2 (Section 2.2) of this Transportation Brief. The site trip distribution and assignment are based on Table 6 of the R.J. Burnside TIS Update 2. It should be noted that, to be conservative, it is assumed that the proposed interchange will not be completed by the occupancy of the proposed Phase 2 of Block 81. However, even with the completion of the interchange, only a few vehicles that will use Old Tremaine Road will be diverted to the New Tremaine Road.

Figure 6 – Block 81 Site Traffic Volumes at Main Intersections (Without Interchange)

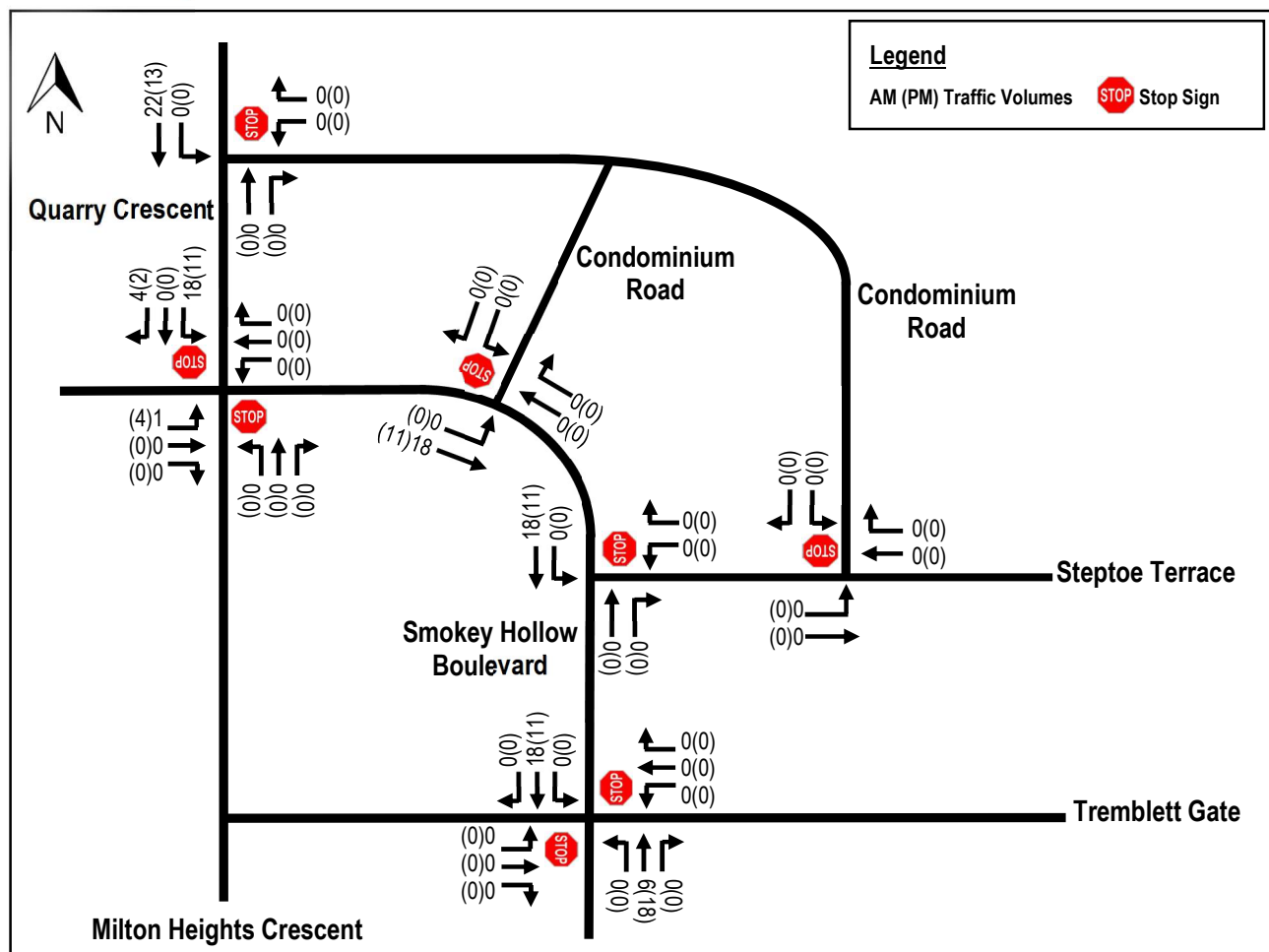
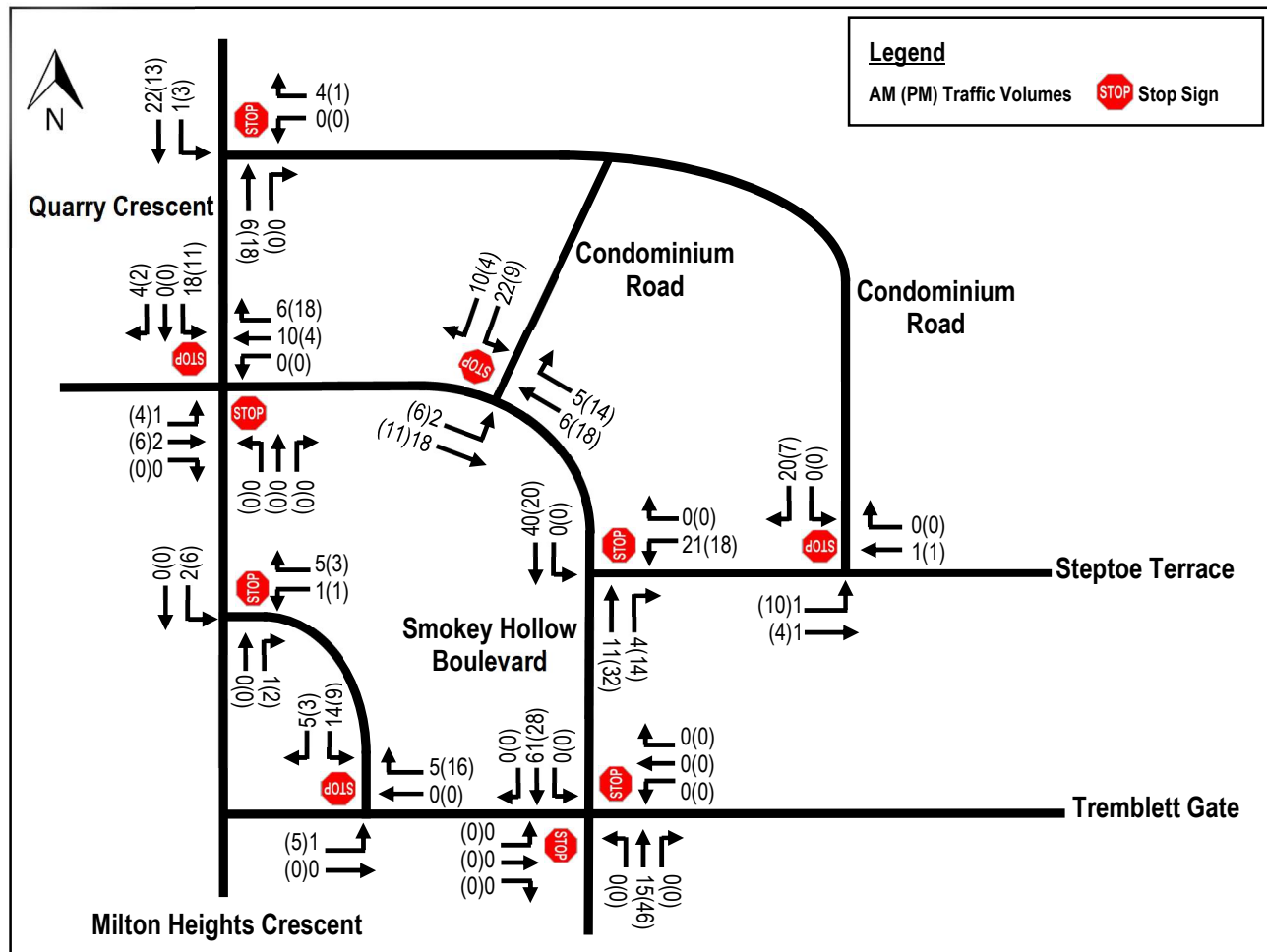


Figure 7 – Subject Site and Other Block Traffic Volumes at Main Intersections (Without Interchange)



4.1.2. Transportation Assessment

As indicated, the proposed Phase 2 of Block 81 development is expected to generate only 29 total two-way auto trips (7 inbound and 22 outbound) during the morning peak hour and only 35 total two-way auto trips (22 inbound and 13 outbound) during the afternoon peak hour, which is equivalent to an average of approximately one vehicle every two minutes during the peak hours. The proposed back-to-back townhouses only generate 15 two-way and 17 two-way more auto trips during the morning and afternoon peak hours compared to the previously approved proposal.

As illustrated in **Figure 7** above, the forecast traffic volumes for each internal intersection are very low, with the maximum number of 61 vehicles for the highest movement. This is approximately one vehicle per minute passing through the highest-volume movement at the intersection.

Therefore, this small increase in the number of auto trips by the proposed Phase 2 of Block 81 with back-to-back townhouses is expected to have negligible impact on the surrounding roadway intersections.

In addition, as indicated in R.J. Burnside TIS Update 2, the expected traffic volumes on Smokey Hollow Blvd, Old Tremaine Road and 3 Side Road are very low. All external intersections along these roads are expected to operate at good levels of service. Therefore, the proposed Phase 2 of Block 81 development site traffic is negligible and will not have any impact on the roadway intersections in the area up to the 2033 horizon year.

5.0 SITE PLAN REVIEW AND RECOMMENDATIONS

5.1. Traffic Calming Measures

NexTrans has reviewed the proposed draft plan of subdivision and site plan layout for the proposed Phase 2 of Block 81, which is relatively similar to the previous proposal. The proposed Phase 2 of Block 81 only provides a 6.0 m wide Condominium Road to service the site. This is a very compact design that would not allow vehicles to speed through this Condominium Road. It should be noted that this is a green field development and a new subdivision, therefore, it is not appropriate to install speed humps or other physical traffic calming measures that may impact servicing vehicles, snow plowing activities and emergency services. Based on the context of the proposed development, the following measures may be considered, subject to approval by the Town:

- Provide sufficient illumination on the proposed Condominium Road;
- Provide tighter curb radii at the proposed Condominium Road/Quarry Crescent; and
- Provide narrower pavement width with: 3.0 m per lane, for a total of 6.0 m pavement width

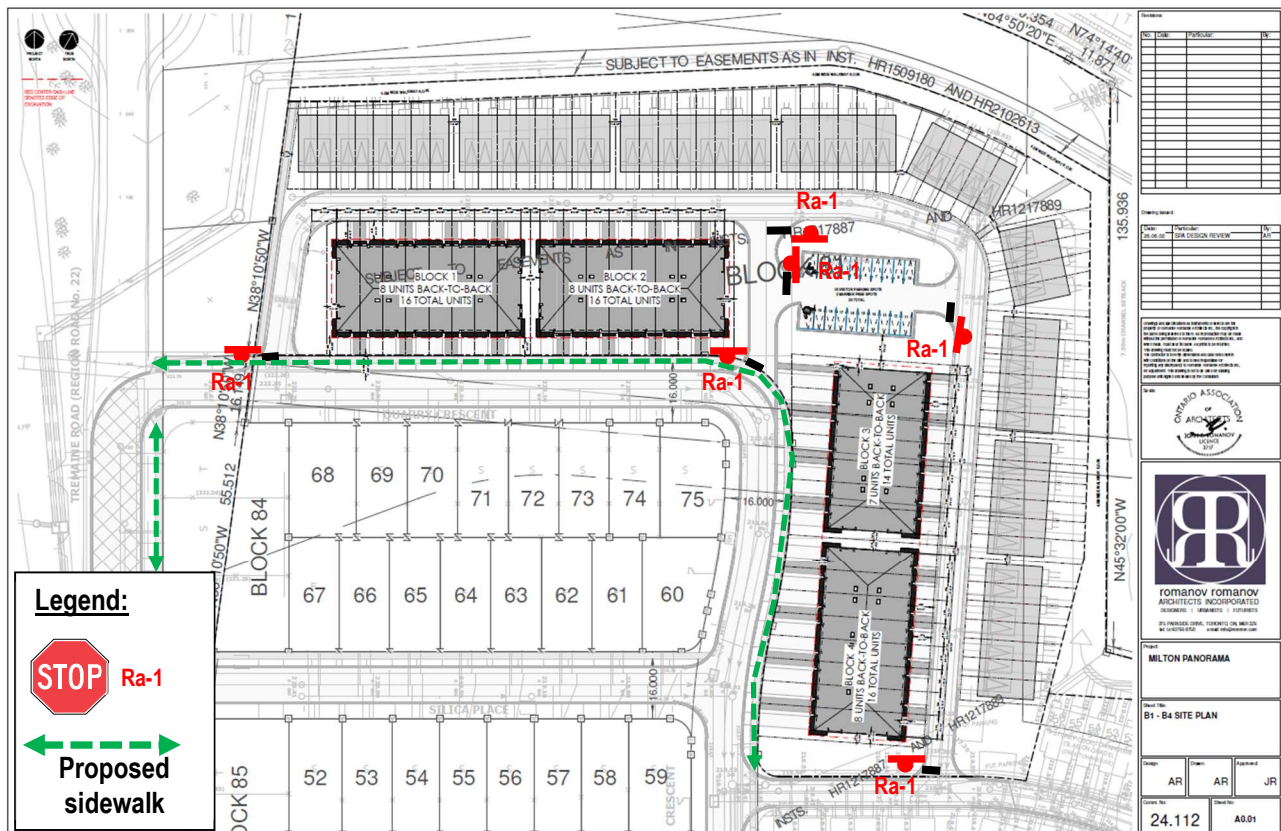
5.2. Signage and Pavement Marking

The proposed traffic control, signage and pavement marking for proposed Phase 2 of Block 81 are illustrated in **Figure 8**. Stop signs will be installed before the sidewalk and property line on the proposed Condominium Road at Quarry Crescent and Steptoe Terrace. Stop bars and lane divider markings are also provided and illustrated.

5.3. Pedestrian Treatments

It is our understanding that the sidewalk concrete pads will be carried across the proposed Condominium Road at Smokey Hollow Boulevard, Quarry Crescent and Steptoe Terrace instead of depressed curbs. These improvements will help delineate pedestrian sidewalks and discourage vehicles from stopping in the middle of the sidewalk.

Figure 8 – Proposed Traffic Control and Active Transportation Network for Block 81



5.4. Access Assessment

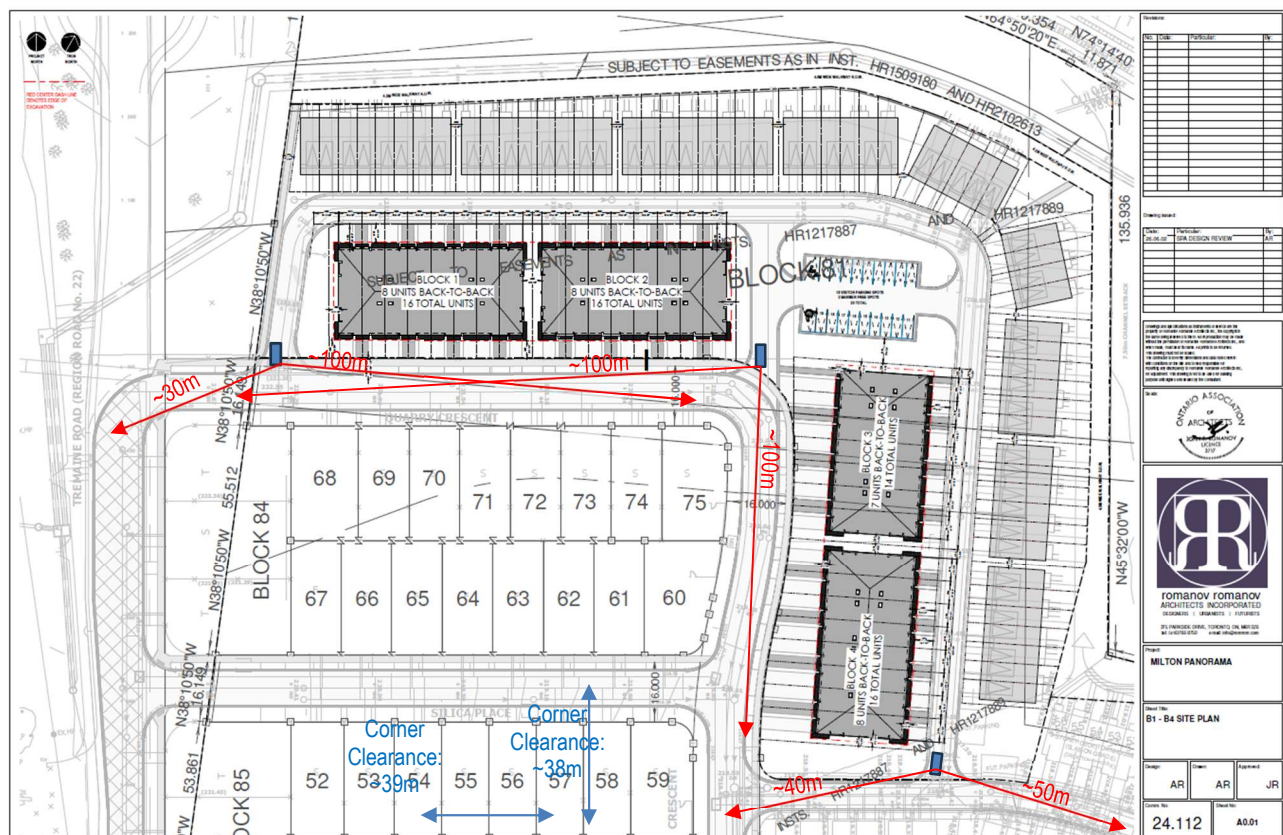
5.4.1. Sightline

Based on Table 9.9.4 of the 2017 Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads, a stopping sight distance of 50-65m is required for a 40-50km design speed. This is the design speed for Smokey Hollow Boulevard, Steptoe Terrace and Quarry Crescent.

Our analysis indicates that the proposed Condominium Road intersections with Smokey Hollow Boulevard, Steptoe Terrace and Quarry Crescent can achieve this required stopping sight distance of 50-65m, as illustrated in **Figure 9** below, with the exception of two locations where only 30m-40m sightline distance can be achieved.

However, given that the turning vehicle speed is expected to be slow at the corner on the right turn (15-30km/h), this is acceptable.

Figure 9 – Sightline Assessment

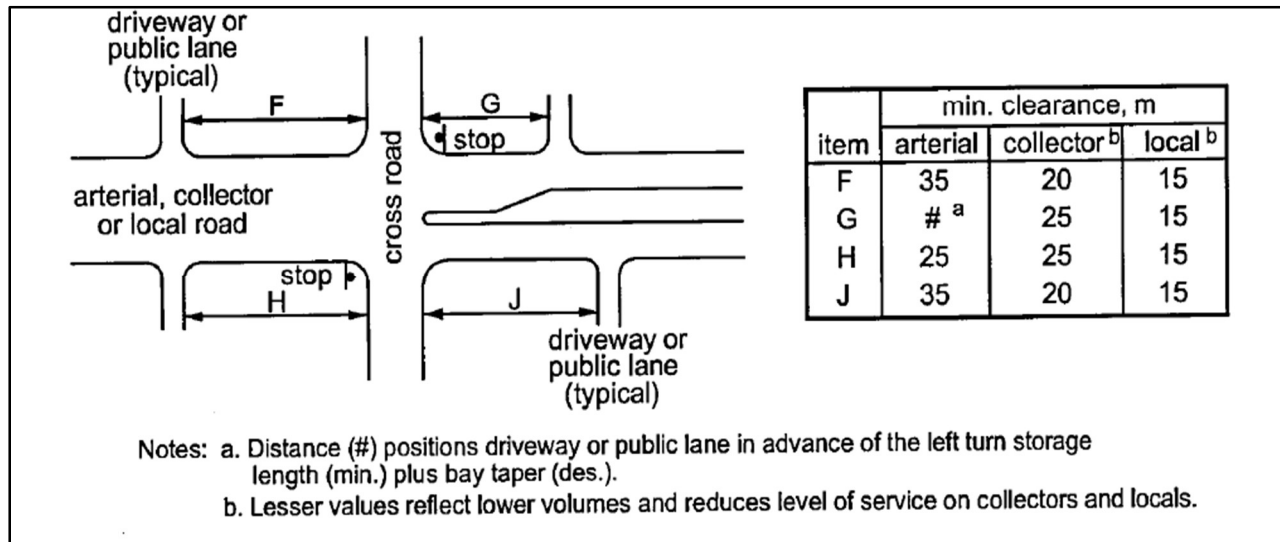


5.4.2. Corner Clearance

In accordance with Section 8.8.1 and Figure 8.8.2 of the TAC 2017 (as illustrated in **Figure 10** below), the minimum corner clearance at an intersection is 15m for a local road. It should be noted that all corner clearances provided by the development exceed 30m (as illustrated in **Figure 8**).

Therefore, the proposed Condominium Road corner clearances exceed the minimum TAC 2017 suggested corner clearance guideline of 15m. **Figure 12** illustrates the provided corner clearance.

Figure 10 – Corner Clearance at Major Intersection

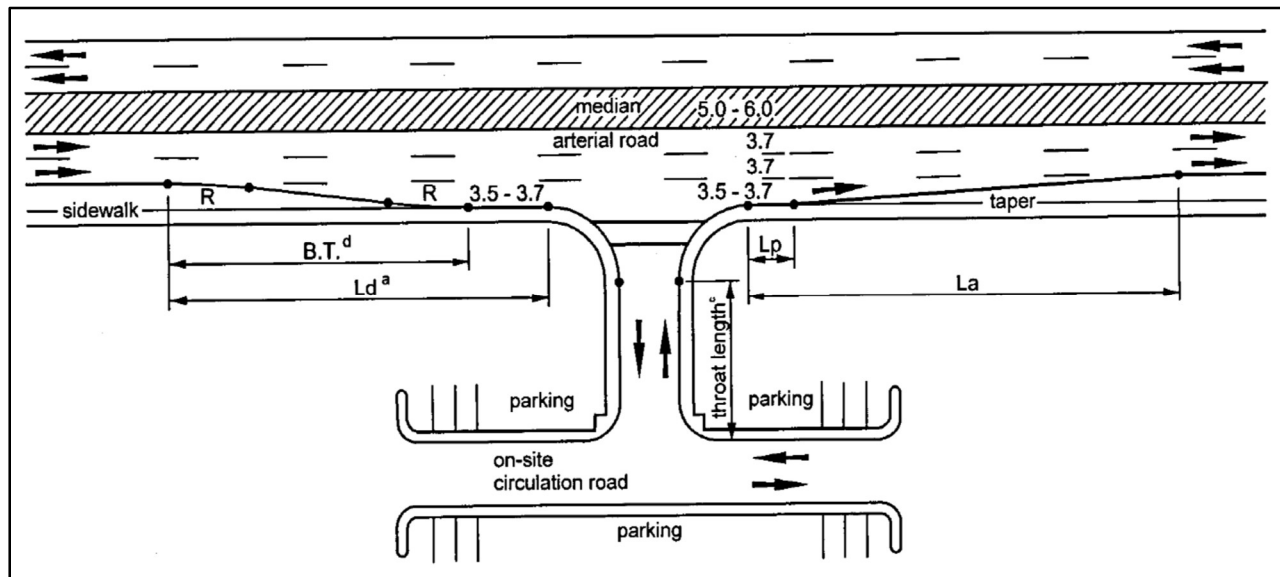


Source: TAC 2017 Figure 8.9.2

5.4.3. Clear Throat Length

In accordance with TAC 2017, the clear throat length, or set-back distance, which is measured from the ends of the driveway curb return radii at the roadway and the point of first conflict on-site. **Figure 11** illustrates the TAC 2017 clear throat length definition.

Figure 11 – Clear Throat Length



Source: TAC 2017 Figure 8.5.2

In accordance with Table 8.9.3 (TAC 2017), the suggested minimum clear throat length for a site access intersecting with a collector road is 8m (about one-car length) for a collector road with an apartment land use (approximately 100 units, the proposed development consists of only 62 units).

It should be noted that Quarry Crescent and Steptoe Terrace are not collector roads but rather local roads. In addition, the throat length from Smokey Hollow Boulevard to the condominium road is 40m, with the corner clearance of over 44m. Therefore, these recommendations are met. **Figure 13** illustrates the provided clear throat length.

Table 4 – Phase 2 of Block 81 Parking Requirement

Parameters	Minimum Parking Rate	Required Spaces	Provided
62 units – Residential	2.00 spaces/unit	124 spaces	124 spaces
62 units - Visitor	0.25 spaces/unit	16 spaces	20 spaces, including 2 barrier-free spaces
Accessible space requirement for 16 visitor spaces	11 to 50 spaces	Minimum of 1 space	2 barrier-free spaces provided

The analysis noted above indicates that the proposed Phase 2 of Block 81 development meets the Town of Milton's parking requirement for residential and exceeds the minimum requirement for visitor parking spaces and barrier-free spaces.

5.4.5. Solid Waste Management

Similar to other existing townhouse and single-family detached housing developments in the area and in the Town of Milton and Halton Region, solid waste pick-up will be on the curbside. The proposed Condominium Road of 6.0 m width will accommodate the servicing truck, as well as emergency vehicles.

On the day of solid waste pickup, residents will roll their garbage bins to the curbside between the spaces provided between driveways. Garbage will be picked up on the curb side.

The following figures illustrate the vehicle turning movements:

- **Figure 13** – Garbage truck vehicle turning movements using AutoTURN
- **Figure 14** – Fire truck turning movement using AutoTURN

6.0 TRANSPORTATION DEMAND MANAGEMENT

The following Transportation Demand Management measures are recommended specifically for the proposed Phase 2 of Block 81 development:

- Provide the proposed sidewalk network as illustrated in **Figure 8**;
- Provide an information package that provides maps, schedules of available transit service, walking/cycling facilities and major destinations in the area. The information package will be provided via a letter with the links or an electronic letter with the links; and
- Provide tighter curb radii to minimize the crossing distance for pedestrians and cyclists at the intersections with Quarry Crescent, where possible and appropriate.

7.0 CONCLUSION

Based on the comprehensive assessment in this Transportation Brief, the background assessment in R.J. Burnside's TIS Update 2 dated January 2024, and our previous Transportation Briefs and assessments for Blocks 82, 83 and 86, it is concluded that the proposed Phase 2 of Block 81 development can move forward with the proposed and planned improvements for the area.

It is recommended that the Town of Milton and Halton Region approve the proposed development because it will have a negligible impact on the transportation network and will contribute to the Town's and Region's housing supply.

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

Yours truly,

Nextrans Consulting Engineers

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