



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: June 22, 2026

Report No: DS-041-26

Subject: Technical Recommendation Report: Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications by 150 Steeles Inc. and 248 Martin Inc., applicable to lands known as 150 Steeles Avenue East and 248, 250 and 314 Martin Street, Milton. (Town Files: LOPA-03/25, Z-09/25 and 24T-25003/M)

Recommendation: **THAT** Staff Report DS-041-26 outlining applications for amendments to the Town of Milton Official Plan and Urban Zoning By-law 016-2014, as amended, to facilitate the development of a mixed-use high-density subdivision, **BE APPROVED**;

AND THAT Staff be authorized to bring forward Official Plan Amendment No. 97 in accordance with the draft Official Plan Amendment attached as Appendix 4 to Report DS-041-26 for Council adoption;

AND FURTHER THAT Staff be authorized to bring forward amending Zoning By-law in accordance with the draft Zoning By-law Amendment attached as Appendix 6 to Report DS-041-26 for Council adoption.

EXECUTIVE SUMMARY

Applications have been submitted for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision for the lands located at 150 Steeles Avenue East and 248, 250 and 314 Martin Street ('subject lands'). The proposed development includes the redevelopment of the subject lands to a mixed-use transit-supportive community, including a range of building heights and densities, at-grade commercial uses, parkland and active transportation connections, to be developed in two phases. Phase 1 proposes a total of 1,065 units (110 townhouse units and 955 apartment units) and a floor space index of 2.07.

EXECUTIVE SUMMARY

The proposed development is anchored by public realm features including a large central public parkland area (1.04 hectares/2.57 acres) and other open space areas. The proposed development also includes a stormwater management pond and promenade walkway around the pond, public roads, a trail network and Natural Heritage System.

The proposed Official Plan Amendment applies to the entirety of the subject lands and the purpose of the amendment is to redesignate the subject lands and introduce a specific policy area to facilitate development on the subject lands in the near future in Phase 1 and to provide direction requirements for development proposals in the long-term in Phase 2.

The proposed Zoning By-law Amendment seeks to amend the Town's Urban Zoning By-law 016-2014, as amended, to rezone the subject lands to a site-specific Residential Medium Density II (RMD2*380) zone, site-specific Mixed Use (MU*381) zone and an Open Space 2 (OS-2) zone to facilitate the proposed development in Phase 1 only. The limits of the Natural Heritage System (NHS) zone were established through a previous Zoning By-law Amendment approved by Town Council on December 18, 2023. A Future Development (FD) zone is proposed for all Phase 2 lands. Any development proposed in Phase 2 would require a Zoning By-law Amendment, which includes a public consultation process.

The proposed Draft Plan of Subdivision applies to the entire subject lands. The Draft Plan of Subdivision includes fifteen blocks. Phase 1 includes six development blocks for back-to-back, street and rear-lane townhouses, one mixed-use building and four residential buildings. Phase 1 also includes four public roads, a stormwater management pond and buffer blocks, and the Natural Heritage System and an associated 15-metre buffer. Phase 2 includes nine development blocks for mixed-use, medium- and high-density residential buildings, open space and park blocks and one public road. There are two accesses proposed from Steeles Avenue East with one fully signalized intersection aligning with Morobel Drive and the other configured as a right-in/right-out access. Another two accesses to the subject lands are proposed from Martin Street, both as fully signalized intersections.

Conclusions and Recommendations

Planning Staff recommends that the applications **BE APPROVED** for the following reasons:

1. The proposed amendments are consistent with the Provincial Planning Statement (2024) and conform to the Region of Halton Official Plan and Town of Milton Official Plan as:
 - a) The proposed development represents intensification at an appropriate location, includes a mix of uses that promote complete community objectives, and achieves a built form that appropriately transitions to the existing neighbourhood;

EXECUTIVE SUMMARY

- b) The proposed development makes efficient use of land and existing and planned infrastructure and includes a new transportation network that will accommodate a range of travel modes and is able to support future transit, if required;
 - c) The proposed development includes public parkland, outdoor amenity area and active transportation connections for the enjoyment of future residents; and,
 - d) The proposed development either meets the technical requirements of the affected Civic Departments and agencies necessary at this stage of the development process or includes Holding provisions in the implementing by-law to address outstanding technical matters for contamination, servicing, noise and land use compatibility that Staff deem required for further analysis and review.
2. The proposed Official Plan Amendment establishes a comprehensive framework to guide development on the subject lands, addressing development anticipated in the near future in the Phase 1 area and providing direction for future development applications in the Phase 2 area, including addressing land use compatibility when detailed built form is proposed.
3. The proposed Zoning By-law Amendment implements the proposed policy framework by establishing appropriate performance standards including height, density, setbacks and land use permissions that reflect the intended urban form and ensure an orderly and coordinated development pattern on the subject lands.

REPORT

Background

Owner: 150 Steeles Milton Inc. and 248 Martin Inc., 775 Main Street East, Unit 1b, Milton, ON.

Agent: Urban Strategies Inc., 197 Spadina Avenue, Suite 600, Toronto, ON.

Location/Description: The subject lands comprise four properties and are located on the south side of Steeles Avenue East, west of the intersection of Steeles Avenue East and Martin Street. Three of the four properties that comprise the subject lands have frontage onto Martin Street. The subject lands area municipally known as 150 Steeles Avenue East and 248, 250 and 314 Martin Street. Figure 1 to this Report identifies the subject lands on a location map.

The subject lands are irregular in shape and include frontage along Steeles Avenue East, Martin Street and Bronte Street. The property located at 150 Steeles Avenue East has

Background

frontage on the east side of Bronte Street (8 metres), south side of Steeles Avenue East (249 metres) and west side of Martin Street (15 metres). The Martin Street properties have frontage on the west side of Martin Street as follows: 248 Martin Street (21 metres), 250 Martin Street (11 metres) and 314 Martin Street (15 metres).

The subject lands have a total area of approximately 20.8 hectares (51 acres). The property located at 150 Steeles Avenue East comprises the majority of the subject lands and is currently vacant. The property located at 248 Martin Street currently contains a residential dwelling that is a listed property on the Town's Heritage Register. The property located at 250 Martin Street currently contains a commercial storage building. The property located at 314 Martin Street currently contains an existing residential dwelling.

The property located at 150 Steeles Avenue East was formerly occupied by Meritor Suspension Systems Company ('MSSC') that manufactured car parts. MSSC occupied the property from 1954 to 2009. Areas of the site became contaminated as a result of the former industrial use. Contaminants were located primarily around the factory building, which has been demolished, as well as within the limits of the Regional Natural Heritage System ('RNHS') located in the southern area of the subject lands.

Since 2023, the above-noted property has been undergoing an extensive site remediation process to address the contamination caused by the previous industrial uses. The remediation process has included removing contaminated soil from the site, treating contaminated groundwater on-site, managing invasive species, restoring the woodland area and recreating a wetland within the RNHS.

The subject lands are surrounded by a range of land uses. Employment uses are located to the north and northwest, and residential uses are located to the east, along both sides of Martin Street and extending east into the Mountain View neighbourhood. The Sixteen Mile Creek, valley and surrounding Natural Heritage System are located to the south and southwest of the subject lands. The Town's Downtown Area and Central Business District are located to the south of the subject lands as well.

There are a number of existing community amenities that are also located within 800 metres of the subject lands. Downtown Milton is located within a 10-minute walk from the subject lands. There are four schools located in the area and these include: Martin Street Public Elementary School, Holy Rosary Catholic Elementary School and W.I. Dick Public Middle School and Milton Community Nursery School (childcare centre). There are also several public parks within the area and these include: Chris Hadfield Park, Kingsleigh Park, Livingston Park and Rotary Park.

Background

Proposal:

Applications have been submitted for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision to facilitate the proposed development on the subject lands. The proposed development includes the redevelopment of the subject lands into a mixed-use, transit-supportive community that provides for a range of housing options, at-grade commercial uses, parkland and open space area, a trail network, Natural Heritage System and a stormwater management pond and promenade.

Since the statutory Public Meeting held on November 3, 2025, several key revisions have been made to the proposed development responding to input received from the public, Council and Staff from the Town, Halton Region and external agencies and these include:

- Maximum building heights have been reduced and a more gradual height transition from existing residential dwellings is now provided;
- The stormwater management pond has been relocated to assist with height transitions in Phase 1, and the design of the outflow pipe and headwall has been relocated out of the Regional Natural Heritage System;
- The proposed parkland area will become public parkland and will be delivered through Phase 1 of the proposed development;
- Further detail has been confirmed for active transportation connections to be provided in Phase 1, including the multi-use pathway between the stormwater management pond and parkland and pedestrian connection to the Martin Street Public School through the Town-owned former railway corridor;
- Additional commercial-retail space is now proposed in Phase 1, and the proposed Official Plan Amendment has been updated to include minimum gross floor area requirements in Phase 2; and,
- Additional detail has been incorporated into the proposed Official Plan Amendment, regarding requirements applicable to future development proposals in Phase 2.

To support the development applications, the Town required the applicant to prepare a Comprehensive Development Plan, in accordance with a terms of reference, that sets out the framework for development on the subject lands. Appendix 1 to this Report includes the Comprehensive Development Plan that establishes the design vision, neighbourhood context analysis, analysis of urban design policies and implementation, details on all aspects of the proposed development (including transportation and servicing) and urban design guidelines and sun/shadow analysis.

Background

Below is an overview of the proposed development and community framework.

Built Form and Housing Options

The proposed development is intended to occur over two phases. Phase 1 generally incorporates the development on the east half of the subject lands, the central public parkland area, the stormwater management pond and buffer blocks, four roads and the Natural Heritage System and buffer block. Phase 2 includes future development lands on the west and north areas of the subject lands. Below is an overview of the proposed built form and housing types in Phase 1.

Phase 1 of the proposed development includes a varied built form that generally increases in height and density from east to west across the subject lands. The lowest building heights are proposed abutting the existing residential properties that front onto Martin Street and these include three-storey townhouses.

Figure 2 to this Report includes a phasing plan for the subject lands and identifies the proposed buildings and heights in Phase 1. Figure 3 to this Report includes a conceptual rendering (looking northeast) of the proposed development in Phase 1 and Figure 4 includes architectural renderings of each building proposed in Phase 1.

Phase 1 of the proposed development includes a total of 1,065 residential units to be provided in a mix of unit types with a floor space index ('FSI') of 2.07. The development concept includes 110 townhouse units (street, rear lane and back-to-back) that are three-storeys in height and abut the rear yards of the existing residential dwellings that front onto Martin Street. The remaining five buildings are proposed to accommodate a total of 955 units ranging in height from five- to ten-storeys, where the height generally increases from east to west on the subject lands. One of the five proposed buildings is a mixed-use building with at-grade commercial space (522 square metres or 5,619 square feet) located across from the proposed central parkland area and stormwater management pond.

Below is table that summarizes the proposed unit types in Phase 1.

Phase 1 Proposed Unit Types	Number of Units	Percentage
1-bedroom	165	15.49%
1-bedroom + den	450	42.25%
2-bedroom	339	31.83%
3-bedroom (townhouses only)	111	10.42%
Total	1,065 units	100%

Surface parking is proposed for the townhouse units. Limited surface parking for visitors is proposed for all other buildings, and nearly all the required parking is provided in

Background

underground parking structures that are between two to three levels below grade. With respect to bicycle parking, Phase 1 includes a total of 1,139 bicycle parking spaces.

Each of the five proposed buildings include two residential entries to main floor lobbies that provide connection to residential amenity areas. All of the proposed buildings meet the Town's requirements of a minimum of 4 square metres of outdoor communal amenity space.

Phase 2 of the proposed development is intended to provide for a range of medium- to high-density apartment and mixed-use buildings. The technical studies prepared to support the development applications contemplate up to 4,115 units and total floor space index of 3.55 for the entirety of the subject lands. This represents a net density that excludes dedicated parkland, Natural Heritage System and buffer area, stormwater management pond and public right-of-ways. However, actual unit counts for future phases will be dependent on the built form that is evaluated through future Zoning By-law Amendment applications and supporting studies and documents.

Commercial Floor Space

Phase 1 of the proposed development includes 522 square metres (5,619 square feet) of at-grade commercial-retail space located in a mixed-use building across from the proposed central park. An additional minimum 3,278 square metres (35,284 square feet) of commercial-retail space is proposed to be accommodated through future Phase 2 planning applications.

Site Access and Circulation

The proposed transportation network includes four accesses to the subject lands. There are two accesses proposed from Steeles Avenue East and two accesses proposed from Martin Street. The access closest to the intersection of Steeles Avenue East and Martin Street is proposed as a right-in/right-out only. The other access to the west along Steeles Avenue East is proposed as a fully signalized intersection that aligns with Morobel Drive. The two proposed accesses from Martin Street are both proposed as fully signalized intersections. The southern access along Martin Street is proposed to align with Caves Court on the east side of Martin Street. Figure 5 to this Report illustrates the proposed transportation network.

Four public roads are proposed within Phase 1. Street A is proposed as a public road with a 26-metre right-of-way that provides connections from the proposed signalized intersection at Steeles Avenue East and the proposed north signalized intersection at Martin Street. Street A is described as the main spine road through the proposed community and is intended to serve as a multi-functional street supporting residential and retail uses, a variety of travel modes and provide for potential future transit connections through the subject lands.

Background

Street B and D are contiguous and together form a second access through the subject lands from Steeles Avenue East to Martin Street. Street B is proposed as a public road with a 24-metre right-of-way that provides connection from the right-in/right-out access from Steeles Avenue East to the intersection at the center of the site. Street D is proposed as a public road with a 20-metre right of way that connects from the intersection at the center of the subject lands and connect to the southern proposed signalized intersection at Martin Street.

Street C is identified as a potential future road with a 16-metre right-of-way that would serve development in Phase 2.

Street E is proposed as an internal public road with a 16-metre right-of-way that connects Street A and Street D and provides access to the townhouses and three of the proposed buildings.

The proposed transportation network also includes footpaths and multi-use pathways to provide convenient routes for pedestrians and cyclists within the subject lands. Multi-use pathways are proposed along Street B and Street D, adjacent to the proposed central parkland area and connecting to Steeles Avenue East. The proposed multi-use pathway connects to the promenade along the stormwater management pond as well as a multi-use trail that is proposed abutting the Regional Natural Heritage System and Sixteen Mile Creek valley.

Parkland, Open Space and the Natural Heritage System

The proposed development includes parkland, open space and a refined Regional Natural Heritage System. Within the Regional Natural Heritage System, remedial works have been completed to remove contaminated soils. Invasive species were also removed from the Regional Natural Heritage System and a recreated wetland. The limits of the refined Regional Natural Heritage System, and an associated 15-metre buffer, were established through a Zoning By-law Amendment approved by Town Council on December 18, 2023. The refined Regional Natural Heritage System comprises approximately 5.35 hectares (13.22 acres) of the subject lands (20.8 hectares / 51.40 acres).

The proposed development includes 1.28 hectares (3.16 acres) of parkland and open space area. The central parkland area, described as the Community Green, includes 1.04 hectares (2.57 acres) and will become public parkland area, connecting to the Regional Natural Heritage System.

Additional open space areas are proposed to the north of the central intersection in the form of a civic plaza, along Street D to Steeles Avenue East in the form of a green gateway area

Background

and at the intersection of Street A and Steeles Avenue East. These proposed open space areas are within Phase 2.

Servicing and Stormwater Management

Connections to municipal water and wastewater services are proposed to service the development. With respect to water services, the subject lands are located within Water Pressure Zone M5G, a groundwater-based service area supplied through the existing Kelso Well Field and Kelso Water Purification Plant. However, Halton Region requires connections to the lake-based system for Phase 1 buildout. A lake-based watermain is available along Steeles Avenue East.

Wastewater from the proposed development is proposed to drain from north to south through a network of pipes that convey flows to the Fulton Wastewater Pump Station and then to the Boyne Trunk Sewer along Regional Road 25. This trunk serves as the primary wastewater conveyance system for Milton that ends up at the Mid-Halton Wastewater Treatment Plant in Oakville. A number of infrastructure upgrades are required to support the proposed development.

A stormwater management pond is also proposed in the southeastern area of the subject lands. This area is the lowest part of the subject lands and is also adjacent to the Sixteen Mile Creek. All stormwater on the subject lands is proposed to be conveyed to this stormwater management pond and the proposed design includes infrastructure through the Town-owned former railway corridor that outlets to the Sixteen Mile Creek. A retaining wall is also proposed along the western edge of the stormwater management pond. The proposed concept for the stormwater management pond also includes a stormwater promenade intended to function as a public realm feature.

A long-term groundwater management and monitoring plan, prepared by a Qualified Person, will be required confirming no off-site migration of contaminants, no adverse impact to surface water or ecological features and compatibility of stormwater design (including infiltration) with existing contaminant conditions.

Development Applications

To facilitate the proposed development, the applicant has submitted applications for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision. The purpose of the Official Plan Amendment is to redesignate the subject lands to the Residential Area and Natural Heritage System designations for the subject lands and create a new specific policy area that includes site-specific policies to implement the proposed Phase 1 development. The site-specific policies also provide guidance for future proposed

Background

development on the Phase 2 lands, which will require zoning by-law amendments and supporting technical studies and documents.

The proposed Zoning By-law Amendment seeks to amend the Town's Urban Zoning By-law 016-2014, as amended, to rezone the subject lands to a site-specific Residential Medium Density II (RMD2*380) zone, site-specific Mixed Use (MU*381) zone and an Open Space 2 (OS-2) zone to facilitate the proposed development in Phase 1 only. The Natural Heritage System (NHS) zone was established through a previous zoning by-law amendment approved by Town Council on December 18, 2023. A Future Development (FD) zone is proposed for all lands in Phase 2. Any future development proposed in Phase 2 would require a Zoning By-law Amendment, which includes a public consultation process.

Figure 6 to this Report includes the proposed Phased Draft Plan of Subdivision. Phase 1 of the Draft Plan of Subdivision proposes back-to-back townhouses, street townhouses and rear-lane townhouses, one mixed use building and four residential buildings. A number of development blocks are identified in Phase 2. The proposed development will be anchored by public realm features including a variety of open space and parkland areas, stormwater management pond and promenade as well as a trail system.

The Phased Draft Plan of Subdivision includes a total of sixteen (16) development blocks. Phase 1 includes six development blocks for back-to-back, street and rear-lane townhouses, one mixed-use building and four residential buildings. Phase 1 also includes four public roads, a stormwater management pond and buffer blocks, and the Natural Heritage System and an associated 15-metre buffer. Phase 2 includes nine development blocks for mixed-use, medium- and high-density residential buildings, open space and park blocks and one road.

Submission Materials

The following materials have been submitted in support of the applications:

- Draft Plan of Subdivision, prepared by Urban Strategies Inc., dated March 5, 2025, updated April 27, 2026;
- Draft Official Plan Amendment Text/Mapping, prepared by Urban Strategies Inc., dated April 21, 2025, updated February 2026;
- Draft Zoning By-law Amendment Text/Mapping, prepared by Urban Strategies Inc., dated April 16, 2025, updated February 2026;
- Architectural Drawing Package, prepared by Core Architects, dated March 21, 2025, updated April 22, 2026;

Background

- Survey for 248-250 Martin Street, prepared by Avanti Surveying Inc., dated January 11, 2017;
- Survey for 150 Steeles Avenue East and 314 Martin Street, prepared by Wahba Surveying, dated August 22, 2022;
- Planning Justification Report, prepared by Urban Strategies Inc., dated April 17, 2025, updated February 2026;
- Comprehensive Development Plan, prepared by Urban Strategies Inc., dated April 17, 2025, updated February 20, 2026;
- Pedestrian Wind Assessment, prepared by SLR Consulting Canada (Ltd.), dated April 14, 2025, updated February 18, 2026;
- Residential, Population and Commercial Market Assessment, prepared by N. Barry Lyon Consultants Ltd., dated April 22, 2025, updated February 18, 2026;
- Scoped Environmental Impact Assessment, prepared by Beacon Environmental Ltd. and Jennifer Lawrence and Associates Inc., dated April 5, 2025, dated February 20, 2026;
- Slope Stability Assessment, prepared by DS Consultants Ltd., dated January 17, 2023, dated January 17, 2023;
- Slope Stabilization Memo - Additional Comments, prepared by DS Consultants Ltd., dated June 6, 2023;
- Heritage Impact Assessment, prepared by MHBC, dated November 2025;
- Environmental Noise Study, prepared by SLR Consulting (Canada) Ltd., dated April 14, 2025, updated February 18, 2026;
- Compatibility Mitigation Study and Air Quality, prepared by SLR Consulting (Canada) Ltd., updated February 18, 2026;
- Transportation Impact Study, prepared by BA Group, dated April 17, 2025, updated February 20, 2026;
- Transportation Impact Study Appendices, prepared by BA Group, dated April 17, 2025, updated February 20, 2026;
- Updated Report on Preliminary Geotechnical Investigation, prepared by DS Consultants Ltd., dated July 1, 2023;
- Preliminary Hydrogeological Investigation, prepared by DS Consultants Ltd., dated April 7, 2025, updated February 19, 2026;
- Functional Servicing and Stormwater Management Report, prepared by Urbantech Consulting, dated March, 2025, updated April 24, 2026;
- Preliminary Grading Plan, prepared by Urbantech Consulting, dated March, 2025;

Background

- Preliminary Sanitary Servicing Plan, prepared by Urbantech Consulting, dated March, 2025, updated February 18, 2026;
- Pre-Development Storm Drainage Plan, prepared by Urbantech Consulting, dated March, 2025, updated February 18, 2026;
- Preliminary Storm Servicing Plan, prepared by Urbantech Consulting, dated March, 2025, updated February 18, 2026;
- Stormwater Management Pond Plan, Urbantech Consulting, dated March 2025, updated February 18, 2026;
- Preliminary Water Servicing Plan, prepared by Urbantech Consulting, dated March, 2025, updated February 18, 2026;
- Phase 1 Environmental Site Assessment, prepared by Pinchin Environmental, dated July 3, 2009;
- Phase 2 Environmental Site Assessment, prepared by AEL Environment, dated December 16, 2013;
- Phase 2 Environmental Site Assessment Update, prepared by AEL Environment, dated October 3, 2014;
- Supplemental Phase 2 Environmental Site Assessment Landfill Test Pitting Program, prepared by AEL Environment, dated August 26, 2014;
- Final Remedial Investigation, prepared by Pinchin Environmental, dated November 11, 2020;
- Phase 1 Environmental Site Assessment - Area 1, prepared by DS Consultants Ltd., dated July 15, 2022;
- Phase 2 Environmental Site Assessment - Area 2, prepared by DS Consultants Ltd., dated July 18, 2022;
- Area 1 Record of Site Condition B-403-8196304305, prepared by the Ontario Ministry of the Environment, Conservation and Parks, dated December 15, 2022;
- Area 2 Record of Site Condition B-403-6246094168, prepared by the Ontario Ministry of the Environment, Conservation and Parks, dated March 26, 2024;
- Area 3 Record of Site Condition B-403-6303613911, prepared by the Ontario Ministry of the Environment, Conservation and Parks, dated October 28, 2024.
- Area 4 Certificate of Property Use 6872-DAAHFK, prepared by the Ontario Ministry of the Environment, Conservation and Parks, dated May 28, 2025.
- Area 6 Certificate of Property Use 7671-DP7MWX, prepared by the Ontario Ministry of the Environment, Conservation and Parks, dated February 24, 2026.

Discussion

Planning Policy

Planning Staff has prepared a comprehensive policy analysis of the applicable Provincial, Regional and Local planning policies that apply to the development applications. Appendix 2 to this Report includes a policy analysis of the Planning Act, Provincial Planning Statement and the Region of Halton Official Plan. Planning Staff is of the opinion that the proposed development is consistent with the Provincial Planning Statement and conforms to the Region of Halton Official Plan, subject to the Official Plan Amendment and implementing Zoning By-law Amendment which includes Holding provisions.

Redevelopment of the subject lands has been considered through planning policy work for more than a decade. Appendix 3 to this Report includes an overview of key reports presented to both Town of Milton Council and Regional Council outlining consideration of the subject lands through various planning policy studies and/or Official Plan Review processes. A summary of these reports is provided below.

The subject lands were first formally identified for an employment conversion dating back to a Town Staff report from September 2014, when the Town of Milton was completing a comprehensive review of employment and commercial/retail land needs. A subsequent employment land needs assessment, completed in 2016 by the Town of Milton, recommended that the subject lands be converted for redevelopment. Further, in 2019, in response to the Town's comments on the proposed Amendment to the (former) Growth Plan for the Greater Golden Horseshoe, the subject lands were removed from the Provincially Significant Employment Zone (PSEZ) mapping, a tool that was previously used by the Province to identify and protect employment areas from being converted to non-employment uses.

In addition to the above, in 2019 Halton Region Staff presented a progress update on the integrated growth management strategy for the Region and highlighted the principles under which employment conversions would be assessed. In mid-2020, Halton Region Staff released a Regional Urban Structure Discussion Paper that discussed, amongst other sites, the conversion potential of the subject lands and established principles with criteria to evaluate all employment conversion requests. The principles were as follows:

- Principle 1: Employment Land Supply criteria included current context, future potential, strategic parcel supply and land budget implications.
- Principle 2: Demonstrated Need criteria included strategic location, strategic opportunity and specific conditions & constraints.

Discussion

- Principle 3: Employment Area Viability included locational impacts, compatibility and continued function & expansion.
- Principle 4: General Considerations included cross-jurisdictional issues to consider, supporting infrastructure & facilities, other regional requirements and local support.

All four of the above-mentioned principles had to be met for Halton Region Staff to support a conversion request. Halton Region Staff were satisfied that the subject lands met the principles and criteria above, and supported the employment conversion request.

On July 7, 2021, following the completion of the above-noted Regional Official Plan review of the ROP. Regional Official Plan Amendment No. 48 (ROPA 48) was adopted by Halton Region Council. ROPA 48 identified a new regional urban structure and provided direction on, among other things, a limited number of Employment Area conversions to support mixed-use development within certain local strategic growth areas. On November 10, 2021, the Minister of Municipal Affairs and Housing issued approval of ROPA 48, and it subsequently came into effect.

One of the ROPA 48 Employment Area conversions included the property located at 150 Steeles Avenue East, also referred to as the Meritor. ROPA 48 removed the Employment Area designation from the property at 150 Steeles Avenue East meaning that the property would no longer be protected for employment uses and could be considered for mixed-use redevelopment.

Town of Milton 1996 Official Plan

The development applications were deemed complete on April 25, 2025, which means that the 1996 Town of Milton Official Plan ('Town's 1996 Official Plan'), as amended, is the applicable Official Plan for these applications and is reviewed throughout this section of the Report.

Planning Staff note that on December 22, 2025, the Minister of Municipal Affairs and Housing approved, with modifications, Part I of Town's new Official Plan. Part II of the Town's new Official Plan is being brought forward for Town Council adoption on June 22, 2026, and will subsequently be sent to the Ministry of Municipal Affairs and Housing for approval. Parts I and II of the Town's new Official Plan are discussed in the next section of this Report.

Schedule 1 - Town Structure Plan in the Town's 1996 Official Plan identifies the subject lands as being within the Town's Urban Area and Built Boundary.

Discussion

Section 2.1.3 of the Town's 1996 Official Plan establishes the municipal structure and community context. Section 2.1.3.2 of the Town's 1996 Official Plan includes an overview of the vision for the Urban Area, and the relevant subsections are reproduced below.

2.1.3.2 Urban Area

The Town's urban area consists of the original historic Town site as defined through regionalization in 1974 and subsequently expanded by the Halton Urban Structure Plan (ROPA 8) in 1995 and the Sustainable Halton Plan (ROPA 38) in 2009. The urban area encompasses a full range of residential, commercial, industrial/employment, institutional and open space land uses. It is intended to be the focus of urban development over the life of this Plan.

Higher density mixed use development is generally directed to the Urban Growth Centre. The Urban Growth Centre for the Town is generally centred along Main Street, in the easterly area of the Central Business District and is a focal area for investment in institutional and Region-wide public services, as well as commercial, recreational, cultural and entertainment uses. It is to be planned as a vibrant high density, mixed use regional centre supported by a full range of public and complementary services and major transit infrastructure. It will accommodate and support a significant share of population and employment growth as well as major transit infrastructure to be achieved over the life of this Plan. The majority of the Town's intensification will be directed to the Urban Growth Centre, particularly to the Major Transit Station Area, located around the existing GO Station. The Urban Growth Centre/Major Transit Station Area is identified as a Protected Major Transit Station Area in the Regional Official Plan pursuant to Section 16 (16) of the Planning Act.

Additional mixed use development at higher densities is planned to occur within secondary mixed use nodes, located at significant intersections, and along intensification corridors, located along major transit routes. These areas will accommodate a full range of complementary uses which support the population at both the individual neighbourhood and community levels.

Milton's residential neighbourhood areas make up a significant proportion of the Urban Area. These areas comprise Mature Neighbourhoods Areas, developing residential areas, and planned residential areas that are intended to accommodate a wide range of residential uses and forms.

INTENSIFICATION CORRIDORS *means Strategic Growth Areas identified along major roads, arterials or higher order transit corridors that have the*

Discussion

potential to provide a focus for higher density mixed use development consistent with planned transit service levels.

2.1.4 Growth Management

2.1.4.1 In accordance with the policies of the Growth Plan for the Greater Golden Horseshoe, the policies of this Plan are intended to plan and manage growth and support the development of a compact, vibrant and complete urban community while protecting and preserving the surrounding agricultural and natural heritage landscapes.

2.1.4.2 This Plan contains policies to guide land use planning and development decisions through to the 2031 horizon year based upon the following population and employment targets:

Figure 1 – Population & Employment Targets

Population		Employment	
2006	2031	2006	2031
56,000	238,000	28,000	114,000

These targets are to be accommodated within the urban area as depicted on Schedule "B" to this Plan by the planning horizon year of 2031.

2.1.4.3 Between the years of 2015 and 2031, a minimum of 5,300 new housing units are to be added within the built boundary shown on Schedule "K" to this Plan.

The Town's 1996 Official Plan directs the majority of intensification to the Urban Growth Centre which is generally the area around the Milton GO Station and Downtown area. Additional higher-density mixed use developments are also anticipated to occur at other locations, such as in strategic growth areas and along intensification corridors. The subject lands are identified as employment strategic growth area in the Town's 1996 Official Plan, however ROPA 48 removed the subject lands from the employment area in order to facilitate mixed-used development and this is being implemented in the Town's new Official Plan, as discussed in the next section of this Report.

The Town's 1996 Official Plan aims to achieve a minimum of 5,300 new housing units between 2015 and 2031 within the built boundary. As noted above, the subject lands are within the Town's built boundary. Phase 1 of the proposed development includes 1,065 residential units and 522 square metres of commercial gross floor area. According to the Planning Rationale Report submitted to support the development applications, Phase 1 of the proposed development would accommodate up to 2,061 people and 12 jobs (based on

Discussion

assumptions from Hemson's Land Needs Assessment for Halton Region (2022) and Town of Milton Development Charges Background Study (2021)).

Section 2.1.6 of the Town's 1996 Official Plan includes policies that address intensification and development in strategic growth areas. Intensification is defined as:

Intensification means the development of a property, site or area at a higher density than currently exists through:

- a) Redevelopment, including the reuse of brownfield sites;*
- b) The development of vacant and/or under-utilized lots within previously developed areas;*
- c) Infill development; or*
- d) The expansion or conversion of existing buildings.*

2.1.6.3 Intensification and the development of Strategic Growth Areas shall be promoted to achieve the following objectives:

- a) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable;*
- b) To provide opportunities for more cost-efficient and innovative urban design;*
- c) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;*
- d) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods;*
- e) To create a vibrant, diverse and pedestrian-oriented urban environment;*
- f) To cumulatively attract a significant portion of population and employment growth;*
- g) To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;*
- h) To support transit and active transportation for everyday activities;*
- i) To generally achieve higher densities than the surrounding areas;*

Discussion

- j) To achieve an appropriate transition of built form to adjacent areas;*
- k) For Major Transit Station Areas, Intensification Corridors and Secondary Mixed Use Nodes:*
 - i. to achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service; and,*
 - ii. to achieve a mix of residential, office, institutional and commercial development, where appropriate;*

2.1.6.5 It is the policy of the Town to:

- b) Provide opportunities for further intensification within Intensification Corridors and Secondary Mixed Use Nodes in accordance with the policies of this Plan;*
- c) Encourage alternative and innovative forms of housing, including those that support Affordable Housing and, in particular, high density housing types that can accommodate a range of household types;*
- d) Direct development with higher densities, including mixed uses and transit-supportive land uses to Strategic Growth Areas;*
- f) Ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design;*
- g) Prohibit site-specific Official Plan or Zoning By-law amendments to reduce development density within an Strategic Growth Area except through a review of the Local Official Plan or a review of the Area Specific Plan for the Strategic Growth Area and only where it is demonstrated that the change will not impact the ability to achieve the targets in Table 2b of the Regional Official Plan;*
- h) Promote development densities that will support existing and planned transit services;*
- k) Adopt parking standards for Strategic Growth Areas that promote the use of active transportation and public transit;*

Discussion

- p) The introduction of a new Strategic Growth Area or an existing Strategic Growth Area or Major Transit Station Area shall require the preparation of detailed official plan policies or an Area-Specific Plan in accordance with the Regional Official Plan and Section 2.11 (Community Improvement) or Section 5.4 (Secondary Planning Process) of this Plan, and incorporating the following:*
- i. a transportation network designed to integrate active transportation, local transit services and inter-municipal/interregional higher order transit services;*
 - ii. urban design guidelines to promote active transportation and transit-supportive land uses;*
 - iii. a demonstration of the regard for the Regional Healthy Community Guidelines;*
 - iv. a network of active transportation facilities that serves a transportation function and provides convenient access to Strategic Growth Areas and transit routes; and*
 - v. any requirements for the preparation of detailed policies or an Area Specific Plan for a Major Transit Station Area as set out in the Regional Official Plan.*
- q) Co-ordinate Regional and Town capital infrastructure projects to support intensification; and,*
- r) Encourage the timely and co-ordinated provision of Regional water and wastewater servicing and transportation infrastructure to support intensification.*
- s) Promote the use of rehabilitated brownfield and greyfield sites for residential intensification.*
- t) Encourage the early introduction of transit service in Strategic Growth Areas and support Strategic Growth Areas by extending transit services to Strategic Growth Areas and areas where transit-supportive densities will be achieved.*

Development on the subject lands is considered intensification in accordance with the definition in the Town's 1996 Official Plan. The proposed development conforms with the intensification policies and policy objectives for strategic growth areas. A Comprehensive

Discussion

Development Plan, as required in the policy framework, was submitted to support the development applications and demonstrate how the Official Plan policies have been met for development in strategic growth areas.

As noted in the policy framework, strategic growth areas stipulate growth within such areas will be the highest priority for intensification and will accommodate a significant proportion of population and employment growth. The policy framework supports the rehabilitation of former brownfield sites as well. The proposed development and policy framework for future phase 2 applications includes a mix of permitted uses in a pedestrian-oriented, compact built form. The proposed development has also carefully considered the existing residential uses to the east and includes adequate transition to higher built heights towards the centre of the subject lands.

The proposed density will support existing and planned transit, while also creating opportunities to expand transit service within the subject lands through the creation of new public roads that have the capacity to accommodate public transit in the future. The Town's 1996 Official Plan policies are clear that existing transit service is not a required precondition for growth in strategic growth areas, however the policies encourage early introduction of transit service and road networks that can accommodate expanded transit service if available. The proposed public roads also provide for active modes of travel within and throughout the subject lands. The proposed development also includes a variety of new community amenities, including 1.29 hectares of parks and open spaces and multi-use trails.

Development of the subject lands will be serviced by municipal water and wastewater services. A new public stormwater management pond will service the entirety of the subject lands and also connects to the multi-use trail system adjacent to the Regional Natural Heritage System.

Section 2.2 of the Town's 1996 Official Plan includes environmental policies. The policies aim to identify, preserve and enhance the natural areas and ecosystems, while ensuring the protection of life and property. Section 2.2.3 includes strategic policies that apply to the environment and the relevant sections have been included below.

2.2.3.1 Development that is environmentally and economically sustainable and uses that strive to enhance the natural environment will be encouraged.

2.2.3.4 Development will be limited to lands that are environmentally suited for the proposed use, considering the safety and health of the user, and negative effects on the natural environment. When required by this Plan, by Council, or by the Region, an environmental impact assessment will be conducted as part

Discussion

of a development application. These studies will satisfy the Region's and Conservation Authority's Environmental Impact Assessment requirements.

2.2.3.6 The focus of the Natural Heritage System for the Town of Milton is to protect and enhance natural features and areas and their ecological functions, including those set out in Section 4.8.1.3 of this Plan.

2.2.3.7 The boundaries of the Natural Heritage System on Schedules "A" and "B" shall be used as a basis for the preparation of the Zoning By-law provisions which will implement the policies of this Plan. Refinements to the boundaries of the Natural Heritage System shall occur in accordance with Section 4.9.3.12 of this Plan. Where such changes occur, the appropriate abutting land use designation shall apply and the Zoning By-law shall be amended accordingly. The Official Plan and the implementing Zoning By-law shall be amended to incorporate more detailed mapping when it becomes available.

A portion of the subject lands is located within the Natural Heritage System as identified on Schedule 1: Town Structure Plan in the Town's 1996 Official Plan. The boundaries of the Natural Heritage System, and the required 15-metre buffer, were established through a zoning by-law amendment approved by Council on December 18, 2023 (By-law 099-2023). A Comprehensive Environmental Management Study was completed to support the above-noted rezoning. In addition to the above, an Environmental Impact Assessment was also submitted to support the development applications.

A substantial area within the Natural Heritage System has been remediated to remove contaminants and woodland restoration and a recreated wetland have been completed. The remediation of the subject lands, including the Natural Heritage System area, supports the policy objectives of preserving natural areas and ecosystems, encouraging private conservation efforts, promoting the conservation of natural resources and enhancing the natural environment.

Section 2.3.3 of the Town's 1996 Official Plan addresses environmental control policies that aim to prevent or minimize adverse effects of development on the related environmental processes. Policies that speak to forestry, noise and vibration and site contamination are addressed in this section and the relevant policies for the proposed development have been reproduced below.

2.3.3.2 The Town shall require, in all land use designations, as a condition of development, the protection, maintenance and enhancement of significant woodlands or individual trees, to the maximum degree possible in accordance with the Environmental Management policies of Section 2.2 of this Plan.

Discussion

Specifically, no development or site alteration shall be permitted within significant woodlands unless it has been demonstrated that there will be no negative impacts on the feature or its ecological functions.

As noted above, a substantial portion of the Natural Heritage System has been remediated and woodland restoration works have been completed on the subject lands. The woodland restoration included the planting of non-invasive tree and plant species, reviewed by Conservation Halton and Town of Milton. No development will be permitted within the Natural Heritage System or the 15-metre buffer area.

2.3.3.16 Proposed development adjacent to railway lines or railway yards will be required to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies to the satisfaction of the Region, the Town and the authorized review agency and in consultation with the railway agency, and to implement the study recommendations as approved, including mitigation measures and the restriction of new residential and other sensitive land uses:

- a) noise studies, if the development is within 300 metres of the railway right-of-way or 1000 metres of a railway yard;*
- b) vibration studies, if the development is within 75 metres of the railway right-of-way or railway yard;*

2.3.3.17 Any mitigation measures, including noise and vibration control measures required as a result of studies in Section 2.3.3.16 of this Plan, where approved by the Town in consultation with the authorized review agency and the appropriate railway, shall be included in a subdivision agreement or site plan agreement.

2.3.3.18 The Town shall, despite the inclusion of the recommended mitigation measures, including noise and vibration control features, require the development proponent to advise purchasers or tenants that noise or vibration may interfere with some activities of occupants.

2.3.3.19 Proponents of sensitive land uses in proximity to industrial, transportation and utility sources of noise, vibration, odour and air pollutants shall be required to submit appropriate studies and undertake necessary mitigating actions in accordance with the Region's Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines, and any applicable Ministry of the Environment guidelines. Specifically, an air quality study based

Discussion

on Regional guidelines for development proposed within 150 metres of a Provincial Freeways or within 30 metres of Major Arterial roads as shown on Schedule "E" or Schedule "F" of this Plan. The study will be evaluated by the Town, in consultation with the authorized review agency and will indicate the total noise impact and recommend noise control measures.

2.3.3.22 The Town shall, in considering residential development proposed for a site which is in proximity to existing stationary sources of noise, have regard for the effect of the noise and only permit the development if the attenuated noise levels would continue to be in compliance with the current Regional and Ministry of Environment guidelines.

To support the development applications, the applicant submitted a Noise Impact Study and a Compatibility Mitigation Study, Air Quality Study. These studies have been subject to an external third-party peer review by WSP.

There is one site in proximity to the subject lands that has raised concerns about the proposed development and the Applicant/consultants and the industrial operator/their consultants are working together to determine appropriate mitigation measures for the Phase 1 proposed development. In this regard, the proposed Zoning By-law Amendment includes Holding provisions to address the outstanding matters for noise and land use compatibility prior to any development occurring. This is further discussed in the Issues of Concern section of this Report.

2.3.3.23 The Town shall only consider development proposals after the proponent undertakes a process in accordance with the Region's Guidelines (Protocol) for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites and any applicable Provincial legislation, regulations and guidelines to determine whether there is any potential contamination on the site and the steps necessary to bring the site to a condition suitable for its intended use.

2.3.3.24 The Town may only permit development upon determination that the development site complies with Provincial guidelines, Regional standards and other requirements regarding soil and ground water quality. Any studies required to allow the Town or Region of Halton to evaluate the level of risk will be prepared by qualified professionals retained and paid by the proponent to the satisfaction of the Town and will be in accordance with all Ministry of the Environment guidelines and Regional protocols.

Discussion

Since 2023, the subject lands have undergone significant remedial efforts to address contamination issues caused by the former industrial uses on the site. As noted in the Planning Rationale Report submitted to support the development applications, the remedial efforts to date include the removal of 20,000 truckloads of materials, 22,460 tonnes of concrete recycled, 3 acres of woodland and wetland restored and 6,500 native species planted.

Several Environmental Site Assessments ('ESAs') have been prepared for the subject lands. To complete the ESAs, the subject lands were divided into six areas. For the 150 Steeles Avenue property, there are 5 areas (Areas 1-4 and 6, Area 5 was combined with Area 4) and one area on the property at 248 Martin Street. With respect to the 150 Steeles Avenue property, Areas 1, 2 and 3 have been remediated to standard and the Ministry of Environment, Conservation and Parks ('MECP') have issued Records of Site Condition to this effect.

Areas 4 and 6 have completed Risk Assessments to the satisfaction of the Ministry, and each have been issued a Certificate of Property Use that recognizes risk management measures that must be followed to safely manage hazards left on the site. Area 6 is wholly contained within the Natural Heritage System, however Area 4 includes lands identified with development blocks, public right-of-ways, stormwater management pond and parkland. Area 4 is subject to ongoing monitoring that, once complete, is anticipated to be remediated to standard. Given that Area 4 includes lands that will become public lands, once the monitoring is complete the Owner will be required to remove the Certificate of Property Use and apply for an updated Record of Site Condition to the MECP, demonstrating that the lands have been remediated to standard.

Section 2.4 of the Town's 1996 Official Plan includes policies that address economic development. Section 2.4.2.6 speaks to the role of the Central Business District and supporting the retail sector and reads as follows:

2.4.2.6 To support the retail sector and its role in anchoring the Central Business District and the Hamlet Areas.

The subject lands are located within walking distance of the Town's Central Business District (Downtown Area), an area that is constrained for development opportunities due to being located within a floodplain. The proposed development will provide for growth that can support the local businesses and retail sector located in the Central Business District.

The proposed mixed-use development also includes commercial-retail gross floor area to support the creation of jobs on the subject lands. Phase 1 includes 522 square metres (5,619 square feet) of commercial retail gross floor area that is anticipated to generate up to 12 jobs.

Discussion

Further, the policy framework established for Phase 2 requires a minimum of 3,278 square metres (35,284 square feet) of commercial retail gross floor area that is anticipated to generate at least 74 jobs. At full buildout, the development will provide for at least 3,800 square metres (40,903 square feet) of commercial retail gross floor area and at least 88 jobs.

Section 2.5 of the Town's 1996 Official Plan includes policies that apply to community and cultural services and the relevant policies are included below.

2.5.2.4 To develop a trail network for the Urban Area that will link all residential areas, employment areas, the Central Business District and the Town's major open space system.

2.5.2.5 To ensure that the planning, location and design and programming of recreation facilities and park amenities is co-ordinated with the location of public and separate schools and other community facilities such as museums and day-care centres and that new community facilities are planned, located and designed such that they can be adapted readily to alternative and expanding public uses as the community's needs change.

The proposed development includes a variety of new community amenities, including 1.29 hectares of parks and open spaces. Phase 1 includes the Community Green (1.04 hectares) that will become public parkland area. The proposal also includes a Green Spine that is anticipated to provide a network of programming such as multi-use open spaces, seating areas, recreational activity and play areas and active pathways. The Green Spine also includes multi-modal connections between Steeles Avenue and Martin Street through the subject lands and through the creation of a new Valleyside Trail. The Valleyside Trail will be a public multi-use pathway that is generally located abutting the Natural Heritage System buffer block. The proposed development also includes a connection to the Martin Street Public School, through a future connection within the Town-owned old railway corridor.

Section 2.6 of the Town's OP includes policies that address functional community services related to the transportation network, water and wastewater systems, stormwater management, utilities and telecommunications and waste management. Below are the relevant policies that apply to development on the subject lands.

2.6.2.1 To provide a safe, convenient, affordable, efficient and energy-conserving transportation system, while minimizing the impact on the environment.

Discussion

2.6.2.5 To ensure that all development is controlled using environmentally sustainable stormwater management approaches to support the protection of ground and surface water quantity and quality.

2.6.2.8 To require all development to have regard to policies and guidelines of the Region and Ministry of the Environment regarding land use compatibility.

2.6.3.8 The Town may require as a condition of approval of any new development, creation of new lots, or redevelopment that sufficient lands are conveyed to the Town, the Region of Halton or the Province of Ontario as applicable, to provide the road right-of-way width established in Table 2 and Table 2A. In the acquisition of these rights-of-way, lands will generally be acquired on either side of the centre line of the original road allowance. All new and reconstructed transportation facilities within the Niagara Escarpment Plan Area shall be designed and located to minimize the impact on the Escarpment environment consistent with the policies of the Niagara Escarpment Plan. Exceptions to this could occur where it is not possible to acquire right-of-ways due to constraints beyond the Town's control or where an Environmental Assessment or functional design study recommends an asymmetric alignment." after the sentence ending with the phrase "original road allowance.

2.6.3.33 Planning for the Town's wastewater and water systems shall be based on the assumption that development in the Established Urban Area shall only be permitted to the limit of the capacity of the existing wastewater and water systems. Additional development beyond the capacity of these systems in the Established Urban Area, and new development in the HUSP Urban Area as designated on Schedule "B", shall only be permitted when additional wastewater and water capacities have been developed. Facilities required for water and wastewater systems shall be permitted in any land use designation.

2.6.3.34 All development and redevelopment in the Urban Area shall be connected to the municipal wastewater and water systems, provided that adequate capacity at the water and wastewater treatment plants is available.

2.6.3.39 The Town may only permit development upon determination that the development site complies with Provincial guidelines, Regional standards and other requirements regarding soil and ground water quality. Any studies required to allow the Town or Region of Halton to evaluate the level of risk will be prepared by qualified professionals retained and paid by the proponent to

Discussion

the satisfaction of the Town and will be in accordance with all Ministry of the Environment guidelines and Regional protocols.

The proposed development provides for multi-modal transportation connections and linkages, including walking, cycling, and public transit connections. As noted previously, the proposed roads have the ability to accommodate public transit, if it becomes available through the subject lands in the future. A Transportation Impact Study ('TIS') was submitted to support the development applications. Among detailing the transportation connections described above, the TIS also addressing internal parking and loading functions in order to provide adequate off-street parking and loading facilities.

The proposed development will be serviced by municipal water and wastewater services, following infrastructure upgrades. The proposed public stormwater management pond will improve water quality and quantity by treating captured stormwater before it is released into local waterways.

Section 2.7 of the Town's 1996 Official Plan sets out the housing policies relevant to this proposal, which are reproduced below.

2.7.3.1 Housing targets for the Urban Area shall be in accordance with the following:

- a) that at least 50 per cent of new housing units produced annually be in the form of townhouses or multi-storey buildings; and*
- b) that at least 30 per cent of new housing units produced annually be Affordable Housing.*

The Town shall establish, in conjunction with the Region, annual targets for the production of housing units by density, type and affordability specific to the Town, based on the Regional targets.

2.7.3.3 All proposals for residential development in the Town will be assessed relative to the Town's ultimate housing targets relating to type and tenure, as well as affordability. While not every proposed infill development or subdivision will be expected to reflect the housing targets, every development application will be reviewed in relation to the approved Secondary Plan for that area in order to determine its contribution to the housing targets and to ensure that a full range and mix of housing types can be provided in each development phase.

Discussion

2.7.3.14 Infill development and redevelopment of sites and buildings through intensification, will be considered based on conformity with all of the following criteria:

- a) the proposed development meets locational criteria in the Official Plan;*
- b) the existing hard infrastructure, including wastewater and water services, can support additional development;*
- c) the required parking can be accommodated;*
- d) the local road network can accommodate any additional traffic;*
- e) compliance with the zoning by-law;*
- f) compatibility with the existing development standards and physical character of the adjacent properties and the surrounding neighbourhood; and*
- g) recognition of the flood susceptibility in the urban core.*

The subject lands are located within the Built Boundary and Urban Area in the Town's 1996 Official Plan. The subject lands are also identified as a strategic growth area, which are areas intended to accommodate mixed-use development with a range of densities. The proposed development on the subject lands is considered intensification and infill and has provided adequate transition to existing residential uses. The proposed development includes both townhouse and multi-storey buildings with a range of unit types.

A number of technical studies have been prepared to support the proposed development, including the Functional Servicing Report and Traffic Impact Study (reviewed by both Halton Region and Town of Milton and subject to peer review). The proposed development will be serviced with municipal water and wastewater. A number of new public roads are included within the subject lands connecting to both a local and regional road. The majority of parking for the development will be provided in underground parking structures.

Section 2.8 of the Town's 1996 Official Plan includes policies that address urban design and the relevant subsections are identified below.

Objectives

2.8.2.2 To achieve a consistently high standard of design in the built environment that is complementary to and compatible with existing development and the Town's natural and cultural heritage in all areas including site, building and landscape design.

Discussion

2.8.2.3 To develop an active and attractive network of urban spaces by ensuring mutually supportive relationships between those open spaces and the built forms which enclose them.

2.8.2.6 To achieve barrier-free access to public and publicly-accessible places for all residents by considering the full range of human abilities and impairments in the design of the built environment.

2.8.2.9 To consistently apply human scale design principles in urban design, such that buildings, spaces, and facilities accommodate various human dimensions, mobility and strength.

2.8.2.11 To achieve a varied pattern of built form which supports and enhances the urban experience through architectural design which addresses both aesthetic and functional requirements.

2.8.2.12 To achieve a complementary relationship between new buildings and existing buildings, while accommodating a gradual evolution of architectural styles, as well as accommodating innovative built forms.

2.8.2.13 To enhance the unique character of a district, neighbourhood, grouping of buildings or prominent building.

2.8.2.19 To ensure high quality design is employed in all public facilities and parks and open spaces, which will contribute to an improved urban environment and support opportunities for transit and active transportation.

2.8.2.21 To ensure the safety and security of public and publicly accessible places.

2.8.2.23 To encourage innovation in urban design which contributes to affordability and energy and natural resource conservation.

The Town's 1996 Official Plan includes many design objectives that emphasize the relationship of built form with the public realm. The design objectives aim to obtain a high standard of design in the built environment that is both complementary to and compatible with existing development that contributes to defining a sense of place and identity and providing for public safety and security. The Comprehensive Development Plan, as attached in Appendix 1 to this Report, addresses the urban design objectives above.

Section 2.9 of the Town's 1996 Official Plan includes policies that address safe community design. The relevant strategic policies are included below.

Discussion

2.9.3.2 Design that ensures continuous occupancy of public spaces throughout the daily, weekly and seasonal cycles by encouraging the proximity of spaces, activities and institutions which provide public presence at various times, such as community rooms and retail shops adjacent to apartment lobbies, will be encouraged.

2.9.3.6 All development applications in the Urban Area will be reviewed in order to promote a sense of community ownership for public and publicly accessible spaces, including open spaces and parking areas, by encouraging design which maximizes use, control and surveillance by the occupants of adjacent buildings, as well as frequency of use by the public.

2.9.3.7 All publicly accessible spaces are to be located near public roads, transit stops or other active spaces to facilitate public surveillance.

2.9.3.15 Design which promotes a sufficient number of clearly identified exits from public and publicly-accessible spaces in order to preclude entrapment or the perception of entrapment, will be encouraged.

2.9.3.16 Both public and private signage will be designed and installed in a manner which enhances both the safety and security aspects of the relative space.

A number of studies including a Wind Study, Comprehensive Development Plan (including Sun-Shadow Analysis) and Environmental Noise Study have been prepared to support the development applications. The proposed development has been designed with consideration for safe wind, noise and shadow conditions throughout the Phase 1 area in order to minimize potential hazardous conditions.

The proposed development has also been designed with regard for Crime Prevention through Environmental Design ('CPTED') principle and implements passive surveillance opportunities, where possible, through the integration of setbacks, trees and landscaping features as well as continuous street walls. Through future applications for Site Plan Approval, the Town will require Photometric Plans to address the provision of adequate lighting and visibility between both outdoor and indoor areas. In addition, the proposed built form adequately coordinates open space and built form to ensure street frontages are activated and located to adjacent open spaces, where possible.

The Residential Area designation applies to the three smallest properties of the subject lands that have frontage on Martin Street. These properties are also identified as being within a mature neighbourhood area in the Town's 1996 Official Plan and Town of Milton Urban

Discussion

Zoning By-law 016-2014, as amended. Section 3.2.1 includes policies that apply to intensification in the Residential Area designation and policies that apply to mature neighbourhood areas. The relevant policies from Section 3.2.1 have been reproduced below.

3.2.1.2 Intensification within the "Residential Area" designation is encouraged within the built-up area and is generally directed to the Strategic Growth Areas and to nodes and corridors as identified on Schedule "K" and in Section 2.1.6 of this Plan. Residential intensification shall generally take the form of medium and high density residential uses in accordance with policies 3.2.3.1, 3.2.3.2, 3.2 and 3.3 of this Plan and shall be guided by the following:

- a) The character of adjacent established residential neighbourhood will be respected in terms of height, massing and setbacks;*
- b) Buildings shall be stepped back, terraced or setback to maintain appropriate transition and relationship between the different built forms;*
- c) Rear or side yards abutting existing residential development shall be designed to include fencing and landscaping and other design features to mitigate noise, light and visual impacts;*
- d) The development shall not cause traffic hazards or an unacceptable level of congestion on surrounding roads;*
- e) The site shall be easily accessible by public transit;*
- g) Surface parking shall be discouraged; and,*
- h) Impacts on adjacent properties resulting from grading, drainage, service area locations, access and parking shall be minimized.*

Residential Infilling policies

3.2.1.3 Residential intensification outside of Strategic Growth Areas will generally occur through infilling that is compatible with and respectful of the existing character of the residential neighbourhood areas.

3.2.1.4 Infill residential development within the urban area on Schedule "B" shall be compatible with the established land use pattern of the surrounding area in terms of dwelling unit type, lot size and configuration and building size and design.

Infill residential developments proposing other forms of housing may be considered provided that:

Discussion

- a) the bulk, scale, massing and height of the project is compatible with the surrounding area;*
- b) setbacks, building orientation and separation distances are consistent with the surrounding neighbourhood;*
- c) densities are compatible with the surrounding area; and*
- d) the Community-wide policies of Section 2.0 of this Plan are met.*

Mature Neighbourhood Areas

3.2.1.8 Proposed development in the form of new housing, replacement housing, and additions and alterations within Mature Neighbourhood Areas may be permitted provided they are compatible and respectful of the character of the neighbourhood by incorporating scale, massing, building height, and other characteristics that are prevalent in the Mature Neighbourhood Area.

3.2.1.9 Proposed development should be generally consistent with the setbacks, orientation and building separation distances within the Mature Neighbourhood Area. Landscaping and fencing is encouraged to maintain established aesthetics and privacy.

3.2.1.10 Mature Neighbourhood Areas shall be identified in the Town's Zoning By-law. The implementing Zoning By-law shall further detail appropriate standards for new development within Mature Neighbourhood Areas, including lot coverage, lot frontage, and building height and setbacks, among other standards.

***Mature Neighbourhood Area** means an older residential area within the Residential Area designation, as identified in the implementing Zoning By-law, characterized by predominantly single-detached dwellings generally on large lots, and other built and natural qualities that collectively provide a distinct and recognizable character.*

As noted above, three of the four properties that form the subject lands are designated Residential area. As shown on the Draft Plan of Subdivision, the property at 314 Martin Street will form part of the public right-of-way that connects to Martin Street, as well as portions of the properties located at 248 and 250 Martin Street. The other portions that are not part of the right-of-way are identified as Reserve Block (Block 9) and Future Residential (Block 8) on the Draft Plan of Subdivision. The proposed Official Plan Amendment permits a maximum of two storeys on the Reserve Block and a maximum of four storeys on the Future Residential Block. Given that no built form is proposed at this time for Blocks 8 and 9, the proposed

Discussion

Zoning By-law Amendment applies the Future Development (FD) zone to these blocks, which means that a future Zoning By-law Amendment application(s) and supporting studies and documents, including a public consultation process, will be required before any development can proceed.

The property located at 150 Steeles Avenue is not within the mature neighbourhood area but share a property line with the rear yards of those existing residential dwellings that front onto Martin Street. The proposed development provides for adequate transition to existing residential dwellings on Martin Street by providing for townhouse dwellings with rear yards that abut existing rear yards. Through the detailed design of the subdivision and future site plan applications, landscaping and fencing requirements will be addressed.

Schedule B - Urban Area Land Use Plan in the Town's 1996 Official Plan designates most of the 150 Steeles Avenue property as Business Park Area and the policies regarding development in this designation are provided below.

3.8 Business Park Area

3.8.3.1 Development within areas designated "Business Park Area" within the Established Urban Area on Schedule "B" or within an approved Secondary Plan, shall be permitted subject to:

- a) the provisions of the applicable Secondary Plan as outlined within Part C of this Plan;*
- b) the submission of a development plan which demonstrates that the proposed development can be physically integrated with existing and proposed uses of adjacent lands, including lands outside the Business Park Area designation;*
- c) no outdoor storage being allowed;*
- d) a high quality of landscaped site development particularly adjacent to Provincial Freeways, Highways, Major Arterial, Minor Arterial or Multi-Purpose Arterial roads;*
- e) the proposed development complies with the Community-wide policies of Section 2.0 of this Plan; and,*
- f) applicants can demonstrate that there is adequate wastewater and water treatment capacity to accommodate the proposed use.*

The 1996 Official Plan designates the lands at 150 Steeles Avenue as Business Park Area, however this site was removed from the Employment Area designation through ROPA 48,

Discussion

where it was determined that the conversion request met the criteria for employment conversions as set out in the former Growth Plan for the Greater Golden Horseshoe. In a Town-initiated Official Plan Amendment ('OPA 86') approved by Town Council on March 17, 2025, the Town implemented the direction from ROPA 48 and removed the subject lands from the Employment Area overlay in the Town's 1996 Official Plan. The Town's new Official Plan includes an updated Urban Structure and detailed policies that apply to the subject lands and this is discussed in further detail in the next section of this Report.

The Natural Heritage System consists of the Regional Natural Heritage System and the Greenbelt Natural Heritage System. These areas are delineated on Schedules 1, A and B in the Town's 1996 Official Plan. Section 4.8 of the Town's 1996 Official Plan includes policies that address the Natural Heritage System and these are included below.

4.8.1.6 The objectives of the Natural Heritage System are:

- a) To protect, maintain and enhance natural heritage, hydrologic and landform features and functions including protection of habitat for flora and fauna and particularly species at risk;*
- b) To protect, improve or restore the quality and quantity of ground and surface water and the hydrologic functions of watersheds;*
- d) To direct development to locations outside of hazard lands;*
- e) To contribute to a continuous natural open space system to provide continuous corridors and inter-connections between the Key Features and their ecological functions and a visual separation of communities;*
- f) To protect significant scenic and heritage resources and preserve the aesthetic character of natural features;*
- g) To protect or enhance air quality;*
- h) To protect or enhance wildlife habitats and fish habitats;*
- l) To protect or enhance the diversity of fauna and flora, ecosystems, plant communities, and significant landforms;*
- n) To preserve examples of the landscape that display significant earth science features and their associated processes;*
- s) To provide opportunities, where appropriate, for non-intensive, recreational activities.*

Discussion

The proposed development is situated on a brownfield site adjacent to the Regional Natural Heritage System. The southern portion of the subject lands (5.35 hectares/13.22 acres) is within the Natural Heritage System. As noted earlier, the subject lands have undergone extensive remediation efforts since 2023. The remediation included the restoration of a substantial area of the Regional Natural Heritage System on the subject lands which had been negatively impacted by contamination from former industrial uses. On December 18, 2023, Town Council approved a Zoning By-law Amendment to establish the limits of the Regional Natural Heritage System and the limits are reflected in the proposed Official Plan Amendment.

Milton 401 Industrial/Business Park Secondary Plan

As noted previously, the subject lands have been removed from the employment area through ROPA 48. In a Town-initiated Official Plan Amendment ('OPA 86') approved by Town Council on March 17, 2025, the Town implemented the direction from ROPA 48 and removed the subject lands from the Employment Area overlay in the Town's 1996 Official Plan. However, OPA 86 did not update the Milton 401 Industrial/Business Park Secondary Plan to as it relates to the subject lands as this was being reviewed through the Town's Official Plan Review process.

The Town's 1996 Official Plan still shows the subject lands as being within the Milton 401 Industrial/Business Park Secondary Plan. The subject lands are identified as being located on a major arterial road (150 Steeles Avenue East) and contain Natural Heritage System as shown on Schedule C.2.A - Structure Plan in the Milton 401 Industrial/Business Park Secondary Plan.

Schedule C.2.B - Land Use Plan in the Milton 401 Industrial/Business Park Secondary Plan designates the subject lands as Residential Area, Business Park Area and Natural Heritage System. The 150 Steeles Avenue East property is designated Business Park Area and the permitted uses within the secondary plan are the same as those described in the Business Park Area designation in accordance with Sections 3.8.1.1 and 3.8.2 in the Town's 1996 Official Plan. The remaining properties that comprise the subject lands (248, 250 and 314 Martin Street) are designated Residential Area and residential uses are permitted.

The subject lands are also subject to the Special Study Area overlay as shown on Schedule C.2.B. Section C.2.5.12 establishes study requirements that apply to redevelopment of the subject lands.

C.2.5.12 Special Study Area

Discussion

The "Special Study Area" designation for the area bound by Steeles Avenue, Martin Street, the CP Rail line and the CN Rail line on Schedule "C.2.B" is an overlay designation. The lands in this Special Study Area, with the exception of the Natural Heritage System and the Residential Area along Martin Street, have been identified as a Strategic Growth Area on Schedule "K" to this Plan.

Development applications in this area shall be considered premature until the required study is completed.

Further study is required with respect to land use, transportation, servicing and environmental issues prior to redevelopment. Consideration of the introduction of any non-employment uses shall require the completion of a municipal comprehensive review and amendment to this Plan.

The employment conversion of the subject lands was evaluated through the ROPA 48 process. Part 1 of the Town's new Official Plan established a new Urban Structure that identifies the subject lands as the Bronte Steeles strategic growth area and includes implementation policies in Part 2, which is being brought forward for Council adoption on June 22, 2026.

The development applications were submitted during the Town's Official Plan review process and include a comprehensive set of studies that address the policy requirements outlined in the Special Study Area overlay.

On the basis of the above, and in conjunction with the analysis provided in Appendix 2, Planning Staff are of the opinion that the proposed Official Plan Amendment conforms/will conform to the Town of Milton Official Plan.

Town of Milton new Official Plan - Part I and Part II

On December 22, 2025, the Minister of Municipal Affairs and Housing ('MMAH') approved, with modifications, Part I of the Town's new Official Plan. Part II of the Town's new Official Plan is being brought forward for Council adoption on June 22, 2026, and will subsequently be sent to the MMAH for approval. Part II of the Town's new Official Plan will repeal and replace the previous Town of Milton Official Plan, except for secondary plans and the Official Plan Amendments adopted by Council at this Council meeting. Planning Staff note that the proposed Official Plan Amendment will be consolidated in the Town of Milton new Official Plan once it receives Ministerial approval. Below is an overview of the key components of Part I and Part II of the new Official Plan as it relates to the subject lands and the proposed development.

Discussion

Part I of the Town's new Official Plan established a new Urban Structure to accommodate growth and development to the year 2051. Schedule 4 - Urban Structure identifies three Major Urban Centres and these include: Uptown/PMTSA, Downtown and Bronte Steeles. These areas are also identified as strategic growth areas which are intended to be the focus for accommodating population and employment intensification and higher-density mixed uses in a more compact built form. Intensification and development of strategic growth areas is considered the highest priority of urban development.

Part I of the Town's new Official Plan established development density targets for strategic areas that require these areas to provide a minimum density of 100 residents and jobs combined per hectare, with 75 percent residents and 25 percent jobs. The growth targets are measured over the entirety of the strategic growth area.

The subject lands are located within the Bronte Steeles strategic growth area which is envisioned to develop into a mixed-use neighbourhood integrated with the natural environment and complementing Downtown and Uptown. The Bronte - Steeles strategic growth area is intended to achieve a minimum development density of 100 residents and jobs per hectare and an overall proportion of 75 percent resident and 25 percent jobs. The policy framework promotes a range of housing types, and all development proponents are required to submit a Comprehensive Development Plan. Below are the relevant policies that apply to the subject lands:

It is the policy of the Town to:

2.3.2.31 Plan a complete neighbourhood with densities and patterns supportive of active transportation and public transit.

2.3.2.32 Integrate development with the surrounding environmental system to create trails and access to open spaces.

2.3.2.33 Create an open space and active transportation network to provide linkages to adjacent open space areas and Downtown.

2.3.2.34 Ensure development in Bronte - Steeles is accessible by transit.

2.3.2.35 Ensure development is respectful of the function and character of the adjacent Downtown and contributes to its vibrancy.

2.3.2.36 Provide local commercial uses to meet the needs of local residents and employment uses.

The subject lands are within the Bronte Steeles Major Urban Centre, which is recognized as a strategic growth area. The proposed development will intensify the site in a priority area for

Discussion

urban development. The proposed development includes a range and mix of housing types and densities that will support the minimum housing targets and also provides for commercial uses to meet the needs of local residents, with careful consideration being given to supporting the commercial uses in Downtown Area. As noted earlier in this Report, the proposed development has been designed to integrate with the surrounding neighbourhood and Natural Heritage System and includes new parkland areas and active transportation opportunities. While public transit is not proposed through the subject lands at this time, the proposed public roads have been designed to accommodate transit in the future should the Town determine that a route through the subject lands is required.

Part II of the Town's new Official Plan is being brought forward to Council for adoption on June 22, 2026 and it includes the detailed implementation policies for Major Urban Centres. Section 6.2 includes policies that apply to Urban Area land use designations and Section 6.2.3 includes those that apply to the Bronte Steeles Major Urban Centre.

Schedule 13a - Major Urban Centre Land Use Plan in Part II of the Town's new Official Plan designates the subject lands as Bronte Steeles Mixed Use Area and Parks and Open Space. The Bronte Steeles Mixed Use Area designation permits a range of uses including residential, commercial retail, office, institutional, entertainment and recreation, parks and open space. Schedule 13a also identifies the general locations where active uses along the ground floors of buildings are encouraged.

Schedule 13b - Major Urban Centre Heights and Density Limits establish heights and densities from two storeys/2.0 FSI up to 10 storeys/4.5 FSI for Phase 1 of the proposed development on the subject lands. For the portion of the subject lands that are within Phase 2, Schedule 13b identifies heights and densities of 8 storeys/4.0 FSI up to 25 storeys/5.5 FSI. Phase 2 lands require future Zoning By-law Amendment(s) to establish permitted uses and built form and will include the full suite of technical studies and documents to support the any development proposal, including addressing land use compatibility. Schedule 13c - Major Urban Centre Minimum Block Level Densities identifies minimum densities for the subject lands, ranging from 1.0 FSI to 3.0 FSI.

In addition to the above, Schedule 13d - Major Urban Centre Development Blocks identifies the Phase 2 on the subject lands as a development block. The policy framework sets out criteria to be considered and addressed prior to any development being approved.

Below are the policies that apply to development within the Bronte Steeles Mixed Use Area designation.

6.2.3.1 The development proponent shall demonstrate how the development will contribute to achieving the minimum development density target for Bronte-

Discussion

Steeles contained in Table 3, subject to the availability of appropriate infrastructure.

6.2.3.2 The maximum building heights and block-level densities shall be in accordance with Schedule 13b.

6.2.3.3 Active uses on the ground floor of buildings fronting onto streets and public open spaces shall be encouraged.

6.2.3.4 Notwithstanding policy 6.3.3.3, development at street level where primary retail frontage is required, as identified on Schedule 13a, shall conform with policy 6.2.2. 19.

6.2.3.5 The majority of the parking shall be provided in underground parking.

6.2.3.6 All development shall have regard for the general design policies of Section 5.2 of this Plan and applicable urban design and built form guidelines prepared to support development on the area.

6.2.3.7 Development abutting established low-rise residential areas shall be designed in a manner to provide for an appropriate transition and relationship between different built forms; and fencing, landscaping and other design features will be considered to mitigate potential impacts to existing residential uses.

6.2.3.8 Before development applications within the Development Block identified on Schedule 13d can be considered for approval, the development proponent shall submit a Comprehensive Development Plan for the entire Development Block, prepared in consultation with the Town and other relevant stakeholders. The Comprehensive Development Plan shall be prepared in accordance with Section 7.3.4 and shall demonstrate:

- a. how the ultimate build-out of the Development Block will achieve the required minimum block-level density established on Schedule 13c, measured across the site as a whole;*
- b. how the Comprehensive Development Plan responds to any applicable urban design and built form guidelines; and*
- c. how the development will address any infrastructure needs identified by the Town in accordance with policies of this Plan.*

6.2.3.9 Notwithstanding policy 6.3.3.2, the Town may permit a variation of the maximum prescribed building heights and block-level densities for the

Discussion

Mountainview West Development Block through the Comprehensive Development Plan process for the entire Development Block without requiring an amendment to this Plan.

6.2.3.10 Development of sensitive land uses adjacent to major facilities shall be subject to policy 6.2.16 of this Plan.

The proposed Official Plan Amendment introduces a new Specific Policy Area 57 that incorporates the above-noted policies and includes specific policies and considerations that will apply to future proposed development on the Phase 2 lands. Given that that Part II of the Town's new Official Plan is being adopted at the same time as the proposed Official Plan Amendment for the subject lands, Planning Staff have prepared Appendix 5 to this Report that demonstrates how the proposed Official Plan Amendment will be consolidated into the Town's new Official Plan once it receives Ministerial approval.

On the basis of the above, Planning Staff are satisfied that the proposed applications conform/will conform to the Town of Milton Official Plan.

Town of Milton - Mid-Rise and Tall Building Guidelines

On May 7, 2018, Town Council endorsed the Milton Mid-Rise and Tall Building Guidelines (Report PD-022-18) following consultation with the community and the Halton Chapter of the Building Industry and Land Development Association ('BILD'). The Town proactively developed these design guidelines to aid in the integration of these forms of development into the community. They are a recognition of the Province's emphasis on urban intensification and increasing developer interest in pursuing mid-rise and tall buildings in the Town.

By clarifying the Town's expectations for the design of mid-rise and tall buildings, it is intended that the guidelines will assist with the interpretation of Official Plan policies and objectives and provide clear design direction related to building height, massing, transition, sun/shadow impacts and building articulation to promote quality proposals. The guidelines also provide urban design solutions to ensure that mid- and high-density projects will be integrated within the existing neighbourhood context. Developers are encouraged to have regard for the guidelines when preparing their proposals and Planning Staff use the guidelines in evaluating development proposals.

Town of Milton - Sun/Shadow Analysis Terms of Reference

In 2020, Staff prepared a Sun/Shadow Analysis Terms of Reference, that has been provided to all development proponents contemplating mid- and high-rise development proposals to implement in their designs.

Discussion

The Sun/Shadow Analysis Terms of Reference is used to evaluate whether a proposed development causes any undue shadow impacts on the subject lands and the surrounding context including, but not limited to, building facades, private and public outdoor amenity and open space area, public parkland, sidewalks and other components of the public realm. In addition, private realm considerations including front yards, rear yards, windows and rooftop patios are also to be evaluated as well as buildings and/or structures where solar panels have been installed. The Sun/Shadow Analysis Terms of Reference includes criteria with respect to the number of hours of sunlight required for certain aspects of the public realm.

The Sun/Shadow Analysis Terms of Reference requires that shadow impacts be evaluated at the April 21, June 21 and September 21 equinoxes. For proposals near existing solar panels, the December 21 equinox is also to be evaluated to ensure that solar panels receive sunlight for an extended period of the day (minimum 8 hours and may not be consecutive) with shadow impacts not to exceed two consecutive hourly test times on December 21.

Town of Milton Urban Zoning By-law 016-2014, as amended

The subject lands are currently zoned Business Park with a special exception (M1*38), Business Park (M1), Low Density Residential I with a special exception (RLD1*281) and Natural Heritage System (NHS) under the Town's Urban Zoning By-law 016-2014, as amended. The proposed mixed-use development is not permitted under any of the current zones.

The applicant has applied for a Zoning By-law Amendment to rezone the Phase 1 lands to a site-specific Residential Medium Density II (RMD2*380) zone, a site-specific Mixed Use (MU*381) zone and an Open Space 2 (OS-2) zone. The RMD2*380 zone applies to the proposed townhouses and the MU*381 zone applies to the five proposed buildings in Phase 1. The OS-2 zone applies to the stormwater management pond and stormwater management pond buffer blocks. The proposed site-specific Residential Medium Density II and Mixed Use zones include a number of site-specific provisions that address setbacks, parking, building height, landscaping and other provisions to facilitate the proposed development.

The proposed Zoning By-law Amendment also includes several Holdings that apply to the development blocks in Phase 1, and these are summarized below.

- H95 - This Holding provision requires that adequate servicing is demonstrated to the satisfaction of Halton Region and that any required infrastructure upgrades have been scheduled and appropriately phased to align with development. This Holding applies to all development blocks in Phase 1.

Discussion

- H96 - This Holding provision requires the submission of an application for Site Plan Approval to include an updated pedestrian wind study and updated sun shadow analysis. This Holding applies to development blocks 1, 3, 5 and 6 in Phase 1 where the mixed-use and residential buildings are proposed.
- H97 - This Holding provision requires the submission of a revised Environmental Noise Study and land use compatibility and air quality studies, subject to peer review at the Owner's cost, and the implementation of any study recommendations and mitigation measures, if required. This Holding applies to all development blocks in Phase 1.
- H98 - This Holding provision requires the removal of the Certificate of Property Use for Risk Assessment number 7480-CPWHEC, which applies to a central area on the 150 Steeles Avenue site, and an updated Record of Site Condition from the Ministry of Environment Conservation and Parks. This Holding applies to development blocks 3, 5 and 6 in Phase 1.

The Future Development (FD) zone has been applied to all Phase 2 lands and two small blocks adjacent to the access to Martin Street. Any lands within the FD zone will require a future Zoning By-law Amendment to establish permitted uses and zoning provisions, supported by a full suite of technical studies and documents and will include a public consultation process.

No changes are proposed to the limits of the Regional Natural Heritage System and the associated 15-metre buffer on the subject lands as the limits of these features were previously zoned Natural Heritage System (NHS) through By-law 099-2023, which was approved by Town Council on December 18, 2023.

Appendix 6 to this Report includes the proposed Zoning By-law Amendment.

Subdivision Approval

The applicant has also submitted a Draft Plan of Subdivision application to create the various blocks, roads, stormwater management pond and buffer blocks, and the Natural Heritage System and buffer blocks to facilitate the proposed development. Approval of the Phased Draft Plan of Subdivision will include conditions from all relevant Town departments and external agencies to outline how the land will be developed and address any technical requirements related to infrastructure (roads, water, sewer and stormwater), transportation network, records of site condition, environmental protection measures, land use compatibility, the design of blocks, creation of parks and coordination with utility providers.

Discussion

Registration of the subdivision will occur in at least two phases, which means that updates to blocks may be made to Phase 2 blocks prior to registration.

Site Plan Control

Site Plan Approval is required prior to the issuance of a building permit for any development on the subject lands. Detailed site plan drawings addressing matters such as building elevations, lot grading and drainage, noise and land use compatibility mitigation (if required), site design, accessibility, lighting, waste management, snow storage and landscaping must be evaluated through the Site Plan Approval process. For development applications on blocks where Holding provisions apply, the lifting of the Holding is required prior to Site Plan Approval being granted. The Town also requires development proponents to enter into a site plan agreement with the Town and provide securities to guarantee the completion of works in accordance with the approved drawings.

Public Consultation

The development applications were deemed complete on April 25, 2025. In accordance with the Planning Act requirements, Notice of Complete Applications were sent to assessed property owners within 200 metres of the subject lands. All materials, technical studies and reports prepared by the applicant to support the development applications were made available the Town's website. Notice signs were also posted on each of the assessed properties that comprise the subject lands.

On July 14, 2025, the applicant held an in-person Public Information Centre ('PIC') meeting at Hugh Foster Hall. Notice of the PIC meeting was delivered to all properties within 200 metres of the subject lands 20 days before the meeting and was posted on the Town's website. The PIC meeting was attended by approximately 32 individuals as well as applicant's consulting team and Town Planning Staff. The PIC meeting format was a drop-in-style meeting with no formal presentation. The purpose of the PIC meeting was to provide the public with an informal opportunity to obtain more information on the development proposal and provide initial feedback to the applicant's consultant team. The applicant's consultant team provided a series of display boards with information on the development proposal and was available to answer questions with property owners in the area. A 3-D rendering of the Phase 1 development proposal and a video of the remedial works completed to date were also available.

Several concerns were raised with respect to site alteration and dust associated with the ongoing remedial works, future construction noise and dust, traffic and pedestrian safety, the appropriateness of the proposed scale and density, privacy and overlook and potential

Discussion

impact to the existing character of the area. Questions were also raised about the phasing and timing of parkland and commercial retail uses.

On November 3, 2025, the statutory public meeting was held for the proposed Official Plan and Zoning By-law Amendments. Notice of the statutory public meeting was provided in accordance with the Planning Act requirements and the Town's enhanced notification requirements, which included notice to all assessed property owners within 200 metres of the subject lands. A statutory public meeting information report (Report DS-062-25) was made available to the public prior to the statutory public meeting being held. Council asked if the proposed development included a connection to the Martin Street Public School property through the Town-owned former rail corridor. Two members of the public addressed Council with concerns about construction impacts, loss of privacy, traffic and pedestrian safety and phasing of development. Requests were made to Council for clearly defined construction hours, clear conditions for each stage of development and installation of privacy fencing and vegetation along the shared lot line with the Martin Street properties that abut the subject lands. One representative of the existing industrial business on the north side of Steeles Avenue (CRH Canada Group Inc. located at 105 Steeles Avenue) also addressed Council with a brief presentation of their clients' operation and concerns about the proposed development of the subject lands.

In addition to the above, Planning Staff has received written comments related to the development applications. At the time of writing this Report, the Town has received written comments from five individuals, one operating industry on the north side of Steeles Avenue and one neighbourhood letter provided on behalf of thirteen property owners. The concerns include: 1) accesses and traffic impacts along Martin Street, 2) pedestrian safety, particularly for school-aged children walking and biking to school, 3) drainage and grading impacts on abutting existing residential properties, 4) commercial retail space in Phase 1, 5) accessibility considerations, 6) construction disturbances, 7) impact to property value and 8) loss of privacy and views of the escarpment.

MHBC, on behalf of CRH Canada Group Inc. ('CRH') submitted a letter of concern about the potential impacts of the proposed development on CRH's existing Ontario Redimix concrete batching facility located at 105 Steeles Avenue. The letter provided information on the CRH facility, policy overview, information on their Environmental Compliance Approval and concerns about the proposed development. The letter indicates that CRH is concerned about the proposed Official Plan Amendment introducing permission for/consideration of a sensitive land use (e.g. residential uses) in the Official Plan prior to a comprehensive land use compatibility assessment being undertaken. The letter requested an update to the original Noise Study and the preparation of a land use compatibility and air quality study.

Discussion

Appendix 7 to this Report includes all written submissions received by Planning Staff at the time of writing this Report. All concerns raised at through written submissions and at the statutory Public Meeting are addressed in the 'Issues of Concern' section of this report.

Agency Circulation and Comments

Below is a summary of the comments received by Town departments and external agencies that reviewed the development applications.

Halton Region - Public Works

As of July 1, 2024, Halton Region's role in land use planning and development matters has changed. The Region has a continued interest in supporting local municipal partners and has undertaken a review of the submission materials and provided comments on their scope of interests for the development applications. Regional Staff has completed a review of the submission materials and has indicated that they have no objections to the approval of the Official Plan Amendment and Zoning By-law Amendment, subject to the inclusion of a Holding provision that addresses servicing upgrades.

With respect to water services, the Region has confirmed that the proposed development can be accommodated within the Region's water system. Halton Region requires the ultimate buildout of the site to be on lake-based supply from a connection on Steeles Avenue, however Regional Staff have indicated that they would support development on Blocks 2 and 4 (townhouses) to be temporarily connected to the well-based system available on Martin Street.

With respect to wastewater services, the Region has confirmed that there are several infrastructure upgrades required to fully service the proposed development. The infrastructure works required include upgrades to the Fulton pumping station, the associated forcemain and trunk sewer twinning. The Region, in coordination with the applicant, is working on identifying an interim solution to allow the townhouses to advance first in terms of development phasing in Phase 1. In the meantime, the Region requires a Holding provision in the proposed Zoning By-law Amendment that requires the demonstration of adequate servicing capacity and the scheduling of infrastructure upgrades prior to development proceeding.

With respect to Regional transportation interests for Steeles Avenue, the Region, in coordination with Town of Milton, obtained a third-party peer review by CIMA+ of the Traffic Impact Study. Regional Staff have approved, in principle, the proposed Street "A" (full moves) and Street "B" (right-in/right-out) connections to Steeles Avenue. Micro-level details pertaining to the geometrics, traffic control, etc. of the proposed connections will be

Discussion

confirmed through the detailed design drawings through future engineering submissions made during the subdivision approval process.

Regional Staff has also reviewed the Environmental Noise Study with respect to noise generated from a Regional road (Steeles Avenue). Regional Staff have included a number of warning clauses to be registered on title through the subdivision approval process.

In terms of waste management, the Owner is required to submit a Waste Management Plan at the site plan approval stage to determine if Regional waste collection can be accommodated, in accordance with the Region's Development Design Guidelines for Source Separation of Solid Waste. If it is determined that Regional waste collection is not available for this development, the Owner will need to secure a private waste collection contractor. With respect to Blocks 2 and 4 (townhouses), the Region has confirmed that these units are eligible for curbside residential garbage and organics collection once construction is completed and 90% of units are occupied.

The Owner will be required to pay all applicable Regional development charges in accordance with the Region of Halton Development Charges By-law(s), as amended. If a subdivision (or other form of development) agreement is required, a portion of the Regional DCs for residential units may be payable upon execution of the agreement or in accordance with the terms and conditions set out in the agreement. In addition, commencing January 1, 2017 every owner of land located in Halton Region intended for residential development will be subject to the Front-ending Recovery Payment. Residential developments on lands located in Halton Region that prior to January 1, 2017 are part of a Regional allocation program, or have an executed Regional/Local Subdivision or consent agreement, or have an executed site plan agreement with the Local Municipality, or received a notice in writing from the Local Municipality that all requirements under the Planning Act have been met, or obtained a building permit are not subject to the Front-ending Recovery Payment.

Town of Milton Development Services - Development Engineering

Town of Milton Development Engineering Staff has no objections to the approval of the Official Plan Amendment and Zoning By-law Amendment.

Development Engineering Staff reviewed and provided comments on various technical reports with respect to functional servicing, stormwater, geotechnical and hydrogeological investigation. Several external peer reviews have also been conducted and these include Environmental Noise Impact Study and Land Use Compatibility/Air Quality Study peer reviewed by WSP, Hydrogeological Investigation peer reviewed by Azimuth Environmental Consulting Inc. and Scoped Environmental Impact Assessment and Woodland Restoration peer reviewed by North-South Environmental. Development Engineering staff will continue

Discussion

to work with the applicant to ensure that the technical requirements are satisfied through Draft Plan Conditions for Draft Plan approval and detailed design, subdivision registration and future site plan approval(s).

A Transportation Impact Study was submitted to support the development applications and Traffic staff has confirmed that it has been prepared to their satisfaction. The Transportation Impact Study was also subject to an external peer review by CIMA+, conducted as a joint peer review for the Town of Milton and Halton Region. Traffic staff will continue to work with the applicant to ensure that the technical requirements for road and intersection design are satisfied through Draft Plan Conditions for Draft Plan approval and detailed design, subdivision registration and future site plan approval(s).

Parks Planning staff support the public parkland conveyance approach for the proposed development and has confirmed that the quantum of parkland is determined to be fair and reasonable considering the scope of development and the lands available. Parks Planning staff have indicated that under the Town's parks classification standards, the central park block (Block 22) would be considered a large "Village Square" typology. This type of park typically includes a playground, minor shelter structure, a plaza associated with the shelter structure, seating, benches, lighting, asphalt pathways and easily accessible trash receptacles (accessible for maintenance). However, it is noted that based on preliminary discussions that there may be a desire to provide upgrades and/or changes to the Town's park amenity formula. In this regard, further discussion will be required through the subdivision detailed design process to address park design, construction, perpetual maintenance and other considerations.

For all Natural Heritage System lands subject to a Certificate of Property Use and/or contamination, Development Engineering staff, in coordination with Conservation Halton and the MECP, will ensure that long-term ownership, liability and monitoring framework are addressed through the subdivision approval process. Appropriate legal instruments (e.g. easements, environmental covenants or other registered controls) will also be determined to ensure perpetual compliance with CPU conditions and a monitoring and reporting plan for the life of the development.

In addition to the above, Parks Planning staff are supportive of easements in favour of the Town to ensure the delivery of the multi-use pathway connecting from the future public stormwater management pond to the central public parkland area, adjacent to the Natural Heritage System, and eventually through the Phase 2 area connecting to Steeles Avenue. Details of the multi-use pathway will be confirmed through the subdivision detailed design process. The proposed Zoning By-law Amendment also includes an appropriate rear yard setback for Block 6 (between the stormwater management pond and the public parkland

Discussion

area) to ensure that enough space is available for a multi-use pathway and an easement will be required through the subdivision registration process.

Town of Milton Development Services - Policy and Urban Design

Town of Milton Policy and Urban design staff has no objections to the approval of the Official Plan Amendment and Zoning By-law Amendment.

With respect to the proposed Official Plan Amendment and the Town's new Official Plan, Policy and Urban Design staff indicated that the subject lands are within a Major Urban Centre, specifically within the Bronte Steeles strategic growth area; an area that is envisioned to be developed as a complete neighbourhood that accommodate population and employment growth in a mixed-use neighbourhood that is integrated with the natural environment and complementary to the Downtown and Uptown areas. Development on the subject lands is anticipated to reinforce active connections with Downtown and support the economic and social viability of the area. The proposed Official Plan Amendment aligns with the Town's new Official Plan policies for the Bronte Steeles strategic growth area.

With respect to urban design, Policy and Urban Design staff are satisfied with the updated Comprehensive Development Plan and Urban Design Guidelines and have indicated that the framework provides for the building of a complete community that enables the establishment of a mix of uses, is active transportation-friendly and transit supportive. The proposed built form in Phase 1 has had regard for the Town's Mid-rise and Tall Building Guidelines as well as the Sun/Shadow Analysis Terms of Reference. Detailed urban design comments for each development block will be provided through the future site plan approval process.

Town of Milton Development Services - Heritage

Town of Milton Heritage staff has no objections to the approval of the Official Plan Amendment and Zoning By-law Amendment.

The property located at 248 Martin Street currently contains a dwelling that is listed on the Town's Heritage Register. A Heritage Impact Assessment was prepared to evaluate the dwelling and the assessment determined that it did not meet the criteria for designation under the Ontario Heritage Act. Heritage staff agreed with the assessment and the recommendations provided and recommend that an interpretive or commemorative plaque be installed in the future to mark the history of the resource. Staff will consider requirements through the subdivision approval process.

Town of Milton - Fire Department

Discussion

Town of Milton Fire Department staff have reviewed the applications and offered no objections to the applications. Fire Department staff have indicated that comments will be provided through the future applications for Site Plan Approval.

Town of Milton - Corporate Services

Town of Milton Corporate Services staff have confirmed that development charges will be required for the proposed development and any future development in accordance with Town policies and by-laws and other applicable legislation.

Town of Milton - Transit

Transit staff offered no objections to the approval of the Official Plan Amendment and Zoning By-law Amendment.

Transit staff indicated that the subject lands are within the Milton Transit fixed-route service area with the nearest current transit route located on Steeles Avenue via Route 1 High Point with 20-minute peak weekday service to/from the Milton GO station. While public transit is not proposed through the subject lands at this time, Milton Transit has indicated that the Town reserves the right to introduce and implement transit services and infrastructure, including bus stops, illuminated advertising shelters, accessible boarding/alighting pads, benches and other amenities within Town rights-of-way as determined by the Transit division.

Conservation Halton

Conservation Halton staff offered no objections to the approval of the Official Plan Amendment and Zoning By-law Amendment.

Conservation Halton staff are satisfied with the limits of the Natural Heritage System, delineation of the top of bank, geotechnical slope stability assessment, 15-metre buffer and the recreated wetland. Conservation Halton staff is also satisfied with the proposed stormwater management outlet, the location of which has been updated through the development review process to no longer outlet to the wetland in the valley.

Conservation Halton staff will continue to work with the applicant to ensure that technical requirements for the slope restoration work and stormwater monitoring plan, and operation and management plan are satisfied through Draft Plan Conditions for Draft Plan approval, subdivision detailed design process and subdivision registration.

Mississaugas of the Credit First Nation

In a letter dated July 2, 2025, the Mississaugas of the Credit First Nation ('MCFN') confirmed they had no comments on the Stage 1 and 2 Archaeological Assessment completed to

Discussion

support the applications. Previous comments on the Environmental Impact Assessment and cumulative impacts have been satisfactorily addressed and the MCFN have requested to be involved in future monitoring works.

CP Railway

In a letter dated March 26, 2026, CP Railway indicated that all development is to be in accordance with the 2013 Proximity Guidelines and provided warning clauses to be included on title through a future subdivision agreement.

Milton Hydro Distribution Inc.

In a letter dated February 26, 2026, Milton Hydro Distribution Inc. ('Milton Hydro') advised that the Owner is required to contact Milton Hydro to initiate a subdivision agreement. Milton Hydro has indicated that due to the size of development and complexity, that they require a master servicing plan that should be initiated at least one year prior to any site works.

Halton District School Board

In a letter dated March 31, 2026, the Halton District School Board ('HDSB') confirmed it had completed a review of the submission materials and offered no objections to the proposal. In its letter, the HDSB anticipates that Phase 1 would yield between 70 to 130 students between grades K-12 and noted available capacity at Martin Street Public School (remaining stable below 80% enrollment over the next 10 years) for elementary school students. Milton District High School is the secondary school district that would service Phase 1 and it is anticipated to remain at over 100% capacity for the next 10 years. The HDSB supplied standards Draft Plan Conditions and warning clauses to be included in a future Subdivision agreement.

In addition to the above, the HDSB confirmed its support for a formal pedestrian connection from the subject lands through the Town-owned old railway corridor lands to the Martin Street Public School property. The HDSB has requested that any pedestrian connection be paved and has provided comments on maintenance, operational responsibilities, construction standards and demarcation and safety. These matters will be addressed through the subdivision detailed design process.

Halton Catholic District School Board

In a letter dated March 10, 2026, the Halton Catholic District School Board ('HCDSB') confirmed it had completed a review of the submission materials and offered no objections to the proposal. In its letter, the HCDSB indicated that elementary students would be accommodated at Holy Rosary Catholic Elementary School and secondary students would be accommodated at Bishop P.F. Reding Catholic Secondary School. The HCDSB also

Discussion

supplied Draft Plan Conditions and standard warning clauses to be included in a future Subdivision agreement.

Issues of Concern

This section of the Report highlights issues of concern identified through the planning process and provides an overview of how each issue has been addressed.

Conformity with Provincial, Regional and Local Planning Policies

As explained in greater detail in Appendix 2 and 3 and throughout this Report, Planning staff is of the opinion that the proposed development is consistent with and conform to/will conform to the policies of the relevant Provincial documents, the former Regional Official Plan, the Town's 1996 Official Plan as well as the Town's new Official Plan. The subject lands have been removed from the Employment Area to enable future mixed-use redevelopment. The subject lands are within the Town's Urban Area and built boundary in the Town's 1996 Official Plan and are within a Major Urban Centre and strategic growth area in the Town's new Official Plan. Development within these areas is intended to optimize the use of land and available infrastructure, prioritize intensification and produce a development that is cost-effective, compact and transit supportive forming a complete community.

Public Engagement

The Planning Act dictates the minimum requirements for notification for applications pursuant to the Planning act. For Official Plan Amendment and Zoning By-law Amendment applications, the Planning Act requires that, as a minimum, notice be provided by signage posted on the frontage of all assessed properties and mailouts be provided to all lands within 120 metres of the subject lands.

In September 2018, Town Council approved a Town-initiated Official Plan Amendment (OPA No. 52) to enhance public notice provisions for development applications beyond what is prescribed in the Planning Act. The Official Plan Amendment had the effect of enhancing the minimum requirements for public notices for planning applications within the Town in the following manner:

- All applications will receive a public notice advertisement placed in the local newspaper a minimum of twenty (20) days prior to the public meeting;
- Notice by direct mail to property owners within a 200-metre circulation area of a development application in the urban area, and 300 metres in the rural area;
- All public notices will appear on a dedicated landing page on the Town's website, as well as the online event calendar; and,

Discussion

- Development notice signage will be placed on the subject property for all development applications, in accordance with the Planning Act.

Notice was provided to all property owners within 200 metres of the subject lands, 20 days before, for the Public Information Centre ('PIC') held on July 15, 2025 and for the statutory Public Meeting held on November 3, 2025. Four public notice signs were installed on the subject lands along the Bronte Street, Steeles Avenue and Martin Street. Notice of the statutory Public Meeting was also posted on the Town's website. All members of the public that have signed the public register, provided written comments or those that presented at the statutory public meeting have been notified in writing of this Report brought forward to this Council Meeting. Additionally, all submitted information and documentation, including the latest updated documents, has been made available on the Town's website.

It is staff's opinion that notice of the proposed Official Plan Amendment and Zoning By-law Amendment applications has been provided in accordance with the Town's best practices for enhanced public notification and has exceeded the minimum requirements in the Planning Act.

Urban Design, Height and Density

Strategic growth areas are intended to accommodate a significant amount of growth in the form of higher-density mixed use developments. Mid-rise and high-rise buildings are an important component to achieving the creation of higher density, mixed use communities that are vibrant, walkable, transit supportive and where built form has been carefully designed to create a sense of place. Where intensification is directed, such as in strategic growth areas, building up instead of out makes the best use of land and infrastructure and supports the growth of well-connected neighbourhoods.

To support the proposed development, the applicant submitted a Comprehensive Development Plan (Appendix 1 to this Report) in accordance with a Terms of Reference prepared by the Town. The Comprehensive Development Plan includes Urban Design Guidelines for the entirety of the subject lands and an Urban Design Brief a Sun/Shadow Analysis for the Phase 1 area.

The Comprehensive Development Plan identifies and describes design principles for an integrated new neighbourhood structured around integration with the Natural Heritage System, an extended network of central greenspace, active transportation network, connected, a centralize walkable mixed-use area and transitioned development that integrates with the surrounding neighbourhood.

Discussion

The Urban Design Guidelines are organized into five elements including character, open space, mobility, built form and sustainability and urban systems. The built form section summarizes the range of building types and styles, ranging from low-rise adjacent to Martin Street dwellings, peaking in the centre area of Phase 2 and transitioning to mid-rise height along Steeles Avenue. The Town's Mid-Rise and Tall Building Guidelines are referenced throughout in response to the proposed built form.

As noted earlier in this Report, the proposed building heights within Phase 1 range from 3-storeys to 10-storeys, with the higher buildings located near the central parkland area. The proposed net density for Phase 1 is 2.07 FSI. Surface parking is provided for all townhouse units. Limited surface parking is proposed for the buildings while majority of parking spaces are proposed is within structured underground parking.

Other technical analyses were also completed with respect to shadow impacts and wind. A Sun/Shadow Analysis was prepared to support the proposed development in Phase and included test dates on March 21, June 21, September 21 and December 21. The analysis concludes that shadows have been adequately limited on the adjacent neighbourhoods by utilizing low-rise built form to transition to the existing Martin Street dwellings. Key open spaces, sidewalks and commercial-retail locations receive a high degree of sunlight throughout the year.

In addition to the above, the applicant submitted a Pedestrian Wind Assessment was also completed for the proposed development in Phase 1. The analysis concludes that the wind safety criterion are expected to met in all areas of the site and wind conditions are expected to be generally suitable for intended use year-round. The Pedestrian Wind Assessment also indicated that wind conditions on sidewalks surrounding the proposed development are anticipated to be suitable, as well as conditions on amenity terraces.

Town staff are satisfied with the Sun/Shadow Analysis and Pedestrian Wind Assessment at this stage of the development review process. A Holding provision has been added to the development blocks where taller buildings are proposed to ensure that an updated Sun/Shadow Analysis and Pedestrian Wind Assessment are provided through a future site plan application and review process.

With respect to Phase 2, the Comprehensive Development Plan also includes direction on the type and scale of built form, characteristics and features that are envisioned in the future phase. Servicing and transportation studies have been completed to demonstrate the ultimate build out of the entire subject lands and the Comprehensive Development Plan provides direction based on design principles and elements that contribute to a sense of place to achieve the ultimate buildout that can be supported from a servicing and

Discussion

transportation perspective. The proposed Official Plan Amendment includes buildings heights between 10-25 storeys and 4.5-5.5 Floor Space Index (FSI), respectively.

The proposed height and density framework for the subject lands has considered the urban structure and height/density hierarchy in the Town's Official Plan. With respect to Phase 2, the maximum building height of 25-storeys is consistent with the maximum building height of 25-storeys permitted in the Mixed-Use designation in the Trafalgar Secondary Plan and the Urban Village Centre designation in the Britannia Secondary Plan, which are the most recent Secondary Plans approved by Town Council. The above-noted designations are also the focus of intensification within the respective Secondary Plans. In addition to the above, the proposed height and density on the subject lands is below the maximums permitted in the Town's Uptown Mixed-Use Area (Milton GO MTSA) where a maximum height of 33 storeys and a maximum density of 6.0 FSI.

As noted earlier in this Report, the proposed Official Plan Amendment establishes a framework to guide development in the near future on Phase 1 lands and sets out criteria to evaluate proposals to guide growth in the long term for Phase 2 of the subject lands. The proposed Zoning By-law Amendment includes specific zoning provisions for Phase 1 development where detailed built form has been provided and technical requirements have been submitted and evaluated. Any future development proposed in Phase 2 will require applications for a Zoning By-law Amendment, including technical requirements to support the proposed built form at that time and addressing land use compatibility requirements. This approach allows Council to establish the overall framework for development of the subject lands while ensuring employment protection and compatibility considerations are fully addressed prior to development.

Traffic Impacts and Pedestrian Circulation

Concerns were expressed regarding the impact of the proposed development on Martin Street from both a traffic and pedestrian safety perspective. The applicant submitted a Traffic Impact Study ('TIS'), prepared by BA Group, in support of the applications. In addition to the reviews completed by Town and Regional staff, an external peer review of the TIS was also undertaken by CIMA+.

The TIS was prepared for potential full build-out, assuming build out of 4,133 units by 2043 but recognizes that only Phase 1 is advancing in terms of securing zoning provisions for detailed built form to accommodate 1,083 units and that Phase 2 will be evaluated through future Zoning By-law Amendment application. Planning staff note that the above-referenced unit counts have since been reduced to 4,115 units at full build-out and 1,065 units for Phase 1.

Discussion

The proposed development includes the construction of new public streets for all modes of travel that provide connectivity between Steeles Avenue and Martin Street. The proposed development includes a new public road network with active transportation facilities, parks and a multi-use off-road pathway. The proposed road network includes five public roads and a recommendation for three new traffic signals. The proposed new roads include:

- Street A: public local road with a 26.0 metre right-of-way, extending from Steeles Avenue East to Martin Street;
- Street B: public local road with a 24.0 metre right-of-way, extending from Steeles Avenue East to Street A;
- Street C: future public local road with a 16.0 metre right-of-way, extending from Street A to Street B; and,
- Street D: public local road with a 20.0 metre right-of-way, extending from Street A to Martin Street; and,
- Street E: public local road with a 16.0 metre right-of-way, extending from Street A to Street D.

Three signalized intersections are proposed where 1) Street A intersects with Steeles Avenue, across from Morobel Drive, 2) Martin Street and Street A and 3) Martin Street and Street D, across from Caves Court. The TIS indicates that the traffic signal warrant assessment may not technically meet all requirements for signalization, however there are a number of reasons why signals are being recommended and these include: addressing future traffic growth, operations and reduction of delays; road safety (including school zone safety); and the provision for protected crossings for pedestrians and cyclists, including students travelling to/from two schools on Martin Street. The TIS recommends that all signalized intersections should be signalized by 2036 (at build-out of Phase 1).

The analysis scenarios in the TIS correspond with development horizons (2036 completion of Phase 1 and 2046 completion of Phase 2) plus 5-years post completion for each phase. The TIS includes analysis scenarios in five-year increments, assessing the AM (6:00 am - 9:00 am) and PM (2:00 pm - 7:00 pm) peak weekday periods. The TIS indicates that the proposed development (site traffic only) is expected to generate the following two-way auto-driver vehicle trips during the weekday AM and PM peak hours:

- 410 and 470 two-way auto driver vehicle trip in the 2036 horizon (Phase 1);
- 365 and 405 two-way auto driver vehicle trip in the 2041 horizon (Phase 1 + 5 years);

Discussion

- 1,175 and 1,425 two-way auto driver vehicle trip in the 2046 horizon (Phase); and
- 1,050 and 1,260 two-way auto driver vehicle trip in the 2051 horizon (Phase 2 + 5 years).

In addition to the above, the TIS also includes a supplementary traffic analysis for the school peak hours for the Martin Street intersections in the immediate vicinity of the schools. The supplementary analysis notes that given the signal timing optimization at the school driveway intersection at Martin Street/Woodward Avenue, the local area intersections can accommodate new site traffic under the 2051 future conditions, during the school out peak hour and the school driveways will continue to operate acceptably.

Specific to the built form proposed in Phase 1, the TIS also addresses vehicle parking and bicycle parking. For the townhouses, a minimum parking rate of 2.0 spaces per townhouse unit was applied and for the other five buildings, a minimum of 1.0 space per residential unit and 0.2 spaces per unit for visitor parking. Based on the parking rates, the Phase 1 proposed development will exceed the minimum parking rates and will provide 1,438 parking spaces, inclusive of 1,218 resident spaces and 220 visitor spaces, of which 49 spaces are accessible parking spaces.

With respect to bicycle parking, the TIS recognizes the proximity to the Town's Downtown Area and active transportation opportunities on the subject lands and beyond. Proposed bicycle parking in Phase 1 includes 1,139 spaces, including 82 short-term spaces and 1,057 long-term spaces, which exceeds the requirements of the Zoning By-law.

With respect to solid waste pickup and loading spaces, the TIS notes that solid waste pick-up for the townhouses (blocks 2 & 4) is expected to occur at the driveway of each unit. For each of the five buildings, loading spaces and areas are located at-grade, without overhead obstructions, with the exception of Block 6, where the loading space is located in an internal loading facility.

The TIS concludes that the surrounding road network can accommodate the traffic generated from the proposed development with the inclusion of all planned and proposed infrastructure improvements. With respect to Phase 1 development in particular, the TIS concludes that the vehicular and bicycle parking spaces will meet the needs of the development and exceed the minimum requirements in the Town's Zoning By-law. Regional and Town traffic staff have reviewed the comprehensive Traffic Impact Study prepared to support the proposed development in Phase 1 and ultimate buildout and are satisfied with the analysis and recommendations.

Discussion

In addition to the above, staff received concerns about the potential impact of shining headlights from the proposed northern access at Martin Street on the existing residential dwellings on the east side of Martin Street. On November 2, 2025, the Applicant and their consulting team conducted a headlight analysis and have noted through submission materials that due to the grading of the proposed Street A, the impacts from headlights are anticipated to be minimal. Town Traffic staff have indicated the turning movements at the Martin Street accesses will require analysis through the subdivision detailed design process and that mitigation measures may need to be explored, such as masonry walls or landscaping, as examples, on any impacted private property.

Servicing

A Functional Servicing Report was submitted to the Town, Region and Conservation Halton to review. The Functional Servicing Report was prepared to demonstrate ultimate potential build-out of the subject lands, including Phase 1 and 2, from a servicing capacity perspective. Halton Region staff confirmed that the proposed development can be accommodated within the Region's water system, however wastewater infrastructure upgrades are required to fully service the proposed development. The Region, in coordination with the applicant, is working on identifying an interim solution to allow the townhouses to advance first in terms of development phasing in Phase 1. In the meantime, the Region requires a Holding provision in the implementing Zoning By-law Amendment that requires the demonstration of adequate servicing capacity and the scheduling of infrastructure upgrades prior to development proceeding.

Environmental Site Assessments

Since 2023, the subject lands have undergone significant remedial efforts to address contamination issues caused by the former industrial uses on the site. Several Environmental Site Assessments ('ESAs') have been prepared for the subject lands. To complete the ESAs, the subject lands were divided into six areas. For the 150 Steeles Avenue property, there are 5 areas (Areas 1-4 and 6, Area 5 was combined with Area 4) and one area on the property at 248 Martin Street. With respect to the 150 Steeles Avenue property, Areas 1, 2 and 3 have been remediated to standard and the Ministry of Environment, Conservation and Parks ('MECP') have issued Records of Site Condition to this effect.

Risk Assessments have been completed for Areas 4 and 6 to the satisfaction of the MECP, and each have been issued a Certificate of Property Use ('CPU') by the MECP that establishes risk management measures that must be followed to safely manage hazards left on the site. Area 4 applies to the center of the 150 Steeles Avenue property behind where the former industrial building was located. On the Phase 1 lands, Area 4 overlaps with Blocks

Discussion

3, 5 and 6 that comprise the multi-storey buildings, as well as future public roads, future public parkland and future public stormwater management pond. Area 6 applies to a corner of the Regional Natural Heritage System in the most westerly corner of the subject lands, near Bronte Street.

On May 28, 2025, the MECP issued a CPU (6872-DAAHFK) based on the accepted Risk Assessment (7480-CPWHEC) for Area 4. The CPU indicates that the contaminants on, in or under this area present above Table 3 standards of the Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act. Table 3 lands refer to property that is evaluated using a specific set of generic condition standards for non-potable groundwater. The CPU restricts groundwater from being used as a source of potable drinking water for lands within Area 4 and includes health and safety requirements for anyone working within Area 4.

Since the CPU was issued, remedial efforts have continued and the Owner has been conducting regular samples of Area 4 and providing to the MECP, with the intent of ultimately removing the CPU and obtaining an updated Record of Site Condition demonstrating that Area 4 has been remediated to standard (e.g. with no restrictions). A Holding provision has been included in the proposed Zoning By-law Amendment requiring the removal of the CPU and an updated RSC prior to development occurring on Blocks 3, 5 and 6. Town staff will require Draft Plan Conditions demonstrating that Area 4 has been remediated to standard prior to conveyance occurring for the future public roads, future public stormwater management pond and future parkland.

On February 24, 2026, the MECP issued a CPU (7671-DP7MWX) based on the accepted Risk Assessment (2655-CPAML4) for Area 6. The CPU indicates that the contaminants on, in or under this area present above Table 1 standards of the Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act. Table 1 lands refer to property that must meet full depth background standards for soil and groundwater contamination, meaning that the land must be as clean as it was before being affected by any human activity. The CPU restricts any building(s) from being constructed, restricts groundwater from being used as drinking water, includes site access restrictions, erosion control measures, benthic and terrestrial monitoring requirements and includes health and safety requirements for anyone accessing Area 6.

Typically lands within the Natural Heritage System are conveyed to the municipality through the development process. Given that parts of the Natural Heritage System (e.g. Area 6) have not been remediated to standard, Town Development Engineering staff have indicated that this will not be required through the subdivision approval process. Through the subdivision

Discussion

approval process, Town staff will determine the appropriate mechanism to ensure permanent protection of the natural features within the system.

In addition to the above, no lands intended for public ownership (including roads, parkland, stormwater facilities or open space blocks) are to be conveyed to the Town unless a Record of Site Condition has been filed for those lands in accordance with O.Reg. 153/04 and the lands have been remediated to standards appropriate for their intended use without reliance on risk management measures or Certificate of Property Use.

CRH Canada Group Inc.

On October 30, 2025, staff received written correspondence from MHBC, on behalf of CRH Canada Group Inc. ('CRH'), regarding their Ontario Redimix concrete batching plant located at 105 Steeles Avenue. CRH expressed objections to the proposed development and highlighted concerns about potential impacts to the long-term viability of their operations. The CRH letter requested technical report updates to address noise, air quality and land use compatibility. At the time of writing this Report, Town staff has not received any additional formal comments, however Town staff and the applicant/their consulting team has been working with MHBC and CRH towards resolving issues related to noise and land use compatibility.

To support the development applications, the applicant submitted a Noise Impact Study and a Compatibility Mitigation Study, Air Quality Study. These studies have been subject to an external third-party peer review by WSP.

Noise

The Ministry of Environment ('MOE') is responsible for protecting clean and safe air, land and water to ensure healthy communities, ecological protection and sustainable development for present and future generations. With respect to noise, the MOE is responsible for issuing Environmental Compliance Approvals to industry operators which outlines sound level limits for existing, planned, new, expanded or modified stationary sources, in accordance with the Environmental Protection Act. Where a site in proximity to stationary source is in the process of being developed, or redeveloped, for noise sensitive land uses (such as residential), it is considered the responsibility of the developer of the noise sensitive land use to ensure compliance with the applicable sound level limits and for this responsibility to be reflected in the land use planning decisions.

The MOE has no authority under the Planning Act or direct role in land use planning. However, the MOE has developed the Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning (NPC-300) ('NPC-300 Guidelines') as a

Discussion

resource available to developers, consultants and local planning authorities to evaluate proposals where there may be a potential land use conflict (e.g. residential is vicinity of employment uses). Under the NPC-300 Guidelines, noise sensitive land uses are classified into four area types based on the surrounding acoustic environment, which establishes the applicable sound level limits. Class 1 areas represent urban environments with continuous noise sources, while Class 2 and Class 3 areas reflect progressively quieter suburban and rural contexts with more stringent limits. Class 4 areas may be designated by a planning authority in locations where higher noise levels are anticipated to support intensification in proximity to existing noise sources, such as employment or mixed-use areas, subject to mitigation measures.

The proposed Official Plan Amendment applies to the entirety of the subject lands, while the proposed Zoning By-law Amendment applies to Phase 1 only where detailed built form has been prepared and technical aspects for the proposed built form have been assessed. To support the proposed development in Phase 1, the applicant submitted a Noise Impact Study dated April 14, 2025, and updated February 18, 2026. The Noise Impact Study assessed transportation noise impacts from nearby roadways, railway noise impacts from nearby rail lines and stationary noise impacts from surrounding commercial and industrial properties.

With respect to the CRH operation, the Noise Impact Study indicates that the Ontario Redimix facility operates under an Environmental Compliance Approval (#3380-9F5L9J) and further notes that a formal information request was made to CRH but at the time of preparing the study no response had been received. The Noise Impact Study made assumptions about typical noise sources for a mixing plant. Based on the assumptions, the Noise Impact Study indicates that sound levels from both impulsive and non-impulsive stationary sources are predicted to meet applicable Class 1 limits as defined in the NPC-300 Guidelines and recommended that several warning clauses to future residents be registered on title through the subdivision approval process.

The Town recently received a response from CRH with noise source information for the Ontario Redimix facility. The noise source information differs from the assumptions noted above and when incorporated into noise modelling, the analysis shows that noise levels will exceed the Class 1 limits for Phase 1 of the subject lands. The Applicant/noise consultant and CRH/their noise consultant is working together to determine appropriate mitigation measures. The proposed Zoning By-law Amendment includes a Holding provision on all development blocks in Phase 1 to ensure outstanding noise-related matters, including the construction of mitigation measures, are satisfied prior to any development proceeding in Phase 1.

Discussion

Land Use Compatibility

The Ministry of Environment, Conservation and Parks ('MECP') D-6 Compatibility Between Industrial Facilities ('D-6 Guideline') provides a framework to assess compatibility between industrial facilities and sensitive land uses, such as mixed-use or residential development, with the objective of preventing adverse effects and minimizing conflicts over time. The D-6 Guideline categorizes industrial facilities into three Classes according to the nature of their emissions, their physical size/scale, production volumes and/or the intensity and scheduling of operations. Below is a summary of the Classes and the recommended minimum separation distance and potential area of influence.

Industrial Classification	Recommended Minimum Separation Distance (m)	Potential Area of Influence (m)
Class 1	20	70
Class 2	70	300
Class 3	300	1,000

For proposed development within an area of influence, a land use compatibility assessment is typically required to evaluate potential impacts and identify appropriate mitigation measures. The D-6 Guideline emphasizes the importance of protecting existing and planned employment uses from encroachment by sensitive uses that could constrain their operation or expansion, and supports the use of buffering, site design and other implementation tools to ensure long-term compatibility.

To support the proposed development in Phase 1, the applicant submitted a Compatibility Mitigation Study, Air Quality, dated February 18, 2026 ('Compatibility Study'). The Compatibility Study assessed industrial air quality, odour and dust emissions and transportation-related air pollution.

With respect to the CRH operation, the Compatibility Study indicates that the Ontario Redimix facility operates under an Environmental Compliance Approval ('ECA') (#3380-9F5L9J) issued by the MECP. According to the ECA, the Ontario Redimix facility is permitted to produce a maximum of 1,200 cubic metres of ready mix concrete per day and does not include crushing operations.

The Compatibility Study indicates that the Ontario Redimix facility is a Class II Medium Industry with a potential area of influence of 300 metres and recommended minimum separation distance of 70 metres. The Ontario Redimix property line is located 210 metres from the Phase 1 area, which is within the 300-metre area of influence requiring additional assessment.

Discussion

The Compatibility Study indicates that the ECA for the Ontario Redimix facility requires air emissions to be managed at the property line and notes that there is the potential for air quality emissions, including fugitive dust from outdoor storage of materials, movement of materials and on-site vehicle movements. The ECA requires the facility to implement a Best Management Practices Plan for fugitive dust control. The Compatibility Study also indicates that a site visit was conducted from the public sidewalk and no odours or dust were visible at the time of the site visit. Further, a wind frequency distribution diagram (a wind rose) confirming that the wind direction is from the northwest and winds are predicted to occur 25-30% of the time. The Compatibility Study concluded that most emissions are expected to be fugitive in nature at a low elevation, resulting from storage piles and product movement through the site. Since the Phase 1 area is within the potential area of influence for Class II facility that has the potential for fugitive dust emissions, a warning clause to future residents is recommended to be registered on title through the subdivision approval process.

The Town's peer reviewer (WSP) requested clarification/updates to the Compatibility Study. Given the ongoing collaboration between the applicant and CRH, and the request for an updated Compatibility Study, the proposed Zoning By-law Amendment includes a Holding provision on all development blocks in Phase 1 to ensure that the Compatibility Study is updated and that mitigation measures, if required, are implemented prior to any development proceeding in Phase 1.

Adjacent Employment Area

As discussed earlier in this Report and through Appendix 3, redevelopment of the subject lands has been contemplated for over a decade for higher density mixed-use development. Through the Regional Official Plan Review, the Region completed an evaluation of employment land conversion requests based on a set of evaluation principles and criteria. The subject lands was one of the employment land conversion requests evaluated by the Region and the evaluation framework included an assessment of employment area viability. This assessment included a review of locational impacts, compatibility and the continued function and expansion of the existing employment area. The Regional Official Plan Review was a lengthy process and included many opportunities for public consultation. Following the comprehensive process, Regional Council adopted Regional Official Plan Amendment 48, which included the conversion of the subject lands, and this was later approved by the Minister of Municipal Affairs and Housing. On March 17, 2025, Town Council approved a Town-initiated Official Plan Amendment (OPA 86) removing the lands from the Employment Area at the local level.

Based on the direction in ROPA 48 and OPA 86, Part I of the Town's new Official Plan implemented a new Urban Structure to guide growth and development to the year 2051. In

Discussion

this regard, Part I of the Town's new Official Plan identified the subject lands as a Major Urban Centre and more specifically as a strategic growth area. During this process, the applicant submitted complete applications under the Planning Act proposing development on the subject lands in two phases.

A number of technical studies related to servicing, transportation, stormwater management, environmental site assessments, preliminary hydrogeological and geotechnical investigations, market assessment, comprehensive development plan and urban design guidelines were prepared to demonstrate capability of developing up to 4,115 units on the subject lands. Given the long-term phasing plan for development on the subject lands, detailed built form has been provided for Phase 1 lands only, which includes 1,065 units and 522 square metres of commercial gross floor area. Development of Phase 1 is anticipated to take at least 10 years to construct.

The proposed Official Plan Amendment is intended to establish a long-term, phased land use framework for development on the subject lands. The framework establishes a mix of permitted uses, maximum heights and densities, provisions related to parking, active frontages and transition to existing development and minimum commercial gross floor area requirements. The framework also includes direction for long-term future intensification in Phase 2 including the submission of a Comprehensive Development Plan, urban design guidelines, servicing considerations and the requirement to address land use compatibility with the existing employment area based on detailed built form once available. Given that the Phase 2 lands are not being rezoned at this time, the proposed Official Plan Amendment requirements for Phase 2, including land use compatibility and other technical requirements, will be evaluated through future Zoning By-law Amendment applications. This approach allows Council to establish the overall framework for development of the subject lands while ensuring employment protection and compatibility considerations are fully addressed prior to development.

The proposed Official Plan Amendment does not assume land use compatibility has been resolved for Phase 2 and it does not authorize development without further review. Staff are of the opinion that the proposed policy framework appropriately balances the introduction of long-term intensification, that has been contemplated for over a decade and initially assessed through ROPA 48, with the protection of employment lands by requiring land use compatibility to be demonstrated at the stage when meaningful, design-responsive analysis can occur.

Compatibility with Surrounding Residential Land Uses

Discussion

Compatibility is defined in the Town's Official Plan as "development or redevelopment or uses which may not necessarily be the same as or similar to the existing or desired development, but which blends, conforms or is harmonious with the ecological, physical, visual or cultural environment and which enhances an established community and coexists with existing development without unacceptable adverse impacts on the surrounding area."

It is clear by this definition that where residential intensification should be compatible with the surrounding neighbourhood, compatibility should not be narrowly interpreted to mean "the same as" or even as "being similar to" but rather capable of existing together in harmony within an area.

Planning staff are of the opinion that the proposed development is compatible with the surrounding area. As outlined in this Report, there are appropriate transitions and physical separations from the existing residential uses to the multi-storey buildings on the subject lands and the proposed design meets the Town's Mid-Rise and Tall Building Guidelines as well as the Sun/Shadow Analysis terms of reference.

The proposed development has been planned as a complete community with a deliberate focus on compatibility with the adjacent existing neighbourhood. The proposed development integrates a mix of housing types, includes local-servicing commercial uses, parkland and active transportation connections while respecting the character of the surrounding neighbourhood. While the proposed development is different in terms of scale and height than surrounding built form, utilizing good design principles will ensure that the development can be compatible with the surrounding neighbourhood.

Commercial-Retail Space

A number of questions were raised about the amount of commercial retail space proposed for the subject lands. A Residential Population, and Commercial Market Assessment ('Market Assessment') was submitted to support the proposed development. The Market Assessment details how unevenly distributed commercial space is within the Town, referencing the differences in development maturity, accessibility and historic growth patterns. Further, the Market Assessment notes that there is a strong concentration of retail space within Downtown Milton and the Milton GO Major Transit Station Area that functions as Milton's primary retail and service nodes. By contrast, the subject lands and surrounding area have a limited amount of neighbourhood-scale retail space, which can be attributed to the area's historic development pattern and employment uses.

The proximity of the subject lands to the Town's Downtown Area, in particular, is an important factor in determining the appropriate amount of commercial-retail space for the subject lands,

Discussion

as the development of commercial-retail space should be complementary to the Downtown Area and not detract from it.

Initially, the proposed development included 209 square metres (2,250 square feet) of commercial retail space for Phase 1 with general locations referenced for Phase 2. In response to staff comments, a subsequent submission increased the commercial-retail space to 522 square metres (5,619 square feet) for Phase 1 and the policy framework was updated in the proposed Official Plan Amendment to require that a minimum of 3,800 square metres (40,903 square feet) be provided on the subject lands.

Town Planning staff are satisfied that an appropriate amount of gross floor area will be implemented in Phase 1 and that the proposed Official Plan Amendment has established adequate minimum requirements to ensure that additional commercial retail space is provided in Phase 2.

Drainage and Grading

Concerns were raised about potential grading and drainage impacts for existing residential dwellings on the west side of Martin Street. A Functional Servicing and Stormwater Management Report was submitted to support the development applications and was reviewed by Town, Region and Conservation Halton staff. The proposed development is required to control all drainage within the subject lands. Through the subdivision detailed design process, Town staff will ensure that grading and drainage is adequately addressed. Following the completion of detailed design, the Owner will also be required to enter into a subdivision agreement with the Town that includes provisions requiring that all grading and drainage works be constructed to plan and sets out requirements if grading and drainage works need to be rectified.

Construction Impacts

Impacts on the surrounding area during construction of the proposed development was also expressed as a concern. In preparing Draft Plan Conditions for Draft Plan approval, Town Development Engineering staff will identify when construction notices are required to be provided to nearby property owners. In addition, through the subdivision detailed design process and site plan approval processes, Town Development Engineering staff will work with the Applicant to ensure that disruptions to the community associated with construction activity are minimized. This includes ensuring that appropriate development phasing (e.g. construction of the townhouse blocks) is prioritized.

Property owners along the west side of Martin Street also raised concerns about potential damage to existing swimming pools and surrounding structures. In preparing Draft Plan

Discussion

Conditions for Draft Plan approval, Town Development Engineering will consider pre-construction property condition surveys, where deemed necessary.

In addition, the Town also has by-laws in place to regulate and help mitigate impacts of construction activity (e.g. dust control, mud tracking, noise, etc.) and ensure appropriate safety mitigation measures are implemented on the subject lands.

Accessibility Considerations

Comments were provided about accessibility considerations in the building design of the proposed buildings and proposed accessible parking. Through future applications for Site Plan Approval, Town Staff will review and evaluate detailed design components, including accessibility requirements under the Ontario Building Code, for the proposed buildings on Blocks 1, 3, 5 and 6. Town Staff also ensure that each application for Site Plan Approval is brought forward to the Town of Milton Accessibility Advisory Committee for review and comments to be considered through the site plan review process. In addition, all development is required to meet the accessibility requirements established in the Ontario Build Code prior to building permits being issued.

With respect to accessible parking, the Town's Urban Zoning By-law 2016-014, as amended, establishes minimum accessible parking requirements. Based on the architectural drawings submitted to support the proposed Zoning By-law Amendment, the accessible parking requirements have been satisfied. Through future applications for Site Plan Approval, Town Staff will ensure that the requirements for accessible parking continue to be met and the location of where the spaces are provided will also be reviewed to ensure that the distance between spaces to building entrances is minimized.

Property Value

Concerns were raised about the potential impact to property values as a result of the proposed development. There are many factors that impact the value of a property. Changes to the local context can both increase and decrease a property's value. Provincial planning policies and the Planning Act do not identify impact on property values as a consideration for planning decisions. All development applications must be evaluated to ensure consistency with Provincial, Regional and Local planning policies.

Privacy and Loss of Views to the Escarpment

Concerns were raised from existing residents that reside along the west side of Martin Street, adjacent to the subject lands, about impacts to their privacy and loss of view to the Niagara Escarpment. Private views are another factor that is not a protected planning interest and there is no inherent right to maintain or preserve a view from a property. The Town's Official

Discussion

Plan includes policies that strongly encourage the preservation of important views, the policies apply to strategically located viewpoints, which is not relevant to the subject lands.

With respect to the concerns about privacy, the Phase 1 proposed built form has been designed to provide for transition to higher building heights near the centre of the subject lands. Townhouse blocks, with a maximum building height of three storeys, have been purposefully proposed on the area of the subject lands that abut the rear yards of the existing residential dwellings on the west side of Martin Street. Planning staff are of the opinion that this will provide for an appropriate transition to the existing residential dwellings. Through the subdivision detailed design process, Town staff will require the installation of a privacy fence along the shared lot line with existing residential dwellings. Landscaping will also be reviewed through the subdivision detailed design process.

Conclusion

Town staff has carefully considered the planning framework and objectives for growth that apply to development on the subject lands. As identified throughout this Report, Town Planning staff is of the opinion that the proposed amendments are consistent with the Provincial Planning Statement, conform to the Region of Halton Official Plan and conform to/will conform to the Town of Milton Official Plan. The proposed Official Plan Amendment establishes a framework to guide development in the near future on Phase 1 lands and sets out criteria to evaluate development in the long term for Phase 2 of the subject lands. The proposed Zoning By-law Amendment facilitates development in Phase 1 of the subject lands and requires future Zoning By-law Amendment applications to establish permitted uses and applicable provisions when detailed built form for Phase 2 is proposed.

On the basis of the above, Planning staff recommends that the proposed Official Plan Amendment and proposed Zoning By-law Amendment, as attached in Appendix 4 and 6 to this Report, **BE APPROVED**.



Financial Impact

The Town of Milton is the approval authority for Official Plan Amendments and Zoning By-law Amendments. For development applications under the Planning Act, the applicant, Ministry of Municipal Affairs and Housing, certain public bodies and 'specified persons' (as defined by the Planning Act) can appeal to the Ontario Land Tribunal either a decision or failure to make a decision. Once an application is appealed to the Ontario Land Tribunal, a number of processes can occur from mediation, motion, pre-hearing and hearing. Once a matter is before the Ontario Land Tribunal is finalized, a decision and order is issued.

The Town's User Fee By-law 071-2025, as amended, requires an appellant to pay an administrative fee to prepare the appeal package required by the Ontario Land Tribunal. The required fee is in accordance with the Town's User Fee By-law in-effect at the time the appeal is submitted to the Ontario Land Tribunal.

The cost to a municipality to participate in an appeal process can be significant depending on what form the appeal process takes. If an appeal proceeds to a hearing, the municipality will incur costs that include, but are not limited to, Staff time for planners, legal counsel and expert witnesses to prepare reports, review materials and present evidence at a hearing as well as administrative time and Staff time for planners/senior management to report to Council for direction, if necessary.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, please contact: Jessica Tijanic MSc., MCIP, RPP Phone: Ext. 2221
Senior Planner, Development
Review



Attachments

Figure 1 - Location Map

Figure 2 - Phasing Plan

Figure 3 - Phase 1 Conceptual Plan

Figure 4 - Phase 1 Architectural Package

Figure 5 - Transportation Network

Figure 6 - Phased Draft Plan of Subdivision

Appendix 1 - Comprehensive Development Plan

Appendix 2 - Provincial and Regional Policy Analysis

Appendix 3 - Policy Chronology Applicable to the Subject Lands

Appendix 4 - Draft Official Plan Amendment 97

Appendix 5 - Overview of Draft Official Plan Amendment and the New Official Plan

Appendix 6 - Draft Zoning By-law Amendment

Appendix 7 - Public Comments

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.



FIGURE 1 LOCATION MAP

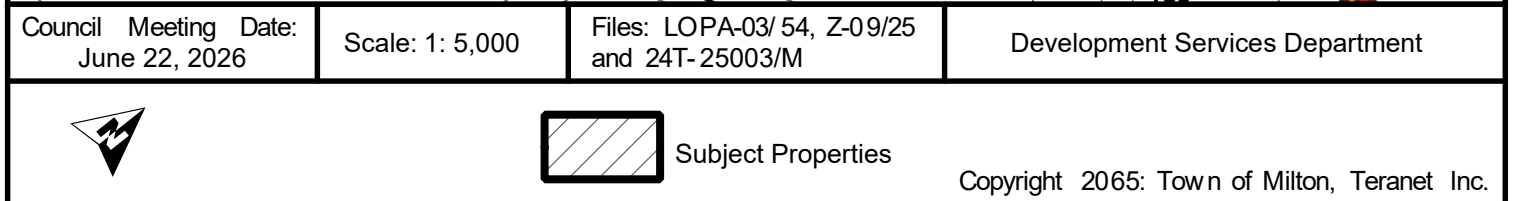




Figure 39: Phase 1 Mobility and Access

Figure 2 - Phasing Plan (Page 41 from the Urban Strategies Inc. Planning Rationale, dated February 2026).



Figure 3 - Conceptual Plan (Page 2 from the Urban Strategies Inc. Planning Rationale, dated February 2026).



150 STEELES AVENUE EAST, MILTON
RE-ISSUED FOR OPA & ZONING BY-LAW APPROVAL
22 APRIL 2026

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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150 STEELES AVE
MILTON, ON

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Drawn	Scale
Checked	Date
CW	2025-03-01
Title PHASE 1 FRONT COVER	
Project No. 22-207	Drawing No. A000



2
A001
CONTEXT PLAN
1:2500

A000	FRONT COVER
A001	CONTEXT PLAN & DRAWING LIST
A002	ZONING STATISTICS
A003	OVERALL SITE STATISTICS
A004	BLOCK STATISTICS
A005	BLOCK STATISTICS
A006	BLOCK STATISTICS TOWNHOUSES
A007	SITE SURVEY
A100	SITE PLAN
A101	SITE PLAN BLOCK 1 & 2
A102	SITE PLAN BLOCK 3 & 5
A103	SITE PLAN BLOCK 4
A104	SITE PLAN BLOCK 6
A109	SITE PLAN - SURFACE PARKING AREA
A110	OPEN AREA CALCULATION
A111	WASTE MANAGEMENT PLANS
A112	WASTE MANAGEMENT PLANS
A113	WASTE MANAGEMENT PLANS
A200	OVERALL PLAN - BASEMENT P3
A201	OVERALL PLAN - BASEMENT P2
A202	OVERALL PLAN - BASEMENT P1
A203	OVERALL PLAN - GROUND LEVEL
A204	OVERALL PLAN - LEVEL 02
A205	OVERALL PLAN - LEVEL 03
A206	OVERALL PLAN - LEVEL 04
A207	OVERALL PLAN - LEVEL 05
A208	OVERALL PLAN - LEVEL 06
A209	OVERALL PLAN - LEVEL 07
A210	OVERALL PLAN - LEVEL 08
A211	OVERALL PLAN - LEVEL 09
A212	OVERALL PLAN - LEVEL 10
A213	OVERALL PLAN - ROOF LEVEL
A221	BLOCK 01 - BASEMENT P2
A222	BLOCK 01 - BASEMENT P1
A223	BLOCK 01 - GROUND LEVEL
A224	BLOCK 01 - LEVELS 2-4
A225	BLOCK 01 - LEVELS 5
A226	BLOCK 01 - LEVELS 6-8
A227	BLOCK 01 - MPH LEVEL
A233	BLOCK 02 TOWNHOUSES - GROUND LEVEL
A234	BLOCK 02 TOWNHOUSES - LEVEL 02
A235	BLOCK 02 TOWNHOUSES - LEVEL 03
A240	BLOCK 03 & 05 - BASEMENT P3
A241	BLOCK 03 & 05 - BASEMENT P2
A242	BLOCK 03 & 05 - BASEMENT P1
A243	BLOCK 03 & 05 - GROUND LEVEL
A244	BLOCK 03 & 05 - LEVELS 2-4
A245	BLOCK 03 & 05 - LEVEL 5
A246	BLOCK 03 & 05 - LEVEL 6
A247	BLOCK 03 & 05 - LEVEL 7

1
A001
DRAWING LIST

A248	BLOCK 03 & 05 - LEVEL 8
A249	BLOCK 03 & 05 - LEVELS 9-10
A250	BLOCK 03 & 05 - MPH LEVEL
A263	BLOCK 04 TOWNHOUSES - GROUND LEVEL
A264	BLOCK 04 TOWNHOUSES - LEVEL 02
A265	BLOCK 04 TOWNHOUSES - LEVEL 03
A270	BLOCK 06 - BASEMENT P3
A271	BLOCK 06 - BASEMENT P2
A272	BLOCK 06 - BASEMENT P1
A273	BLOCK 06 - GROUND LEVEL
A274	BLOCK 06 - LEVEL 2
A275	BLOCK 06 - LEVEL 3
A276	BLOCK 06 - LEVELS 4-6
A277	BLOCK 06 - LEVEL 7
A278	BLOCK 06 - LEVEL 8
A279	BLOCK 06 - LEVEL 9
A280	BLOCK 06 - MPH LEVEL
A400	OVERALL SITE SECTION 1 & 2
A410	OVERALL SITE SECTION 3 & 4
A420	BLOCK 01 ELEVATION
A421	BLOCK 01 ELEVATION
A430	BLOCK 02 TOWNHOUSE ELEVATION
A440	BLOCK 03 ELEVATION
A441	BLOCK 03 ELEVATION
A450	BLOCK 04 TOWNHOUSE ELEVATION
A460	BLOCK 05 ELEVATION
A461	BLOCK 05 ELEVATION
A470	BLOCK 06 ELEVATION
A471	BLOCK 06 ELEVATION

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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MILTON, ON

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Drawn	Scale
Checked	Date
CW	2025-03-01

Title
CONTEXT PLAN
DRAWING LIST

Project No. 22-207	Drawing No. A001
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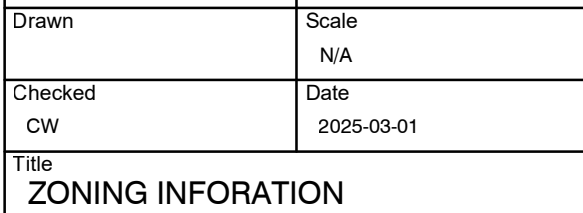
3 ZONING - BLOCK 1, 2, 4
A002

2 ZONING - BLOCK 3, 5
A002

1 ZONING - BLOCK 6
A002

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Project No. 22-207	Drawing No. A002
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Gross Lot Area
Gross FSI
Lot Area - excl. park or reserve block
FSI excl. park or reserve block
Lot Area - incl. park & reserve block
FSI incl. park & reserve block
GCA Total
GFA Total incl.
GFA Residential
GFA Retail
Suites
Required Parking Rate/ Stalls
Parking Count At Grade
Parking Count Below Grade
Total Parking
No. of Levels
Parking Rate/Stalls (Residential Total)
Parking Rate/Stalls (Visitor Total)
Parking Required/Provided (Accessible)
incl in total Parking
PUDO stalls separate from total parking
Resident bicycle Required/Provided
Visitor bicycle Required/Provided
Exterior Amenity At Grade
Exterior Amenity At Rooftop
Level/Area
Total Exterior Amenity
Required/Provided
Exterior Amenity per suite
Required/Provided
Interior Amenity At Groundfloor
Interior Amenity Upper Level Level/Area
Total Interior Amenity
Required/Provided
Interior Amenity per suite Required
/Provided
Total Amenity per suite Provided
Landscaped Open Area at Grade
Garbage requirements Rate/Bins
Recycling Requirements Rate/Bins
Compost requirement Rate/Bins

Block 01	
Midrise	
4,873 SQ.M	1.2 acres
3.05	
24,153 SQ.M	259,984 SQ.FT
14,855 SQ.M	159,901 SQ.FT
14,855 SQ.M	159,901 SQ.FT
197 Suites	
1.2	237
2	
243	
245 Stalls	
2	
1.04 RATE	205
.2 RATE	40
REQUIRED = 9	10
2	
REQ 197.	198
REQ 10	10
659 SQ.M Level 5	228.4 SQ.M
REQ 788.	887.4 SQ.M
4 SQ.M PER SUITE 227 SQ.M	4.50 SQ.M PER SUITE
Level 5	46 SQ.M
N/A	272.5 SQ.M
N/A	1.38
5.89 SQ.M PER SUITE	
31.9%	
0.0125	3
0.0220	5
0.0400	8

[illegible]

Block 03	
Midrise	
4,621 SQ.M	1.14 acres
3.06	
23,007 SQ.M	247,640 SQ.FT
14,158 SQ.M	152,390 SQ.FT
14,158 SQ.M	152,390 SQ.FT
186 Suites	
1.2	224
1	
225	
226 Stalls	
2	
1.01 RATE	188
.2 RATE	38
REQUIRED = 9	9
2	
REQ 186.	208
REQ 10.	10
273 SQ.M	
Level 7	470.5 SQ.M
REQ 744.	743.6 SQ.M
4 SQ.M PER SUITE	4.00 SQ.M PER SUITE
156 SQ.M	
Level 7	39 SQ.M
N/A	195.3 SQ.M
N/A	1.05
5.05 SQ.M PER SUITE	
27.7%	
0.0125	3
0.0220	5
0.0400	8

[illegible]

Block 05	
Midrise	
5,773 SQ.M	1.43 acres
4.38	
41,912 SQ.M	451,133 SQ.FT
25,305 SQ.M	272,379 SQ.FT
24,783 SQ.M	266,760 SQ.FT
522 SQ.M	5,619 SQ.FT
338 Suites	
1.2	406
0	
421	
421 Stalls	
3	
1.04 RATE	353
.2 RATE	68
REQUIRED = 13	15
2	
REQ 338	357
REQ 17	22
122 SQ.M	
Level 8	1,277.1 SQ.M
REQ 1352.	1,399.1 SQ.M
4 SQ.M PER SUITE	4.14 SQ.M PER SUITE
251 SQ.M	
Level 8	94 SQ.M
N/A	344.6 SQ.M
N/A	1.02
5.16 SQ.M PER SUITE	
23.0%	
0.0125	5
0.0220	8
0.0400	14

Block 06 (A+B)	
Midrise	
5,315 SQ.M	1.31 acres
3.62	
32,065 SQ.M	345,140 SQ.FT
19,213 SQ.M	206,809 SQ.FT
19,213 SQ.M	206,809 SQ.FT
234 Suites	
1.2	281
0	
302	
302 Stalls	
3	
1.07 RATE	251
.22 RATE	51
REQUIRED = 10	12
3	
REQ 234	235
REQ 12	16
1,362 SQ.M	
	.0 SQ.M
REQ 936.	1,362.0 SQ.M
4 SQ.M PER SUITE	5.82 SQ.M PER SUITE
513.10	
	0.00
N/A	513.1 SQ.M
N/A	2.19
8.01 SQ.M PER SUITE	
11%	
0.0125	3
0.0220	6
0.0400	10

PHASE SUB TOTAL	
44,503 SQ.M	11. acres
2.07	
142,315 SQ.M	1,531,862 SQ.FT
92,173 SQ.M	992,145 SQ.FT
91,651 SQ.M	986,527 SQ.FT
522 SQ.M	5,619 SQ.FT
1,065 Suites	
Var. 1.2-2	1368
27	
1191	
1438 Stalls	
Varies. 2 -3	
1.15 RATE	1217
.2 RATE	221
REQUIRED = 44	49
9	
REQ 955	1057
REQ 49	82
2,416 SQ.M	
See Per Block	1,976 SQ.M
See Per Block	4,392 SQ.M
1,147 SQ.M	
See Per Block	179 SQ.M
N/A	1,326 SQ.M
N/A	
5.37 SQ.M PER SUITE	

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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MILTON, ON

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Drawn	Scale N/A
Checked CW	Date 2025-03-01

Title
SUMMARY STATISTICS

BLOCK 01

LEVEL	GCA		FLOOR AREA PER BY-LAW No. 016 – 2014								GSA				SUITE					AMENITY		PUDO	PARKING										CYCLE					LOCKER
	TOTAL		RESIDENT		RETAIL		TOTAL		RESIDENT		RETAIL		TOTAL	1 BED	1 BED + D	2 BED	3 BED	INTERIOR	EXTERIOR	RESIDENTIAL OCCUPANT			RESIDENTIAL VISITOR		RETAIL			RESIDENTIAL		RETAIL		PUBLIC						
	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)								Typical	BF		Typical	BF	BF Total	Total	Typical	BF	Total	Long Term	Short Term		Long Term	Short Term	Grade			
Basement P2	4649	50041.4								0										120	5			5	125									77				
Basement P1	4649	50041.4								0										77	3	36	2	5	118				22					0				
Level 1	2103	22636.5	2103	22636.5			2103	22636.5	991.866	10676.4			17	4	10	3		226.7	659	2			2		0	2			176		10			6				
Level 2	2134	22970.2	2134	22970.2			2134	22970.2	1837	19773.3			31	5	19	7																	26					
Level 3	2134	22970.2	2134	22970.2			2134	22970.2	1837	19773.3			31	5	19	7																	26					
Level 4	2134	22970.2	2134	22970.2			2134	22970.2	1837	19773.3			31	5	19	7																	26					
Level 5	1697.5	18271.7	1697.5	18271.7			1697.5	18271.7	1439.7	15496.8			24	2	18	4		45.8	228.4														0					
Level 6	1467.6	15797.1	1467.6	15797.1			1467.6	15797.1	1303	14025.4			21	2	11	8																	0					
Level 7	1467.6	15797.1	1467.6	15797.1			1467.6	15797.1	1303	14025.4			21	2	11	8																	0					
Level 8	1467.6	15797.1	1467.6	15797.1			1467.6	15797.1	1303	14025.4			21	2	11	8																	0					
ROOF																																						
MPH	250	2690.98	250	2690.98			250	2690.98		0																												
Below grade	9298	100083		0				0	0	0										197	8	36	2	10	243				22		0			77				
Above grade	14855.3	159901	14855.3	159901			14855.3	159901	11851.6	127569			197	27	118	52	0	272.5	887.4					0	2				176		10			84				
TOTAL	24153.3	259984	14855.3	159901			14855.3	159901	11851.6	127569		%	14%	60%	26%	0%	272.5	887.4	2	197	8	38	2	10	245				198		10			161				

N/A	REQ 788.
1.38 PER SUITE	4.50 PER SUITE
1159.9	
TOTAL 5.9 PER SUITE	

205	40
REQUIRED = 197	REQUIRED = 39.4
1.04 PER SUITE	.203 PER SUITE
REQUIRED BF = 7	REQUIRED BF = 2

REQUIRED = 197.0 REQUIRED = 9.9

3 BLOCK 01

BLOCK 03

LEVEL	GCA		FLOOR AREA PER BY-LAW No. 016 – 2014								GSA				SUITE					AMENITY		PARKING										CYCLE					LOCKER
	TOTAL		RESIDENT		RETAIL		TOTAL		RESIDENT		RETAIL		TOTAL	1 BED	1 BED + D	2 BED	3 BED	INTERIOR	EXTERIOR	PUDO	RESIDENTIAL OCCUPANT		RESIDENTIAL VISITOR		RETAIL			RESIDENTIAL		RETAIL		PUBLIC					
	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)									Typical	BF	Typical	BF	BF Total	Total	Typical	BF	Total	Long Term	Short Term		Long Term	Short Term	Grade		
Basement P2	4424.5	47624.9																				111	5			5	116							29			
Basement P1	4424.5	47624.9																				70	2	35	2	4	109							0			
Level 1	2006.24	21595	2006.24	21595			2006.24	21595	1018.64	10964.6			17	4	6	7	0	156.3	273.1	2				1	0	1			208	10				0			
Level 2	2006.24	21595	2006.24	21595			2006.24	21595	1697	18266.4			29	8	12	9	0																31				
Level 3	2006.24	21595	2006.24	21595			2006.24	21595	1697	18266.4			29	8	12	9	0																31				
Level 4	2006.24	21595	2006.24	21595			2006.24	21595	1697	18266.4			29	8	12	9	0																31				
Level 5	2006.24	21595	2006.24	21595			2006.24	21595	1697	18266.4			29	8	12	9	0																31				
Level 6	1843.92	19847.8	1843.92	19847.8			1843.92	19847.8	1533.82	16509.9			26	5	9	12																	31				
Level 7	1008.7	10857.6	1008.7	10857.6			1008.7	10857.6	816.6	8789.81			13	2	4	7	0	39	470.5																		
Level 8	973.7	10480.8	973.7	10480.8			973.7	10480.8	861.5	9273.11			14	3	4	7	0																				
MPH	300	3229.17	300	3229.17			300	3229.17																													
Below grade	8849	95249.8		0				0	0	0												181	7	36	2	9	225			0	0			29			
Above grade	14157.5	152390	14157.5	152390			14157.5	152390	11018.6	118603			186	46	71	69	0								0	1			208	10			155				
TOTAL	23006.5	247640	14157.5	152390			14157.5	152390	11018.6	118603		%		25%	38%	37%	0%	195.3	743.6	2	181	7	36	2	9	226			208	10			184				

N/A	REQ 744.
1.05 PER SUITE	4.00 PER SUITE
938.9	
TOTAL 5.0 PER SUITE	

188	38
REQUIRED = 186	REQUIRED = 37
1.01 PER SUITE	.2 PER SUITE
REQUIRED BF = 7	REQUIRED BF = 2

REQUIRED = 186.0 REQUIRED = 10.0

2 BLOCK 03

BLOCK 05

LEVEL	GCA		FLOOR AREA PER BY-LAW No. 016 – 2014						GSA				SUITE				AMENITY		PUDO	PARKING						CYCLE						LOCKER	
	TOTAL		RESIDENT		RETAIL		TOTAL		RESIDENT		RETAIL		TOTAL	1 BED	1 BED + D	2 BED	3 BED	INTERIOR		EXTERIOR	RESIDENTIAL OCCUPANT	RESIDENTIAL VISITOR	RETAIL			RESIDENTIAL		RETAIL		PUBLIC			
	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)											(SQ.M)	(SQ.M)	Typical	BF	Typical	BF	BF Total		Total		Typical
Basement P3	5535.6	59584.7																		141	5			5	146								36
Basement P2	5535.6	59584.7																		140	5			5	145								36
Basement P1	5535.6	59584.7																		61	1	64	4	5	130			96					26
Level 1	3322.2	35759.9	2800.2	30141.1	522	5618.76	3322.2	35759.9	1314.7	14151.3	522	5618.76	22	2	14	6	0	250.7	122	2					0	0	0		261	22			12
Level 2	3136.2	33757.8	3136.2	33757.8			3136.2	33757.8	2685.3	28904.3			46	8	24	14	0																30
Level 3	3136.2	33757.8	3136.2	33757.8			3136.2	33757.8	2685.3	28904.3			46	8	24	14	0																30
Level 4	3136.2	33757.8	3136.2	33757.8			3136.2	33757.8	2685.3	28904.3			46	8	24	14	0																30
Level 5	3136.2	33757.8	3136.2	33757.8			3136.2	33757.8	2685.3	28904.3			46	8	24	14	0																30
Level 6	2993.7	32223.9	2993.7	32223.9			2993.7	32223.9	2541.9	27360.8			43	10	15	18	0																30
Level 7	2987.1	32152.9	2987.1	32152.9			2987.1	32152.9	2535.4	27290.8			43	10	15	18	0																32
Level 8	1081	11635.8	1081	11635.8			1081	11635.8	797.7	8586.37			14	1	9	4	0	93.9	1277.1														0
Level 9	999	10753.1	999	10753.1			999	10753.1	888	9558.35			16	3	9	4	0																0
Level 10	999	10753.1	999	10753.1			999	10753.1	888	9558.35			16	3	9	4	0																0
MPH	378	4068.76	378	4068.76			378	4068.76																									0
Below grade	16606.8	178754	0	0					0	0		0								342	11	64	4	15	421				96	0			98
Above grade	25304.8	272379	24782.8	266760	522	5618.76	25304.8	272379	19706.9	212123	522	5618.76	338	61	167	110	0			0	0	0	0	0	0				261	22			194
TOTAL	41911.6	451133	24782.8	266760	522	5618.76	25304.8	272379	19706.9	212123	522	5618.76	%	18%	49%	33%	0%	344.6	1399.1	2	342	11	64	4	15	421		357	22			292	

Block 06 A

LEVEL	GCA		FLOOR AREA PER BY-LAW No. 016 – 2014						GSA		SUITE					AMENITY		PUDO	PARKING						CYCLE					LOCKER			
	TOTAL		RESIDENT		RETAIL		TOTAL		RESIDENT	RETAIL	TOTAL	1 BED	1 BED + D	2 BED	3 BED	INTERIOR	EXTERIOR		RESIDENTIAL OCCUPANT		RESIDENTIAL VISITOR				RETAIL			RESIDENTIAL			RETAIL		PUBLIC
	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)					(SQ.M)		(SQ.M)	Typical	BF	Typical	BF	BF Total	Total	Typical	BF	Total	Long Term		Short Term	Long Term	Short Term
Basement P3	4283.8	46110.4																	102	4			4	106									
Basement P2	4283.8	46110.4																	100	4			4	104									
Basement P1	4283.8	46110.4																	40	1	48	3	4	92				199					
Level 1	1271.3	13684.2	1271.3	13684.2			1271.3	13684.2	406.5	4375.53		7	5	2	0	229	621						0					36	8				
Level 2	1271.3	13684.2	1271.3	13684.2			1271.3	13684.2	1089.5	11727.3		18	2	7	9	0																	13
Level 3	1271.3	13684.2	1271.3	13684.2			1271.3	13684.2	1089.5	11727.3		18	2	7	9	0																	13
Level 4	1271.3	13684.2	1271.3	13684.2			1271.3	13684.2	1089.5	11727.3		18	2	7	9	0																	13
Level 5	1271.3	13684.2	1271.3	13684.2			1271.3	13684.2	1089.5	11727.3		18	2	7	9	0																	13
Level 6	1271.3	13684.2	1271.3	13684.2			1271.3	13684.2	1089.5	11727.3		18	2	7	9	0																	13
Level 7	1083.7	11664.8	1083.7	11664.8			1083.7	11664.8	910.7	9802.69		14	2	1	11	0																	13
ROOF																																	
MPH	250		250				250	2690.98																									
Below grade	12851.4	138331		0				0	0	0						0	0		242	9	48	3	12	302				199	0				0
Above grade	8961.5	96460.8	8961.5	96460.8			8961.5	96460.8	6764.7	72814.6		111	12	41	58	0	229	621		0	0	0	0	0	0			36	8				78
TOTAL	21812.9	234792	8961.5	96460.8			8961.5	96460.8	6764.7	72814.6		%	11%	37%	52%	0%	229	621	0	242	9	48	3	12	302				235	8			78
																		251		51								REQUIRED = 111.0		REQUIRED = 5.6			
																		N/A		REQ. 444.								REQUIRED = 234		REQUIRED = 46.8			
																		2.06 PER SUITE		5.59 PER SUITE								1.07 PER SUITE		22 PER SUITE			
																		850										REQUIRED BF = 8.0		REQUIRED BF = 2			
																		TOTAL 7.7 PER SUITE															

2

BLOCK 06 A

A005

Block 06 B

LEVEL	GCA		FLOOR AREA PER BY-LAW No. 016 – 2014						GSA		SUITE					AMENITY		PUDO	PARKING (REFER TO BUILDING 6A)							CYCLE					LOCKER			
	TOTAL		RESIDENT		RETAIL		TOTAL		RESIDENT	RETAIL	TOTAL	1 BED	1 BED + D	2 BED	3 BED	INTERIOR	EXTERIOR		RESIDENTIAL OCCUPANT		RESIDENTIAL VISITOR					RETAIL			RESIDENTIAL			RETAIL		PUBLIC
	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)					(SQ.M)		(SQ.M)	Typical	BF	Typical	BF	BF Total	Total	Typical	BF	Total	Long Term	Short Term		Long Term	Short Term	Grade
Basement P3																																		
Basement P2																																		
Basement P1																																		
Level 1	1190.4	12813.4	1190.4	12813.4			1190.4	12813.4	396	4262.51		7	0	6	1	0	284.1	741	3						0					8				4
Level 2	1190.4	12813.4	1190.4	12813.4			1190.4	12813.4	944.9	10170.8		15	1	7	7	0																	7	
Level 3	1193.5	12846.7	1193.5	12846.7			1193.5	12846.7	948	10204.2		15	1	7	7	0																	7	
Level 4	1193.5	12846.7	1193.5	12846.7			1193.5	12846.7	948	10204.2		17	4	9	4	0																	7	
Level 5	1193.5	12846.7	1193.5	12846.7			1193.5	12846.7	948	10204.2		17	4	9	4	0																	7	
Level 6	1193.5	12846.7	1193.5	12846.7			1193.5	12846.7	948	10204.2		17	4	9	4	0																	7	
Level 7	1065.1	11464.6	1065.1	11464.6			1065.1	11464.6	928.7	9996.44		15	3	6	5	1																	7	
Level 8	890.9	9589.57	890.9	9589.57			890.9	9589.57	762	8202.1		11	1	0	10	0																	4	
Level 9	890.9	9589.57	890.9	9589.57			890.9	9589.57	612.7	6595.05		9	1	0	8	0																	4	
ROOF																																		
MPH	250		250				250	2690.98																										
Below grade	0	0		0				0	0	0						0	0		0	0	0	0	0	0	0				0	0			0	
Above grade	10251.7	110348	10251.7	110348			10251.7	110348	7436.3	80043.7		123	19	53	50	1	284.1	741		0	0	0	0	0	0	0				0	8			54
TOTAL	10251.7	110348	10251.7	110348			10251.7	110348	7436.3	80043.7		%	15%	43%	41%	1%	284.1	741	3	0	0	0	0	0	0				0	8			54	
																												REQUIRED = 123.0		REQUIRED = 6.2				

N/A

REQ 492.

2.31 PER SUITE6.02 PER SUITE

1025.1

TOTAL 8.3 PER SUITE

BLOCK 02						
TH No.	TH Type	FLOOR AREA		GROSS FLOOR AREA		PARKING
		(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	
201	3E	194.4	2092.5	170.1	1830.9	2
202	3	189.7	2041.9	165.4	1780.3	2
203	3	189.7	2041.9	165.4	1780.3	2
204	3	189.7	2041.9	165.4	1780.3	2
205	3E	194.4	2092.5	170.1	1830.9	2
206	3E	194.4	2092.5	170.1	1830.9	2
207	3	189.7	2041.9	165.4	1780.3	2
208	3	189.7	2041.9	165.4	1780.3	2
209	3	189.7	2041.9	165.4	1780.3	2
210	3E	194.4	2092.5	170.1	1830.9	2
211	3E	194.4	2092.5	170.1	1830.9	2
212	3	189.7	2041.9	165.4	1780.3	2
213	3	189.7	2041.9	165.4	1780.3	2
214	3	189.7	2041.9	165.4	1780.3	2
215	3E	194.4	2092.5	170.1	1830.9	2
216	2E	203.9	2194.8	183.6	1976.3	2
217	2	198.9	2140.9	178.6	1922.4	2
218	2	198.9	2140.9	178.6	1922.4	2
219	2	198.9	2140.9	178.6	1922.4	2
220	2	198.9	2140.9	178.6	1922.4	2
221	2	198.9	2140.9	178.6	1922.4	2
222	2	198.9	2140.9	178.6	1922.4	2
223	2E	203.9	2194.8	183.6	1976.3	2
224	1E	166.9	1796.5	141.4	1522.0	2
225	1	164.8	1773.9	139.3	1499.4	2
226	1	164.8	1773.9	139.3	1499.4	2
227	1E	166.9	1796.5	141.4	1522.0	2
228	1E	166.9	1796.5	141.4	1522.0	2
229	1	164.8	1773.9	139.3	1499.4	2
230	1	164.8	1773.9	139.3	1499.4	2
231	1E	166.9	1796.5	141.4	1522.0	2
Total	31	5801.7	62448.9	5070.8	54581.6	
No. Type 1	B2B	8				
No. Type 2	DBL FT	8				
No. Type 3	FL	15				

TOTAL												
PHASE 1	TH Type	TYPE	COUNT	FLOOR AREA		GROSS FLOOR AREA		SITE AREA		PARKING	PARKING VISITOR	
				(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(HECTARE)		TYPICAL	BF
BLOCK 02	1	Type 1 - Back-to-Back	8	1326.8	14281.5	1122.8	12085.7			16		
	2	Type 2 - Double Front	8	1601.2	17235.2	1438.8	15487.1			16	7	1
	3	Type 3 - Front Loaded	15	2873.7	30932.2	2509.2	27008.8			30		
	TOTAL		31	5801.7	62448.9	5070.8	54581.6	7442.1	0.7	62	8	

BLOCK 04						
TH No.	TH Type	FLOOR AREA		GROSS FLOOR AREA		PARKING
		(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	
401	2O	227.6	2449.9	207.3	2231.4	2
402	2	198.9	2140.9	178.6	1922.4	2
403	2	198.9	2140.9	178.6	1922.4	2
404	2	198.9	2140.9	178.6	1922.4	2
405	2	198.9	2140.9	178.6	1922.4	2
406	2	198.9	2140.9	178.6	1922.4	2
407	2	198.9	2140.9	178.6	1922.4	2
408	2E	203.9	2194.8	183.6	1976.3	2
409	2E	203.9	2194.8	183.6	1976.3	2
410	2	198.9	2140.9	178.6	1922.4	2
411	2	198.9	2140.9	178.6	1922.4	2
412	2	198.9	2140.9	178.6	1922.4	2
413	2	198.9	2140.9	178.6	1922.4	2
414	2O2	255.8	2753.4	235.5	2534.9	2
415	2O	227.6	2449.9	207.3	2231.4	2
416	2	198.9	2140.9	178.6	1922.4	2
417	2	198.9	2140.9	178.6	1922.4	2
418	2	198.9	2140.9	178.6	1922.4	2
419	2	198.9	2140.9	178.6	1922.4	2
420	2O	227.6	2449.9	207.3	2231.4	2
421	2O	227.6	2449.9	207.3	2231.4	2
422	2	198.9	2140.9	178.6	1922.4	2
423	2	198.9	2140.9	178.6	1922.4	2
424	2	198.9	2140.9	178.6	1922.4	2
425	2	198.9	2140.9	178.6	1922.4	2
426	2	198.9	2140.9	178.6	1922.4	2
427	2	198.9	2140.9	178.6	1922.4	2
428	2O	227.6	2449.9	207.3	2231.4	2
429	2O	227.6	2449.9	207.3	2231.4	2
430	2	198.9	2140.9	178.6	1922.4	2
431	2	198.9	2140.9	178.6	1922.4	2
432	2	198.9	2140.9	178.6	1922.4	2
433	2	198.9	2140.9	178.6	1922.4	2
434	2	198.9	2140.9	178.6	1922.4	2
435	2E	203.9	2194.8	183.6	1976.3	2
436	2E	203.9	2194.8	183.6	1976.3	2
437	2	198.9	2140.9	178.6	1922.4	2
438	2	198.9	2140.9	178.6	1922.4	2
439	2	198.9	2140.9	178.6	1922.4	2
440	2	198.9	2140.9	178.6	1922.4	2
441	2	198.9	2140.9	178.6	1922.4	2
442	2	198.9	2140.9	178.6	1922.4	2
443	2E	203.9	2194.8	183.6	1976.3	2
444	3E	194.4	2092.5	170.1	1830.9	2
445	3E	194.4	2092.5	170.1	1830.9	2
446	3	189.7	2041.9	165.4	1780.3	2
447	3	189.7	2041.9	165.4	1780.3	2
448	3	189.7	2041.9	165.4	1780.3	2
449	3E	194.4	2092.5	170.1	1830.9	2
450	3E	194.4	2092.5	170.1	1830.9	2
451	3	189.7	2041.9	165.4	1780.3	2
452	3	189.7	2041.9	165.4	1780.3	2
453	3E	194.4	2092.5	170.1	1830.9	2
454	4E	254.7	2741.6	222.5	2395.0	2
455	4	249	2680.2	217	2335.8	2
456	4	249	2680.2	217	2335.8	2
457	4E	254.7	2741.6	222.5	2395.0	2
458	1E	166.9	1796.5	141.4	1522.0	2
459	1	164.8	1773.9	139.3	1499.4	2
460	1	164.8	1773.9	139.3	1499.4	2
461	1	164.8	1773.9	139.3	1499.4	2
462	1E	166.9	1796.5	141.4	1522.0	2
463	1E	166.9	1796.5	141.4	1522.0	2
464	1	164.8	1773.9	139.3	1499.4	2
465	1	164.8	1773.9	139.3	1499.4	2
466	1	164.8	1773.9	139.3	1499.4	2
467	1E	166.9	1796.5	141.4	1522.0	2
468	1E	166.9	1796.5	141.4	1522.0	2
469	1	164.8	1773.9	139.3	1499.4	2
470	1	164.8	1773.9	139.3	1499.4	2
471	1	164.8	1773.9	139.3	1499.4	2
472	1	164.8	1773.9	139.3	1499.4	2
473	1E	166.9	1796.5	141.4	1522.0	2
474	1E	166.9	1796.5	141.4	1522.0	2
475	1	164.8	1773.9	139.3	1499.4	2
476	1	164.8	1773.9	139.3	1499.4	2
477	1	164.8	1773.9	139.3	1499.4	2
478	1	164.8	1773.9	139.3	1499.4	2
479	1E	166.9	1796.5	141.4	1522.0	2
Total	79	15377.1	165517.6	13571.8	146085.5	
No. Type 1	B2B	22				
No. Type 2	DBL FT	43				
No. Type 3	FL	10				
No. Type 4	FL	4				

TOTAL												
PHASE	TH	TYPE	COUNT	FLOOR AREA		GROSS FLOOR AREA		Site area		PARKING	PARKING VISITOR	
	Type			(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(HECTARE)		TYPICAL	BF
BLOCK 04	1	Type 1 - Back-to-Back	22	3642.4	39206.4	3081.4	33167.9			44	14	2
	2	Type 2 - Double Front	43	8806.8	94795.5	7933.9	85399.7			86		
	3	Type 3 - Front Loaded	10	1920.5	20672.1	1677.5	18056.4			20		
	4	Type 4 - Front Loaded	4	1007.4	10843.6	879	9461.5			8		
		TOTAL		79	15377.1	165517.6	13571.8	146085.5	16479	1.6	158	16

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21

NO.	REVISIONS	DATE
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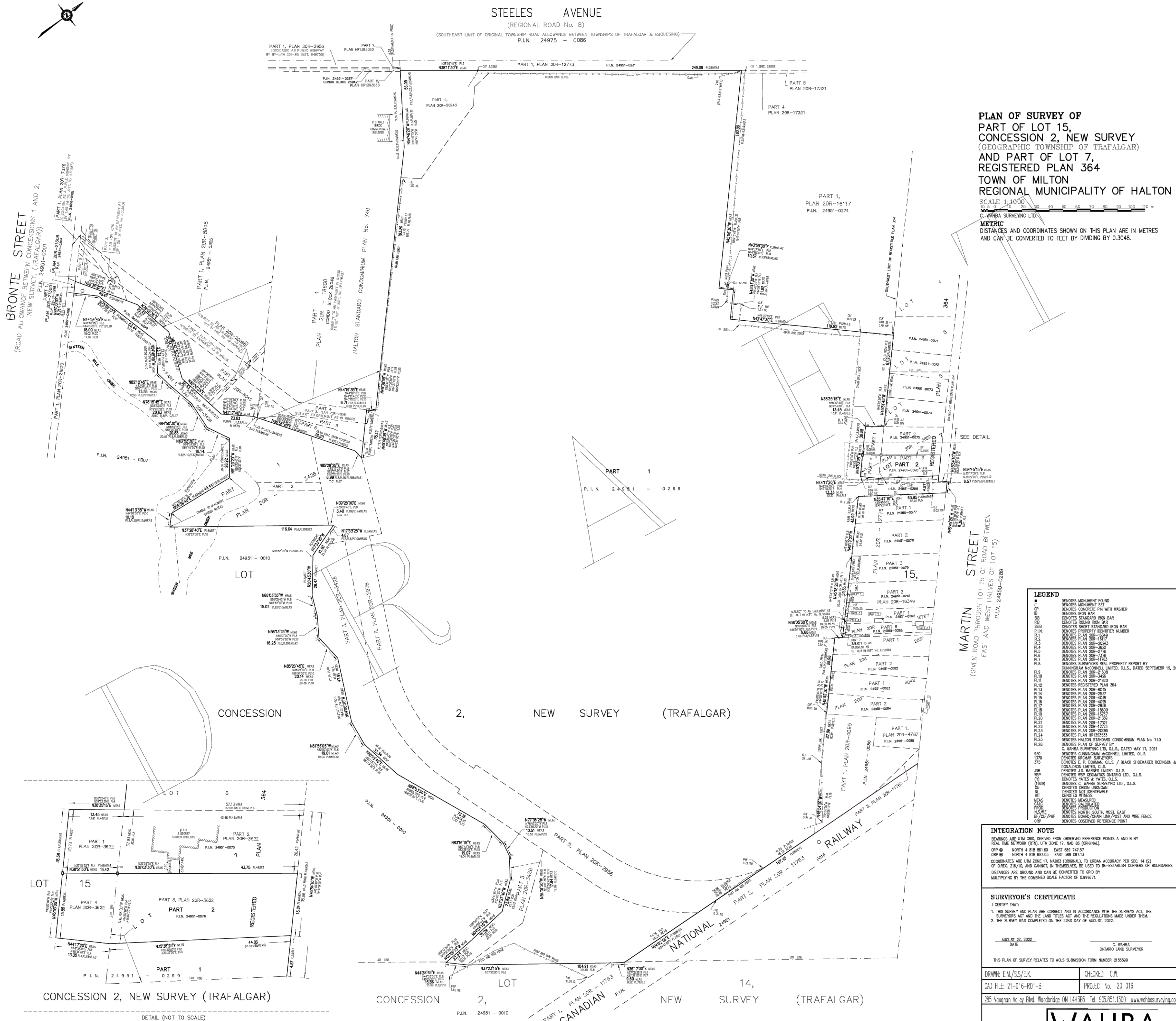
CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB.

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150 STEELES AVE
MILTON, ON

neatt

Drawn		
Checked	CW	Date 2025-03-01
Title BLOCK STATISTICS TOWNHOUSES		
Project No. 22-207	Drawing No. A006	



PLAN OF SURVEY OF
PART OF LOT 15,
CONCESSION 2, NEW SURVEY
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
AND PART OF LOT 7,
REGISTERED PLAN 364
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON

SCALE 1:1000
10 20 30 40 50 60 70 80 90 100 110 m

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

- LEGEND**
- DENOTES MONUMENT FOUND
 - DENOTES CONCRETE PIVOT WITH WASHER
 - DENOTES STANDARD IRON BAR
 - DENOTES ROAD IRON BAR
 - DENOTES SHORT STANDARD IRON BAR
 - DENOTES PROPERTY CORNER NUMBER
 - P.1 DENOTES PLAN 208-16349
 - P.2 DENOTES PLAN 208-20243
 - P.3 DENOTES PLAN 208-17321
 - P.4 DENOTES PLAN 208-17321
 - P.5 DENOTES PLAN 208-17321
 - P.6 DENOTES PLAN 208-17321
 - P.7 DENOTES PLAN 208-17321
 - P.8 DENOTES PLAN 208-17321
 - P.9 DENOTES PLAN 208-17321
 - P.10 DENOTES PLAN 208-17321
 - P.11 DENOTES PLAN 208-17321
 - P.12 DENOTES PLAN 208-17321
 - P.13 DENOTES PLAN 208-17321
 - P.14 DENOTES PLAN 208-17321
 - P.15 DENOTES PLAN 208-17321
 - P.16 DENOTES PLAN 208-17321
 - P.17 DENOTES PLAN 208-17321
 - P.18 DENOTES PLAN 208-17321
 - P.19 DENOTES PLAN 208-17321
 - P.20 DENOTES PLAN 208-17321
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 - P.99 DENOTES PLAN 208-17321
 - P.100 DENOTES PLAN 208-17321

INTEGRATION NOTE

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B BY REAL TIME NETWORK (RTN) UTM ZONE 17, AND 83 (ORIGINAL).

ORP @ NORTH 4 818 861.60 EAST 589 742.57

ORP @ NORTH 4 818 867.05 EAST 589 097.13

COORDINATES ARE UTM ZONE 17, MGRS (ORIGINAL), TO UTM ACCURACY PER SEC. 14 (2) OF OREG. 216/70, AND CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES.

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999971.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.

2. THE SURVEY WAS COMPLETED ON THE 22ND DAY OF AUGUST, 2022.

— AUGUST 22, 2022 —
DATE

C. WAHBA
ONTARIO LAND SURVEYOR

THIS PLAN OF SURVEY RELATES TO AGLS SUBMISSION FORM NUMBER 2150099

DRAWN: E.M./S.S./E.K. CHECKED: C.W.

CAD FILE: 21-016-R01-B PROJECT No. 20-016

285 Vaughan Valley Blvd. Woodbridge ON L4H 3S5 Tel. 925.851.1300 www.wahbasurveying.com



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NO.	REVISIONS	DATE

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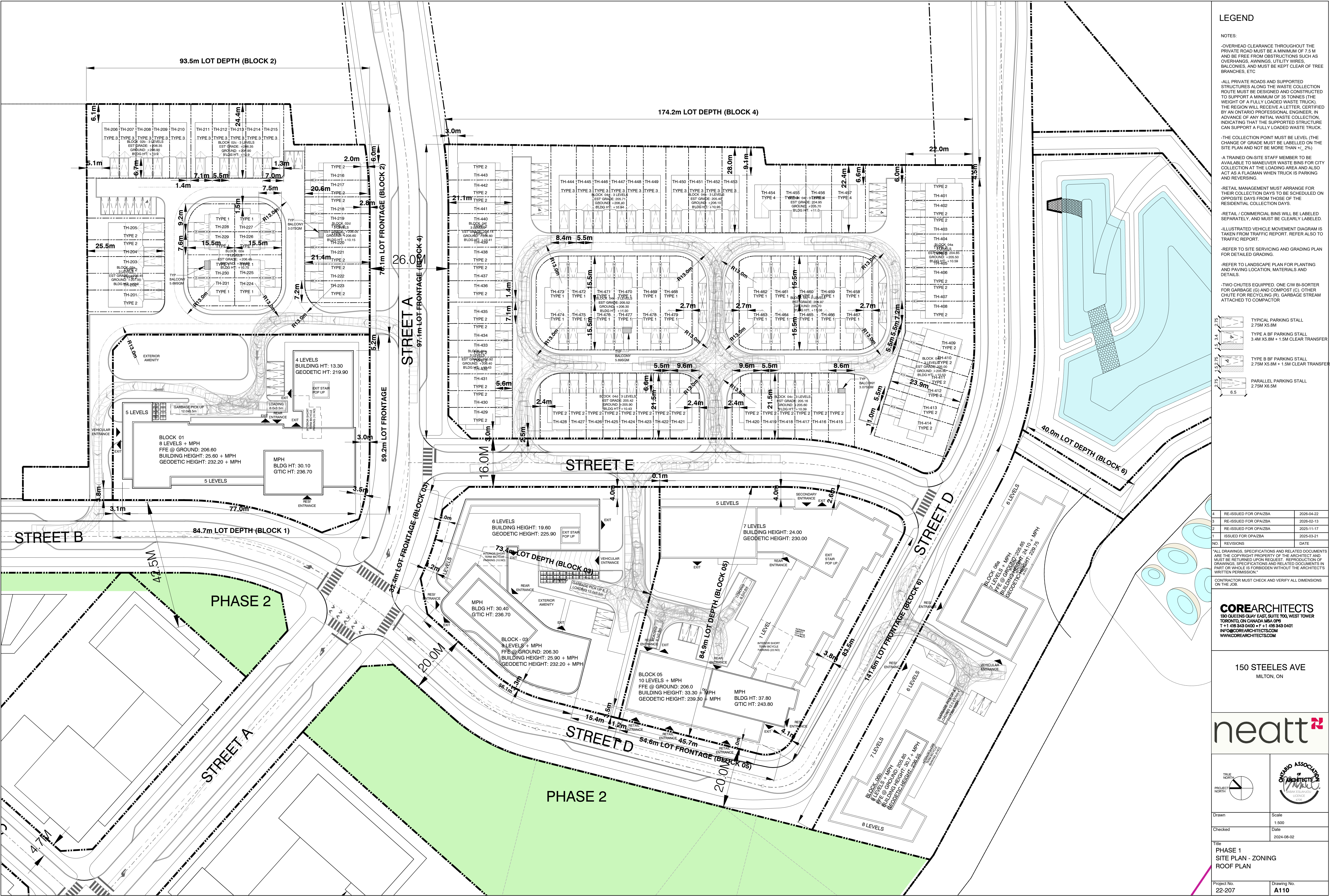
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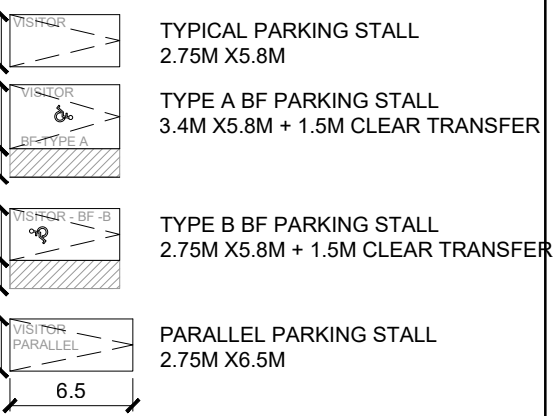


PROJECT NORTH	TRUE NORTH
Drawn	Scale
Checked	Date
CW	2025-03-01
Title	BLOCK STATISTICS TOWNHOUSES
Project No.	Drawing No.
22-207	A007



LEGEND

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NO.	REVISIONS	DATE

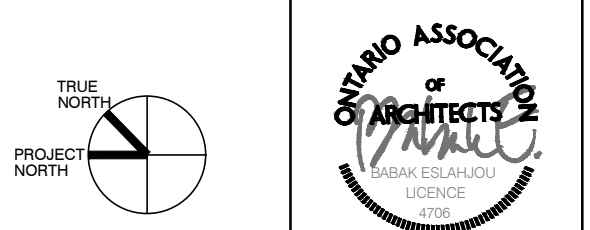
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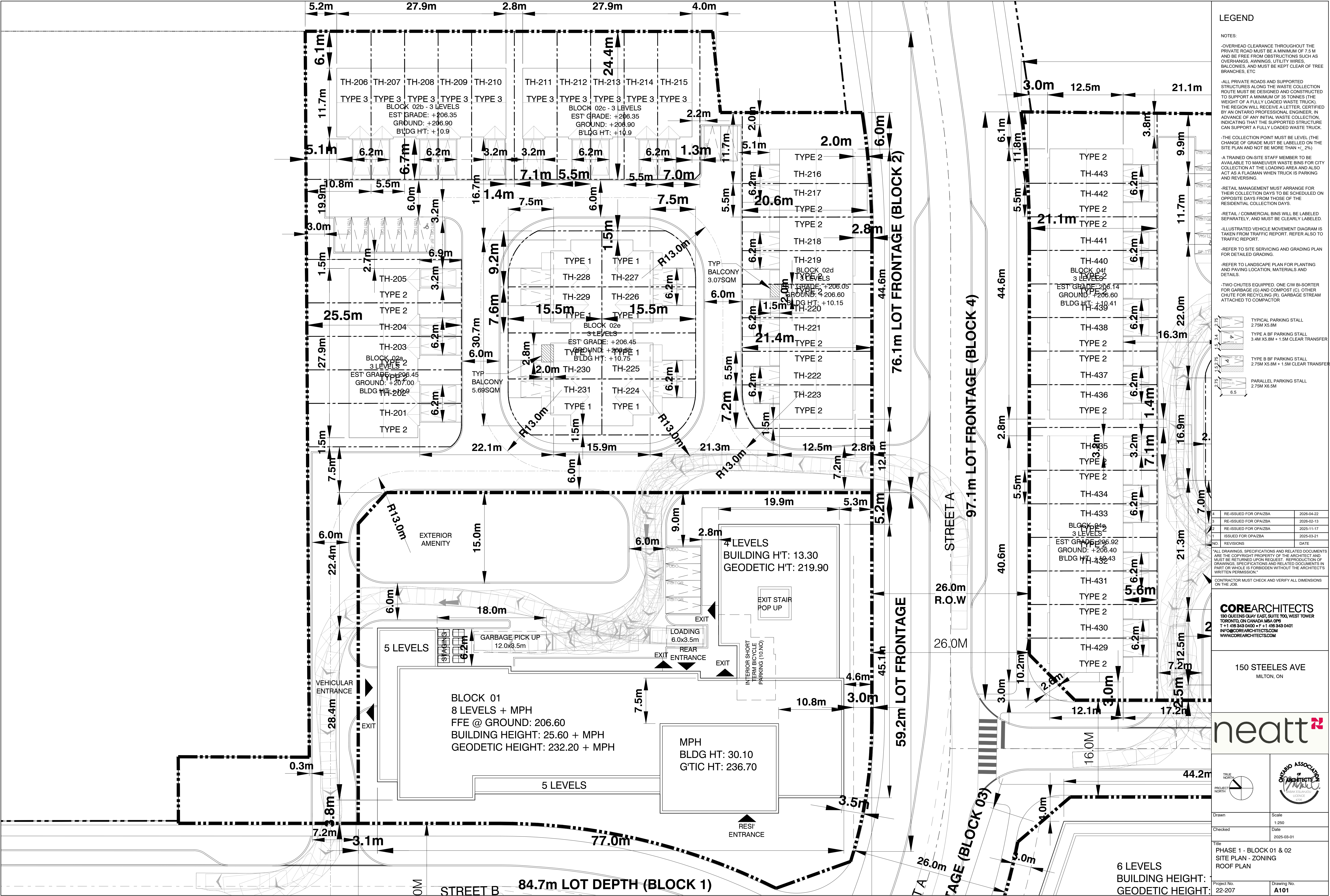
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Drawn	Scale
Checked	Date
	2024-08-02

Title
PHASE 1
SITE PLAN - ZONING
ROOF PLAN

Project No.	Drawing No.
22-207	A110



LEGEND

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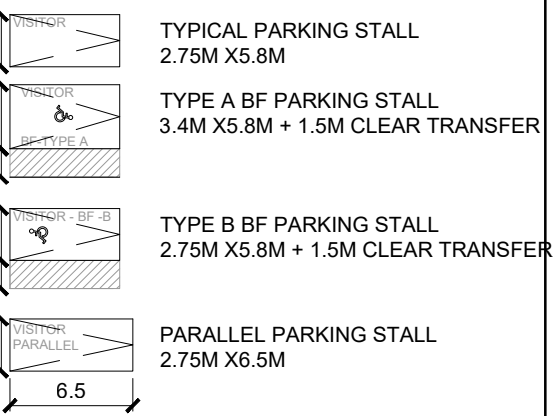


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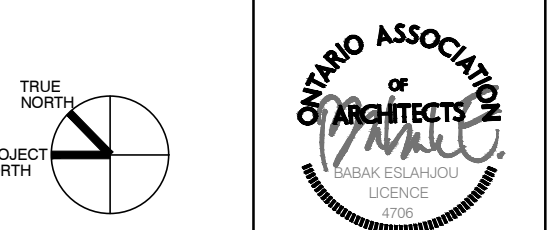
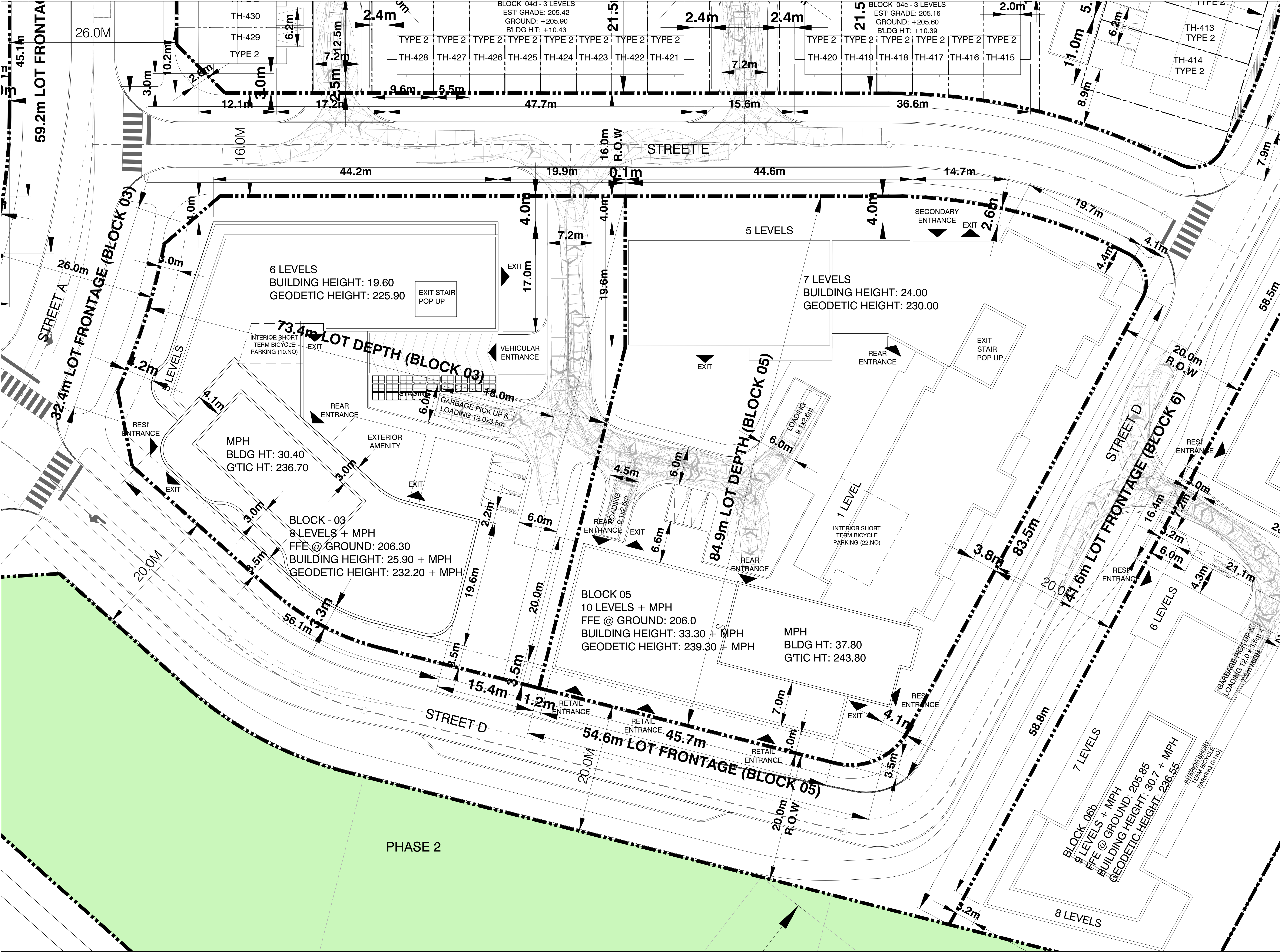
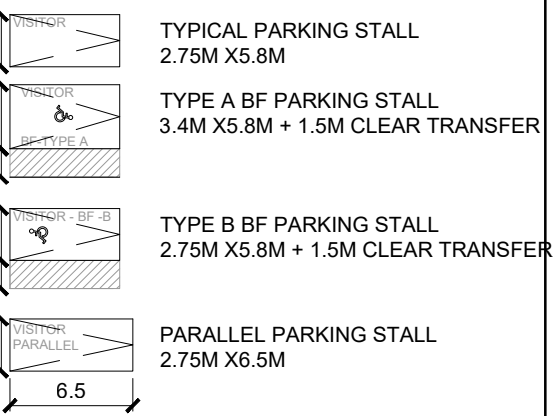


Table with 2 columns: Field, Value. Includes Drawn, Checked, Title, Project No., and Drawing No. information.



LEGEND

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NO.	REVISIONS	DATE

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TRUE NORTH

PROJECT NORTH

Drawn

Scale

Checked

Date

Title

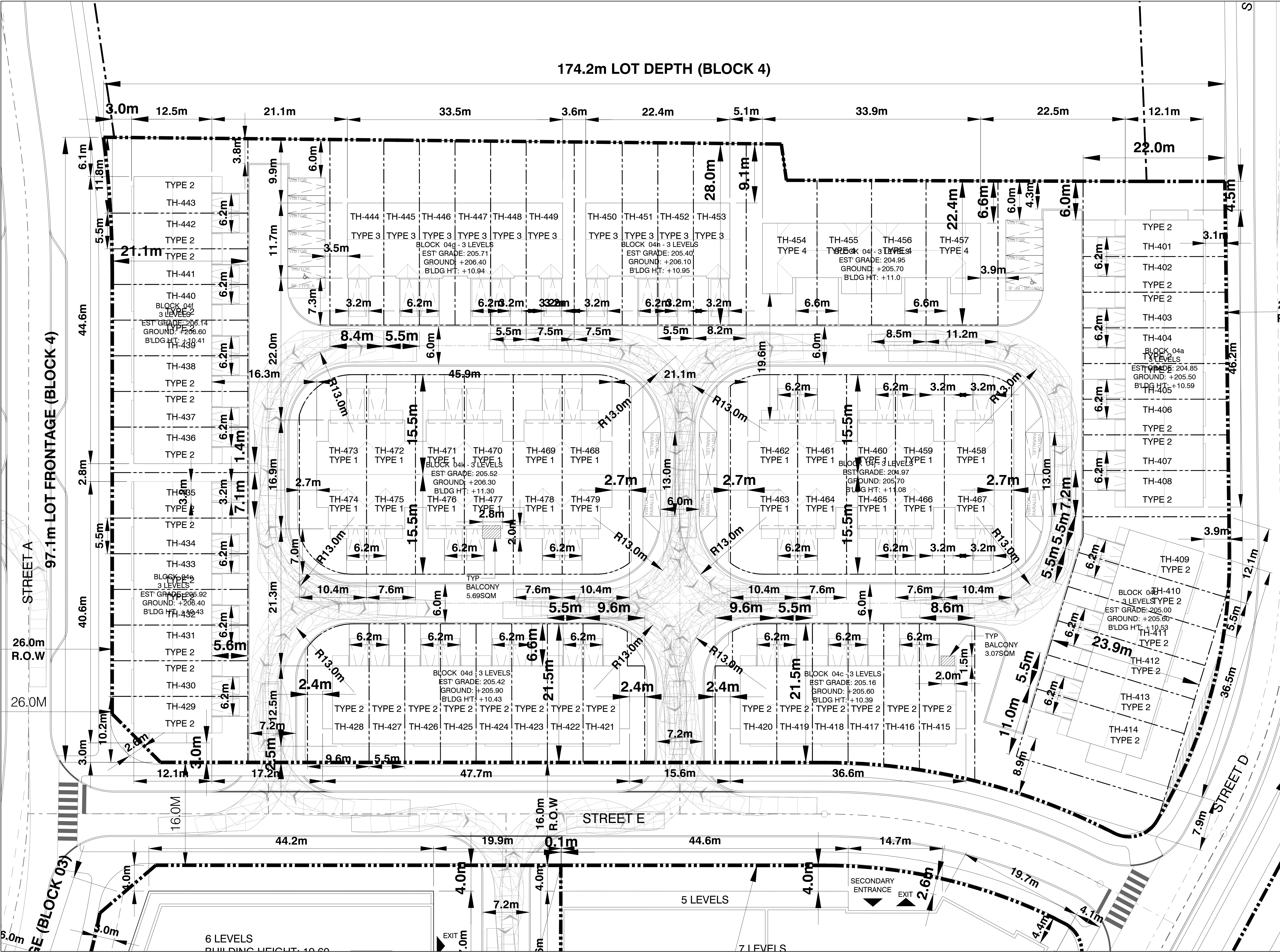
PHASE 1 - BLOCK 03 & 05
SITE PLAN - ZONING
ROOF PLAN

Project No.

22-207

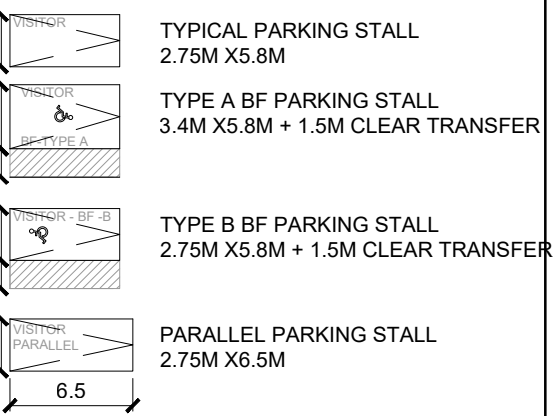
Drawing No.

A102



LEGEND

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TRUE NORTH

PROJECT NORTH

Drawn

Scale

Checked

Date

Title

PHASE 1 - BLOCK 04
SITE PLAN - ZONING
ROOF PLAN

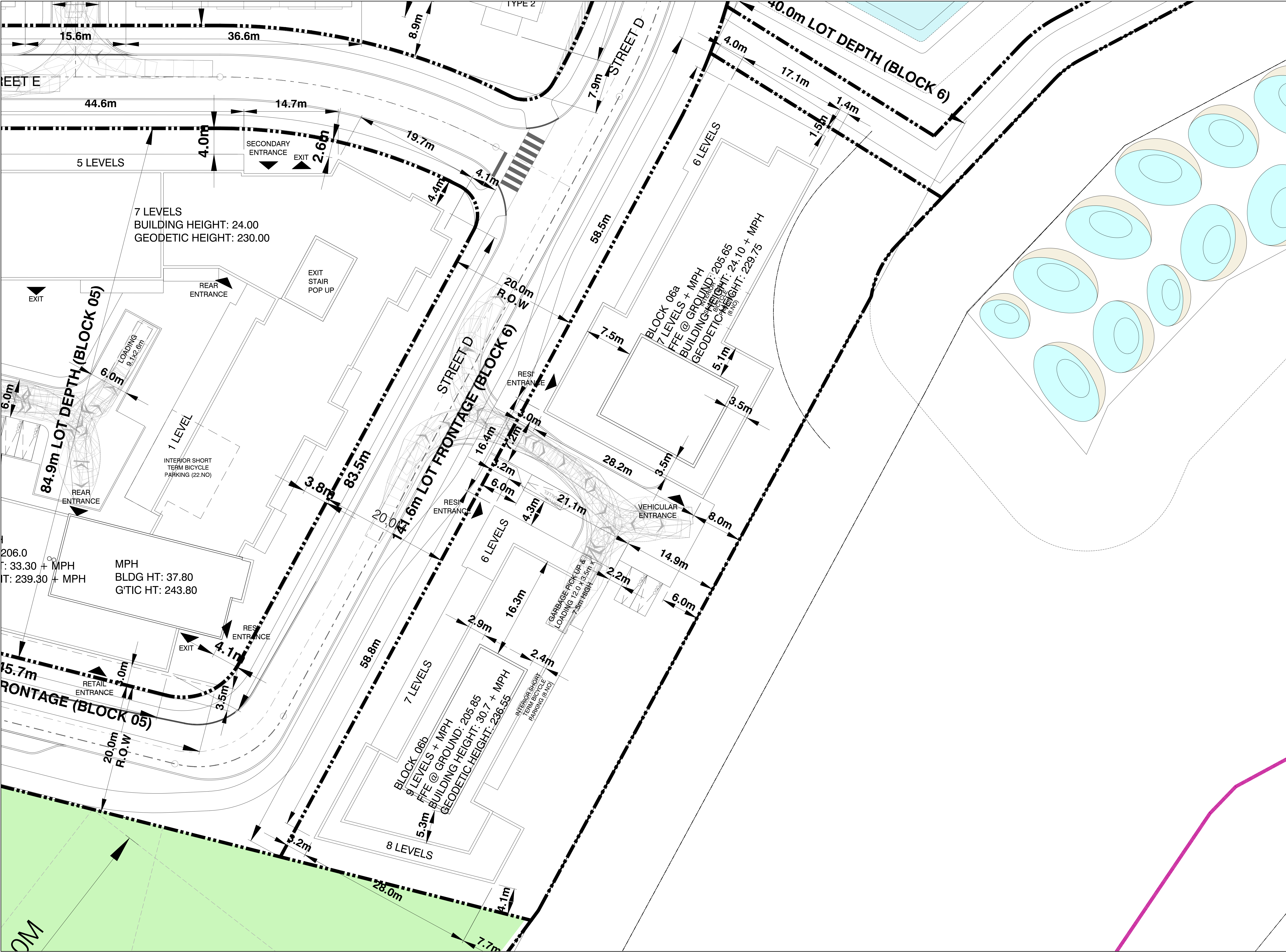
Project No.

22-207

Drawing No.

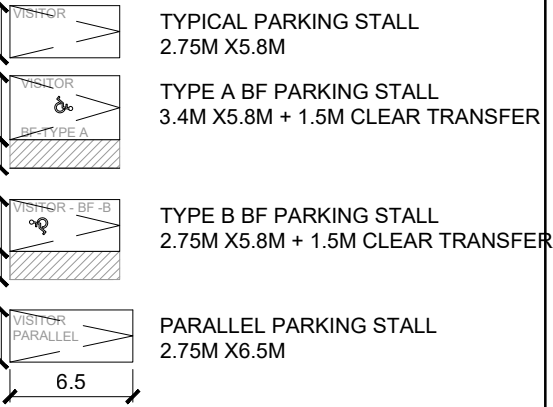
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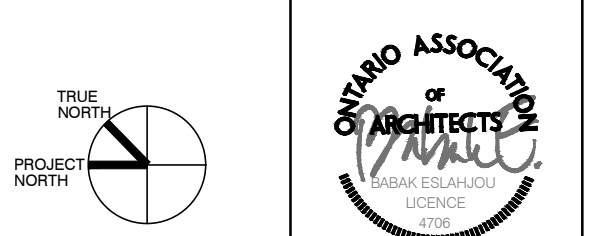
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Drawn	Scale
Checked	Date
	2025-03-01

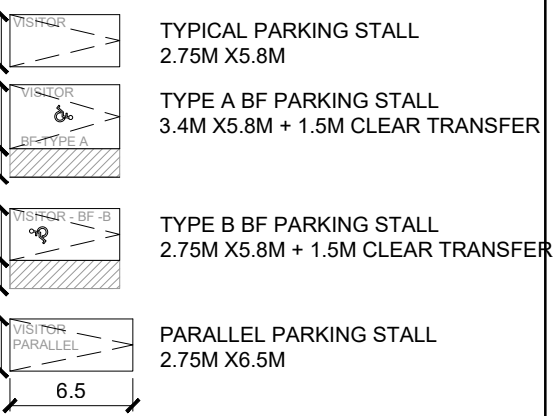
Title
PHASE 1 - BLOCK 06
SITE PLAN - ZONING
ROOF PLAN

Project No.	Drawing No.
22-207	A104



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 - REFER TO SITE SERVICING AND GRADING PLAN FOR DETAILED GRADING.
 - REFER TO LANDSCAPE PLAN FOR PLANTING AND PAVING LOCATION, MATERIALS AND DETAILS.
 - TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR



- ROOF TOP AMENITY
- OPEN AREA AT GRADE

1	RE-ISSUED FOR OPA/2BA	2026-04-22
NO.	REVISIONS	DATE

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Drawn	Scale
Checked	Date
	2024-08-02

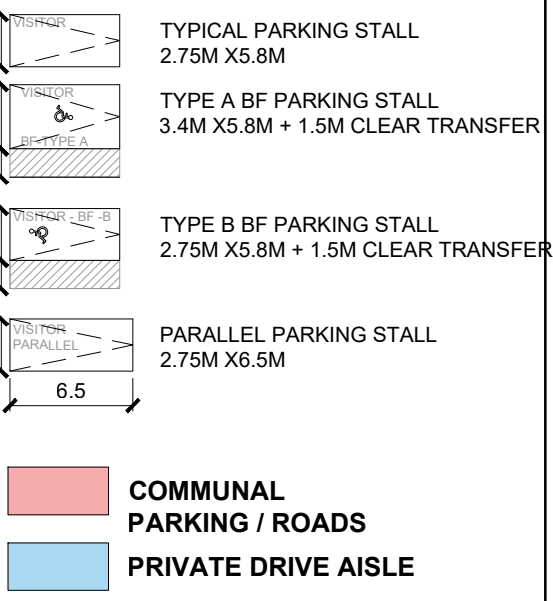
Title
PHASE 1
SITE PLAN - ZONING
SURFACE AREA PARKING

Project No.	Drawing No.
22-207	A109



LEGEND

- NOTES:
- OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC.
 - ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK). THE REGION WILL RECEIVE A LETTER, CERTIFIED BY AN ONTARIO PROFESSIONAL ENGINEER, IN ADVANCE OF ANY INITIAL WASTE COLLECTION, INDICATING THAT THE SUPPORTED STRUCTURE CAN SUPPORT A FULLY LOADED WASTE TRUCK.
 - THE COLLECTION POINT MUST BE LEVEL (THE CHANGE OF GRADE MUST BE LABELLED ON THE SITE PLAN AND NOT BE MORE THAN +/- 2%).
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 - TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR



- COMMUNAL PARKING / ROADS
- PRIVATE DRIVE AISLE

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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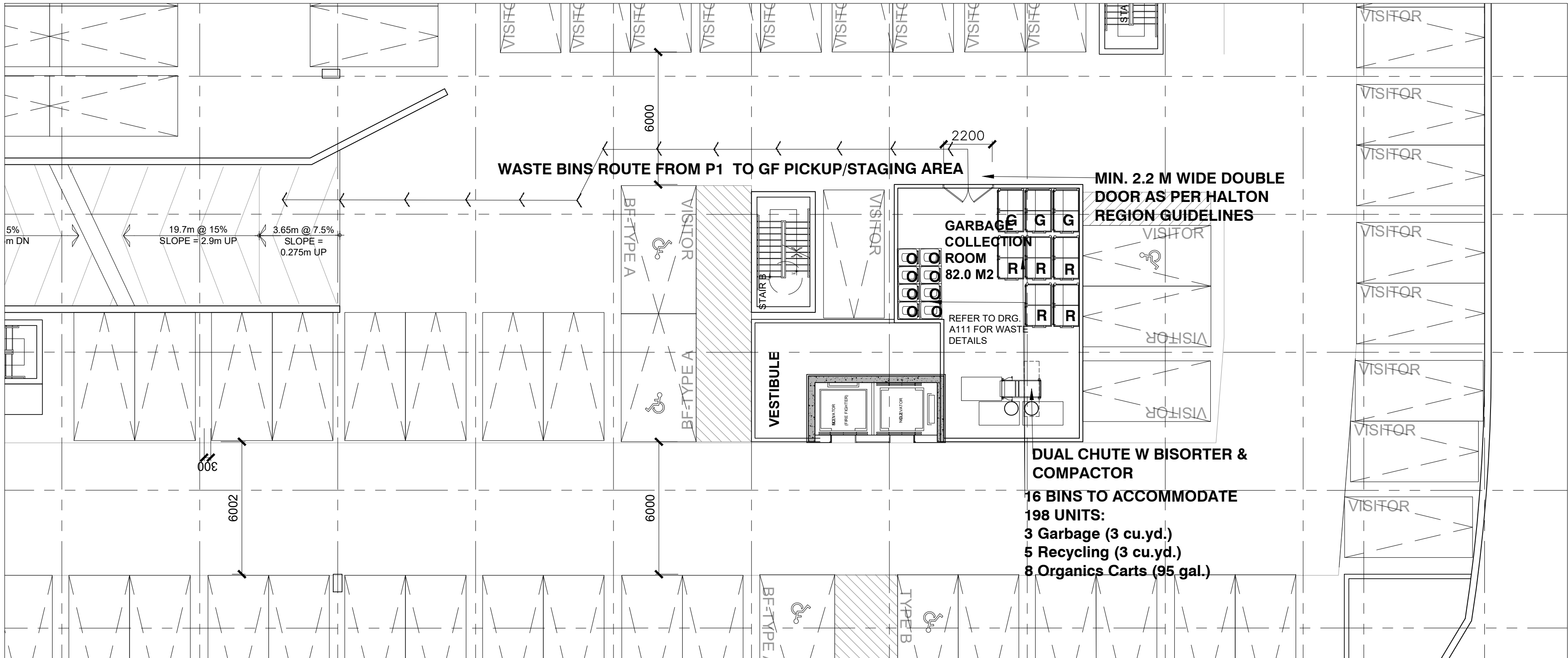
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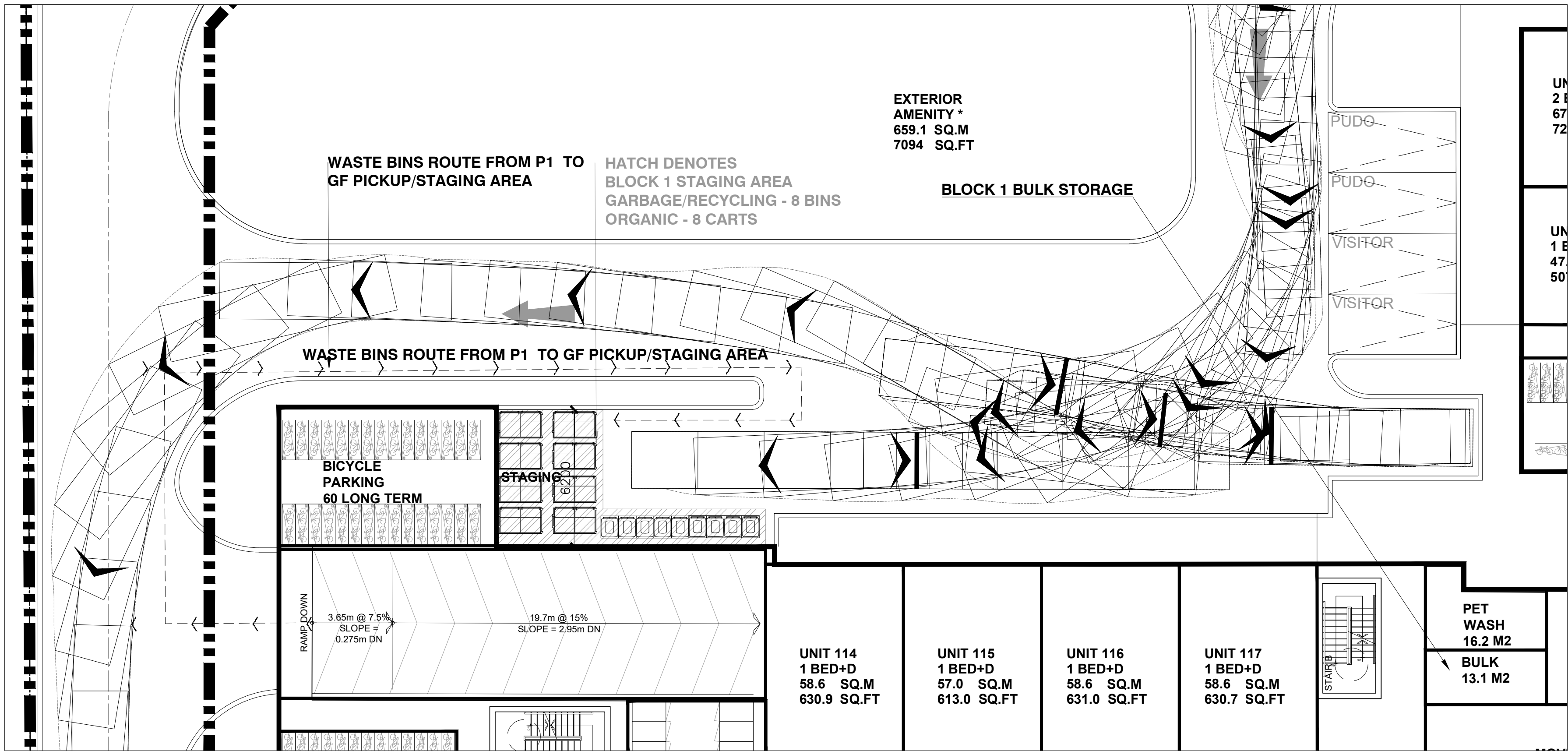
Drawn	Scale
Checked	Date
	2024-08-02

Title
PHASE 1
SITE PLAN
OPEN AREA CALCULATION

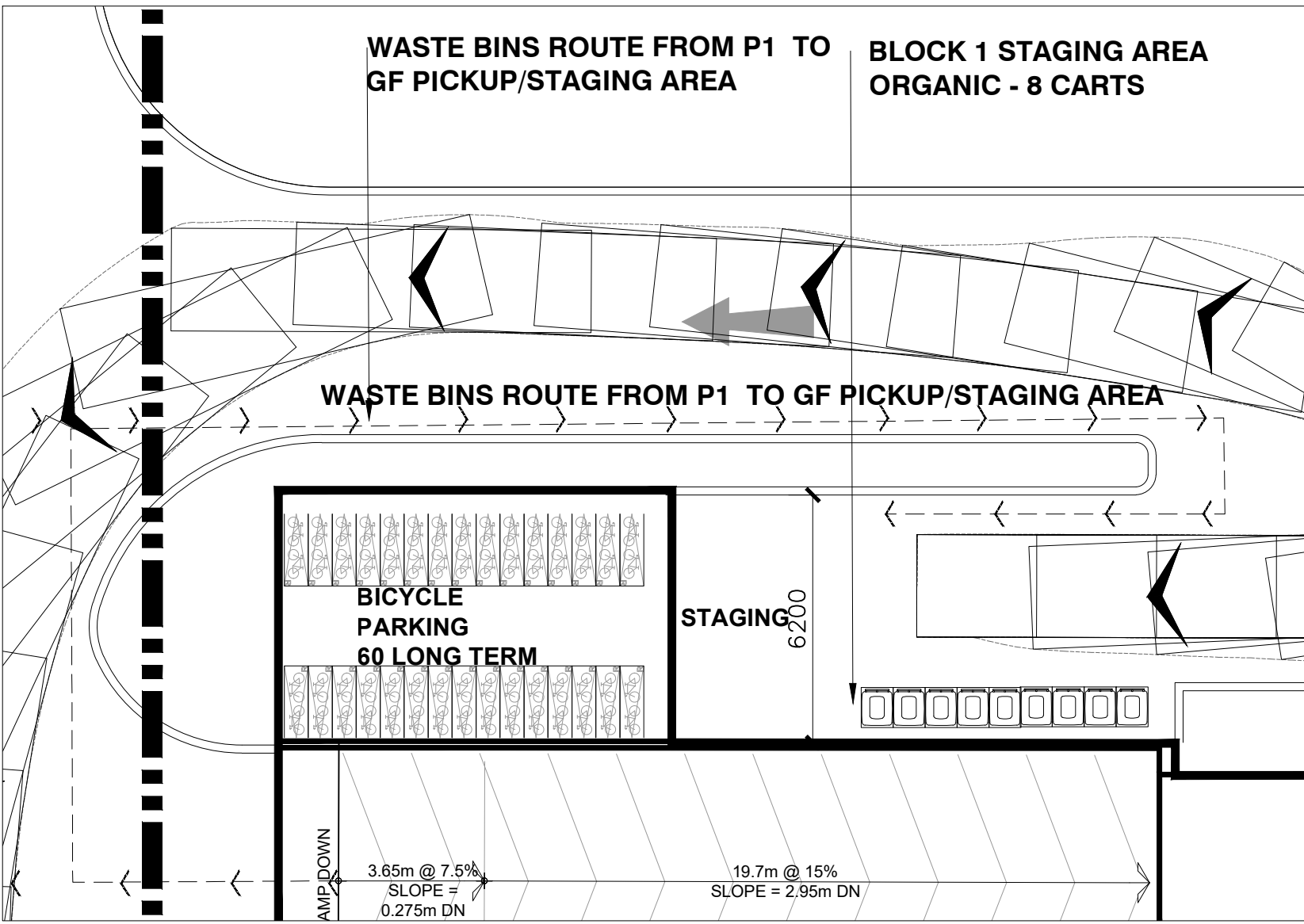
Project No.	Drawing No.
22-207	A110



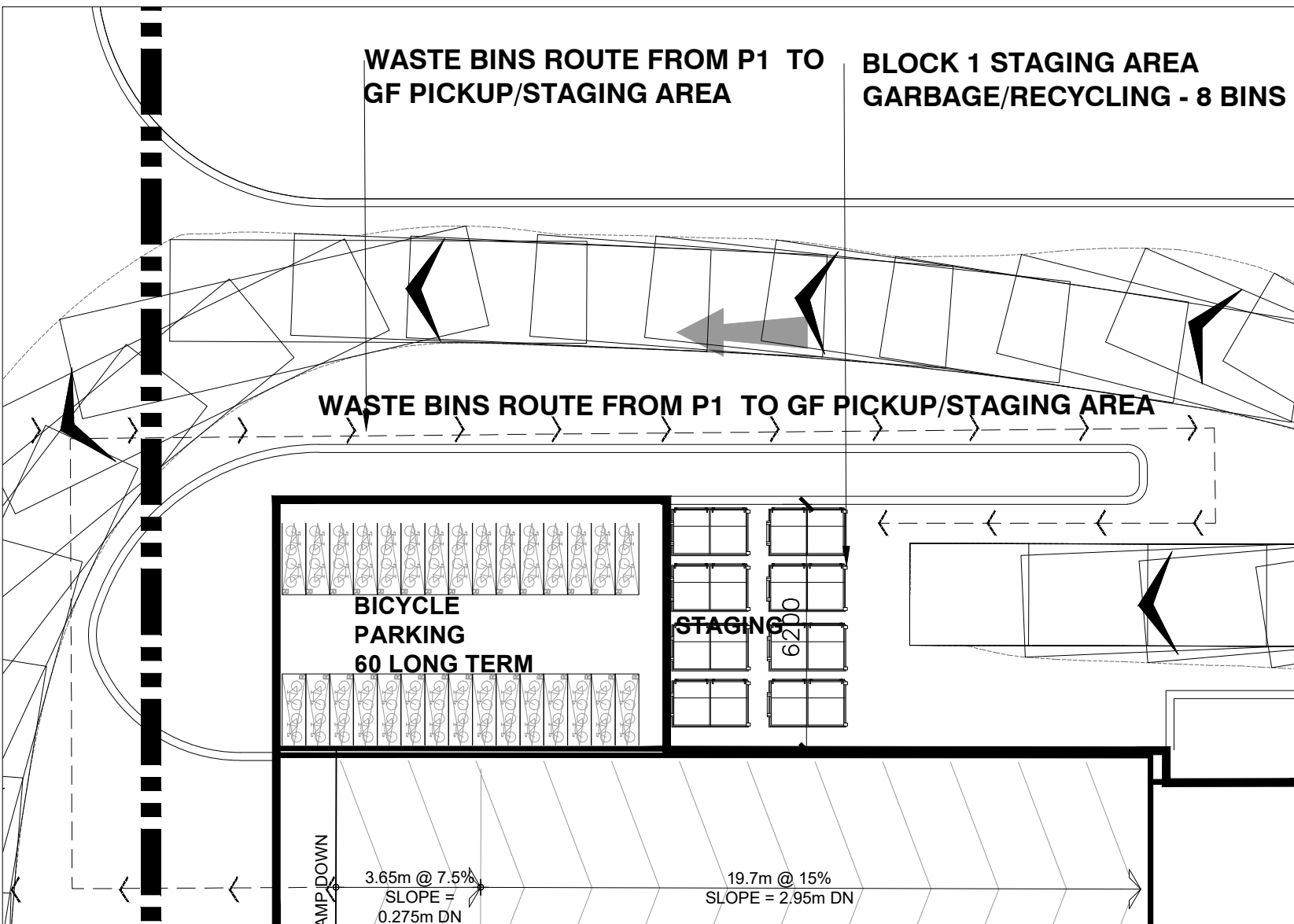
4 GARBAGE ROOM @ P1
A111



3 STAGING/LOADING AREA
A111



2 STAGING/LOADING AREA-ORGANICS
A111



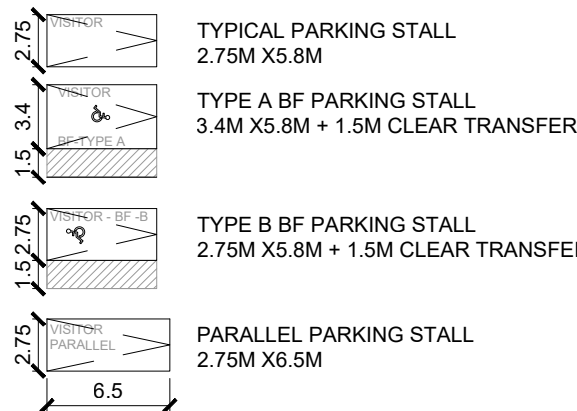
1 STAGING/LOADING AREA-GARBAGE/RECYCLING
A111

BUILDING 1 198 (UNITS)		
MINIMUM NUMBER OF BINS REQUIRED - RESIDENTIAL		
	VALUE	UNIT
GARBAGE	3	3 CU. YD. BIN(S)
RECYCLING	5	3 CU. YD. BIN(S)
ORGANIC	8	95 GAL. CART(S)
TOTAL BIN/CART FOOTPRINT AREA		26 SQ.M

- NOTES:
- NUMBER OF BINS AND AREAS CALCULATED AS PER HALTON REGION GUIDELINE. (REFER TO WASTE MANAGEMENT PLAN).
 - MINIMUM 2.2M WIDE DOUBLE DOOR AS PER HALTON REGION GUIDELINE
 - OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE MINIMUM OF 7.5M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC.
 - ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK).
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LEGEND

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NO.	REVISIONS	DATE

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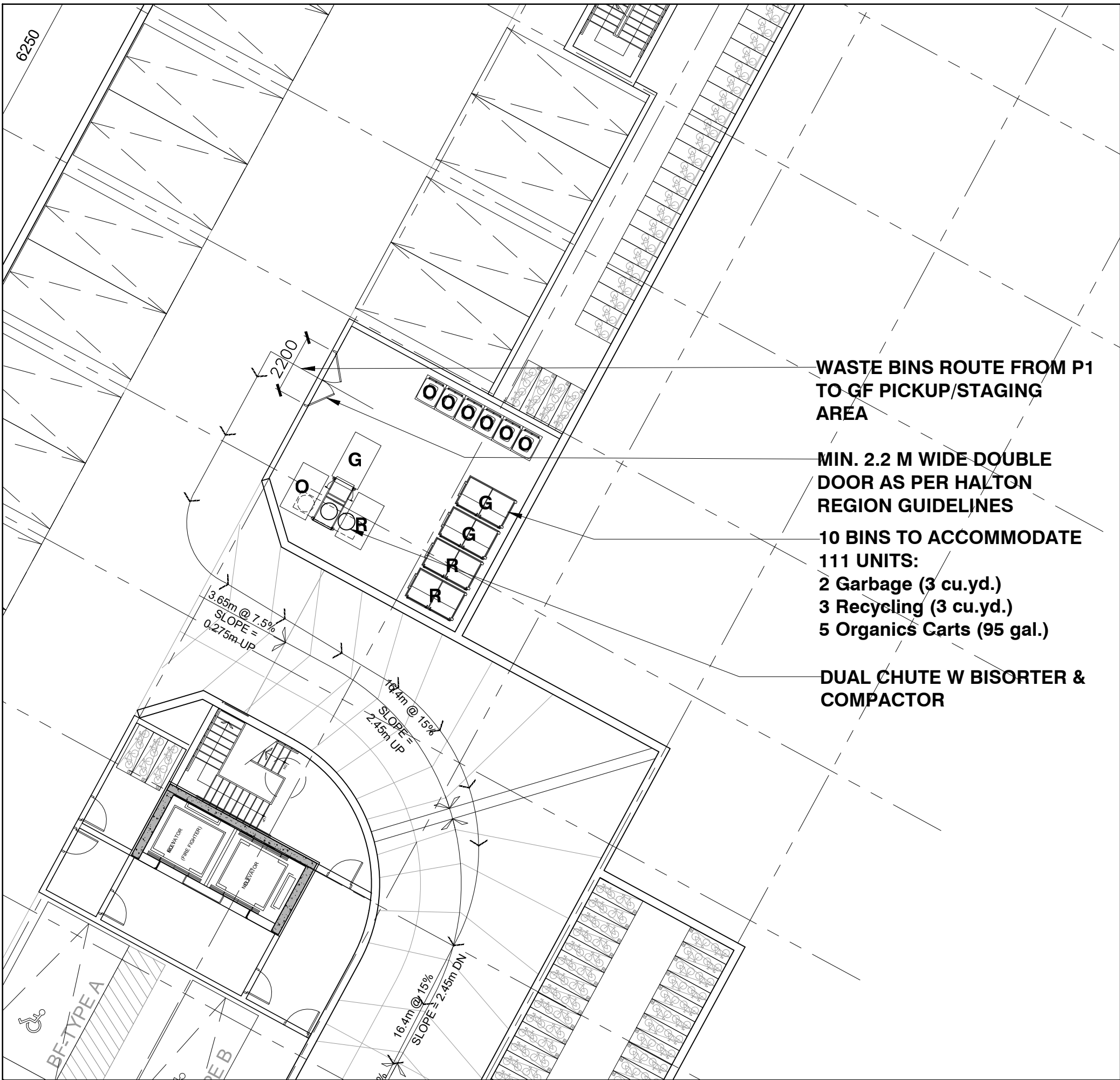
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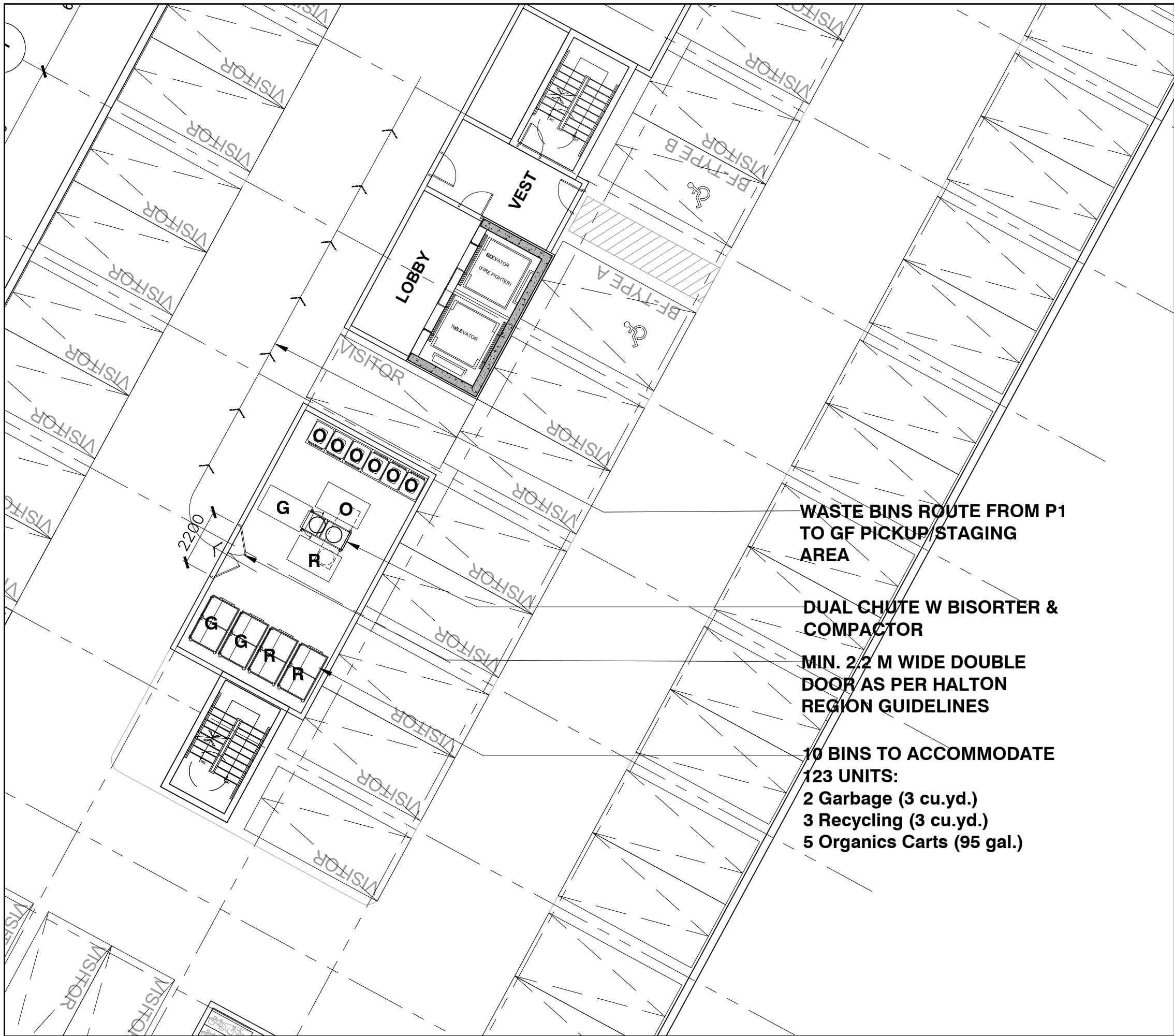
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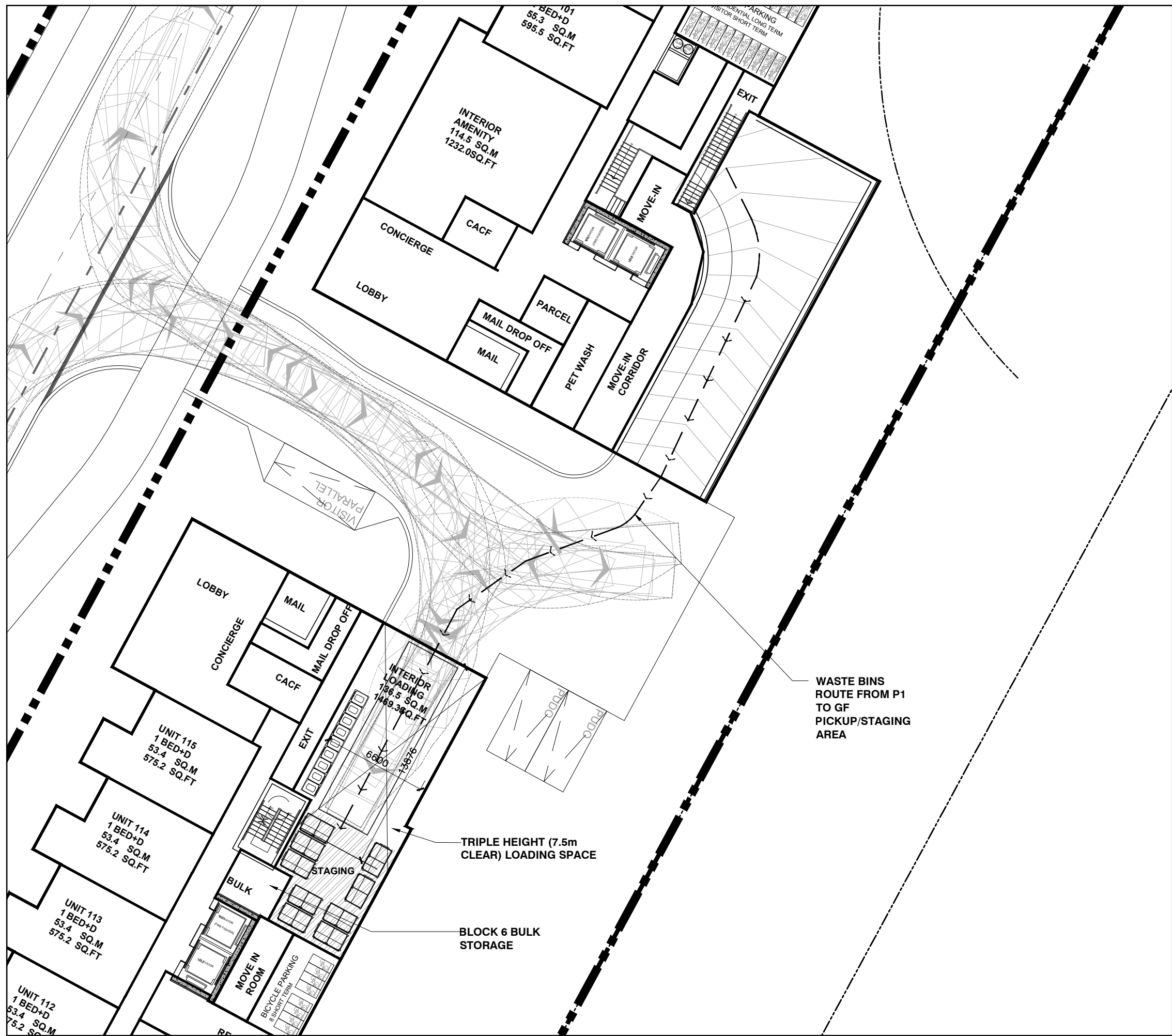
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Drawn	Scale
Checked	Date
Title PHASE 1 BLOCK 1 WASTE MANAGEMENT	Drawing No. A111



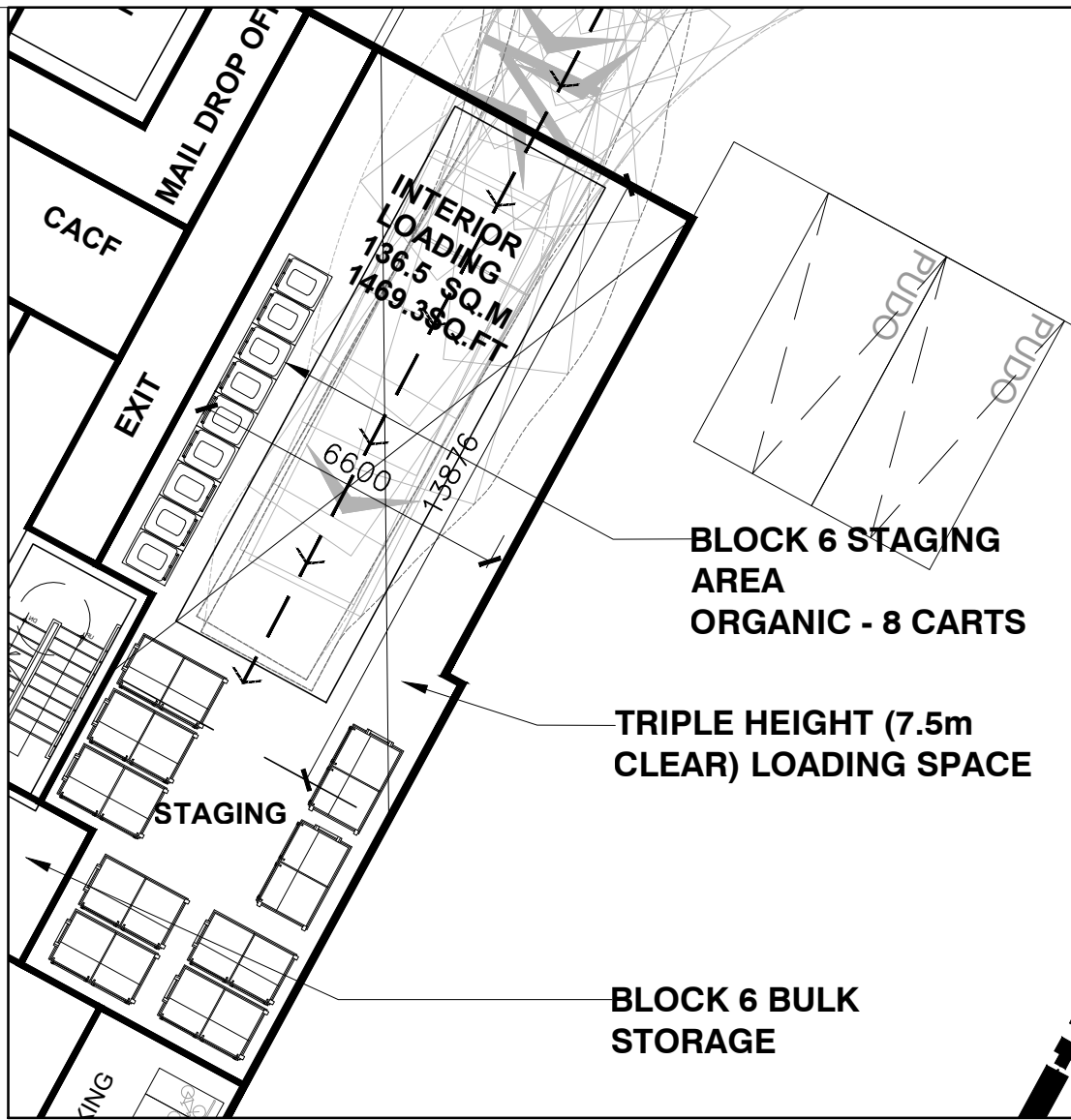
6 BLOCK 6 – EAST GARBAGE ROOM @ P1
A113



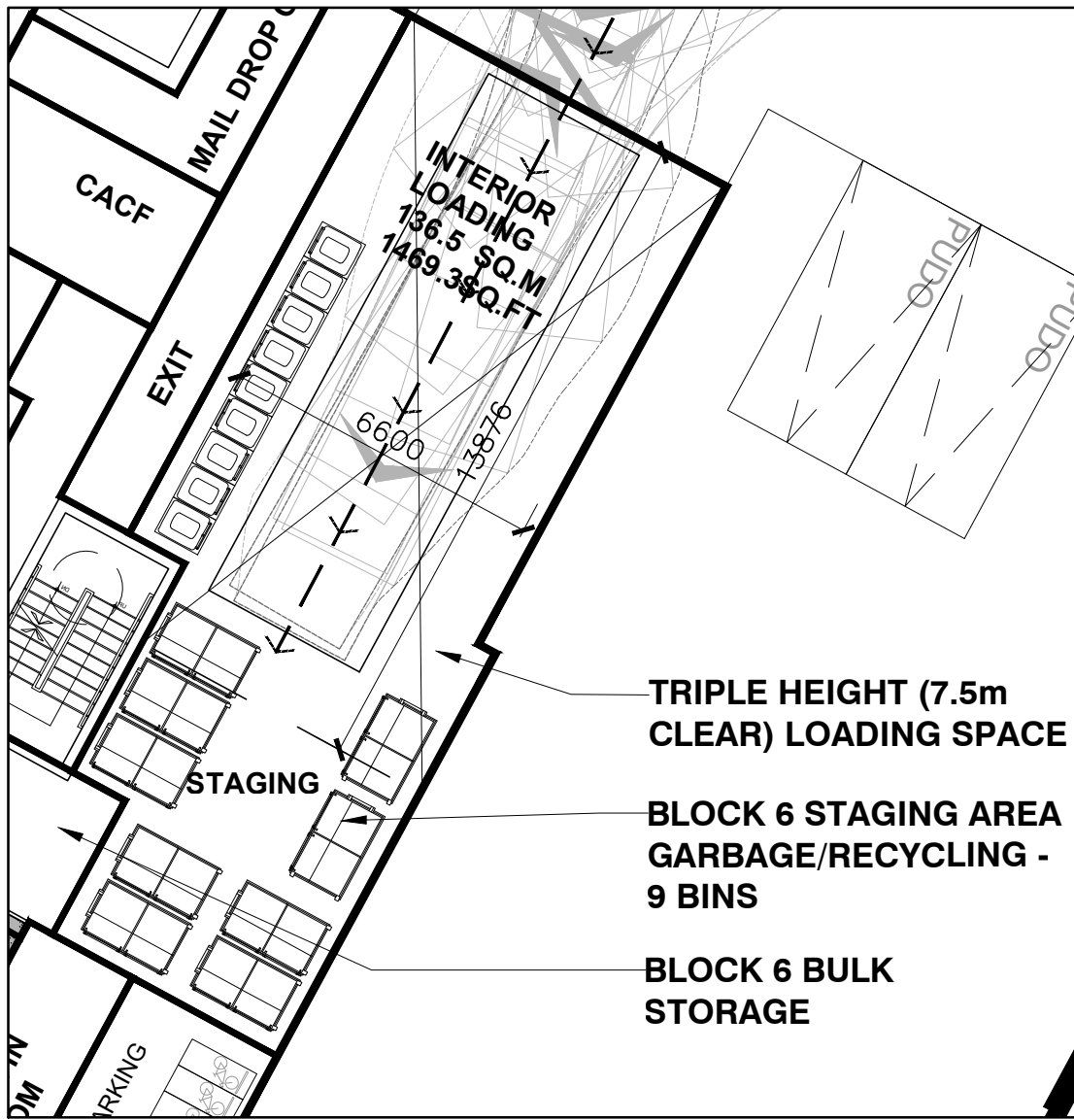
4 BLOCK 6 – WEST GARBAGE ROOM @ P1
A113



3 BLOCK 6 – STAGING/LOADING AREA
A113



2 BLOCK 6 – STAGING AREA ORGANICS
A113



1 BLOCK 6 – STAGING AREA GARB'/RECY'G
A113

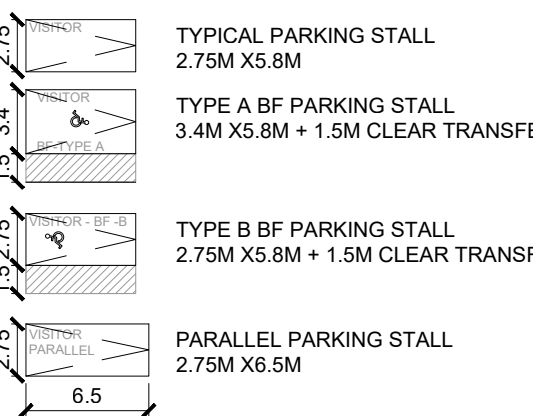
BUILDING 6 234 (UNITS)		
MINIMUM NUMBER OF BINS REQUIRED – RESIDENTIAL		
	VALUE	UNIT
GARBAGE	3	3 CU. YD. BIN(S)
RECYCLING	6	3 CU. YD. BIN(S)
ORGANIC	10	95 GAL. CART(S)
TOTAL BIN/CART FOOTPRINT AREA		30 SQ.M

- NOTES:
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NO.	REVISIONS	DATE

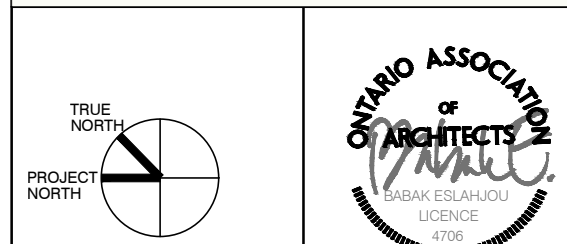
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Drawn	Scale
Checked	Date
	2025-03-01

Title
PHASE 1
BLOCK 6
WASTE MANAGMENT

Project No. 22-207	Drawing No. A113
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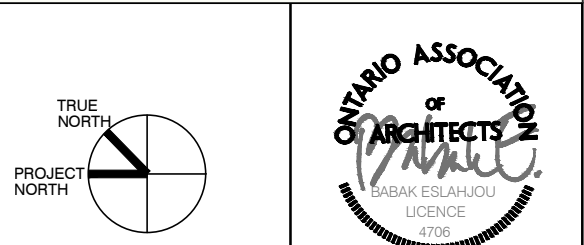
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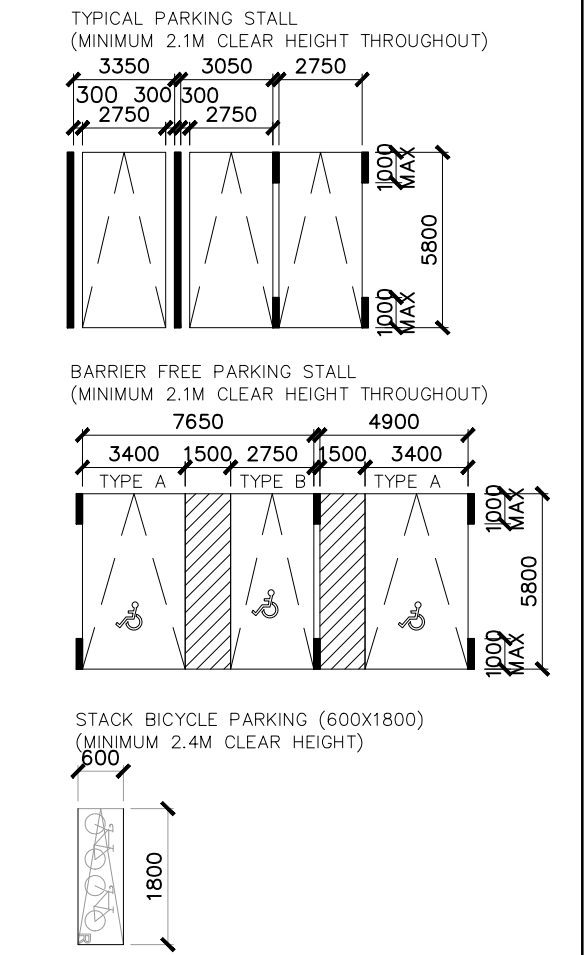
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Drawn	Scale 1:500
Checked	Date 2024-08-02

Title
PHASE 1
SITE PLAN
BASEMENT LEVEL P3

Project No. 22-207	Drawing No. A200
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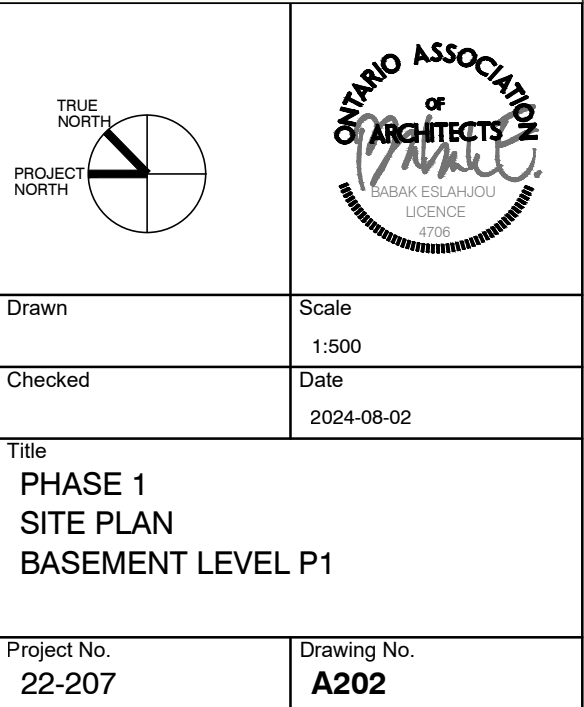
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NOTES:

-OVERHEAD

PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M
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BALCONIES, AND MUST BE KEPT CLEAR OF TREE
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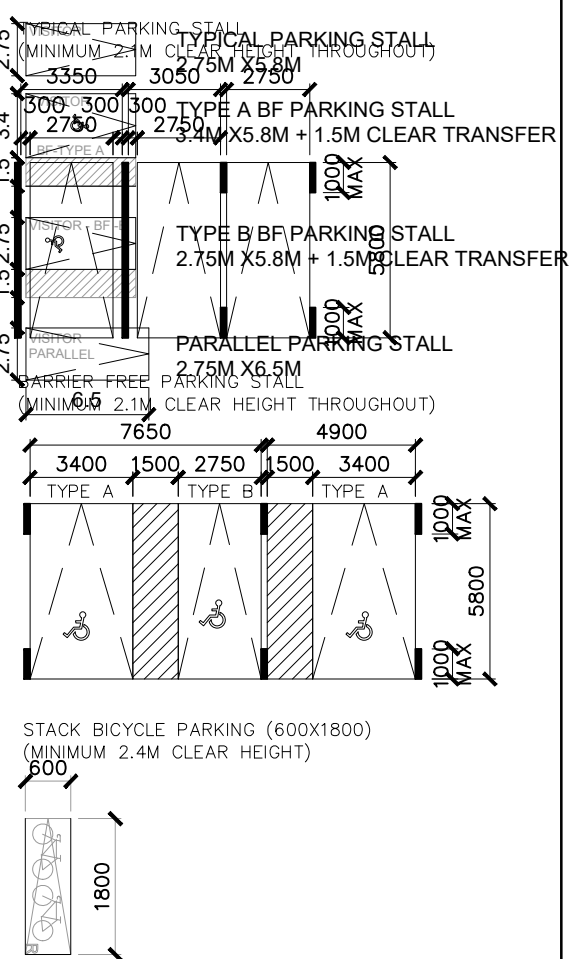
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	RE-ISSUED FOR OPA/ZBA	2026-04-22
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	RE-ISSUED FOR OPA/ZBA	2025-11-17
	ISSUED FOR OPA/ZBA	2025-03-21
D.	REVISIONS	DATE

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hecked	Date 2025-03-01

PHASE 1 SITE PLAN AT GROUND LEVEL	
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Project No. 22-207	Drawing No. A203
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4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
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TRUE NORTH	PROJECT NORTH	Scale	1:500
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Title	Project No.	22-207	Drawing No.
PHASE 1 SITE PLAN LEVEL 2			A204



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
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Drawn	Checked	Date	2025-03-01
Title		PHASE 1 SITE PLAN LEVEL 3	
Project No.	22-207	Drawing No.	A205



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
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1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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TRUE NORTH	PROJECT NORTH
Scale	1:500
Checked	Date
2025-03-01	
Title	PHASE 1 SITE PLAN LEVEL 4
Project No.	22-207
Drawing No.	A206



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

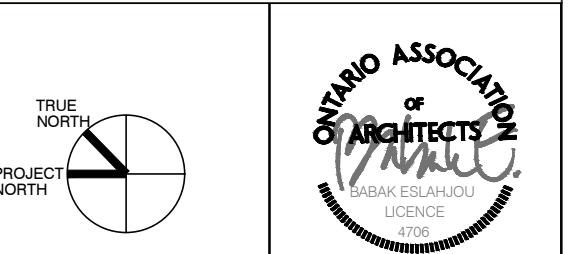
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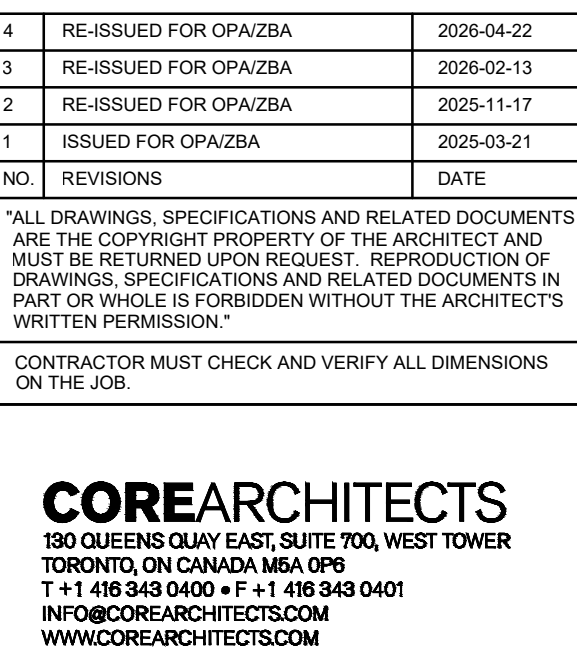
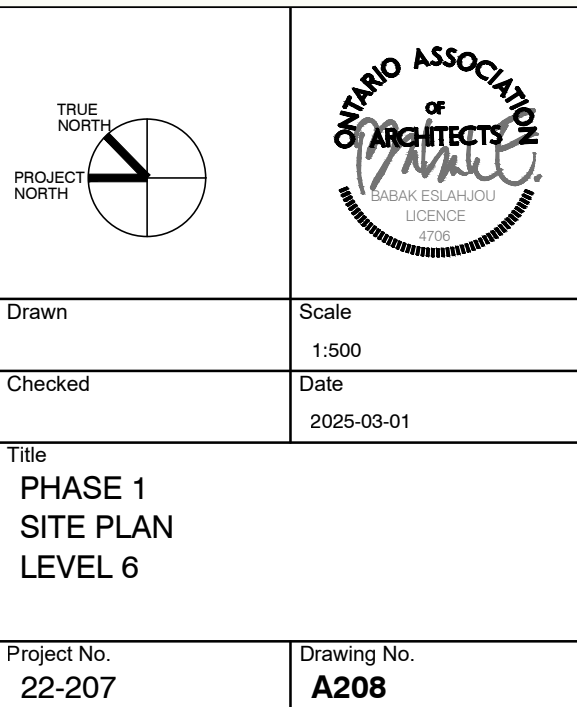
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Drawn	Scale
Checked	Date
	2025-03-01

Title
PHASE 1
SITE PLAN
LEVEL 5

Project No. 22-207	Drawing No. A207
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neatt 



4	RE-ISSUED FOR OPAZBA	2026-04-22
3	RE-ISSUED FOR OPAZBA	2026-02-13
2	RE-ISSUED FOR OPAZBA	2025-11-17
1	ISSUED FOR OPAZBA	2025-03-21
NO.	REVISIONS	DATE

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TRUE NORTH PROJECT NORTH	Scale 1:500
Checked	Date 2025-03-01
Title PHASE 1 SITE PLAN LEVEL 7	
Project No. 22-207	Drawing No. A209



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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TRUE NORTH PROJECT NORTH	
Drawn	Scale 1:500
Checked	Date 2025-03-01
Title PHASE 1 SITE PLAN LEVEL 8	
Project No. 22-207	Drawing No. A210



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

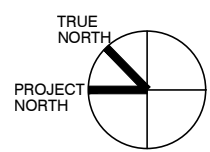
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Drawn	Scale
Checked	Date
	2025-03-01

Title
PHASE 1
SITE PLAN
LEVEL 9

Project No. 22-207	Drawing No. A211
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4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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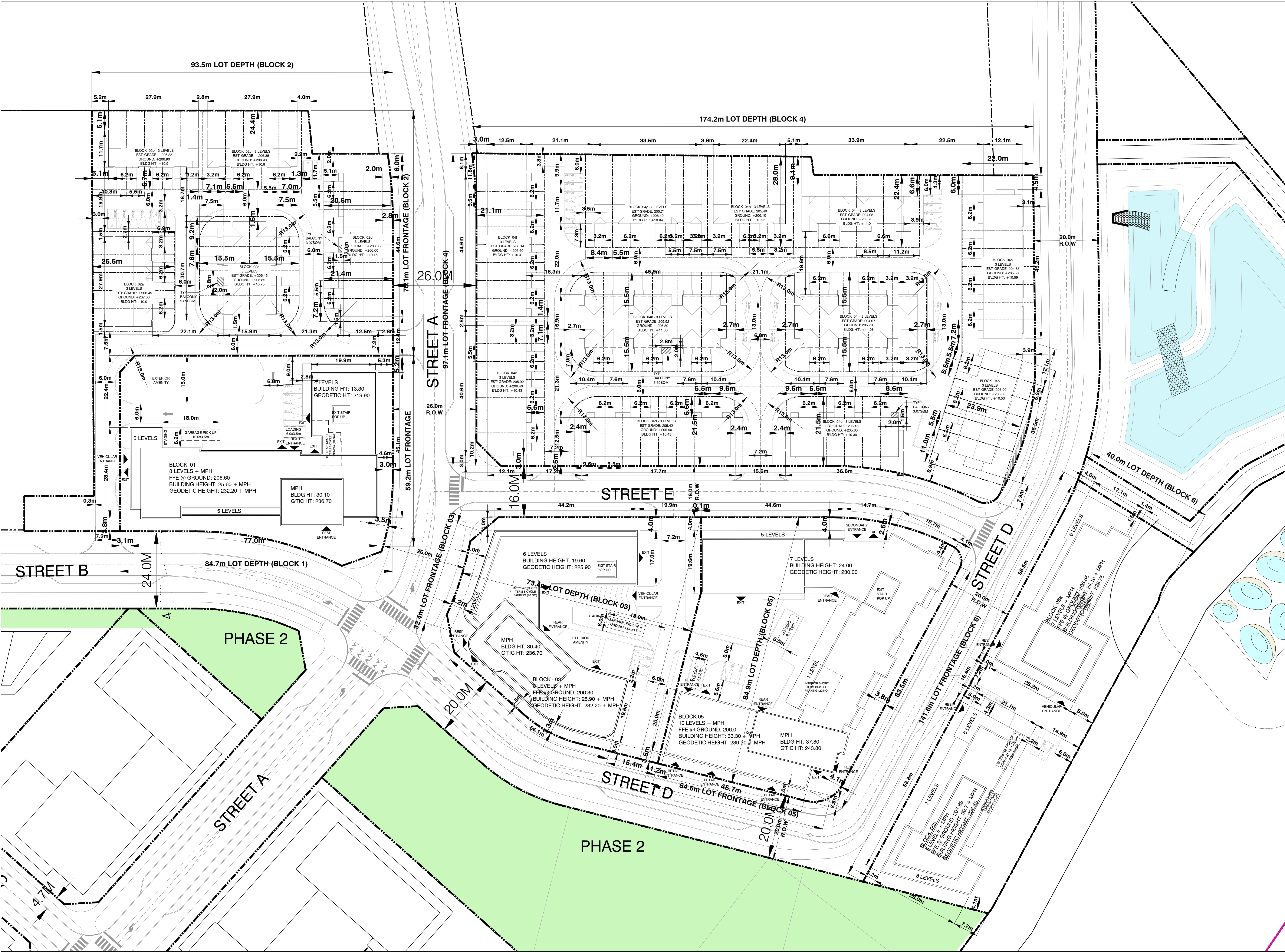
TRUE NORTH

Drawn	Scale
Checked	Date
	2025-03-01

Title

PHASE 1
SITE PLAN
LEVEL 10

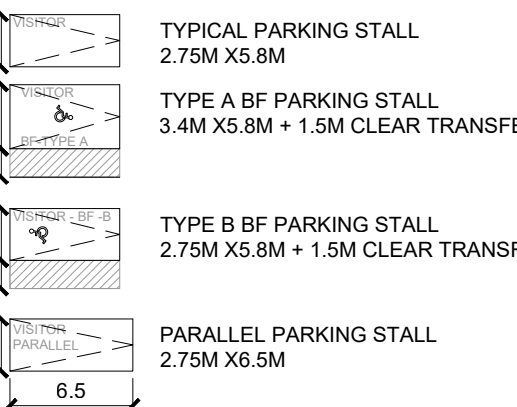
Project No. 22-207	Drawing No. A212
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LEGEND

NOTES:

- OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC.
- ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK). THE REGION WILL RECEIVE A LETTER, CERTIFIED BY AN ONTARIO PROFESSIONAL ENGINEER, IN ADVANCE OF ANY INITIAL WASTE COLLECTION, INDICATING THAT THE SUPPORTED STRUCTURE CAN SUPPORT A FULLY LOADED WASTE TRUCK.
- THE COLLECTION POINT MUST BE LEVEL (THE CHANGE OF GRADE MUST BE LABELLED ON THE SITE PLAN AND NOT BE MORE THAN +/- 2%).
- A TRAINED ON-SITE STAFF MEMBER TO BE AVAILABLE TO MANEUVER WASTE BINS FOR CITY COLLECTION AT THE LOADING AREA AND ALSO ACT AS A FLAGMAN WHEN TRUCK IS PARKING AND REVERSING.
- RETAIL MANAGEMENT MUST ARRANGE FOR THEIR COLLECTION DAYS TO BE SCHEDULED ON OPPOSITE DAYS FROM THOSE OF THE RESIDENTIAL COLLECTION DAYS.
- RETAIL / COMMERCIAL BINS WILL BE LABELED SEPARATELY, AND MUST BE CLEARLY LABELED.
- ILLUSTRATED VEHICLE MOVEMENT DIAGRAM IS TAKEN FROM TRAFFIC REPORT. REFER ALSO TO TRAFFIC REPORT.
- REFER TO SITE SERVICING AND GRADING PLAN FOR DETAILED GRADING.
- REFER TO LANDSCAPE PLAN FOR PLANTING AND PAVING LOCATION, MATERIALS AND DETAILS.
- TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR



4	RE-ISSUED FOR OPA/2BA	2026-04-22
3	RE-ISSUED FOR OPA/2BA	2026-02-13
2	RE-ISSUED FOR OPA/2BA	2025-11-17
1	ISSUED FOR OPA/2BA	2025-03-21
NO	REVISIONS	DATE

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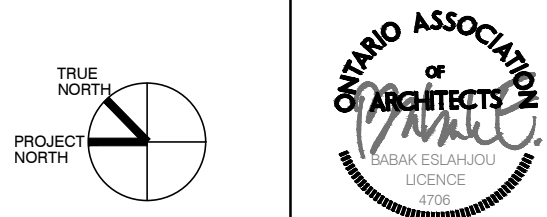
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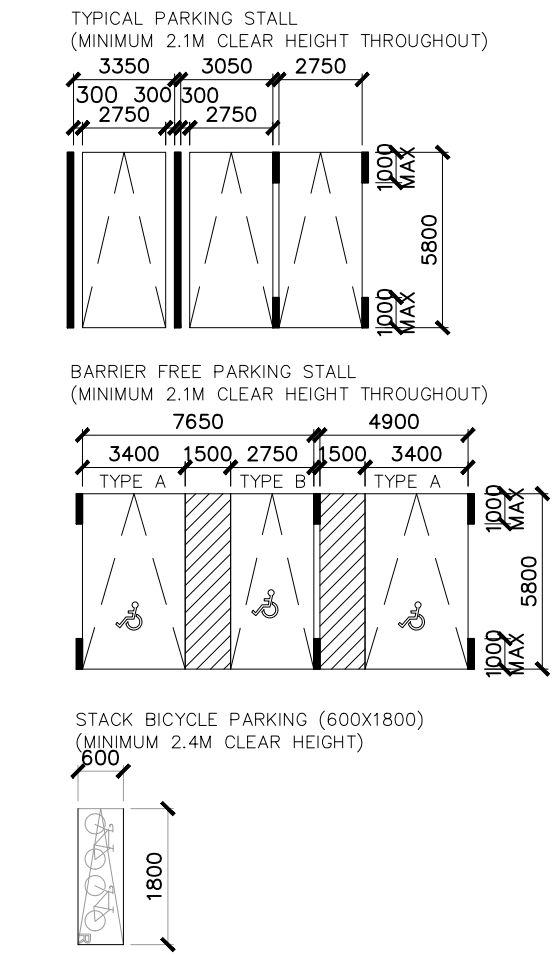
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Drawn	Scale
Checked	Date
	2024-08-02

Title
PHASE 1
SITE PLAN
ROOF PLAN

Project No.	Drawing No.
22-207	A213



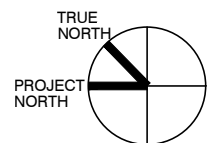
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3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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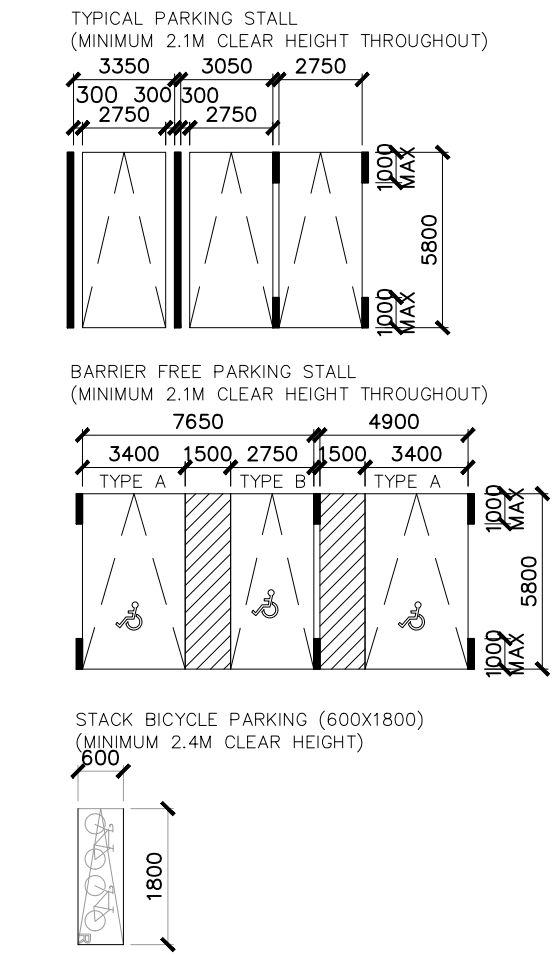
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Drawn	Scale 1:200
Checked CW	Date 2025-03-01

PHASE 1
BLOCK 01
BASEMENT LEVEL P2

Project No. 22-207	Drawing No. A221
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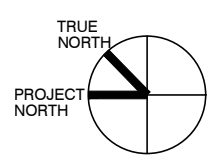
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3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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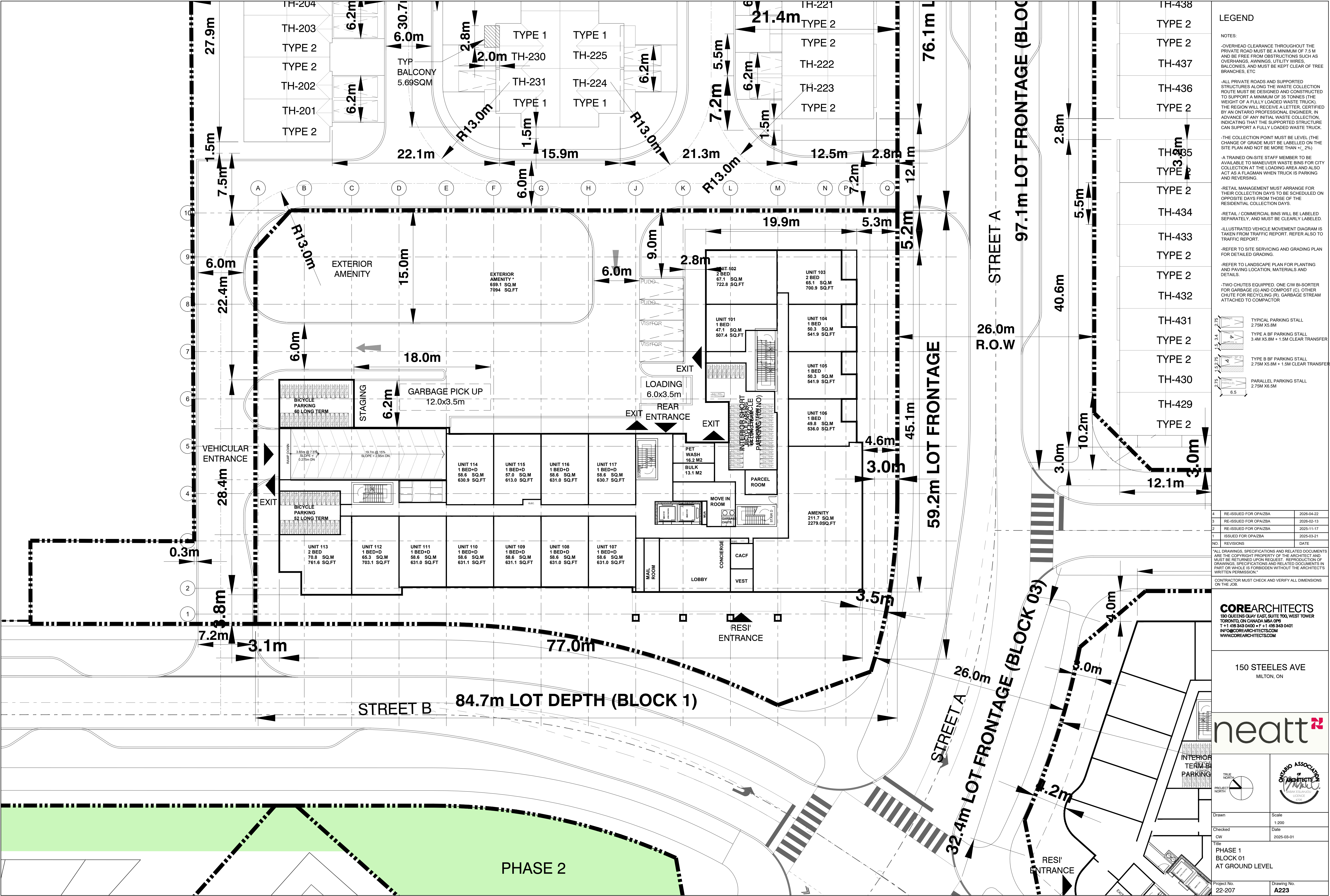
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Drawn	Scale 1:200
Checked CW	Date 2025-03-01

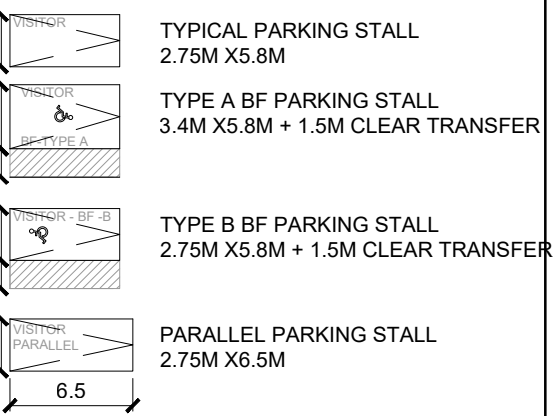
PHASE 1
BLOCK 01
BASEMENT LEVEL P1

Project No. 22-207	Drawing No. A222
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LEGEND

- NOTES:
- OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC.
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 - TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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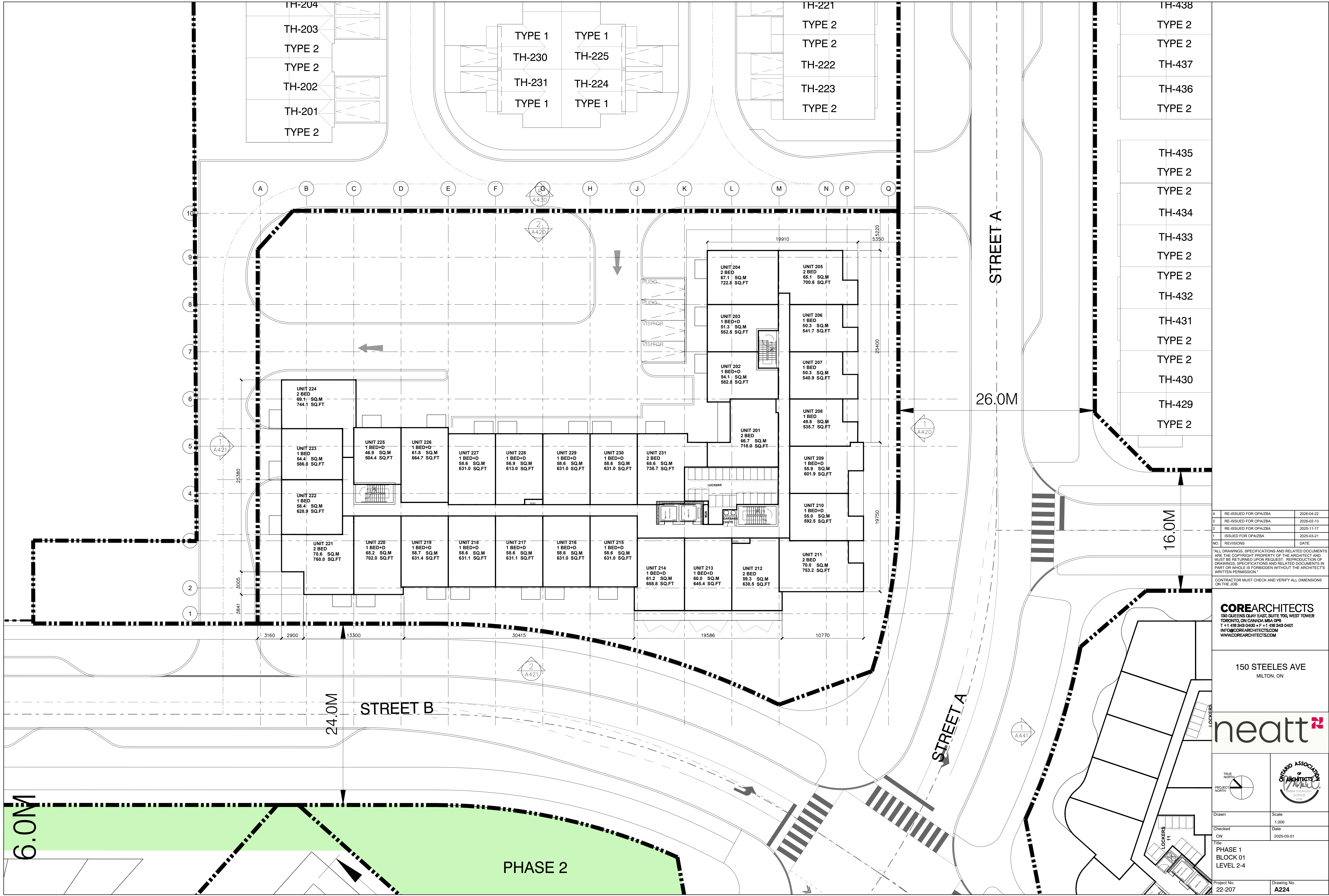
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MILTON, ON

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PROJECT NORTH	TRUE NORTH
Drawn	Scale
Checked	Date
CW	2025-03-01
Title	PHASE 1 BLOCK 01 AT GROUND LEVEL
Project No.	22-207
Drawing No.	A223



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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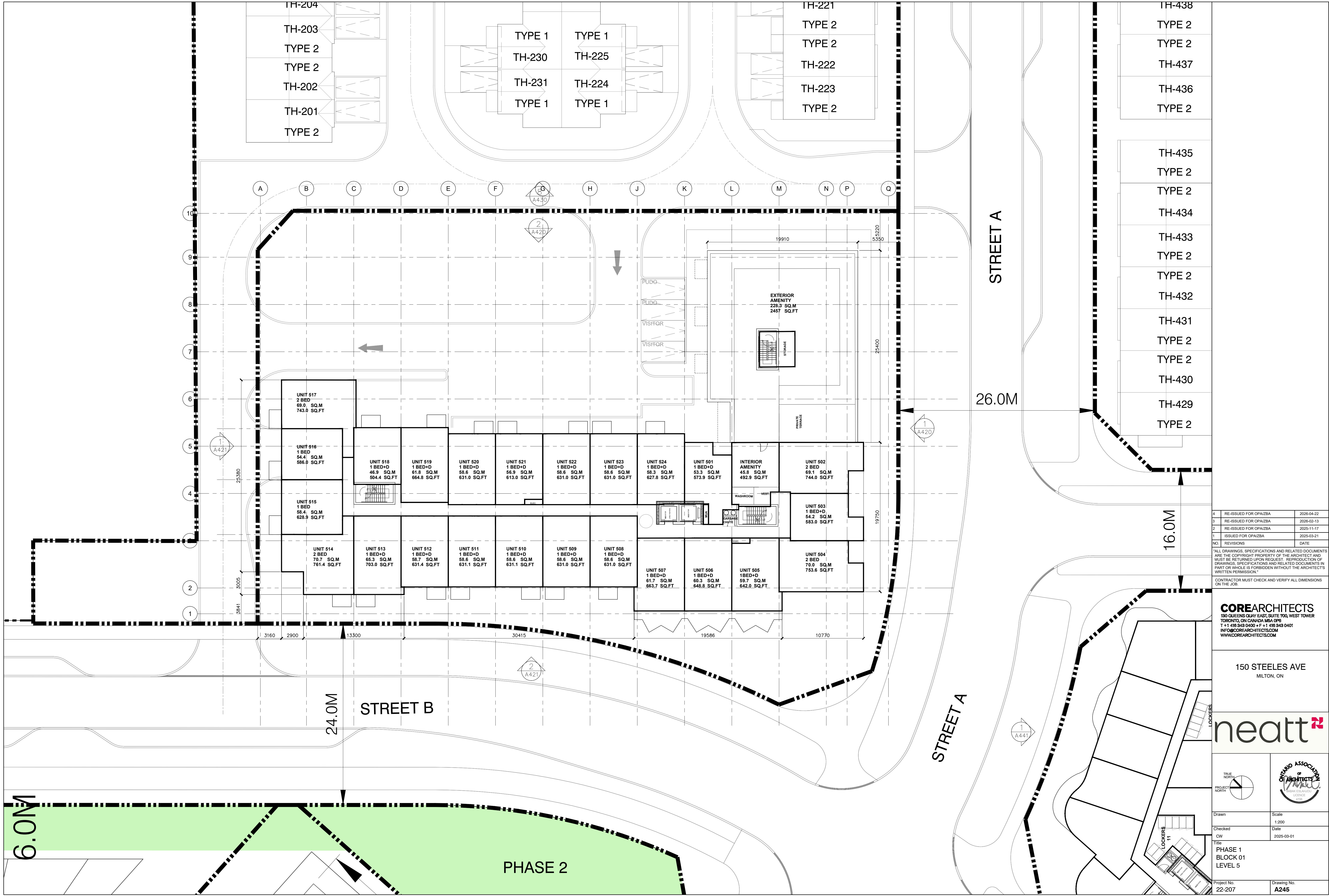
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TRUE NORTH PROJECT NORTH	Scale 1:200 Date 2025-03-01
Drawn CW	Title PHASE 1 BLOCK 01 LEVEL 2-4
Project No. 22-207	Drawing No. A224



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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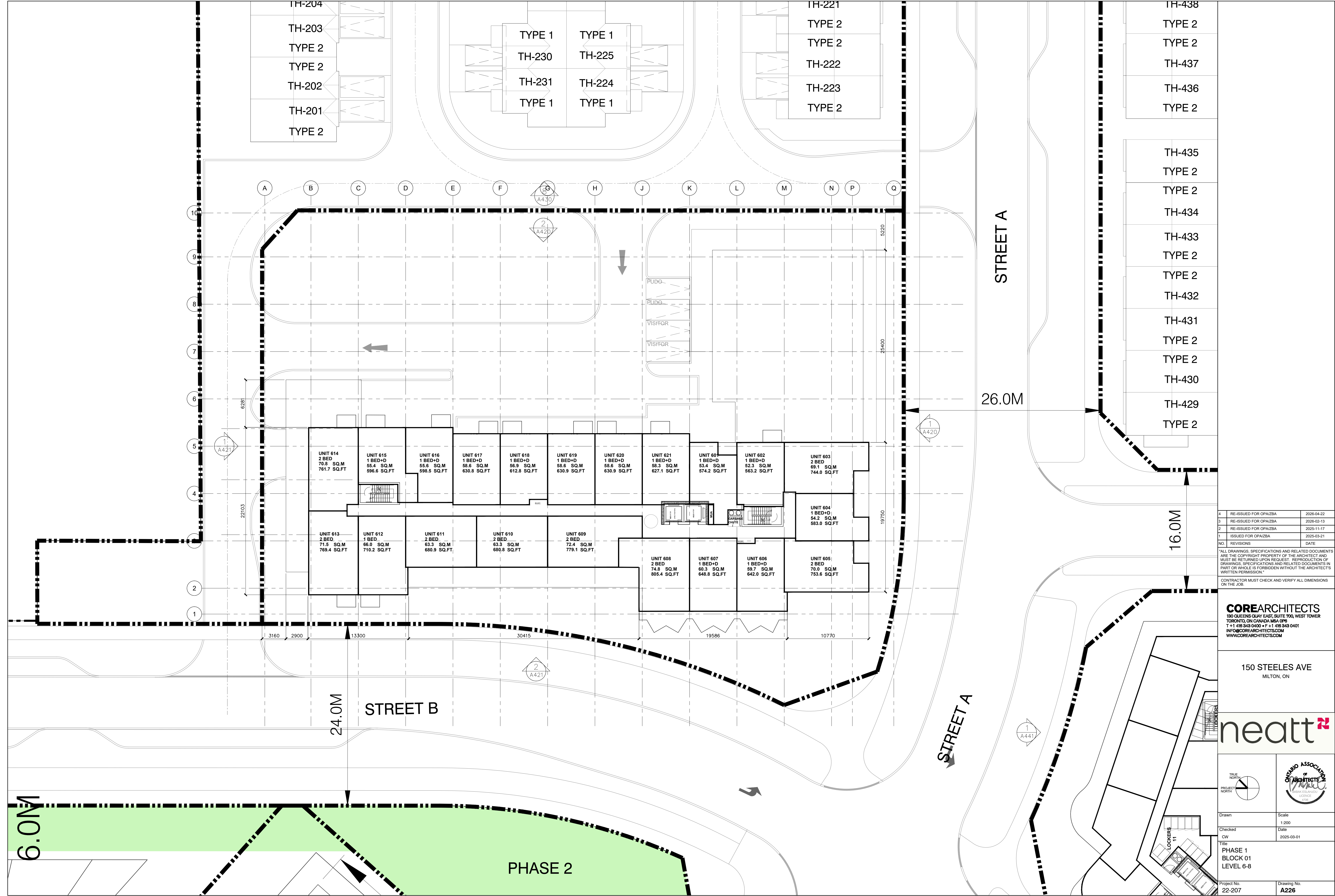
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TRUE NORTH	Scale
PROJECT NORTH	1:200
Drawn	Date
CW	2025-03-01
Title	PHASE 1 BLOCK 01 LEVEL 5
Project No.	Drawing No.
22-207	A245



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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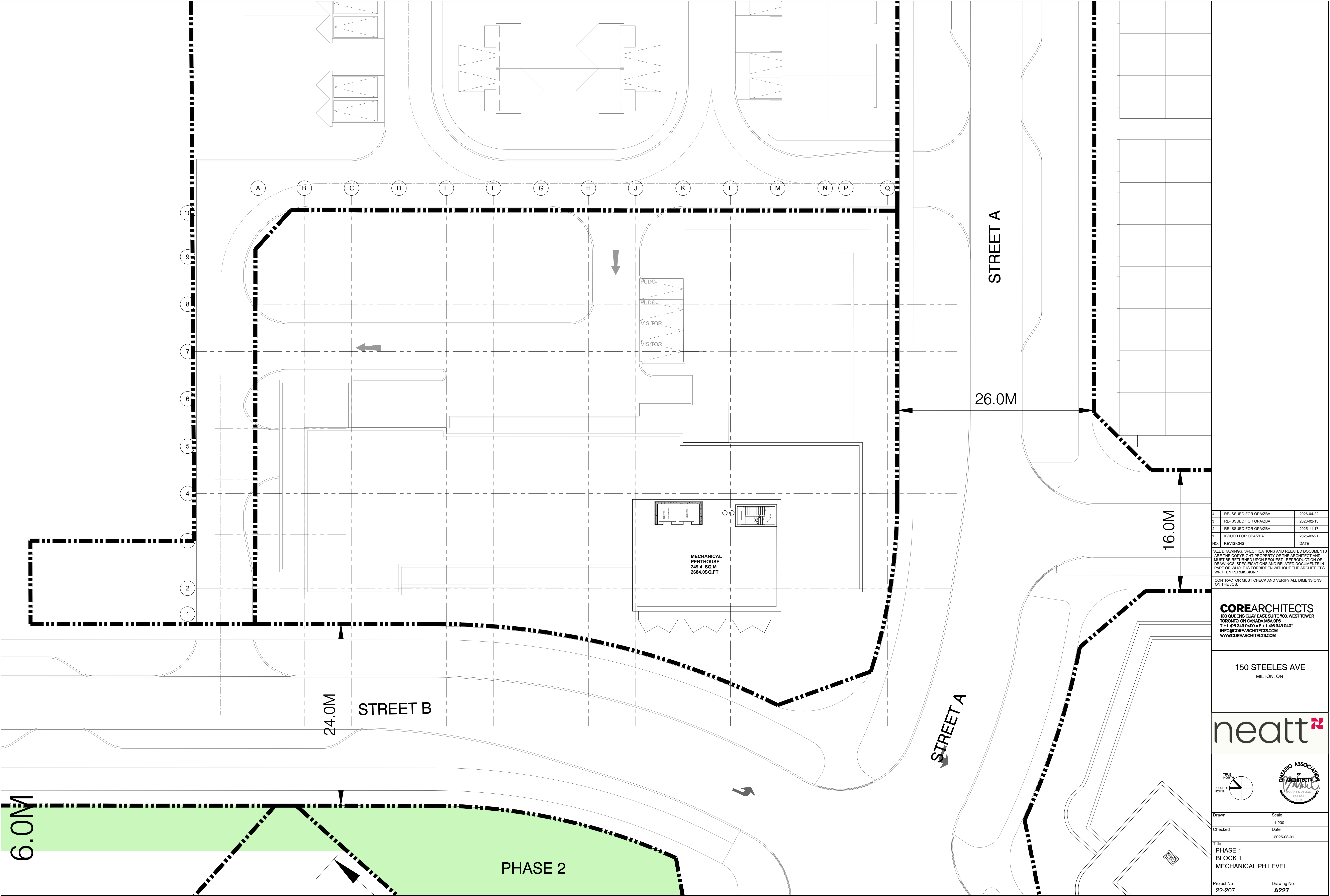
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MILTON, ON

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TRUE NORTH	Scale
PROJECT NORTH	1:200
Drawn	Date
CW	2025-03-01
Title	PHASE 1 BLOCK 01 LEVEL 6-8
Project No.	Drawing No.
22-207	A226



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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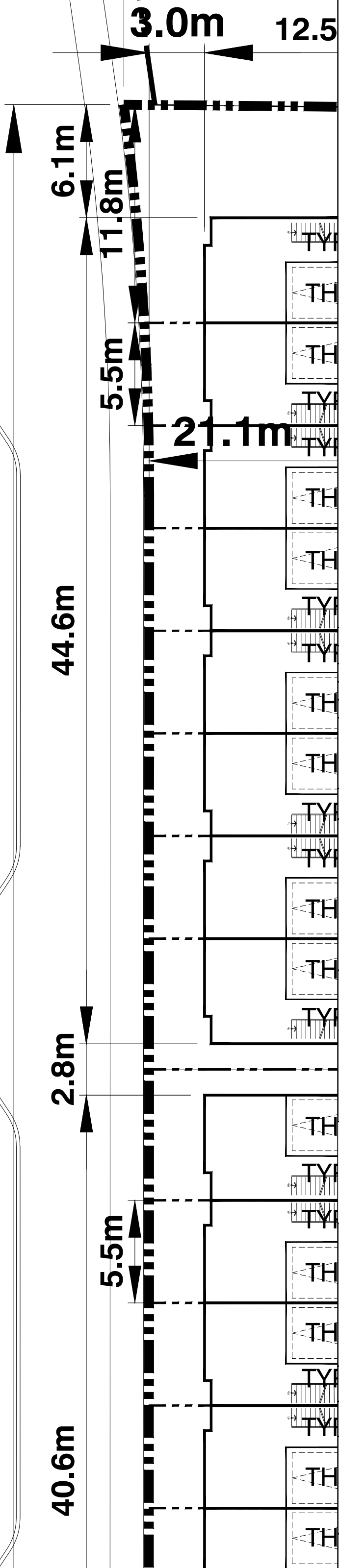
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Drawn	Scale
Checked	Date
2025-03-01	
Title	
PHASE 1 BLOCK 1 MECHANICAL PH LEVEL	
Project No.	Drawing No.
22-207	A227

Block 2 Floor Plan Details:

- Overall Dimensions:** 76.1m Lot Frontage (Block 2), 76.1m Lot Depth.
- Units and Types:**
 - TH-201 to TH-215: TYPE 3
 - TH-216 to TH-223: TYPE 2
 - TH-224 to TH-233: TYPE 1
 - TH-202 to TH-205: TYPE 2
 - TH-228 to TH-229: TYPE 1
 - TH-230 to TH-231: TYPE 1
 - TH-227 to TH-226: TYPE 1
- Dimensions:**
 - Top setbacks: 5.2m, 27.9m, 2.8m, 27.9m, 4.0m.
 - Left setbacks: 6.1m, 11.7m, 5.1m, 19.9m, 3.0m, 1.5m, 25.5m, 27.9m, 1.5m, 7.5m, 6.0m, 22.4m.
 - Right setbacks: 6.0m, 2.0m, 5.1m, 2.0m, 2.8m, 44.6m, 12.1m, 5.2m.
 - Bottom setbacks: 15.0m, 6.0m, 9.0m, 2.8m, 19.9m, 5.3m.
 - Internal dimensions: 6.2m, 6.7m, 6.2m, 3.2m, 7.1m, 5.5m, 5.5m, 7.0m, 1.3m, 11.7m, 5.5m, 6.2m, 20.6m, 6.2m, 2.0m, 2.8m, 6.2m, 1.5m, 2.0m, 6.2m, 7.2m, 5.5m, 21.3m, 12.5m, 2.8m, 7.2m, 5.2m.
 - Radius: R13.0m (multiple locations).
- Other Features:**
 - EXTERIOR AMENITY (659.1 SQ.M)
 - EXTERIOR AMENITY (709.4 SQ.FT)
 - TYP BALCONY 5.69SQM
 - TYP BALCONY 3.07SQM
 - UNIT 101 (1 BED, 47.1 SQ.M)
 - UNIT 102 (2 BED, 67.1 SQ.M / 722.8 SQ.FT)
 - UNIT 103 (2 BED, 65.1 SQ.M / 700.9 SQ.FT)
 - UNIT 104 (1 BED, 50.3 SQ.M)



NOTES:

OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGING BRANCHES. ALL WIRE MUST BE GALVANIZED AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC

ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK).

THE WASTE TRUCKS MUST BE CERTIFIED BY AN ONTARIO PROFESSIONAL ENGINEER, IN ADVANCE OF ANY INITIAL WASTE COLLECTION, REGARDING THE SUPPLY AND STRAUSO CAN SUPPORT A FULLY LOADED WASTE TRUCK.

THE COLLECTION POINT MUST BE LEVEL, (THE CHANGE OF GRADE MUST BE LABELLED ON THE SITE PLAN AND NOT BE MORE THAN $\pm .2\%$)

A TRAINED ON-SITE STAFF MEMBER TO BE AVAILABLE TO MANEUVER WASTE BINS FOR CITY TRUCKS. THE PERSON MUST BE TRAINED TO AS SO ACT AS A FLAGMAN WHEN TRUCK IS PARKING AND REVERSING.

RETAIL MANAGEMENT MUST ARRANGE FOR THEIR COLLECTION DAYS TO BE SCHEDULED ON COMPACTOR COLLECTION DAYS TO AVOID THE RESIDENTIAL COLLECTION DAYS.

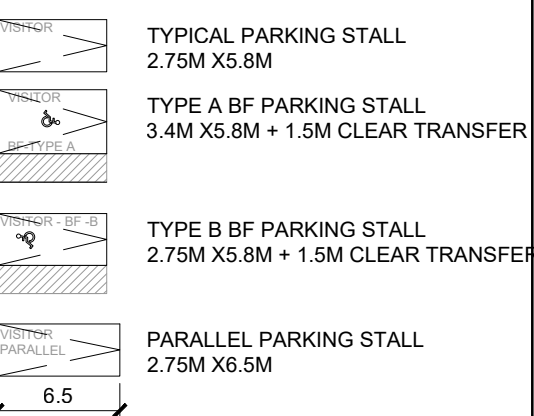
RETAIL / COMMERCIAL BINS WILL BE LABELED SEPARATELY, AND MUST BE CLEARLY LABELED.

ILLUSTRATED VEHICLE MOVEMENT DIAGRAM IS TO BE OBTAINED FROM TRAFFIC REPORT. REFER ALSO TO TRAFFIC REPORT.

PREFER TO SITE SERVING AND GRADING PLAN FOR DETAILED GRADING.

PREFER TO LANDSCAPE PLAN FOR PLANTING AND PAVING LOCATION, MATERIALS AND DETAILS.

TWO CHUTES EQUIPPED, ONE C&W B&SORTER FOR GARBAGE (C&C) AND COMPOST (C). OTHER CHUTE TO BE USED FOR HOUSEHOLD WASTE STREAM ATTACHED TO COMPACTOR



RE-ISSUED FOR OPA/ZBA	2026-04-22
RE-ISSUED FOR OPA/ZBA	2026-02-13
RE-ISSUED FOR OPA/ZBA	2025-11-17
ISSUED FOR OPA/ZBA	2025-03-21
REVISIONS	DATE

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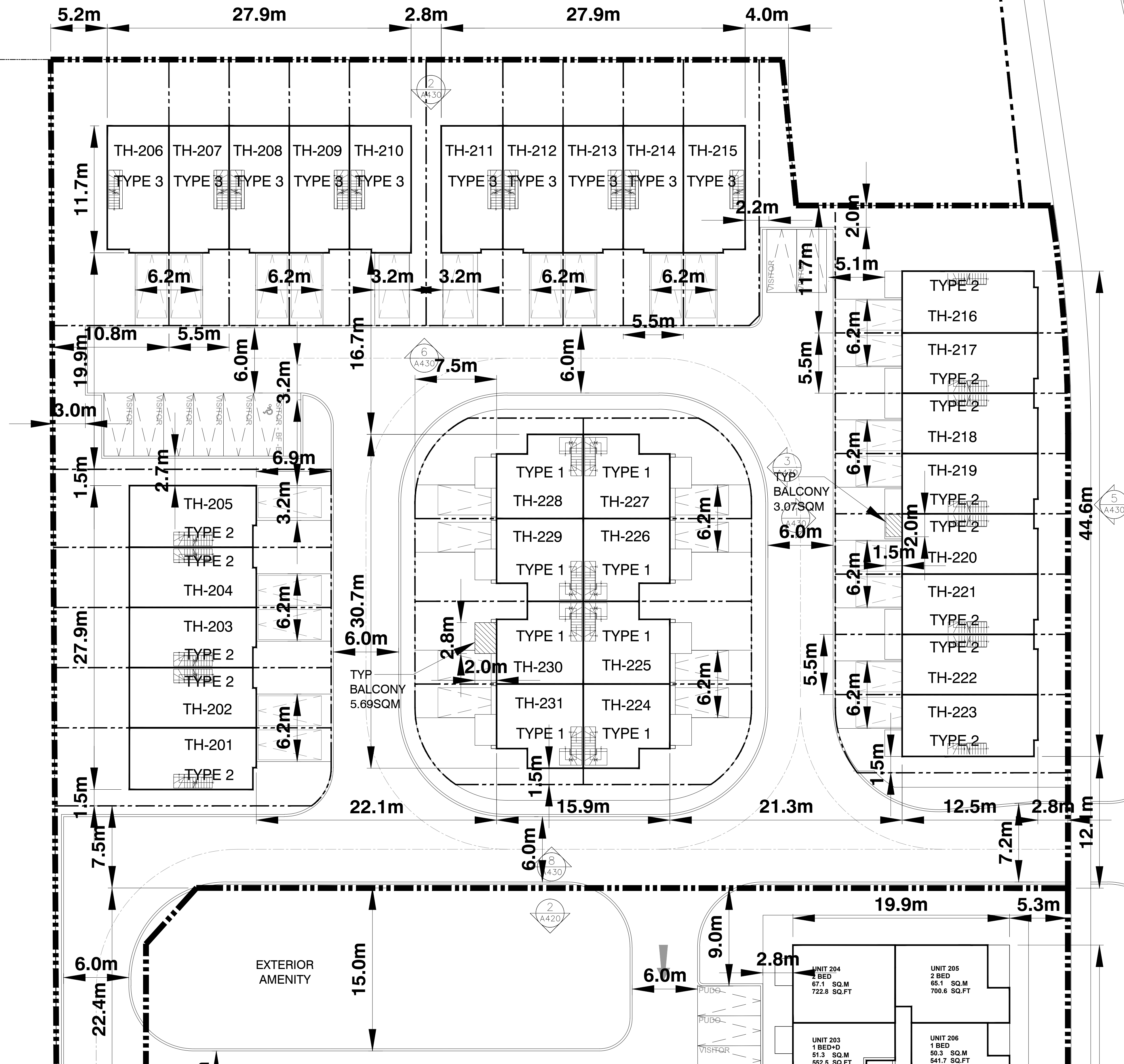
150 STEELES AVE
MILTON, ON

neatt 

Scale	1:500
Date	2025-03-01

PHASE 1
BLOCK 02
AT GROUND LEVEL

Project No. 2-207	Drawing No. A233
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4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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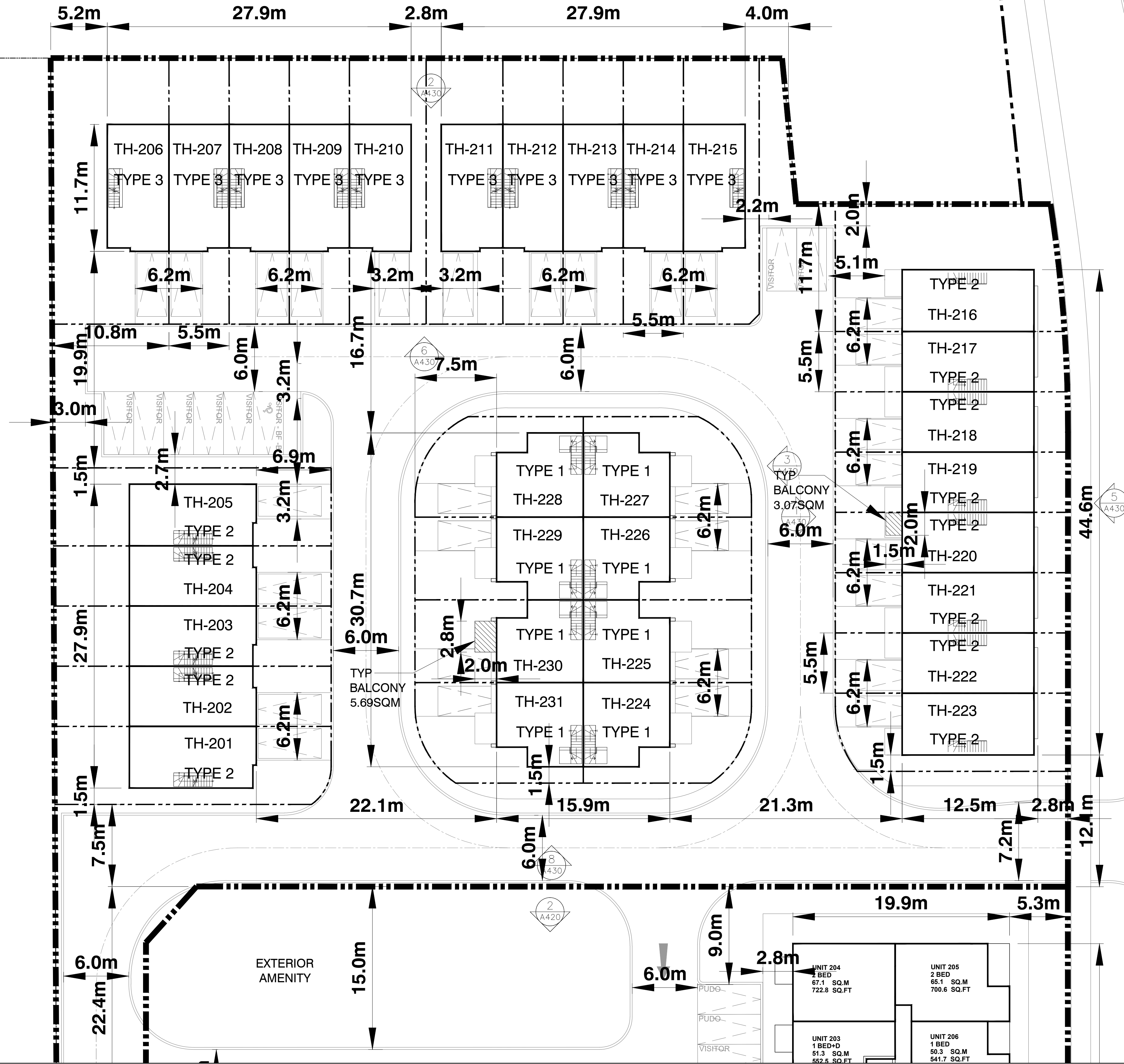
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TRUE NORTH	PROJECT NORTH
Drawn	Scale
Checked	Date
Title	2025-03-01
PHASE 1 BLOCK 02 LEVEL 2	
Project No.	Drawing No.
22-207	A234



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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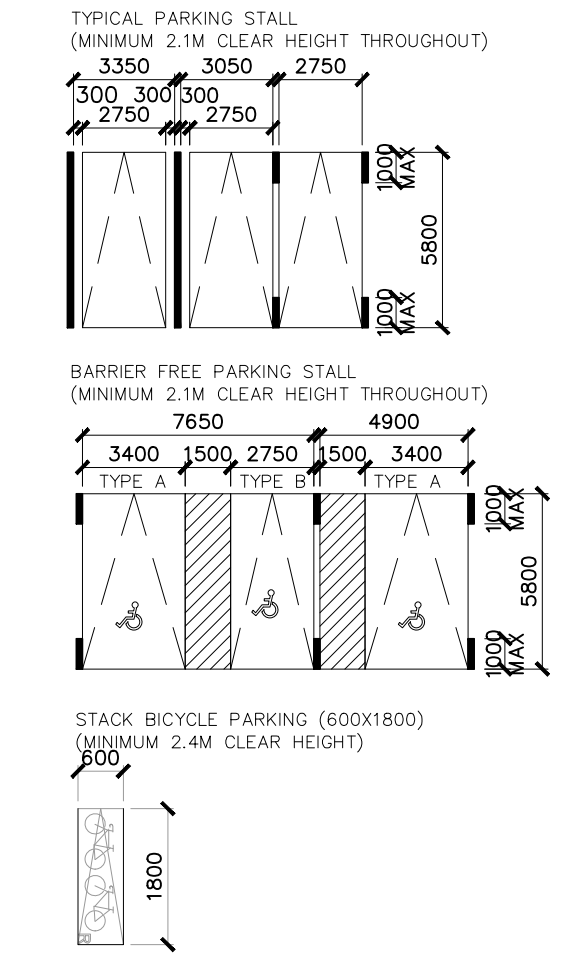
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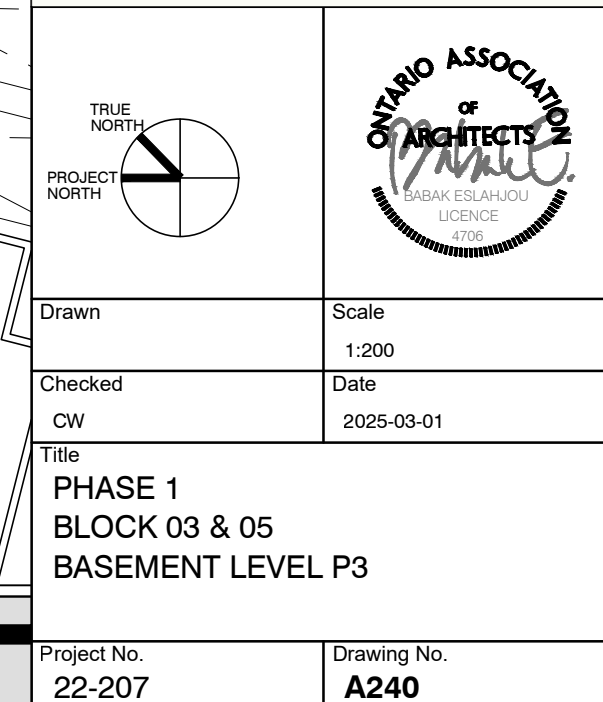
TRUE NORTH	PROJECT NORTH
Drawn	Scale
Checked	Date
Title	
PHASE 1 BLOCK 02 LEVEL 3	
Project No.	Drawing No.
22-207	A235

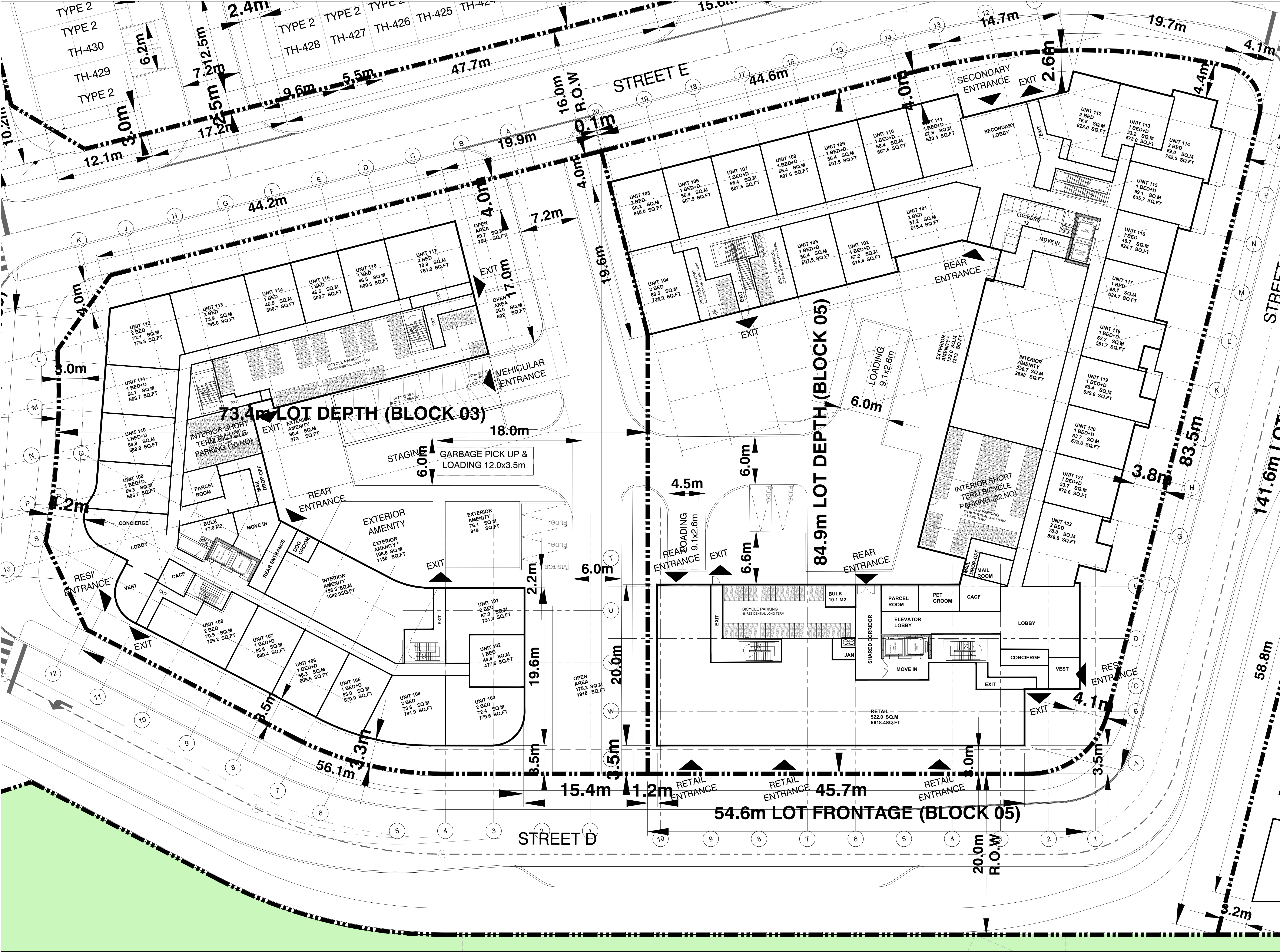


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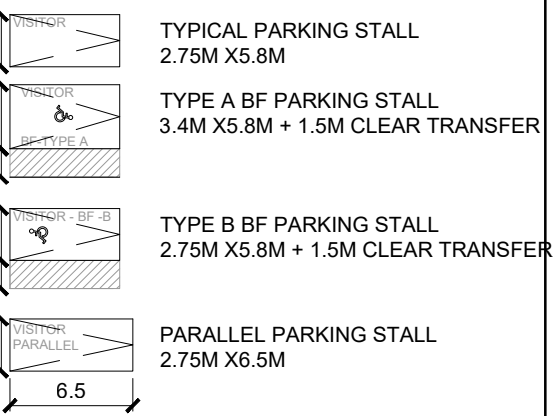
neatt 





LEGEND

- NOTES:
- OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC.
 - ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK). THE REGION WILL RECEIVE A LETTER, CERTIFIED BY AN ONTARIO PROFESSIONAL ENGINEER, IN ADVANCE OF ANY INITIAL WASTE COLLECTION, INDICATING THAT THE SUPPORTED STRUCTURE CAN SUPPORT A FULLY LOADED WASTE TRUCK.
 - THE COLLECTION POINT MUST BE LEVEL (THE CHANGE OF GRADE MUST BE LABELLED ON THE SITE PLAN AND NOT BE MORE THAN +/- 2%).
 - A TRAINED ON-SITE STAFF MEMBER TO BE AVAILABLE TO MANUEVER WASTE BINS FOR CITY COLLECTION AT THE LOADING AREA AND ALSO ACT AS A FLAGMAN WHEN TRUCK IS PARKING AND REVERSING.
 - RETAIL MANAGEMENT MUST ARRANGE FOR THEIR COLLECTION DAYS TO BE SCHEDULED ON OPPOSITE DAYS FROM THOSE OF THE RESIDENTIAL COLLECTION DAYS.
 - RETAIL / COMMERCIAL BINS WILL BE LABELED SEPARATELY, AND MUST BE CLEARLY LABELED.
 - ILLUSTRATED VEHICLE MOVEMENT DIAGRAM IS TAKEN FROM TRAFFIC REPORT. REFER ALSO TO TRAFFIC REPORT.
 - REFER TO SITE SERVICING AND GRADING PLAN FOR DETAILED GRADING.
 - REFER TO LANDSCAPE PLAN FOR PLANTING AND PAVING LOCATION, MATERIALS AND DETAILS.
 - TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR



4	RE-ISSUED FOR OPAZBA	2026-04-22
3	RE-ISSUED FOR OPAZBA	2026-02-13
2	RE-ISSUED FOR OPAZBA	2025-11-17
1	ISSUED FOR OPAZBA	2025-03-21
NO.	REVISIONS	DATE

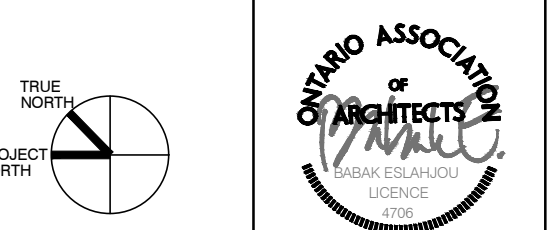
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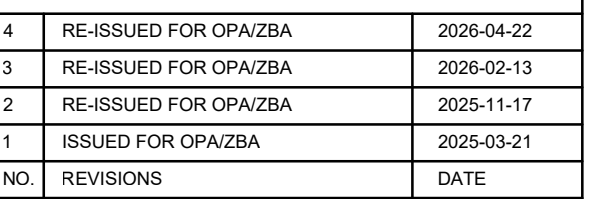
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Drawn	Scale
Checked	Date
CW	2025-03-01

Title
PHASE 1
BLOCK 03 & 05
AT GROUND LEVEL

Project No.	Drawing No.
22-207	A243



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150 STEELES AVE
MILTON, ON

Title	PHASE 1 BLOCK 03 & 05 LEVEL 2-4
-------	---------------------------------------

Project No. 22-207	Drawing No. A244
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4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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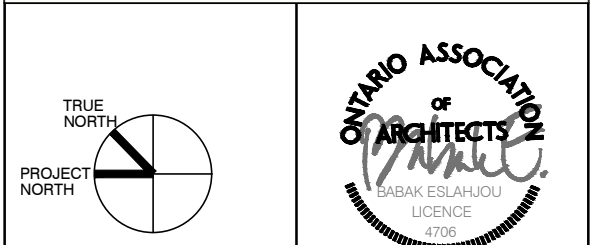
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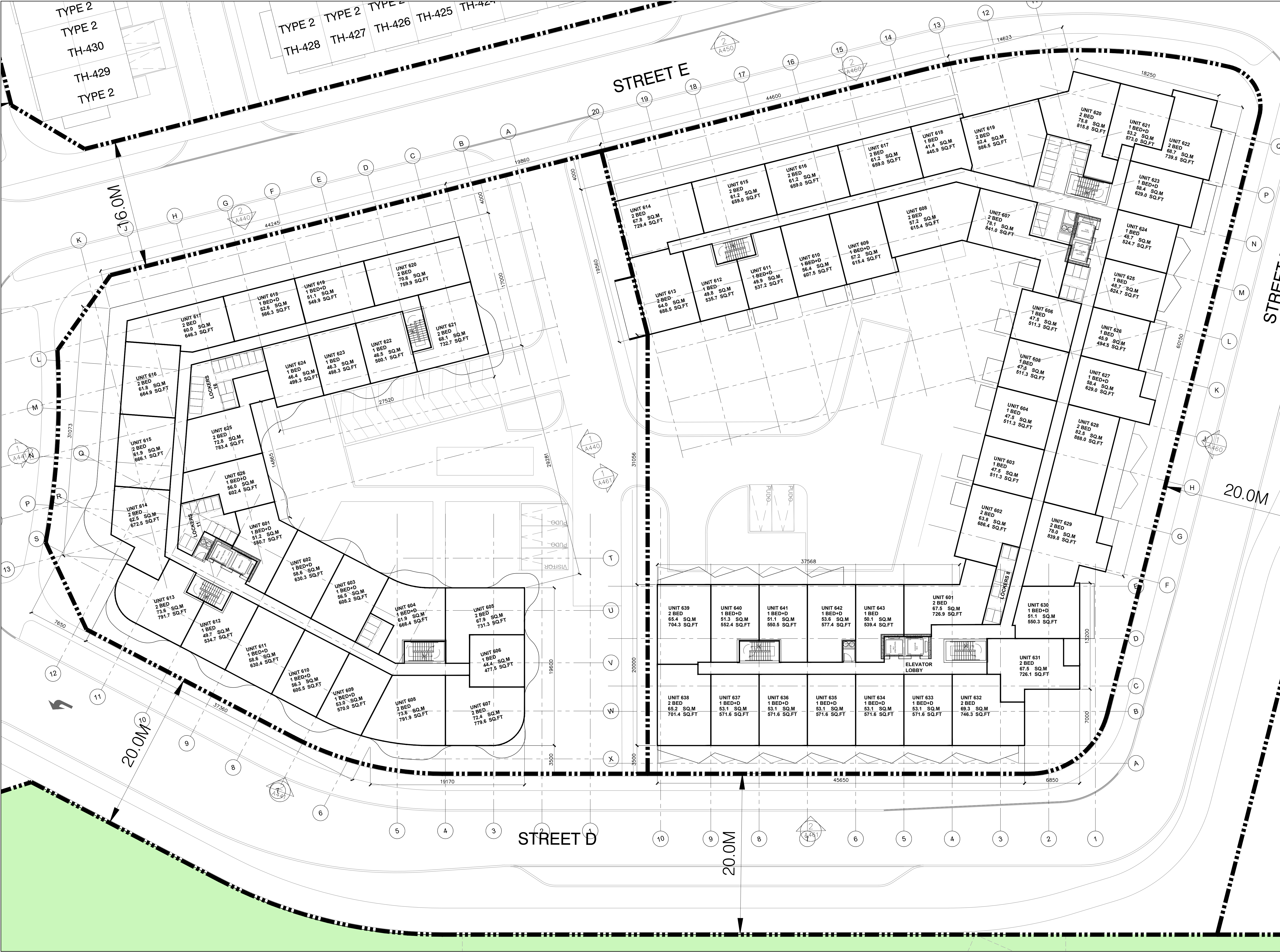
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Drawn	Scale
CW	1:200
Checked	Date
	2025-03-01

Title
PHASE 1
BLOCK 03 & 05
LEVEL 5

Project No.	Drawing No.
22-207	A245



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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PROJECT NORTH

ASSOCIATION OF ARCHITECTS

MARK ISLANDS

LICENCE

Drawn

CW

Title

Project No.

Scale

Date

2025-03-01

22-207

PHASE 1
BLOCK 03 & 05
LEVEL 6

Drawing No.

A246



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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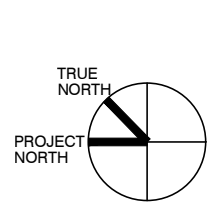
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CW	1:200
Checked	Date
CW	2025-03-01

Title
PHASE 1
BLOCK 03 & 05
LEVEL 7

Project No.	Drawing No.
22-207	A247



4	RE-ISSUED FOR OPAZBA	2026-04-22
3	RE-ISSUED FOR OPAZBA	2026-02-13
2	RE-ISSUED FOR OPAZBA	2025-11-17
1	ISSUED FOR OPAZBA	2025-03-21
NO.	REVISIONS	DATE

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TRUE NORTH PROJECT NORTH	
Drawn CW	Scale 1:200
Checked CW	Date 2025-03-01
Title PHASE 1 BLOCK 03 & 05 LEVEL 8	
Project No. 22-207	Drawing No. A248



UNIT 912 2 BED 65.4 SQ.M 704.3 SQ.FT	UNIT 913 1 BED+D 51.3 SQ.M 552.4 SQ.FT	UNIT 914 1 BED+D 51.1 SQ.M 550.5 SQ.FT	UNIT 915 1 BED+D 53.6 SQ.M 577.4 SQ.FT	UNIT 916 1 BED 51.0 SQ.M 548.9 SQ.FT	UNIT 901 1 BED 47.1 SQ.M 506.7 SQ.FT	UNIT 902 1 BED 47.6 SQ.M 512.3 SQ.FT	UNIT 903 2 BED 72.2 SQ.M 777.3 SQ.FT
ELEVATOR LOBBY							
UNIT 911 2 BED 65.2 SQ.M 701.4 SQ.FT	UNIT 910 1 BED+D 53.1 SQ.M 571.6 SQ.FT	UNIT 909 1 BED+D 53.1 SQ.M 571.6 SQ.FT	UNIT 908 1 BED+D 53.1 SQ.M 571.6 SQ.FT	UNIT 907 1 BED+D 53.1 SQ.M 571.6 SQ.FT	UNIT 906 1 BED+D 53.1 SQ.M 571.6 SQ.FT	UNIT 905 2 BED 69.3 SQ.M 746.3 SQ.FT	UNIT 904 1 BED+D 52.9 SQ.M 569.5 SQ.FT

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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Drawn	Scale 1:200
Checked CW	Date 2025-03-01
Title PHASE 1 BLOCK 03 & 05 LEVEL 9	
Project No. 22-207	Drawing No. A249



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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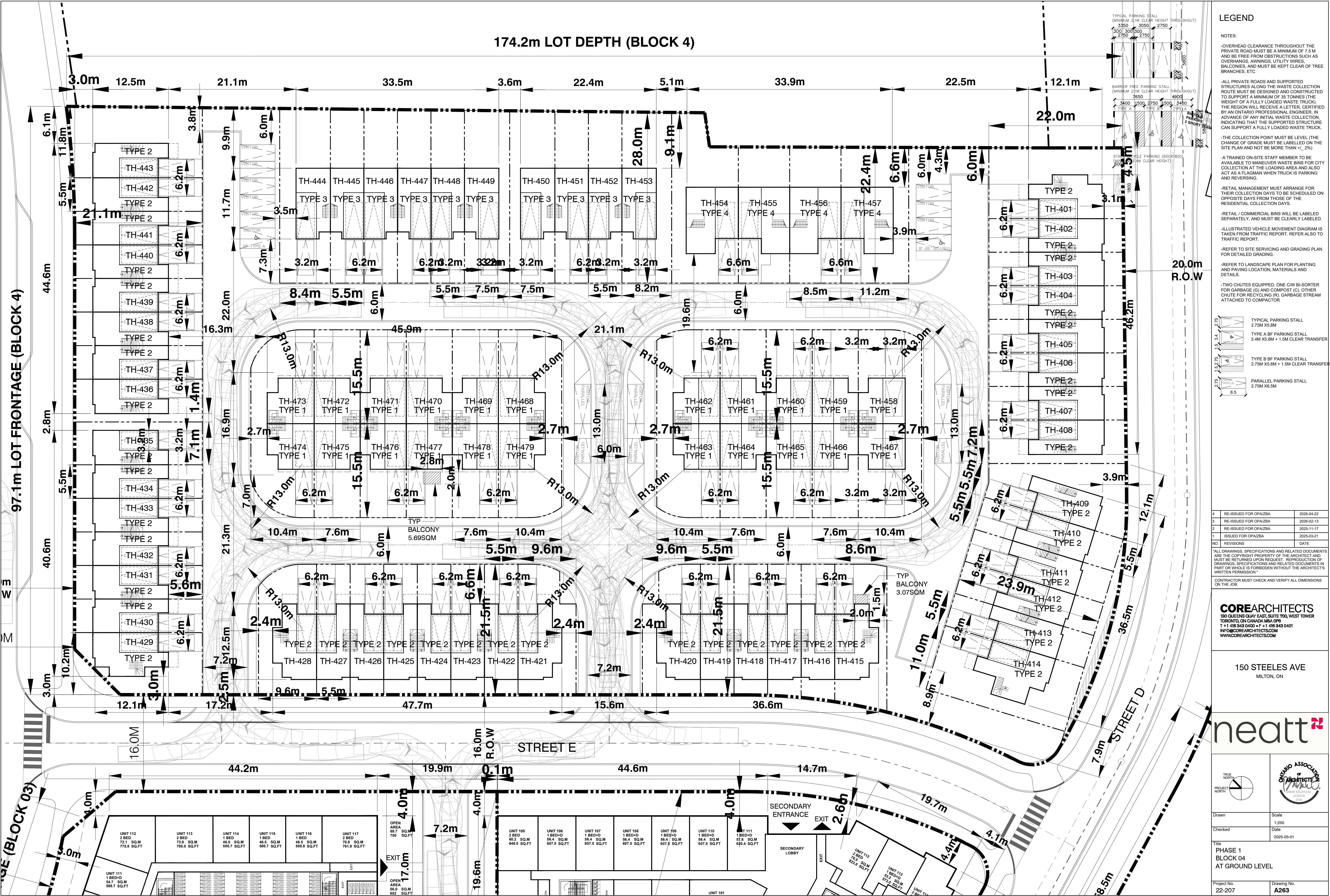
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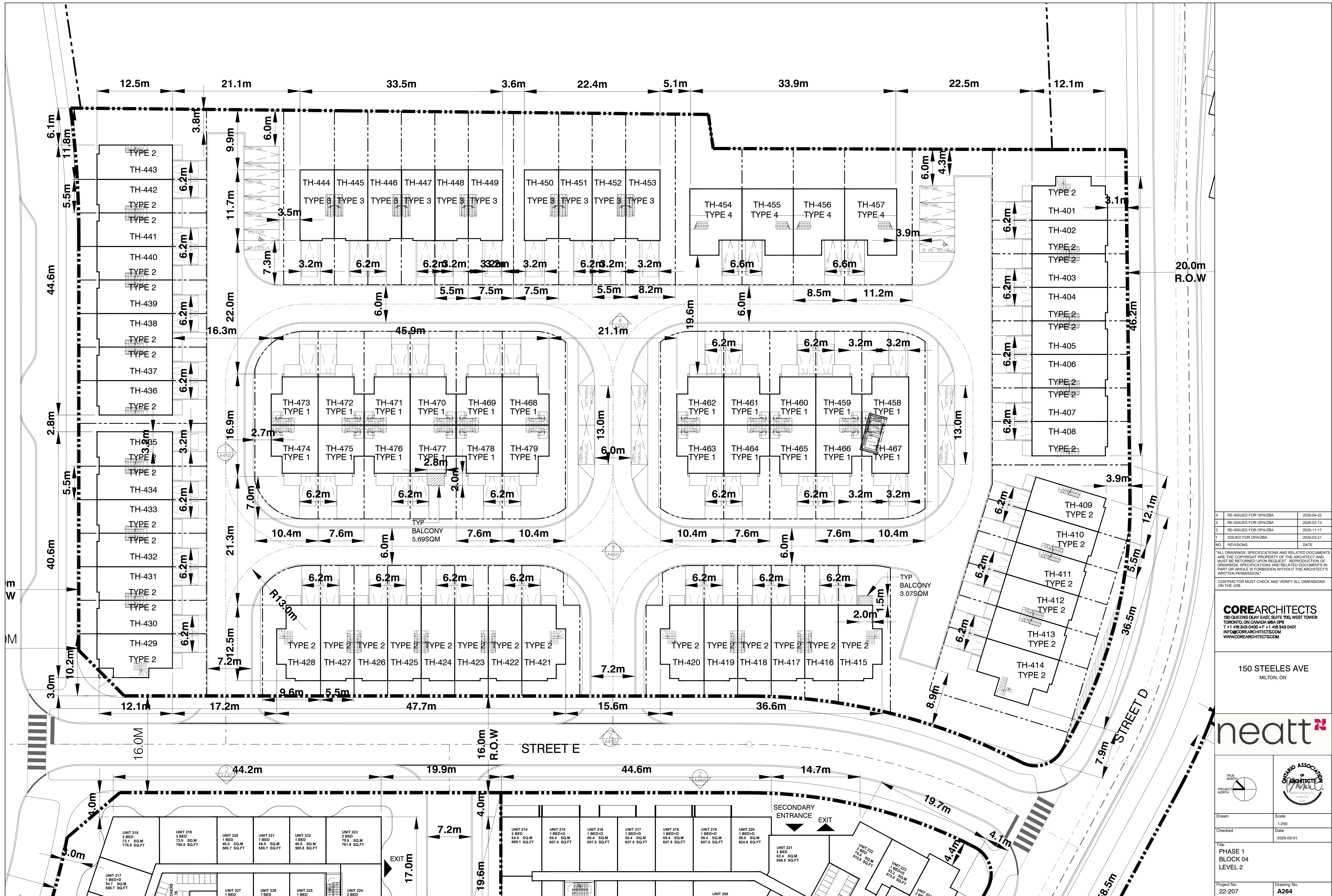
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TRUE NORTH PROJECT NORTH	PROJECT ASSOCIATION OF ARCHITECTS MILK ISLANDS LICENCE #2025
Drawn CW	Scale 1:200
Checked CW	Date 2025-03-01
Title PHASE 1 BLOCK 03 & 05 MECHANICAL PH LEVEL	
Project No. 22-207	Drawing No. A250





4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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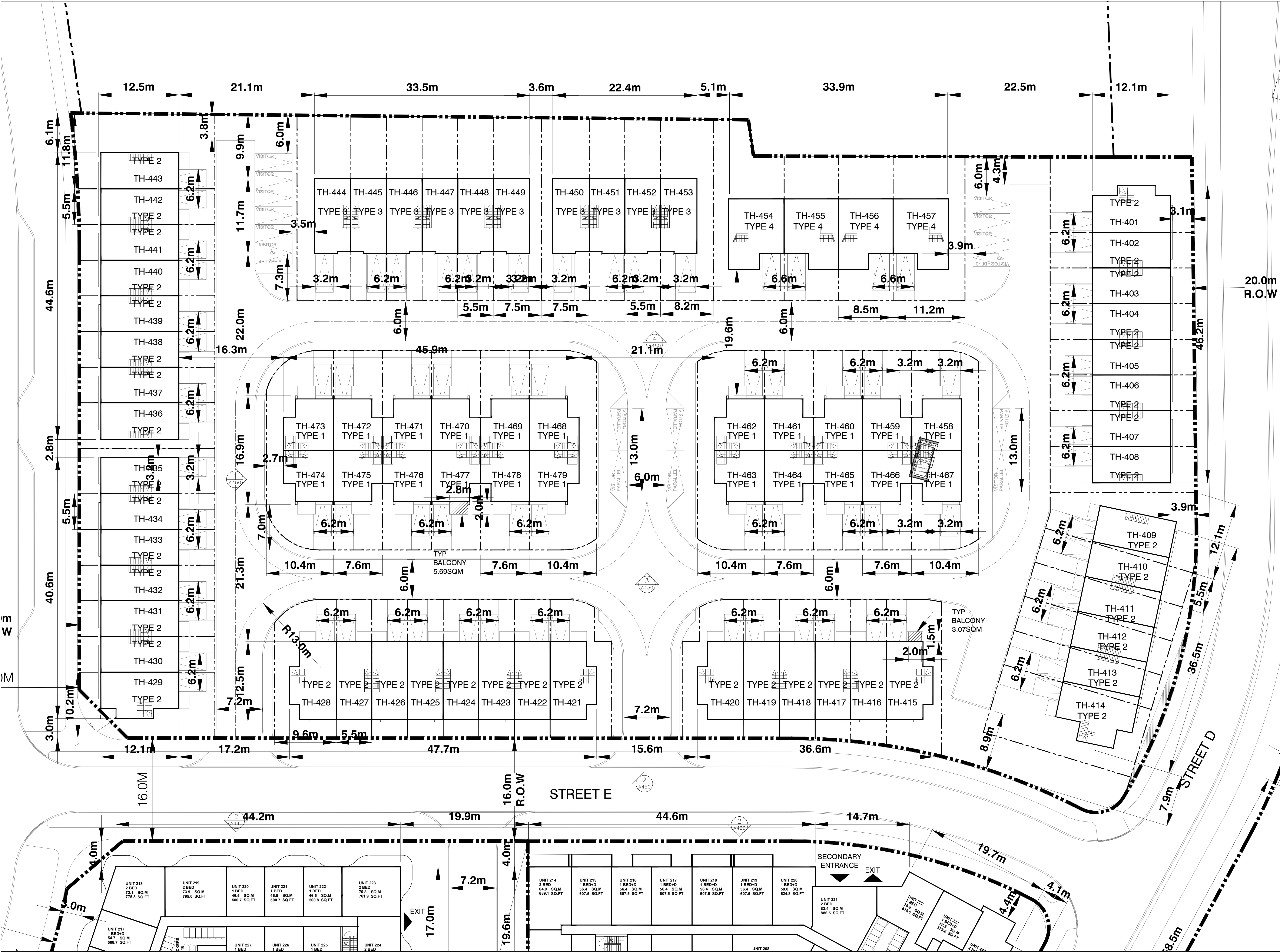
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TRUE NORTH	PROJECT NORTH
Drawn	Scale
Checked	Date
Title	2025-03-01
Project No.	22-207
Drawing No.	A264



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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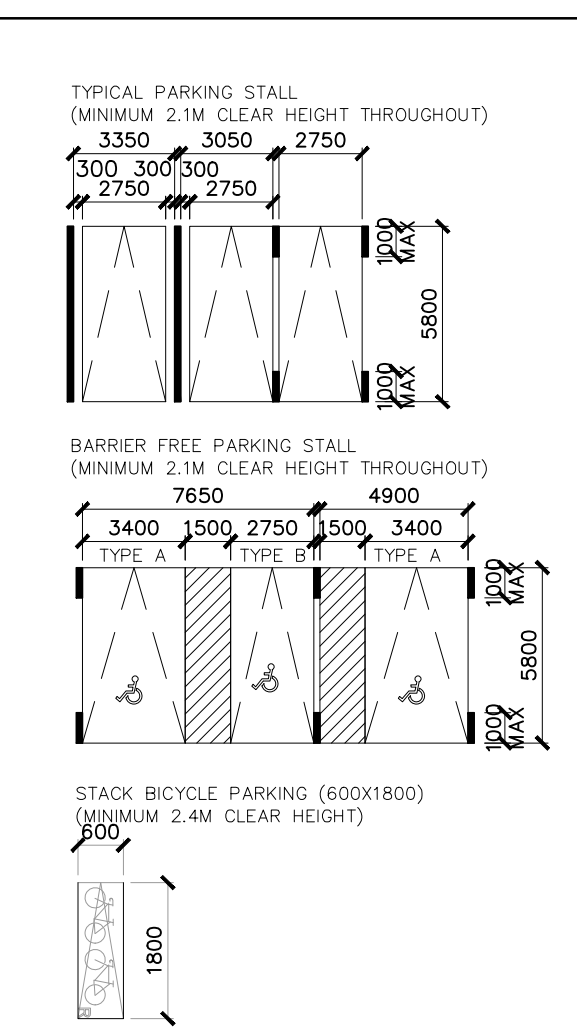
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TRUE NORTH	PROJECT NORTH
Scale: 1/250	Date: 2025-03-01
Title: PHASE 1 BLOCK 04 LEVEL 3	
Project No: 22-207	Drawing No: A265



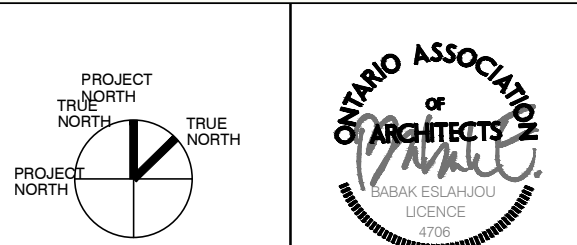
4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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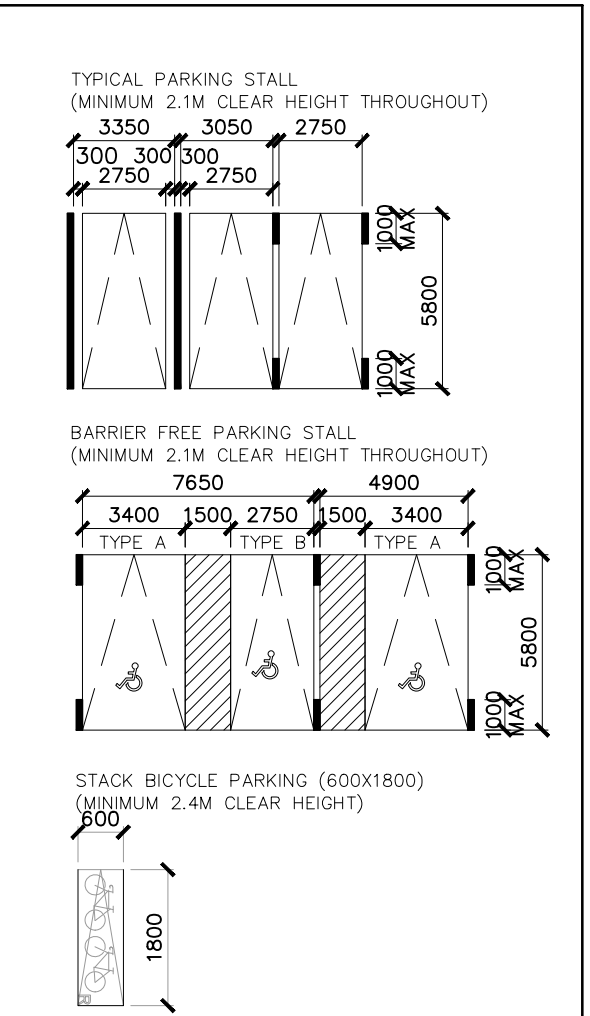
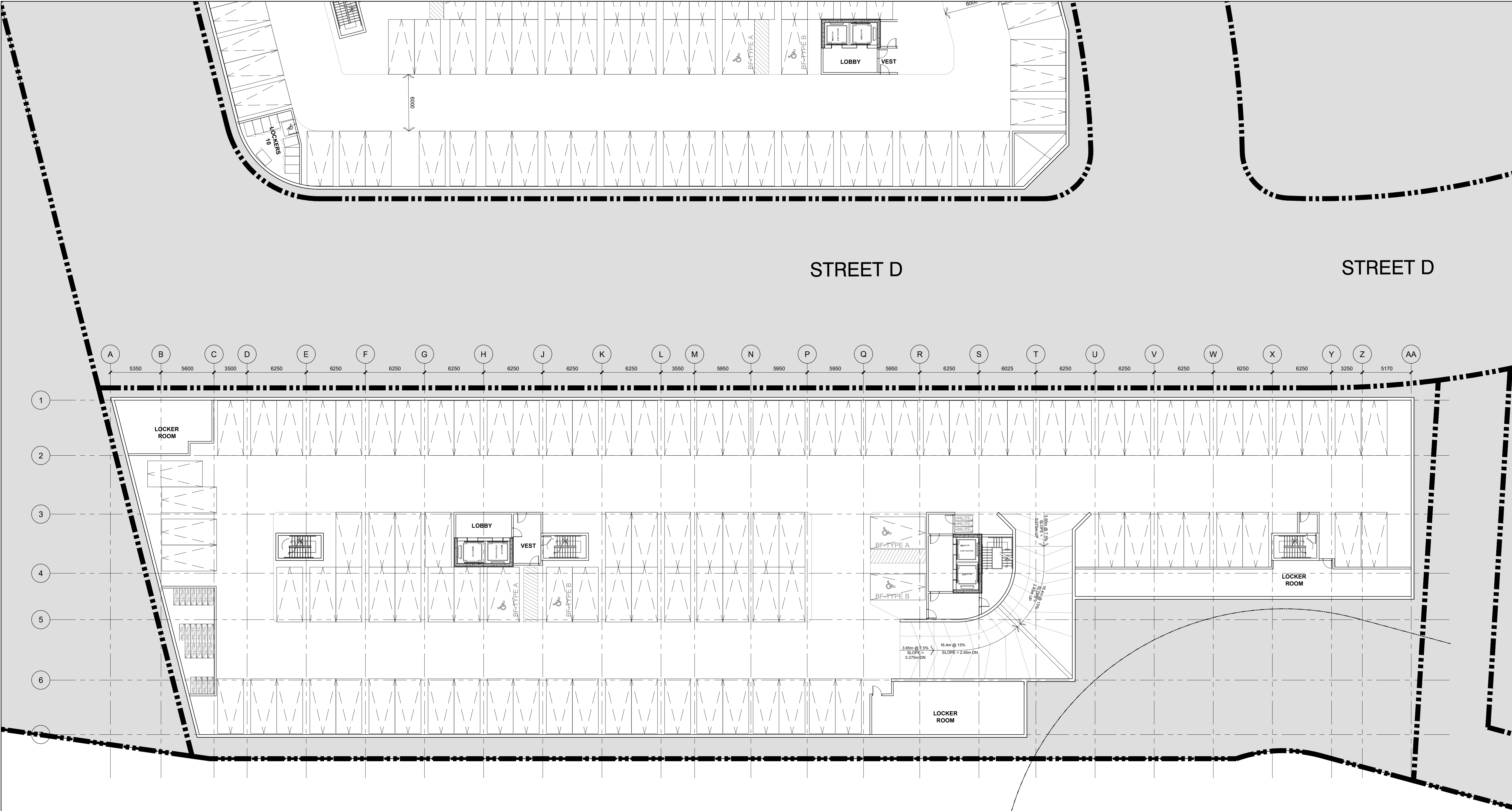
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Drawn	Scale 1:200
Checked CW	Date 2025-03-01

PHASE 1
BLOCK 06
BASEMENT LEVEL P3

Project No. 22-207	Drawing No. A270
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4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

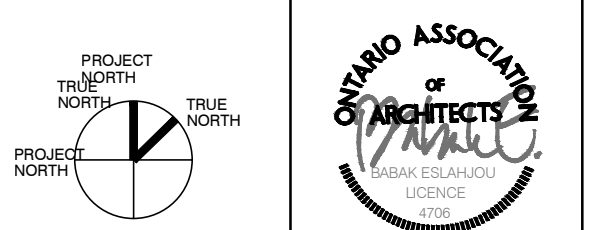
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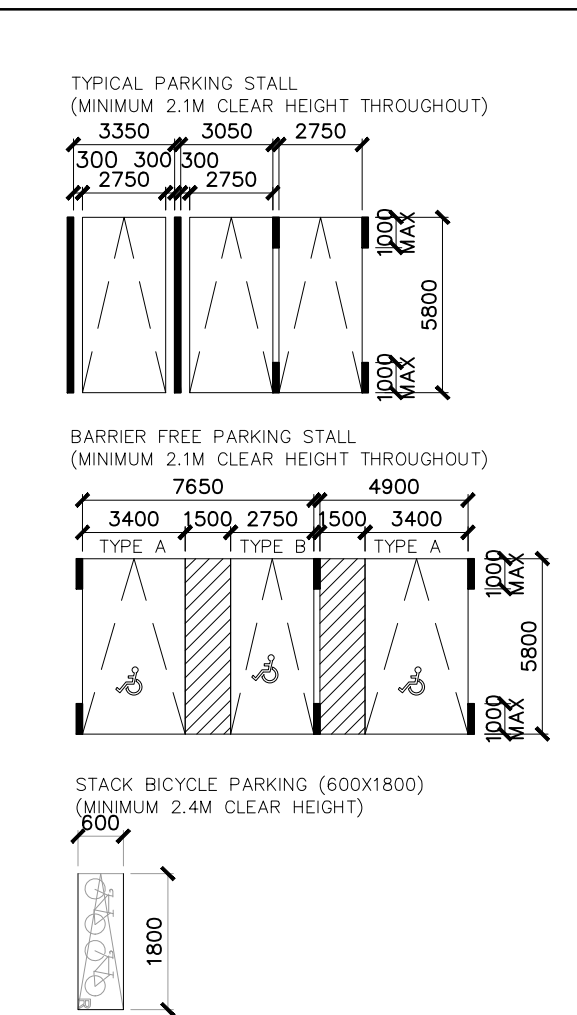
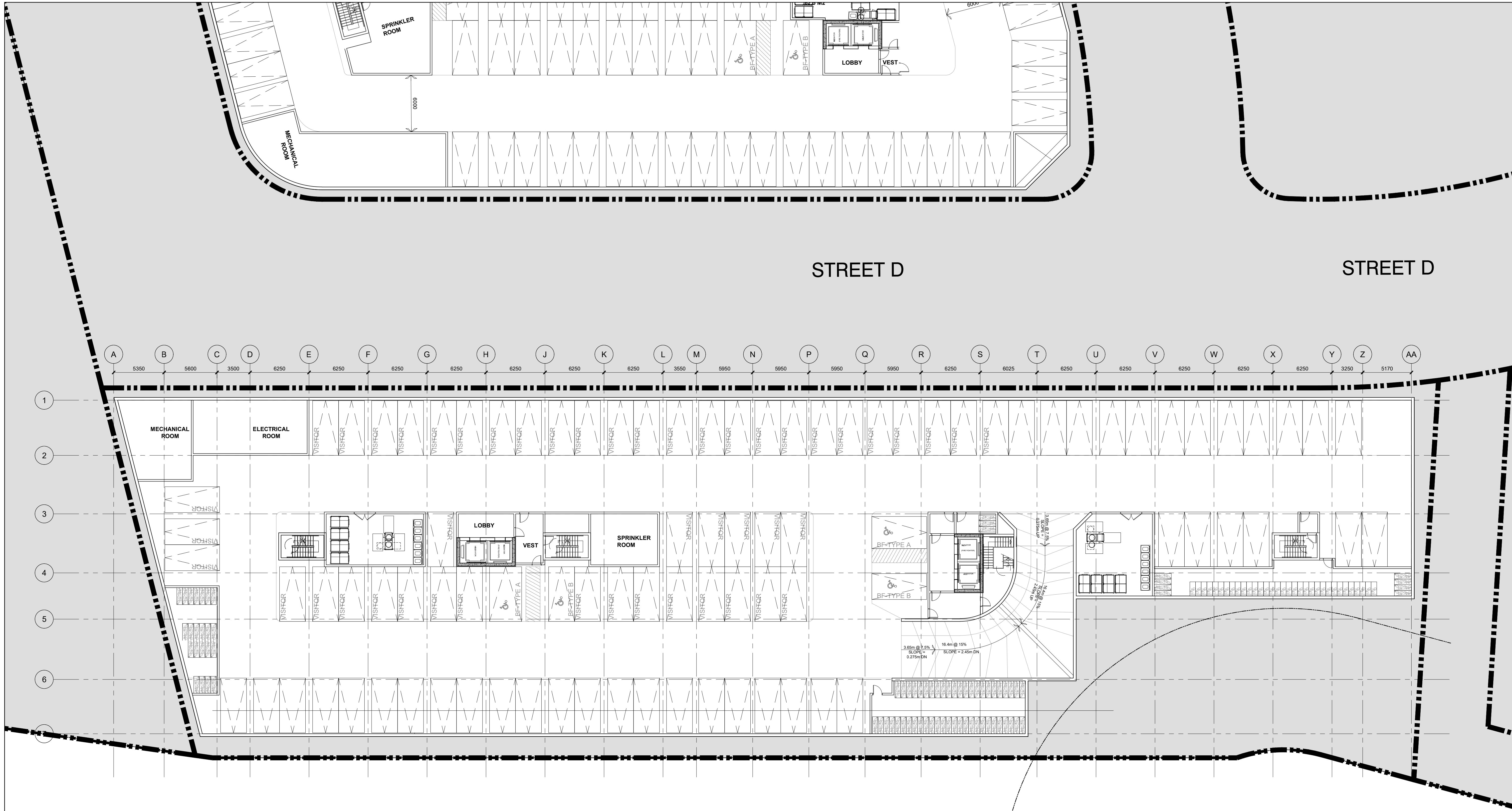
neatt



Drawn	Scale
Checked	Date
CW	2025-03-01

Title
PHASE 1
BLOCK 06
BASEMENT LEVEL P2

Project No. 22-207	Drawing No. A271
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4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

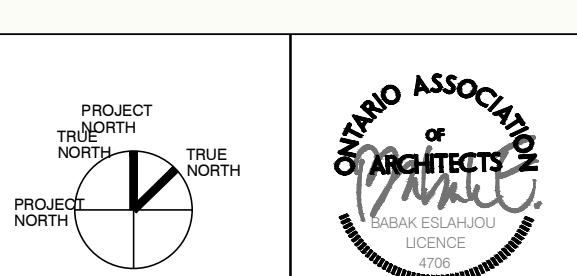
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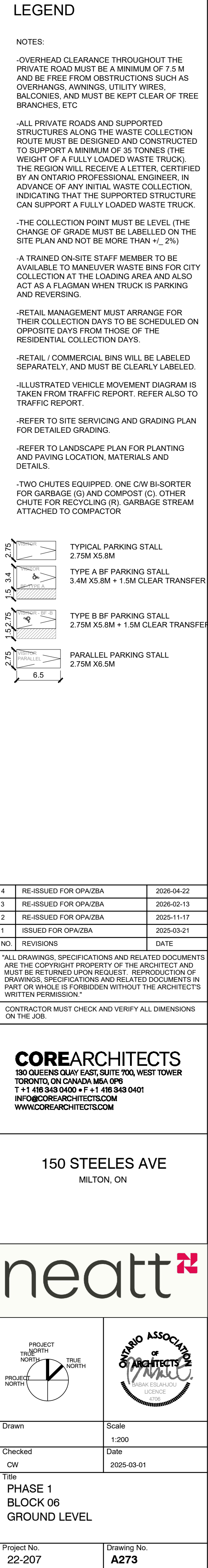
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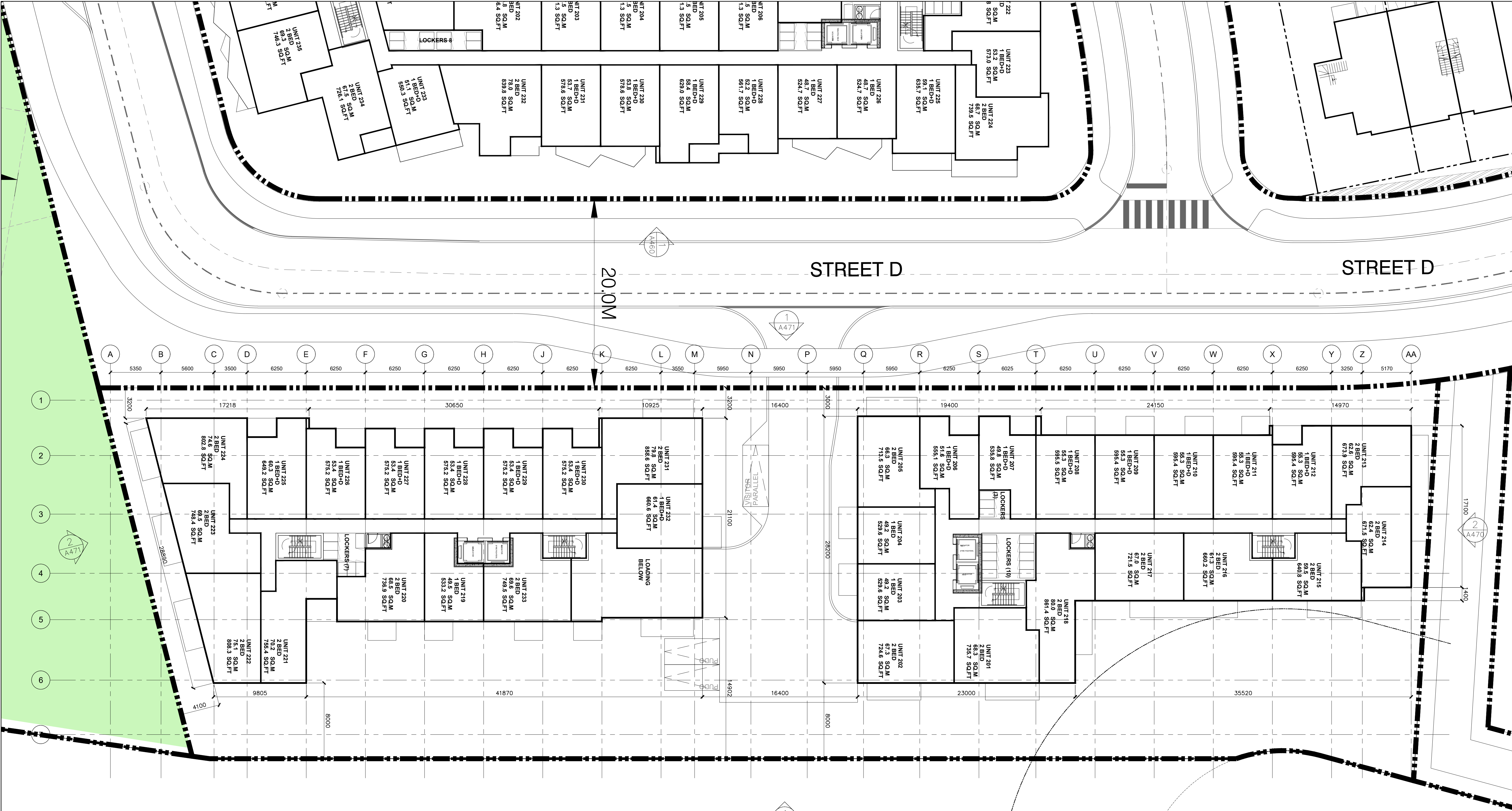
Drawn	Scale
CW	1:200
Checked	Date
CW	2025-03-01

PHASE 1
BLOCK 06
BASEMENT LEVEL P1

Project No.	Drawing No.
22-207	A272



Project No. 22-207	Drawing No. A273
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4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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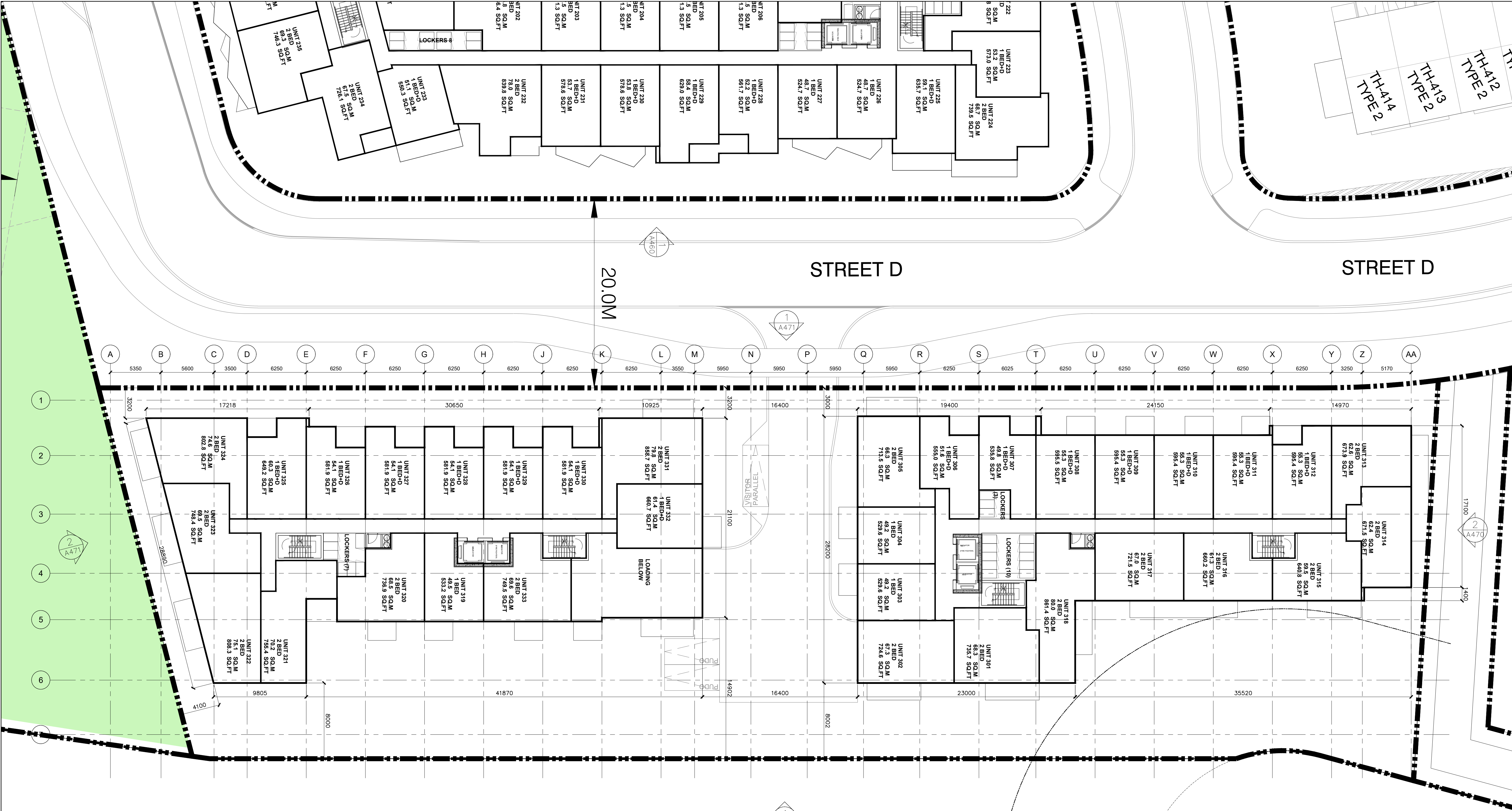
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PROJECT TRUE NORTH PROJECT TRUE NORTH	TRUE NORTH TRUE NORTH
Drawn	Scale 1:200
Checked CW	Date 2025-03-01
Title PHASE 1 BLOCK 06 LEVEL 2	
Project No. 22-207	Drawing No. A274





4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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PROJECT TRUE NORTH PROJECT TRUE NORTH	TRUE NORTH TRUE NORTH
Drawn	Scale 1:200
Checked	Date 2025-03-01
Title PHASE 1 BLOCK 06 LEVEL 3	Drawing No. A275



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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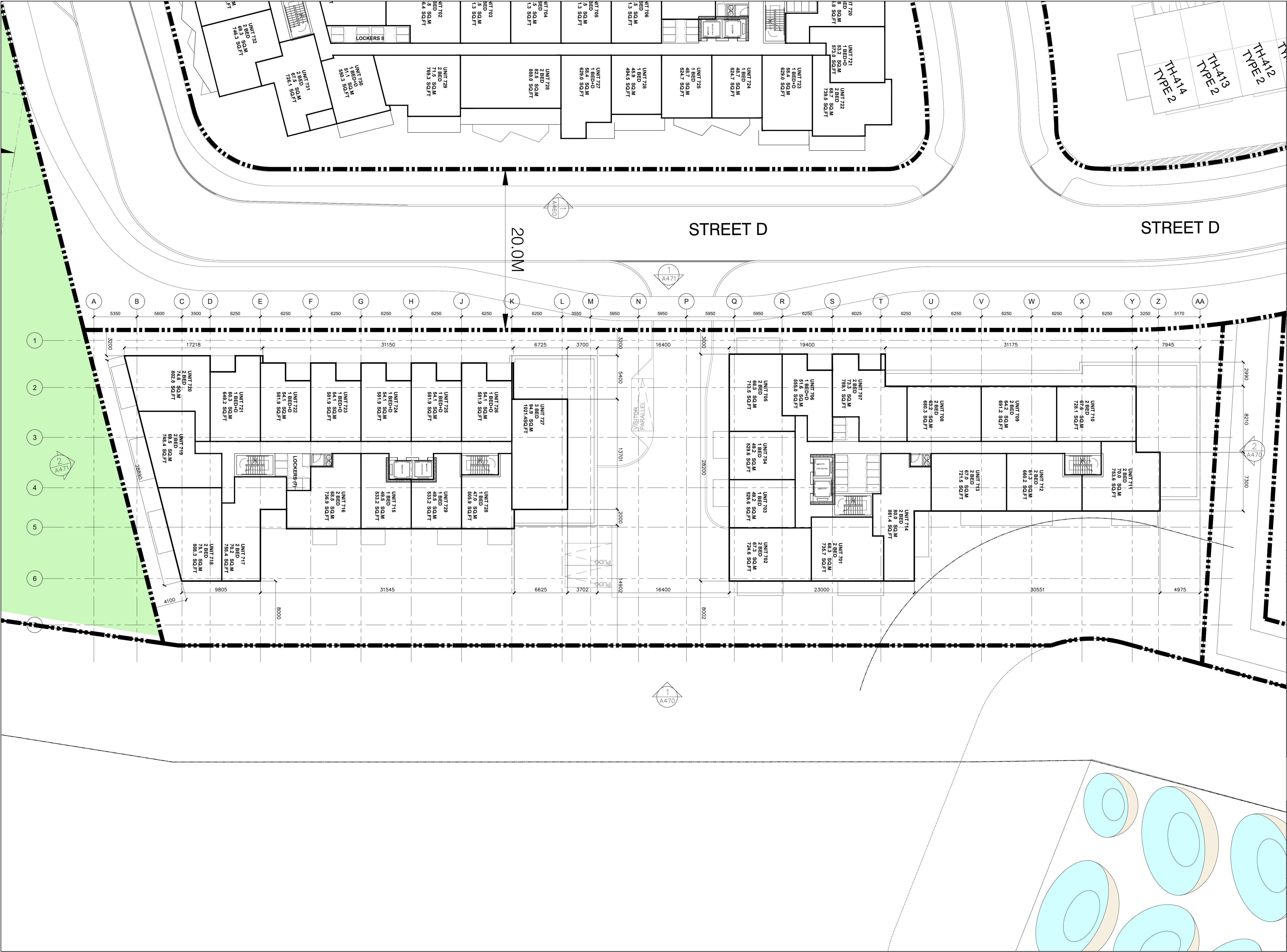
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	PROJECT NORTH
	TRUE NORTH
Drawn	Scale
Checked	Date
CW	2025-03-01
Title	
PHASE 1 BLOCK 06 LEVEL 4-6	
Project No.	Drawing No.
22-207	A276



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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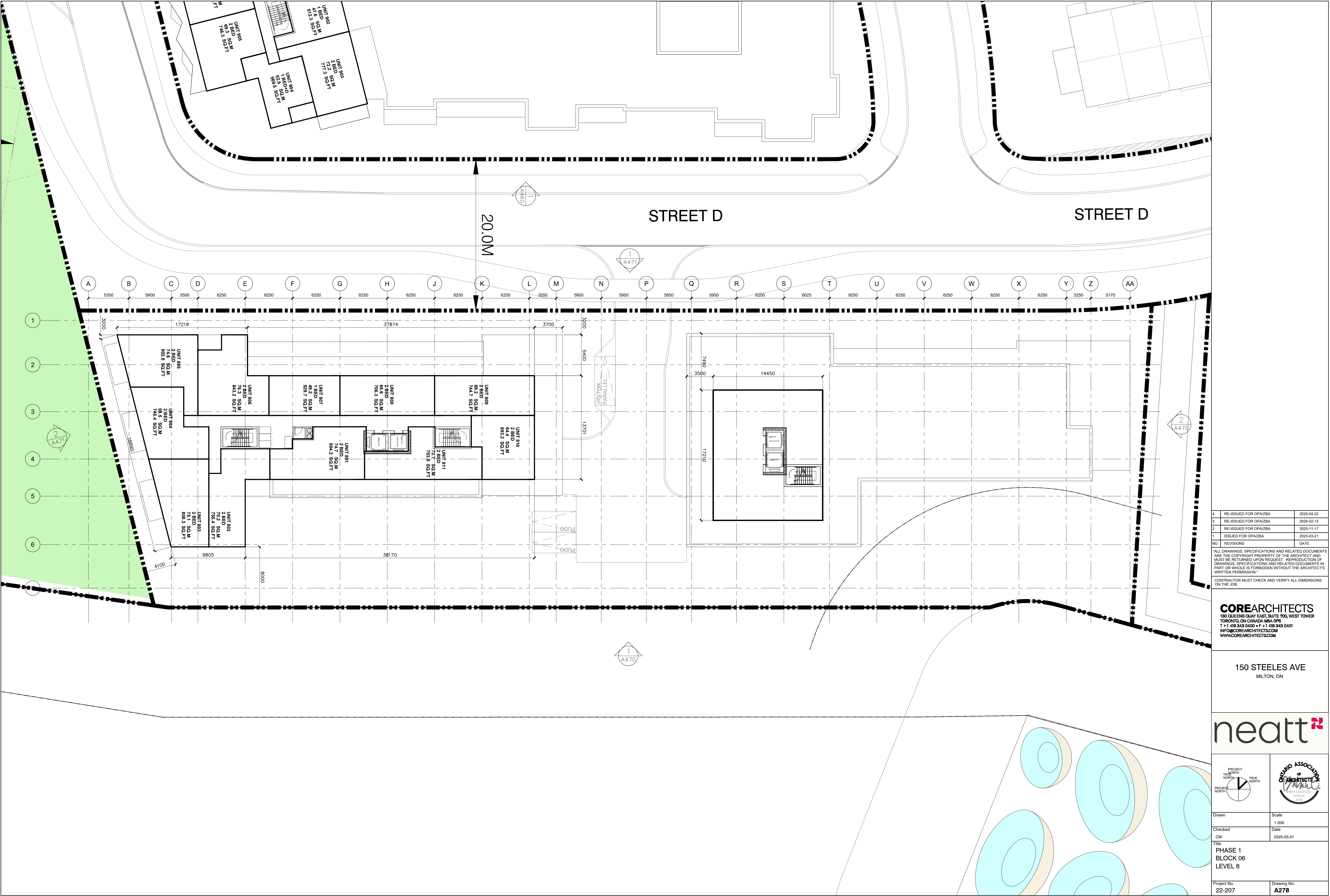
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PROJECT TRUE NORTH TRUE NORTH PROJECT TRUE NORTH	PROJECT TRUE NORTH TRUE NORTH PROJECT TRUE NORTH
Drawn	Scale 1:200
Checked CW	Date 2025-03-01
Title PHASE 1 BLOCK 06 LEVEL 7	
Project No. 22-207	Drawing No. A277



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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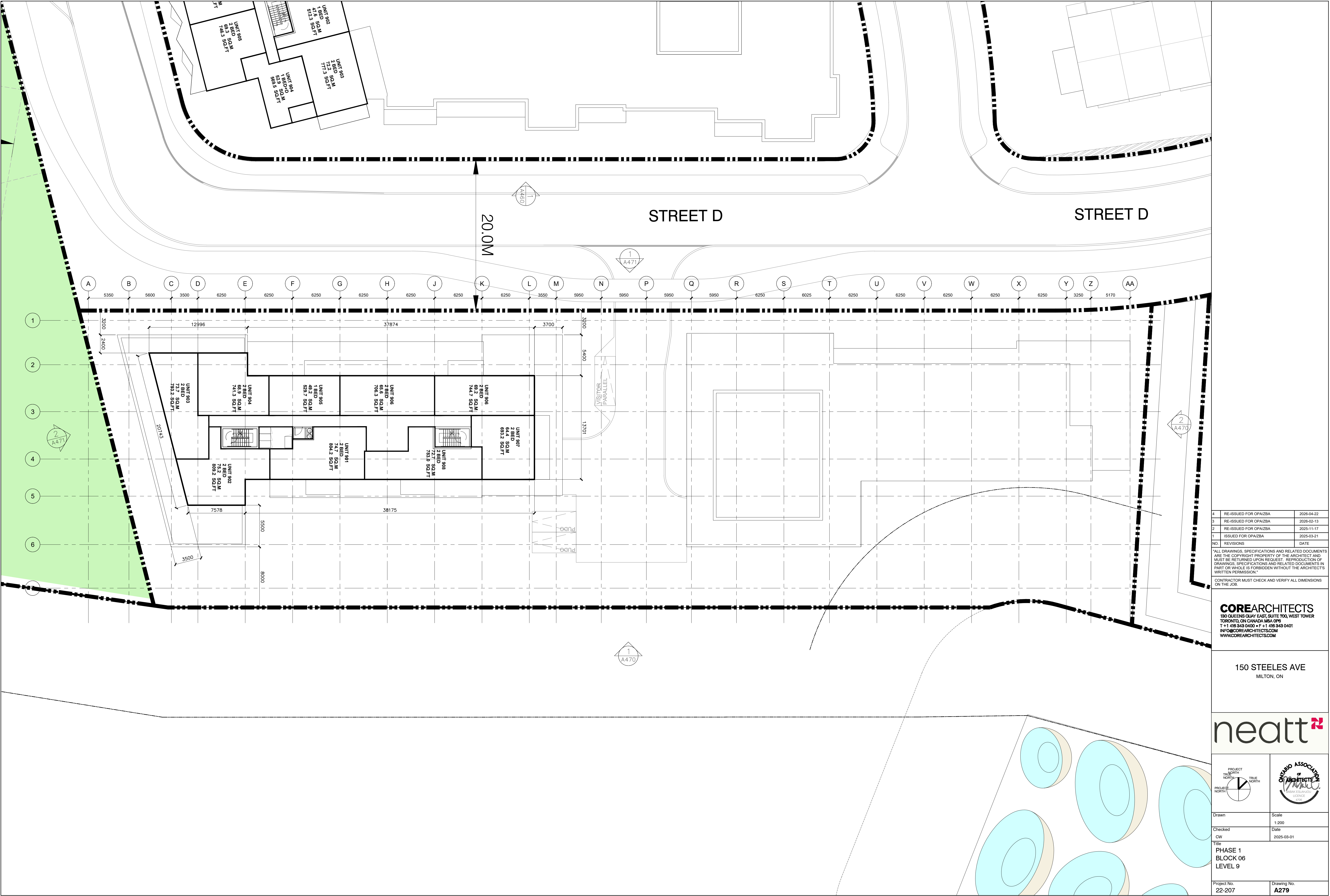
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PROJECT TRUE NORTH TRUE NORTH	PROJECT TRUE NORTH TRUE NORTH
Drawn	Scale
Checked	Date
CW	2025-03-01
Title	
PHASE 1 BLOCK 06 LEVEL 8	
Project No. 22-207	Drawing No. A278



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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PROJECT TRUE NORTH

TRUE NORTH

PROJECT NORTH

PROJECT TRUE NORTH

TRUE NORTH

PROJECT NORTH

Drawn

Scale

1:200

Checked

Date

2025-03-01

Project No.

22-207

Drawing No.

A279

Title

PHASE 1
BLOCK 06
LEVEL 9

PROJECT TRUE NORTH

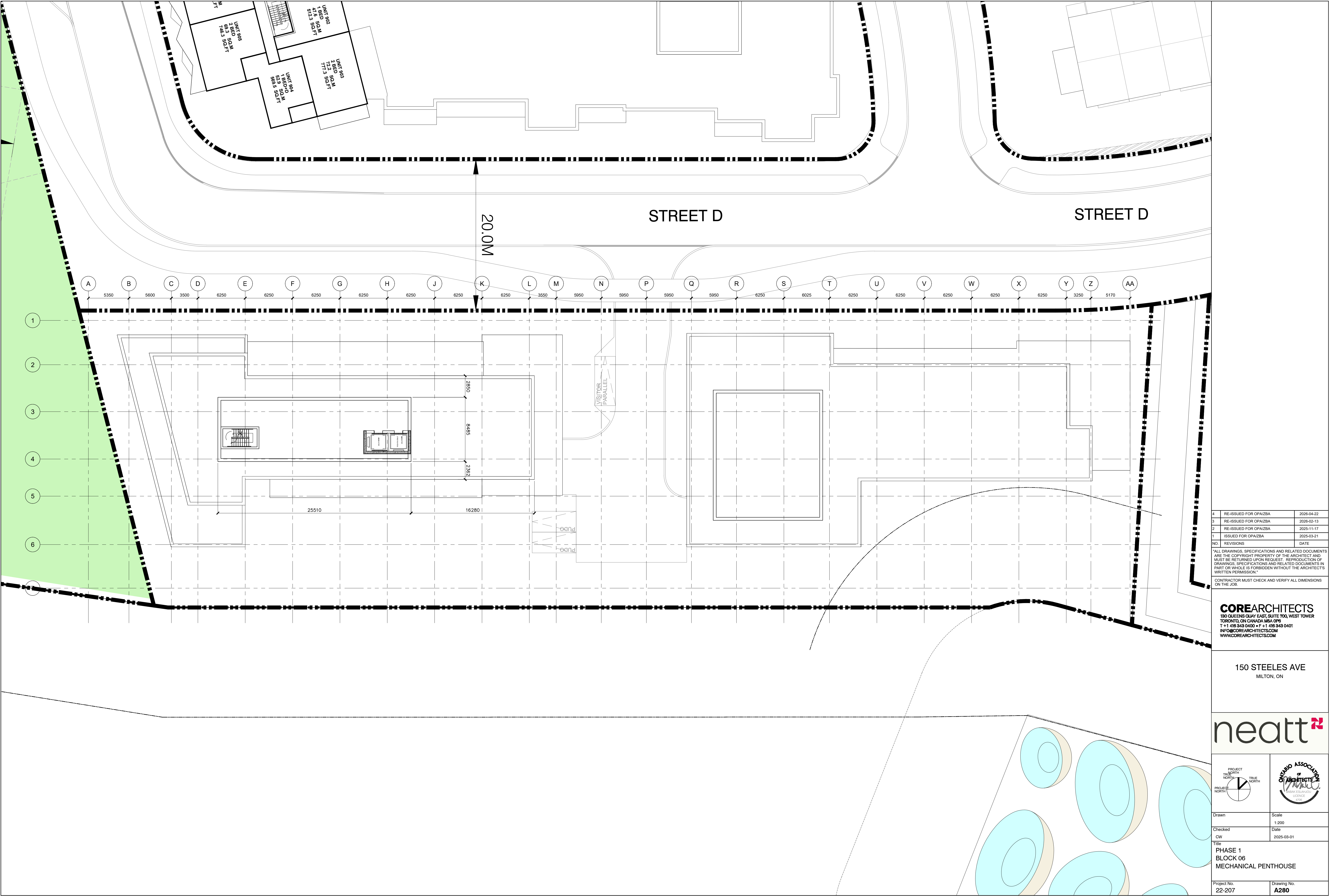
TRUE NORTH

PROJECT NORTH

PROJECT TRUE NORTH

TRUE NORTH

PROJECT NORTH



4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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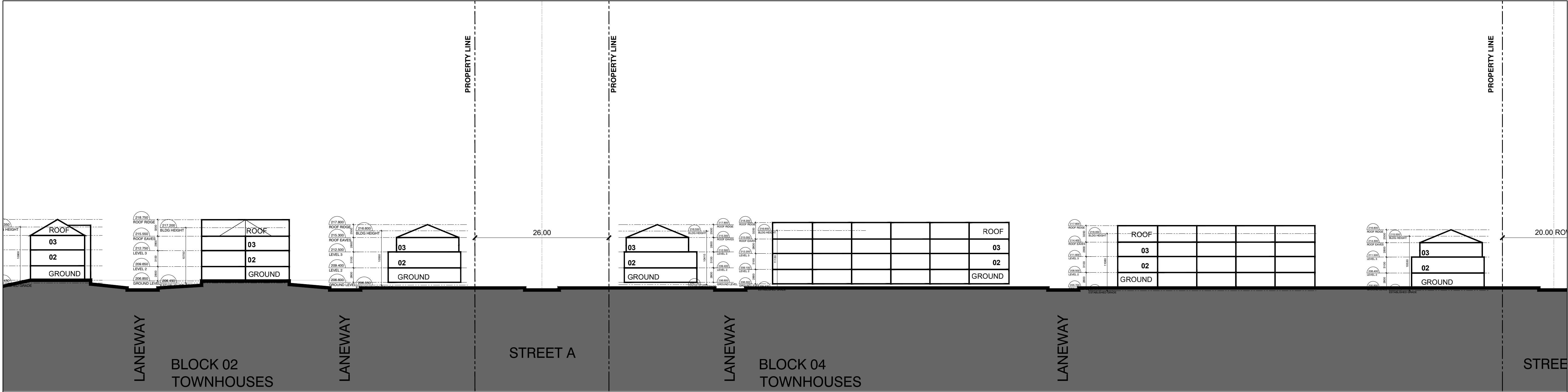
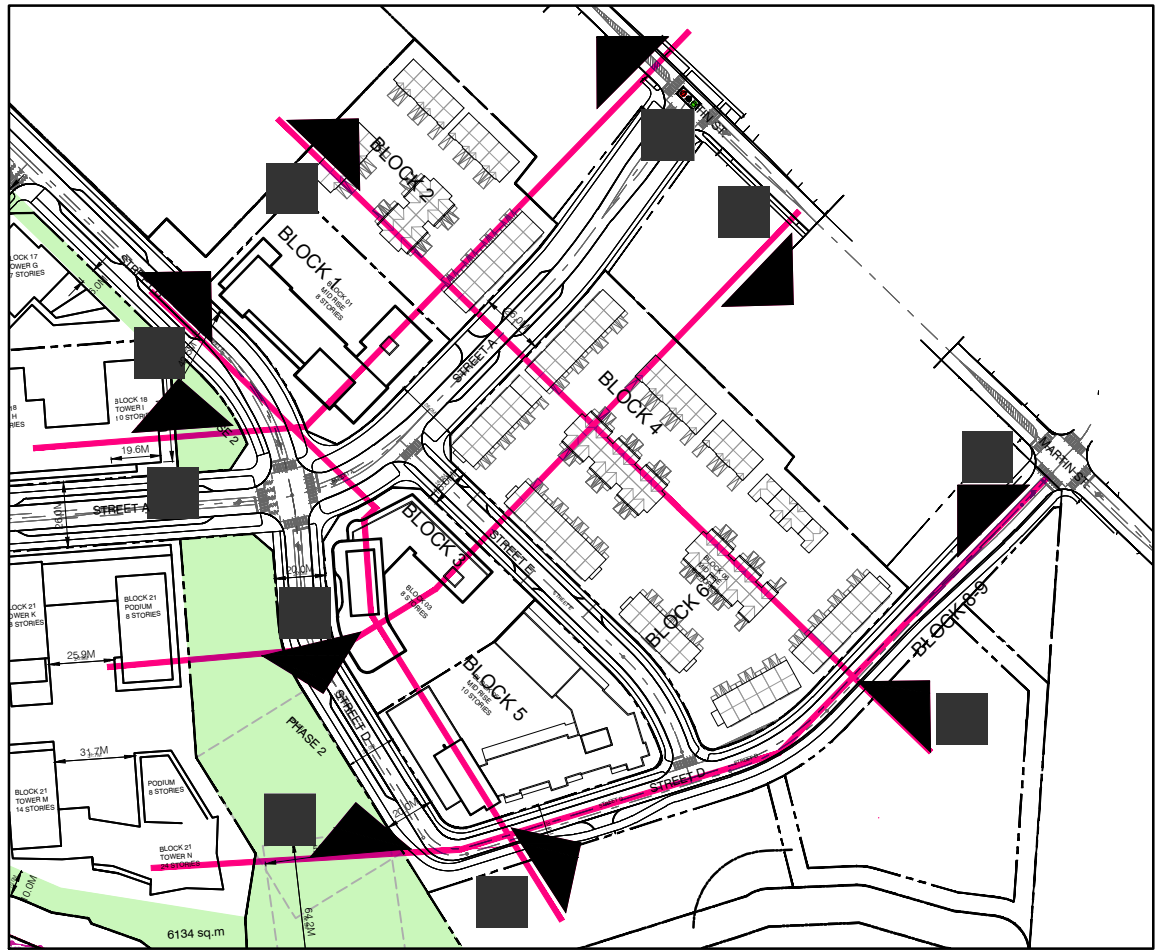
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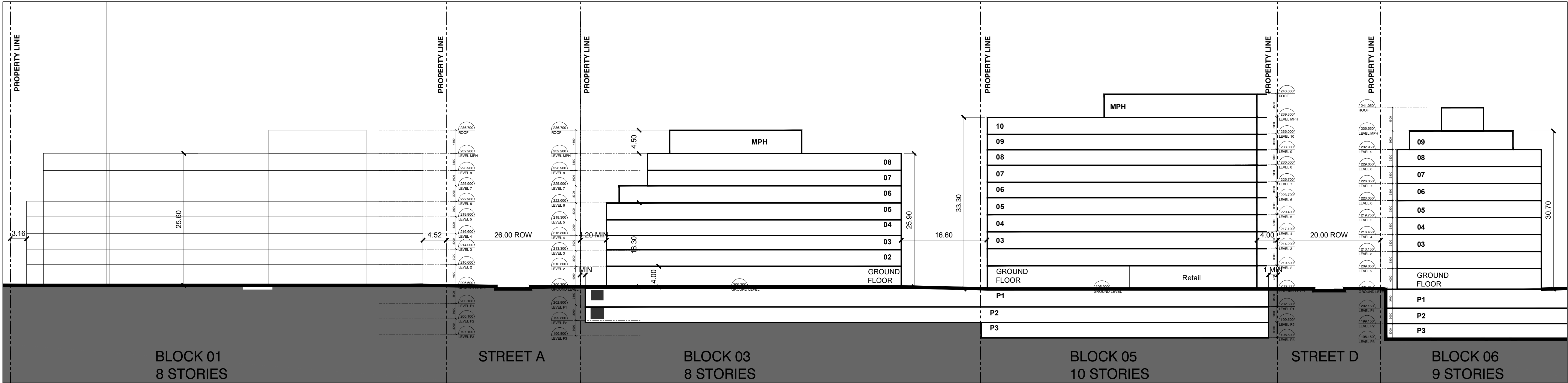
150 STEELES AVE
MILTON, ON

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PROJECT TRUE NORTH TRUE NORTH	PROJECT TRUE NORTH TRUE NORTH
Drawn	Scale 1:200
Checked CW	Date 2025-03-01
Title PHASE 1 BLOCK 06 MECHANICAL PENTHOUSE	
Project No. 22-207	Drawing No. A280



2 SECTION 2
A446



1 SECTION 1
A446

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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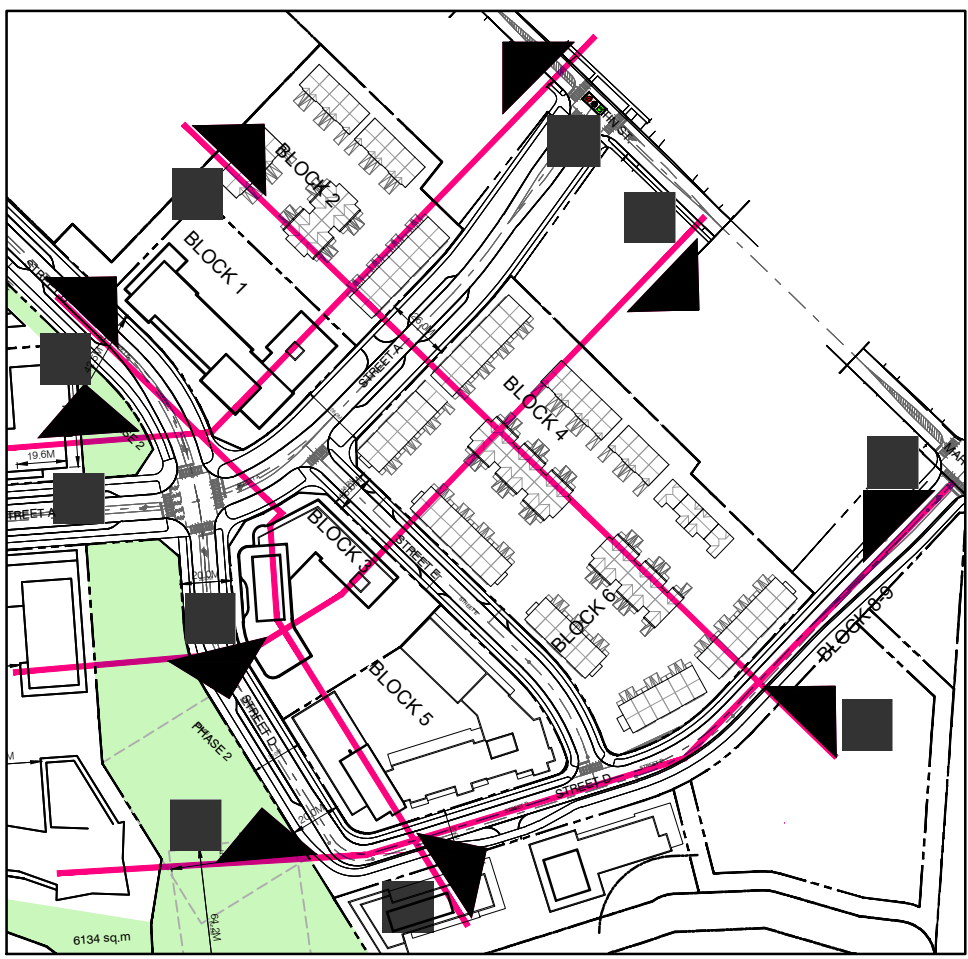
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Drawn	Scale
Checked	Date
	2024-08-02

Title
PHASE 1
SECTION 1, SECTION 2
OVERALL SECTIONS

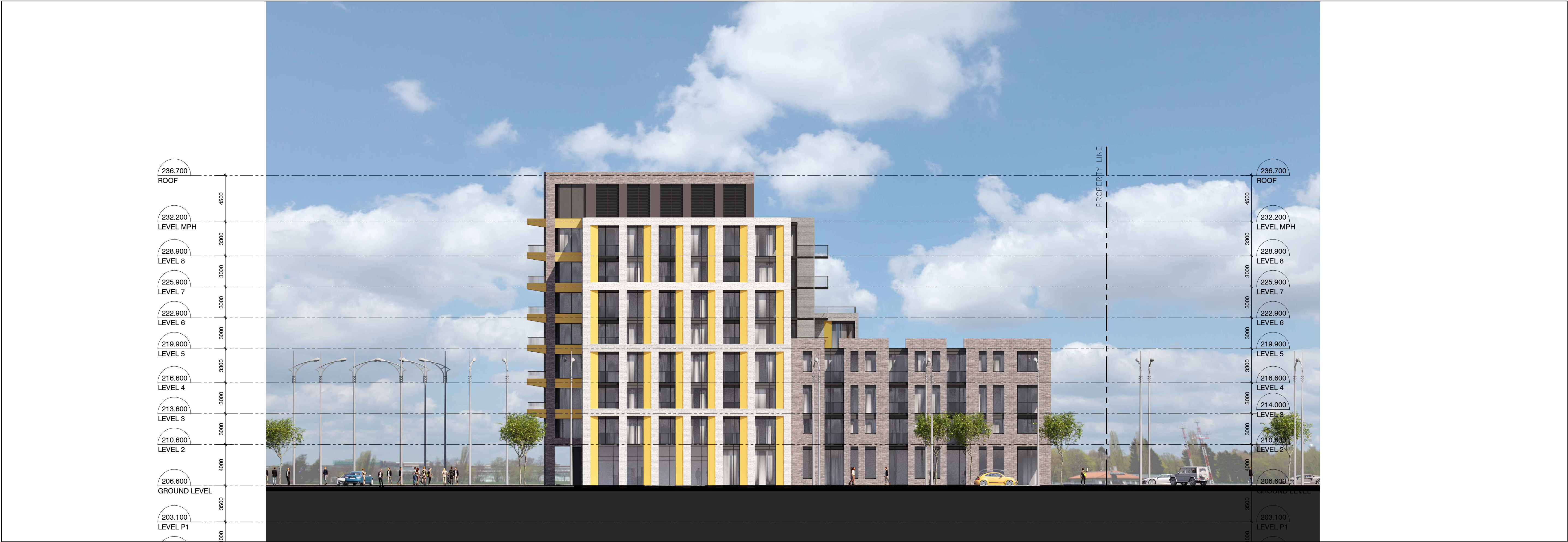
Project No.	Drawing No.
22-207	A400



Project No. 22-207	Drawing No. A410
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2 EAST ELEVATION
A420



1 SOUTH ELEVATION
A420

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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Drawn	Scale 1:200
Checked	Date 2025-10-03

Title
PHASE 1
BLOCK 1
BUILDING ELEVATION

Project No. 22-207	Drawing No. A420
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2 WEST ELEVATION
A421



1 NORTH ELEVATION
A421

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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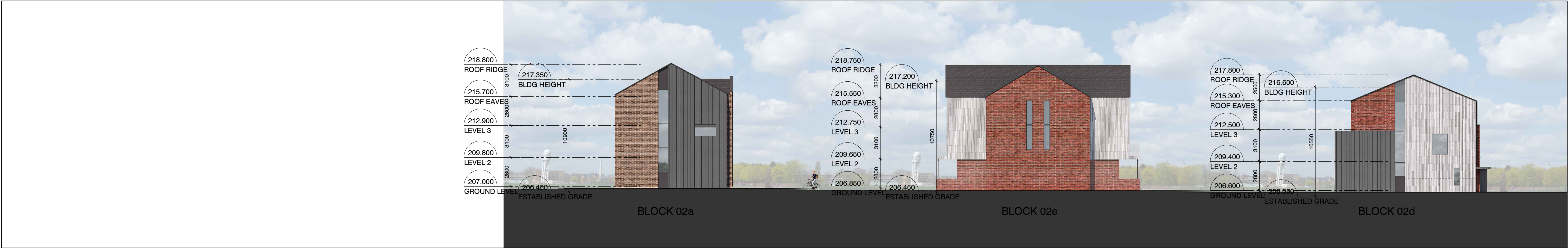
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Drawn	Scale
Checked	Date
	2024-08-02

Title
PHASE 1
BLOCK 1
BUILDING ELEVATION

Project No. 22-207	Drawing No. A421
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8 WEST ELEVATION



3 SOUTH ELEVATION



6 WEST ELEVATION



2 EAST ELEVATION



5 SOUTH ELEVATION



1 NORTH ELEVATION

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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Drawn	Scale
Checked	Date
Title	
PHASE 2 BLOCK 1 BUILDING ELEVATIONS	
Project No. 22-207	Drawing No. A430



2 EAST ELEVATION
A440



1 SOUTH ELEVATION
A440

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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Drawn	Scale
Checked	Date
Title	2024-08-02
Project No.	22-207
Drawing No.	A440



2 WEST ELEVATION
A441



1 NORTH ELEVATION
A441

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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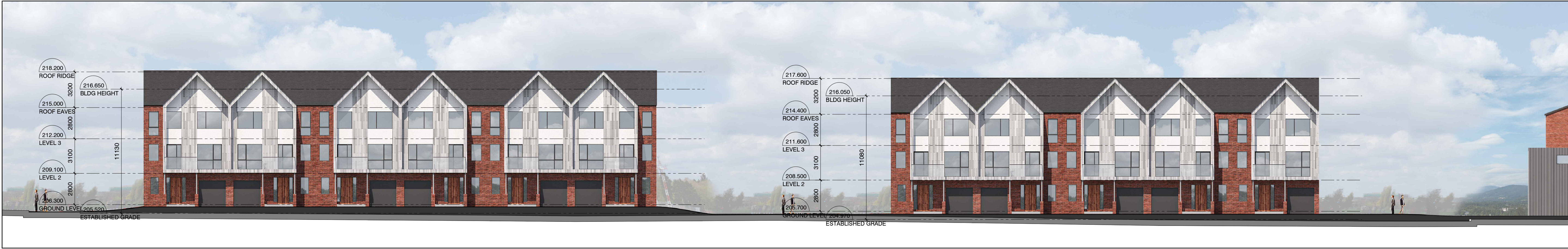
Drawn	Scale
Checked	Date
	2024-08-02

Title
PHASE 1
BLOCK 3
BUILDING ELEVATION

Project No. 22-207	Drawing No. A441
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4 WEST ELEVATION



3 WEST ELEVATION



2 WEST ELEVATION



1 NORTH ELEVATION

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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Drawn	Scale
Checked	Date
	2025-10-03

Title
PHASE 1
BLOCK 4
BUILDING ELEVATION

Project No. 22-207	Drawing No. A450
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2 EAST ELEVATION
A460



1 SOUTH ELEVATION
A460

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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Drawn	Scale
Checked	Date
	2024-08-02

Title
PHASE 1
BLOCK 5
BUILDING ELEVATION

Project No. 22-207	Drawing No. A460
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2 WEST ELEVATION
A461



1 NORTH ELEVATION
A461

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO.	REVISIONS	DATE

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150 STEELES AVE
MILTON, ON

neatt



Drawn	Scale
Checked	Date
	2024-08-02

Title
PHASE 1
BLOCK 5
BUILDING ELEVATION

Project No. 22-207	Drawing No. A461
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2 EAST ELEVATION
A470



1 SOUTH ELEVATION
A470

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
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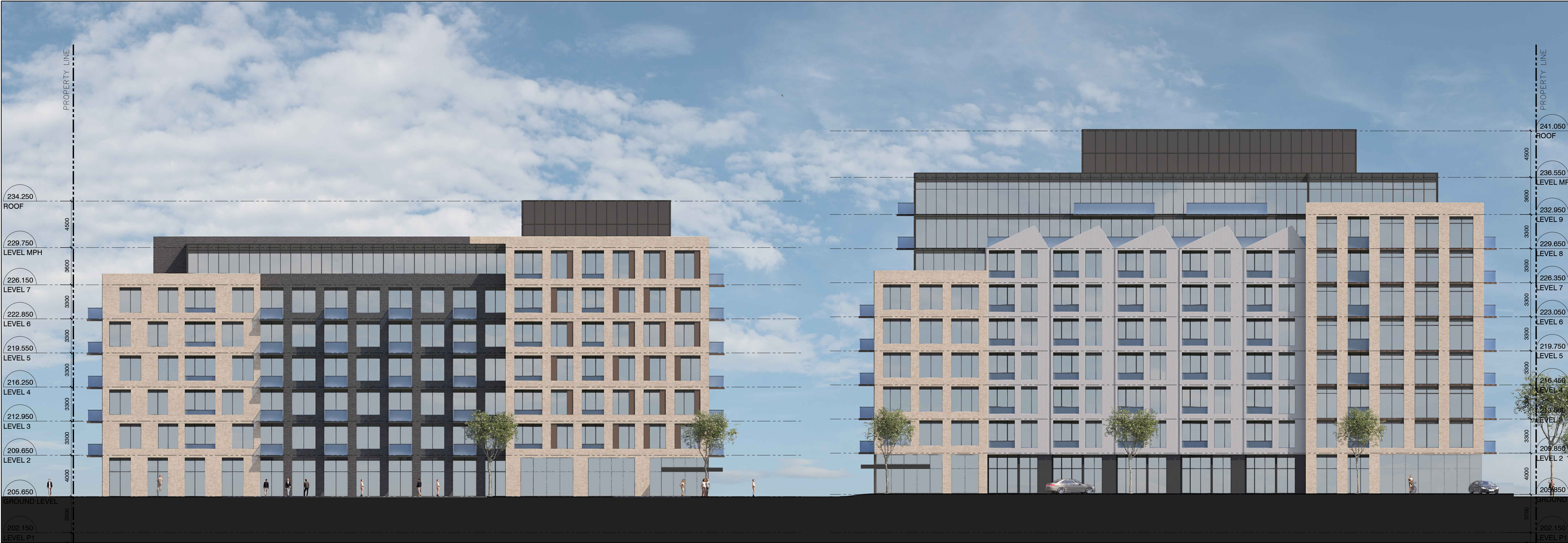
Drawn	Scale
Checked	Date
	2024-08-02

Title
PHASE 1
BLOCK 6
BUILDING ELEVATION

Project No. 22-207	Drawing No. A470
-----------------------	---------------------



2 WEST ELEVATION
A471



1 NORTH ELEVATION
A471

4	RE-ISSUED FOR OPA/ZBA	2026-04-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
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MILTON, ON

neatt



Drawn	Scale
Checked	Date
	2024-08-02

Title
PHASE 1
BLOCK 6
BUILDING ELEVATION

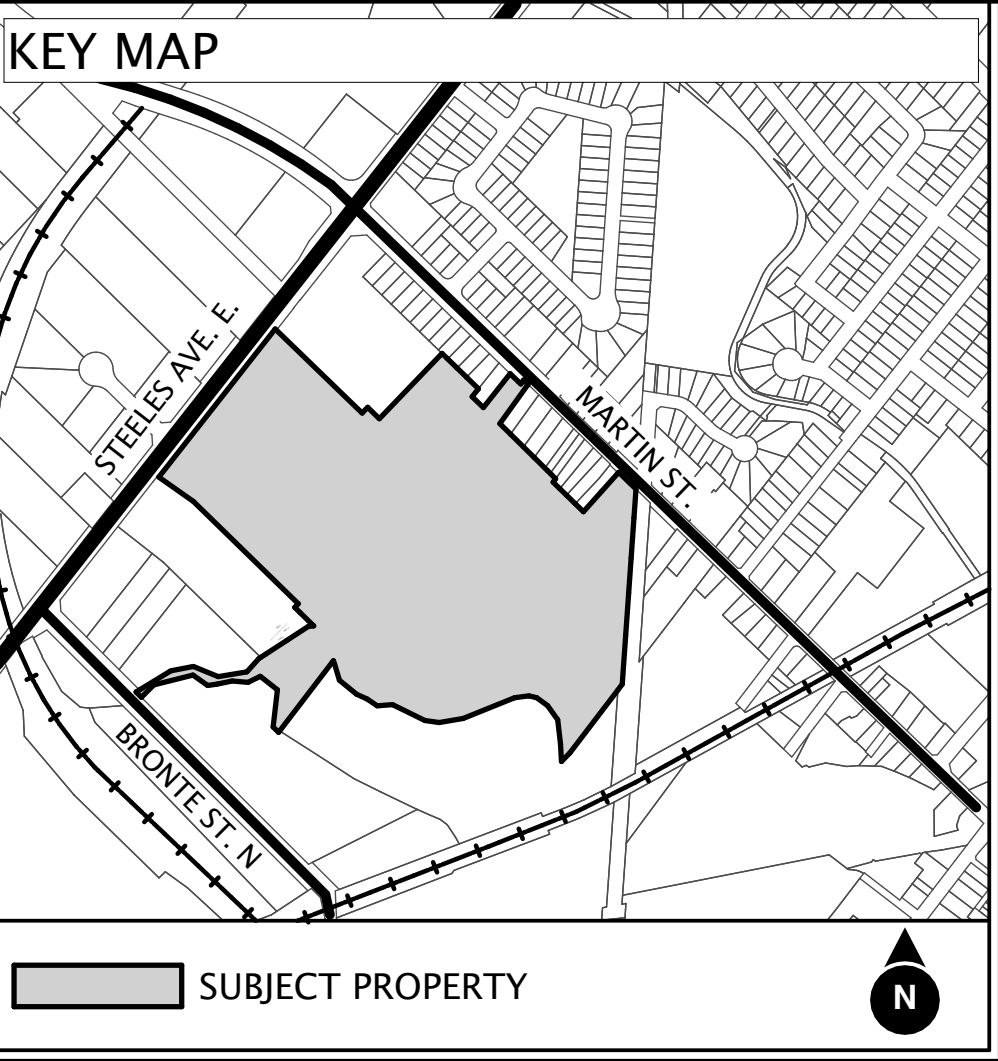
Project No. 22-207	Drawing No. A471
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Figure 47: Phase 1 Mobility and Access



Figure 5 - Proposed Transportation Network (Page 4 from the Urban Strategies Inc. updated Planning Rationale)



DRAFT PLAN OF SUBDIVISION
24T-25003/M

150 Steeles Avenue East

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

OWNER'S AUTHORIZATION

I HEREBY AUTHORIZE URBAN STRATEGIES INC. TO PREPARE AND SUBMIT
THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF OAKVILLE FOR APPROVAL.

SIGNED Mike Vernooy DATE April 27, 2026
Mike Vernooy, A.S.O.

MIKE VERNOOY
150 STEELES MILTON INC.
775 MAIN ST. E.
MILTON, ON L9T 3Z3
TEL. (905) 876-7129

SURVEYOR'S CERTIFICATE

AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE
CORRECTLY AND ACCURATELY SHOWN.

SIGNED Christopher Wahba DATE 2026-04-28
Christopher Wahba, OLS, OLIP

C. Wahba Surveying Ltd.
285 Vaughan Valley Boulevard, Vaughan,
Ontario L4H 3B5, Canada
Tel. (905) 851-1300

ADDITIONAL INFORMATION

Under Section 51(17) of the Planning Act, information required by clauses

- A) Shown on the Draft Plan & Key Plan
B) Shown on the Draft Plan & Key Plan
C) Shown on the Draft Plan & Key Plan
D) Shown on the Draft Plan & Key Plan
E) Shown on the Draft Plan & Key Plan
F) Shown on the Draft Plan & Key Plan
- G) Shown on the Draft Plan & Key Plan
J) Shown on the Draft Plan & Key Plan
H) Municipal and piped water to be provided
I) Clayey silt to silty clay till
K) Sanitary and storm sewers to be provided

LAND USE SCHEDULE

Land Use	Blocks	Block Total	Units	Area (ha)
Phase 1				
Natural Heritage System Block	BLOCK 11	1	0	4.6676
Natural Heritage System Buffer Block	BLOCK 10	1	0	0.6826
Park	BLOCK 22	1	0	1.0405
Reserve Block	BLOCK 09	1	0	0.0895
Residential	BLOCK 01, BLOCK 02, BLOCK 03, BLOCK 04, BLOCK 05, BLOCK 06	6	1065	4.4503
Right-of-Ways	STREET 'A', STREET 'B', STREET 'D', STREET 'E'	4	0	3.2591
Stormwater Management Block	BLOCK 07	1	0	0.8326
Stormwater Management Buffer Block	BLOCK 23, BLOCK 24	2	0	0.0701
Sub Total	17	1065	15.0923	
Phase 2				
Future Park	BLOCK 12, BLOCK 18	2	0	0.2484
Future Residential	BLOCK 08, BLOCK 13, BLOCK 14, BLOCK 15, BLOCK 16, BLOCK 17, BLOCK 19, BLOCK 20, BLOCK 21	9	0	5.2441
Right-of-Ways	FUTURE STREET 'C'	1	0	0.2200
Sub Total	12	0	5.7125	
Grand Total	29	1065	20.8048	

LEGEND

- Phase 1 Boundary
- Phase 2 Boundary

neattTM URBAN STRATEGIES INC.
COMMUNITIES

SCALE: 1:1250 @ ARCH D April 27, 2026

DRAWN BY : M.S. CHECKED BY :





Comprehensive Development Plan and Urban Design Guidelines

February, 2026



**URBAN
STRATEGIES
INC**



LAND ACKNOWLEDGMENT

This document was written with gratitude from the traditional territory of the Anishinaabe, including the Mississaugas of the Credit, Haudenosaunee, and Huron-Wendat (Wyandot), as well as Petun, Seneca, Erie, and Neutral, who have stewarded these lands with care since time out of mind.

Table of Contents

1.0 INTRODUCTION	1
1.1 Vision	2
1.2 The Opportunity	4
1.3 Key City-Building Benefits	5
2.0 SITE & SURROUNDING CONTEXT	6
2.1 Site History and Urban Change	7
2.2 The Site Today	10
2.3 Community Context	14
2.4 Development Context	22
2.5 Development Considerations	24
3.0 VISION AND STRUCTURE	26
3.1 Introduction to the Framework	27
3.2 Design Principles	28
3.3 Structuring Moves	30
3.4 The Framework Plan	32
4.0 URBAN DESIGN GUIDELINES	36
4.1 Introduction	37
4.2 Character	38
4.3 Open Space	46
4.4 Mobility Network	56
4.5 Built Form	68
4.6 Urban Systems	78
4.7 Block Plan and Phasing	82
5.0 PHASE 1 URBAN DESIGN BRIEF	84
5.1 Introduction	86
5.2 Phase 1 Site Today	88
5.3 Contribution to Design and Policy Direction	89
5.4 Site Layout (The Framework)	92
5.5 Character	94
5.6 Public Realm	96
5.7 Mobility	100
5.8 Built Form and Use	102
5.9 Building Amenity Space	112
5.10 Sun Shadow Analysis	114
5.11 Implementation	116
6.0 CONCLUSION	118

1.0

Introduction

1.1 VISION

Mountainview West will be a dynamic new urban community north of the Downtown that blends the character of Old Milton and the Natural Heritage System.

This Comprehensive Development Plan has been prepared by Urban Strategies Inc. on behalf of site owner 150 Steeles Milton Inc. (hereafter referred to as "Neatt Communities" or "Neatt") for its Official Plan and Zoning By-law Amendments, as well as a Draft Plan of Subdivision to facilitate the Proposed Development located at 150 Steeles Avenue East, and 248, 250, and 314 Martin Street in the Town of Milton (referred to as the "Site").



Figure 1: Artists interpretation of Mountainview West

1.2 THE OPPORTUNITY

Transforming a vacant 20.8ha brownfield site into a new community complete with housing, landmark open spaces and community amenities that integrates seamlessly with the context.

The Site is undergoing vast remediation to transform the former Meritor Suspension Co. manufacturing site into clean and environmentally enhanced lands that will host a mixed use community with a sustainable natural heritage interface to Sixteen Mile Creek and the Natural Heritage System to the south.

With frontage along Steeles Avenue East and Martin Street, the well connected but vacant site presents a unique opportunity for development that can support Milton's Central Business District (CBD) and expand the community fabric of the Mountainview neighbourhood to the east.

The Town of Milton is continuing to urbanize as it manages new residential and employment growth, embracing complete communities and a transit-oriented built form. Growth in the Town of Milton is directed to Strategic Growth Areas. In keeping with the Site's planned context as a Strategic Growth Area, Neatt proposes to redevelop the Site into a high-density mixed-use community that will expand housing options and community infrastructure, and add complementary commercial space near Milton's Downtown.



1.3 KEY CITY-BUILDING BENEFITS

1 TRANSFORMING A BROWNFIELD SITE INTO A NEW COMMUNITY

Regional Official Plan Amendment (ROPA) 48 removed the Site from the Employment Area designation. This decision was made during the Region's Municipal Comprehensive Review process, which concluded that the land was not required for long-term employment growth in Milton. Since the conversion of the Site to permit non-employment uses, significant remediation efforts have been undertaken to clean the contaminated lands, prior to seeking development approvals. As part of the rezoning approval in late 2023, the Natural Heritage System (NHS) has been delineated based on woodland and wetland limits, restored with native plant species and buffered.

The Proposed Development will deliver a new community with open space next to nature that is well connected to its surroundings and supports sustainable modes of travel.

2 SUPPORTING GROWTH IN A STRATEGIC AREA NEAR THE DOWNTOWN

The Site has been identified as a growth and intensification area in the Town of Milton Official Plan. This will help the Town and Region optimize existing and planned infrastructure investments, including transportation and servicing infrastructure while generating demand for goods and services that will support the prosperity of Downtown.

The Site's strategic location acts as a hub connecting various activity clusters, which include the Central Business District (CBD) / Milton Downtown to the south; community amenities, parks, and open spaces to the south and west; residential neighbourhoods and schools to the east; and employment activities to the north and west.

The Proposal will assist the Town in concentrating growth within the existing built-up area, reducing the necessity for urban expansion, and enhancing the social and economic resilience of the Town by locating people near existing uses, including local businesses, downtown retail and community facilities.

3 Delivering Housing within a Complete Community

The Proposed Development will deliver a diverse range of housing options at various scales, catering to individuals from all walks of life. Commercial space for convenience goods and services is planned at key locations within the Proposed Development to meet the needs of residents. New open spaces will also enhance placemaking on the Subject Site, creating destinations that attract people and offering amenities for both current and future residents of the area.

4 THOUGHTFUL COMMUNITY INTEGRATION

The Mountainview West development plan is thoughtfully designed to integrate with the existing community fabric of Milton. The proposed public streets and intersections are strategically located to provide safe, efficient, and convenient connections for all modes of travel, both within the new community and to the surrounding network of streets and pathways. Building scale and massing have been carefully arranged to introduce new density and vibrancy while remaining compatible with the area's established character. New development adjacent to existing low-rise homes along Martin Street will maintain a low-rise scale, with building heights transitioning gradually to mid-rise and high-rise forms on blocks located farther from existing residences.

5 SUPPORTING A DIVERSE PUBLIC REALM THAT BUILDS ON THE EXISTING CHARACTERISTICS OF THE SITE

A spectrum of public open spaces and amenities, including large and small green spaces, plazas, promenades, and boulevard improvements, provides a clear community focus and space for togetherness. This range of community nodes and open spaces is connected by a network of trails, promenades, and multimodal streets, which collectively offer a variety of recreational amenities that will bring vibrancy and enrichment to the community. Connections and linkages to the surrounding context are located near existing trails and networks to support the expansion of pedestrian and active transportation systems.

2.0

Site and Context

2.1 SITE HISTORY AND URBAN CHANGE

Located on 16-Mile Creek near the Niagara Escarpment and Milton's historic Downtown, the Site has evolved with the community over time.

The 16-Mile Creek Watershed has been stewarded by the Anishinaabe, including the Mississaugas of the Credit, Haudenosaunee, and Huron-Wendat (Wyandot) since time out mind.



1805

Site Context



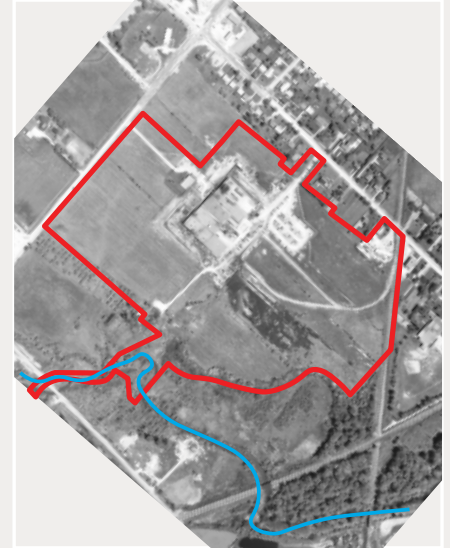
The Site is covered by Treaty 13A, made between the Mississaugas and the Superintendent-General of Indian Affairs on August 2nd, 1805.

1858



After the area was parcelised and sold, the Site was used for agriculture of various scales.

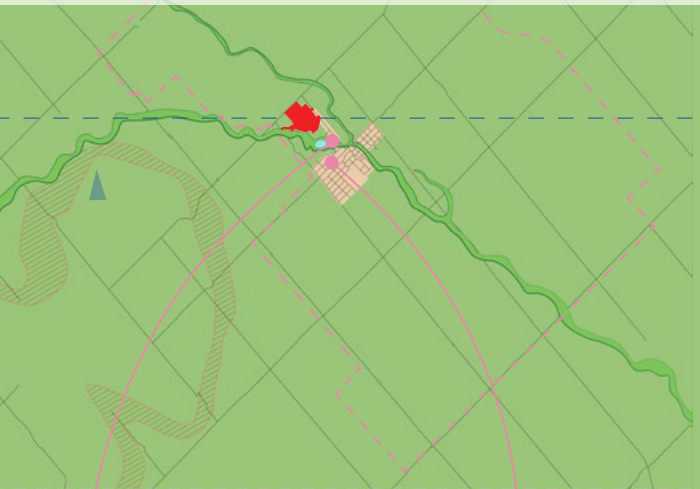
1975



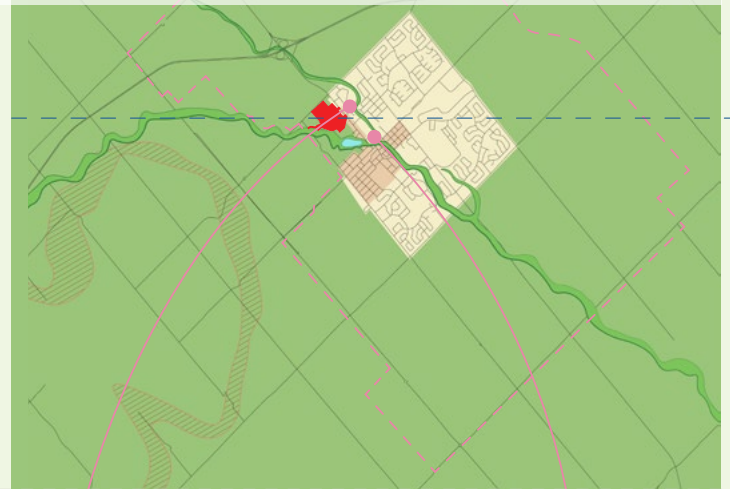
The Site was converted to industrial uses in 1954 for the Ontario Steel Products plant.

Urban Context

Early urban settlement was spurred by a gristmill built in 1821. The nascent town grew rapidly in the 1850's and 1860's, building up the old Main Street and adjacent neighbourhoods.



Post-war development established the inner suburbs and early apartment building development.



Urban Character



Milton Gristmill, Old Milton



Victorian house, Old Milton

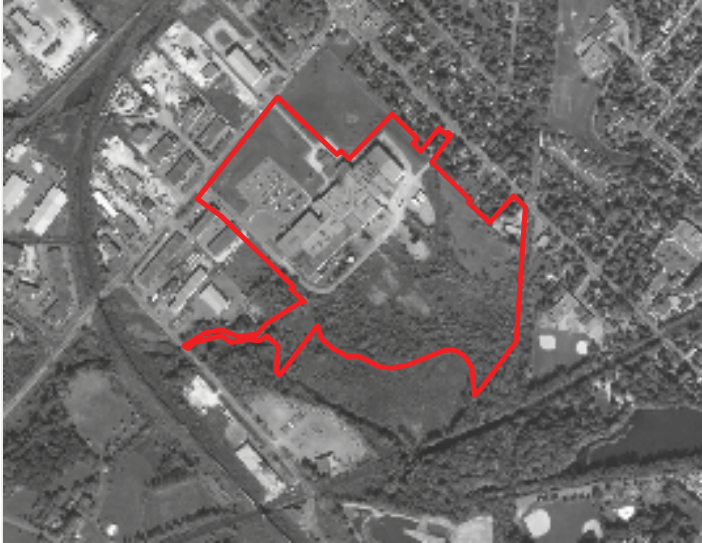


Mid-Century housing, Mountainview



Apartment Development, Old Milton

2004



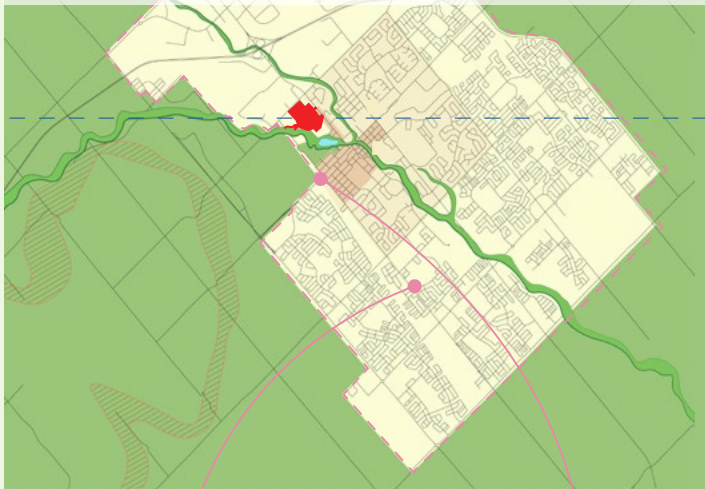
The Site continued to be a car parts manufacturing plant as Meritor Suspension Systems Company, which manufactured coil springs until 2009, when operations shut down.

Today

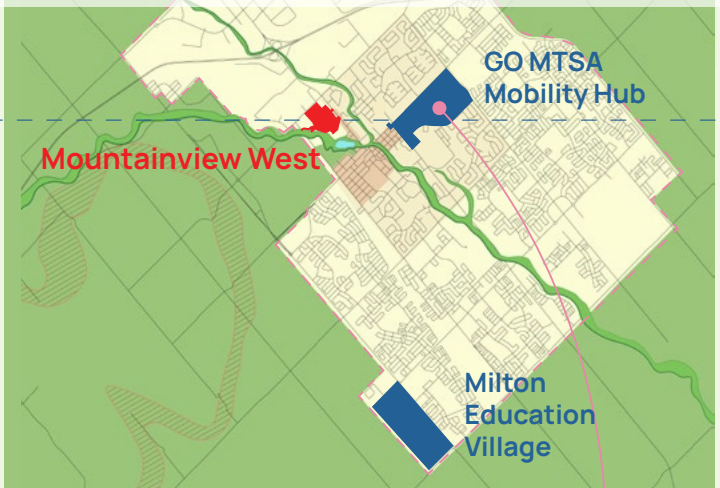


The Site was purchased by Neatt in 2019 and has undergone two years of extensive remediation to clean up the remnants of an industrial past and prepare the site for its next chapter.

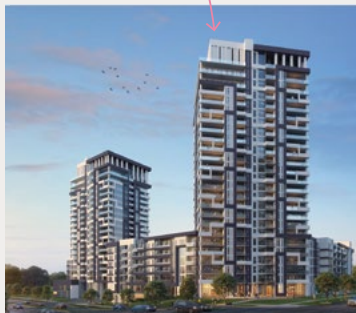
Recent development has been rapid with greenfield subdivisions, new employment areas north of Steeles and infill high-density housing.



The next wave of development will deliver a broader mix of housing while supporting strategic objectives such as downtown revitalization, transit and institutional development.



Townhouse residential development



High-rise residential development, Old Milton



Milton GO MTSA Mobility Hub Study Area (conceptual)

2.2 THE SITE TODAY

The Mountainview West lands offer a unique opportunity to build a vibrant and green community that supports and connects to Milton's Downtown.

The Subject Site is comprised of the lands known municipally as 150 Steeles Avenue East and 248, 250 and 314 Martin Street. The Site is located on the south side of Steeles Ave E, generally between Bronte St N in the west and Martin St in the east. The Site is bounded at the south by the CPKC Milton Line rail corridor and the former CNR rail spur.

The Subject Site, which is comprised of 3 properties, has a total area of approximately 20.8 hectares (51 acres), with approximately 285 metres of frontage along Steeles Avenue East and a depth of approximately 450 to 500 metres.

Figure 3: Subject Site within in context



A remediated Site contributing to Milton and Halton Region's natural heritage system and countryside setting.

The formerly contaminated industrial site has been cleaned, re-naturalized and integrated alongside 16-Mile Creek. The Proposal adds new land to Milton's publicly-owned Natural Heritage System in proximity to protected countryside, the Niagara Escarpment and several Conservation Halton Conservation Areas.



Figure 5: Greenbelt context

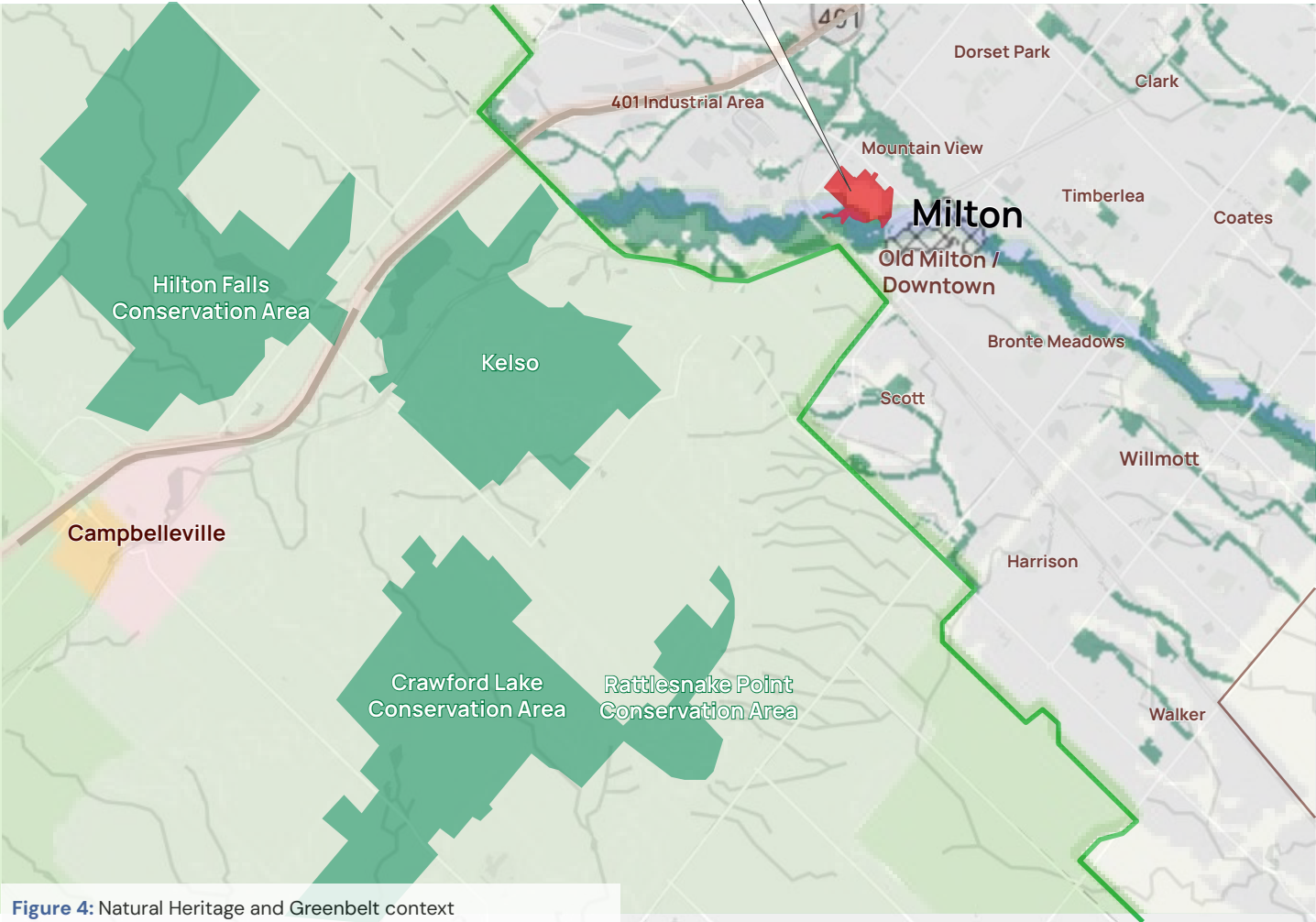


Figure 4: Natural Heritage and Greenbelt context

Legend

- Milton designated Natural Heritage System
- Greenbelt
- Halton Conservation Areas

A renewed landscape

Since 2023, the Site has been undergoing an extensive site remediation process to address the contamination issues caused by the industrial uses that were formerly on the Site and prepare the lands for future development.

The remediation process has included replenishing the soil by removing chromium deposits, managing invasive species and creating

a new wetland alongside Sixteen Mile Creek. Remediation, planting and water management will support the vitality of the natural heritage system and encourage the flourishing of the local ecosystem and biodiversity .

Starting with remediation creates a sustainable foundation for community development.



Figure 6: Looking west over the remediated Site towards the Escarpment.



Figure 7: New plantings are reforesting the Site edge.



Figure 8: Looking south at the new wetlands and plantings along the NHA edge.



2.3 COMMUNITY CONTEXT

Mountainview West sits at the interface of a diverse mix of uses, including established residential neighbourhoods, large commercial and employment uses and an expansive natural system.

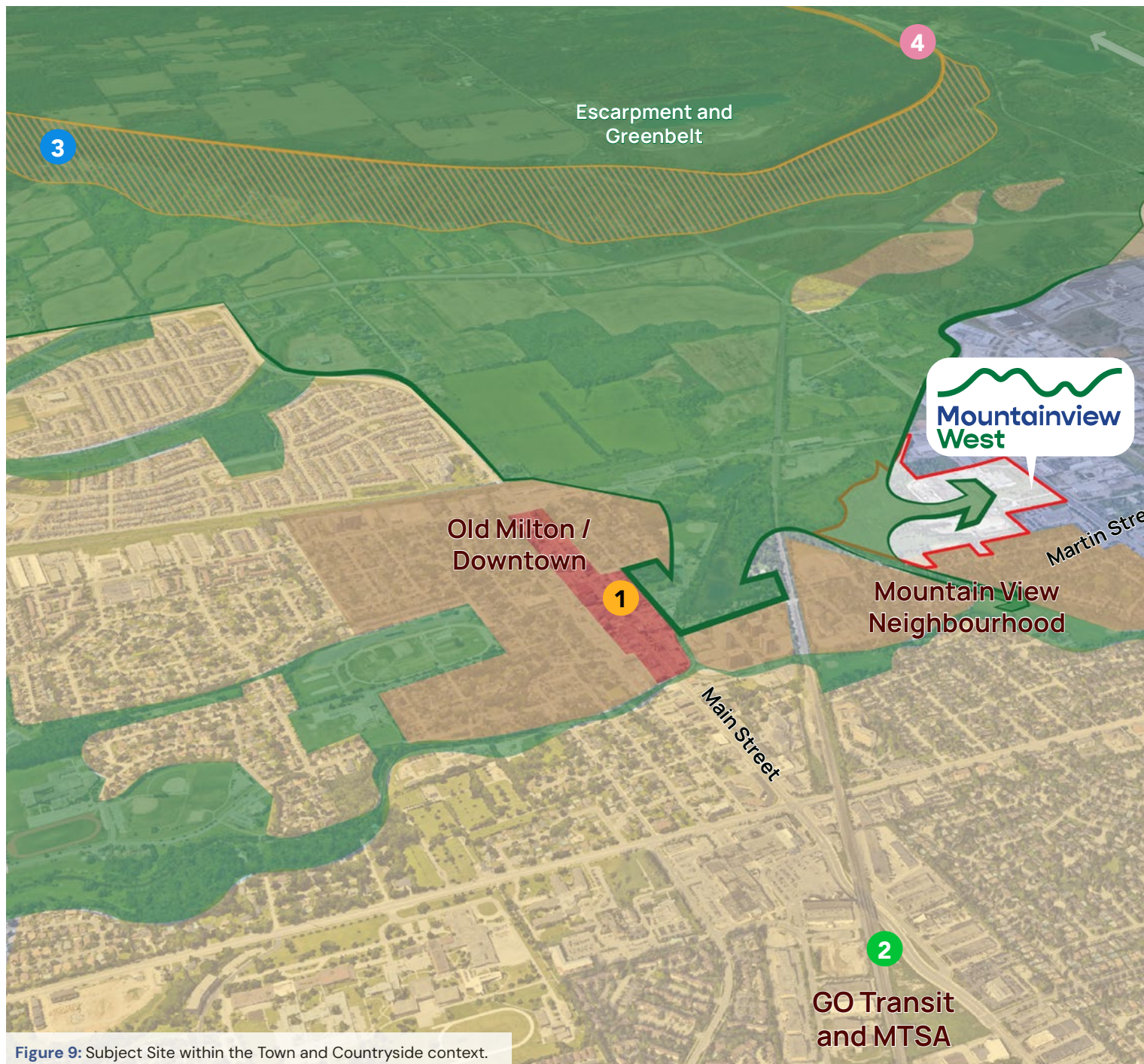


Figure 9: Subject Site within the Town and Countryside context.



Figure 10: Main street festival, Milton



Figure 11: Milton GO Mobility Hub Study Area Plan



Figure 12: Kelso Conservation Area



Figure 13: Glen Eden Ski Resort

2.3.2 Site Edges

A large site abutting a rich mix of uses.

The surrounding context includes a mix of residential, institutional, commercial and employment uses in the form of low-rise and mid-rise buildings with a mix of building styles and vintages. The Site also abuts the Natural Heritage System.



Figure 14: View of the southern property line along the NHS

Immediately south of the Subject Site is a Natural Heritage System, Martin Street Public School, a decommissioned CP Rail line and an active freight rail line (CPCK). Further south are a range of parks and recreational areas, including Livingston Park, Centennial Park, Rotary Park (which includes a pool, splash pad, tennis courts, outdoor rink, and baseball fields), and Mill Pond. Beyond that are low-rise residential neighbourhoods characterized by 1- and 2-storey single-detached dwellings, and the Milton Central Business District.

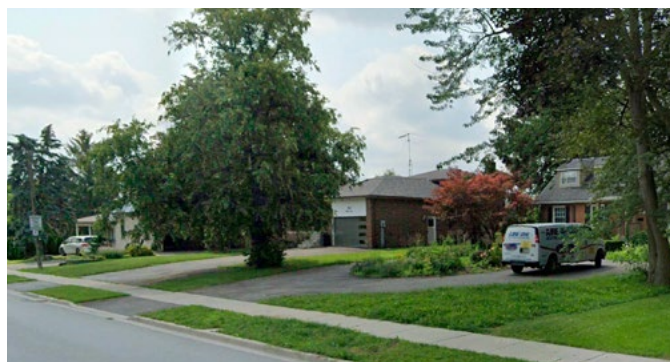
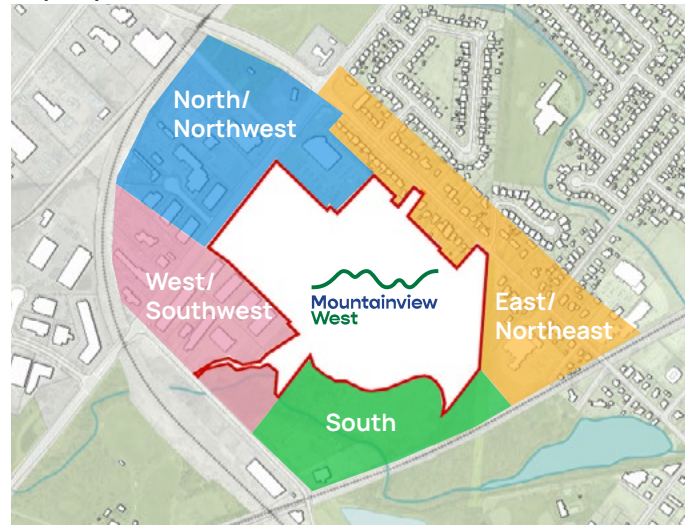


Figure 15: View of the property line along Martin Street

Along Martin Street and immediately east are residential neighbourhoods characterized by 1- and 2-storey single-detached dwellings. These residential uses continue to extend further east between Steeles Avenue East and Main St, from the Subject Site to James Snow Parkway. In addition to the residential neighbourhoods, there are a range of schools, parks and recreational areas, including W.I. D Middle School, Holy Rosary Catholic Elementary School and Park, and Kingsleigh Park which are located within 500 metres of the Site.

Key Map



North/Northwest



Figure 16: View of the property line along Steeles Avenue

Immediately north of the Subject Site along Steeles Avenue East is a Honda dealership, which is characterized by a 1-storey building and outdoor surface parking areas. On the north side of Steeles Avenue East, are service commercial uses in a low-rise form (typically 1- to 2-storey buildings) and large format industrial and employment uses. These service commercial uses include auto services, flooring, and heating and cooling businesses. Further north are storage facilities and warehouses, the CN Rail line, and Chris Hadfield Park. Beyond that are more employment related uses and Highway 401.

West/Southwest



Figure 17: View of the property line near Steeles and Bronte

Immediately west of the Site along Steeles Avenue East are light industrial and employment uses, including storage facilities and service commercial uses such as auto services and rental facilities. Immediately west is also the Natural Heritage System, which extends along the south-west edge of the Site. Further west is Bronte Street and the CN Rail line, with a range of open spaces, low-rise employment uses, and surface parking located along Bronte. Beyond that is the Milton Banquet and Conference Centre, which is surrounded by a range of open and green spaces.

2.3.3 Proximity to Downtown

A site just north of the Downtown in close proximity to a wide range of urban amenities

Mountainview West is located a convenient 10-minute walk from Downtown (from the intersection of Martin and Caves Court). It will contribute to Main Street’s vitality by increasing the number of residents who can live nearby and conveniently frequent its shops, restaurants, and businesses.

Unlike Old Town/Downtown Milton, where new development is limited due to heritage or flooding concerns, the scale and location of Mountainview West makes it possible to accommodate a substantial new population while sensitively integrating alongside both the creek and existing communities. This new population has the potential to support existing business and attract new businesses to Main Street.



Figure 18: Downtown Milton

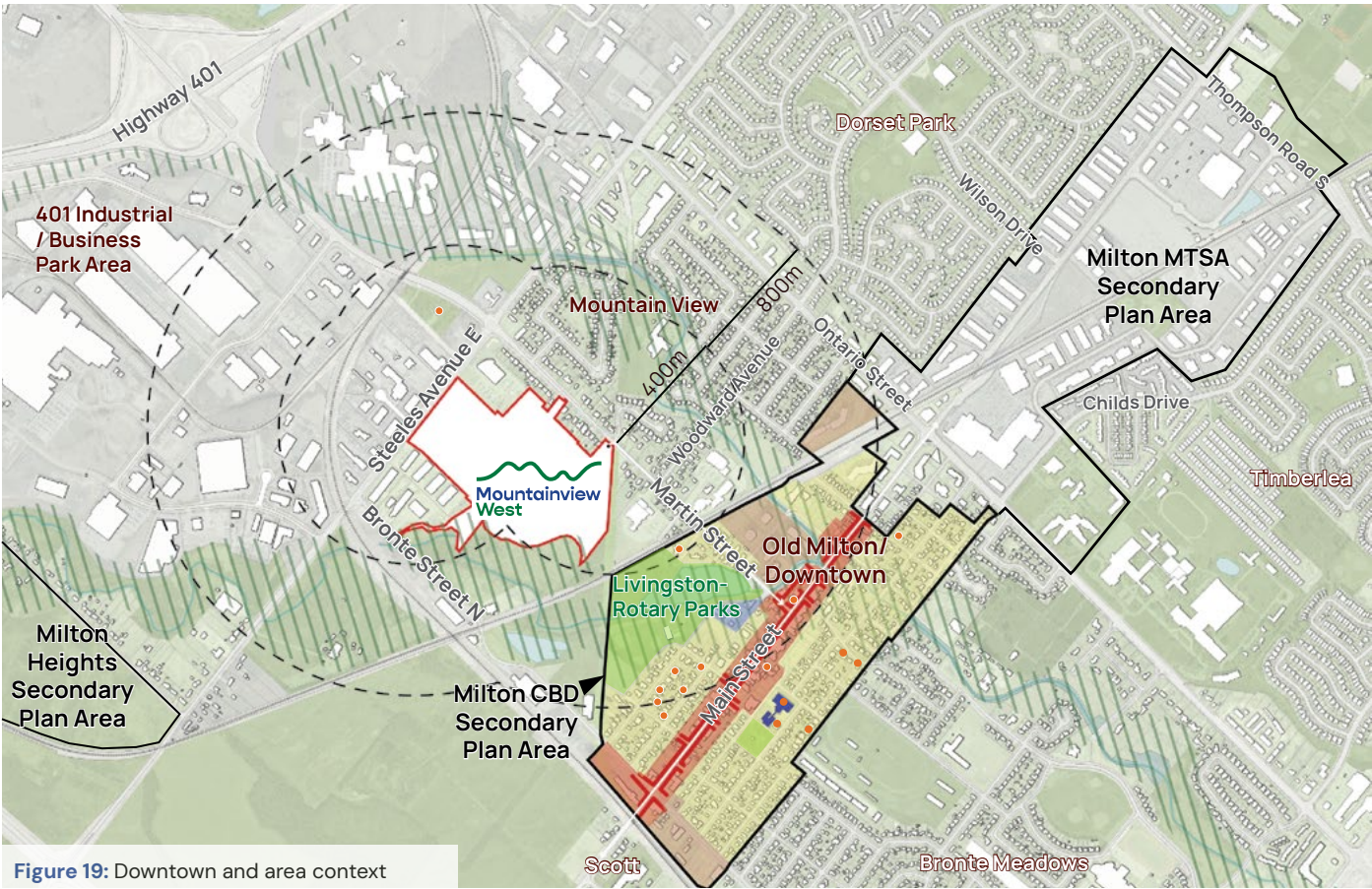


Figure 19: Downtown and area context

- Legend**
- Main Street Area
 - Low-rise residential
 - Apartment residential
 - Regional Storm Floodplain
 - Heritage registered building
 - Town Hall

2.3.4 Open Space and Amenity

Close to schools, parks and amenities that will be complemented by new open spaces on the Site.

Mountainview West is adjacent to a walkable public service amenities, providing convenience for residents and visitors.

Within the area generally bounded by the CP Rail line to the west and north, Ontario Street to the east, and Main Street to the south, **there are several open spaces** including Chris Hadfield Park, Livingston Park, Rotary Park (which also includes recreational facilities such as a pool, splash pad, tennis courts, outdoor rink, and baseball fields), Kingsleigh Park, and the outdoor recreational areas of W.I. D Middle School and Holy Rosary Catholic Elementary School. A future regionally significant park with a range of active sports fields planned south of the Site, West of Bronte and Main.

The immediate area also contains a range of community facilities:

- **Six schools** (Martin Street Public School, Holy Rosary Catholic Elementary School, W.I. D Middle School, Milton Community Nursery School, Silver Maple Montessori, and Stirling Montessori Academy)
- **Seven places of worship** (Divine Vine Gospel Church, Milton Bible Fellowship, Grace Anglican Church, Holy Rosary Parish, Graceway Baptist Church, St. Paul's United Church, and Iglesia Ni Cristo)
- **Three childcare centres** (Kids & Company, Wee Ones Daycare, and Silver Maple Montessori).

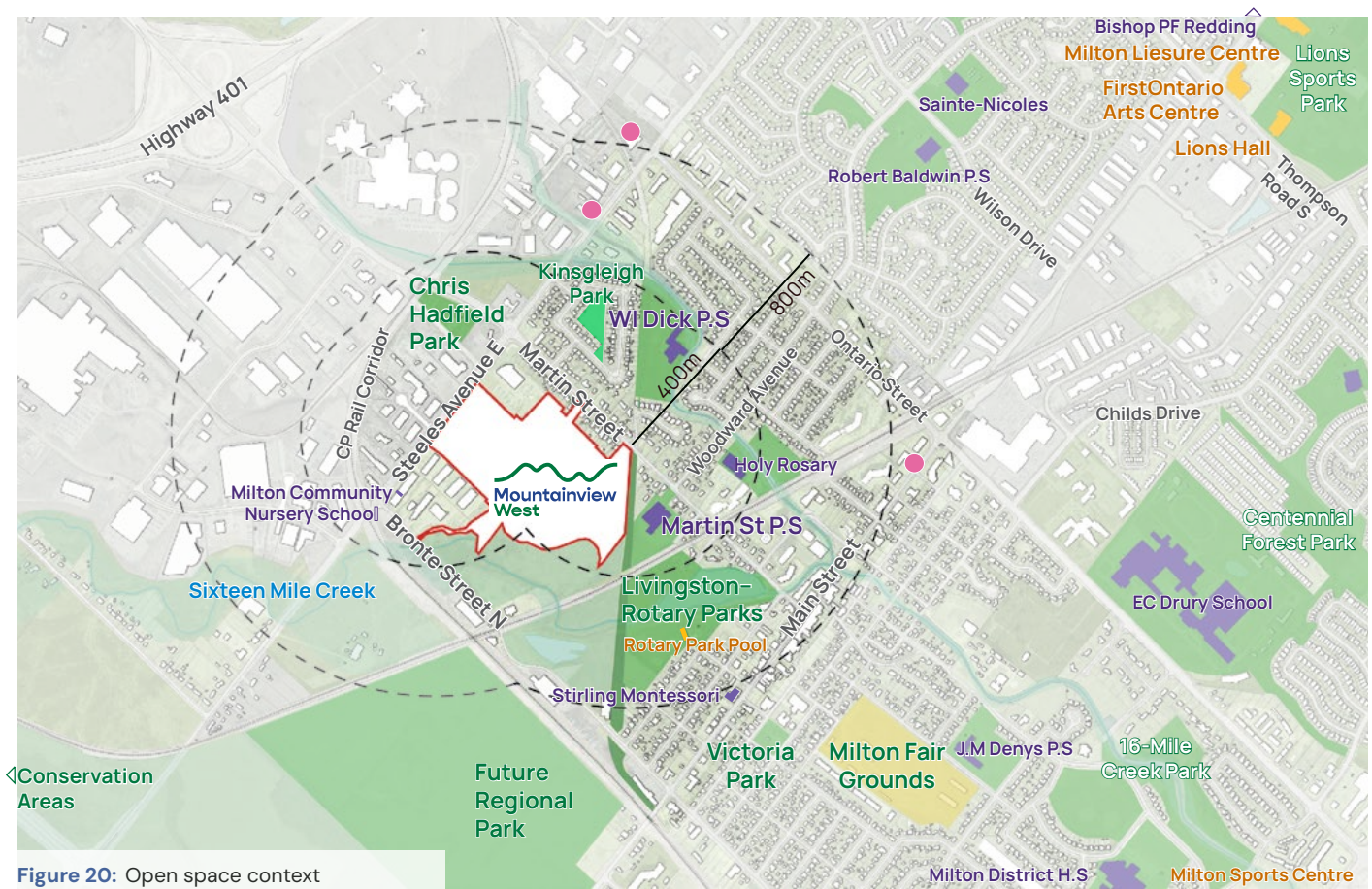


Figure 20: Open space context

Legend

- Parks and public open space
- Fair Grounds
- NHA and Greenbelt area

- School
- Community service
- Daycare

2.3.5 Active Mobility

Strong potential to support walking and cycling.

Mountainview West has high potential for active transportation being close to downtown, jobs, and services for people traveling by foot, bike or micro-modes.

It is a short walk from many area destinations, including the schools, parks, and amenities previously identified. **The site is a 10-minute walk from Main Street along Martin Street** and has the potential for enhanced connectivity over time through the extension of the Livingston Trail along the municipally owned, abandoned rail corridor.

There is an existing multi-use trail and on-street bike lanes along Steeles Avenue across the top of the site that is proposed to be extended to the east and west to connect with James Snow Parkway and Tremaine Road, respectively. This route will connect the area to a series of proposed north-south cycling corridors, including Wilson Drive and Thompson Road. In the long term, a proposed rail-side trail would connect the site east to the GO station, placing it within a 10-minute ride of the Milton MTSA.

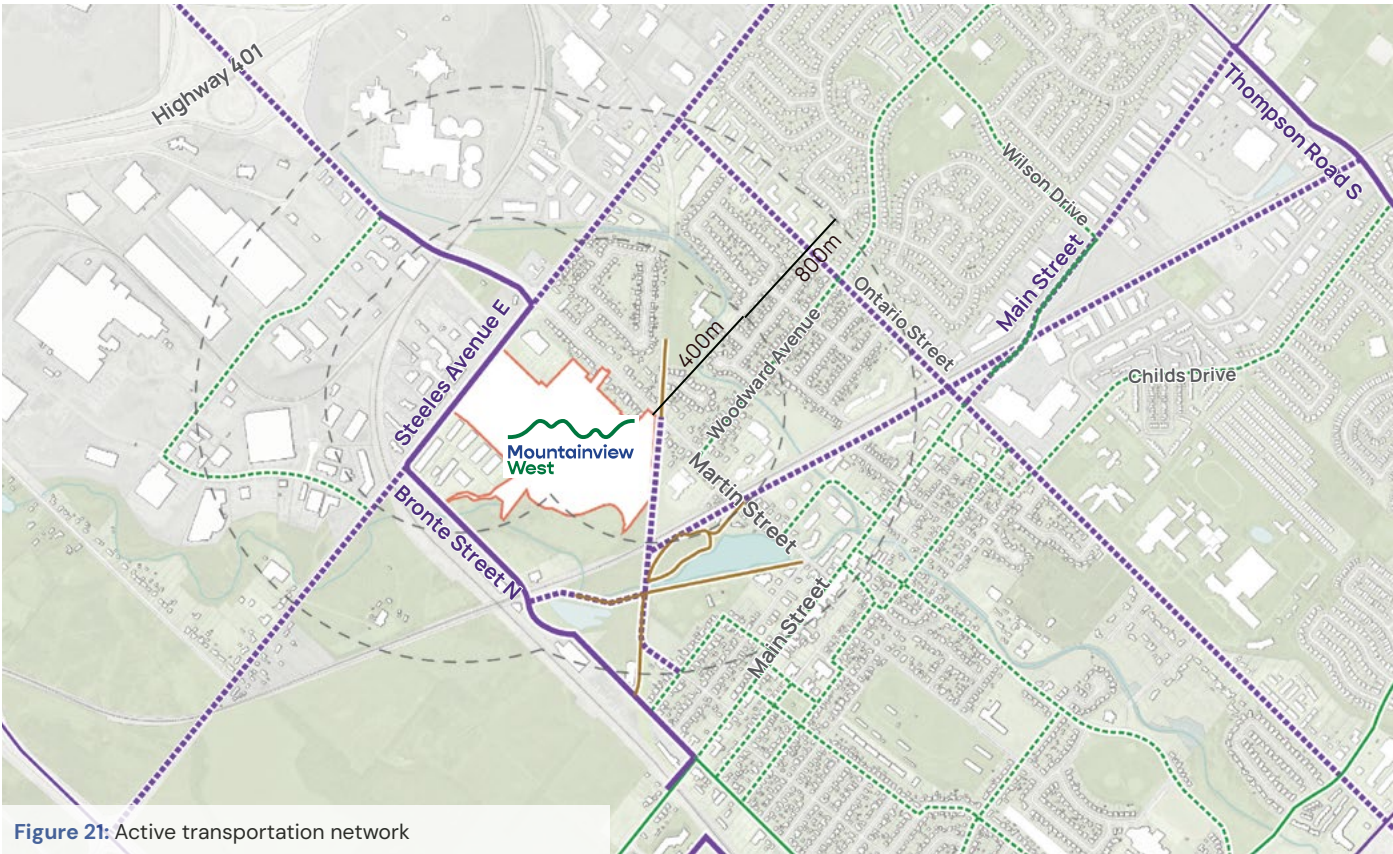


Figure 21: Active transportation network

Active Transportation

- Existing Multi-Use Pathway or Cycle Track
- Existing on-street bike lane
- Existing Trail
- Planned Multi-Use Pathway (Transportation Master Plan)
- Planned on-street bike-lane (Transportation Master Plan)

2.3.6 Roads and Transit

Convenient town and regional connections.

The Site is within walking distance of several local transit routes:

- **1 High Point:** This bus runs from the Milton GO station to Conestoga College along Main Street, Ontario Street, Steeles Avenue East and Martin Street. While the closest stop is east of the site along Steeles, an opportunity exists to introduce new stops adjacent to the site.
- **2 Main:** This bus runs from the Milton GO station along Main Street to Old Milton/Bronte Meadows. The nearest stop is approximately 700 metres from the Subject Site at Mill Street and Martin Street.
- **6 Scott:** This bus runs from the Milton GO station along Main Street to the Scott neighbourhood (bounded by Main Street, Tremaine Road, Derry Road, and Duncan Lane). The nearest stop is approximately 650 metres from the Subject Site at Main Street and James Street.

- **Milton Transit OnDemand – 401 Industrial Zone:** This flexible, shared-ride service provides transit without following a fixed route or schedule.

The Site is approximately 1km from Highway 401, which provides regional connectivity. Martin Street provides access to the highway with an all-direction interchange, and the under-construction Tremaine Road interchange will provide additional capacity. This location offers convenient access to numerous jobs and services across north Milton and beyond.

The Site is located approximately 2.5 km (radius distance) from the Milton GO transit station, providing inter-regional transit connections from the Town of Milton to the City of Mississauga and downtown Toronto. A GO bus Commuter Lot is located 1km north of the Site within the Highway 401 interchange with Martin St.

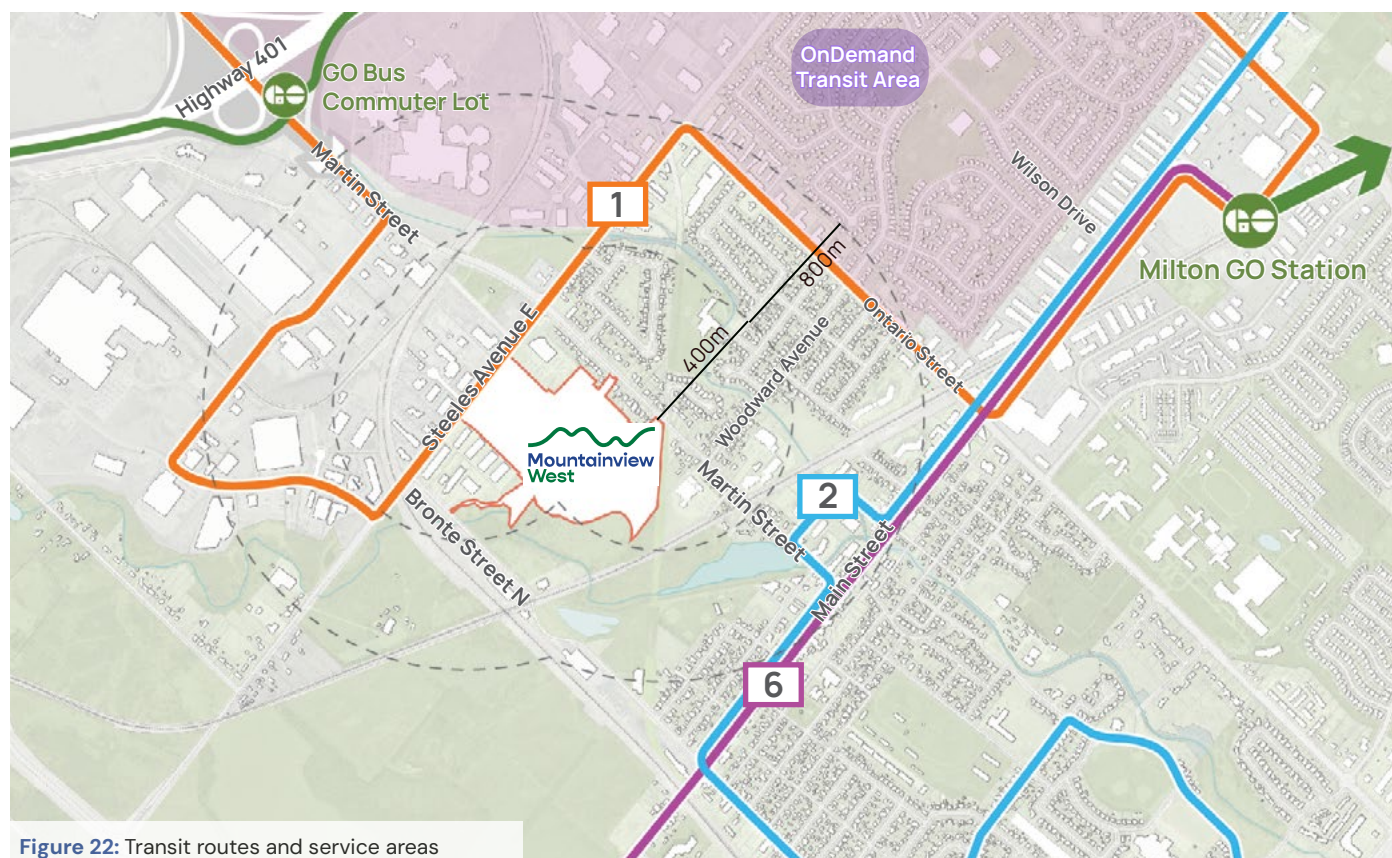


Figure 22: Transit routes and service areas

Transit

- Route 1
- Route 2
- Route 6

- On-Demand Transit Area
- GO Rail
- GO bus

2.4 DEVELOPMENT CONTEXT

Milton is evolving with a range of new developments delivering low, mid and high-rise buildings

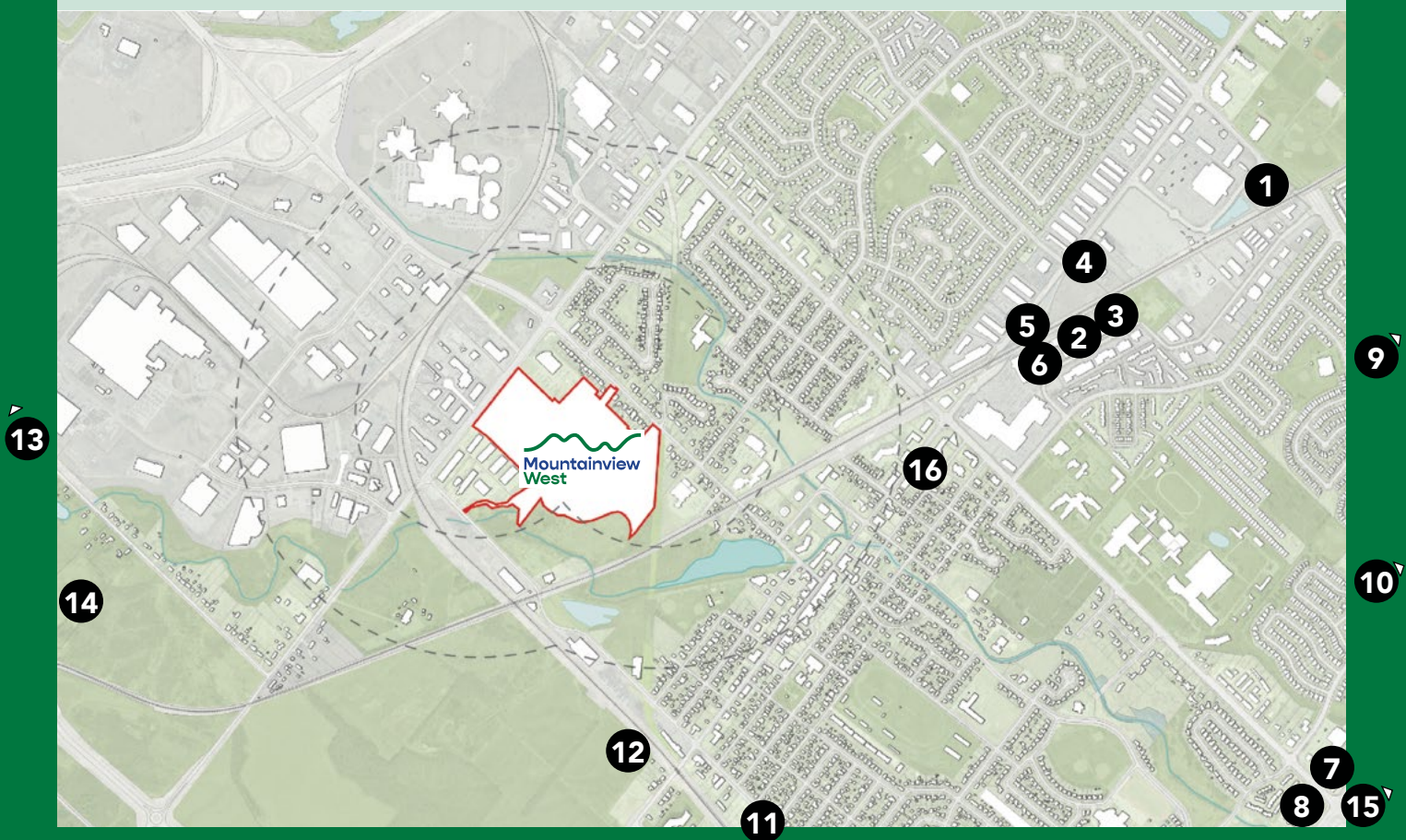
A review of recent development applications for residential and mixed-uses within the Town of Milton was conducted. There are a number of proposed, approved, or completed planning applications for residential or mixed-use developments with variations in density and building typologies across the town.

Several development applications have been submitted for Uptown, also known as the Milton GO station area. These developments consist mostly of

tall buildings, with heights ranging from 25–31 storeys. Outside of the Major Transit Station Area (MTSA), development applications include a range of low-rise (2–3 storeys) and mid-rise (6–8 storeys) building typologies. There are also clusters of development with building heights ranging from 14–25 storeys at the intersection of Ontario Street S and Derry Road W. Development activity in the Town of Milton is summarized in the table below and illustrated to the right.

No.	Address	Status	Building Height	Units
1	130 Thompson Road S	Approved	31, 29, and 27 storeys	802
2	145 and 151 Nipissing Road	Approved	23 and 19 storeys	588
3	155 Nipissing Road	ZBLA Approved	19 storeys	271
4	700 and 706 Main Street E	Under Review	23, 25 and 27 storeys	1,009
5	560 Main Street E	Under Review	17 and 19 storeys	588
6	101 Nipissing Road	Approved	15, 15 and 19 storeys	677
7	2252 Derry Road W	Approved	16, 21 and 25 storeys	649
8	550 Ontario Street S	Under Review	24 and 19 storeys	649
9	9755 Derry Road	Under Review	8 storeys	365
10	6071 Fourth Line	Under Review	3 to 15 storeys	1,059
11	180, 182, 184 and 190 Bronte Street S	Approved	8 storeys	268
12	28, 60 and 104 Bronte Street N	ZBLA Approved	17 and 18 storeys	508
13	Milton Meadows S	Under Review	Detached homes and townhouses	141
14	Milton Meadows N	Under Review	Detached homes and townhouses	357
15	8010–8150 Derry Road W	Under Review	20, 25 and 14 storeys	675
16	388 Main Street East	Appealed to OLT	17 and 18 storeys	570

Figure 23: Development applications in the area



2.5 DEVELOPMENT CONSIDERATIONS

The rich context surrounding the site provides a range of opportunities and constraints.

- 1 **The edge of the Sixteen Mile Creek / Natural Heritage System** and associated buffer will constrain where development can occur, but Halton's unique natural heritage system, on the site's doorstep, provides a significant opportunity for placemaking and recreation.
- 2 **Neighbourhoods adjacent to the site** create the opportunity to extend and integrate alongside established desirable neighbourhoods through improved connectivity and appropriately scaled development.
- 3 **Proximity to Downtown** establishes an opportunity to support a more vibrant downtown and create a home for people looking to live at the heart of Milton.
- 4 **Proximity to Livingston Park and the trail network** is a significant amenity, but active freight lines create a barrier. Potential to strengthen connections between the Mountainview area, Livingston Park and the downtown via the disused rail corridor
- 5 **Nearby community amenities and schools**, including the planned regionally significant park and recreation area, support the community and should be complemented with new urban parks and amenities.
- 6 **Steeles is a broad, fast-moving regional road** connecting to employment and recreational destinations along the escarpment. An opportunity exists to apply broader landscape setbacks on Steeles to act as a buffer and support the extension/improvement of regional cycling connections.
- 7 **Employment uses west of the Site** create challenges with neighbourhood integration but preserve views west to the escarpment. An opportunity exists to extend a greenway along the western edge of the site to enhance access into the community and better integrate adjacent uses.
- 8 **The requirement to manage stormwater** onsite creates the opportunity to build on existing environmental restoration initiatives, extend the naturalized edge of the corridor, and create an amenity for future residents.
- 9 **A large site with proximity to employment areas** allows for higher-density development in the northwest, far from sensitive uses, while maintaining the ability to appropriately transition down to lower-scaled neighbourhoods.

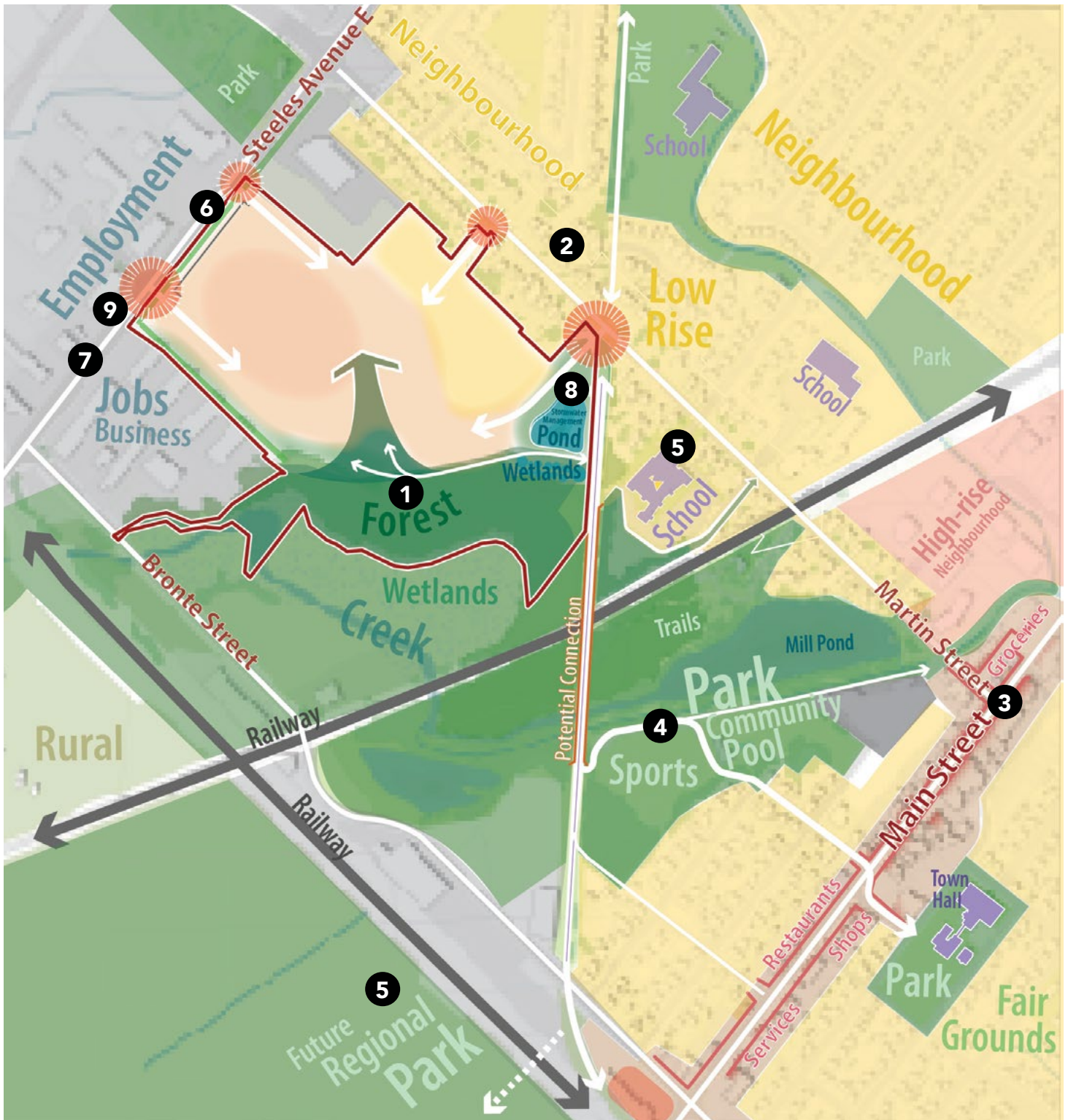


Figure 24: Development Considerations

3.0

Vision and Structure

3.1 INTRODUCTION TO THE FRAMEWORK

Mountainview West is a new Downtown neighbourhood on the gateway to the Escarpment.

The vision and structure of the community is informed by the context and key considerations identified in Chapter 2. This chapter will explore the extraordinary development opportunity on the Site from broad to specific:

- **3.2 Design Principles:** Overarching values of the project
- **3.3 Structuring Moves:** Design strategies that translate principles into physical development
- **3.4 The Framework Plan:** Site structure plan to support placemaking and development.



Figure 25: Artists interpretation of Street A looking east towards Phase 1 as envisioned in the Comprehensive Development Plan

3.2 DESIGN PRINCIPLES

Mountainview West will be a cherished neighbourhood woven alongside 16-Mile Creek and the regional open space system. A diverse mix of places to live and play will blend contemporary living with the character of Old Milton.

A green and blue community

- **A renewed and expanded natural landscape** that builds on the investment in remediation and re-naturalization to blur the lines between the creek and community.
- **A creekside community** that elevates the presence of Sixteen Mile Creek throughout the community and supports natural connection.
- **Integrated utility and natural systems** that will celebrate water within the landscape and enhance resiliency.



Figure 26: Open space and water infrastructure as amenity

A connected community

- **A good neighbour** integrated with the community, Mountainview West will demonstrate transition to adjacent uses.
- **A community connected by its streets and open spaces**, the design will support a diverse range of experiences that bring people together.
- **A walkable and bike friendly-community** organized around a fine-grained block structure that makes it easy for people to get where they want to go.



Figure 27: Safe streets for all users

A welcoming community

- **Adding to the community** through the delivery of new amenities, improved connection and increased vibrancy.
- **Supporting belonging** through a mix of open spaces that will meet the needs of families and people of all ages.
- **Supporting growth** by delivering a mix of housing at the centre of Milton.



Figure 28: Miracle on Main Street festival, Main Street, Milton

An urban community north of the Downtown

- **Connecting to existing parks** within Milton may allow Mountainview West to form the northern edge of Livingston Park.
- **A higher-density community** that will provide downtown supportive densities while integrating alongside the existing homes and natural areas.
- **An urban and vibrant neighbourhood** designed to bring people together through a mix of housing, open spaces and retail that will meet daily needs.



Figure 29: Gathering in open spaces

3.3 STRUCTURING MOVES

The Proposed Mountainview West Development is structured around six design strategies that provide a frame for the community while creating opportunities for connectivity, placemaking, and integrating new housing and community amenities.



A site integrated along the Natural Heritage System.

Remediation efforts removed contaminants, effectively managed invasive species, restored the forest, and established a new wetland at the edge of the Natural Heritage System (NHS). The Urban Design Framework builds on these investments by placing key public spaces and the stormwater management pond along the NHS edge. This establishes an accessible landscaped edge to the Site that encourages curiosity and appreciation of natural and urban systems, while also ensuring protection of the NHS.



A green spine extending green space into the neighbourhood.

The Green Spine is organized as a connected spectrum of green spaces that pulls the green character of the Natural Heritage System deep into the Site, promoting active mobility and providing a range of recreational uses including walking, cycling, gathering, passive use, active play, and space for spontaneity and special events. The Green Spine will add significant open space to Milton's park system while limiting urban heat island effect, providing a large tree canopy, and acting as a sponge for stormwater within the community.



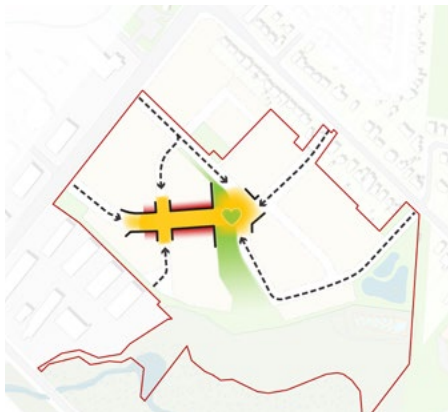
A new link in the pedestrian and cycling network.

A new Valleyside Trail adjacent to the NHS buffer will fill the missing link between Steeles Ave E and bike lanes Downtown. The multi-use trail provides access into the heart of the community through a series of local green streets and the open spaces. This new link in the network will enable both recreational use and active transport in a safe and convenient way that embraces the green edge of the Site.



A connected street network that supports transit.

An efficient distribution of access points, streets and blocks, augmented by the Valleyside Trail, supports and enables a multi-modal network that distributes vehicle traffic and internalizes loading functions. Streets A and B have been designed to support transit and a secondary network of local green streets creates a safe and accessible block structure for pedestrians, cyclists, and vehicles.



A walkable mixed-use area at the centre of the community.

The mixed-use centre of the community is positioned at the convergence of the Green Spine and Street A, putting the heart of the community at the intersection of the open space system and mobility network. This area will be defined by active use, engaging street fronts, and neighbourhood retail and services that support existing and future residents.



A diverse townscape that integrates with its neighbours.

Mountainview West will provide a variety of building types that transition into the context. Development character will ensure diversity, delight, and distinctiveness across several distinct character areas. The first phase of development will deliver townhouses adjacent to the existing community along Martin Street, which transitions to mid-rise buildings framing key public spaces, including the Green Spine and Pondside Promenade within the Site.

3.4 THE FRAMEWORK PLAN

The Framework Plan that results from the structuring moves establishes a pattern for future development that will support the phased development of Mountainview West.



Schedule 1: Framework Plan

- Legend
- Site Boundary
 - Building Frontage
 - Priority Use / Retail Frontage



Character Areas

- Martin Neighbourhood
- Parkside
- Pondside
- Mountainview Centre
- Steeles District



Open Space

- Stormwater Management Pond
- Natural Heritage System
- Greenspace
- Plazas
- Boulevards and Landscape Improvements
- ↔ Valleyside Trail
- ★ Potential Public Art Location



Mobility

- Public Street
- - Private Street
- Multi-Use Pathway
- - Potential Future multi-Use Pathway
- Signalised Intersection
- ↻ Right-in-right-out intersection



Building Type and Density

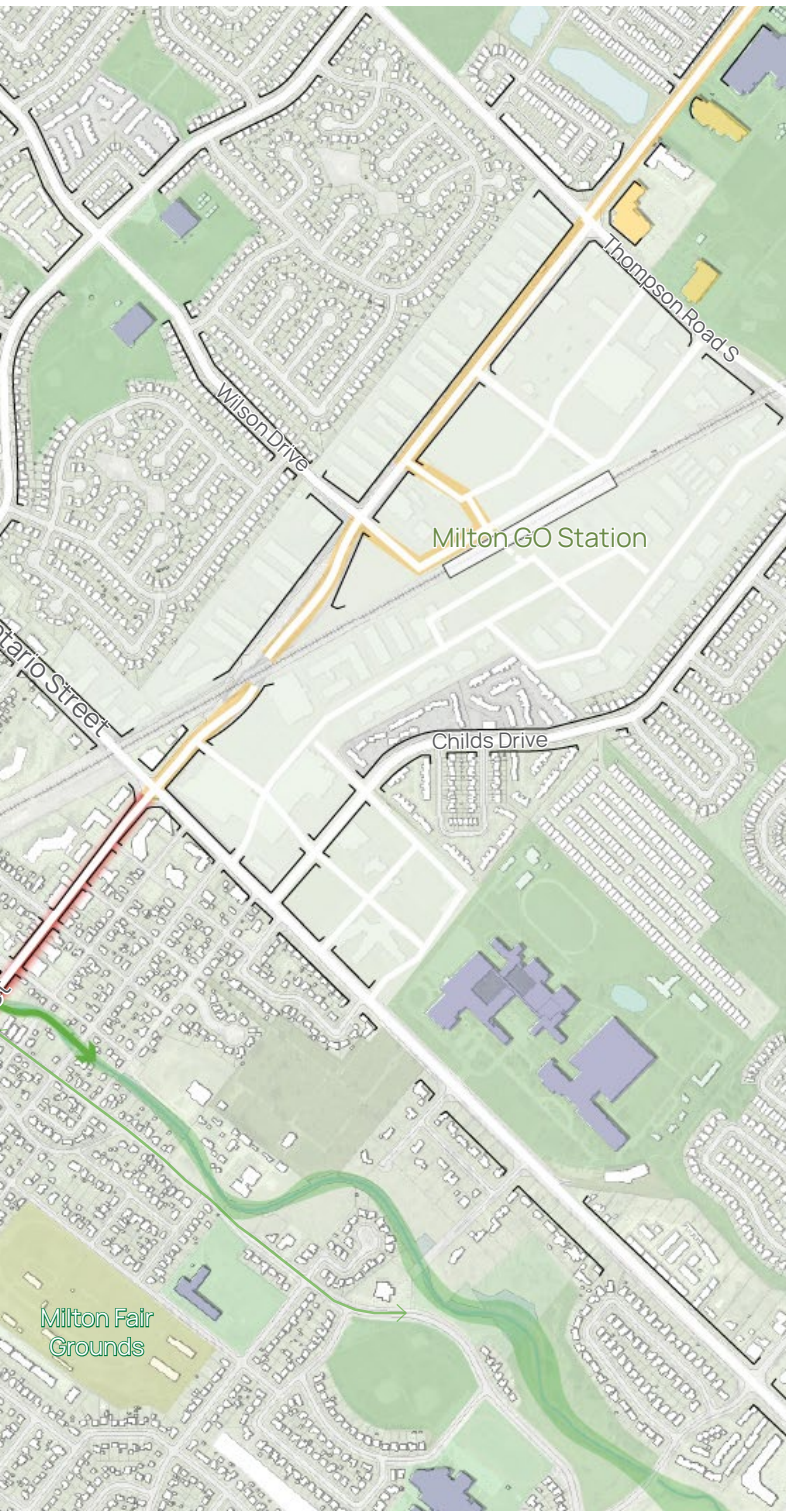
- Low-rise
- Mid-rise
- High-rise
- ★ Landmark Building
- Building Frontage
- Priority Use / Retail Frontage

3.4.2 Framework in Context

The Framework Plan will contribute to a vibrant urban neighbourhood integrated into its community context and the Sixteen Mile Creek natural heritage system.



Figure 30: Framework Plan within Town context



4.0

Urban Design Guidelines

4.1 INTRODUCTION

The Urban Design Guidelines are organized into five elements, each providing a detailed overview of key elements that will shape development of the Framework Plan over time.

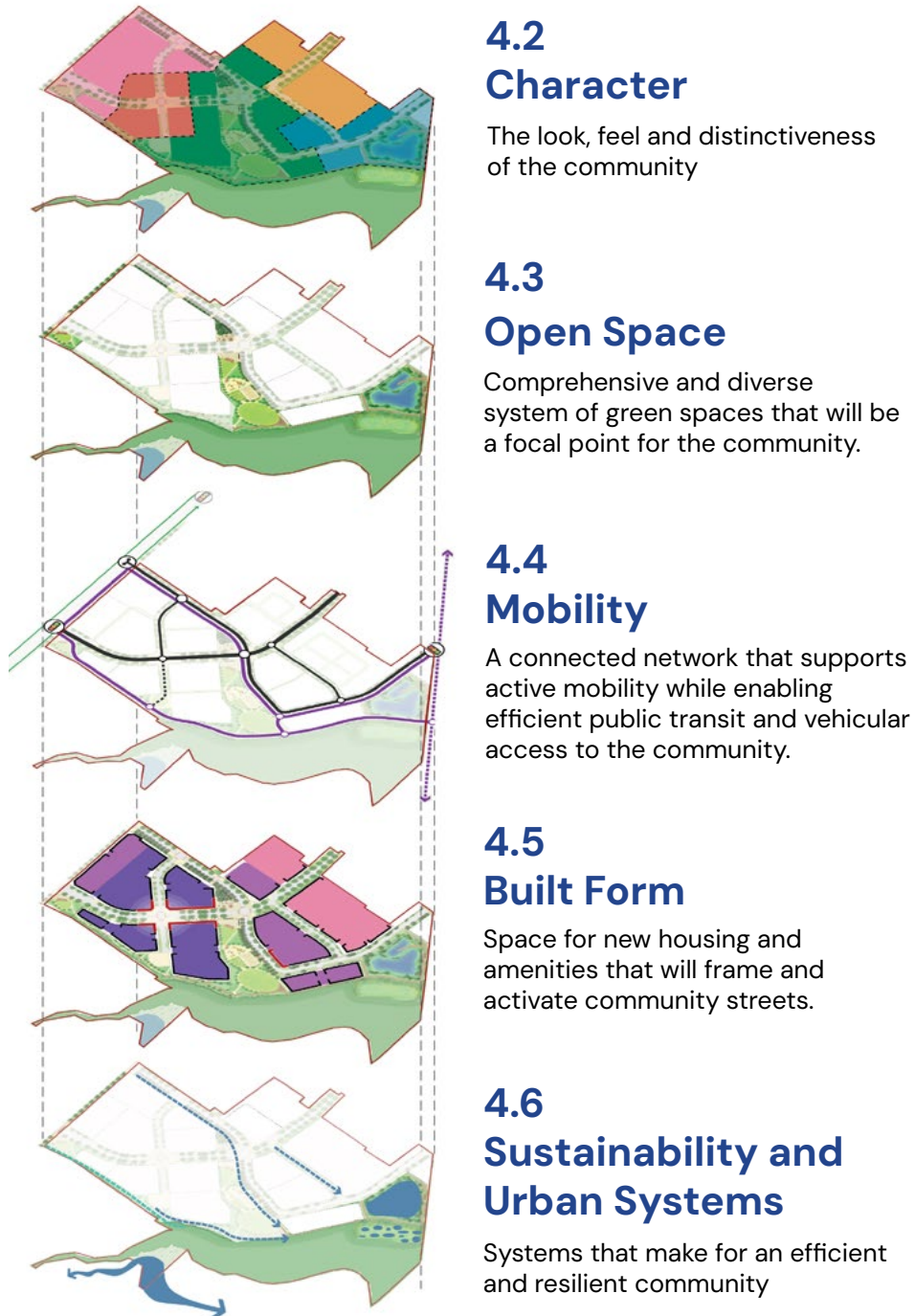
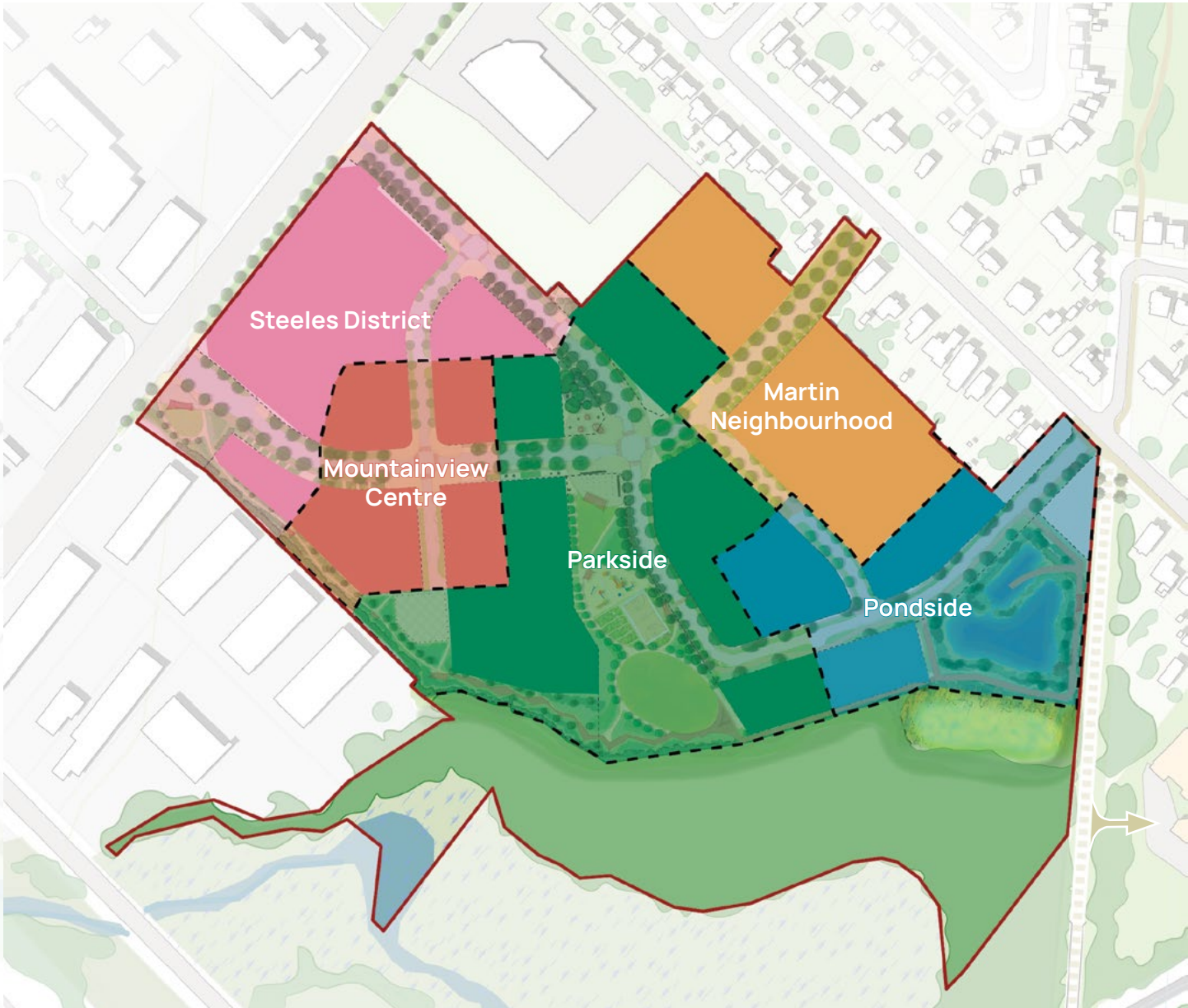


Figure 31: Urban Design Guideline Elements

4.2 CHARACTER

Mountainview West will be a distinct and vibrant community with a diverse and interesting mix of places.



Schedule 2: Character Areas

- Legend
- Martin Neighbourhood
 - Parkside
 - Pondsides
 - Mountainview Centre
 - Steeles District

Character Areas

The subject site has been organized into a series of distinct character areas that respond to a variety of unique site characteristics and adjacencies. These character areas will help to determine the look and feel of the community, providing variety of place types and distinctiveness for development.



Martin Neighbourhood

Figure 32: Low-rise townhouse area



Pondside

Figure 34: Mid-rise adjacent to a stormwater management pond



Parkside

Figure 33: Mid-rise adjacent to a park



Mountainview Centre

Figure 35: Mixed use development that creates a commercial and community focus



Steeles District

Figure 36: High-density housing focused on green streets and courtyards

Character Guidelines

4.2.1 Martin Neighbourhood

An attractive and livable low rise neighbourhood that transitions and integrates Mountainview West into the fabric of the existing community. The neighbourhood will be comprised of predominantly townhouse development that is organized across a network of small lanes and leafy residential streets.

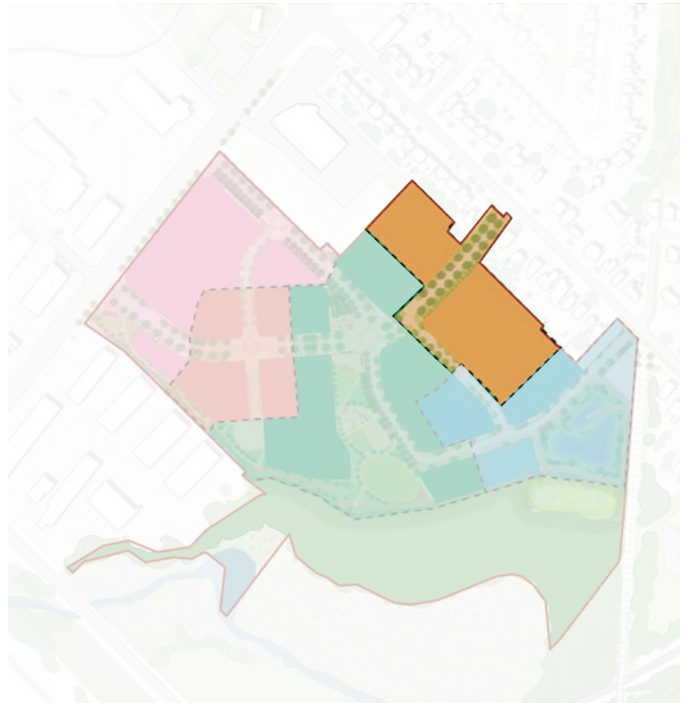


Figure 37: Location of Martin Neighbourhood within the Framework Plan

Guidelines

- a)** The Martin Neighbourhood will be comprised of low-rise grade-related housing.
- b)** Parking will be organized internal to the blocks and away from public streets.
- c)** Buildings will be comprised of materials with greater texture and detail, such as brick and wood, that reinforce a pedestrian scale by providing visual richness at the street level
- d)** Longer rows of townhouses should make use of variations in pattern and colour or have clearly articulated units to support visual interest at the scale of the street.



Figure 38: Materials such as brick and wood will reinforce a pedestrian scale by creating visual richness

4.2.2 Pondsides

A key gateway into the community from Martin Street, defined by a high-quality public realm that reinforces the area's strong connections to the Downtown and adjacent natural areas. Low to mid-rise buildings will front onto Street D and frame the Pondsides Promenade. Architecturally distinct buildings and landscaping will celebrate this area's special relationship to water, the Natural Heritage System and diverse downtown architecture.

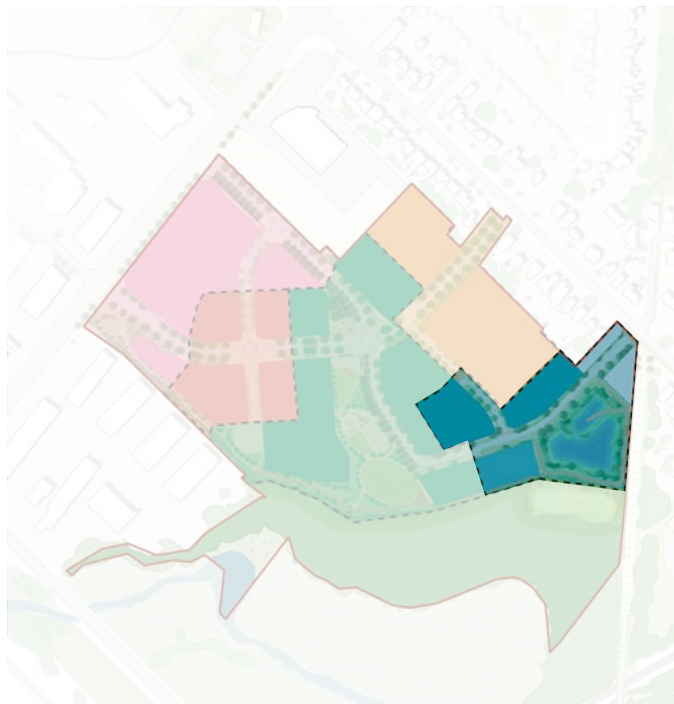


Figure 39: Location of Pondsides within the Framework Plan

Guidelines

- a) Pondsides should generally reinforce the connection between Downtown and Mountainview West with high-quality landscaping, wayfinding, and architecture.
- b) Buildings should transition from lower heights (closest to Martin Street) to taller mid-rise elements (near the Community Green open space) to provide appropriate relationships to the existing homes.
- c) Buildings in Pondsides should demonstrate strong vertical articulation that reflects the fine-grained rhythm and variety of buildings found in Old Milton.
- d) Longer facades should be articulated through massing techniques that break up the scale of the building.
- e) The public realm should support the connection from Martin Street to the Community Green and reinforce the Stormwater Management Pond as a key placemaking element.



Figure 40: A variety of facade treatments on a promenade will create a diverse and engaging entry experience

Character Guidelines

4.2.3 Parkside

A central neighbourhood organized around a signature open space with strong links to the 16 Mile Natural Heritage System. Parkside will transition the community's low-rise areas to high-rise areas and be defined by predominantly mid-rise buildings that physically frame the open space.

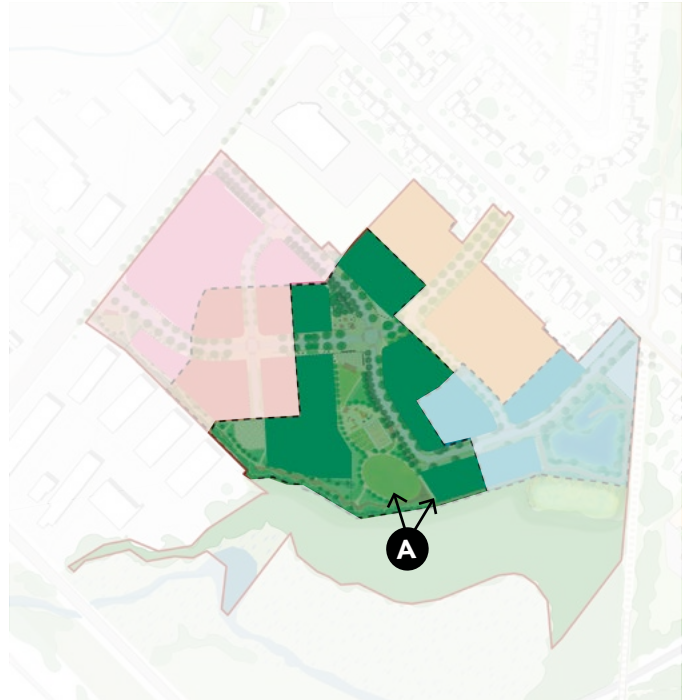


Figure 41: Location of Parkside within the Framework Plan

Guidelines

- a)** Parkside will be a predominantly residential neighbourhood with retail and commercial areas at important points of connection. Section 4.5 identifies locations where commercial uses are encouraged (see Frontages and Setback for more information).
- b)** Development in Parkside should be predominantly mid-rise, with an opportunity for a taller landmark building to anchor the landmark site at the district's southwest corner.
- c)** The design of buildings, streets, and open spaces within Parkside should reinforce the neighbourhood's strong relationship to open spaces.
- d)** Grade-related uses should be predominantly residential and residential amenity, with front doors facing into the public realm wherever possible.



Figure 42: Mid-rise buildings will frame major open spaces to provide enclosure and activation



Figure 43: Artists interpretation of where Parkside and Pondside meet

Character Guidelines

4.2.4 Mountainview Centre

This area will be an active, mixed-use, higher-density cluster centered on community-oriented shops and services along Street A, forming the community's 'main street'. A mix of built form and material changes will establish a diverse urban environment. Mountainview Centre will be a vibrant focal point that draws residents for daily needs and special moments.

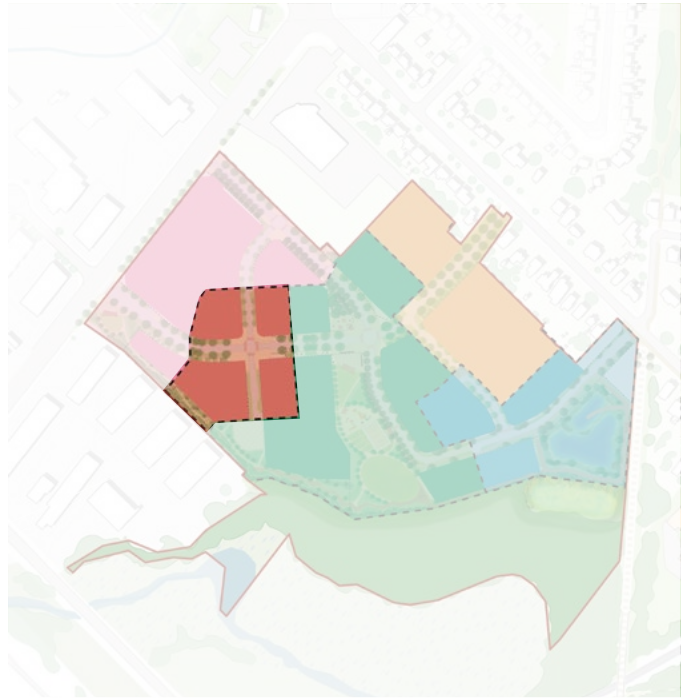


Figure 44: Location of Mountainview Centre within the Framework Plan

Guidelines

- a)** Mountainview Centre should feature the greatest mix of uses and highest densities. The community height peak should be located near the intersection of Street A and Street C.
- b)** Active commercial-retail uses at grade along street A should establish the community Main Street as a vibrant pedestrian area.
- c)** Architectural articulations and materials should reinforce the active retail commercial uses and reflect the fine-grained variety of buildings found in Old Milton.
- d)** Sidewalks, setbacks, and urban boulevards should collectively facilitate safe two-way pedestrian activity and retail spillout activity, such as café-style seating.
- d)** Buildings should demonstrate variation in architectural style and detail to support the development of a diverse urban environment.



Figure 45: High-rise buildings will support a compact main street environment through form, material, and massing

4.2.5 Steeles District

This leafy high-density residential area will blend Milton's employment district with the community by celebrating Milton's industrial and natural heritage. With a major urban interface along Steeles Avenue East and a key point of access to the community, the Steeles District will welcome residents and visitors alike, establishes the community's most visible presence in Milton.

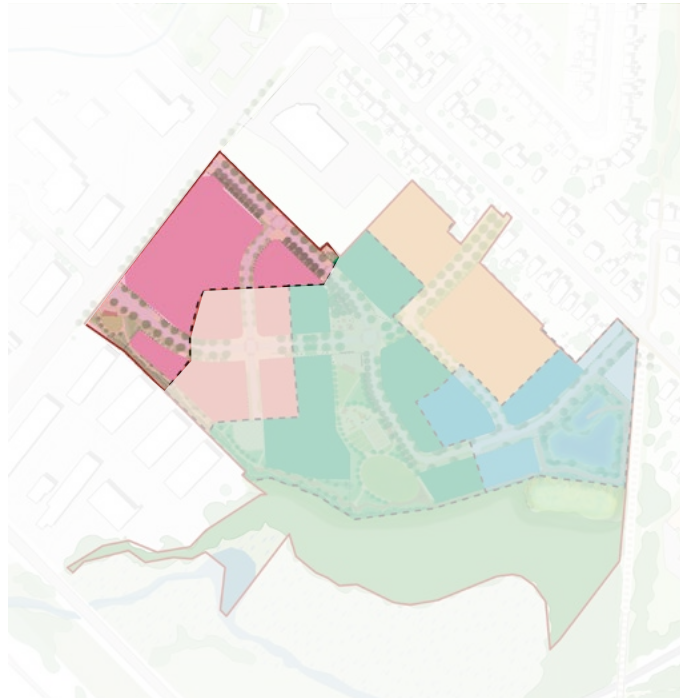


Figure 46: Location of Steeles District within the Framework Plan

Guidelines

- a)** Steeles District should be a predominately high-density area with a residential character that acknowledges industrial heritage through building material, art, or other measures.
- b)** Grade related uses should be predominately residential and residential amenity with front doors facing into the public realm wherever possible.
- c)** Green landscaped edge onto Steeles Avenue East should contribute to a safer and quieter pedestrian and cycling environment.
- d)** Development blocks should feature landscaped internal amenity courtyards.



Figure 47: High density buildings will have a strong relationship to green courtyards to create a quiet residential environment

4.3 OPEN SPACE

A spectrum of open spaces are the focal points for community life with a rich diversity of opportunities for recreation and gathering.



Schedule 3: Open Space

Legend

(*) Potential location for Public Art



Natural Heritage System

Mountainview West has contributed over 5ha of remediated Natural Heritage Systems to the Halton Region's expansive and important system of protected natural areas. These Areas preserve biodiversity across the region and ensure the health of Sixteen Mile Creek as it runs through the Site.



Parks and Open Space

A series of parks and plazas will provide key gathering and recreation opportunities within the community. A mix of soft and hard landscaping will allow residents and visitors to engage in active and passive recreation as well as space for community and cultural gathering. Park and Plazas include:

- Community Green
- Civic Plaza
- Gateway Green
- Valleyside Trail
- Stormwater Management Pond and Pondsides Promenade



Boulevards and Landscape Improvements

A series of additional open spaces are provided to create green linear connections between important locations and improve public interfaces between Mountainview West and the rest of Milton. Avenues and landscape improvements include:

- Street B Avenue
- Steeles Frontage Improvements
- Martin Frontage Improvements



Public Art

Opportunities to celebrate local history and culture, which can be stand-alone features within open spaces or integrated into streetscape elements and/or the design of buildings.

Open Space Guidelines

4.3.1 General Guidelines

Distinct

- a) New development should contribute to a diverse mix of open space types to support a variety of active and passive experiences across the site.
- b) Open spaces should reflect and reinforce the unique identity of the community's character areas (see Schedule 2) through design, materials, and programming.
- c) Open spaces should be organized and connected through a cohesive public realm network, promoting walkability and a logical flow of movement for all users.
- d) The open space system should establish strong connections with the existing natural heritage system, parks, and green spaces. Opportunities for future trail connections to the downtown via the disused rail corridor south of the site should be preserved for.

Comfortable

- e) Open spaces should promote environmental sustainability by integrating large-canopy native tree species to reduce the urban heat island effect.
- f) The design of open spaces should apply best practices in Crime Prevention through Environmental Design (CPTED), including clear sightlines, passive surveillance, and appropriate lighting to support comfort, safety, and year-round enjoyment.
- g) Clear and intentional thresholds (e.g., plantings, stoops, seating areas, and changes in pavement materials) should define public and private spaces.
- h) Open spaces should include pedestrian amenities such as benches, shaded seating, waste receptacles, drinking water fountains, and wayfinding signage.

Animated

- i) Open space, land use, and building form should be coordinated to ensure that building edges activate the public realm with transparent facades, ground-floor uses, and entrances that animate adjacent open spaces.
- j) Public art should be integrated into the open space network to enrich the public realm and create moments of interest, identity, and community pride. Public art should be placed in visible, accessible, and well-used areas, including plazas, intersections, and key community gathering spaces (see Schedule 3).
- k) Open spaces should be flexible and adaptable, supporting a range of animated uses such as pop-up markets, outdoor performances, and seasonal community events.

Habitat Supportive

- m) Open spaces should prioritize biodiversity, featuring native, low-maintenance plant species.
- n) Urban planting should support biodiversity, provide seasonal interest, and enhance visual appeal.
- o) The open space system should highlight and celebrate connections to Sixteen Mile Creek, the Greenbelt, and the Niagara Escarpment, creating opportunities for nature-based play, ecological education, and interpretive signage.
- p) Open spaces should integrate climate-resilient design features, such as permeable surfaces, rain gardens, and naturalized stormwater management features, to reduce the risk of flooding and enhance ecological health.



Figure 49: Simple, natural furnishing palette will contribute to a contemporary and natural landscape



Figure 48: Wayfinding will contribute to community character, safety, and navigation

4.3.2 Natural Heritage System

The southern edge of the Site is comprised of a 4.66ha Natural Heritage System that will protect the landscape for future generations and promote biodiversity at both local and regional levels.



Figure 50: Image of remediation on Site, creating new wetlands



Figure 51: Location of Natural Heritage System within the Framework Plan

Guidelines

- a)** Design should consider and complement Halton Region Conservation Authority policies and setbacks in regulated areas.
- b)** Consider creating clear access points and pathways that channel human activity along designated routes to minimize habitat disturbance, protect sensitive ecosystems, and reduce erosion.
- c)** Trail connections to/through natural areas should be clear, accessible, and ecologically sensitive.
- d)** Where fences to Natural Heritage Systems are required, they should utilize natural materials and not distract from the views of nature, wherever possible.



Figure 52: Natural areas will be controlled while minimizing visual clutter

Open Space Guidelines

4.3.3 Community Green

An urban neighbourhood park with a wide range of amenities and opportunities for recreation that will give Milton new kind of programmed open space. Envisioned to include a high degree of attractive soft landscaping with an open lawn for passive or active uses, playground, sport court, gardens, and large canopy trees, the Community Green will be the backyard of Mountainview West with family-friendly four-season design that supports habitat and pollination.



Figure 53: Community Green conceptual landscape design

(*) Potential location for Public Art

Guidelines

- a)** Design the green to support a range of activities, including informal play, picnicking, exercise, and community events.
- b)** Include a flat, open lawn or hard-surfaced plaza that can be reconfigured for seasonal activities, such as holiday markets, ice rinks, or art installations.
- c)** Include a mix of formal and informal play spaces for children (e.g., natural play features, playgrounds, splash pads) and multi-generational activities (e.g., outdoor fitness equipment and chess tables).
- d)** Amphitheaters, stages, or event lawns should be incorporated for performances, movie nights, outdoor classes, or other community gatherings.
- e)** Integrate large-canopy shade trees along paths and the edges of the green to define the space.
- f)** Ensure the space can be used throughout the year, including fire pits, or space for seasonal activities like ice skating or winter festivals.
- g)** Provide clear and recognizable muster points through Public Art or structures.



Figure 54: A large central Community Green will support views to natural areas

4.3.4 Civic Plaza

At the junction of the Green Spine and Mountainview Centre with its shops and services, Civic Plaza will provide space retail spill out activities and patios, public seating, art, landscape features and other urban open space elements that signal it as a gathering space at the main intersection of the community. The civic plaza will be directly across Street A from the Community Green and will be designed as hardscaped extension of the park.



Figure 55: Civic Plaza conceptual landscape design

⊛ Potential location for Public Art

Guidelines

- a)** The Civic Plaza should function as an intimate social space that prioritizes opportunities for seating, people-watching, and passive enjoyment. The design should encourage informal social interactions, relaxation, and opportunities for people to observe and be seen.
- b)** The design of the plaza should ensure clear sightlines across the space, enhancing visibility, security, and openness. This is achieved by using low-growing plants, high-canopy trees, and appropriately scaled lighting.
- c)** The community plaza should serve as a symbolic “heart” of the community, with a recognizable focal point or landmark that reflects the community’s identity, history, or culture.
- d)** Ensure the design of the plaza’s paving, planting, and materials is visually and physically connected to the surrounding public realm. Materials should provide a sense of unity and consistency with key design elements from the Community Green and Street A.



Figure 56: Attractive seating and landscaping will support commercial and community activity by creating plaza destinations where pedestrian activity is highest

Open Space Guidelines

4.3.5 Gateway Green

Gateway Green is a prominent community gateway park that marks the entrance to Mountainview West, offering a place of calm, focus, and connectivity as a counterbalance to Steeles Avenue. The Gateway Green will create a seamless connection between bicycle routes leading to and from the Niagara Escarpment, serving as a trailhead for the Valleyside Trail (see section 4.4) and a key node in the broader cycling and pedestrian network.



Figure 57: Gateway Green conceptual landscape design

(*) Potential location for Public Art

Guidelines

- a)** Design the Gateway Green to serve as a prominent entry point to the community, signaling arrival and providing a clear visual identity. Incorporate a public art feature or pavilion landmark that establishes a memorable focal point and reinforces the sense of arrival.
- b)** Design the Gateway Green to function as a key trailhead for the Valleyside Trail, providing clear, legible connections to both the trail system and the cycle track on Steeles Avenue East.
- c)** Provide bicycle-friendly amenities and wayfinding to support cyclists using the Valleyside Trail, Steeles Avenue cycle track, and surrounding neighborhood connections.
- d)** Design the Gateway Green as a natural, green, and visually calming space that provides a sense of relief from Steeles Avenue. Prioritize softscaped areas and naturalized elements.
- e)** Design features should support rest, gathering, and recreation while ensuring clear sightlines, passive surveillance, and a sense of security for users.



Figure 58: The Gateway Green can feature art to celebrate place and support multi-modal connectivity

4.3.6 Stormwater Management Pond and Pondsides Promenade

Running along the length of Street D (within the Street D right-of-way) is a promenade connecting the Community Green to the Stormwater Management Pond and Martin Street. The promenade will help elevate the pond as a feature open space element and provide a unique placemaking opportunity at a key point of entry to the community. The high quality pathway will create a special pedestrian experience along its length and provide a beautiful entry to the Site from Martin street flanked by landmark architecture, water and the Natural Heritage System.



Figure 59: Stormwater management pond edge conceptual landscape design

(*) Potential location for Public Art

Guidelines

- a)** Design the stormwater management pond as a naturalized water feature that visually and extends the 16 Mile Creek natural heritage system. The pond should serve its functional stormwater management role while also acting as a scenic community amenity that supports passive recreation.
- b)** The Pondsides Promenade should be a distinctive and active community space where people can walk, cycle, watch wildlife, and connect with nature. It should offer a range of public amenities including seating, pedestrian lighting and lookout spaces.
- c)** The design of the pond and its surroundings should prioritize native planting and biodiversity around the edges.
- d)** A continuous public loop trail should encircle the stormwater management pond to support access and maintenance while allowing people to experience the pond from all angles. This loop should connect seamlessly with the Pondsides Promenade, Valleyside Trail and other elements of the Mountainview West community pedestrian and cycling network.



Figure 60: The Stormwater Management Pond will be a community feature and should promote passive recreation

Open Space Guidelines

4.3.7 Other Boulevards and Landscape Improvements

Street B Boulevard

- a) Street B Boulevard should support the development of a green multi-modal connection linking the Community green north to Steeles Avenue.
- b) Incorporate a double row of trees and a multi-use path along the eastern side of Street B Boulevard. The western row of trees should be delivered on private land but appear as visually connected to the street and its design elements.
- c) Integrate pedestrian amenities within the boulevard, including seating, waste receptacles and pedestrian-scaled lighting.

Steeles Frontage Improvement

- d) Steeles Avenue should be designed as a generous treed boulevard with large canopy trees and planted boulevard to provide a buffer between Steeles Avenue and new residential uses.
- e) Establish a minimum 5m setback along the Steeles Avenue frontage to facilitate the development of a bi-directional multi-use path and a double row of trees shared between the public Right-of-Way and private lands.
- f) Steeles Avenue East landscaping should have a coordinated design with Gateway Green (see Gateway Green Section 4.3.5).
- g) Improvements to the landscape along Steeles should be completed as the adjacent development block is built out.

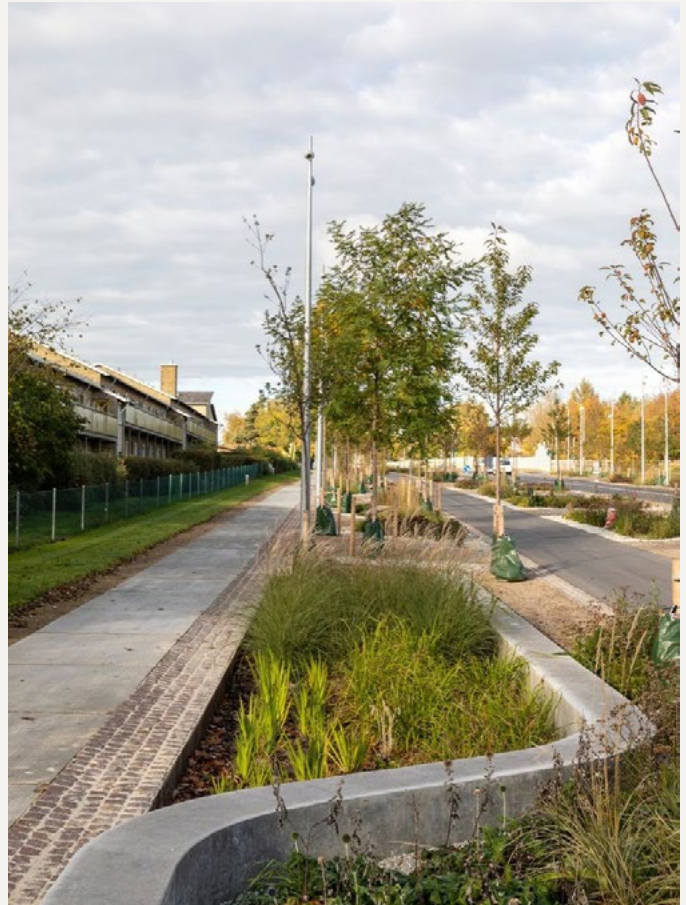


Figure 61: A spacious landscaped boulevard along Street B will reinforce the street as a green connection

Martin Street Frontage Improvements

- h)** Design the Martin Street Frontage as a symbolic and recognizable entry point that marks the transition from Downtown into the Mountainview West Community. Use natural and built elements, such as gateway markers, feature planting, and public art, to emphasize the entrance and create a sense of arrival.
- i)** Design the space to serve as a key connection point for trails, supporting movement into the Mountainview West Community and along the former rail corridor into the downtown. The design should provide clear and intuitive access for pedestrians, cyclists, and users of mobility devices.
- j)** The space should be designed to coexist harmoniously with adjacent homes, ensuring privacy for residents while maintaining openness, accessibility, and passive surveillance. The layout should balance privacy, community connection, and security through thoughtful placement of pathways, gathering areas, and landscape buffers.

4.3.8 Public Art

- a)** Weave public art into the fabric of the community, telling stories about its past, present, and future drawing on themes such the natural heritage system, local Indigenous history/culture, the historic mill, industrial and agricultural uses, the Niagara Escarpment, and the Downtown's cultural legacy
- b)** Public art should be located at key points of entry, places of transition, and areas of community activity to define and highlight gateways, access points, and key nodes within the residential community. This strategic placement should support a sense of arrival and help orient people as they navigate the area.
- c)** Public art should be multi-functional and interactive, encouraging physical engagement, play, and use. Artworks could serve as functional elements such as seating, shade structures, bike racks, or play features.



Figure 62: Mural public art can be a simple way to celebrate place



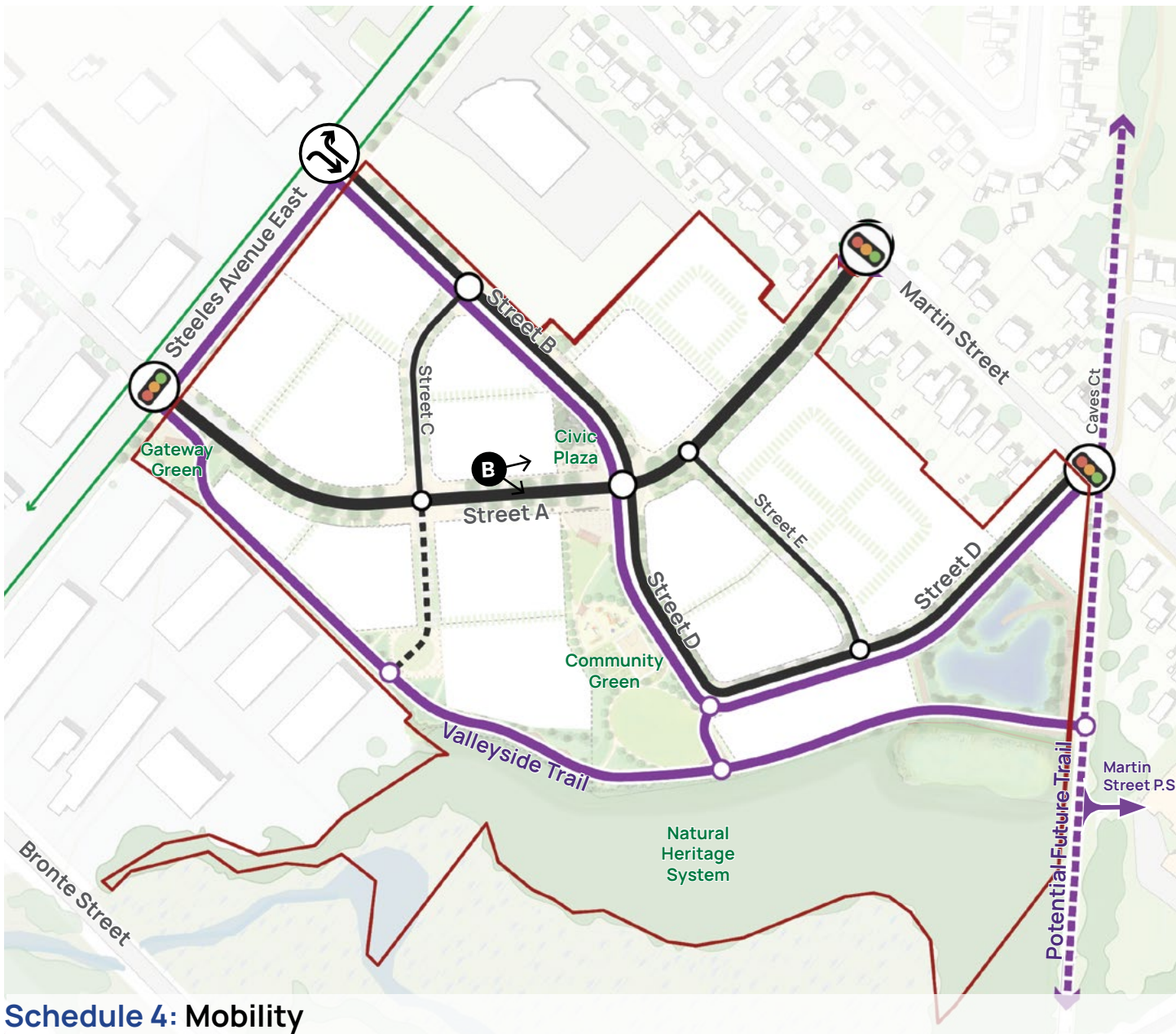
Figure 64: Public art can promote whimsy while being functional



Figure 63: Street furnishings can promote placemaking and art

4.4 MOBILITY NETWORK

Mountainview West will be a connected and active neighbourhood that promotes the full range of mobility options.



Schedule 4: Mobility

- Legend**
- Public Street
 - Potential Private Road
 - Multi-Use Pathway
 - Potential Future Multi-Use Pathway
 - Signalised Intersection
 - Right-in-right-out intersection

To Downtown and
Livingstone Park



Street Network

The network of streets is organized around key access points that seamlessly connect to the surroundings and contribute to a finer grained town. The network establishes higher order streets and key intersections where activity and connectivity are highest. This is supported by a secondary network of leafy residential streets and townhouse lanes that deliver connectivity and provide for mid-block access to service blocks.



Active Mobility

The network of streets is supported by a network of footpaths, and multi-use trails to create a highly connected network with convenient routes for pedestrians and cyclists. The proposed Valleyside (multi-use) Trail provides a significant cycling link in the urban/regional network and acts as a spine for local bicycle traffic. Multi-modal streets, footpaths, and quiet private laneways provide a secondary network for active mobility with easy connections throughout Mountainview West and beyond.



Figure 65: Artists interpretation of Street A, looking East from the future commercial node

Mobility Guidelines

4.4.1 General Guidelines

Diverse

- a) The design of the mobility network will respond to and reinforce the distinct places and character areas within the community identified as in Schedule 2
- b) Street design and curbside conditions should be responsive to changing nature of building frontage and activity, including where Priority Use Frontages are located (see schedule 6)
- c) When detailed street and trail design is completed, it should generally meet the design intention identified within sections 4.4.4–4.4.10 of this document.

Connected

- d) Network of streets will include, and be reinforced by, a network of pedestrian connections that create a fine grained and porous public realm that support walking and rolling across the spectrum of ages and abilities.
- e) Streets and pedestrian facilities will be complemented by a network of dedicated trails and cycling facilities providing connections to key destinations throughout the community.
- f) Where mid-block connections or private streets are required, special streetscaping design such as curbless streets controlled by traffic calming devices, planting beds, bollards should be considered to achieve the goal of blending and blurring the spaces and zones intended for different modes of travel, with pedestrians having the highest priority.



Figure 66: Green landscaped streets will promote a quiet, residential character, regardless of density

Accessible

- g) The Street and block network in Mountainview West should be publicly accessible regardless of ownership, meet or exceed Town design standards, and support general mobility in Northwest Milton.
- h) Curb extensions (bump-outs) may be considered near intersections and mid-block connections to expand the pedestrian zone, shorten street crossings, and/or provide landscaping, pedestrian or cycling infrastructure.

Attractive

- g) That streets will be considered as significant public places serving transportation and utility needs and part of a high-quality public realm providing street trees, landscaping, building access, prominent view corridors and public gathering places. All of these components will be considered in the design of street and rights-of-way.
- j) Street trees should generally be large canopy species tolerant to drought and salt, primarily native, non-invasive and maximize biodiversity. Ornamental or flowering trees may be considered as a placemaking opportunity at key points of access into the community and along associated streets.
- k) Wherever possible, streetscaping (including trails) should include native plantings that support pollination and are flood tolerant to support water porosity of the community.
- l) Utilities such as gas, hydro, cable, and telecommunications should be located underground wherever feasible to reduce visual clutter and mitigate vulnerabilities of extreme weather.
- m) Streets should serve as a focus for urban design investment and public art, supported through landscaping, the provision of open space, and high-quality material and street furnishing

4.4.3 Active Mobility Guidelines

- a) Mountainview West will build out a connected multi-use trail and cycling network. The dedicated network will be comprised of:
 - Street B+D multi-use pathways
 - Valleyside Trail multi-use pathway
 - Steeles multi-use pathway
- b) Streets without dedicated cycling facilities are envisioned as slower-moving local streets that can accommodate cyclists in mixed traffic.
- c) Design of sidewalks, crossings, and trails to be safe, accessible, and inclusive, supporting users of all ages and abilities. The design of multi-use pathways and bicycle lanes should meet or exceed town standards.
- d) Multi-use trails and bicycle lanes should provide high-quality interchanges with existing cycling infrastructure on Steeles.
- e) Trail access points should be clearly visible, signed, and barrier-free to support community-wide use.
- f) Bicycle parking in the public realm should generally be provided in safe and prominent locations where cycling/trail infrastructure intersects, near lobbies and retail uses, near major entrances to open spaces, and other potential public use buildings/spaces.



Figure 68: New multi-use paths will support access for people of all ages



Figure 69: Multi-family building entrance should support active mobility with identifiable entrances from a distance that can increase walkability and support cycling with bike parking

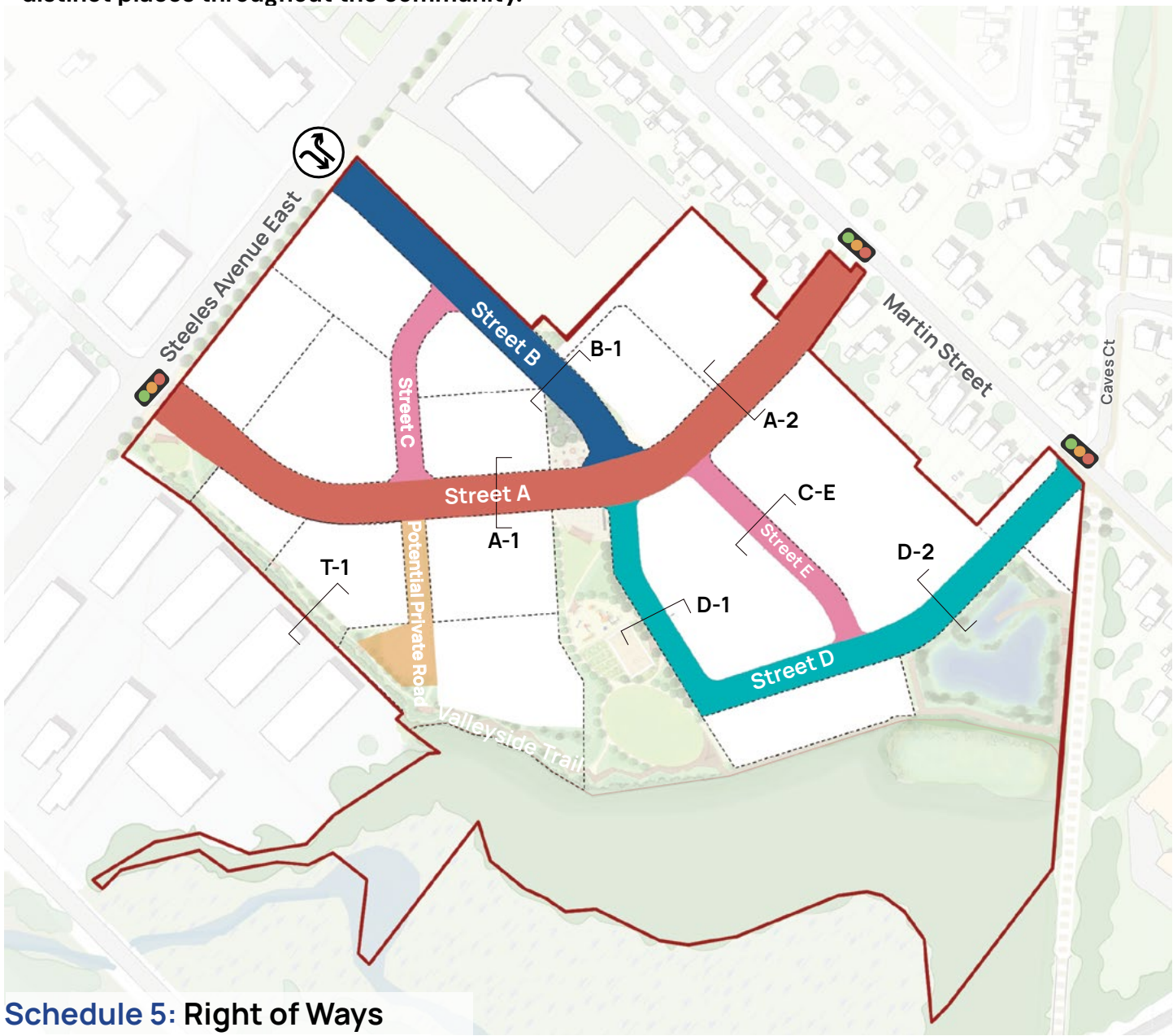


Figure 67: Pedestrian oriented mid-block connection will support walking within the community

Mobility Guidelines

4.4.4 Right of Ways

Mountainview West will be served by a range of street types designed to contribute to the distinct places throughout the community.



Schedule 5: Right of Ways

- Legend**

 - Street A (26m)
 - Street B (24m)
 - Street D (20m)
 - Street C + E (16m)
 - Potential Private Road
 - Valleyside Trail
- Signalised Intersection
 - Right-in-right-out intersection

4.4.5 Street A

Street A serves as the central organizing spine for new development in Mountainview West, providing a vital east-west connection between Martin Street and Steeles Avenue East. This multi-functional street supports a range of activities, from residential living to retail and commercial activity, and is designed to evolve as a key transit corridor over time. Its design adapts to the distinct character of the areas it passes through, creating a diverse and engaging streetscape experience.

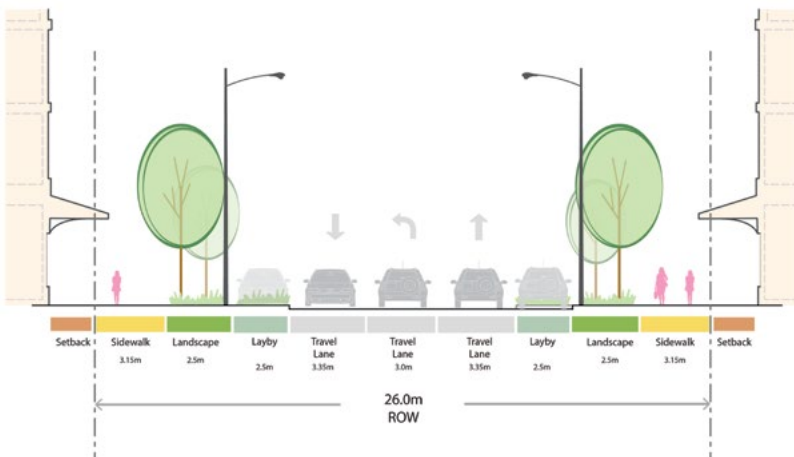


Figure 70: A-1 street section

Within the Mountainview Centre character Area, Street A takes on the feel of a retail main street with a higher-volume pedestrian environment. Wide sidewalks, expanded further through building setbacks, provide ample space for outdoor dining, retail spill-out areas, and street-level activity. Street furniture, including benches, pedestrian-scale lighting, bike posts, and waste receptacles, supports an active public realm. Lay-by for short-term parking and curbside loading areas ensure convenient access for shoppers, visitors, and deliveries. Urban planting schemes with planters, trees, and landscaped features further enhance the vibrancy and appeal of the streetscape. Frequent and safe pedestrian crossings prioritize walkability, creating an attractive, community-oriented space where people are encouraged to linger and engage with the street.

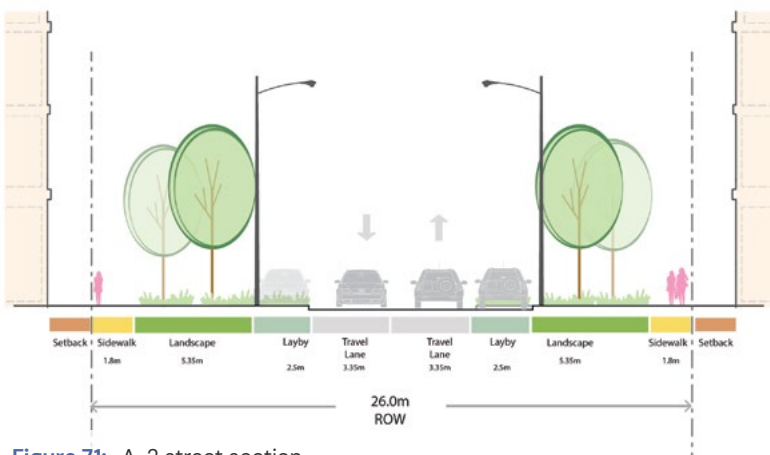


Figure 71: A-2 street section

As Street A moves into the Martin Neighborhood and Steeles District, it takes on the character of a leafy residential street. This portion of the street is framed by residential buildings with direct front-door access at ground level, creating a more intimate and neighborhood-oriented atmosphere. Generous landscaped boulevards on both sides support a "green street" feel, with tree-lined sidewalks providing shade, comfort, and a buffer from vehicle traffic. Here, the street supports slower vehicle speeds, with a focus on walkability, community interaction, and direct access to homes. This quieter residential feel contrasts with the commercial intensity of Mountainview Centre, offering a more serene experience for local residents.

Mobility Guidelines

4.4.6 Street B

Street B and D are contiguous and collectively form a key structuring element of the street and block network, intersecting with Street A at the centre of the site and connecting the signature open spaces across the community.

Street B will be green, connecting the Civic Plaza and Street B Boulevard to Steeles Avenue East. The street will be multi-modal with a generous landscape characteristic and multi-use path along its length.

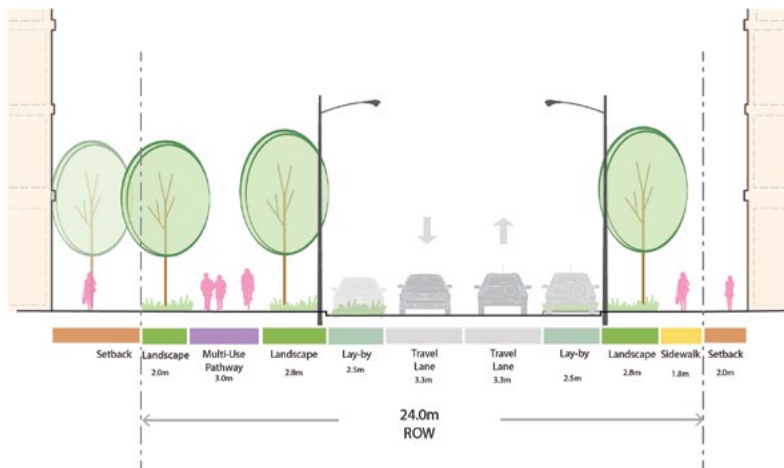


Figure 72: B-1 street section

Street B will extend the multi-use path from Street D along its west side, providing a safe and efficient route for pedestrians and cyclists. This path links directly to a new bi-directional bike path running along the south side of Steeles, establishing a key connection to the broader active transportation network. This design prioritizes connectivity, making it easier for residents and visitors to move safely between the Mountainview Centre retail uses and destinations to the north.

The street is framed by modern mid- to high-rise residential buildings with active frontages at street level. These frontages include direct entrances to residential units and prominent lobby spaces, enhancing the pedestrian experience and fostering a sense of community. Parking is integrated along both sides of the street to provide convenient access to Mountainview Centre and nearby residential buildings. This on-street parking approach balances functionality with urban design, supporting local businesses and residential access while maintaining an attractive streetscape.

4.4.7 Street D

Street B and D are contiguous and collectively form a key structuring element of the street and block network, intersecting with Street A at the centre of the site and connecting the signature open spaces across the community.

Street D will be a multi-modal street that intersects with Martin Street bringing all modes of travel into the site and integrating the Pondsides Promenade into the design of the right-of-way. Street D will pass the stormwater management pond and Community Green with several key views of natural heritage and landmark buildings.

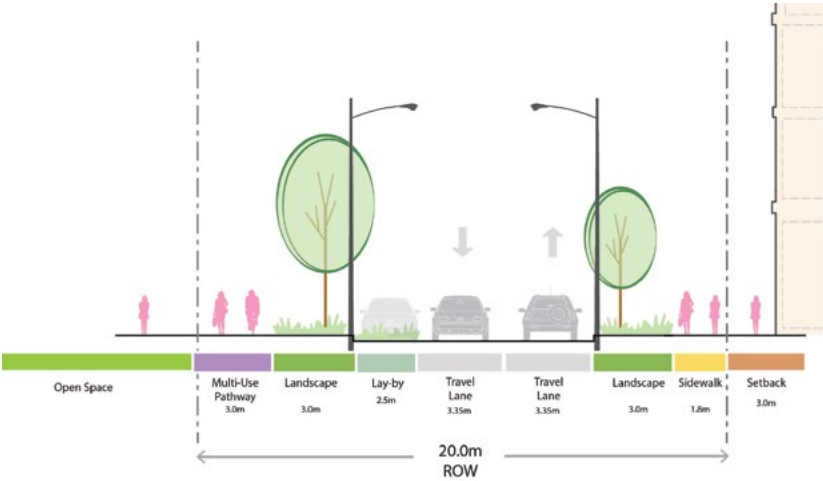


Figure 73: D-1 street section

A collection of thoughtfully designed low- to mid-rise residential buildings provides a mix of housing options, with street-level entrances, front patios, and welcoming lobby spaces that create a human-scaled, walkable environment. Key intersection at the elbow of Street D will be animated with a larger retail space fostering community interaction and offering convenient neighbourhood amenity.

On the opposite side of the street, a pedestrian promenade will run alongside the stormwater management pond feature (see section D-2) Valleyside residential buildings and the Community Green (see section D-1) to establish both passive and active amenity for residents. A multi-use path runs along the southern/western side of the street, providing a seamless pedestrian and cycling connection from Street B to Martin Street.

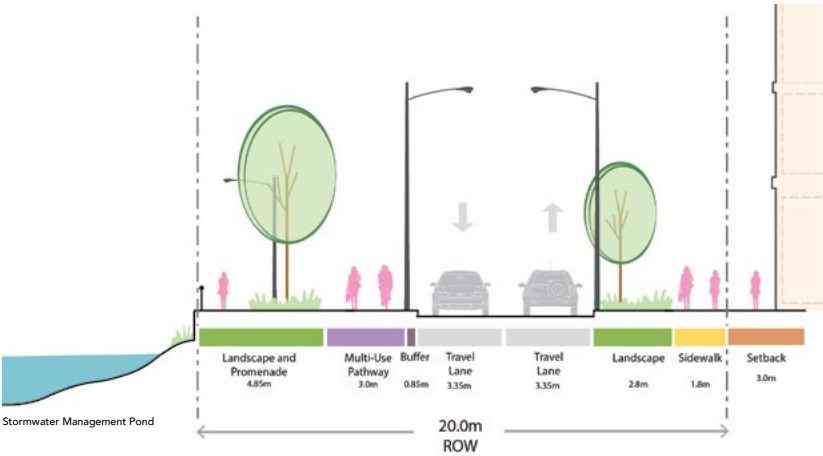


Figure 74: D-2 street section

Select areas for on-street parking are integrated to support access to residential buildings and nearby open spaces.

Mobility Guidelines

4.4.8 Streets C and E

Street C and Street E are envisioned as predominantly residential streets that prioritize pedestrian comfort, green infrastructure, and a calm, community-oriented environment. While the streets share several design elements, they differ in the scale and form of the housing that lines them.

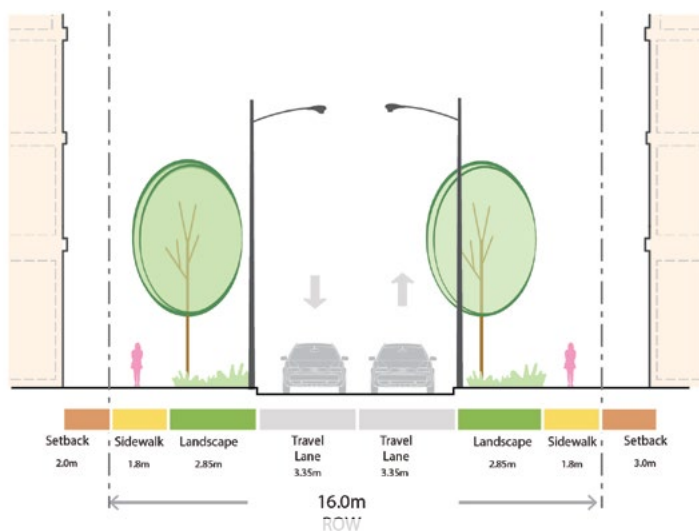


Figure 75: C-E street section

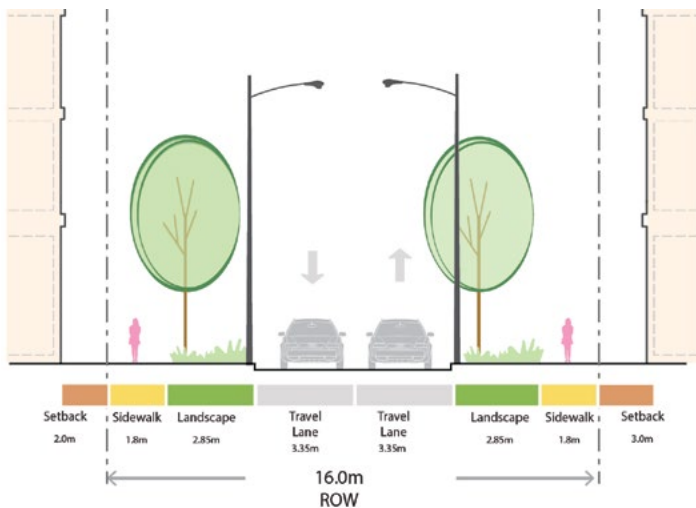
Street C is characterized by high-rise residential buildings designed with active frontages, featuring residential entrances, lobby spaces, and areas for ground-level interaction.

Street E adopts a similar pedestrian-first approach but features a lower scale of residential development, with a mix of low- to mid-rise buildings.

The two streets both feature narrower right-of-way (ROW) promotes slower vehicle speeds, fostering a safer and more pedestrian-friendly atmosphere. Soft landscaped boulevards and large canopy trees on both sides of the street create a lush, green canopy that enhances the streetscape's appeal and provides shade and comfort for pedestrians. A single lane of on-street parking is included, offering convenient access for residents, visitors, and service vehicles while supporting the urban feel of the street.

4.4.9 Potential Private Road

The Potential Private Streets area envisioned to supplement the core network of public streets within the Mountainview West community, balancing the role of functional access with its contribution to the overall street and block network.



A potential private Street is contemplated to extend southward from Street C to the Valleyside Trail, this street could support local development while fostering pedestrian, cyclist, and vehicular connectivity.

Though privately owned and maintained, the street will remain publicly accessible, offering a safe, comfortable, and inviting route for all users. It is designed as a quieter, low-traffic street that prioritizes pedestrian and cyclist safety through the use of traffic-calming measures such as narrower lanes, raised crossings, and shared-use zones. Landscaped boulevards and treed sidewalks on both sides will enhance the street's visual appeal and contribute to Mountainview's broader green infrastructure network.

Figure 76: Potential private road street section

Mobility Guidelines

4.4.10 Valleyside Trail

Valleyside Trail is a critical aspect of the street and block network activating the edge of the Site and weaving together two site access points, the Community Green, Pondsides Promenade and Gateway Green.

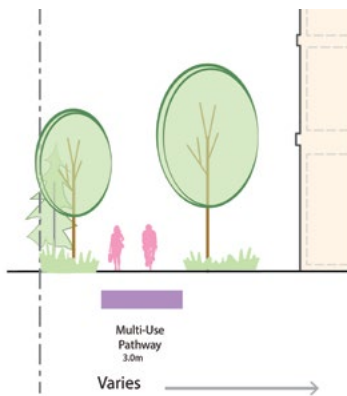


Figure 77: T-1 street section

The Valleyside Trail is envisioned as a key greenway corridor running along the southern/western edge of the Mountainview West, offering a scenic, active transportation link that seamlessly integrates nature with urban living. Following the boundary between the neighborhood and the 16 Mile Creek Natural Heritage System, the trail provides a lush, naturalized edge that serves as a transportation link, recreational amenity and an ecological buffer.

Spanning from Martin Street in the southeast to Steeles Avenue in the northwest, the Valleyside Trail will connect to the multi-use paths along Streets B and D, enhancing connectivity. Over the longer term, extending the trail south via the disused rail corridor is possible, transforming it into a major active transportation route. This extension would establish a continuous green link between Downtown, Main Street, Livingstone Park, Mountainview West, and Steeles Avenue, where existing bike lanes provide further access westward to the Escarpment.

The design of the Valleyside Trail will prioritize a lush, natural character, with a soft naturalized edge that blends into the adjacent natural heritage system. The trail will feature a generous pathway suitable for pedestrians and cyclists, supporting active modes of transportation and recreational use. Interspersed along the trail are thoughtfully designed rest areas with benches, seating nooks, and other pedestrian amenities, such as waste receptacles and wayfinding signage. Dark-sky-friendly lighting will ensure visibility and safety while minimizing light pollution, supporting a natural nighttime environment.

New residential buildings on the northern and eastern edges of the trail west of the Community Green and adjacent to the stormwater management pond will activate the space. These buildings will front onto the trail with a mix of private residential patios, balconies, and shared amenity spaces, encouraging activity and “eyes on the trail” for added safety and vibrancy. To the west, the trail forms a naturalized buffer between the community and adjacent employment uses, ensuring an appropriate transition between urban and industrial landscapes.

The Valleyside Trail serves as a vital connective thread for the Mountainview West. Its role as both a transportation corridor and a place of leisure makes it a defining feature of the community’s public realm, fostering active living, environmental connection, and community interaction.



Figure 78: Artist interpretation of the Valleyside Trail



4.5 BUILT FORM

Mountainview West will be defined by diverse building types and styles that respond to context, contribute to visual interest and support an active and vibrant pedestrian realm.



Schedule 6: Building Type and Density

Legend

- Low-rise
- Mid-rise
- Tall Buildings
- General Frontage
- Priority Use Frontage

Landmarks Buildings

- 1) Pond landmark building
- 2) Valleyside landmark building
- 3) Height peak
- 4) Steeles Gateway building



Building Massing and Design

Buildings will be diverse in form and scale, ranging from townhouses to mid- and high-rise developments, creating visual interest and a dynamic streetscape. They will be context-sensitive, reinforcing a distinct sense of place while fostering a pedestrian-friendly environment with active frontages, direct entrances, and human-scaled design. Building types within the community include:

- **Townhouses**
- **Mid-Rise**
- **Tall Buildings**



Frontages and Setbacks

Building frontages and setbacks within Mountainview West will be thoughtfully designed to support a pedestrian-friendly and vibrant streetscape. They will vary by context and include:

- **General Frontage** featuring residential front doors, lobby entrances, and private amenity space.
- **Priority Use Frontage** features non-residential uses including but not limited to retail stores, eating establishments, services, and community uses that activate the street.



Parking, Servicing and Loading

Servicing, waste management, long-term parking, and loading functions will be internalized within development blocks to reduce potential impacts on the public realm and support a more pedestrian-friendly streetscape.



Landmark Buildings

Prominent locations within Mountainview West will be identified as sites for Landmark Buildings. Through their distinct orientation, massing, and materials, these buildings will enhance community identity and wayfinding.

Built Form Guidelines

4.5.1 General Guidelines

Diverse

- a) Buildings in Mountainview West will be designed to enhance visual interest through variation in massing, material, colour and/or texture.
- b) In general, variations in material, massing, and architectural detail should be oriented vertically rather than horizontally to promote a more dynamic and changing experience as you move through the community.
- c) Landmark Buildings (see guideline 4.5.8) should be used to accentuate variation. This may result in landmark buildings differing from the predominant form and/or materials within each character area.

Durable

- d) Building materials should be high quality and durable. Stucco should be avoided.
- e) The application of brick, masonry or other materials that add to visual interest is encouraged on the lower levels of buildings

Cohesive

- f) Sitewide massing should generally transition from low-rise adjacent to existing houses on Martin Street to mid-rise in the centre of the Site and high-rise to the north and west portions of the Site, farthest from existing neighbourhoods.
- g) Transition in form should generally occur within development blocks, rather than between them, to ensure a cohesive street design with a similar built form on either side of the street.

- h) Building edges should physically frame streets and open spaces, with consistent setbacks, to spatially enclose and strengthen the relationship between the built form and the public realm.

- i) Buildings should be positioned to reduce shadow impacts and improve daylight on key public spaces wherever possible.

Pedestrian Friendly

- j) Façades shall contribute to neighbourhood street life and community interaction through the use of elements such as generously proportioned windows, window bays and doors.

- k) Buildings should generally be sited as close to the street as possible so that they can contribute to street enclosure and promote passive surveillance of the street.

- l) Air vents and mechanical equipment should not be located adjacent to public streets, parks or open spaces and should be screened appropriately.



Figure 79: Buildings will demonstrate a transition in scale from Martin Street to larger forms in the centre and western portion of the Site

4.5.2 Townhouses

Townhouses are continuous low-rise (less than four storeys) ground-oriented housing on individual parcels with common party walls.

Townhouses should be primarily located within, and be the defining form of, the Martin Neighbourhood character area to support integration alongside existing neighbourhoods.



Figure 80: Townhouses will have residential character that prioritizes pedestrian while balancing parking needs

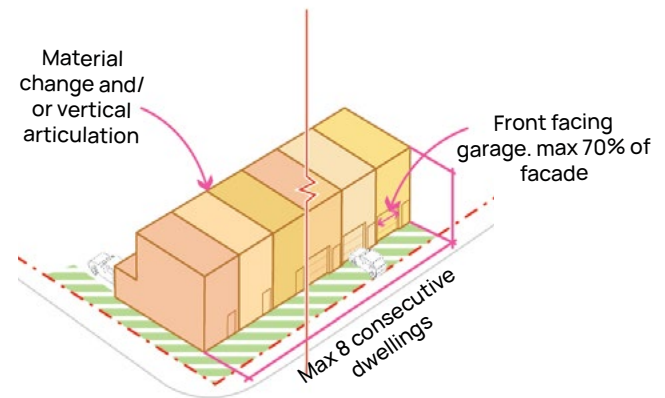


Figure 81: Townhouse key terms and metrics

Height and Massing

- a) Townhouses should be a maximum of 3 storeys in height.
- b) Variation in material and colour, or massing that emphasizes individual units, is encouraged.
- c) Townhouse blocks should not exceed 8 consecutive units to prevent long, unbroken stretches of buildings with minimal variation.

Orientation

- d) Townhouses should be setback in accordance with the Frontage and Setback Guidelines 4.5.6 and as identified in Schedule 6
- e) When a Townhouse is on a corner lot, both street-facing facades should be designed with the same quality and detail.
- f) The front door of a Townhouse should be oriented towards the street. Where a Townhouse faces multiple streets, the front door should be oriented toward the highest street in the street hierarchy (see Schedule 5).

Special Considerations

- g) Privacy screening may be appropriate in yards, patios, or balconies at the rear of a building, but it should not be permitted in front of Townhouses.
- h) Servicing elements such as garbage and utilities should be screened or integrated into building design wherever possible.
- i) A garage in front of a Townhouse should be no more than 70% of the lot frontage.
- j) Each Townhouse should have both hardscape and soft landscape within its frontage.
- k) Driveways should be staggered wherever possible to enable landscaping that breaks up long stretches of surface parking.
- l) Garages should not front onto public streets. Rear vehicular access should be provided for Townhouses whenever they front onto public streets.

Built Form Guidelines

4.5.3 Mid-Rise Buildings

Mid-rise buildings are moderately larger than low-rise housing, frame streets with a human scale and support transition in scale between high and low-rise areas of development.

Mid-rise Buildings should generally be located within and be the defining form of the Parkside and Pondside character areas.

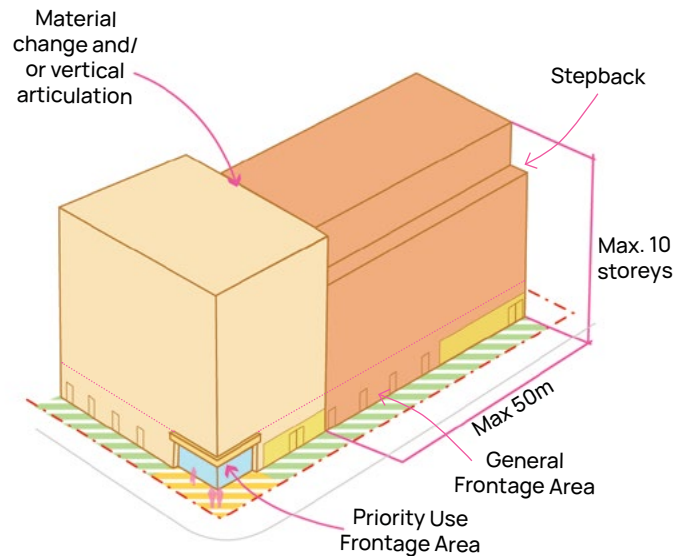


Figure 82: Mid-rise key terms and metrics

Height and Massing

- a) For these Urban Design Guidelines, a Mid-Rise Building is defined as a minimum of 5 storeys and a maximum of 10 storeys in height.
- b) Mid-rise Buildings should be massed to contribute to the spatial enclosure of all adjacent streets and open spaces.
- c) Wherever a Mid-Rise Building length is longer than 50m, material transition and/or vertical articulations should be provided to create the impression of separated volumes and break up the perceived mass of the building.

Orientation

- d) Mid-Rise Buildings should be set back in accordance with the Frontage and Setback Guidelines 4.5.6 and as identified in Schedule 6
- e) Where primary living spaces of a dwelling unit within a Mid-Rise Building faces another building, those buildings should be separated by a minimum of 20m.

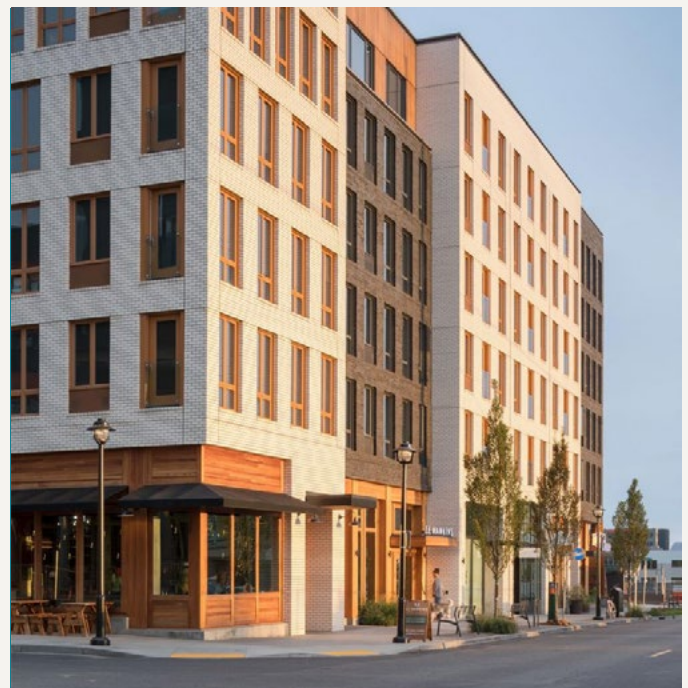


Figure 83: Mid-rise built form with vertical articulation that breaks up the mass of the building to promote a historic “rhythm” to the street

- f) Primary entrances to buildings should be clearly identifiable and highly visible. Entrances should address street corners where appropriate to contribute to street-level activity.
- g) Secondary building entrances should be oriented towards mid-block connections, wherever possible.
- h) When patios and balconies are present, they should be designed to maximize usability and appearance and accommodate, at minimum, a small table and chairs.

Special Considerations

- i) Where commercial retail uses are located at grade, weather protection such as awnings or canopies are encouraged to support pedestrian comfort.
- j) Mechanical equipment should not be located adjacent to public streets or open spaces and should be screened appropriately.



Figure 84: Articulated massing and residential units at grade promote an active and interesting pedestrian environment

Built Form Guidelines

4.5.5 Tall Buildings

Tall Buildings are comprised of three portions:

- **Podium** is the primary interface between tall buildings and the public realm, functioning as both a base for tower(s) and creating a consistent human-scale environment that reduces the perceived scale of the building.
- **Tower** is the middle portion of the building, rising above the podium. This is typically the most substantial portion of tall buildings.
- **Building Top** terminates the tower, providing architectural detail to add visual interest to the skyline and/or housing the mechanical penthouse.

Tall buildings should generally be located in the Mountainview Centre and Steeles District character areas.

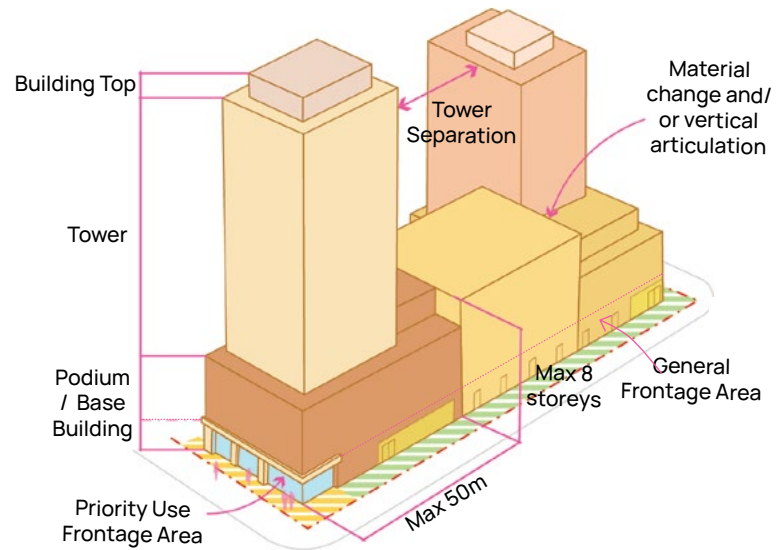


Figure 85: Tall building key terms and metrics

Height and Massing

- For these Urban Design Guidelines, Tall Buildings are 11 storeys or greater in height.
- The height peak for Mountainview West should be in the Mountainview Centre character area.
- High-rise buildings shall include a podium that will contribute to the spatial enclosure of all adjacent streets and open spaces and define a more pedestrian-scaled environment.
- Podiums shall be a minimum 2 storeys in height up to a maximum of 8 storeys or a height
- High-Rise Buildings will include a smaller tower element used to accommodate increased height and density above what is contained within the podium.
- Notwithstanding above, towers without podiums shall be permitted, provided they demonstrate that they incorporate design strategies to support a vibrant and pedestrian-friendly environment at street level.



Figure 86: Stepbacks and material change differentiate the pedestrian oriented podium from the tower beyond.

- g) Wherever a Podium is longer than 50m, material transition and/or vertical articulations should be provided to create the impression of separated volumes and break up the perceived mass of the building.
- h) Towers should have a minimum separation distance of 25m.
Note: Towers within the same block may demonstrate reduce tower separation if direct facing relationship between buildings are demonstrated as minimal and shadow impacts are reasonable.
- i) Tower floorplate should generally be no larger than 1000sq.m between the 8th and 15th storeys and no larger than 800 sq.m above the 15th storey.

Orientation

- j) Tall Buildings should be setback in accordance with Frontage and Setback Guidelines 4.5.6 and as identified in Schedule 6
- k) When a Tall Building is located on a corner, all facades facing a street should be treated as primary facades and contribute to neighbourhood street life through high quality materials, architectural details, and generously proportioned window bays and doors.
- l) Primary entrances to buildings should be clearly identifiable and highly visible. Entrances should address street corners where appropriate to contribute to street level activity.
- m) Secondary building entrances should be oriented towards mid-block connections, where possible.
- n) When patios and balconies are present, they should be designed to maximize the usability and appearance, accommodate at minimum a small table and chairs.

Special Considerations

- o) Where commercial retail uses are located at grade, weather protection such as awnings or canopies may be appropriate.
- p) When situated adjacent to a transit stop, opportunities should be explored to incorporate sheltered areas for waiting passengers.
- q) Mechanical equipment should not be located adjacent to public streets or open spaces and should be appropriately screened.
- r) Mechanical Penthouses that rise above the edge of the roof should be integrated into the design and structure of the building.

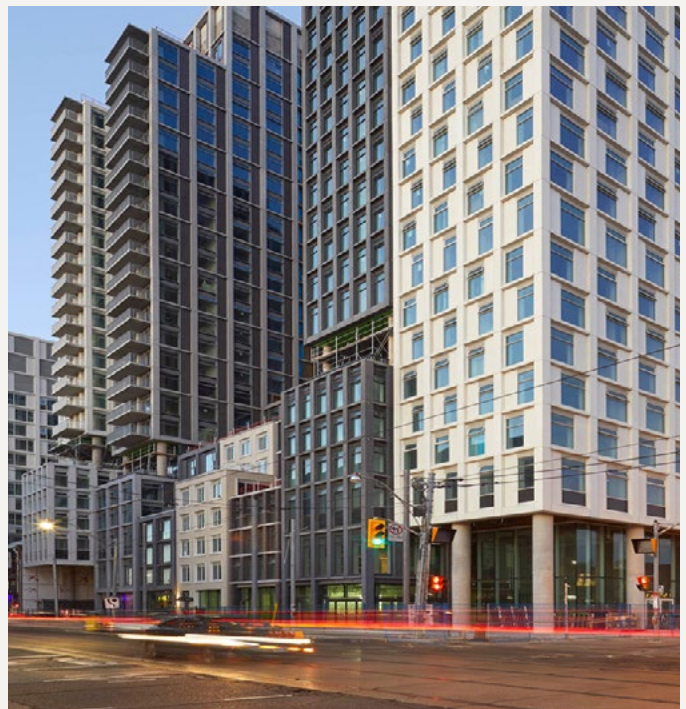


Figure 87: Vertical articulation along a facade can provide variability in high density areas

Built Form Guidelines

4.5.6 Frontages and Setback Guidelines

- a) Buildings should provide active uses at grade wherever possible to contribute to vibrant street life.
- b) Housing units on the ground level of multi-family residential buildings should have front doors with direct street-level access.
- c) Any building with a designated General Frontage, according to Schedule 6, should generally be setback 4–6m from the right-of-way and support a consistent street wall to provide space for porches, stoops, patios and/or soft landscaping elements that transition private and public spaces.
- d) Any building with a designated Priority Use Frontage, according to Schedule 6, should generally be setback 1–3m from the Right-of-way to provide for spill out activities associated with retail and services such as patios, display stalls, and seating.
- e) Priority Use Frontages should contribute to urban street life, with special attention paid to architecturally detailed, generously proportioned, and highly transparent ground-floor facades that create a dynamic pedestrian environment. 50%–90% of Priority Use Facades should be glazed to promote visibility between indoors and outdoors.
- f) Priority Use Frontages should feature vertical separation through material/colour changes, massing articulations, and/or architectural detail every 12m or less on the ground floor to create a dynamic pedestrian experience and accentuate individual storefronts.
- g) The design of storefronts in Priority Use Frontage areas should consider architectural detail elements such as recessed entries, cornices, sign bands, and pilasters to accentuate display windows and signage areas. These elements contribute to the vertical separation as described above in 4.5.6.f.



Figure 88: Front patios for street facing units will create amenity for residents and add eyes on the street



Figure 89: Residential front entry with stoops will help to define front doors facing the street



Figure 90: Multiple storefronts, defined by articulations, signs, and pilasters will create interest along the street

4.5.7 Parking, Servicing and Loading Guidelines

- a) Access points to parking, servicing and loading should be located on secondary or private streets wherever possible.
- b) Where street access to parking, loading and servicing areas is permitted, it should be located towards the edge of the site to preserve as much building frontage as possible for residential or retail activities that can contribute to neighbourhood street life and pedestrian interaction.
- c) Servicing elements such as garbage and utilities should be internalized within buildings wherever possible. When internalizing is not possible, measures should be taken to conceal these functions with landscaping, screening, and/or integration with building design.
- d) No surface parking shall be permitted between the front of the building and the street within mid and high-rise development blocks.
- e) Underground parking entrances should be designed to integrate within the facade of the building.
- f) Shared vehicular and servicing access is encouraged to reduce vehicular access points and minimize potential conflicts between pedestrians and vehicles. When potential conflicts between the pedestrian realm and servicing and loading functions exist, appropriate design measures should be taken to ensure pedestrian safety through clear sight lines, street design, and/or other measures.



Figure 91: Underground parking and loading access will be integrated into building design to reduce visual impact

4.5.8 Landmark Building Guidelines

- a) Landmark buildings, as identified in Schedule 6, should have a unique, memorable silhouette or architectural form that stands out within the skyline or streetscape. This can be achieved through varied rooflines, prominent vertical elements, massing strategies, or taller heights relative to surrounding buildings.
- b) The design of Landmark Buildings should consider iconic elements, such as signature colours, unique facade patterns, or standout features like corner accents, which can make the building easily recognizable from a distance. Public art, lighting installations, or digital displays can further enhance the building's role as a visual landmark.



Figure 92: Buildings can be landmarks through their material and architectural interest

4.6 URBAN SYSTEMS

Infrastructure and community design will support environmental sustainability and resilience for both Mountainview West and adjacent residential areas.



Figure 93: Artist interpretation of the Pondsides Promenade



Stormwater Management and Flood Mitigation

Mountainview West employs a systems-based approach to water management that integrates stormwater management into the physical planning and placemaking of the community. The stormwater management facility situated along the community's southeastern edge will aid in source control and quality while enhancing amenity for nearby homes by extending the natural landscape of the 16-Mile Creek natural heritage system north into the community.



Sustainability

Sustainable development has been woven throughout the community, from its foundation in landscape remediation to its design with multi-family housing that efficiently uses land and promotes active mobility and public transit. Detailed design in later phases of the process will provide opportunities for lighting, building materials, electrified parking, stormwater source controls, and tree and plant choices that supplement the significant investment in urban systems to create a more climate-resilient and lower-carbon community.

Sustainability and Urban Systems Guidelines

4.6.1 General Guidelines

Buildings

- a) Green roofs may be appropriate on podium base buildings and mid-rise buildings to attenuate stormwater and contribute to the green identity of the community. Where green roofs are not present, highly reflective roofing materials may be appropriate.
- b) Design of buildings should incorporate best practices in bird-friendly design to discourage bird/window collisions.
- c) Building layouts, orientation, and facade design should consider energy efficiency and greenhouse gas reduction wherever possible.

Public Realm

- d) Parks, open spaces, and private landscaped areas should reduce municipal water consumption by utilizing lower-maintenance native plant species, along with rainwater harvesting, recycling systems, and other measures.
- e) Interpretive opportunities should be incorporated within open spaces alongside the 16-Mile Creek Natural Heritage System to enhance education and awareness of the valley's environmental attributes and functions.
- f) Investigate the potential for managed trails within and through the natural heritage system to mitigate human impacts and cultivate environmental interpretation and appreciation opportunities.
- g) Integrate systems such as stormwater management into the design of the public realm where possible to increase awareness of these functions.
- h) High-efficiency LED lights compliant with “dark sky” standards should be implemented to illuminate outdoor areas.
- i) Rainwater harvesting and recycling systems, rain gardens, bio-retention cells, permeable pavement surfaces, and other innovative stormwater techniques on private development blocks may be considered during detailed design to complement the Stormwater Pond and urban utilities.



Figure 94: Dark sky lighting can promote views of the sky



Figure 95: Native plantings can help reduce maintenance



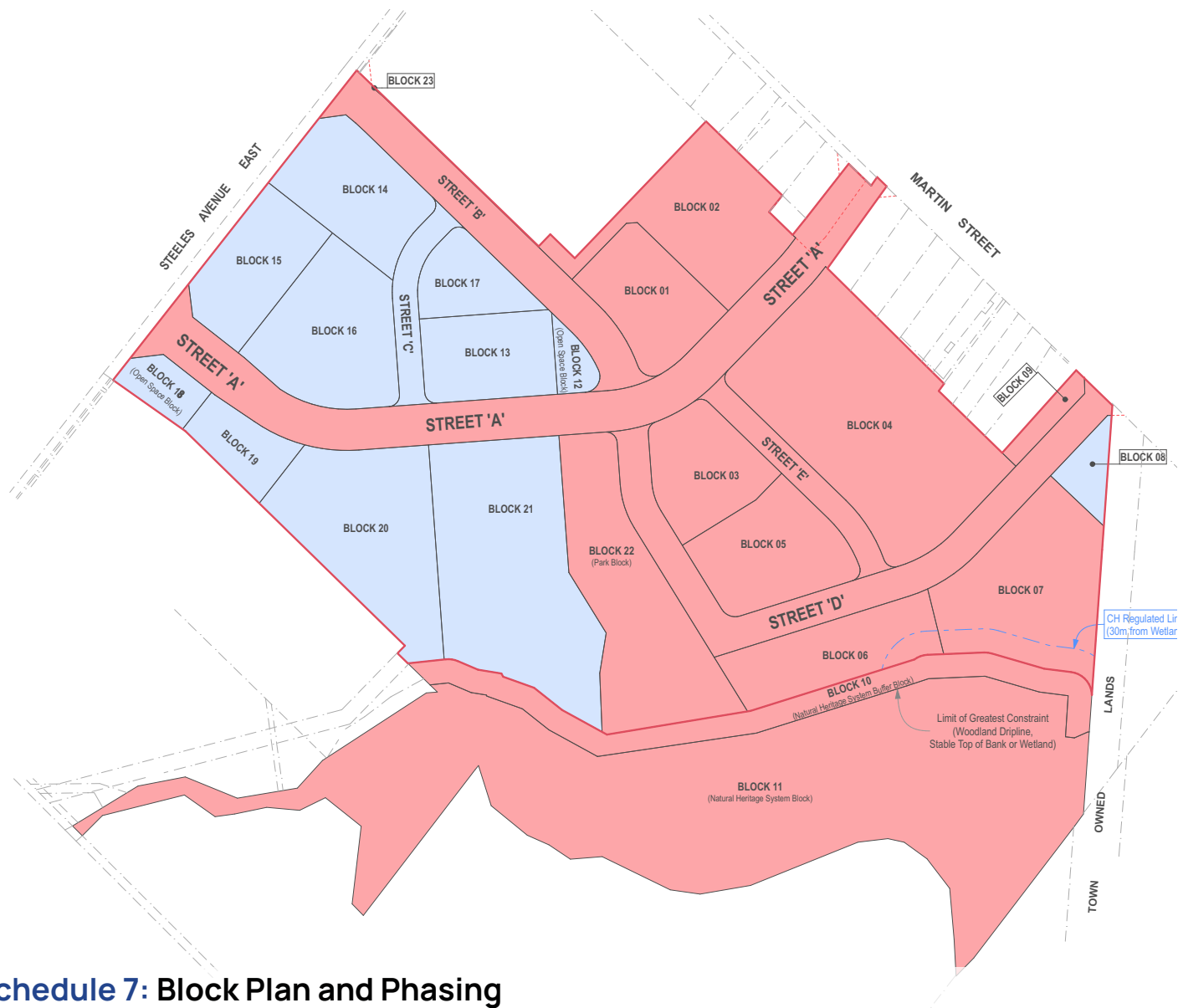
Figure 96: Interpretive signage can help enhance awareness of sustainable systems



Figure 98: Artist interpretation of the future main street along Street A, looking towards Parkside

4.7 BLOCK PLAN AND PHASING

Careful planning of buildings, open spaces, and infrastructure will ensure Mountainview West remains livable and positively contributes to the existing community throughout the development process.



4.7.1 Phasing Strategy and Statistics

Block	Area (ha)
Phase 1	
Natural Heritage System and buffer (Blocks 10 -11)	5.35
Stormwater Pond (Block 7)	0.9
Park and Open Space (Block 22 - Community Green)	1.04
Street A	1.45
Street B	0.65
Street D	0.89
Street E	0.26
Block 1	0.49
Block 2	0.74
Block 3	0.47
Block 4	1.65
Block 5	0.58
Block 6	0.53
Block 9 (Reserve)	0.09
Block 23 (Reserve)	0.005
Phase 2	
Open Space (Block 12 - Civic Plaza)	0.09
Open Space (Block 18 - Gateway Green)	0.16
Street C	0.21
Block 8	0.13
Block 13	0.45
Block 14	0.56
Block 15	0.49
Block 16	0.74
Block 17	0.28
Block 19	0.24
Block 20	0.96
Block 21	1.4
TOTAL	20.80

Phase 1 will include the eastern portion of the Site along the existing Martin Street neighbourhood, a central open space element (Community Green), a stormwater management pond with associated public realm elements, and the Natural Heritage System. This phase will help to establish the early street network and infrastructure required for development within the community and introduce lower-scaled housing that integrates alongside established neighbourhoods.

Phase 1 elements include:

- Natural Heritage System and Buffer Blocks
- Stormwater Management Pond and Pondsides Promenade
- Streets A, B, D, and E
- Community Green (Block 22)
- Development Blocks 1-6

Phase 2 will encompass the remaining areas on the western side of the Site, as well as Block 8 located at the corner of Martin Street and Street D. It will build on the investments made in Phase 1 to complete the community, delivering major open spaces, higher densities, improved connectivity, and a greater mix of uses to serve the community's residents.

Phase 2 elements include:

- Civic Plaza
- Valleyside Trail
- Gateway Green
- Street C
- Development Blocks 8 (at the corner of Martin Street and Street D), and Blocks 13-21, including additional commercial-retail on Street A and at the corner of Steeles Ave. E.

5.0

**Phase 1 Urban
Design Brief**

Purpose of the Urban Design Brief

The following Urban Design Brief has been prepared to support the proposed Official Plan Amendment and Zoning By-law Amendment for 150 Steeles Avenue East and 248 Martin Street in the Town of Milton. This brief aims to supplement the sitewide Comprehensive Development Plan (“CDP”) with a more detailed and illustrated analysis of the proposed phase one development.

It should be read in conjunction with the broader Comprehensive Development Plan (chapters 1-5), as specific elements of the vision and site context are found in the preceding chapters.



Figure 99: Artist interpretation of the Proposed Development

5.1 INTRODUCTION

The Proposed Mountainview West Development will redevelop the former Meritor lands to establish a new, vibrant downtown neighbourhood at the gateway to the escarpment. Phase 1 (the “Proposed Development”) will provide a diverse, low-to-mid-rise development that will integrate alongside the existing Martin Street community.



Phase 1 includes five mid-rise residential buildings and 110 townhouse units collectively spread over seven development blocks.

This phase will establish most of the street network as outlined in the Comprehensive Development Plan, ensuring access to both Steeles Avenue East and Martin Street, while enhancing the natural environment and supporting the long-term infrastructure needs of the site by implementing the rezoned and remediated Natural Heritage System, a new Stormwater Management Pond and a major open space. Buildings in this phase will gently transition in scale to the existing community, reinforce the streets as vibrant places, introduce new amenities to the neighbourhood, and provide housing to support Milton’s growth.

The first phase of the Mountainview West Development proposes a total gross floor area of 92,174 sq.m. comprised of 91,652 sq.m. of residential and 522 sq.m. of non-residential uses. In this phase, 1,065 residential units (955 residential apartments and 110 townhouses) will be delivered in a range of sizes and forms. There will be approximately 17% one-bedroom, 47% one-bedroom plus den, and 35% two-bedrooms in residential apartments and approximately 27% back-back-back townhouses, 47% double frontage townhouses, and 26% front lane townhouses, providing a range of unit sizes in a variety of built forms to cater to individuals from all walks of life.

5.1.2 Phase 1 at-a-glance

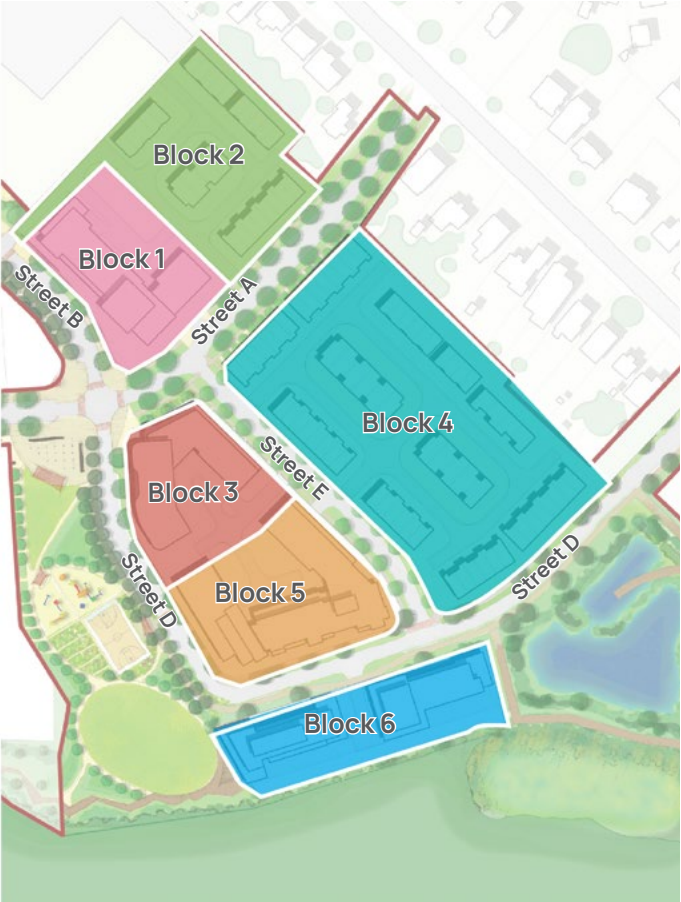


Figure 100: Key statistics of the Proposed Development

Block	Height	FSI	GFA (sq.m)	Units	Vehicle Parking Spaces	Bicycle Park- ing Spaces
Block 1	8-storeys	3.04	14,855	197	245	208
Block 2	3-storeys	0.68	5,071	31	70	31
Block 3	8-storeys	3.04	14,158	186	226	218
Block 4	3-storeys	0.82	13,572	79	174	52
Block 5	10-storeys	4.37	25,305	338	421	379
Block 6A	7-storeys	3.61	8,962	111	302	251
Block 6B	9-storeys	1.92	10,252	123	shared with 6A	shared with 6A
TOTAL	3-10 Storeys	2.07	92,174	1065	1,438	1,139

5.2 PHASE 1 SITE TODAY

The Proposed Development provides an opportunity to turn a contaminated site into an urban community north of Milton's Downtown through context-sensitive development and enhanced natural heritage.

The Phase 1 site covers an area of 12.77 hectares, primarily consisting of the southern and eastern portions of the Mountainview West Development Area.

For more information on site and community context, see Comprehensive Development Plan sections:

- 2.1 Site History and Urban Change
- 2.2 The Site Today
- 2.3 Community Context
- 2.4 Development Context



5.3 CONTRIBUTION TO DESIGN AND POLICY DIRECTION

5.3.1 Contribution to Design Principles

The Comprehensive Development Plan has identified four key principles to guide development. The first development phase responds to these principles by implementing the vision for a neighbourhood that is integrated with the existing community and the 16-Mile Creek Natural Heritage System.

A Green and Blue Community

The proposal will complete the site's remediation and safeguard the Natural Heritage System for future generations. The newly constructed wetland will be supported by the proposed Stormwater Management Pond, which will create a new blue edge to the site while effectively managing stormwater for Phase 1 and beyond.



A Connected Community

The initial phase of development aims to deliver almost the entire public street network, ensuring a highly connected system from the start.



A Welcoming Community

By offering low-rise housing next to the existing community during the first phase, the Proposal will deliver a low-scale built form that sensitively integrates alongside the current community. New connections and open spaces created in the first phase will benefit existing and new residents.



An Urban Community North of the Downtown

The Proposed Development will build out the key gateway intersection that provides connectivity to Downtown, where Street D intersects with Martin Street. This will enable the extension of a trail connection to Main Street via the municipally owned, disused rail corridor.



5.3.2 Town of Milton Official Plan, 1996, as amended (December 2024 Consolidation)

The Town of Milton is currently undertaking a comprehensive review and amendment to its local Official Plan and has divided the process into two parts. Part 1 of the New Official Plan received approval on December 19, 2025 from the Ministry of Municipal Affairs and Housing. This February 2026 CDP has been prepared to support meaningful modifications to the design, layout, and overall approach to address stakeholder and technical review comments, and further enhance the Proposed Development's compatibility and functionality. Because the April 2025 submission was made prior to the Province's approval of Part 1 of the New Official Plan, the applicable official plan policies for the Proposed Development are those in the Town of Milton Official Plan, 1996, as amended, and this CDP analyzes the Proposed Development's conformity to the policies of that Plan. Overall, the *Development* advances the Town's urban design and safe community objectives by delivering a high-quality, human-scaled, and characterful community.

Section 2.8 of the Official Plan (OP) outlines policies and guidelines pertaining to urban design. The primary objective is to ensure that every development proposal, whether at the individual site level or the community level, is crafted to meet a high standard of urban design and to contribute positively, both in form and function, to the town's built and managed environment (2.8.1).

The urban design objectives include, but are not limited to, the following:

- Practice sustainable development by adhering to urban design principles and standards, which respect the natural bioregion, reinforce natural processes, and conserve natural resources (2.8.2);
- Achieve a high standard of design in the built environment that is complimentary to and compatible with existing development and the Town's natural and cultural heritage (2.8.2.2);
- Develop an active and attractive network of urban spaces by ensuring compatibility between open spaces and built forms (2.8.2.3);
- Achieve barrier-free access to public and publicly-accessible places for all by considering the full range of human abilities and impairments in built environment design (2.8.2.6);

- Consistently apply human scale design principles in urban design (2.8.2.9);
- Achieve a varied pattern of built form that supports and enhances the urban experience through architectural design (2.8.2.11);
- Achieve a complementary relationship between new and existing buildings, while accommodating evolving architectural styles and innovative built forms (2.8.2.12);
- Enhance the unique character of a district, neighbourhood, or group of buildings (2.8.2.13);
- Ensure high quality design in all public facilities and parks and open spaces (2.8.2.19);
- Encourage minimum green building standards as set by the Green Energy Act (2009);
- Ensure that new *Development* considers the provision of safe and accessible active transportation facilities and access to public transit within walking distance (2.8.2.21); and,
- Encourage innovation in urban design that contributes to affordability and energy and natural resource conservation (2.8.2.23).

The Proposed Development has regard for the urban design objectives expressed through its design, which is complementary and compatible with existing developments and adjacent land uses. It introduces low-rise townhouses and mid-rise buildings to diversify the housing mix. It gradually increases building scale to the west to provide an appropriate transition between the low-rise neighbourhoods on the site's eastern edge. The more compact building types contribute to a more sustainable development pattern.

The buildings have been organized and designed to define and enhance the public realm experience and contribute to a distinct sense of place. A variety of architectural expressions and vertical articulations break down the scale of development and reference the more fine-grained development pattern of historic Milton.

The site's street and active transportation network supports accessibility and multi-modal access to and from the site. It offers a variety of connections and linkages to facilitate walking, rolling, or cycling through the Proposed Development. The proposal has also been designed to incorporate the potential for future public transit access, which would support the expansion of local transit services and enhance local accessibility.

The OP provides additional direction related to urban design guidelines, gateways, road design, parking, microclimate, views, barrier-free access, public art, and landscape design. An in-depth review of the policies outlined in the OP is included in the Planning Rationale Report prepared by Urban Strategies Inc., dated February 2026 and submitted as part of this application.

Section 2.9 of the OP outlines policies and guidelines related to safe community design. The overarching goal is to achieve, through the timely review of development applications, safe community design that heightens the level of public safety and awareness.

The objectives for safe community design include, but are not limited to, the following:

- Ensure sufficient surveillance, visibility and lighting levels in public and publicly accessible spaces (2.9.2.3);
- Encourage the design of urban open spaces and streetscapes which eliminate potentially hazardous conditions or objects (2.9.2.2);
- Ensure the ability to hear and be heard in public and publicly accessible spaces in case of emergency or distress (2.9.2.5);
- Remove the environmental support for crimes by designing the relationships between buildings and outdoor spaces in a manner that does not facilitate concealment, entrapment or victimization (2.9.2.6); and,
- Implement Crime Prevention through Environmental Design (CPTED) Guidelines through the site plan approval process (2.9.2.7).

Policy 2.9.3.2 states that public spaces should be designed to be continuously occupied throughout the daily, weekly and seasonal cycles, specifically by co-locating different types of spaces, activities and institutions that provide a public presence at various times. Additionally, the provision of a range of essential community facilities, including grocery stores, day care centres and other recreational services, is encouraged to foster a sense of familiarity, community and security (2.9.3.5).

The OP states that development applications within the Urban Area will be reviewed to promote a sense of community ownership for public and publicly accessible spaces such as open spaces and parking areas (2.9.3.6). To facilitate public surveillance, the

OP directs that all publicly accessible spaces will be located near public roads, transit stops or other active spaces (2.9.3.7), and long passages or outdoor walks that cannot be monitored are discouraged (2.9.3.9).

Policy 2.9.3.12 states that there will be adequate lighting in non-isolated areas where there is poor visibility or there is there potential for concealed offenders, specifically within recesses in buildings, pedestrian and cycle routes, parking areas, and building lobbies. Additionally, buildings and open spaces should be designed to promote a number of clearly identified exits from public and publicly accessible spaces to preclude entrapment or the perception thereof (2.9.3.15). Public and private signage will also be installed to enhance safety and security (2.9.3.16).

The OP also directs that stormwater management ponds will not be located on or immediately adjacent to school sites in order to ensure student safety.

The Proposed Development has been designed with careful consideration of safe wind, noise, and shadow conditions across the site to eliminate potentially hazardous situations. The massing has been organized to mitigate the impacts of wind and shadow, promoting human comfort, as further detailed in the Wind Study prepared by SLR, dated February 2026, and the Sun/Shadow Study, dated February 2026, submitted with this development application.

The Proposed Development has been designed with Crime Prevention through Environmental Design (CPTED) principles in mind, incorporating passive surveillance opportunities whenever possible. This is achieved by integrating and positioning setbacks alongside active uses and front doors at grade, which encourage human activity in public spaces at various times throughout the day. The massing of the development helps to frame and support “eyes on” public streets and open spaces.

Additionally, trees, landscaping features, and street walls are designed to ensure clear sightlines and enhance open spaces. Adequate lighting will be installed throughout the Proposed Development to improve visibility between outdoor and indoor areas (to be specified at SPA).

5.4 SITE LAYOUT (THE FRAMEWORK)

The Framework Plan establishes the layout of streets, development blocks, and open spaces. The Proposed Development implements key elements of the Framework Plan to integrate alongside the existing neighbourhood and facilitate future development phases.



Schedule 9: Phase 1 Framework Plan

- Legend
- Phase 1 Boundary
 - Building Frontage
 - Priority Use / Retail Frontage

Street and Block Structure

Streets and blocks have been organized to implement the Comprehensive Development Plan, which links site access points to create logical development parcels that are appropriately sized for development while ensuring a high level of porosity. Block sizes are limited to less than 150 m overall, with mid-block connections provided throughout. No block exceeds 85 m in length without offering a publicly accessible mid-block connection.

The proposed street network primarily consists of public streets, enhanced by a secondary network of

mid-block connections and townhouse private streets facilitating access within development blocks. All townhouse private streets and mid-block connections will be publicly accessible, designed to look and feel like public streets, and well-landscaped.

The street network has been designed to improve connectivity in Northwest Milton and creating additional public frontage (along Street B) to the adjacent 170 Steeles Avenue East lands (Honda dealership) to support potential future development on those lands.

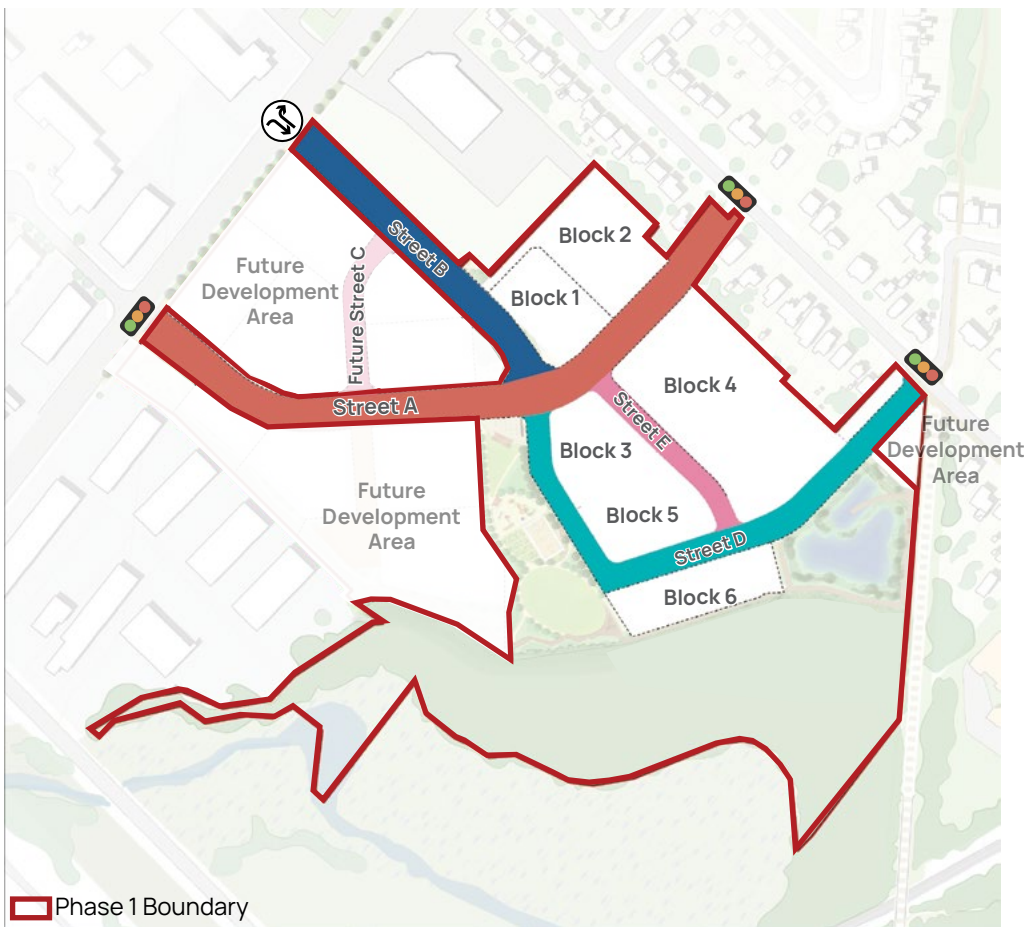


Figure 102: Phase 1 right-of-ways and blocks

Right-of-Ways

- Street A (26m) Public
- Street B (24m) Public
- Street D (20m) Public
- Street E (16m) Public
- Street C (16m) Future Public

- Signalised Intersection
- Right-in-right-out intersection

5.5 CHARACTER

The Proposed Development will deliver the entirety of the Martin Neighbourhood and Pondside and a portion of the Greenside character areas to ensure a diverse mix of housing and urban development from day one.



Schedule 10: Phase 1 Character Areas

- Legend
- Martin Neighbourhood
 - Parkside
 - Pondside
 - Mountainview Centre
 - Steeles District

Section 4.2 of the CDP Urban Design Guidelines identifies Character Areas, which promote a series of distinct areas that respond to unique site characteristics and adjacencies. These character Areas are intended to help determine the look and feel of the community, providing a variety of place types and distinctiveness for development.

Martin Neighbourhood

Section 4.2.1 of the CDP Urban Design Guidelines promotes the Martin Neighbourhood as low-rise with grade-related housing that has rich material textures and limits surface parking to be internal to the block.

The Proposed Development in the Martin Neighbourhood Character Area features low-rise buildings with residential stoops that face quiet residential streets and lanes. Townhouses with brick facades represent the predominant urban form in this area. The proposed townhouses seamlessly integrate Mountainview West into the fabric of the existing low-rise community, providing a gentle density with a distinctly residential character.

Pondside

Section 4.2.2 of the CDP Urban Design Guidelines promotes Pondside as a low- to mid-rise area that celebrates its proximity to natural heritage and the stormwater management pond. Development in Pondside should reinforce the connection to Downtown Milton through built form and landscape. There should be a clear focus on articulated buildings and façades that break up massing, echoing the fine-grained rhythm and variety found in Old Milton.

The Proposed Development within Pondside Character Area will front onto and animate Street D, the Stormwater Management Pond, and the Pondside Promenade with architecturally distinct low to mid-rise buildings. An important gateway is proposed at the intersection of Street D and Martin Street, signalling and supporting a walkable connection to Downtown Milton through wayfinding, a new multi-use trail, and clear sightlines.

A landmark 10-storey building at the corner of Street D will serve as the height peak for the Proposed Development in Phase 1. It will include a commercial/retail unit that activates the Pondside Promenade and future planned open spaces. Across the street, adjacent to the new Community Green, a new

9-storey mid-rise building will help frame views of the Park when travelling west from Martin Street and anchor views down Street D when travelling south from Street A.

Pondside will feature a variety of building types, uses, and connections while establishing a prominent placemaking feature with key views and vistas over natural heritage. These elements will collectively contribute to the area being a focal point for community life within the Proposed Development.

Parkside

Section 4.2.3 of the CDP Urban Design Guidelines promotes Parkside as a mid-rise area that celebrates green space. It provides a transition from the low-rise Martin neighbourhood to planned higher densities in future phases and should include active grade-related uses to support key streets.

The Proposed Development will deliver the eastern portion of Parkside with two mid-rise buildings. These buildings will contribute to the spatial definition of the streets and the future planned Community Green, featuring active grade-related uses at key locations along Streets B and D. Parkside, along with the Pondside character area, will contribute to a green and vibrant community with multi-modal streets, including the proposed multi-use trail connecting Martin Street to Steeles and landscaped setbacks.

Note:

Streets A and B in the first phase will pass through the Mountainview Centre and Steeles District character areas, which will be addressed in future phases. The street design in this initial phase will create a network that supports the anticipated built form and open space, as outlined in the Comprehensive Development Plan. The section of Street A west of Blocks 2 and 4 will be designed to facilitate future ground-oriented commercial activities along its length (refer to Comprehensive Development Plan Section 4.2.4 Mountainview Centre). Two proposed intersections on Steeles Avenue East will act as gateways to the site, enhancing access and laying the groundwork for subsequent phases of development.

5.6 PUBLIC REALM

The Proposed Development will deliver an active and engaging public realm that includes streets, trails, Natural Heritage Systems, and stormwater infrastructure. Unique placemaking opportunities will create community focus in phase 1 and support the future public realm.



Schedule 11: Phase 1 Open Space System

Legend
□ Buildings

Section 4.3 of the CDP promotes a distinct, comfortable, animated, and habitat-supportive open space network. Development should contribute to a diversity of open space types that relate to their surroundings and provide strong visual and physical connections to the Natural Heritage System while preserving future connections via the municipally owned disused rail corridor south to the historic downtown. Buildings and open spaces should work together to support Crime Prevention Through Environmental Design and enliven the public realm with human activity. Lastly, open spaces should adopt a multi-species approach to design, promoting biodiversity and climate-resilient solutions.

The Proposed Development will enhance the open space framework envisioned in the Comprehensive Development Plan by implementing the remediated Natural Heritage System and wetland, along with the Stormwater Management Pond and Pondsides Promenade, which serve as two key focal points for placemaking within the community. A network of streets, multi-use paths, and mid-block connections featuring high-quality landscaping will foster a connected and accessible public realm. Collectively, these features will improve views to destinations within Mountainview West, promote natural surveillance, and expand Milton's open space system.

Linkages to surrounding open space network

The Proposed Development is well-connected to various existing open spaces and public streets while preserving crucial opportunities for future linkages. Streets A and B provide pedestrian access to Steeles Avenue West, which features a multi-use pathway leading to Chris Hadfield Park just north of the site and several conservation areas further west.

Streets A and D offer direct connections to Martin Street, linking pedestrians and cyclists to Downtown, nearby neighbourhoods, schools, and parks. Importantly, the intersection of Street D and Martin grants access to W.I.D. Middle School and the associated open spaces via Caves Ct. and the pedestrian pathway.

The proposed loop trail around the Stormwater Management Pond and the multi-use trail along Street D together offer connections to the future planned Valleyside Trail (see CDP 4.4.10) and the municipally owned, disused rail corridor south of the site. These two potential future connections create a porous and accessible edge to the site, linking to Martin Street Public School and a future possible bridge to Livingston Park and Downtown Milton including Victoria Park.



Figure 103: Proposed public realm within the broader context

Views and vistas of natural features

The remediation and protection of the Natural Heritage System for future generations has established a green edge at the southern boundary of the site. The open space network outlined in the Comprehensive Development Plan preserves key views of this green edge by integrating open spaces and trail systems along its perimeter. Street E and parts of Street D provide access and sightlines down to the Natural Heritage System. The Stormwater Management Pond and Pondsides Promenade are designed to support views towards the Natural Heritage System and centre community activity and placemaking around nature. This will be enhanced by seating areas and potential public art highlighting the natural surroundings.

Natural surveillance

The layouts of streets, open spaces, and buildings have been designed to promote natural surveillance and a connected community.

The Proposed Development demonstrates Crime Prevention Through Environmental Design by facilitating passive surveillance and encouraging activity and community life on public streets and open spaces. A consistent street wall with active ground-floor uses, including front entrances to ground-floor residential units that open directly onto public streets, clear sightlines, proper lighting, and retail use to foster activity, will enhance safety and promote a sense of community ownership. The proposed retail spaces and multi-family building lobbies are primarily oriented toward corner locations, where they can increase street-related activity.



Note: The design and placement of trails take into account the Design Guidelines for School Site and Adjacent Lands Planning by creating a multi-use trail network along Streets B and D that can connect young students to several nearby schools. The proposed future connection from Mountainview West to Martin Street Public School via the municipally owned disused rail corridor south of the site will improve safe access to schools. This future route would also enable young students to reach several other schools and parks in the vicinity with minimal street crossings.

5.6.1 Detailed Elements of the Public Realm

Natural Heritage System

Section 4.3.2 of the CDP Urban Design Guidelines promotes a Natural Heritage System that controls access and ensures the spaces are compliant with Conservation Halton regulations.

The Proposed Development implements a 5.35 ha Natural Heritage Area and associated buffer that will safeguard the landscape for future generations and enhance biodiversity at both local and regional levels. The proposed NHA adheres to the policies and setbacks of the Halton Region Conservation Authority.

Pondside Promenade

Section 4.3.6 of the CDP Urban Design Guidelines promotes the Stormwater Management Pond not only as a functional feature to enhance community resilience but also as a picturesque community amenity that fosters recreation, provides habitat, and supports mobility through a promenade along its northern edge and a continuous publicly accessible loop trail around the pond.

The Proposed Development implements the key objectives of the CDP by establishing the Stormwater Management Pond and the Pondside Promenade along its northern edge. This creates a distinctive community amenity centred on nature.

The Proposed Development will create a high-quality pathway along the edge of the pond, providing a unique pedestrian and cycling experience throughout its length with opportunities for passive recreation. An accessible loop trail will encircle the pond, featuring seamless connections to the Street D multi-use trail and protected links to the Valleyside Trail in future phases. Native plantings will enhance biodiversity and support the pond's functional role in stormwater management.

The Stormwater Management Pond and Pondside Promenade will be constructed alongside Street D, creating a natural gateway into the site from Martin Street.

Martin Street Improvements

Section 4.3.7 of the CDP Urban Design Guidelines identifies opportunities to improve the Martin Street Frontage by marking the entrance to the community.

The Proposed Development will mark the intersection of Street D and Martin Street with landscape improvements and a small open space at the southwest corner.

Opportunities for public art

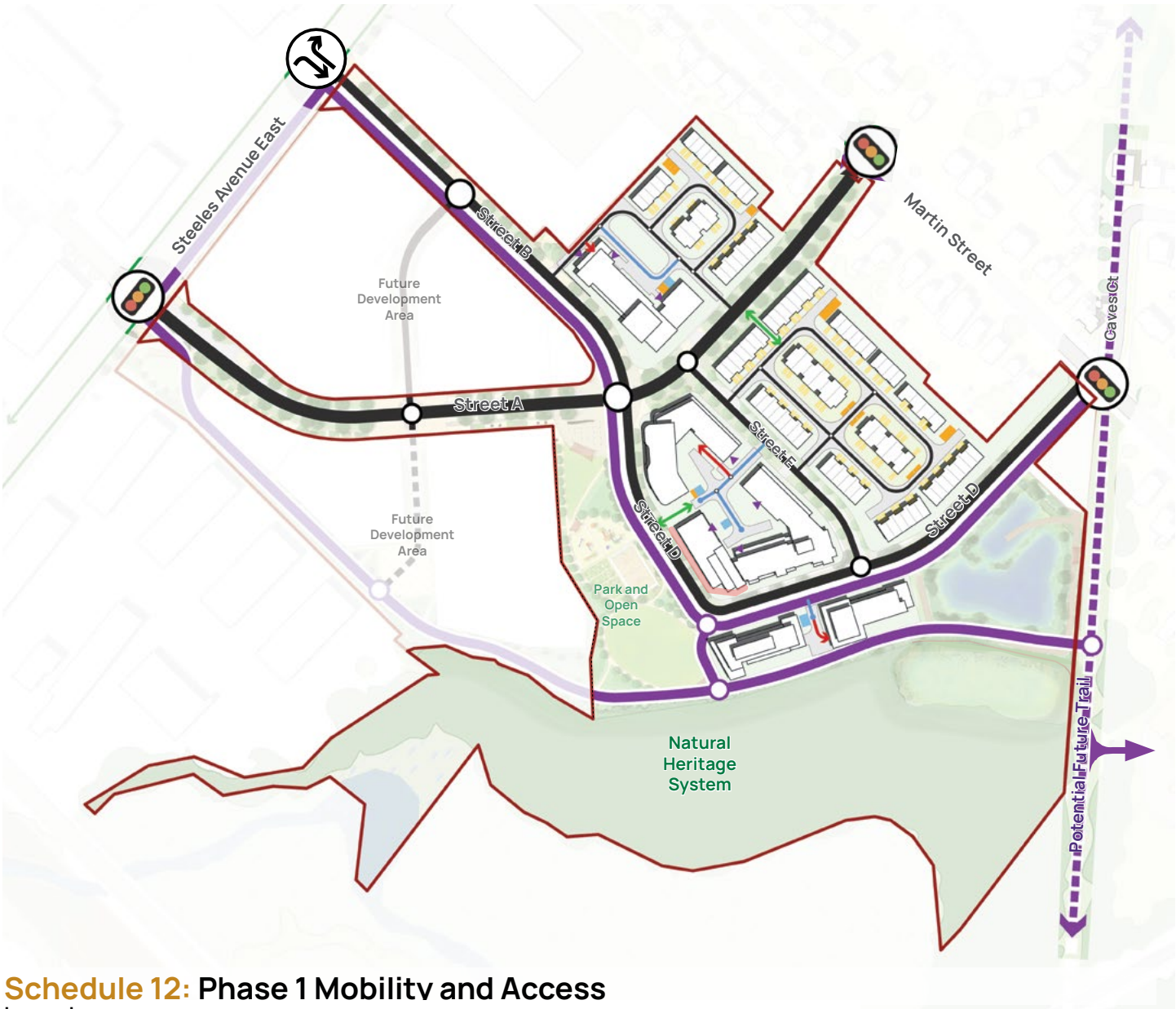
As identified in section 4.3 of the Comprehensive Development Plan, there are two significant opportunities for public art within the plan, both situated along the Pondside Promenade in a highly visible area where streets and trails intersect.



For streetscaping see Section 4.4.1 of the Comprehensive Development Plan

5.7 MOBILITY

Phase one supports the mobility framework of the Comprehensive Development Plan by implementing the core elements of the street and active transportation network.



Schedule 12: Phase 1 Mobility and Access

- Legend**
- Public Street
 - Potential Private Road
 - Multi-Use Pathway
 - Potential Future Multi-Use Pathway
 - Signalised Intersection
 - Right-in-right-out intersection
 - Pick-up drop-off
 - Underground parking access
 - Pedestrian Mews
 - Townhouse parking stall
 - Visitor parking stall
 - Pick-up drop-off stall

Section 4.4 of the CDP Urban Design Guidelines promotes a mobility network that is diverse, connected, accessible, and attractive. The mobility network should include not only streets but also trails, pedestrian connections, and internal mid-block connections to promote a porous, pedestrian-oriented network that is fully accessible and well-designed with high-quality landscaping. The design of streets should reinforce character areas, adapt to the evolving nature of buildings and ground floor uses, and promote streets as a focal point for community activity. These guidelines also highlight an active mobility network linking Steeles to Martin Street through high-quality, dedicated multi-use trails.

The Proposed Development will significantly improve the mobility network. Most of the public street network will be developed early, setting the stage for future phases of development. The proposed street design presents a curbside condition that reflects the intended (or future) building uses along its edge, balancing pick-up and drop-off areas, parking, landscaping, and cycling/multi-use trail infrastructure to create an attractive and multi-modal network.

A key component of the community's active mobility network is implemented as part of the development. The Street B-D multi-use pathway will connect the heart of Mountainview West, linking active mobility users from the intersection of Martin/Street D, with its connections to Downtown and various amenities, to Steeles Avenue West, with its regional cycling connectivity.

5.7.1 Hierarchy of Streets

Street A

Proposed Street A acts as the central organizing spine for new development in Mountainview West, offering a crucial east-west connection between Martin Street and Steeles Avenue. This multi-functional street accommodates a variety of activities, ranging from residential living to retail and commercial ventures, and is designed to evolve into a key transit corridor over time. Its design adapts to the unique character of the areas it traverses, fostering a diverse and engaging streetscape experience.

Street B

Proposed Street B will be a pedestrian-friendly corridor that balances residential living with public open space. On one side of the street, a collection of thoughtfully designed low- to mid-rise residential buildings provides a mix of housing options, with street-level entrances, front patios, and welcoming lobby spaces that create a human-scaled, walkable environment. A multi-use path runs along the south and western sides of the street, providing a seamless pedestrian and cycling connection from Steeles Avenue. Parking is integrated along both sides of the street to provide convenient access nearby residential buildings and future commercial uses in later phases.

Street D

Proposed Street D serves as an extension of Street B, seamlessly connecting from Street A south and east to Martin Street. The street will extend the multi-use path from Street B along its west side, providing a safe and efficient route for pedestrians and cyclists housing the Pondsides Promenade within the right-of-way and connecting to Martin Street. Along its length will be a mix of mid-rise buildings with street-level entrances, front patios, lobby spaces and retail space at the elbow of street D. These frontages include direct entrances to residential units and prominent lobby spaces, enhancing the pedestrian experience and fostering a sense of community. Select areas for on-street parking are integrated to support access to residential buildings and the future community green.

Street E

The proposed Street E features a narrower right-of-way (ROW) that promotes slower vehicle speeds, fostering a safer and more pedestrian-friendly atmosphere. Soft landscaped boulevards and large canopy trees on both sides of the street will support a lush, green canopy that enhances the streetscape's appeal and provides shade and comfort for pedestrians. Low-rise buildings, including townhouses and mid-rise buildings will feature front doors opening directly onto the street. A single lane of on-street parking is included, offering convenient access for residents, visitors, and service vehicles while supporting the urban feel of the street.

5.8 BUILT FORM AND USE

The Proposed Development will provide a variety of low to mid-rise buildings that will facilitate a gradual transition in scale from the existing community and promote a clearly defined public realm.



Schedule 13: Phase 1 Built Form

- Legend
- Low-rise
 - Mid-rise
 - General Frontage
 - Priority Use Frontage
 - * Landmark Building

Section 4.5 of the CDP Urban Design Guidelines promotes a diverse, high-quality, and pedestrian-friendly built form. Buildings should provide a diversity of form, articulation, and façade treatment. General massing should transition from the lowest point adjacent to Martin Street to the Mid-Rise in the centre of the site. Landmark buildings should accentuate variation and mark key corners. Street enclosure is critical through a consistent street wall alongside new streets and open spaces

The Proposed Development is consistent with the objectives of the general guidelines for built form. It integrates a variety of building types at different scales. Building heights gradually increase from the lowest scale near Martin Street, where townhouses

up to three storeys correspond in scale with the existing neighbourhood along Martin Street. Townhouses will transition to 8-storey mid-rise buildings west of Street E. A 10-storey landmark building is planned to be situated at the bend of Street D, at the furthest point from the existing homes on Martin Street, marking a significant corner for the site next to the stormwater management pond and promenade. Buildings of 7 and 9-storeys in height along the south side of Street D will complement this massing transition and help to frame views to the Community Green.

The buildings are organized to create consistent street walls that will physically enclose and activate streets and open spaces. Architectural treatment and massing articulation enhance visual interest while helping to reduce the perceived scale of development and support a more diverse townscape.

Built form and ground floor uses provide careful transition from the existing neighbourhood

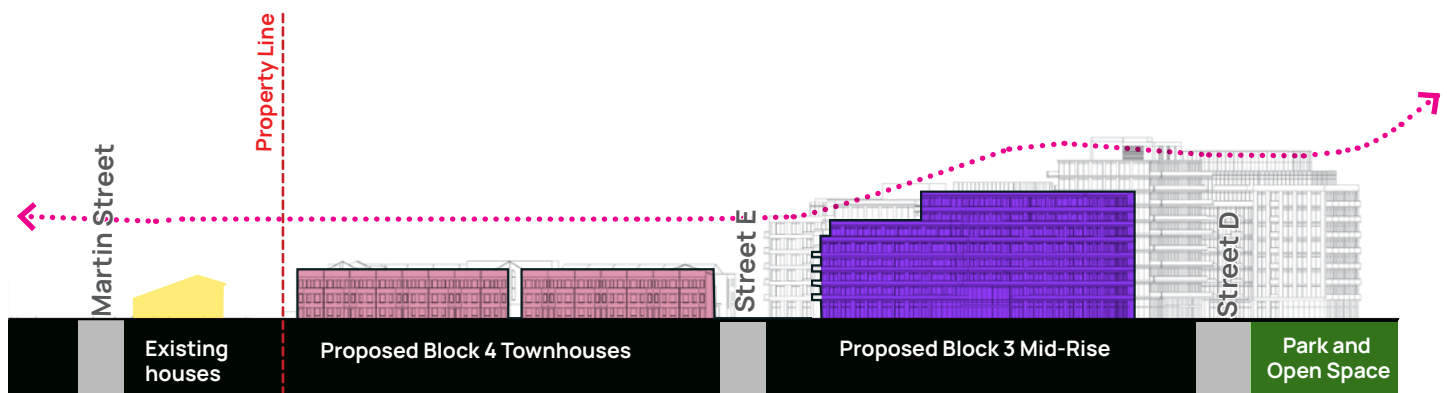


Figure 104:

A Section Cut of the Proposed Development and Martin Street, looking south from Street A.

5.8.1 Street Wall Ratio

The Town of Milton Urban Design Guidelines consider a building height-to-right-of-way width ratio as a determinant of building classification and built form intensity. They indicate that a mid-rise building is usually no taller than the width of the right-of-way it faces.

Buildings within the Proposed Development are generally no taller than the width of the right of way, with ratios decreasing towards Martin Street and increasing towards the western portion of the Proposed Development.

Notably, the only areas where the ratio exceeds 1.0 is near the 10-storey landmark building and 9 storey building at the elbow of Street D. While the ratio is up to 1.4, these buildings front onto the Community Green and Stormwater Management Pond (as contemplated in the CDP Framework Plan). In this context, taller buildings that are capable of defining the edge of both the adjacent street and open space are more appropriate.

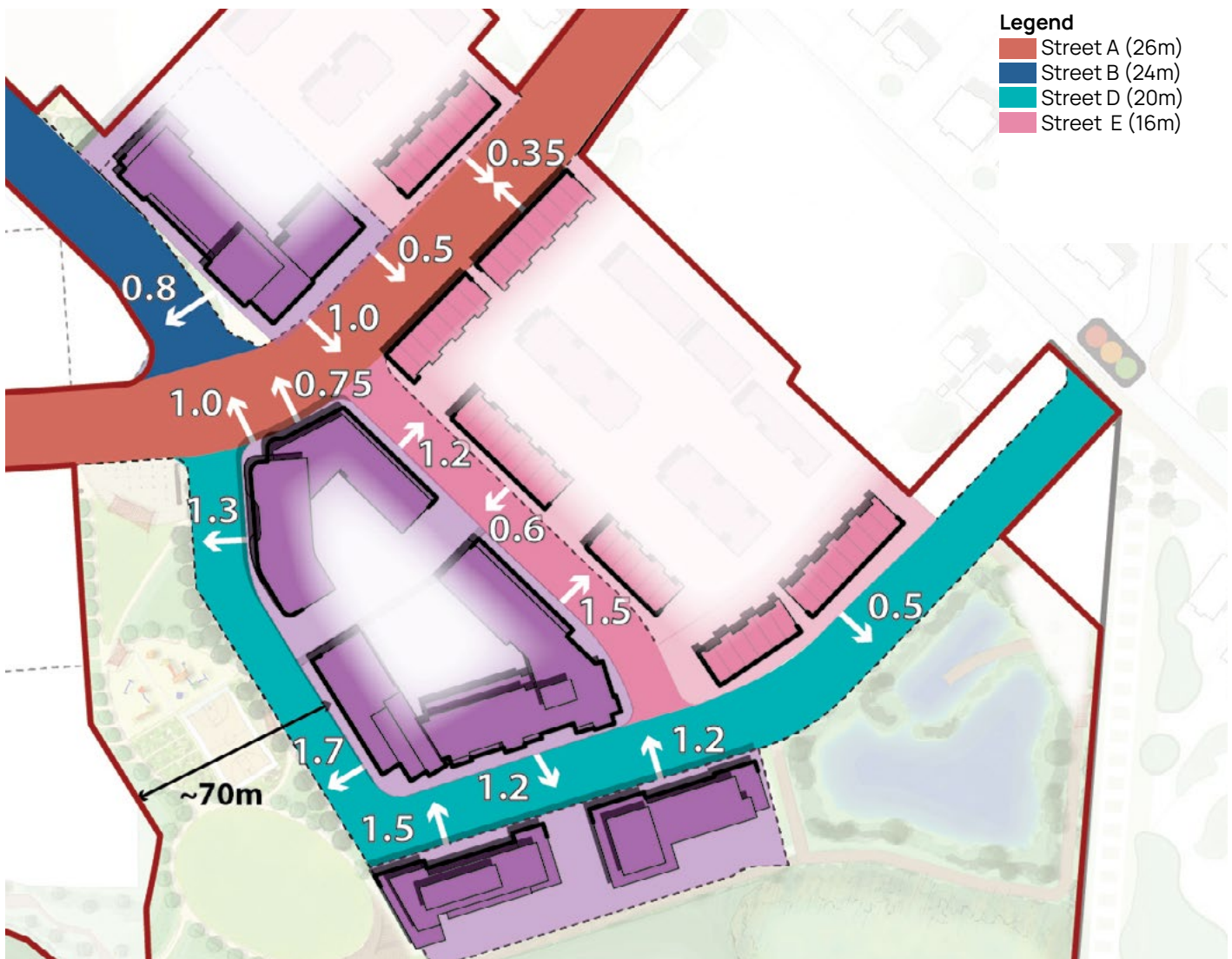


Figure 105: Street width-building height ratio within the Proposed Development

5.8.2 Ground Floor and Access

The Proposed Development has thoughtfully considered ground-floor usage, servicing, and block access to ensure that public streets are pedestrian-oriented and lined with the most active uses.

Servicing and loading are integrated within blocks, parking is typically internalized or underground, and vehicle access to servicing areas is situated off lower-order streets.



Figure 106: Ground floor uses Proposed Development

5.8.3 Townhouses

Section 4.5.2 of the Comprehensive Development Plan Urban Design Guidelines identifies townhouses as continuous low-rise (less than four-storey) buildings. The guidelines promote townhouses that are less than 8 consecutive units in a row, have front doors oriented towards the street, and integrated garages to limit their visual impact on private roads. Garages are not allowed to face public streets.

The Proposed Development is consistent with the Townhouse guidelines in the CDP by promoting a ground-oriented housing type that does not feature garages facing public streets. Front-facing garages are located internally within the block, integrated into the townhouse and occupying less than 70% of the façade. Each townhouse within the block

exhibits a blend of soft and hardscapes in front of the unit to avoid the visual effect of continuous hardscaped areas. Townhouses that face public streets are typically set back 3.0–4.0m and offer a rich public-private transitional landscape with front stoops leading to the primary unit entrances and soft landscaping areas. The public streets facing the townhouses incorporate landscaped areas and sufficient space for high-canopy trees, which work in harmony with residential stoops and landscaping to foster a quiet, green, and vibrant community environment.

Townhouses are proposed with a more tactile masonry façade that suits their pedestrian scale, while corner units receive special attention to address both the front and side streets.



- Single Townhouse (rear garage)
- Single Townhouse (front garage)
- Back-to-Back townhouse

Figure 107: Townhouses within the Proposed Development

Townhouse Facade Treatment

Architectural treatment has been carefully considered to respond to urban design guidelines and provide townhouses that blend into the existing neighbourhood along Martin Street.

Single Townhouse (rear garage)



Throughout block 3 and 4, rear garage townhouses will front public streets with stoops and residential character. Articulations will break up the length of townhouse blocks, giving each unit a distinct address and a mix of materials that blends old Milton and contemporary design.

Single Townhouse (front garage)



Front garage single towns will be located within development blocks, fronting onto the townhouse roads. Single garages minimize the visual impact on the street while massing and material accentuate the residential character with gables and a brick palette.

Back-to-back Townhouse



Back-to-back townhouses also rely on residential motifs, with gable roof lines that break up the massing of the townhouse block and take away visual significance of garage doors.

5.8.3 Mid-Rise Buildings

Section 4.5.3 of the Comprehensive Development Plan Urban Design Guidelines classifies mid-rise buildings as moderately larger than low-rise housing (5–10 storeys), while still framing the street with a human-scale form. The guidelines encourage mid-rise structures that enclose streets and open spaces with uniform street wall setbacks. Vertical articulation should be employed to break up perceived massing for pedestrians and provide a transition in scale to low-rise areas. Primary entrances must be clearly identifiable and situated in highly visible locations.

The Town of Milton Mid-Rise Design Guidelines encourage buildings that create a visually appealing and transparent street interface, enhance corners, plazas, and mid-block connections, minimize surface parking, and exhibit massing that aligns with the rhythm and context of the community.

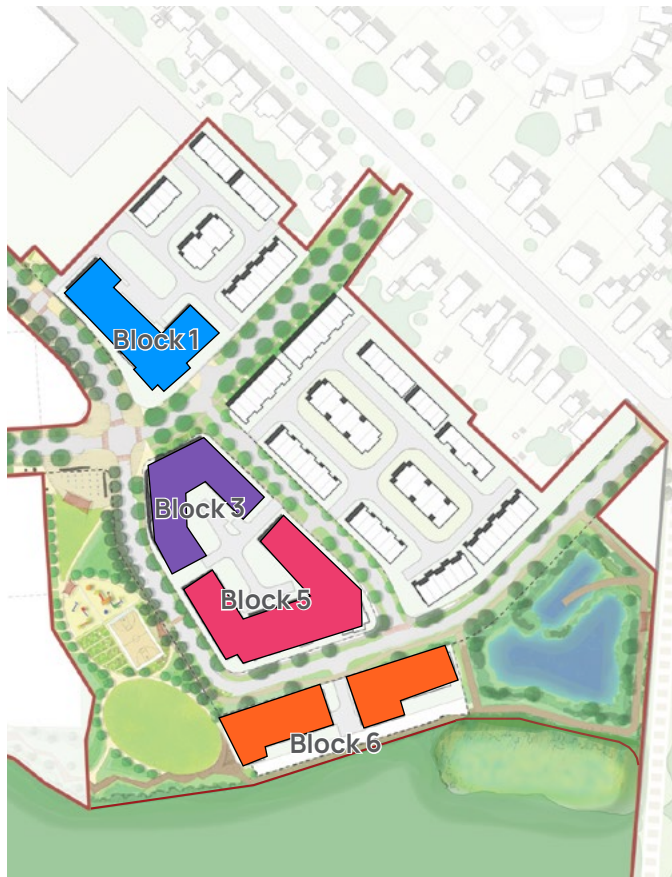
The Proposed Development aligns with the guidelines outlined in both the Comprehensive Development Plan and the Town of Milton Mid-rise Guidelines. It creates a context-sensitive and diverse mid-rise environment that supports public streets and open spaces, minimizes surface parking, and features an active ground floor with primary entrances and retail spaces at key corner locations.

The proposed mid-rise massing is sensitive to its context, providing a gentle transition from planned areas of higher density to the proposed townhouses in blocks 2 and 4 and existing community along Martin Street. The buildings are designed with highly articulated facades to ensure that they enhance the rhythm and context of the existing neighbourhood and planned townhouse units. Similarly, Block 5 includes a five-storey section along Street A, which stands out as a visually distinct building, facilitating the transition from the proposed townhouses to the 8-storey portion of the building at the intersection of Streets A and B.

The proposed mid-rise buildings typically feature a step back at the fourth or fifth storey to create a datum line that respects lower-scale buildings and ensures a pedestrian-friendly environment at ground level. In areas where step backs occur, they exceed 1.5m.

Several key locations do not provide a typical step back. These areas are situated at important intersections and public spaces and are used to mark important places within the community:

- Block 1 at the intersection of Street A and B where the building rises to eight storeys and marks a landscaped plaza at the intersection*



- Block 1 Mid-Rise
- Block 3 Mid-Rise
- Block 5 Mid-Rise
- Block 6 Mid-Rise

Figure 108: Mid-rise buildings within the Proposed Development

- *Block 6 features an architecturally distinct built form that rises eight storeys. It marks the Pondside Promenade and the entry to Street D near its intersection with Martin Street*
- *Block 5 at the elbow of street D where the landmark 10-storey building with retail use in its base and marks a gateway to the Community Green, Stormwater Management Pond and Natural Heritage System.*

Two of the aforementioned key buildings feature increased setbacks, to support their unique location and functions. This occurs at the northeast corner of Streets A and D (Block 1), where the street curves to create a landscaped pedestrian plaza, and at the key intersection and elbow of Street D (Block 5), to accommodate spill-out activity for the proposed retail space.

Typically, mid-rise building setbacks vary from 3.0m to 4.5m along public streets. Lobbies, private amenities, and ground-related housing generate visual interest and benefit from landscaped setbacks that transition the private realm with entry lobbies, plazas, residential yards, and landscaping.

All of the ground floor space facing public streets within the proposed mid-rise buildings is activated through retail, lobbies, amenities, and grade-related housing with front doors that open directly into the public realm. Publicly accessible mid-block connections enhance porosity throughout the site.

The Town of Milton Mid-Rise Guidelines identify strategies for mid-rise buildings to capitalize on key opportunities that the building type creates while mitigating constraints.

Opportunities

1. Intensification
2. Urban Revitalization
3. Active Transportation
4. Sustainable Design
5. Public Space

The design of mid-rise buildings in the Proposed Development enhances the opportunities identified by broadening the range of housing options in Northwest Milton. The project features active ground floors, including retail space, and appropriate densities to foster a more vibrant community that can increase demand for transit while enhancing local amenities. Mid-rise buildings within the Proposed Development are designed collaboratively with landscaping, streets, and open spaces to provide enclosure for key public areas and promote a positive pedestrian experience.

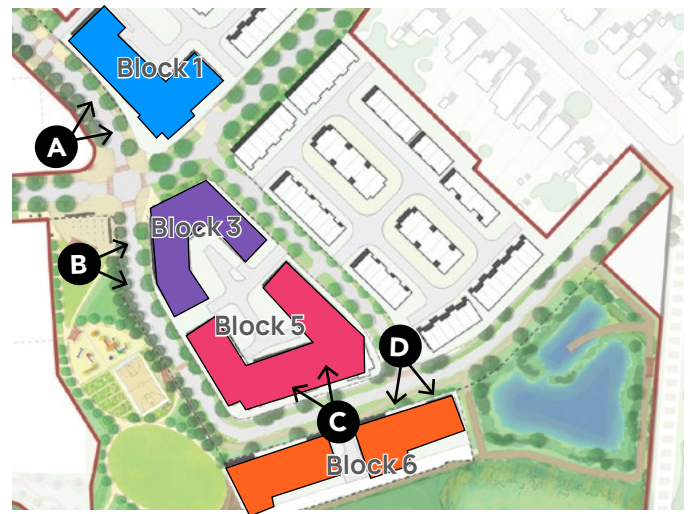
Constraints

1. Relationship to the Street
2. Transition to surroundings
3. Grade related uses
4. Traffic and Parking

The design and orientation of mid-rise buildings in the Proposed Development address challenges identified by the Town's urban design guidelines, such as street relationships, by providing consistent setbacks. The highly articulated and stepped massing ensures a suitable transition to lower-scale development and permits adequate daylight in public spaces. Ground-oriented units at the base of the mid-rise buildings and facade transparency enhance eyes on the street. Moreover, mid-rise buildings in the Proposed Development include underground parking to reduce unsightly surface parking.

Mid-Rise Facade Treatment

Architectural treatment has been carefully considered to respond to urban design guidelines and provide a diverse set of buildings that responds to the unique context and character of each building site.



Block 1



A mid-rise building transitioning from 5 to 8 storeys, contributing to the site's overall massing transition down to the existing houses along Martin Street. Varied articulation breaks up the building mass, while a no-stepback corner anchors the lobby which will also activate the intersection.

Block 3



A mid-rise building transitioning from 5 to 8 storeys, balancing the townhouse blocks with the Greenside Character Area. It frames the future open space with 8-storey massing, while Block 3 establishes a unique character, anchoring a key corner and activating future open spaces, Street D, and Street A.

Block 5

C



Block 5 features diverse vertical articulations that reference Old Milton while leading up to the development's height peak—a 10-storey portion marking a prominent corner overlooking the stormwater management pond and future Community Green, with retail at the ground floor.

Block 6

D



A mid-rise building transitioning from the houses on Martin Street, with 4-storey forms stepping up to 8 storeys fronting the stormwater management pond. Block 6 bridges the neighbourhood to the east with ground-floor units, a residential character expressed through gabled elements, and a human-scaled mid-rise design.

5.9 BUILDING AMENITY SPACE

The Proposed Mountainview West Development provides indoor and outdoor building amenity areas for residents to gather and partake in social and recreational activities which improve quality of life and foster a sense of community.

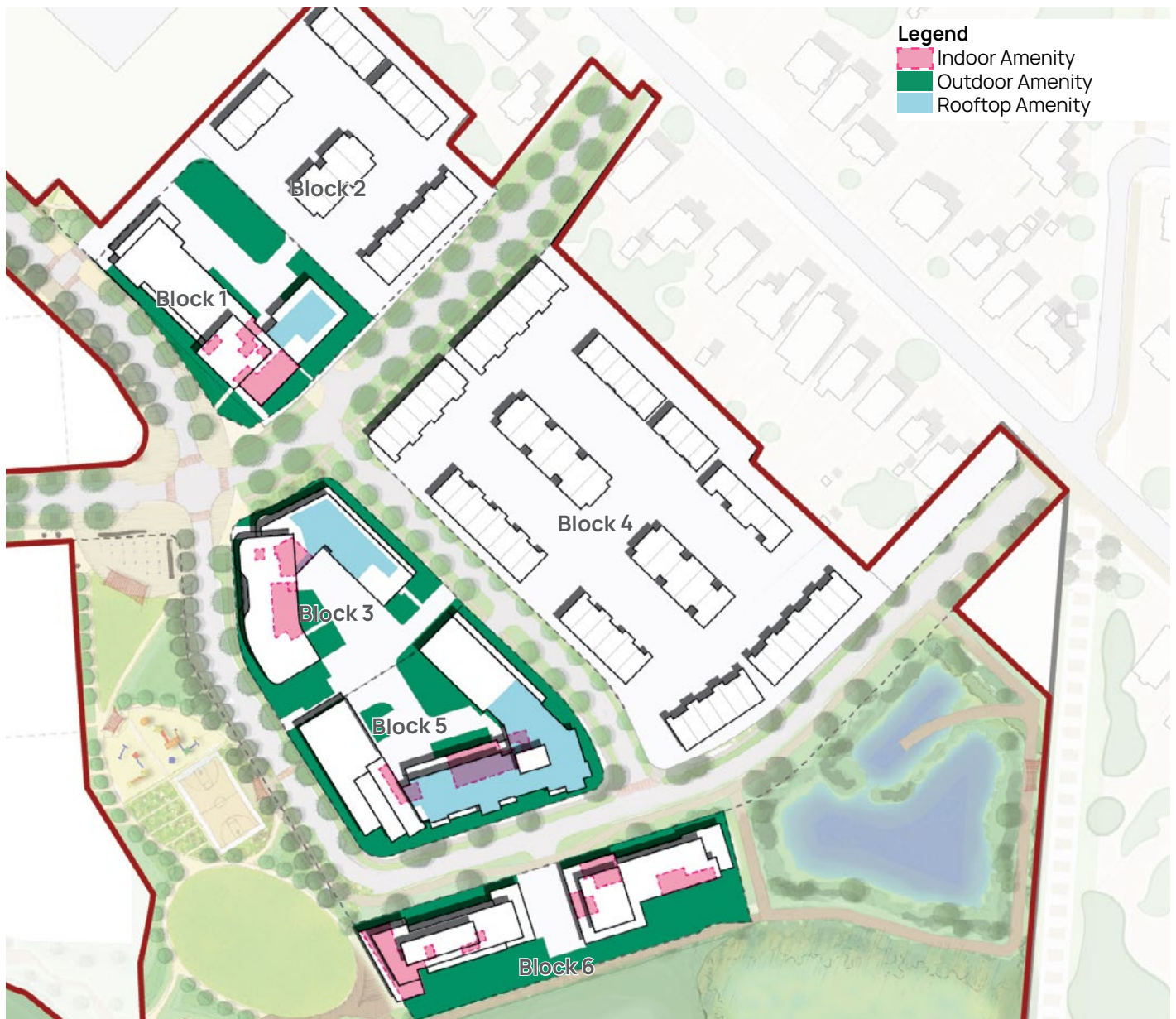


Figure 109: Outdoor and indoor amenity areas map

The proposed development will include a total of 1,326 sq.m. of interior amenity space and 4,392 sq.m. of outdoor amenity space.

Approximately 1,147 sq.m. of interior amenity and 2,416 sq.m. of exterior amenity will be provided on the ground floor, while 179 sq.m. of interior amenity will be provided on the upper levels and 1,976 sq.m. of outdoor amenity will be provided on a rooftop.

The table below provides a breakdown of indoor and outdoor amenity space provided by block, as well as the location (ground floor vs. upper level).

Amenity Type	Total Area	Ground Floor Area	Upper Level Area	Upper Level Location
Block 1				
Indoor Amenity	273 sq.m.	227 sq.m.	46 sq.m.	Level 5
Outdoor Amenity	887 sq.m.	659 sq.m.	228 sq.m.	Level 5
Block 3				
Indoor Amenity	195 sq.m.	156 sq.m.	39 sq.m.	Level 7
Outdoor Amenity	744 sq.m.	273 sq.m.	471 sq.m.	Level 7
Block 5				
Indoor Amenity	305 sq.m.	251 sq.m.	94 sq.m.	Level 8
Outdoor Amenity	1,399 sq.m.	122 sq.m.	1,277 sq.m.	Level 8
Block 6A				
Indoor Amenity	229 sq.m.	229 sq.m.	-	Ground floor only
Outdoor Amenity	621 sq.m.	621 sq.m.	-	Ground floor only
Block 6B				
Indoor Amenity	284 sq.m.	284 sq.m.	-	Ground floor only
Outdoor Amenity	741 sq.m.	741 sq.m.	-	Ground floor only
TOTAL				
Indoor Amenity	1,326 sq.m.	1,147 sq.m.	179 sq.m.	
Outdoor Amenity	4,392 sq.m.	2,416 sq.m.	1,976 sq.m.	

5.10 SUN-SHADOW ANALYSIS

The Proposed Development provides a transition to adjacent low-rise communities to mitigate shadow impacts.

Below is an excerpt of the February 2026 Shadow Study showing April 21st, with minimal impact on neighbouring properties, planned open spaces, rooftop solar panels, and public sidewalks and patios.

Overall, the Proposal effectively minimizes shadow impacts to ensure adequate sunlight for public spaces and residential backyards. The shadow

study confirms compliance with the Town of Milton's requirements, often performing better than minimum requirements in key tests of the shadow study. Built form demonstrates a clear and consistent transition to the established neighbourhood along Martin Street, while the street grid and planned future open spaces open up to the south, creating a shadow-less public

10:00 AM
April 21st



11:00 AM
April 21st



12:00 PM
April 21st



1:00 PM
April 21st



southern interface to development and bringing light deep into the site.

See Appendix I for a complete shadow study with April, 21, June 21, September 21, and December 21.

LEGEND

- Property Lines
- Subject Site Boundary
- - - Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- ★ Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

2:00 PM
April 21st



3:00 PM
April 21st



4:00 PM
April 21st



5:00 PM
April 21st



5.11 IMPLEMENTATION

Neatt is submitting applications for an Official Plan Amendment, a Zoning By-law Amendment, and a Draft Plan of Subdivision to facilitate the Proposed Development.

The Official Plan Amendment proposes to maintain the Site's Strategic Growth Area designation within the Town of Milton Official Plan, while introducing new policies for the intensification of the Site, including an overall site density at full build-out, new land use designations for all development blocks, specific built form policies for Phase 1, and general built form policies for future phases. Additionally, the Official Plan Amendment proposes the removal of the Subject Site from the Milton 401 Industrial / Business Park Secondary Plan and the corresponding Special Study Area overlay.

The Zoning By-law Amendment application proposes to amend the Milton By-law 016-2014 by rezoning the Phase 1 lands from M1/M1*38 (Business Park) to the Medium Density Residential II Zone and to the Mixed Use - Special Section Zone with site-specific standards pertaining to height, setbacks and other matters for the first phase of development. Through the Zoning By-law Amendment, the Phase 2 lands will be rezoned to apply a "Future Development" zone category. For Phase 2 lands, future Zoning By-law Amendment applications will be submitted to propose specific development standards.

Phase 1 of the proposed Draft Plan of Subdivision includes the creation of 5 new public streets, 6 development blocks, a stormwater management pond block, and a Natural Heritage System with an associated buffer zone. Phase 1 will also deliver the Community Green (Block 22), which is intended to be conveyed as public parkland.

Phase 2 will include 9 Future Development Area blocks, which may include a private street. Phase 2 will also deliver two community spaces - Open Space Block 12 (Civic Plaza), Block 18 (Gateway Green).

In total, the development framework contemplates 15 development blocks.



Figure 110: Artist interpretation of the Proposed Development



6.0

Conclusion

Mountainview West represents a remarkable opportunity to transform a 20.8ha brownfield site into a vibrant, mixed-use neighbourhood north of Downtown Milton.

Mountainview West will be built on the remediated lands of a former industrial site, creating a sustainable foundation for community life while strengthening the Site's ecological value by adding 5.35ha of land into Milton's Natural Heritage System.

As the site evolves over multiple phases, it will integrate into its context and provide a new civic focus for the surrounding neighborhoods. Buildings will provide a broad built form transition across the site, with low-rise buildings nearest the existing houses on Martin Street graduating towards higher density building in the centre and west side of the Site. Within this transition, individual buildings will be massed and articulated to provide a diverse yet cohesive urban environment that blends into the character of Old Milton.

A porous network of trails and streets prioritizes connectivity and focuses pedestrian activity on public streets and open spaces. The diverse public open space and amenity system provides a spectrum of opportunities for active and passive recreation that plugs into the context through trails and sightlines.

Ultimately, the Framework Plan aims to not only transform the currently abandoned parcel of land but also to contribute to the overall resilience, sustainability, and vibrancy of Milton. Key street and trail connections will improve connectivity across the area while new development aims to address Milton's housing need and provide a new population base to support Milton's Downtown.

The first phase of development ("the Proposed development") will make a significant contribution to the ecological health, placemaking, connectivity and housing envisioned in the Framework Plan. Four new public streets are proposed with connectivity to Steeles Avenue East and Martin Street, while the 5.35 Natural Heritage Area plus the Stormwater Management Pond and the associated pondside promenade within the Street D right-of-way provide natural infrastructure and placemaking amenity.

Seven development blocks will deliver 1,065 dwelling units within the proposed five mid-rise buildings and 110 townhouses that will frame and support public spaces with consistent streetwalls and active ground floor uses, including commercial-retail space on Street D.

Townhouse blocks are located adjacent to the existing community to provide separation and transition to the mid-rise buildings in the centre of the Site.

Careful planning and alignment with the Town of Milton's policy and design guidelines are supported by site-specific urban design guidelines that ensure a characterful community that underscores the importance of supporting the public realm and providing built-form transition to the existing, established communities.

Collectively, the Framework Plan and the Proposed Development represent a transformative opportunity to foster an urban neighbourhood that blends the character of Old Milton and the Natural Heritage System into a unique new community. By prioritizing ecological health, diverse housing options, community character, and robust connectivity, Mountainview West aims to create a vibrant place that meets the needs of both current and future residents.

Appendix

I. SHADOW STUDY

1.0 Introduction

This February 2026 Shadow Study was prepared by Urban Strategies Inc. on behalf of Neatt as part of a submission (“the Proposal” or “Proposed development”) for a sitewide Official Plan Amendment and Phase 1 Zoning By-law Update on the lands known municipally as 150 Steeles Avenue East and 248, 250 and 314 Martin Street.

This Shadow Study has been prepared for the Phase 1 lands, comprising four public streets, an open space area called the Community Green, a stormwater management pond, and a contribution to the Natural Heritage System, as well as five mid-rise buildings and 110 townhouses across six development blocks.

The Town of Milton’s Terms of Reference for Shadow Studies identifies several parameters to be tested:

- 60% of opposing sidewalks should receive 60% sunlight for at least three hours.
- Sidewalk patios should receive at least two hours of sunlight over lunchtime (10:00 AM to 2:00 PM) or dinner hours (5:00 PM–9:00 PM).
- 50% of community parks should receive sunshine for 5 consecutive hours between 9:00 AM and 5:00 PM.
- Backyards and front yards should receive sunlight for at least 2 consecutive hours between 10:00 AM and 5:00 PM.
- Solar panels should receive sunlight for an extended period (minimum 8 hours) in April, June and September. Shadow impacts from development should not exceed two consecutive hourly test times on December 21.

This memo provides a summary of the impact according to these key parameters arising from the proposed development between 9:00 AM and 5:00 PM on April 21st, June 21st, and September 21st. A December 21st shadow study has also been prepared in support of the application due to the proximity of a rooftop solar panel on the residential property at 270 Martin Street.

The study illustrates the shadows cast from the Proposal in orange and existing shadows in grey. There are no nearby or approved developments that

will have a shadow impact on the Site. While not part of the Proposed Development, future planned open spaces are identified in green within the Shadow Study.

2.0 Summary of Shadow Impact

Overall, the Proposal meets the key tests for a Shadow Study set out by Milton’s Shadow Study Terms of Reference.

Shadows have been adequately limited on the adjacent neighbourhoods by utilizing low-rise built form to transition from existing houses on Martin Street to mid-rise buildings in the centre of the Site. Key open spaces, sidewalks, and retail/commercial patio locations receive a high degree of sunlight throughout the year with the relationship between these spaces and the proposed built being designed to minimize adverse shadow impacts.

The following provides a more detailed breakdown of each key test within the Shadow Study Terms of Reference.

3.0 Key Tests of the Sun-Shadow Study

3.1 Sidewalks on Public Streets

60% of all sidewalks of proposed public streets (both sides of the street) receive at minimum 3 hours of consecutive sunlight on April 21, June 21, and September 21.

Typically, these sidewalks receive over 6 hours of consecutive sunlight, and where shadows from mid-rise buildings do occur, they tend to be fast-moving.

3.2 Sidewalk Patios

Block 5’s base has a proposed retail space oriented along Street D, just north of where Street D makes a 90-degree turn. At this location, there are potential spill-out activity/sidewalk patios. As demonstrated in the shadow study, that corner receives approximately 5 hours of direct sunlight on April 21, June 21, September 21, and December 21..

3.3 Open Spaces

The first phase of development includes the Community Green park well as the Pondsides

Promenade within Street D's right-of-way, which runs parallel to the Stormwater Management Pond.

The Community Green park has 50% sunlight access for over 5 consecutive hours on all test dates. The promenade (south side of Street D) is in almost 100% sunlight for at least seven consecutive hours on April 21, June 21, and September 21. On December 21, there is some shadowing on the promenade beginning after 2:00pm and increasing until sunset at 4:44PM.

In addition to the shadow tests set out in the Terms of Reference, the Proposed Development does not shadow the Natural Heritage System and associated buffers that are part of the Site or the adjacent schoolyard. These open spaces and natural areas will remain shadow-free throughout the year.

In addition to the Community Green Park, the Civic Plaza open space, which will be provided as part of Phase 2, is also included in the shadow study and is shown in green at the northwest corner of Street A & Street B. The Shadow Study demonstrates that these open spaces receive 100% sun for nearly seven consecutive hours on April 21, June 21, September 21, and December 21. The remaining two hours tested demonstrate minimal and fast-moving shadows across the open spaces early in the morning.

Overall, the future planned open spaces will have a very limited shadow impact from the first phase of development.

3.4 Backyards

Shadows have been minimized on adjacent backyards, outperforming the minimum two consecutive hours between 10:00 AM and 5:00 PM during every test period. When shadows do fall in backyards, they tend to occur only at the rear of the property, near the property line that delineates Mountainview West from the single-family houses on Martin Street.

In April, all backyards adjacent to the Site receive a minimum of 5 consecutive hours of full sunshine. At 3:00 PM, four properties receive shadowing along their property line while the others remain in full sun. At 4:00 PM and 5:00 PM, minimal shadows move across the western edge of the property line, covering a small portion of all adjacent backyards.

In June, all backyards are in full sun through 3:00 PM. At 4:00 PM and 5:00 PM, five properties receive minimal shadowing near their property lines. The

remaining 10 properties abutting the Site receive no shadowing for the entire test period.

In September, from 9:00 AM to 1:00 PM, all backyards are in full sun along Martin Street. At 1:00 PM and 2:00 PM, five backyards receive minor shadows along their western property lines, and from 4:00 PM onwards, all adjacent backyards receive minor shade near the property line.

3.5 Rooftop Solar Panels

A shadow study was completed for December to understand the shadowing effects on 270 Martin Street, which is the only property adjacent to the Site with rooftop solar panels (as of April 2025). This rooftop remains entirely shadow-free on April 21, June 21, and September 21. On December 21, when the sun's angle is lowest, the rooftop of 270 Martin Street will receive a shadow from the Proposed development starting at 3:30 PM. Starting at approximately 3:45 PM the solar panels will be covered by shadow until sunset at 4:44 PM.

Other properties along Martin Street have a similar or better condition to 270 Martin Street, demonstrating how the proposed development has minimized net new shadows on rooftops to enable future solar panels on adjacent houses.

4.0 Conclusion

Overall, the level of shadow created by the Proposed Development is appropriate for the scale of the site. The Proposed Phase 1 Development demonstrates a clear and consistent transition to the established neighbourhood along Martin Street, adequately limiting shadow on nearby backyards and rooftops, as well as patios, public sidewalks and other important public spaces within the Proposal.



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

April 21 9:00 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A1



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

April 21 10:00 AM

Latitude N 43° 14' 30"
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- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES

URBAN
STRATEGIES
INC.

SCALE: 1:750 @ ARCH D

February 19, 2026

DRAWN BY: M.S.

CHECKED BY:

A2



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

April 21 11:00 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- ★ Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES **URBAN STRATEGIES INC.**

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A3



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

April 21 12:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² **URBAN STRATEGIES INC.**
COMMUNITIES

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A4



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

April 21 1:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- ★ Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² **URBAN STRATEGIES INC.**
COMMUNITIES

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A5



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

April 21 2:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- - - Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

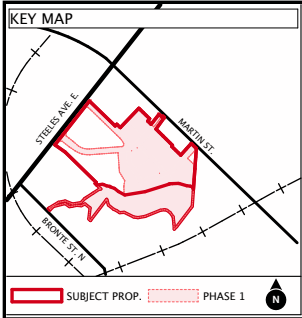
NOTES:

neatt²² **URBAN STRATEGIES INC.**
COMMUNITIES

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A6



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

April 21 3:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A7



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

April 21 4:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A8



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

April 21 5:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- - - Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² **URBAN STRATEGIES INC.**
COMMUNITIES

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A9



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

June 21 9:00 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- - - Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² **URBAN STRATEGIES INC.**
COMMUNITIES

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A10



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

June 21 10:00 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- ★ Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES **URBAN STRATEGIES INC.**

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A11



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

June 21 11:00 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

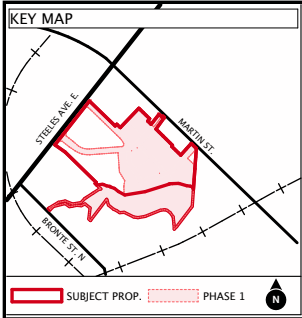
neatt²² COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A12



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

June 21 12:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A13



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

June 21 1:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
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- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- ★ Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² **URBAN STRATEGIES INC.**
COMMUNITIES

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A14



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

June 21 2:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

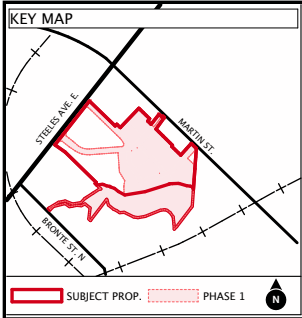
NOTES:

neatt ²² **URBAN STRATEGIES INC.**
COMMUNITIES

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A15



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

June 21 3:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
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- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

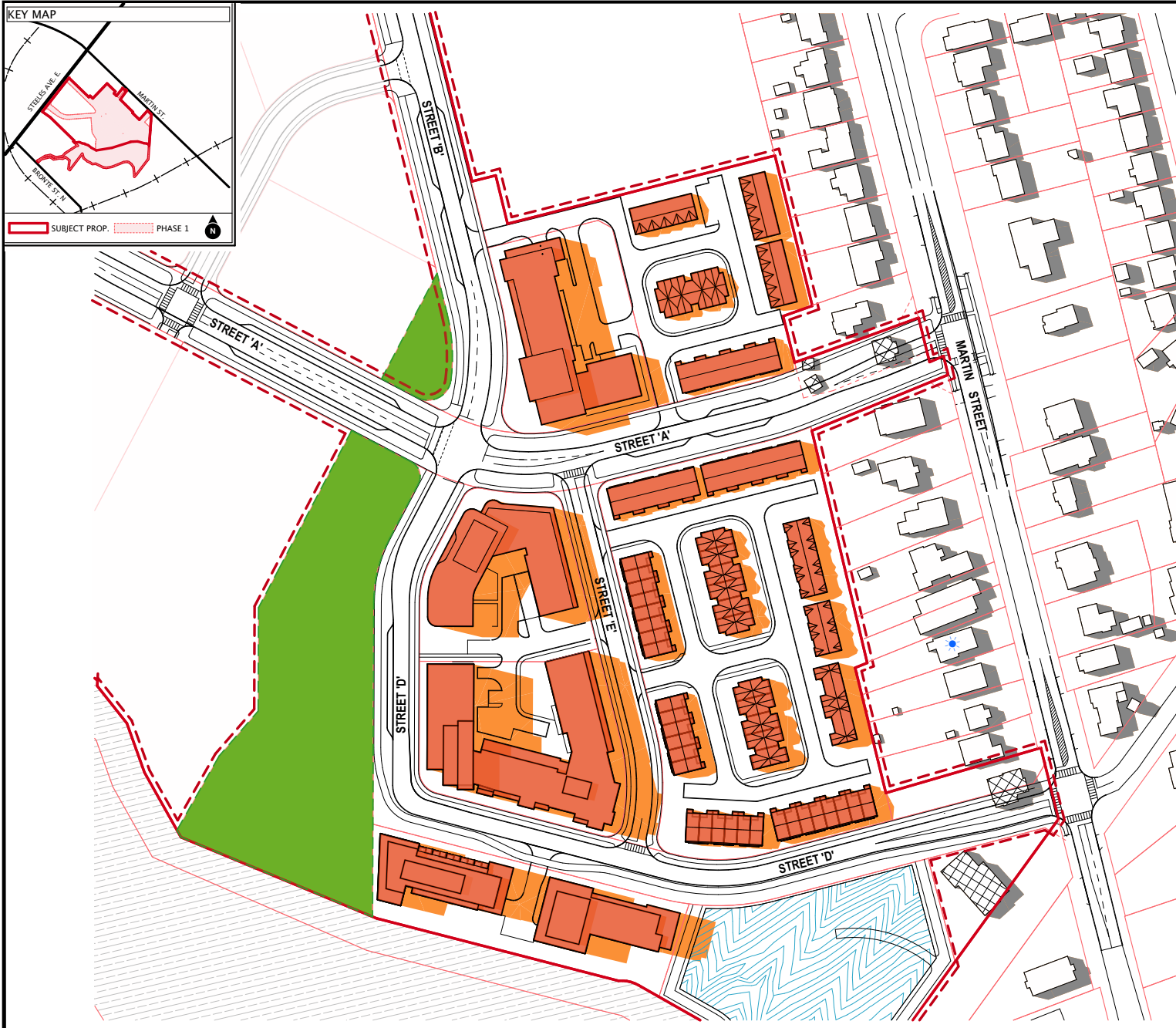
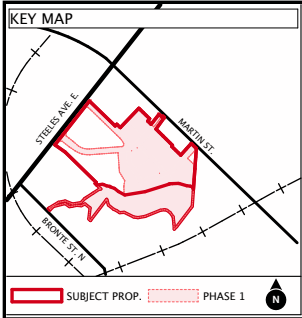
NOTES:

neatt²² COMMUNITIES URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A16



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

June 21 4:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- ★ Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES **URBAN STRATEGIES INC.**

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A17



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

June 21 5:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- ★ Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

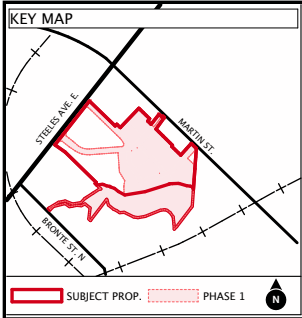
NOTES:

neatt²² COMMUNITIES **URBAN STRATEGIES INC.**

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A18



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

September 21 9:00 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- ★ Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² **URBAN STRATEGIES**
COMMUNITIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A19



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

September 21 10:00 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

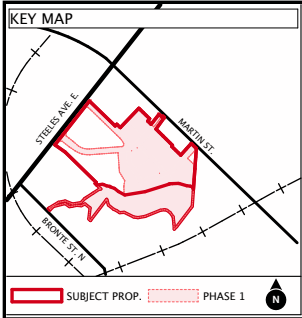
neatt²² COMMUNITIES

URBAN
STRATEGIES
INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A20



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

September 21 11:00 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A21



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

September 21 12:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

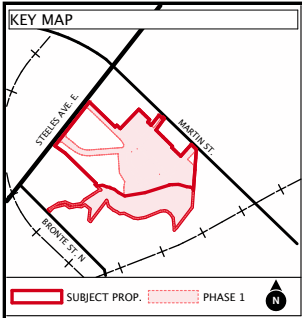
neatt²² COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A22



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

September 21 1:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A23



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

September 21 2:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- - - Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES

URBAN
STRATEGIES
INC.

SCALE: 1:750 @ ARCH D

February 19, 2026

DRAWN BY: M.S.

CHECKED BY:

A24



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

September 21 3:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A25



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

September 21 4:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A26



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

September 21 5:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
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- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² **URBAN STRATEGIES INC.**
COMMUNITIES

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A27



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

December 21 9:00 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A28



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

December 21 10:00 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
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- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- ★ Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² **URBAN STRATEGIES INC.**
COMMUNITIES

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A29



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

December 21 11:00 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

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- Natural Heritage Area
- Storm Water Pond
- ★ Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² **URBAN STRATEGIES INC.**
COMMUNITIES

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A30



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

December 21 12:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- ★ Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² **URBAN STRATEGIES INC.**
COMMUNITIES

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A31



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

December 21 1:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- ★ Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² **URBAN STRATEGIES INC.**
COMMUNITIES

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY: M.S. CHECKED BY:

A32



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

December 21 2:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- - - Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² **URBAN STRATEGIES INC.**
COMMUNITIES

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A33



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

December 21 3:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- - - Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

neatt²² COMMUNITIES

URBAN
STRATEGIES
INC.

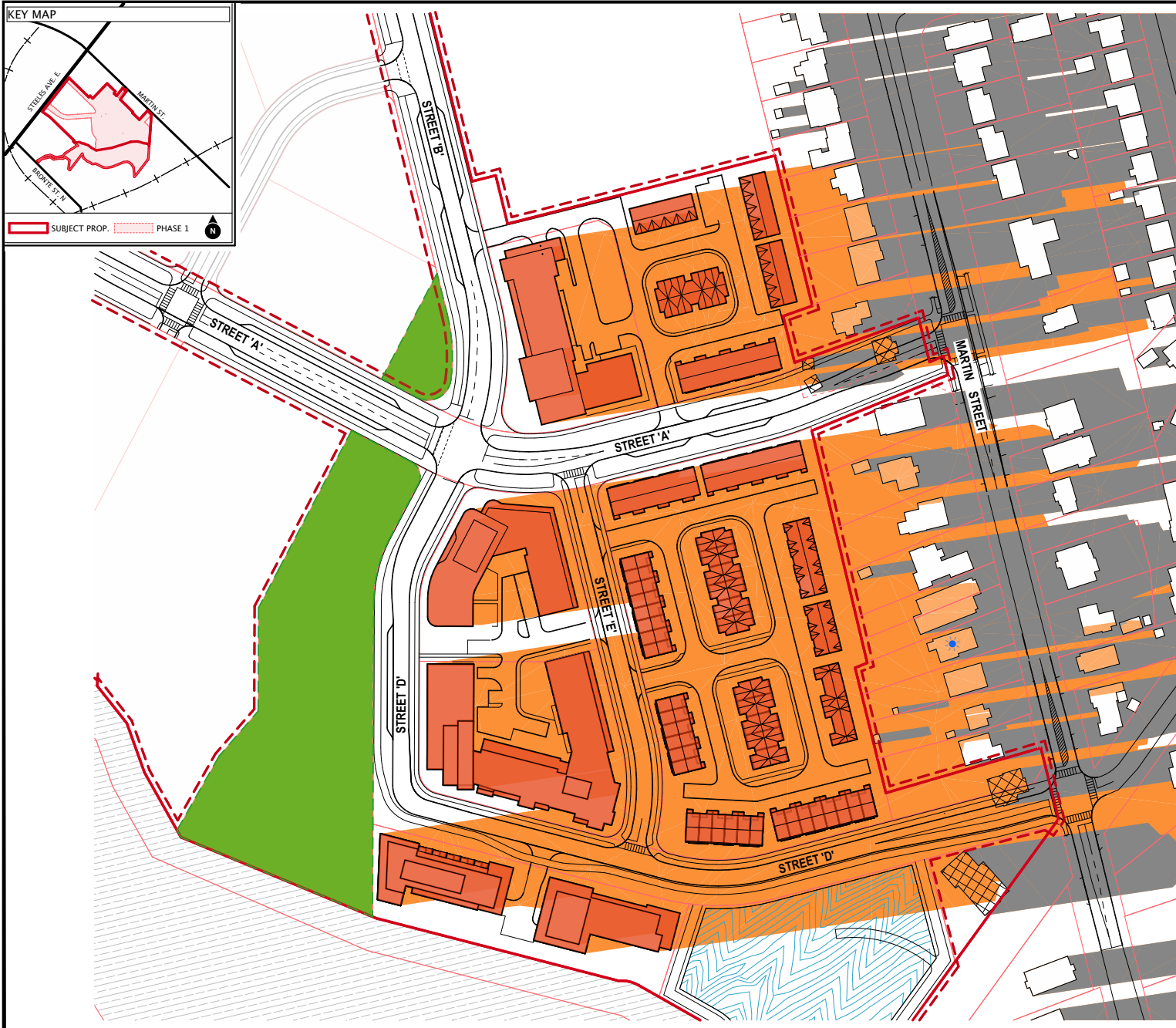
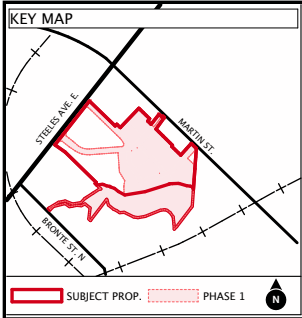
SCALE: 1:750 @ ARCH D

February 19, 2026

DRAWN BY: M.S.

CHECKED BY:

A34



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

December 21 4:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

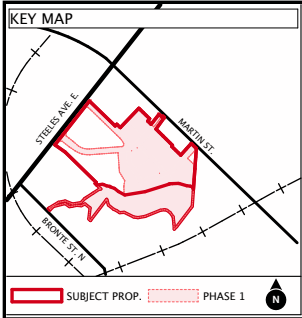
NOTES:

neatt²² COMMUNITIES URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D February 19, 2026

DRAWN BY : M.S. CHECKED BY :

A35



SUN SHADOW ANALYSIS

150 Steeles Avenue East - Phase 1

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

December 21 5:00 PM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"



LEGEND

- Property Lines
- Subject Site Boundary
- - - Phase 1 Boundary
- Existing Buildings
- Buildings To Be Demolished
- Proposed Phase 1 Buildings
- Future Open Spaces
- Natural Heritage Area
- Storm Water Pond
- Solar Panel Locations
- Existing Shadows
- Phase 1 Net New Shadow

NOTES:

Sun sets at 4:45 PM, on December 21.

neatt²² COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D

February 19, 2026

DRAWN BY : M.S.

CHECKED BY :

A36



Provincial and Regional Policy Analysis

This appendix includes a complete policy analysis of the Planning Act, Provincial Planning Statement (2024) and the Region of Halton Official Plan.

Planning Act

The Planning Act is the Provincial legislation that governs land use planning in Ontario by identifying matters of provincial interest, establishing land use controls and setting out responsibilities for local municipalities.

Section 2 of the Planning Act establishes matters of provincial interest that decision-makers are to have regard for when making decisions on applications under the Planning Act and the relevant subsections read as follows:

2. The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,
- (a) the protection of ecological systems, including natural areas, features and functions;
 - (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
 - (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
 - (h) the orderly development of safe and healthy communities;
 - (j) the adequate provision of a full range of housing, including affordable housing;
 - (k) the adequate provision of employment opportunities;
 - (p) the appropriate location of growth and development;
 - (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
 - (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

2.1 (1) When an approval authority or the Tribunal makes a decision under this Act that relates to a planning matter, it shall have regard to,

- (a) any decision that is made under this Act by a municipal council or by an approval authority and relates to the same planning matter; and
- (b) any information and material that the municipal council or approval authority considered in making the decision described in clause (a). 2015, c. 26, s. 13; 2017, c. 23, Sched. 3, s. 2 (1); 2019, c. 9, Sched. 12, s. 1 (1).
- (3) For greater certainty, references to information and material in subsections (1) and (2) include, without limitation, written and oral submissions from the public relating to the planning matter. 2015, c. 26, s. 13.

The matters of provincial interest include a broad range of themes that reflect provincial priorities and these are to be considered with any application submitted under the Planning Act.

In this regard, Town Council as a decision-maker is to consider the protection of natural areas, features and functions, conservation of features of significant historical interest, adequate provision of a full range of housing, appropriate locations for growth and development, promotion of sustainable and pedestrian-oriented development and the promotion of built form that is well-designed, encourages a sense of place and provides for high-quality, safe, accessible and vibrant public spaces.

In addition to the above, Town Council is required to consider all written and oral submissions from the public relating to the planning matter being considered.

Section 3.1 of the Planning Act enables the Minister to issue policy statements on matters related to municipal planning that are of a provincial interest and it reads as follows:

3. (1) The Minister, or the Minister together with any other minister of the Crown, may from time to time issue policy statements that have been approved by the Lieutenant Governor in Council on matters relating to municipal planning that in the opinion of the Minister are of provincial interest. R.S.O. 1990, c. P.13, s. 3 (1).

On the basis of the above, the Provincial Planning Statement (2024) is a policy statement that provides direction to decision-makers on matters of provincial interest in the Province of Ontario. The following section in this Appendix addresses the relevant section of the Provincial Planning Statement (2024).

Section 3.5 provides direction to decision-makers on the provincial policy tests for all planning matters under the Planning Act and it reads as follows:

3. (5) A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter,

- (a) subject to a regulation made under subsection (6.1), shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and
- (b) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be. 2006, c. 23, s. 5; 2017, c. 23, Sched. 5, s. 80; 2023, c. 10, Sched. 6, s. 2 (1).

On the basis of the above, the Planning Act requires all Council decisions to be consistent with the Provincial Planning Statement (2024).

Provincial Planning Statement

The purpose of this section of the report is to provide an overview of the Provincial Planning Statement (2024) ('PPS') as it relates to the comprehensive planning that has been undertaken to inform appropriate development on the subject lands.

The PPS was issued under Section 3 of the Planning Act and came into effect on October 20, 2024. The PPS provides direction on matters of provincial interest related to land use planning and development in Ontario. It sets the foundation for regulating development with the goal of achieving and meeting the needs of a fast-growing province while enhancing the quality of life for all residents.

Chapter 1 of the PPS includes an introduction to the policy document and establishes the vision for growth in Ontario, the role of the PPS, legislative authority and provides direction on how to read the PPS. The PPS confirms that municipal official plans are the most important vehicle for implementation of the PPS to achieve comprehensive, integrated and long-term planning. Zoning by-laws are also identified as important tools that should be forward looking and facilitate opportunities for an appropriate range and mix of housing options.

The PPS is more than a set of individual policies. It is to be read in its entirety, and the relevant policies are to be applied to each situation. When one or more policy is relevant, a decision-maker is to consider all of the relevant policies to understand how they work together. All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submission or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS also clarifies that the policies represent minimum standards and that while the framework is designed to provide for a provincial policy-led planning system, planning authorities and decision-makers may go beyond these minimum standards to address matters of importance to a specific community, unless doing so would conflict with any policies of the PPS.

Chapter 2 of the PPS includes policies that address building homes, sustaining strong and competitive communities and Section 2.1 includes policies that address planning for people and homes.

2.1.4 To provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are *designated* and *available* for residential development; and

- (b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

2.1.6. Planning authorities should support the achievement of *complete communities* by:

- a) accommodating an appropriate range and mix of land uses, *housing options*, transportation options with *multimodal* access, employment, *public service facilities* and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

The PPS requires planning authorities to maintain designated land to accommodate residential growth for a minimum of 15 years and encourages them to support the achievement of complete communities by accommodating an appropriate range and mix of land uses. The proposed development will contribute towards achieving a complete community by providing for a range and mix of housing options including 1,065 units (110 townhouse units and 955 apartment units) in Phase 1, with built form and specific unit breakdowns for Phase 2 to be determined through future planning applications. The proposed development also includes parks and open space areas, a multi-use trail (referred to as the Valleyside Trail), stormwater management pond, natural heritage system and a number of new public roads.

Further, through Part 1 of the Town's new Official Plan ('Town's new OP'), the subject lands have been identified as the Bronte Steeles strategic growth area, intended to accommodate a range and mix of housing options that will provide development opportunities for the planned horizon. Development within strategic growth areas is the highest priority.

Section 2.2 of the PPS includes policies that address housing, requiring planning authorities to provide for an appropriate range and mix of housing options and densities to meet the project needs of current and future residents. Section 2.2.1.1 of the PPS reads as follows:

2.2.1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- b) permitting and facilitating:
- c) *all housing options* required to meet the social, health, economic and wellbeing requirements of current and future residents,

including *additional needs housing* and needs arising from demographic changes and employment opportunities; and

- d) all types of residential *intensification*, including the *development* and *redevelopment* of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new *housing options* within previously developed areas, and *redevelopment*, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of active *transportation*; and
- d) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations.

The PPS defines intensification and redevelopment as follows:

Intensification: means the development of a property, site or area at a higher density than currently exists through:

- a) *redevelopment*, including the reuse of *brownfield sites* and underutilized shopping malls and plazas;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings.

Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including *brownfield sites*.

The proposed development is considered intensification in accordance with the definition in the PPS. The proposed development is considered intensification as the subject lands are a former brownfield site being redeveloped and is considered infill development. The proposed development includes mid- and high-density development that provides in a range of unit types in a form that is transit supportive. Phase 1 of the proposed development includes 1,065 units and a density of 2.07 FSI. Technical studies have been prepared to demonstrate the development potential of 4,115 units and a density of 3.55 floor space index (FSI). However, the proposed Official Plan Amendment requires additional technical requirements to be addressed for Phase 2 when detailed built form is

available as well as site-specific zoning by-law amendments to establish permitted uses and applicable provisions.

Section 2.3 of the PPS includes policies that address land use and development within settlement areas.

2.3.1 General Policies for Settlement Areas

1. *Settlement areas* shall be the focus of growth and development. Within *settlement areas*, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas*.
2. Land use patterns within *settlement areas* should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) optimize existing and planned *infrastructure* and *public service facilities*;
 - c) support *active transportation*;
 - d) are *transit-supportive*, as appropriate; and
 - e) are *freight-supportive*.
3. Planning authorities shall support general *intensification* and *redevelopment* to support the achievement of *complete communities*, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary *infrastructure* and *public service facilities*.
4. Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions.

The PPS directs growth and development to settlement areas and specifically in strategic growth areas. The PPS further indicates that land use patterns within settlement areas should be based on densities and a mix of land uses to achieve a number of objectives. The PPS also requires municipalities to establish and implement minimum targets for intensification in built-up areas, taking into consideration local conditions.

The proposed development is located within the Settlement Area and will not require the expansion to a Settlement Area boundary within the Town of Milton. The subject lands are within a designated growth area in a large and fast-growing municipality, as defined by Schedule 1 of the PPS, and can help meet the minimum density target of 50 residents and jobs per gross hectare. The proposed development will also establish a land use

pattern that efficiently uses land and resources and optimizes the use of land and existing and planned infrastructure within the Town and will support the optimization of land within the urban boundary.

Part 1 of the Town's new OP identifies the subject lands as a mixed-use strategic growth area intended to contribute to the delivery of new housing, commercial spaces and parkland as part of a complete community. Further, Part 2 of the Town's new OP also includes policies that speak to the permitted uses and scale of development in strategic growth areas and the transition of built form to existing adjacent areas.

Section 2.8 of the PPS includes policies that address employment and require planning authorities to promote economic development and competitiveness. Section 2.8.1 of the PPS reads as follows:

2.8.1 Supporting a Modern Economy

1. Planning authorities shall promote economic development and competitiveness by:
 - a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses;
 - d) encouraging *intensification* of employment uses and compatible, compact, mixed-use development to support the achievement of *complete communities*; and,
 - e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive uses.
3. In addition to policy 3.5, on lands within 300 metres of *employment areas, development* shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned *employment areas*, in accordance with provincial guidelines.

At full build-out, the proposed development will include at least 3,800 square metres (40,903 square feet) of commercial retail gross floor area, which includes 522 square metres (5,619 square feet) in Phase 1 and at least 3,278 square metres (35,284 square feet) in Phase 2.

The subject lands were formerly located within an Employment Area in the Region of Halton Official Plan. Regional Official Plan Amendment ('ROPA') 48 removed from the

subject lands form the Employment Area to accommodate mixed-use development. The subject lands are within 300 metres of lands within an Employment Area (north side of Steeles Avenue), the applicant has submitted Noise, Land Use Compatibility and Air Quality Studies to support the proposed development in Phase 1, where detailed built form is proposed. As discussed in further detail in the Report, the applicant and an industry operator of a concrete batching plant are working together to address required mitigation measures in order to enable Phase 1 development. The proposed Zoning By-law Amendment includes a Holding provision on all development blocks in Phase 1 to ensure outstanding noise-related and land use compatibility matters, including mitigation measures, are satisfied prior to any development proceeding in Phase 1. Further information on technical matters is included in the Report under 'Issues of Concern'.

The proposed Official Plan Amendment is intended to establish a long-term, phased land use framework for development on the subject lands. The framework establishes a mix of permitted uses, maximum heights and densities, provisions related to parking, active frontages and transition to existing development and minimum commercial gross floor area requirements. The framework also includes direction for long-term future intensification in Phase 2 including a comprehensive development plan, urban design guidelines, servicing considerations and the requirement to demonstrate land use compatibility with the existing employment area based on detailed building design once available. Given that the Phase 2 lands are not being rezoned at this time, the proposed Official Plan Amendment requirements for Phase 2, including land use compatibility and other technical requirements, will be evaluated through future Zoning By-law Amendment applications. This approach allows Council to establish the overall framework for development of the subject lands while ensuring employment protection and compatibility considerations are fully addressed prior to development.

Section 2.9 of the PPS includes policies that address energy conservation, air quality and climate change.

2.9.1. Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the *impacts of a changing climate* through approaches that:
 - a) support the achievement of compact, *transit-supportive*, and *complete communities*;
 - b) incorporate climate change considerations in planning for and the development of *infrastructure*, including stormwater management systems, and *public service facilities*;
 - c) support energy conservation and efficiency;

- d) promote *green infrastructure*, *low impact development*, and *active transportation*, protect the environment and improve air quality; and
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the *impacts of a changing climate*.

The PPS requires planning authorities to prepare for the impacts of a changing climate by supporting the achievement of compact, transit-supportive complete communities and, among others, promoting the development of infrastructure and other alternatives to achieve climate change objectives.

The subject lands have undergone extensive remediation since 2023 that has resulted in the removal of soil and groundwater contamination, the delineation and restoration of the natural heritage system and the recreation of a wetland. The enhanced natural heritage system will support improved air quality over the long term.

In addition to the above, the proposed development also includes connections to the surrounding community including direct connectivity to the existing multi-use trail on Steeles Avenue East, a new active transportation link from Steeles Avenue East along the periphery of the subject lands, two points of connection to Martin Street and a connection to the Martin Street Public School. These connections will promote the use of active transportation and enhance accessibility within and around the subject lands.

Chapter 3 of the PPS includes policies that speak to infrastructure and public service facilities. Section 3.1 of the PPS includes general policies for infrastructure and public service facilities and section 3.1.1 includes more detailed policies that read as follows:

3.1.1 *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.*

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) *leverage the capacity of development proponents, where appropriate; and*
- c) *are available to meet current and projected needs.*

The PPS requires infrastructure and public service facilities to be provided in an efficient manner while accommodating project needs. Further, the PPS requires municipalities to coordinate and integrate land use planning and growth management to ensure that the

system is financially viable, leverages capacity of development proponents and makes the service available to meet current and projected needs.

The proposed development also intends to ultimately be serviced by municipal water and wastewater infrastructure. A number of wastewater infrastructure upgrades are required to service the development. The proposed Zoning By-law Amendment includes a Holding provision to address servicing requirements prior to any development proceeding on the subject lands.

Sections 3.2 and 3.3 of the PPS include policies that address transportation systems and infrastructure and the relevant subsections read as follows:

3.2.1 *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.

3.2.2 Efficient use should be made of existing and planned *infrastructure*, including through the use of *transportation demand management strategies*, where feasible.

3.3.1 Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.

Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. *Infrastructure* includes: sewage and water systems, septage treatment systems, stormwater management systems, *waste management systems*, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications including broadband, transit and transportation corridors and facilities, *active transportation systems*, oil and gas pipelines and associated facilities.

Transportation System: means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, *rail facilities*, parking facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, *airports*, *marine facilities*, ferries, canals and associated facilities such as storage and maintenance.

The PPS recommends that transportation systems, as defined above, to be designed to be safe, facilitate the movement of people and goods and appropriate to address

projected needs. Efficient use of existing and planned infrastructure is encouraged and transportation demand measures are also promoted. Planning authorities are further required to plan for and protect rights-of-way for infrastructure.

The subject lands have access onto a major arterial Regional road (Steeles Avenue East) as well as a local road (Martin Street). The proposed development identifies two signalized intersections onto Martin Street and one signalized intersection onto Steeles Avenue East, at Morobel Drive, as well as one right-in/right-out intersection near the Honda dealership.

The proposed Draft Plan of Subdivision includes five new public roads that connect to the accesses onto Steeles Avenue East and Martin Street. The roads have the following right-of-way widths: Street A (26.0 metres), Street B (24.0 metres), Street D (20.0 metres), Street E and future Street C (16.0 metres). The proposed development and road connections have been designed to support future transit connections within the subject lands, if available.

Section 3.5 of the PPS includes policies that address land use compatibility between major facilities and sensitive land uses. Below are the policies and relevant definitions.

1. *Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*
2. *Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.*

Adverse effect: as defined in the Environmental Protection Act, means one or more of:

- a) *impairment of the quality of the natural environment for any use that can be made of it;*
- b) *injury or damage to property or plant or animal life;*

- c) harm or material discomfort to any person;
- d) an adverse effect on the health of any person;
- e) impairment of the safety of any person;
- f) rendering any property or plant or animal life unfit for human use;
- g) loss of enjoyment of normal use of property; and
- h) interference with normal conduct of business.

Major Facilities: means facilities which may require separation from *sensitive land uses*, including but not limited to airports, manufacturing uses, transportation *infrastructure* and corridors, *rail facilities*, *marine facilities*, sewage treatment facilities, *waste management systems*, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

Sensitive Land Uses: means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby *major facility*. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

Development: means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the *Planning Act*, but does not include:

- a) Activities that create or maintain *infrastructure* authorized under an environmental assessment process or identified in provincial standards; or
- b) Works subject to the *Drainage Act*; or
- c) For the purposes of policy 4.1.4. a), underground or surface mining of *minerals* or advanced exploration on mining lands in *significant areas of mineral potential* in Ecoregion 5E, where advanced exploration has the same meaning as under the *Mining Act*. Instead those matters shall be subject to policy 4.1.5 a).

Through the Regional Official Plan Review, the Region completed an evaluation of employment requests based on a set of evaluation principles and criteria. The subject lands was one of the requests evaluated by the Region and the evaluation framework included a number of principles and criteria, of which the employment area viability and need for the conversion were assessed. ROPA 48 removed the subject lands from the

Employment Area designation as the evaluation indicated that the lands satisfied the conversion criteria.

The proposed Official Plan Amendment is intended to establish a long-term, phased land use framework for development on the subject lands. The framework establishes a mix of permitted uses, maximum heights and densities, provisions related to parking, active frontages and transition to existing development and minimum commercial gross floor area requirements. The framework also includes direction for long-term future intensification in Phase 2 including a comprehensive development plan, urban design guidelines, servicing considerations and the requirement to demonstrate land use compatibility with the existing employment area based on detailed building design once available.

The proposed Zoning By-law Amendment includes Holdings on all development blocks for Phase 1 to address outstanding technical matters related to compatibility and noise. The proposed Zoning By-law Amendment applies the Future Development ('FD') zone to all Phase 2 lands, requiring future applications to establish land uses and provisions. Given that the Phase 2 lands are not being rezoned at this time, the proposed Official Plan Amendment requirements for Phase 2, including land use compatibility and other technical requirements, will be evaluated through future Zoning By-law Amendment applications. This approach allows Council to establish the overall framework for development of the subject lands while ensuring employment protection and compatibility considerations are fully addressed prior to development.

Section 3.6 of the PPS includes policies that address sewage, water and stormwater and the relevant subsections read as follows:

3.6.1 Planning for *sewage and water services* shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing *municipal sewage services* and *municipal water services* and existing *private communal sewage services* and *private communal water services*;
- b) ensure that these services are provided in a manner that:
 - 1. can be sustained by the water resources upon which such services rely;
 - 2. is feasible and financially viable over their life cycle;
 - 3. protects human health and safety, and the natural environment, including the *quality and quantity of water*, and

- 4. aligns with comprehensive municipal planning for these services, where applicable.
- c) promote water and energy conservation and efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process;
- f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.

3.6.8 Planning for stormwater management shall:

- a) be integrated with *planning for sewage and water services* and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- c) minimize erosion and changes in water balance including through the use of *green infrastructure*;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces;
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and *low impact development*; and
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a *watershed scale*.

The PPS requires municipalities to plan for sewage and water services to accommodate forecasted growth in an efficient manner, ensure that services are provided in a sustainable way, including being financially viable over their life cycle and aligning with comprehensive municipal planning. Services are also to be provided in a manner that protects human health and safety as well as the quality and quantity of water.

The PPS also requires municipalities to plan for stormwater management in an integrated and sustainable manner, addressing aspects such as minimizing stormwater loads and contaminant loads, erosion and changes in water balance and mitigating risks to human health, safety, property and the environment. The PPS promotes best practices for stormwater management and requires alignment with comprehensive municipal plans for

stormwater that also consider cumulative impacts of stormwater from development on a watershed scale.

The Functional Servicing and Stormwater Management Report for the proposed development proposes to connect to municipal water and wastewater. Infrastructure upgrades external to the subject lands will be required to service the subject lands discussed in further detail later in the Report. With respect to stormwater management, the proposed development includes a new stormwater management pond at the southeast corner of the subject lands to manage stormwater on the subject lands. Landscaping features and low-impact development practices are proposed for the subject lands that will contribute to improving the water quality discharged to the stormwater management pond and Sixteen Mile Creek.

Section 3.9 of the PPS includes policies that address public spaces, recreation, parks, trails and open space and it reads as follows:

3.9.1 Healthy, active, and inclusive communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate *active transportation* and community connectivity;
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources.

The PPS recommends the development of healthy, active and inclusive communities by planning for the public realm in a manner considers pedestrians, social interaction, active transportation and community connectivity.

The proposed development includes a number of public and private spaces that provide opportunities for use by the community. The proposed development includes a main community park referred to as the Community Green, a Civic Plaza (phase 2), Pondsides Promenade (along the stormwater management pond) and Valleyside Trail (along the natural heritage system buffer connecting from the stormwater management pond to Steeles Avenue). A pedestrian connection is also proposed from the Valleyside Trail and Pondsides Promenade to the Martin Street Public School through the Town-owned old railway corridor. Outdoor amenity areas are also provided for each apartment buildings and the mixed-use building.

Section 4.6 of the PPS includes policies that apply to wise use and management of resources and Sections 4.1.1 to 4.1.8 and 4.2.1 read as follows:

- 4.1.1 Natural features and areas shall be protected for the long term.
- 4.1.2 The diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of *natural heritage systems*, should be maintained, restored or, where possible, improved, recognizing linkages between and among *natural heritage features and areas, surface water features and ground water features*.
- 4.1.3 *Natural heritage systems* shall be identified in Ecoregions 6E and 7E, recognizing that *natural heritage systems* will vary in size and form in *settlement areas, rural areas, and prime agricultural areas*.
- 4.1.4 *Development and site alteration* shall not be permitted in:
- a) *significant wetlands* in Ecoregions 5E, 6E and 7E; and
 - b) *significant coastal wetlands*.
- 4.1.5 *Development and site alteration* shall not be permitted in:
- a) *significant wetlands* in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;
 - b) *significant woodlands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
 - c) *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
 - d) *significant wildlife habitat*;
 - e) *significant areas of natural and scientific interest*; and
 - f) *coastal wetlands* in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b),

unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions*.
- 4.1.6 *Development and site alteration* shall not be permitted in *fish habitat* except in accordance with *provincial and federal requirements*.
- 4.1.7 *Development and site alteration* shall not be permitted in *habitat of endangered species and threatened species*, except in accordance with *provincial and federal requirements*.
- 4.1.8 *Development and site alteration* shall not be permitted on *adjacent lands* to the *natural heritage features and areas* identified in policies 4.1.4, 4.1.5 and 4.1.6 unless the *ecological function* of the *adjacent*

lands has been evaluated and it has been demonstrated that there will be no *negative impacts* on the natural features or on their *ecological functions*.

4.1.9 Planning authorities shall protect, improve or restore the *quality and quantity of water* by:

- a) Using the *watershed* as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;
- b) Minimizing potential *negative impacts*, including cross-jurisdictional and cross-*watershed* impacts;
- c) Identifying *water resource systems*;
- d) Maintaining linkages and functions of *water resource systems*;
- e) Implementing necessary restrictions on *development* and *site alteration* to: 1. Protect all municipal drinking water supplies and *designated vulnerable areas*; and 2. Protect, improve or restore *vulnerable* surface and ground water, and their *hydrologic functions*;
- f) Planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and
- g) Ensuring consideration of environmental lake capacity, where applicable.

The PPS establishes areas and features of the natural heritage system where development and site alteration are prohibited, while identifying areas where development or site alteration may be permitted provided that ecological functions have been assessed and no negative impacts will occur. The subject lands are located adjacent to the Regional Natural Heritage System ('RNHS'). The RNHS was delineated through a previously approved zoning by-law amendment (By-law 099-2023) that was informed by a Comprehensive Environmental Management Study. The RNHS includes key features as well as a 15-metre buffer.

Some areas of the RNHS were contaminated on the site due to previous industrial uses. A large area of the subject lands above the top of bank/valley to the Sixteen Mile Creek is one of the areas where contamination was identified and this area has been remediated. Woodland restoration is complete and a wetland has also been recreated. Another area within the RNHS remains contaminated, but the Ministry of Environment, Conservation and Parks ('MECP') has issued a Certificate of Property Use restricting uses

and access to this area. Further discussion on this area is contained within the Report in the 'Issues of Concern' section.

With respect to water, the PPS requires planning authorities to protect, improve or restore the quality and quantity of water particularly when assessing new development and cumulative impacts. The proposed development includes a new stormwater management pond at the southeast corner of the site. The Functional Servicing and Stormwater Management Report indicates that the new pond, landscaping features and low impact development strategies on the subject lands to manage stormwater on the subject lands (as well as future development of the Honda lands) and treat water that is discharged to the Sixteen Mile Creek.

The PPS includes policies that address cultural heritage and archaeology and the relevant subsection reads as follows:

4.6.1 Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.

4.6.2 Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

4.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

Built Heritage Resources: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an indigenous community.

The PPS requires conservation of built heritage resources and significant archaeological resources. The subject lands contain a dwelling at 248 Martin Street that is listed on the Town's Heritage Register. A Heritage Impact Assessment was prepared to support the development applications and determined that the dwelling does not meet the criteria for designation.

In addition to the above, a Stage 1 and 2 Archaeological Assessment was completed for the subject lands in June 2021 (prior to the site undergoing remediation) and it was determined that the site held no cultural heritage value. On October 5, 2021, the Ministry of Heritage, Sport, Tourism and Culture Industries issued an archaeological clearance letter for the subject lands.

On the basis of the above, Town Planning staff is of the opinion that the proposed development is consistent with the Provincial Planning Statement (2024).

Region of Halton Official Plan

Starting in 2014, Halton Region began a municipal comprehensive review of the Region of Halton Official Plan ('ROP') under Section 26 of the Planning Act. The purpose of the review was to update the ROP to conform to Provincial plans and policies, ensure it continues to meet the needs of the Region and develop a strategy to accommodate growth in Halton Region to the year 2051. Reports relevant to the subject lands through the ROP process are summarized in Appendix 3 to this Report. Regional Council adopted two Regional Official Plan Amendments ('ROPA') related to accommodating growth and these are described below.

On July 7, 2021, Regional Council adopted ROPA 48 that had the effect of defining the Regional Urban Structure and a hierarchy in which to direct population and employment growth. Through this exercise, the subject lands were removed from the Employment Area in order to facilitate redevelopment of the lands for mixed-use development. ROPA 48 was approved by the Province, with modifications, on November 10, 2021. The modifications did not apply to the subject lands.

On June 15, 2022, Regional Council adopted ROPA 49 which updated the Region's strategy for accommodating growth. ROPA 49 was approved with modifications on November 4, 2022.

In October 2022, the Province tabled Bill 23, *More Homes Built Faster Act, 2022*. This legislation identified Halton Region as an 'upper-tier municipality without planning responsibilities'. In April 2024, through Bill 185, *Cutting Red Tape to Build More Homes Act, 2024*, the effective date of this change to Halton Region's role in land use planning was identified as July 1, 2024. At the time of writing this Report, the ROP remains in-effect as part of Part I of the Town's new Official Plan, however it will be revoked through Ministerial approval of Part II of the Town's new Official Plan.

On the basis of the above, the following policy analysis of the ROP is based on the operative Office Consolidation of the Region of Halton Official Plan, dated May 16, 2024, as this is the applicable version that was in-effect at the time the development applications were deemed complete.

The subject lands are within the Town of Milton's Built Boundary, are designated Urban Area and the southern portion of the subject lands is also within the Regional Natural Heritage System on Map 1h: Regional Urban Structure of the ROP. It is noted that the subject lands were removed from Employment Area in the ROP through ROPA 48, which was approved on November 10, 2021. This had the effect of enabling mixed-use redevelopment of subject lands.

Table 2 - Intensification and Density Targets in the ROP identifies the minimum target for new housing units to be accommodated in each lower-tier municipality.

The goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities while enhancing mobility, addressing climate change and improving housing affordability. Section 72.1 of the ROP establishes policy objectives for the Urban Area designation and the relevant policies are listed below.

Urban Area and the Regional Urban Structure

72.1 The *objectives* of the Urban Area are:

- (1) To accommodate growth in accordance with the *Region's* desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable *natural environment*, and preserve certain landscapes permanently.
- (2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.
- (3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.
- (4) To ensure that growth takes place commensurately both within and outside the *Built Boundary*.
- (6) To identify a Regional Urban Structure that directs growth to *Strategic Growth Areas* and protects *Regional Employment Areas*.
- (8) To promote the adaptive re-use of *brownfield* and *greyfield sites*.
- (9) To facilitate and promote *intensification* and increased densities.

Section 75 of the ROP addresses growth targets for intensification and strategic growth areas as follows:

75. The Urban Area is planned to accommodate the distribution of population and employment for the *Region* and the four Local Municipalities as shown in Table 1, the *intensification* and density targets as shown in Table 2, the Regional phasing as shown in Table 2a, and the targets for *Strategic Growth Areas* as shown in Table 2b.

The ROP definitions for intensification and strategic growth area are as follows:

253.1 Intensification means the development of a property, site or area at a higher density than currently exists through: (1) redevelopment, including the reuse of brownfield sites, (2) the development of vacant and/or under-

utilized lots within previously developed areas, (3) infill development; or (4) the expansion or conversion of existing buildings.

280.2 Strategic Growth Areas means lands identified by the *Region* or its Local Municipalities within the Urban Area that are to be the focus for accommodating population and employment *intensification* and higher-density mixed uses in a more compact built form. *Strategic Growth Areas* include *Urban Growth Centres, Major Transit Station Areas, Regional Nodes, Regional Corridors, and Local Nodes* as identified in Local Official Plans.

The ROP supports growth in a form that is compact and transit-supportive and that reduces dependence on automobiles. The ROP directs growth to strategic growth areas and promotes the redevelopment of underutilized sites, intensification and increased densities. In the Town of Milton, Table 2 of the ROP establishes a minimum intensification target of 9,800 units in the built-up area between 2022 and 2041, representing 45% of all new units during this time period.

The proposed development is considered intensification in accordance with the definition in the ROP. In Part 1 of the Town's new OP, the subject lands have been identified as the Bronte Steeles Mixed Use strategic growth area where higher density mixed-uses in a compact built form are directed. Phase 1 of the proposed development includes 1,065 units that would contribute towards the growth targets established in Table 2 of the ROP.

Section 76 of the ROP indicates that the range of permitted uses and lot creation requirements are established in local Official Plans and Zoning By-laws, however all development is subject to the policies of the ROP. Section 76 of the ROP reads as follows:

76. The range of permitted uses and the creation of new lots in the Urban Area will be in accordance with Local Official plans and Zoning By-laws. All development, however, shall be subject to the policies of this Plan.

Section 77 of the ROP establishes requirements for Local Municipalities to achieve planned growth targets, to undertake monitoring associated with growth and to prepare area-specific plans or policies for major growth areas, among other matters.

Regional Urban Structure

Section 78 of the ROP establishes the Regional Urban Structure which includes, among other areas, strategic growth areas and built-up areas.

The policy objectives include directing a significant proportion of population and certain types of employment to strategic growth areas through mixed-use intensification that supports the local role and function of its place. Increased opportunities for the development of affordable housing, particularly in strategic growth areas, is also

encouraged as well as supporting climate change through the establishment of complete communities and reducing dependence on automobiles and supporting existing and planned transit and active transportation. The subject lands are not identified in a strategic growth area in the ROP, however they are identified as a strategic growth area in the Town's Official Plan, which established the latest urban structure to guide growth in the Town of Milton.

The ROP also provides direction on housing and the relevant policies are included below.

Housing

84. The *goal* for housing is to supply the people of *Halton* with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.

86. It is the policy of the Region to:

(6) Adopt the following housing targets:

a) that the per cent of new housing units produced annually in *Halton* in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter;

b) that at least 30 per cent of new housing units produced annually in *Halton* be *Affordable* or *Assisted Housing*.

The proposed development includes a range of unit types and would contribute to the housing target described above. The Planning Rationale indicated that ownership tenure will be contemplated in the future.

Section 89 of the ROP requires all new development to connect to municipal water and wastewater services and reads as follows:

Urban (Water Supply and Wastewater Treatment) Services

89. It is the policy of the Region to:

(3) Require that approvals for all new *development* within the Regional Urban Boundary as delineated on Map 1 of this Plan, be on the basis of connection to *Halton's* municipal water and wastewater systems, unless otherwise exempt by other *policies* of this Plan.

In support of the proposed development, the applicant submitted a Functional Site Servicing and Stormwater Management Report to outline the servicing and stormwater management strategy for the subject lands. Connections to the municipal water and wastewater system are proposed to support ultimate development of the site. Halton Region identified wastewater infrastructure upgrades that are required to support development on the subject lands. In this regard, the proposed Zoning By-law

Amendment includes a Holding provision requiring confirmation of adequate servicing from the Region prior to development occurring in Phase 1.

In addition to the above, a new public stormwater management pond is also identified in the proposed Draft Plan of Subdivision.

The southern portion of the subject lands are identified as containing Key Features within the Natural Heritage System as shown on Map 1G: Key Features within the Greenbelt and Regional Natural Heritage Systems of the ROP. Sections 114 to 118 of the ROP includes policies that apply to the Natural Heritage System and the relevant sections are identified below.

114.1 The objectives of the Natural Heritage System are:

- (4) To direct *developments* to locations outside *hazard lands*.
- (5) To protect or enhance the diversity of fauna and flora, ecosystems, plant communities, and significant landforms of Halton.
- (6) To protect or enhance *Key Features*, without limiting the ability of existing *agricultural uses* to continue.
- (8) To preserve and enhance the quality and quantity of ground and surface water.
- (9) To contribute to a continuous natural open space system to provide visual separation of communities and to provide continuous corridors and interconnections between the *Key Features* and their *ecological functions*.
- (10) To protect significant scenic and heritage resources.
- (15) To preserve and enhance air quality.
- (16) To provide opportunities for scientific study, education and appropriate recreation.
- (17) To preserve the aesthetic character of *natural features*.
- (18) To provide opportunities, where appropriate, for passive outdoor recreational activities.

116.1 The boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:

- a) a Sub-watershed Study accepted by the *Region* and undertaken in the context of an *Area-Specific Plan*;
- b) an individual Environmental Impact Assessment accepted by the *Region*, as required by this Plan; or

c) similar studies based on terms of reference accepted by the *Region*.

Once approved through an approval process under the Planning Act, these refinements are in effect on the date of such approval. The *Region* will maintain mapping showing such refinements and incorporate them as part of the *Region's* statutory review of its Official Plan.

118. It is the *policy* of the *Region* to:

(2) Apply a systems based approach to implementing the Regional Natural Heritage System by:

a) Prohibiting *development* and *site alteration* within *significant wetlands*, significant coastal wetlands, *significant* habitat of endangered and threatened species and *fish habitat* except in accordance with Provincial and Federal legislation or regulations;

b) Not permitting the alteration of any components of the Regional Natural Heritage System unless it has been demonstrated that there will be no *negative impacts* on the *natural features and areas* or their *ecological functions*; in applying this *policy*, *agricultural operations* are considered as compatible and complementary uses in those parts of the Regional Natural Heritage System under the Agricultural System and are supported and promoted in accordance with *policies* of this Plan;

c) Refining the boundaries of the Regional Natural Heritage System in accordance with Section 116.1; and

d) Introducing such refinements at an early stage of the *development* or *site alteration* application process and in the broadest available context so that there is greater flexibility to enhance the *ecological functions* of all components of the system and hence improve the long-term sustainability of the system as a whole.

The ROP establishes the objectives and considerations for development adjacent to the Natural Heritage System. The subject lands are located adjacent to the Regional Natural Heritage System ('RNHS'). The RNHS was delineated through a previously approved Zoning By-law Amendment (By-law 099-2023) that was informed by a Comprehensive Environmental Management Study ('CEMS'). The RNHS includes key features as well as a 15-metre buffer. As discussed in earlier sections of this Appendix, areas of the RNHS have been remediated and restored, enhancing the ecological function of the area and improving long-term sustainability.

In addition to the above, a scoped Environmental Impact Assessment was completed, in accordance with the CEMS, and it demonstrated that the proposed development will not

negatively impact the natural features and areas of the RNHS as previously delineated through By-law 099-2023.

Section 143 of the ROP includes policies that address air quality and land use compatibility, and the relevant subsection and definitions read as follows:

143. It is the *policy* of the *Region* to:

(12) Achieve land use compatibility between *sensitive land uses* and *major facilities* by:

- a) requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential *adverse effects* from odour, noise, vibration, air pollutants, and other contaminants, to minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities*, in accordance with Provincial guidelines, standards, and procedures;
- b) where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing, or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent *sensitive land uses* are only permitted if the following are demonstrated through appropriate studies in accordance with Provincial guidelines, standards and procedures:
 - i. there is an identified need for the proposed use;
 - ii. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
 - iii. *adverse effects* to the proposed *sensitive land use* are minimized and mitigated; and
 - iv. potential impacts to industrial, manufacturing or other uses are minimized and mitigated; and
- c) requiring an air quality study based on guidelines under Section 143(2.1) for *development* proposals with *sensitive land uses* located within 30m of a Major Arterial or Provincial Highway, or 150m of a Provincial Freeway, as defined by Map 3 of this Plan.

256.3 MAJOR FACILITIES means facilities which may require separation from *sensitive land uses*, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and

gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

276.2 SENSITIVE LAND USES means buildings, amenity areas or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges, fumes, sound waves or radiation generated by a nearby major facility. *Sensitive land uses* may be part of the natural or built environment and include examples such as: residences, day care centres, hospitals, and schools.

The ROP includes requirements to ensure land use compatibility and air quality where sensitive land uses are proposed near employment uses. Through the Regional Official Plan Review, the Region completed an evaluation of employment requests based on a set of evaluation principles and criteria. The subject lands was one of the requests evaluated by the Region and the evaluation framework included a number of principles and criteria, of which the employment area viability and need for the conversion were assessed. ROPA 48 removed the subject lands from the Employment Area designation as the evaluation indicated that the lands satisfied the conversion criteria.

The proposed Official Plan Amendment is intended to establish a long-term, phased land use framework for development on the subject lands. The framework establishes a mix of permitted uses, maximum heights and densities, provisions related to parking, active frontages and transition to existing development and minimum commercial gross floor area requirements. The framework also includes direction for long-term future intensification in Phase 2 including a comprehensive development plan, urban design guidelines, servicing considerations and the requirement to demonstrate land use compatibility with the existing employment area based on detailed building design once available.

As noted earlier in this Appendix and within the Report, the proposed Zoning By-law Amendment includes Holdings on all development blocks for Phase 1 to address outstanding technical matters related to compatibility and noise. The proposed Zoning By-law Amendment applies the Future Development ('FD') zone to all Phase 2 lands, requiring future applications to establish land uses and provisions. Given that the Phase 2 lands are not being rezoned at this time, the proposed Official Plan Amendment requirements for Phase 2, including land use compatibility and other technical requirements, will be evaluated through future Zoning By-law Amendment applications. This approach allows Council to establish the overall framework for development of the subject lands while ensuring employment protection and compatibility considerations are fully addressed prior to development.

Sections 146 and 147 of the ROP include policies that require development sites to be in a condition suitable for its intended use and these sections read as follows:

Land

146. The *objectives* of the *Region* are:

(11) To ensure that *development* takes place on sites that are safe from soil contamination.

147. It is the *policy* of the *Region* to:

(17) Require that, prior to the Region or Local Municipality considering any *development* proposals, the proponent undertake a process in accordance with the *Region's* Guidelines (Protocol) for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites and any applicable Provincial legislation, regulations and guidelines to determine whether there is any potential contamination on the site and the steps necessary to bring the site to a condition suitable for its intended use.

(18) Consider approval for *development* proposals only when the *development* site complies with Provincial guidelines, Regional standards and other requirements regarding soil and groundwater quality.

The ROP requires the completion of proper assessments of a development site to ensure it is safe from contamination. The subject lands were contaminated through previous industrial uses and a number of Environmental Site Assessments have been completed for different areas of the subject lands. The applicant has been working with the MECP through the review of the Environmental Site Assessments and issuance of Records of Site Condition. The MECP has also issued Certificates of Property Use for two areas on the subject lands, which includes restrictions for future land use and access. Further discussion on these areas is included in the 'Issues of Concern' section of the Report.

Section 165 of the ROP includes policies that apply to cultural heritage resources. The relevant sections and definitions are provided below.

Cultural Heritage Resources

165. The *goal* for *Cultural Heritage Resources* is to protect the material, cultural and built heritage of *Halton* for present and future generations.

167. It is the *policy* of the *Region* to:

(3) Require that *development* proposals on adjacent lands to protected Cultural Heritage Resources:

a) study and consider the preservation, relocation and/or adaptive re-use of historic buildings and structures based on both social and economic costs and benefits;

b) incorporate in any reconstruction or alterations, design features that are in harmony with the area's character and existing buildings in mass, height, setback and architectural details; and

c) express the *Cultural Heritage Resources* in some way, including: display of building fragments, marking the traces of former locations, exhibiting descriptions of former uses, and reflecting the former architecture and uses.

224. Cultural Heritage Resources means elements of the Regional landscape which, by themselves, or together with the associated environment, are unique or representative of past human activities or events. Such elements may include built heritage resources, cultural heritage landscapes, and archaeological resources.

220.3 Built Heritage Resources means one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community. These resources may be identified through designation or heritage conservation easement under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions.

The ROP requires the review and assessment of cultural heritage and built heritage resources when a development proposal includes lands where such a resource may exist. The property located at 248 Martin Street currently includes a dwelling that was listed on the Town's Heritage Register. A Heritage Impact Assessment was completed to support the proposed development and the assessment concluded that the dwelling does not warrant designation.

Section 172 of the ROP includes policies that address the transportation system and the relevant sections are provided below.

Transportation

172. The *objectives* of the *Region* are:

(2) To develop a balanced transportation system that:

- a) reduces dependency on automobile use;
- b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and
- c) promotes *active transportation*.

(9.2) To ensure *development* is designed to support *active transportation* and public transit.

(9.3) To integrate transportation planning, land use planning and investment in *infrastructure*.

(10) To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and *active transportation*.

The ROP establishes objectives to create a transportation system that reduces automobile use, promote active transportation and is safe. New development is to be designed to support active transportation and public transit as well. The subject lands have frontage on a major arterial road (Steeles Avenue East) and minor arterial road (Martin Street). The subject lands are presently within the Milton Transit fixed-route service area. The nearest current transit route is located on Steeles Avenue, via Route 1 High Point with a 20-minute peak weekday service to/from the Milton GO station. The proposed development is of a compact built-form that has the ability to support transit service, if available, and promotes active transportation.

The ROP includes many policies applicable to the proposed development and these have been identified and addressed above. In this regard, Town Planning staff are of the opinion that the proposal conforms to the Region of Halton Official Plan.

Date	Approval Authority	Summary of Reports Related to the Mountainview West Lands (formerly referred to as the Meritor lands)
September 29, 2014	Town of Milton	Report PD-044-14 - Municipal Comprehensive Review of Employment and Commercial/Retail Land Needs • In April 2013, the Town of Milton ('Town') solicited proposals for consulting services to prepare a Municipal Comprehensive Review ('MCR') of its Employment and Commercial/Retail Land Needs Study. The Town retained Macauley Shiomi Howson Ltd., Watson & Associates Economists Ltd. and Tate Economic Research Inc. to complete the study. • The final study indicated that a detailed analysis was carried out as part of the evaluation of potential conversions with respect to the MCR tests for employment lands conversions. The Meritor lands were recommended for conversion and proposed to be redesignated from employment to a commercial/mixed-use designation.
January 25, 2016	Town of Milton	Report PD-004-16 - Employment Land Needs Assessment Study - Update Report • In April 2015, Town staff were directed to undertake an employment planning study to develop a strategy to guide the designation and development of urban employment lands to the year 2041. • In July 2015, the Town retained MacNaughton Hensen Britton Clarkson Planning (MHBC) and Watson & Associates Economists Ltd. to complete the Employment Land Needs Assessment Study. • The purpose of the study was to confirm the Town's employment land needs, provide information on trends regarding Milton's employment land supply and demand and recommend supporting policies and direction for use within the future Official Plan review exercise. • Phase 1 - Draft Background Report was presented to Council through Report PD-004-16. The Meritor lands were identified, amongst 4 other areas, as potential candidates for employment conversion. Further, it was indicated that a thorough evaluation of the potential employment land conversions would be completed as part of Phase 2 to ensure the conversions met criteria listed in the Report and consider policy, economic, land use compatibility and community implications for each conversion.
October 24, 2016	Town of Milton	Report PD-040-16 - Employment Lands Needs Assessment Study - Phase 2 Analysis and Recommendations Report

Date	Approval Authority	Summary of Reports Related to the Mountainview West Lands (formerly referred to as the Meritor lands)
		• Phase 2 - Analyses and Recommendations Report (dated October 13, 2016) was presented to Council through Report PD-040-16. The Executive Summary indicated the following with respect to the Meritor lands: “The assessment work completed in the Study also analyzed lands for potential conversion from employment to non-employment uses. The analysis was undertaken in accordance with policy requirements aimed at protecting employment lands as well as criteria reflecting the local economy and local needs of the Town. Only the previously supported Meritor Suspension Systems Company (MSSC) site on Steeles Avenue is recommended for conversion.” • Recommendation 27 from the Executive Summary: “The conversion of current employment designated lands should be limited to those sites previously supported through OPA 31, including the Meritor lands”. • Key sections of the final study relevant to the Meritor lands: ○ “The Phase 1 study outlined the policies from the Provincial Policy Statement (‘PPS’), Growth Plan and Regional Official Plan Amendment (‘ROPA’) 38 that direct when and how the conversion of employment lands can be considered. OPA 31 also reiterates the ROPA 38 policies used to assess the conversion of employment lands to non-employment uses through a MCR. The Phase 1 report initially identified a number of additional criteria to be considered which reflect the local economy and local needs of the Town. In addition to the policy considerations, criteria related to economic vitality, land use compatibility and community benefits were assessed for each site.” ○ “In undertaking the assessment of the potential sites for conversion a detailed assessment according to a number of criteria was completed. A detailed table with the assessment of each site is found in Appendix B. Information was collected for each site including the Regional and local Official Plan policies, current zoning, a description of the existing use, land area and lot frontage, and a general description of the site including surrounding land uses. Additional physical and environmental features of the site were noted including the site’s current servicing availability and capacity and transportation access. Each site

Date	Approval Authority	Summary of Reports Related to the Mountainview West Lands (formerly referred to as the Meritor lands)
		was then assessed based on a number of specific criteria related to land use compatibility, local economics and the local context.” ○ “The site is more connected physically to the residential communities south of Steeles (site includes Martin Street Junior Public School which is currently under reconstruction) rather than to the industrial development to the north. As a large contiguous parcel, it also provides flexibility for redevelopment. Any redevelopment will have to be considered in the context of industrial uses to the north to ensure there are adequate separation distances and mitigation measures in place so as to protect nearby industry operations.”
February 11, 2019	Town of Milton	Report PD-011-19 - Making it Possible - Positioning the Town for Growth and Economic Development Through Proposed Changes to Provincial Planning Policy • Report PD-011-19 summarized changes being proposed at the time to the Growth Plan through proposed Amendment No. 1. This Amendment included a Provincially Significant Employment Zone Map and Town staff identified a number of sites that conflict with Council’s previously endorsed Future Urban Structure. • One of the above-noted sites included the Meritor site. Report PD-011-19 indicates that the site has been identified and envisioned by the Town for redevelopment of high-density, mixed use precinct given the site’s proximity to Downtown Milton. Report PD-011-19 formally requested that the Ministry remove the Meritor lands from ‘Provincially Significant Employment Zone’ mapping. • On August 28, 2020, the Province passed Amendment No. 1 to the Growth Plan and the Meritor lands were removed from the Provincially Significant Employment Zone mapping.
June 19, 2019	Halton Region	LPS41-19 - Regional Official Plan Review - Progress Update on the Integrated Growth Management Strategy and Preliminary Growth Scenarios • Report LPS41-19 provided background on the Integrated Growth Management Strategy and Preliminary Growth Scenarios being contemplated through the Regional Official Plan Review. • Report LPS41-19 referenced the local intensification and land needs studies that had been completed or that were underway to be considered in the ultimate growth scenario supported by the Region. With respect to employment conversions, it was

Date	Approval Authority	Summary of Reports Related to the Mountainview West Lands (formerly referred to as the Meritor lands)
		noted that the consideration and evaluation of each conversion request would form an important part of the integrated growth management strategy process. Further, the report reiterated that employment land conversions could only occur through a MCR process, a process that provides the opportunity to examine strategic locations for employment land conversions in order to unlock economic potential to advance mixed use developments. Report LS41-19 indicated that principles for assessing conversion requests would be incorporated into a methodology and applied in the assessment of each individual conversion request.
November 12, 2019	Ministry of Municipal Affairs and Housing ('MMAH')	Letter to Halton Region Re. Phasing for Municipal Comprehensive Review As the approval authority for new Official Plans, the MMAH confirmed that municipalities may advance a phased approach to municipal comprehensive reviews through multiple official plan amendments. The contents of the initial Scoped ROPA, as outlined in the Report, do not compromise the ability of Council to comprehensively and objectively evaluate the full range of Growth Concepts associated with the Integrated Growth Management Strategy and the full Regional Official Plan Review exercise.
July 15, 2020	Halton Region	Report LPS56-20 - Regional Official Plan Review - Regional Urban Structure Discussion Paper - Report LPS56-20 included the Regional Urban Structure Discussion Paper which explored the elements of a Regional urban structure as a foundation for the development of growth concepts, setting out how and where growth would be accommodated in Halton to 2041. - Attachment 1 included the 'Integrated Growth Management Strategy Regional Urban Structure Discussion Paper' and below are key sections relevant to the conversion of the Meritor lands: - Section 4.3.2: Employment Area Conversions - recognized the importance of provincial policy through the Provincial Policy Statement and Growth Plan and identified the requirement to only consider such requests through a municipal comprehensive review process. This section also identified the employment conversion criteria in the Growth Plan (2019) and the Regional Official Plan and confirmed that all conversion requests would be assessed on specific criteria.

Date	Approval Authority	Summary of Reports Related to the Mountainview West Lands (formerly referred to as the Meritor lands)
		○ Section 4.3.2.1: Employment Area Conversions Request Evaluation Criteria - identified the criteria developed to assess each request and included four principles related to employment land supply, demonstrated need, employment area viability and general considerations. All four of the principles had to be met in order for Regional staff to recommend the conversion. Appendix D to the above-noted Discussion Paper included an overview of the criteria and referenced to relevant Provincial and Regional policy. ○ Principle 1: Employment Land Supply criteria included current context, future potential, strategic parcel supply and land budget implications. ○ Principle 2: Demonstrated Need criteria included strategic location, strategic opportunity and specific conditions & constraints. ○ Principle 3: Employment Area Viability included locational impacts, compatibility and continued function & expansion. ○ Principle 4: General Considerations included cross-jurisdictional issues to consider, supporting infrastructure & facilities, other regional requirements and local support. ● Appendix E: Employment Area Conversion Request Inventory & Mapping identified the Meritor lands to be considered an employment area conversion.
September 16, 2020	Halton Region	Report LPS84-20 - Advancing Key Planning Priorities of the Halton Municipalities through the Regional Official Plan Review ● Through Report LPS84-20, Regional Council directed staff to prepare an initial scoped ROPA under Section 26 of the <i>Planning Act</i> that would advance certain strategic local municipal planning priorities related to urban structure that are required to achieve conformity with the Growth Plan, 2019. In response to advancing local plans and priorities through the Regional Official Plan Review, Report LPS84-20 also directed staff to prepare an initial Scoped ROPA, under Section 26 of the <i>Planning Act</i> to advance select local municipal planning priorities related to urban structure as presented in the Regional Urban Structure and Supplemental Discussion Paper. Report LPS84-20 outlined a number of local municipal planning priorities that were to be considered as part of the initial Scoped Regional Official Plan Amendment including boundary and policy changes to Urban Growth Centres, delineation and assignment of

Date	Approval Authority	Summary of Reports Related to the Mountainview West Lands (formerly referred to as the Meritor lands)
		density targets for MTSAs, identification of additional growth nodes and strategic growth corridors with a corresponding policy framework and limited employment conversions.
February 17, 2021	Halton Region	Report LPS17-21 - Draft Regional Official Plan Amendment 48 - An Amendment to Define a Regional Urban Structure • This report requested Council authorization to initiate the statutory public planning process and release draft ROPA 48 - “An Amendment to Define a Regional Urban Structure” for public and agency consultation. • The report provided an overview of the ongoing Regional Official Plan Review process and provided an updated on Phase 2 which included research, technical analysis and engaging with the community through the key theme area Discussion Papers. • In addition to the above, the report included the release of the draft Regional Official Plan Amendment 48 (ROPA 48) for public consultation. Attachment 1 identified non-discretionary components of a Regional Urban Structure that supported local plans and priorities and the Growth Concepts associated with the Integrated Growth Management Strategy. • One section identified the supported employment land conversions that indicated that sites that met the criteria identified by the Region (see summary in Report LPS56-20 above) in conformity with Growth Plan (2019) and that have been identified by the Local Municipalities as having strategic importance in advancing elements of the local urban structure were identified and included in draft ROPA 48. The Meritor lands were included as an employment conversion. • Additional policy directions were identified to ensure that the importance of existing employment uses within Strategic Growth Areas is recognized and that requirements related to land use compatibility are applied as redevelopment within these areas is considered.
February 17, 2021	Halton Region	Report LPS-18-21 - Regional Official Plan Review - Integrated Growth Management Strategy - Growth Concepts Discussion Paper • This report presented the Integrated Growth Management Strategy: Growth Concepts Discussion Paper (Appendix 5) that, among other matters, included the technical analysis of the growth concepts and employment land conversions.

Date	Approval Authority	Summary of Reports Related to the Mountainview West Lands (formerly referred to as the Meritor lands)
		- Regional staff included a summary of the evaluation for the Meritor lands that included an overview of employment land supply, demonstration of need, employment area viability and other general considerations. The assessment concluded that Regional staff were supportive of the employment land conversion to facilitate mixed-use development on the subject lands. Below are key points from the assessment of the employment land conversion request. - It was noted that the Meritor lands are close proximity to existing residential uses and strategic proximity to Steeles Avenue and the Downtown Area. - The assessment indicated that the need for the conversion was demonstrated based on both site-specific conditions and strategic considerations. - With respect to the adjacent Employment Area, the assessment indicated that the south side of Steeles Avenue is a logical boundary for the Employment Area, delineated by a major arterial Regional Road and lands that are designated and zoned for Business Park uses on the north side of Steeles Avenue. - The assessment further indicated that no impacts to the ongoing viability or concerns related to compatibility are anticipated. Lastly, the assessment concluded that there were no jurisdictional issues identified and noted that more detailed planning processes would be required to support development on the Meritor lands.
May 3, 2021	Town of Milton	Report DS-027-21 - Halton Region Official Plan Review - Milton's Response to Draft Regional Official Plan Amendment (ROPA) 48. - Report DS-027-21 included Town comments in response to draft ROPA 48. The draft ROPA 48 advanced select local municipal planning priorities related to urban structure and provided important foundational policies to support Provincial objectives to increase housing supply and support growth and economic development in Halton. - ROPA 48 contained key employment land conversions to support growth planning in Halton in accordance with the Growth Plan. The Meritor lands were included as key employment land conversion that satisfied the criteria established in the Integrated Growth Management Strategy Regional Urban Structure Discussion Paper.

Date	Approval Authority	Summary of Reports Related to the Mountainview West Lands (formerly referred to as the Meritor lands)
July 7, 2021	Halton Region	Report LPS60-21 - Adoption of Regional Official Plan Amendment (ROPA) 48 - “An Amendment to Define a Regional Urban Structure” • Report LPS60-21 indicated that ROPA 48 established important elements of the Regional Urban Structure and advanced important employment land conversions, including the removal of the Regional Employment Area overlay from a number of strategic locations supportive of the Regional Urban Structure. • Report LPS60-21 indicated that the Ministry of Municipal Affairs and Housing (MMAH) provided comments to the Region on the conversions as noted below. “MMAH provided comments on ROPA 48 with respect to conversions and requested further information on the draft Land Needs Assessment work and how it considers the cumulative impact of the conversions on the Region’s long-term supply of employment land and the land needed to accommodate forecasted growth to 2051. It is important to note that all of the conversions advanced as part of ROPA 48 are located within a Strategic Growth Area identified as part of the Regional Urban Structure and/or represent a key redevelopment opportunity also supportive of the Regional and Local Urban Structures. The strategic nature of these conversions is also supported by the policy framework in ROPA 48, which requires that development criteria be established to ensure that the redevelopment retains space for a similar number of jobs and that within Strategic Growth Areas, an appropriate proportion of residents and jobs is achieved over the long-term. These lands will continue to play an important role in accommodating employment growth in Halton. As part of the Growth Concepts Discussion Paper, Appendix B included initial Land Need Assessment work as well as local municipal allocations of growth. This work considered the initial assessment of conversion requests as detailed in Appendix C.2 to the Growth Concepts Discussion Paper and identified a potential range of land needed to accommodate employment growth to 2051. Additional analysis related to the employment conversions included in ROPA 48 and their relationship to the IGMS

Date	Approval Authority	Summary of Reports Related to the Mountainview West Lands (formerly referred to as the Meritor lands)
		and municipal comprehensive review process is provided in Attachment #6 to this report.” • Report LPS60-21 indicated that Regional staff was satisfied that ROPA 48 is consistent with the Provincial Policy Statement (2020) and was in conformity to the Growth Plan, 2019 as amended, and has regard for matters of provincial interest for the reasons outlined in Attachment #7. • Regional Council adopted ROPA 48 and forwarded it to the Ministry of Municipal Affairs and Housing for approval.
November 10, 2021	Ministry of Municipal Affairs and Housing	Approval Letter - Notice of Decision to Approve Regional Official Plan Amendment 48 (ROPA 48) • The Minister issued a decision on November 10, 2021 to approve ROPA 48 as adopted by Regional Council, subject to eight modifications related to Protected Major Transit Station Areas, Regional Nodes, and Urban Growth Centres. None of the proposed modifications impacted the Meritor lands.
November 24, 2021	Halton Region	Report LPS91-21 - Provincial Decision on Regional Official Plan Amendment No. 48 - “An Amendment to Define a Regional Urban Structure” • Report LPS91-21 provided Regional Council with information on the Minister’s decision and the implications for implementation of the Regional Official Plan and the balance of the Regional Official Plan Review process. The Report summarized the modifications and confirmed that the policies, including lands that were subject to conversions, were in-effect.

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW 049-2026

BEING A BY-LAW TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTION 22 OF THE *PLANNING ACT* IN RESPECT OF THE LANDS MUNICIPALLY IDENTIFIED AS 150 STEELES AVENUE EAST AND 248, 250, AND 314 MARTIN STREET AND LEGALLY DESCRIBED AS PART OF LOT 7, CONCESSION 2NS, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (150 STEELES MILTON INC. AND 248 MARTIN INC.) - FILES: LOPA-03/25, Z-09/25 AND 24T-25003/M.

The Council of the Corporation of the Town of Milton, in accordance with the provisions of Section 22 of the Planning Act, R. S. O. 1990, c. P.13, as amended, hereby enacts as follows:

1. Amendment No. 97 to the Official Plan of the Town of Milton, to remove Policy C.2.5.12 and amend Schedules 1, A, B, D, D1, H, I1, M, N, C.2.A and C.2.B of the Town of Milton Official Plan to remove the subject lands from the Milton 401 Industrial/Business Park Secondary Plan in its entirety, designate the subject lands Residential Area and Natural Heritage System and apply a Specific Policy Area 57 , on the lands known municipally as 150 Steeles Avenue East and 248, 250, and 314 Martin Street and legally described as Part of Lot 7, Concession 2NS, Town of Milton, consisting of the attached maps and explanatory text, is hereby adopted.
2. Pursuant to Subsection 22(9.3) of the Planning Act, R.S.O. 1990, c. P.13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 22(6.4) and 22(7). Where one or more appeals have been filed under Subsection 22(6.4) or 22(7) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land Tribunal.
3. Upon Ministerial approval of the new Town of Milton Official Plan, this Official Plan Amendment shall be consolidated into the new Town of Milton Official Plan.

PASSED IN OPEN COUNCIL ON JUNE 22, 2026.

Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

AMENDMENT NUMBER 97

TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

PART 1 THE PREAMBLE, does not constitute part of this Amendment

**PART 2 THE AMENDMENT, consisting of the following text constitutes
Amendment No. 97 to the Official Plan of the Town of Milton**

PART 1: THE PREAMBLE

THE TITLE

This amendment, being an amendment to the Official Plan of the Town of Milton shall be known as:

Amendment No. 97

To the Official Plan of the Town of Milton

150 Steeles Avenue East and 248, 250 and 314 Martin Street

Part of Lot 7, Concession 2NS

(File: LOPA-03/25)

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to amend certain schedules and policies of the Official Plan of the Town of Milton and the Milton 401 Industrial/Business Park Secondary Plan, to remove the subject lands from the Milton 401 Industrial/Business Park Secondary Plan in its entirety, designate the lands Residential Area and Natural Heritage System and to add a Specific Policy Area No. 57 to the lands located at 150 Steeles Avenue East and 248, 250, and 314 Martin Street.

LOCATION OF THE AMENDMENT

The subject lands are located on the south side of Steeles Avenue East, east of Bronte Street North and west of Martin Street and are approximately 20.8 hectares in size. The lands are legally described as Part of Lot 7, Concession 2NS, Town of Milton, and municipally known as 150 Steeles Avenue East and 248, 250, and 314 Martin Street.

BASIS OF THE AMENDMENT

The amendment proposes to remove the subject lands in their entirety from the Milton 401 Industrial/Business Park Secondary Plan, designate the subject lands as Residential Area and Natural Heritage System and add a new Specific Policy Area No. 57 to permit the development of a compact mixed-use community consisting of low-, medium-, and high-density development; including heights ranging from low-rise buildings to a maximum height of 25 storeys in select areas, with a total maximum floor space index of 3.55. The following provides basis for the amendment:

- a) The subject application proposes intensification that is consistent with the Provincial Planning Statement (PPS). The Provincial policies contained in the PPS actively promote and encourage compact urban form, intensification, optimization of the use of existing land base and infrastructure, conserving and expanding natural heritage areas, and the redevelopment of brownfield sites. In addition, the PPS prioritizes focusing growth and intensification with higher densities in strategic growth areas. The proposal is for the redevelopment of a brownfield site and is located within a strategic growth area per the Official Plan of the Town of Milton.

- b) The subject lands have been removed from the Employment Area designation through Regional Official Plan Amendment (ROPA) 48, which determined that the subject lands are suitable to permit non-employment uses. The amendment will ensure conformity with the Regional Official Plan.
- c) The proposed Draft Plan of Subdivision will create five new public streets. Phase 1 of the proposed development will include six development blocks, a stormwater management pond and buffer blocks, a Natural Heritage System and buffer blocks, a block for public parkland and a reserve block. Phase 2 will include nine Future Development blocks and two park and open space blocks. In total, the development framework contemplates 15 development blocks.
- d) The proposal contributes to building a complete community that is compact and creates a mixed-use, active transportation-friendly, transit supportive area where residents could live, work and recreate.
- e) The proposal would introduce mixed-use intensification that is complementary to Milton's commercial core in the Downtown Area and will support the vitality of the Central Business District.
- f) The proposal represents intensification that would make a positive contribution to meeting the Town's growth targets in accordance with Town, Regional and the PPS.
- g) The proposed development is compatible with surrounding land uses and an appropriate form of residential intensification aligning with the regional policy intentions for these lands.

PART 2: THE AMENDMENT

All of this document, entitled Part 2: THE AMENDMENT consisting of the following text constitutes Amendment No. 97 to the Town of Milton Official Plan.

DETAILS OF THE AMENDMENT

The Town of Milton Official Plan is hereby amended by Official Plan Amendment No. 97, pursuant to Sections 17 and 21 of the Planning Act, as amended, as follows:

1.0 Map Change(s)

- 1.1 "Schedule 1 - Town Structure Plan" is hereby amended by designating a portion of the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from "Urban Area" to "Natural Heritage System" as shown on Schedule '1' attached hereto.
- 1.2 "Schedule A - Rural Land Use Plan" is hereby amended by designating a portion of the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from "Urban Area" to Natural Heritage System" as shown on Schedule '2' attached hereto.
- 1.3 "Schedule B - Urban Area Land Use Plan" is hereby amended by redesignating the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from "Business Park Area" and "Natural Heritage System" to "Residential Area" and "Natural Heritage System" as shown on Schedule '3' attached hereto.
- 1.4 "Schedule C.2.A - Milton 401 Industrial/Business Park Secondary Plan - Structure Plan" is hereby amended by removing the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from the "401 Industrial / Business Park Secondary Plan" as shown on Schedule '4' attached hereto.
- 1.5 "Schedule C.2.B - Milton 401 Industrial/Business Park Secondary Plan - Land Use Plan" is hereby amended by removing the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from the "401 Industrial / Business Park Secondary Plan" as shown on Schedule '5' attached hereto.
- 1.6 "Schedule D - Urban Area Planning Districts, Character Area and Community Improvement Area" is hereby amended by removing the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from the "401 Industrial/Business Park" Planning District and adding the lands to the "Milton Central" Planning District as shown on Schedule '6' attached hereto.
- 1.7 "Schedule D1 - Urban and Rural Districts" is hereby amended by

removing the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from the "401 Industrial/Business Park" Planning District and adding the lands as part of the "Milton Central" Planning District as shown on Schedule '7' attached hereto.

- 1.8 "Schedule H - Phasing of Urban Expansion" is hereby amended by removing the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from the "401 Industrial/Business Park Phase 1" and adding the lands to the "Established Urban Area" as shown on Schedule '8' attached hereto.
- 1.9 "Schedule I1 - Urban Area Specific Policy Areas" is hereby amended by adding a new Special Policy Area No. 57 to the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, as shown on Schedule '9' attached hereto.
- 1.10 "Schedule M - Key Features within the Greenbelt and Natural Heritage System" is hereby amended by adding to the "Natural Heritage System and Enhancement Area" to include the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, as shown on Schedule '10', attached hereto.
- 1.11 "Schedule N - Future Strategic Employment Areas" is hereby amended by removing the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from the "Employment Area" overlay as shown on Schedule '11' attached hereto.

1.0 Text Change(s) (Additions are shown in red underline and deletions are shown in ~~yellow strikethrough~~).

No.	Section No.	Modification
1.	C.2.1.2.1c)	Amend subsection c) to read as follows: "c) South - Highway 401, Steeles Avenue, Martin Street, and former rail right-of-way, <u>but not including the lands south of Steeles Avenue that are generally between Martin Street and Morobel Drive</u> ; and,"
2.	C.2.5.12	Amend the first paragraph of the existing policy to read as follows: "The "Special Study Area" designation for the area bound by Steeles Avenue, Martin Street <u>lands generally west of Morobel Drive</u> , the CP Rail line and the CN Rail line on Schedule "C.2.B" is an overlay designation. The lands in this Special Study Area, with the exception of the Natural Heritage System

No.	Section No.	Modification
		and the <i>Residential</i> Area along Martin Street, have been identified as a Strategic Growth Area on Schedule “K” to this Plan.”
	<i>4.11</i>	<i>Specific Policy Areas</i>
3.	Specific Policy Area 57 - Section 4.11.3.57	Include a new Specific Policy Area No. 57 to read as follows: <u>“4.11.3.57 Notwithstanding Policies 3.2.3.2.c) and 3.2.3.3.c), the lands identified as Specific Policy Area No. 57 on Schedule “11” of this Plan - being the lands municipally known as 150 Steeles Avenue East and 248, 250, and 314 Martin Street and legally described as Part of Lot 7, Concession 2NS, Town of Milton - shall be developed according to the land use designations shown on Schedule B and the policies of this Specific Policy Area.</u> <u>The following policies apply to <i>development</i> of the lands subject to Specific Policy Area 57:</u> a) <u>The lands subject to Specific Policy Area 57 are designated Residential Area, Open Space Area and Natural Heritage System as shown on Schedule B - Urban Area Land Use Plan to this Plan and as identified on Figure 1 - Land Uses and Active Frontages.</u> b) <u>In the Residential Area designation that applies to the lands, the following uses are permitted:</u> a. <u>Residential uses in the form of low-rise, mid-rise and high-rise buildings, including ground and non-ground-oriented townhouse and stacked townhouse dwellings and apartments units, excluding single-detached and semi-detached dwellings.</u> b. <u>Notwithstanding the policies in Section 3.2.3.7 of this Plan, retail and <i>service commercial uses</i> are permitted, and such uses that exceed 930 square metres may be permitted without an amendment to this Plan, subject to satisfying the general criteria in Section 3.2.3.6 of this Plan.</u>

No.	Section No.	Modification
		c) <u>A minimum of 3,800 square metres gross floor area of the <i>development</i> will be for non-residential uses.</u> d) <u>The maximum permitted building heights and block level densities shall be in accordance with the ranges provided on Figure 2 - Height Limits and Block Level Densities.</u> e) <u>Where <i>development</i> abuts existing residential uses, buildings shall be designed in a manner to provide for an appropriate transition and relationship between different built forms and fencing, landscaping and other design features will be considered to mitigate potential impacts to existing residential uses.</u> f) <u>Active uses shall generally be located in accordance with Figure 1 - Land Uses and Active Frontages and shall be required to:</u> a. <u>Provide local retail or <i>service commercial uses</i> at the street level;</u> b. <u>Incorporate transparent windows for the majority of the street facing the ground floor wall; and,</u> c. <u>Include at least one accessible entrance from the sidewalk.</u> g) <u>All <i>development</i> shall have regard for the general design policies in Section 2.8 of this Plan and shall implement the intent of the Comprehensive Development Plan and Urban Design Guidelines prepared to support <i>development</i> on the lands.</u> h) <u>The majority of the required parking for the lands shall be provided in underground parking garages.</u> i) <u>Phasing of <i>development</i> shall be achieved in at least two phases, in accordance with Figure 3 - Phasing Plan, and the following phasing policies apply:</u> a. <u><i>Development</i> within Phase 1 that abuts existing residential uses will be prioritized in order to minimize potential impacts of the broader site development on existing residential uses.</u> b. <u>Before <i>development</i> applications within the Phase 2 Development Block identified on Figure 3 - Phasing Plan can</u>

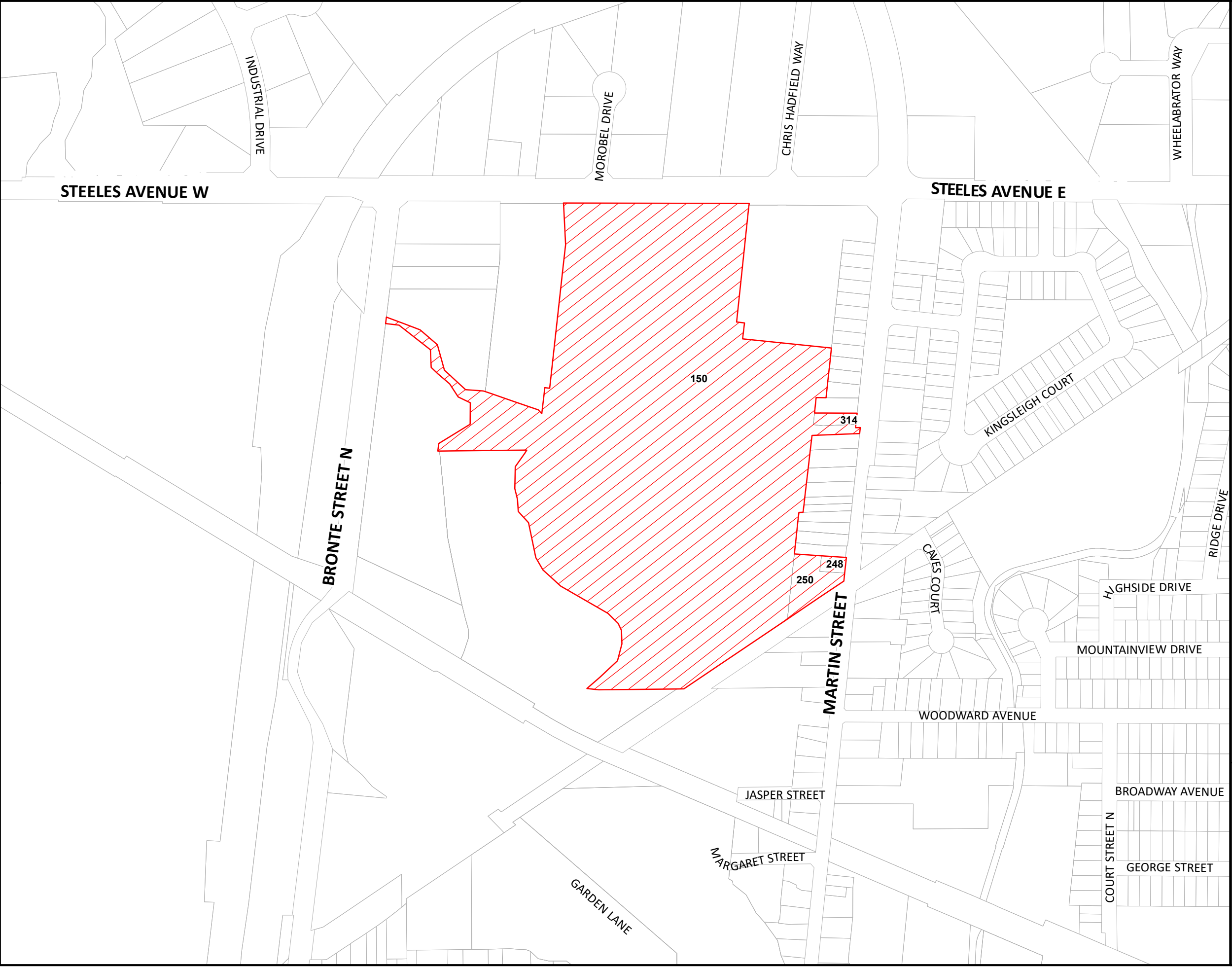
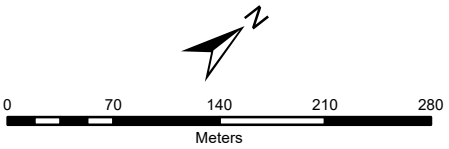
No.	Section No.	Modification
		<u>be considered for approval, the Comprehensive <i>Development Plan</i> and Urban Design Guidelines shall be updated in consultation with the Town and relevant stakeholders. The updated Comprehensive <i>Development Plan</i> and Urban Design Guidelines shall be consistent with the policies of this Plan and shall demonstrate to the satisfaction of the <i>Town</i>:</u> <u>i. How the ultimate build-out of the Development Block will achieve the block-level density established on Figure 2 - Height Limits and Block Level Densities;</u> <u>ii. How the <i>development plan</i> responds to any applicable urban design guidelines; and,</u> <u>iii. How the <i>development</i> will address any infrastructure needs identified by the <i>Town</i> and the Region.</u> <u>c. Before <i>development</i> applications within the Phase 2 Development Block identified on Figure 3 - Phasing Plan can be considered for approval, the following land use compatibility policies apply:</u> <u>i. The <i>development</i> proponent shall be required to complete the appropriate land use compatibility study, to the satisfaction of the <i>Town</i> and minimize and mitigate any potential adverse effects from odour, noise and other contaminants in accordance with a land use compatibility study;</u> <u>ii. Controls including, but not limited to, site and building design and buffers and/or separation distances will be required to prevent <i>adverse effects</i>, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of <i>major facilities</i> in accordance with applicable guidance.</u>

No.	Section No.	Modification
		iii. <u>In considering residential development on a site which is in proximity to existing stationary sources of noise, the Town will have regard for the effect of the noise and only permit the development if the attenuated noise levels would continue to be in compliance with applicable guidelines.</u> iv. <u>Development of sensitive land uses adjacent to major facilities may only be permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:</u> a. <u>Adverse effects of the proposed sensitive land use are minimized and mitigated; and</u> b. <u>Potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</u> <u>Notwithstanding 4.11.3.57 (d), the Town may permit a variation of the maximum prescribed building heights and block-level densities for the Phase 2 Development Block established on Figure 2 - Height Limits and Block Level Densities through the updated Comprehensive Development Plan and Urban Design Guidelines without the need for an amendment to this Plan."</u>

End of text

Diagram 1
Overview Plan

 Draft Amendment Area



Township of Eramosa

SCHEDULE '1' TO OFFICIAL
PLAN AMENDMENT NO. 97

TOWN OF MILTON
OFFICIAL PLAN

Schedule 1
Town Structure
Plan



0 1 2 3 4 Kilometers

This schedule forms part of the Official Plan
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June, 2026

City of Hamilton (Former Town of Flamborough)

City of Burlington

City of Mississauga

Town of Oakville

- | | | |
|---------------------------|--------------------------------------|---|
| Rail | HUSP Urban Area | Proposed Major Transit Station |
| Proposed Major Arterial | Agricultural Area | Mobility Hub |
| Highway | Mineral Resource Extraction Area | Greenbelt Natural Heritage System |
| Major Road | Natural Heritage System | Niagara Escarpment Plan Boundary |
| Lot and Concession Line | Urban Area | Parkway Belt West Plan Boundary |
| Urban Growth Centre | Hamlet | Greenbelt Plan Protected Countryside Boundary |
| Central Business District | Halton Waste Management Site | Municipal Boundary |
| SHP Urban Area Boundary | Employment Area | |
| Built Boundary | Area Under Appeal: Subject to OPA 31 | |

SCHEDULE '2' TO OFFICIAL
PLAN AMENDMENT NO. 97

TOWN OF MILTON
OFFICIAL PLAN

Schedule A
Rural Land Use
Plan



0 1 2 3 4 Kilometers

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June, 2026

City of Hamilton (Fmr. Twn. Flamborough)

City of Burlington

Town of Halton Hills

Town of Oakville

City of Mississauga

URBAN AREA
(See Schedule 'B')

- 

Greenbelt Natural
Heritage System
- 

Greenbelt Plan Protected Countryside Boundary
- 

Agricultural Area
- 

Urban Area
- 

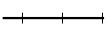
Natural Heritage System
- 

Mineral Resource Extraction Area
- 

Municipal Boundary
- 

Niagara Escarpment Plan
Boundary
- 

Area Under Appeal: Subject to OPA 31
- 

Parkway Belt West Plan
Boundary
- 

Rail
- 

Proposed Major Arterial
- 

Highway
- 

Major Road
- 

Hamlet
- 

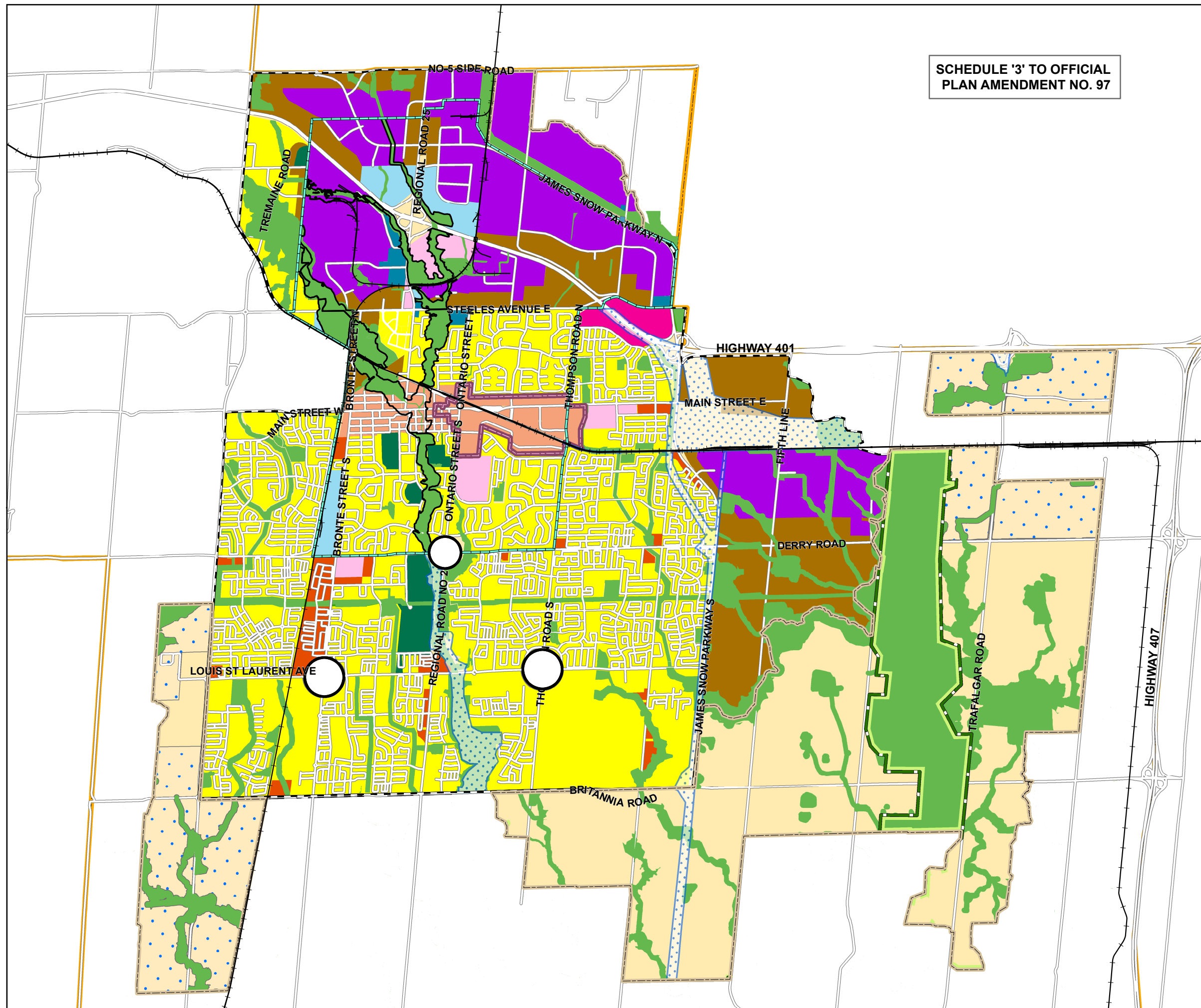
Lot and Concession Line
- 

Halton Waste Management Site

TOWN OF MILTON OFFICIAL PLAN

Schedule B Urban Area Land Use Plan

SCHEDULE '3' TO OFFICIAL
PLAN AMENDMENT NO. 97



- Business Park Area
- Business Commercial Area
- Central Business District
- Community Park
- SHP Growth Area
- SHP Growth Area- Employment
- Industrial Area
- Institutional Area
- Office Employment Area
- Major Commercial Centre
- Residential Area
- Residential Office Area
- Secondary Mixed Use Node
- Natural Heritage System
- Milton GO MTSA/Downtown Milton UGC
- Greenbelt Plan Protected Countryside
- Parkway Belt West Plan Area
- Regulatory Flood Plain
(Within Established Urban Area)
- SHP Urban Area Boundary
- Established Urban Area Boundary
- HUSP Urban Area Boundary
- Milton Boundary



0 375 750 1,500 2,250 3,000 Meters

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SCHEDULE '4' TO OFFICIAL
PLAN AMENDMENT NO. 97

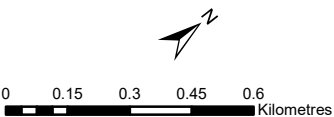
TOWN OF MILTON
OFFICIAL PLAN

Schedule C.2.A

MILTON 401 INDUSTRIAL/BUSINESS
PARK SECONDARY PLAN

STRUCTURE PLAN

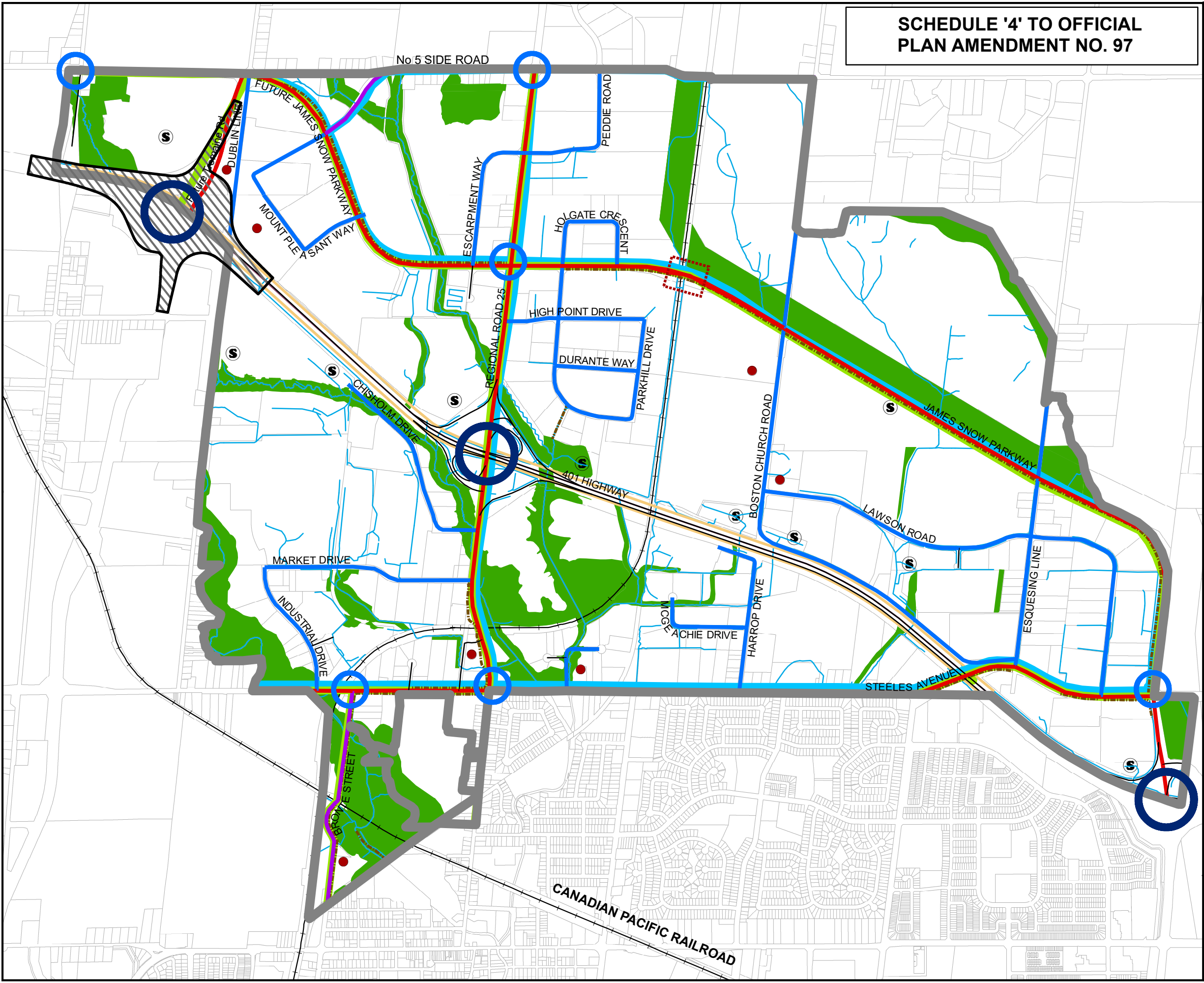
- 401 LANDSCAPE CORRIDOR
- GATEWAY STREET/
ENHANCED STREETSCAPE DESIGN
- ON-STREET BIKE SYSTEM
- MAJOR ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- LOCAL ROADS
- TRAIL
- PRIMARY GATEWAY
- SECONDARY GATEWAY
- STORMWATER MANAGEMENT POND
- CHARACTER BUILDING
- RAILWAY CROSSING
- PLANNED 401 INTERCHANGE
- NATURAL HERITAGE SYSTEM
- SECONDARY PLAN BOUNDARY
- WATERWAY
- RAILWAY



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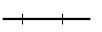
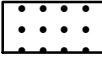
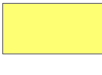
**SCHEDULE '5' TO OFFICIAL
PLAN AMENDMENT NO. 97**

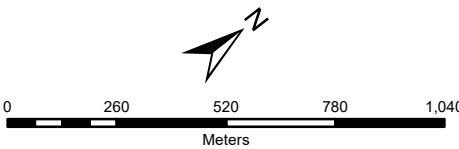
**TOWN OF MILTON
OFFICIAL PLAN**

Schedule C.2.B

**MILTON 401 INDUSTRIAL/BUSINESS
PARK SECONDARY PLAN**

LAND USE PLAN

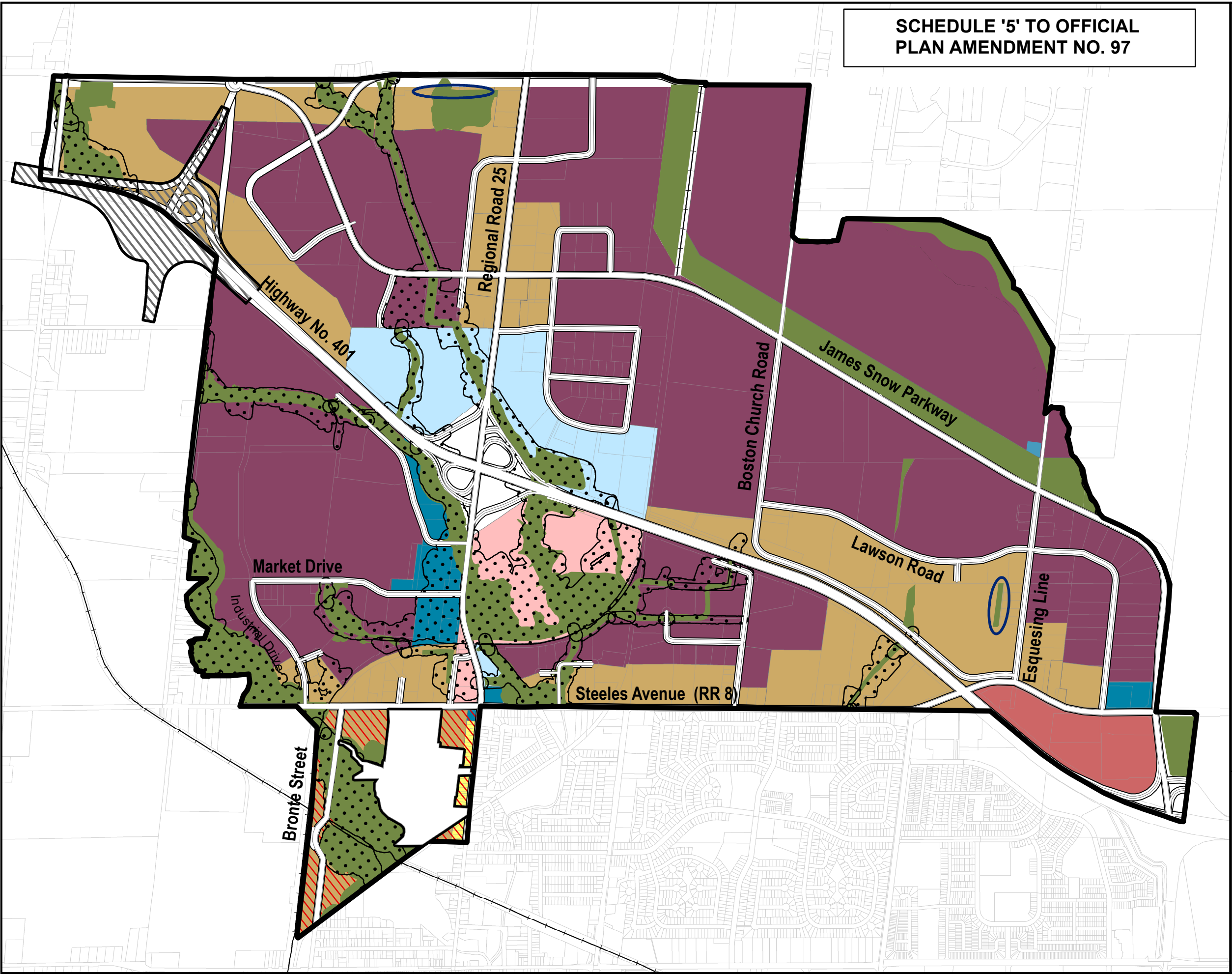
-  Railway
-  Planned 401 Interchange
-  Regulatory Flood Plain
-  Natural Heritage System
-  Institutional Area
-  Business Park Area
-  Business Commercial Area
-  Industrial Area
-  Office Employment Area
-  Residential
-  Major Commercial Centre
-  Residential Special Policy Area
-  Special Study Area



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SCHEDULE '6' TO OFFICIAL
PLAN AMENDMENT NO. 97

TOWN OF MILTON OFFICIAL PLAN

Schedule D

URBAN AREA PLANNING DISTRICTS,
CHARACTER AREA AND COMMUNITY
IMPROVEMENT AREA

PLANNING DISTRICTS

- Agerton
- Boyne Survey
- Bristol Survey
- Britannia East / West
- Derry Green Corporate Business Park
- Milton Education Village
- Sherwood Survey
- Trafalgar
- 401 Industrial / Business Park
- Urban Area

- Major Gateways
- HUSP Urban Area Boundary
- Town of Milton Boundary
- Character Area
- Community Improvement Area

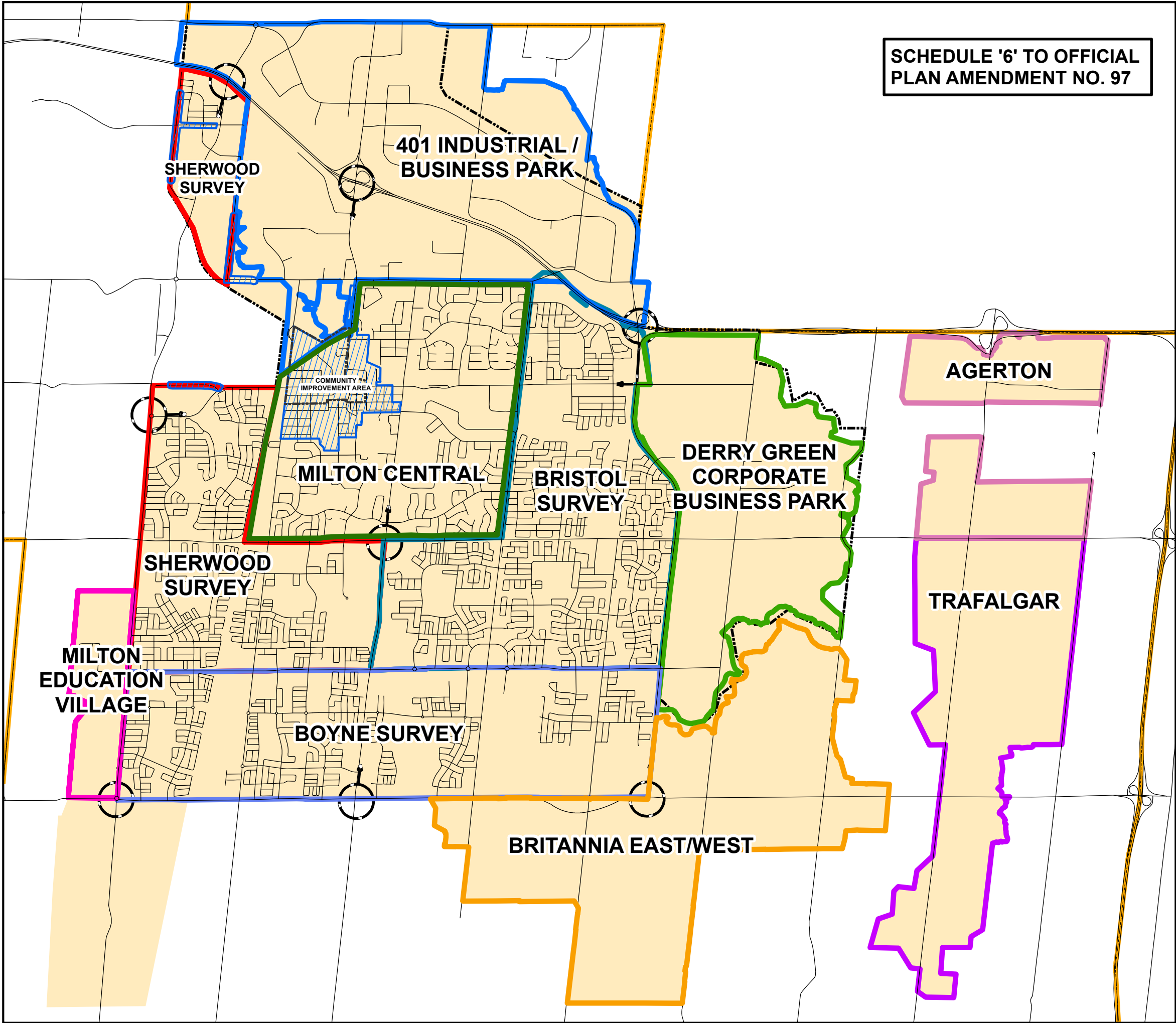
NOTE: The Planning District Boundaries
are subject to change in accordance with
the ultimate phasing scheme.

NAD 1983 - UTM Zone 17N

This Schedule Forms Part Of The
Town's Official Plan
And Should Be Read Together With The Text.

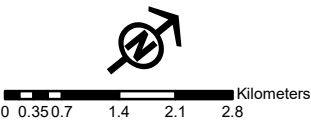
(C) Copyright Teranet, Town of Milton 2026

June, 2026



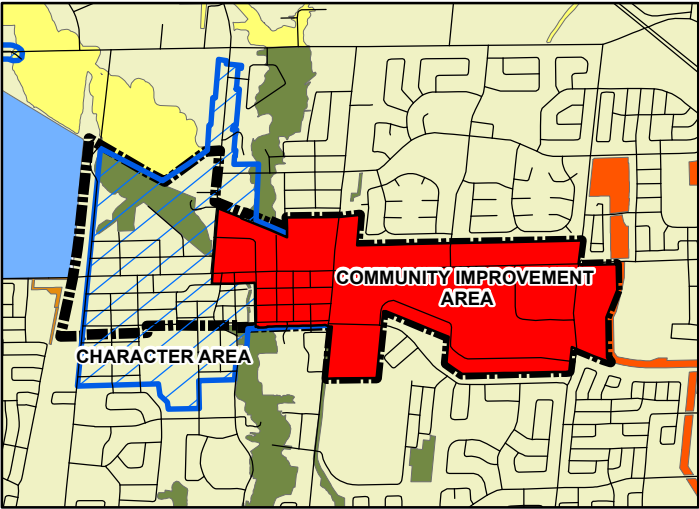
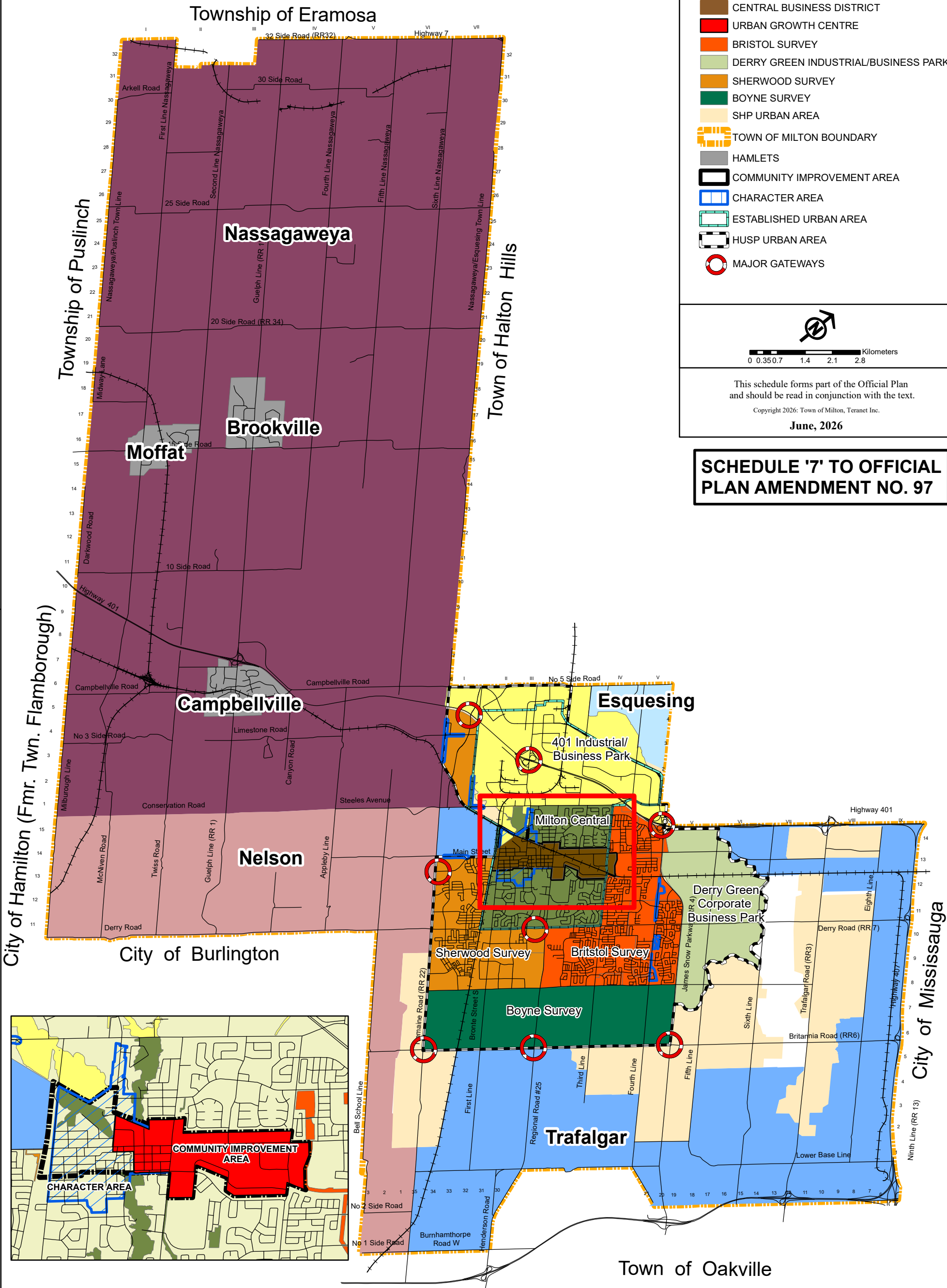
TOWN OF MILTON
OFFICIAL PLAN
Schedule D1
Urban and Rural Districts

- FORMER TOWNSHIPS**
- ESQUESING
 - NASSAGAWEYA
 - NELSON
 - TRAFALGAR
- PLANNING DISTRICTS**
- 401 INDUSTRIAL/BUSINESS PARK
 - MILTON CENTRAL
 - CENTRAL BUSINESS DISTRICT
 - URBAN GROWTH CENTRE
 - BRISTOL SURVEY
 - DERRY GREEN INDUSTRIAL/BUSINESS PARK
 - SHERWOOD SURVEY
 - BOYNE SURVEY
 - SHP URBAN AREA
- TOWN OF MILTON BOUNDARY
- HAMLETS
- COMMUNITY IMPROVEMENT AREA
- CHARACTER AREA
- ESTABLISHED URBAN AREA
- HUSP URBAN AREA
- MAJOR GATEWAYS



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June, 2026

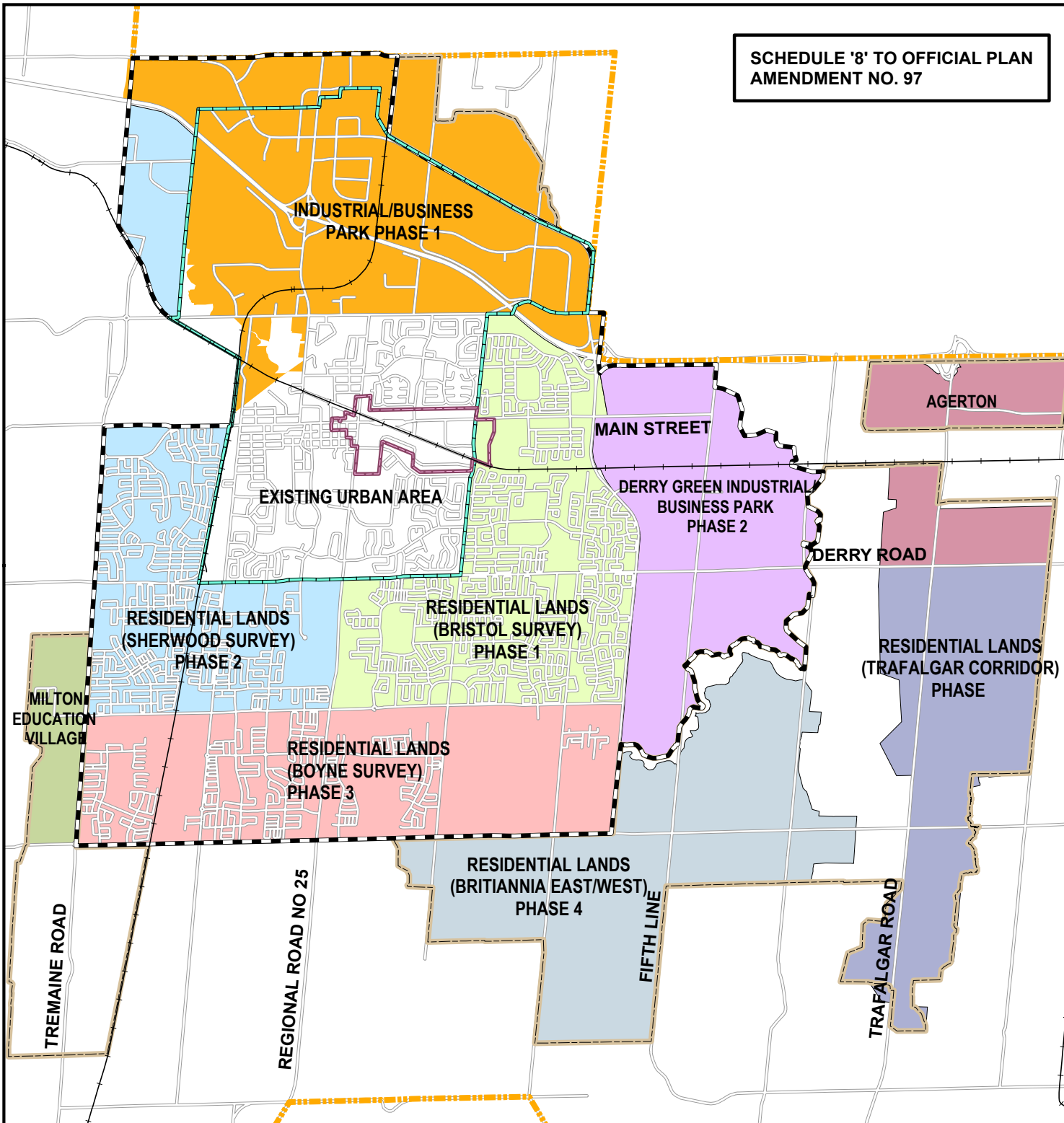
SCHEDULE '7' TO OFFICIAL
PLAN AMENDMENT NO. 97



SCHEDULE '8' TO OFFICIAL PLAN
AMENDMENT NO. 97

TOWN OF MILTON OFFICIAL PLAN

Schedule H Phasing of Urban Expansion



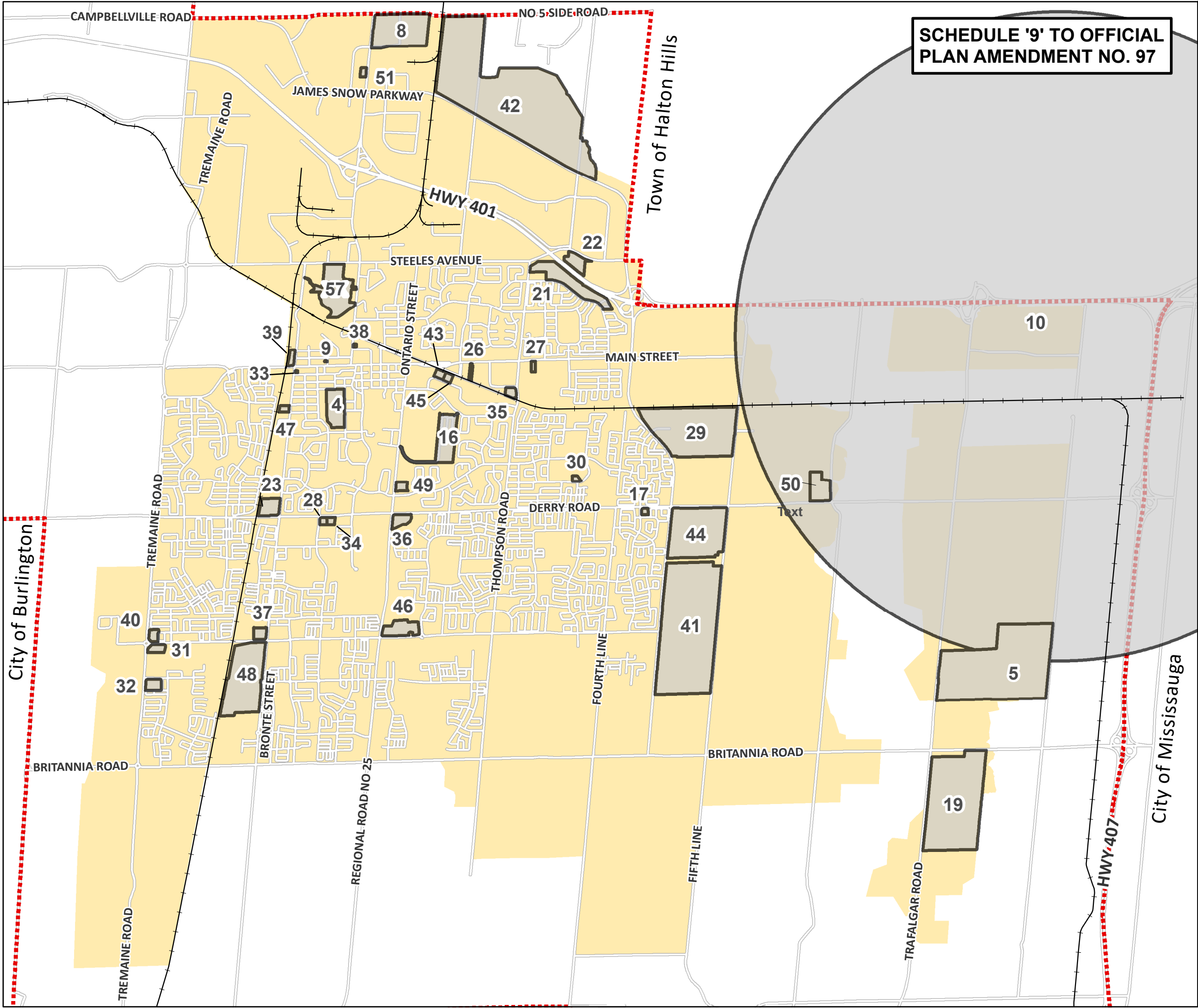
- URBAN GROWTH CENTRE/MAJOR TRANSIT STATION AREA BOUNDARY
- ESTABLISHED URBAN AREA
- FUTURE GROWTH AREA
- HUSP AREA
- NON-RESIDENTIAL PHASE 1
- NON-RESIDENTIAL PHASE II
- RESIDENTIAL PHASE I
- RESIDENTIAL PHASE II
- RESIDENTIAL PHASE III
- AGERTON
- BRITANNIA EAST/WEST
- MILTON EDUCATION VILLAGE
- TRAFALGAR CORRIDOR
- TOWN OF MILTON BOUNDARY
- RAILWAY



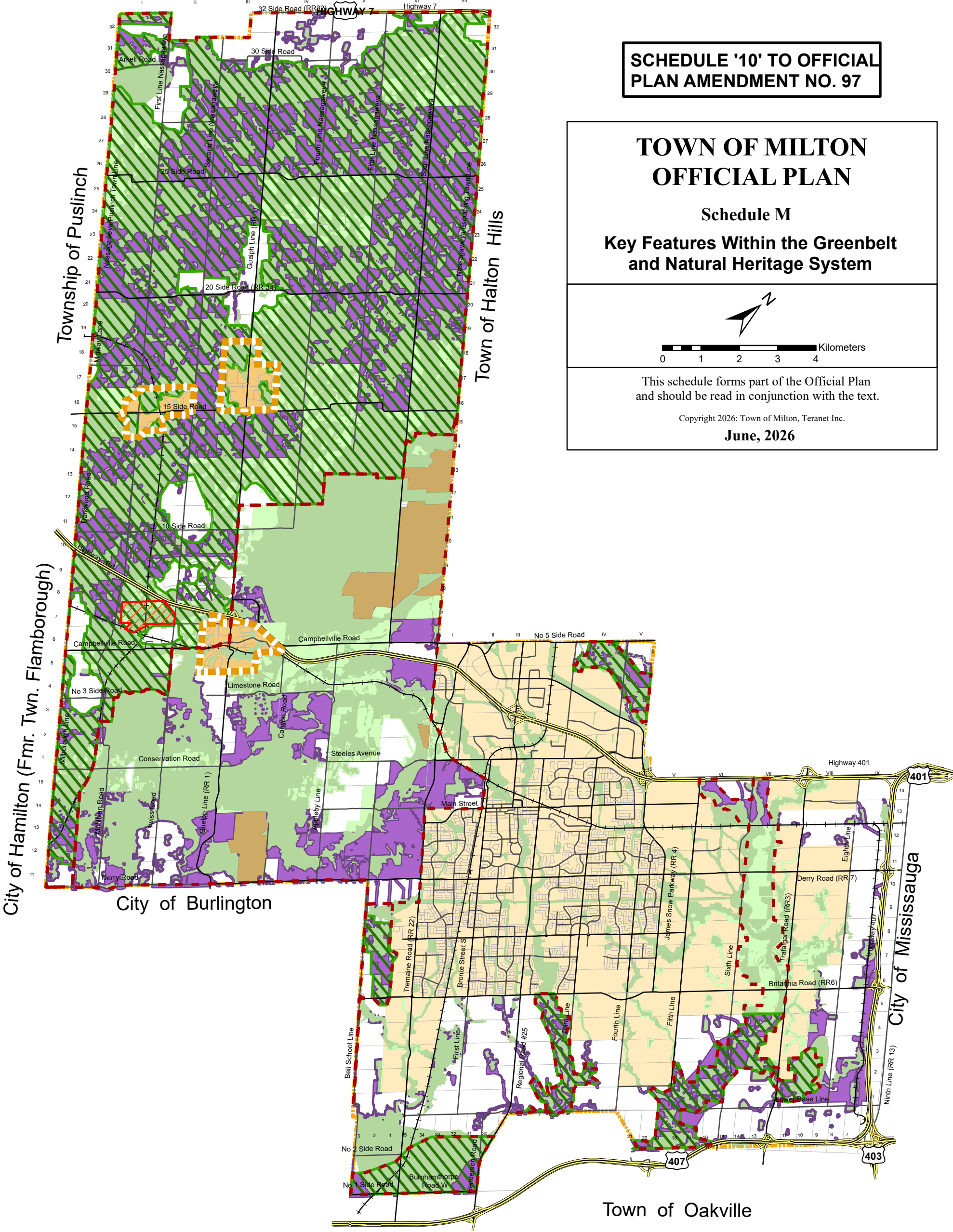
NAD 1983 - UTM Zone 17N
0 0.5 1.0 1.5 2.0 Kilometres

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June, 2026



Township of Eramosa

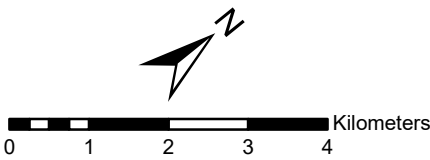


SCHEDULE '10' TO OFFICIAL
PLAN AMENDMENT NO. 97

TOWN OF MILTON
OFFICIAL PLAN

Schedule M

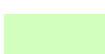
Key Features Within the Greenbelt
and Natural Heritage System



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June, 2026

- | | | | |
|--|---|---|--------------------------------------|
|  | NHS KEY FEATURES |  | Area Under Appeal: Subject to OPA 31 |
|  | ENHANCEMENT AREAS, LINKAGES,
AND BUFFERS |  | MINERAL RESOURCE
EXTRACTION AREA |
|  | GREENBELT PLAN PROTECTED
COUNTRYSIDE |  | MUNICIPAL BOUNDARY |
|  | AGRICULTURAL AREAS IN NHS
ENHANCEMENTS/ LINKAGES/BUFFERS |  | GREENBELT NATURAL
HERITAGE SYSTEM |
| | |  | LOTS AND CONCESSIONS |
| | |  | HAMLETS |

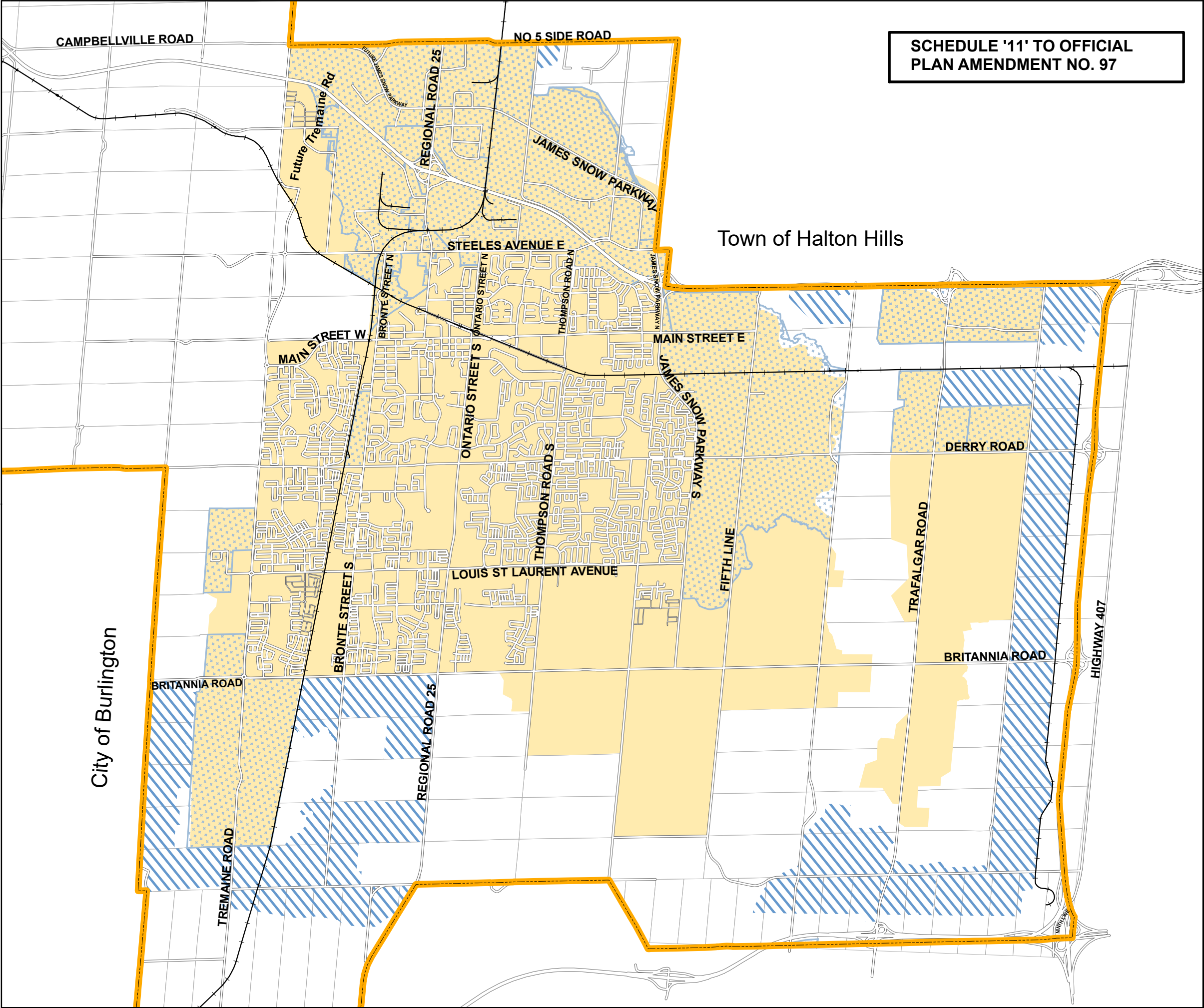


Figure 1: Land Uses and Active Frontages



Figure 2: Height Limits and Block Level Densities

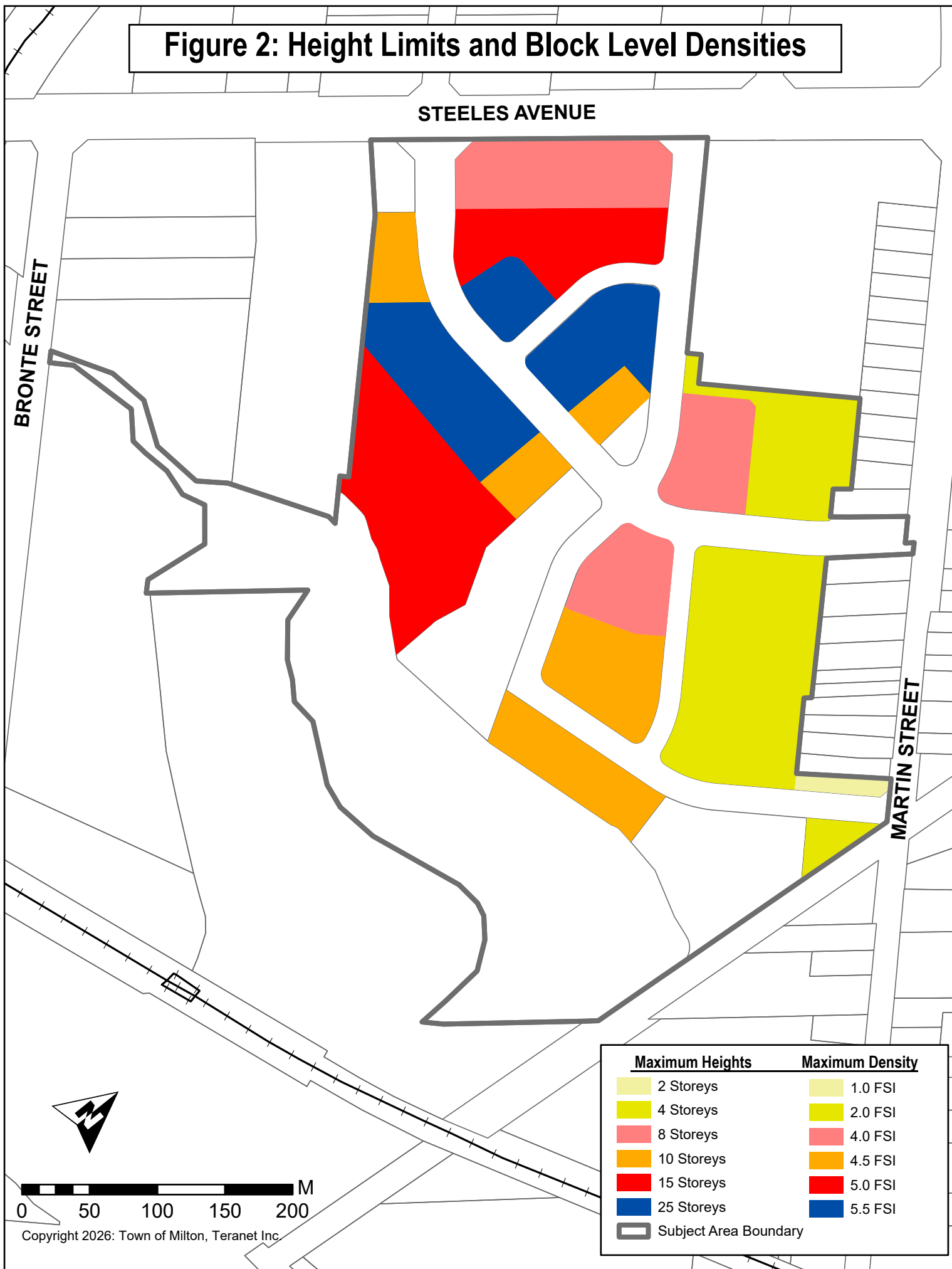


Figure 3: Phasing Plan

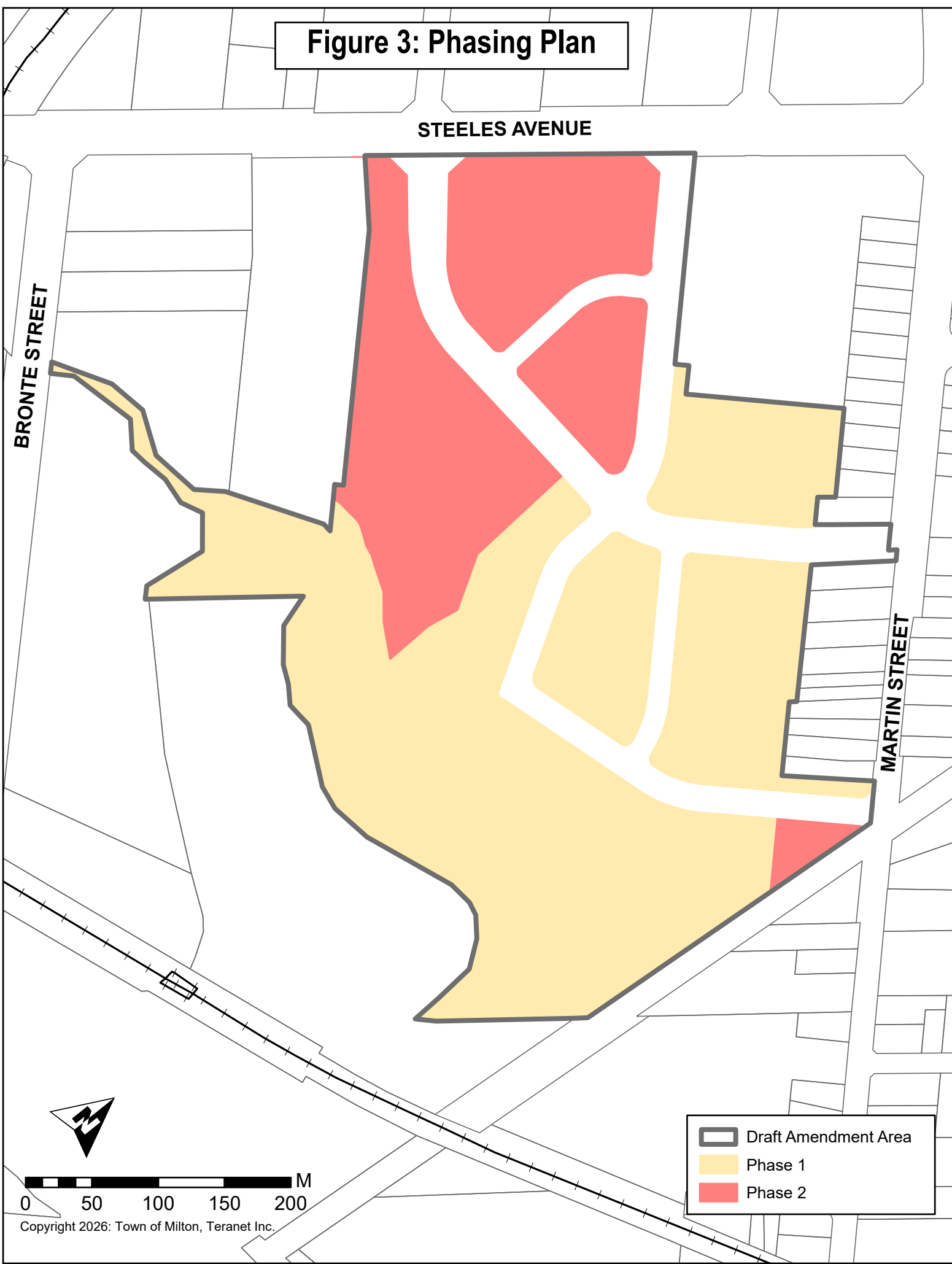
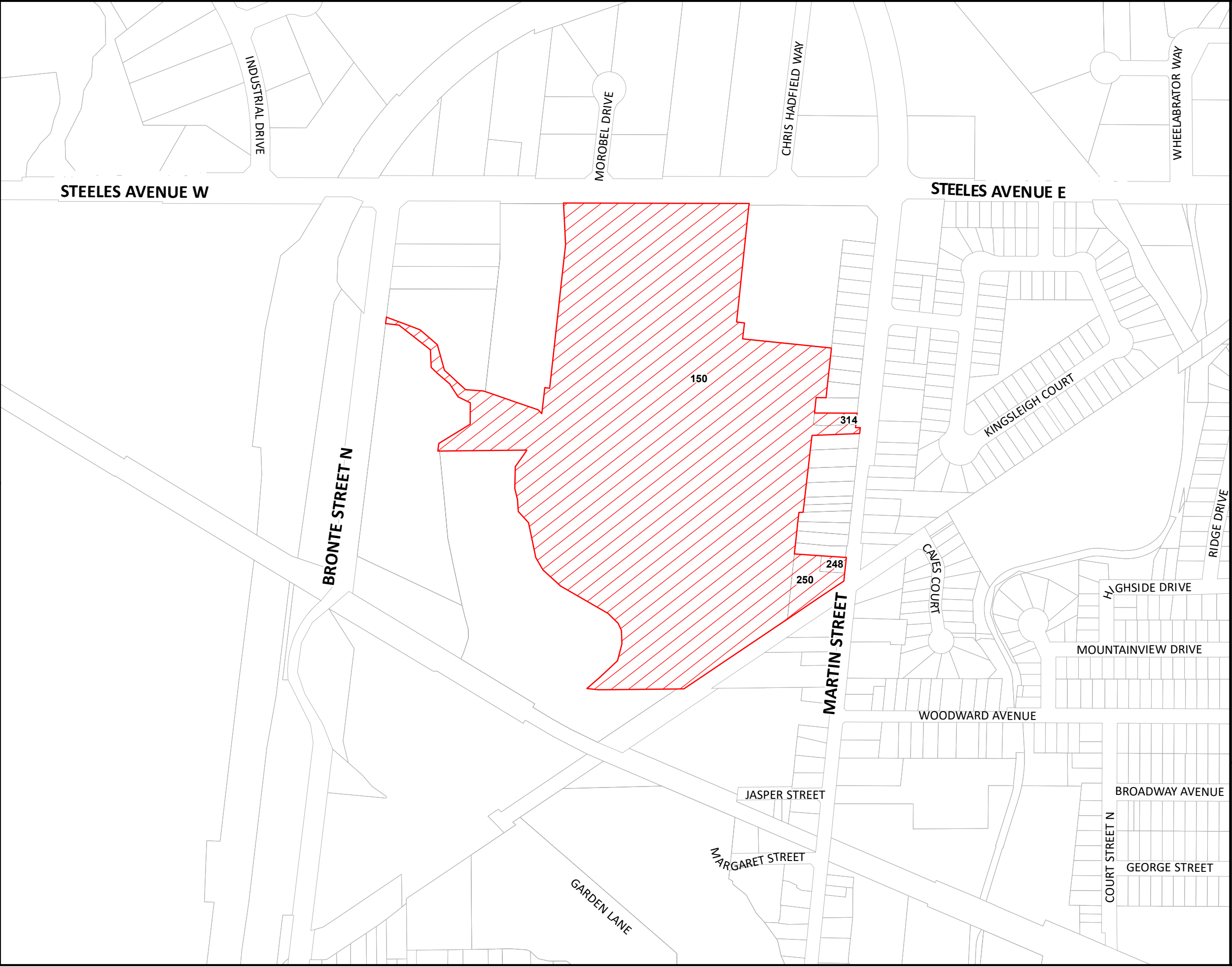
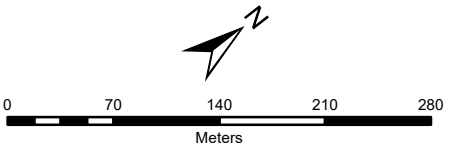


Diagram 1
Overview Plan

 Draft Amendment Area



Township of Eramosa

SCHEDULE '1' TO OFFICIAL
PLAN AMENDMENT NO. 97

TOWN OF MILTON
OFFICIAL PLAN

Schedule 1
Town Structure
Plan



0 1 2 3 4 Kilometers

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June, 2026

City of Hamilton (Former Town of Flamborough)

City of Burlington

City of Mississauga

Town of Oakville

- | | | |
|---------------------------|--------------------------------------|---|
| Rail | HUSP Urban Area | Proposed Major Transit Station |
| Proposed Major Arterial | Agricultural Area | Mobility Hub |
| Highway | Mineral Resource Extraction Area | Greenbelt Natural Heritage System |
| Major Road | Natural Heritage System | Niagara Escarpment Plan Boundary |
| Lot and Concession Line | Urban Area | Parkway Belt West Plan Boundary |
| Urban Growth Centre | Hamlet | Greenbelt Plan Protected Countryside Boundary |
| Central Business District | Halton Waste Management Site | Municipal Boundary |
| SHP Urban Area Boundary | Employment Area | |
| Built Boundary | Area Under Appeal: Subject to OPA 31 | |

SCHEDULE '2' TO OFFICIAL
PLAN AMENDMENT NO. 97

TOWN OF MILTON
OFFICIAL PLAN

Schedule A
Rural Land Use
Plan



0 1 2 3 4 Kilometers

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June, 2026

City of Hamilton (Fmr. Twn. Flamborough)

Township of Puslinch
Town of Halton Hills

URBAN AREA
(See Schedule 'B')

City of Burlington

City of Mississauga

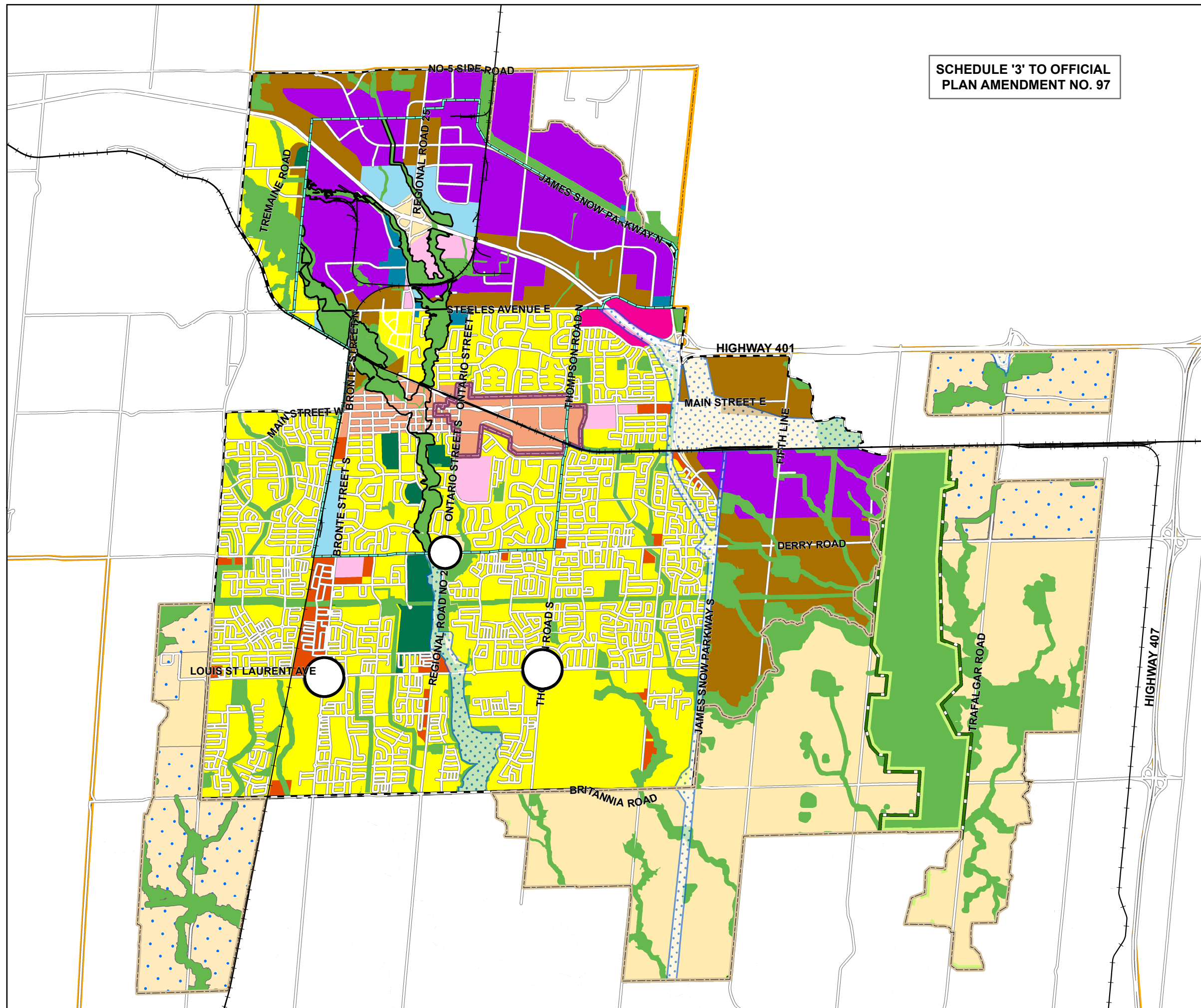
Town of Oakville

- Greenbelt Natural Heritage System
- Greenbelt Plan Protected Countryside Boundary
- Agricultural Area
- Urban Area
- Natural Heritage System
- Mineral Resource Extraction Area
- Municipal Boundary
- Niagara Escarpment Plan Boundary
- Area Under Appeal: Subject to OPA 31
- Parkway Belt West Plan Boundary
- Rail
- Proposed Major Arterial
- Highway
- Major Road
- Hamlet
- Lot and Concession Line
- Halton Waste Management Site

TOWN OF MILTON OFFICIAL PLAN

Schedule B Urban Area Land Use Plan

SCHEDULE '3' TO OFFICIAL
PLAN AMENDMENT NO. 97



- Business Park Area
- Business Commercial Area
- Central Business District
- Community Park
- SHP Growth Area
- SHP Growth Area- Employment
- Industrial Area
- Institutional Area
- Office Employment Area
- Major Commercial Centre
- Residential Area
- Residential Office Area
- Secondary Mixed Use Node
- Natural Heritage System
- Milton GO MTSA/Downtown Milton UGC
- Greenbelt Plan Protected Countryside
- Parkway Belt West Plan Area
- Regulatory Flood Plain
(Within Established Urban Area)
- SHP Urban Area Boundary
- Established Urban Area Boundary
- HUSP Urban Area Boundary
- Milton Boundary



0 375 750 1,500 2,250 3,000 Meters

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SCHEDULE '4' TO OFFICIAL
PLAN AMENDMENT NO. 97

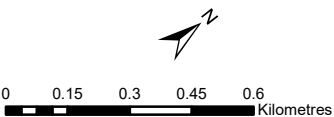
TOWN OF MILTON
OFFICIAL PLAN

Schedule C.2.A

MILTON 401 INDUSTRIAL/BUSINESS
PARK SECONDARY PLAN

STRUCTURE PLAN

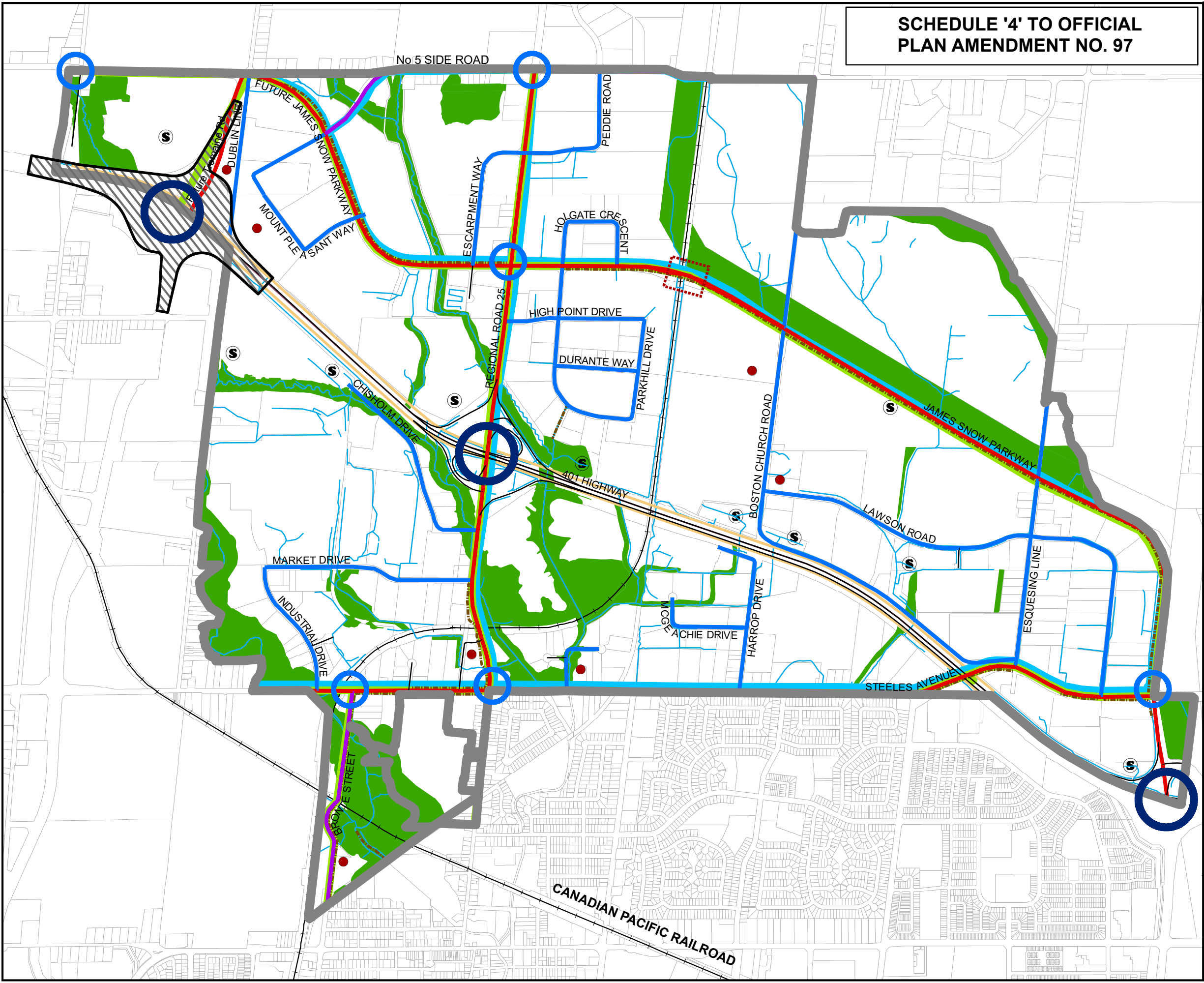
- 401 LANDSCAPE CORRIDOR
- GATEWAY STREET/
ENHANCED STREETSCAPE DESIGN
- ON-STREET BIKE SYSTEM
- MAJOR ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- LOCAL ROADS
- TRAIL
- PRIMARY GATEWAY
- SECONDARY GATEWAY
- STORMWATER MANAGEMENT POND
- CHARACTER BUILDING
- RAILWAY CROSSING
- PLANNED 401 INTERCHANGE
- NATURAL HERITAGE SYSTEM
- SECONDARY PLAN BOUNDARY
- WATERWAY
- RAILWAY



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SCHEDULE '5' TO OFFICIAL
PLAN AMENDMENT NO. 97

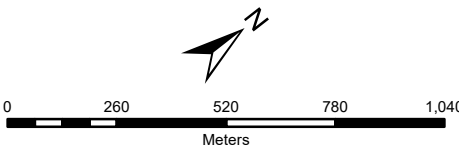
TOWN OF MILTON
OFFICIAL PLAN

Schedule C.2.B

MILTON 401 INDUSTRIAL/BUSINESS
PARK SECONDARY PLAN

LAND USE PLAN

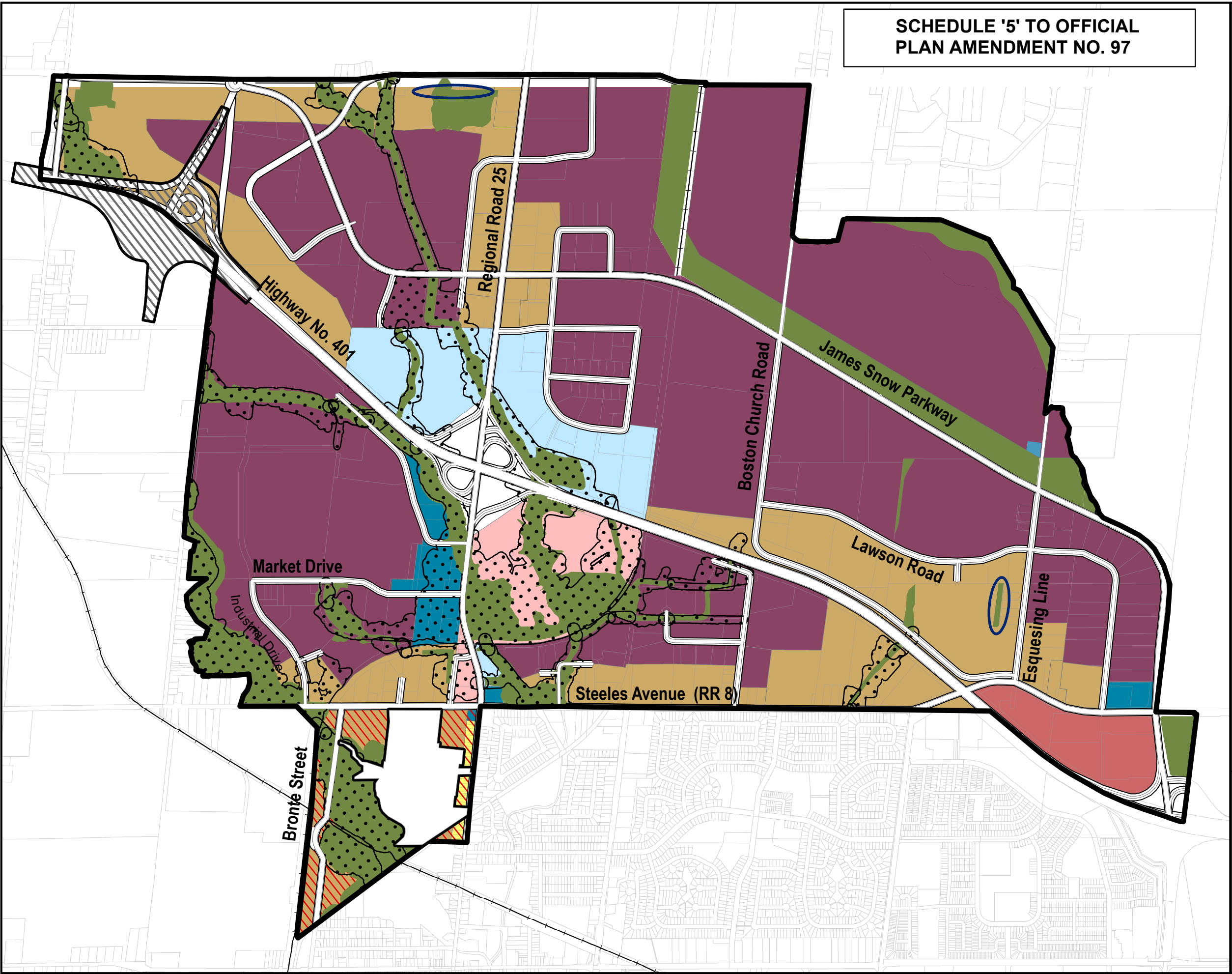
- Railway
- Planned 401 Interchange
- Regulatory Flood Plain
- Natural Heritage System
- Institutional Area
- Business Park Area
- Business Commercial Area
- Industrial Area
- Office Employment Area
- Residential
- Major Commercial Centre
- Residential Special Policy Area
- Special Study Area



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SCHEDULE '6' TO OFFICIAL
PLAN AMENDMENT NO. 97

TOWN OF MILTON OFFICIAL PLAN

Schedule D

URBAN AREA PLANNING DISTRICTS,
CHARACTER AREA AND COMMUNITY
IMPROVEMENT AREA

PLANNING DISTRICTS

- Agerton
- Boyne Survey
- Bristol Survey
- Britannia East / West
- Derry Green Corporate Business Park
- Milton Education Village
- Sherwood Survey
- Trafalgar
- 401 Industrial / Business Park
- Urban Area

- Major Gateways
- HUSP Urban Area Boundary
- Town of Milton Boundary
- Character Area
- Community Improvement Area

NOTE: The Planning District Boundaries
are subject to change in accordance with
the ultimate phasing scheme.



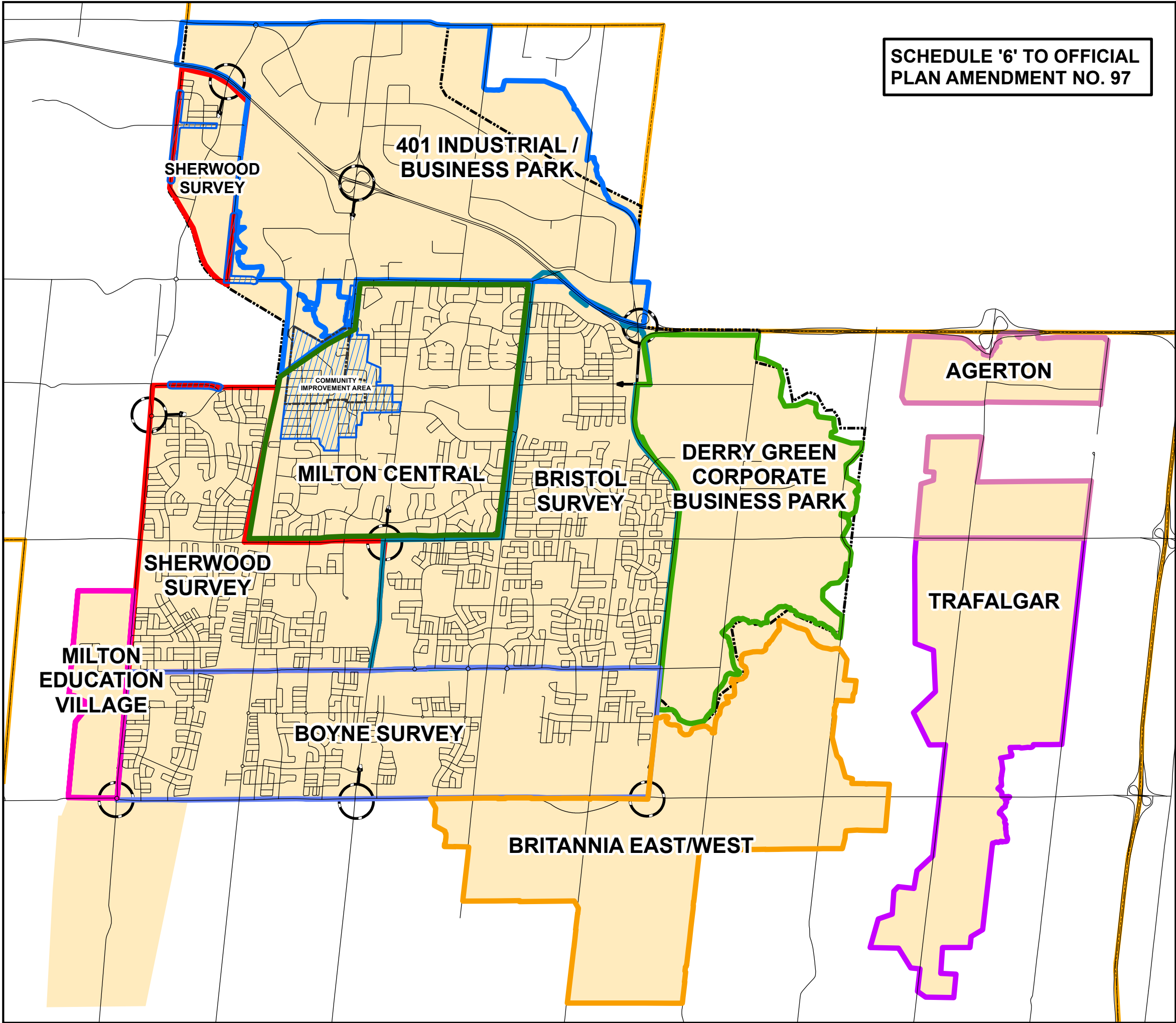
NAD 1983 - UTM Zone 17N

0 0.1 0.2 0.4 0.6 0.8 1
Kilometres

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Town's Official Plan
And Should Be Read Together With The Text.

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June, 2026



Urban and Rural Districts

This map shows the Nassagaweya Township, which is shaded in a dark purple color. The township is bounded by the Township of Puslinch to the west, the Town of Halton Hills to the east, and the Town of Erin to the south. The map includes several roads, including Arkell Road, 30 Side Road, 25 Side Road, 20 Side Road (RR 34), 32 Side Road (RR32), and Highway 7. It also shows the Guelph Line (RR 1) and the Nassagaweya/Esqueving Town Line. The map is divided into sections by the First Line, Second Line, Fourth Line, Fifth Line, and Sixth Line Nassagaweya. The map is labeled with 'Nassagaweya' in the center and 'Township of Puslinch' on the left and 'Town of Halton Hills' on the right. The map also shows the Midway Lane and the Nassagaweya/Puslinch Town Line. The map is labeled with 'Nassagaweya' in the center and 'Township of Puslinch' on the left and 'Town of Halton Hills' on the right. The map also shows the Midway Lane and the Nassagaweya/Puslinch Town Line.

Brookville

Moffat

Campbellville

Nelson

Esquising

401 Industrial/
Business Park

Milton Central

Sherwood Survey

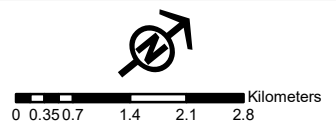
Bristol Survey

Boyne Survey

Trafalgar

Town of Oakville

City of Mississauga

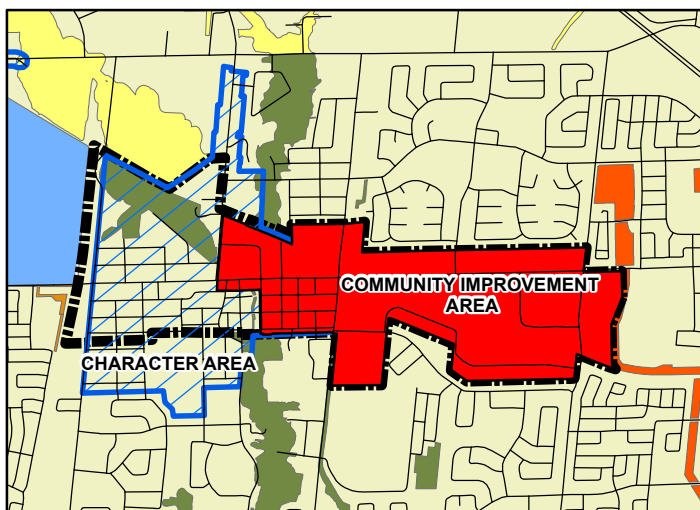
 MAJOR GATEWAYS

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June, 2026

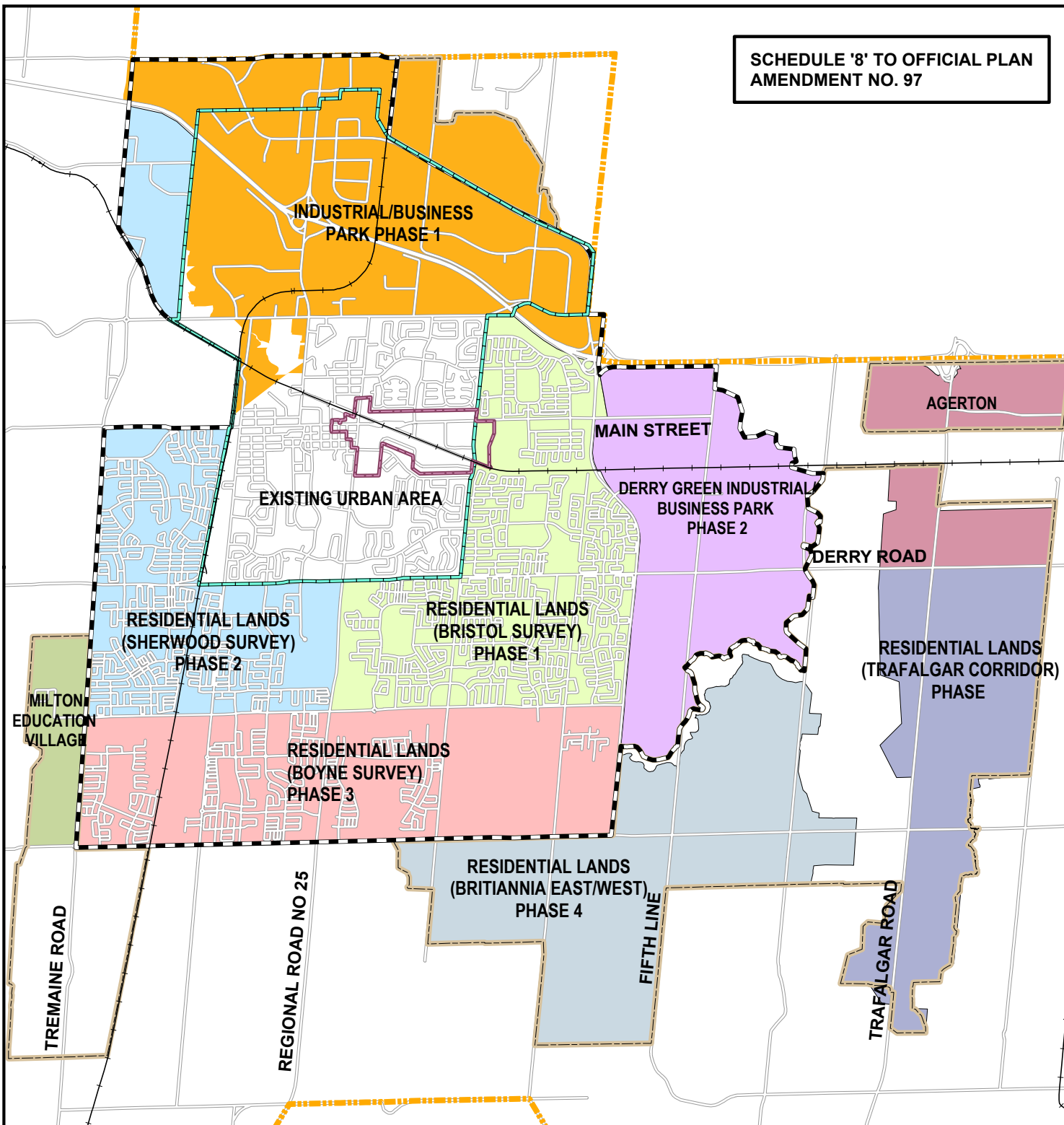
**SCHEDULE '7' TO OFFICIAL
PLAN AMENDMENT NO. 97**



**SCHEDULE '8' TO OFFICIAL PLAN
AMENDMENT NO. 97**

TOWN OF MILTON OFFICIAL PLAN

Schedule H Phasing of Urban Expansion



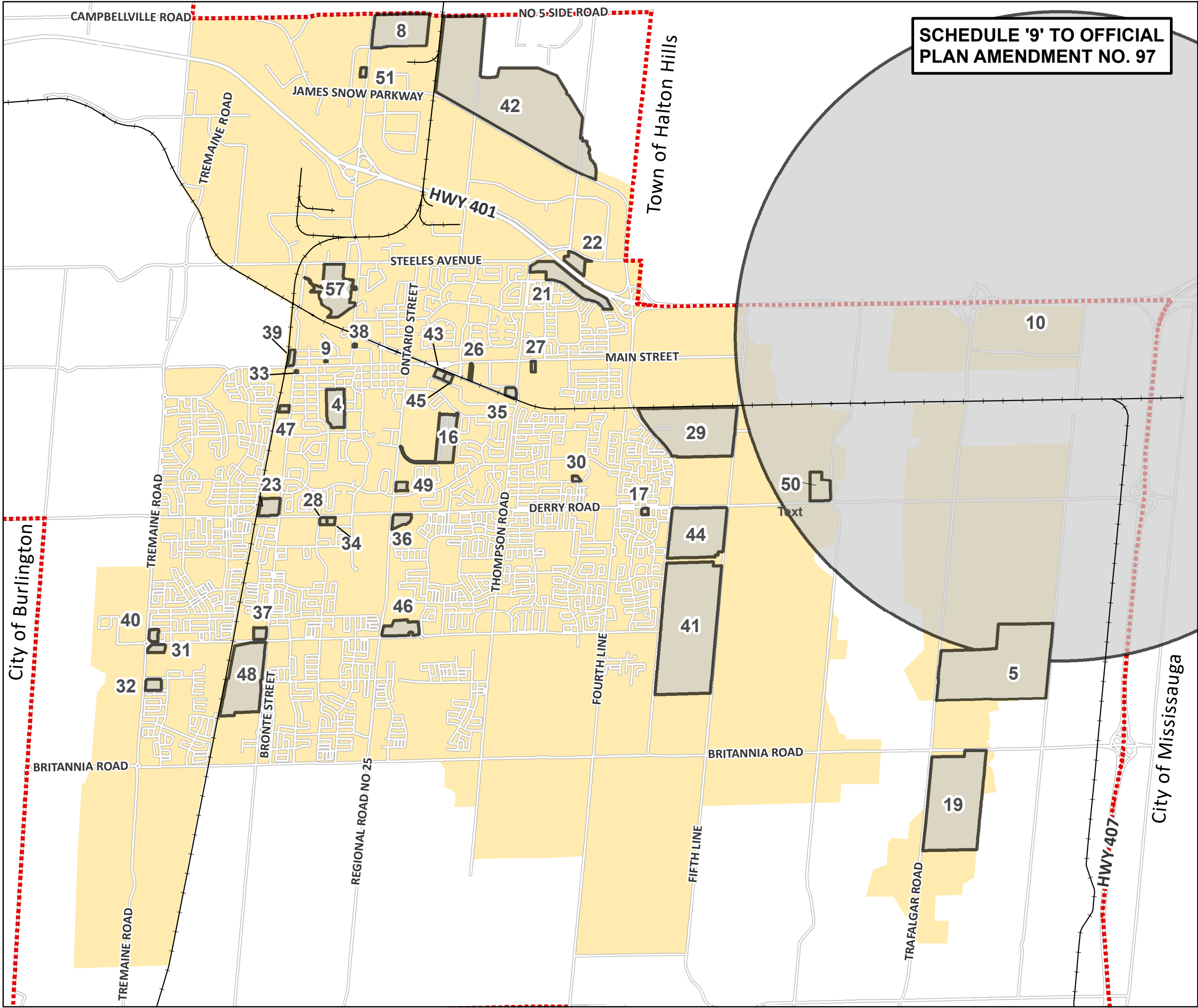
- URBAN GROWTH CENTRE/MAJOR TRANSIT STATION AREA BOUNDARY
- ESTABLISHED URBAN AREA
- FUTURE GROWTH AREA
- HUSP AREA
- NON-RESIDENTIAL PHASE 1
- NON-RESIDENTIAL PHASE II
- RESIDENTIAL PHASE I
- RESIDENTIAL PHASE II
- RESIDENTIAL PHASE III
- AGERTON
- BRITANNIA EAST/WEST
- MILTON EDUCATION VILLAGE
- TRAFALGAR CORRIDOR
- TOWN OF MILTON BOUNDARY
- RAILWAY



NAD 1983 - UTM Zone 17N
0 0.5 1.0 1.5 2.0 Kilometres

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June, 2026



Township of Eramosa

Highway 7

Highway 7

SCHEDULE '10' TO OFFICIAL
PLAN AMENDMENT NO. 97

TOWN OF MILTON
OFFICIAL PLAN

Schedule M

Key Features Within the Greenbelt
and Natural Heritage System



0 1 2 3 4 Kilometers

This schedule forms part of the Official Plan
and should be read in conjunction with the text.

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June, 2026

City of Hamilton (Fmr. Twn. Flamborough)

Township of Puslinch

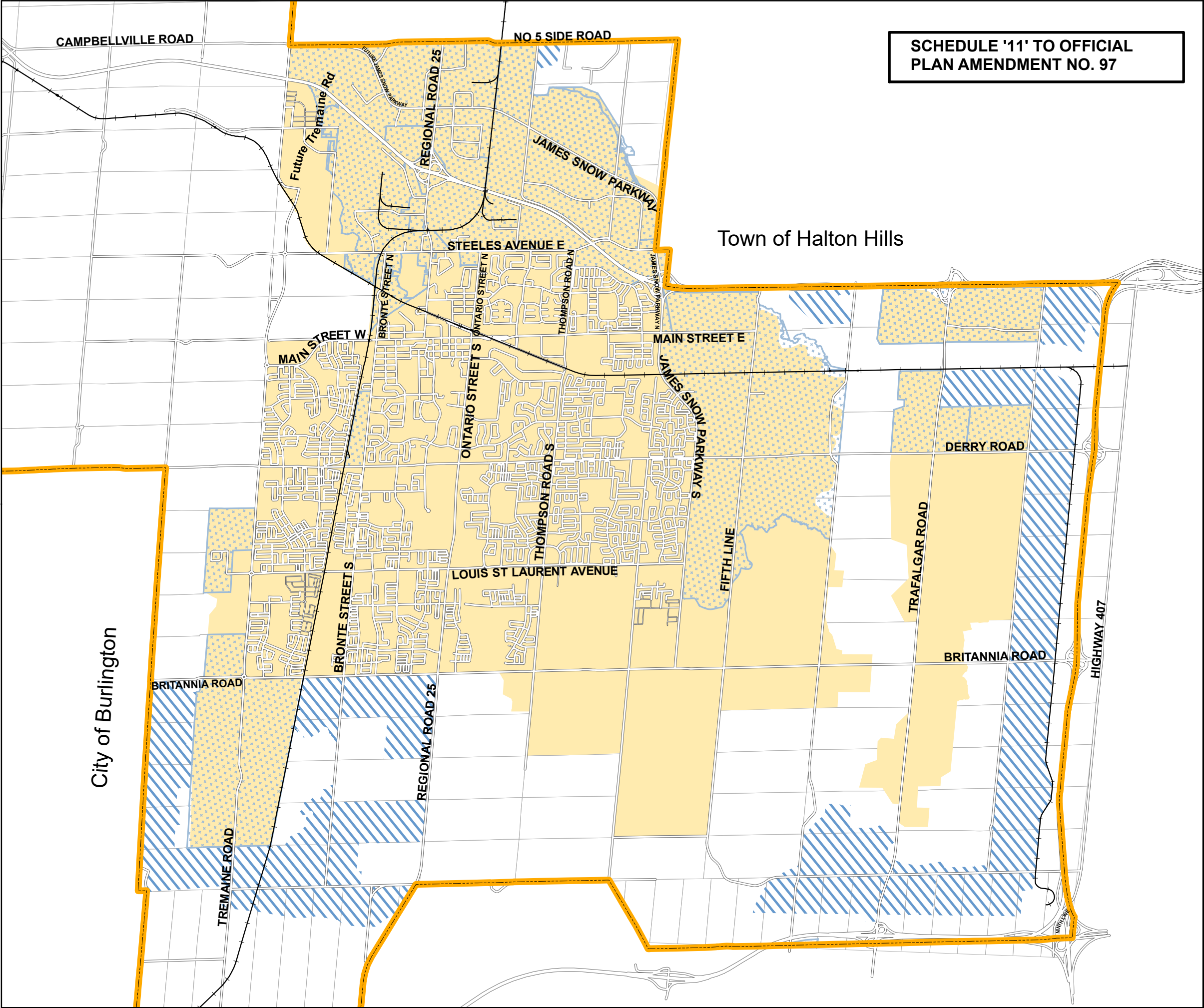
Town of Halton Hills

City of Burlington

City of Mississauga

Town of Oakville

- NHS KEY FEATURES
- ENHANCEMENT AREAS, LINKAGES, AND BUFFERS
- GREENBELT PLAN PROTECTED COUNTRYSIDE
- AGRICULTURAL AREAS IN NHS ENHANCEMENTS/ LINKAGES/BUFFERS
- Area Under Appeal: Subject to OPA 31
- MINERAL RESOURCE EXTRACTION AREA
- MUNICIPAL BOUNDARY
- GREENBELT NATURAL HERITAGE SYSTEM
- LOTS AND CONCESSIONS
- HAMLETS



SCHEDULE '11' TO OFFICIAL
PLAN AMENDMENT NO. 97

TOWN OF MILTON OFFICIAL PLAN

Schedule N

Future Strategic
Employment Areas

- URBAN AREA
- EMPLOYMENT AREA
- FUTURE STRATEGIC
EMPLOYMENT AREAS
(OVERLAY)*
- LOTS AND CONCESSIONS
- RAIL
- MILTON BOUNDARY

Note: The Future Strategic Employment Areas are not land use designations but represent a constraint to development. Refer to section 2.1.8 of this plan



0 375 750 1,500 2,250 3,000 Meters

This schedule forms part of the Official Plan
and should be read in conjunction with the text.

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June, 2026

Figure 1: Land Uses and Active Frontages



Figure 2: Height Limits and Block Level Densities

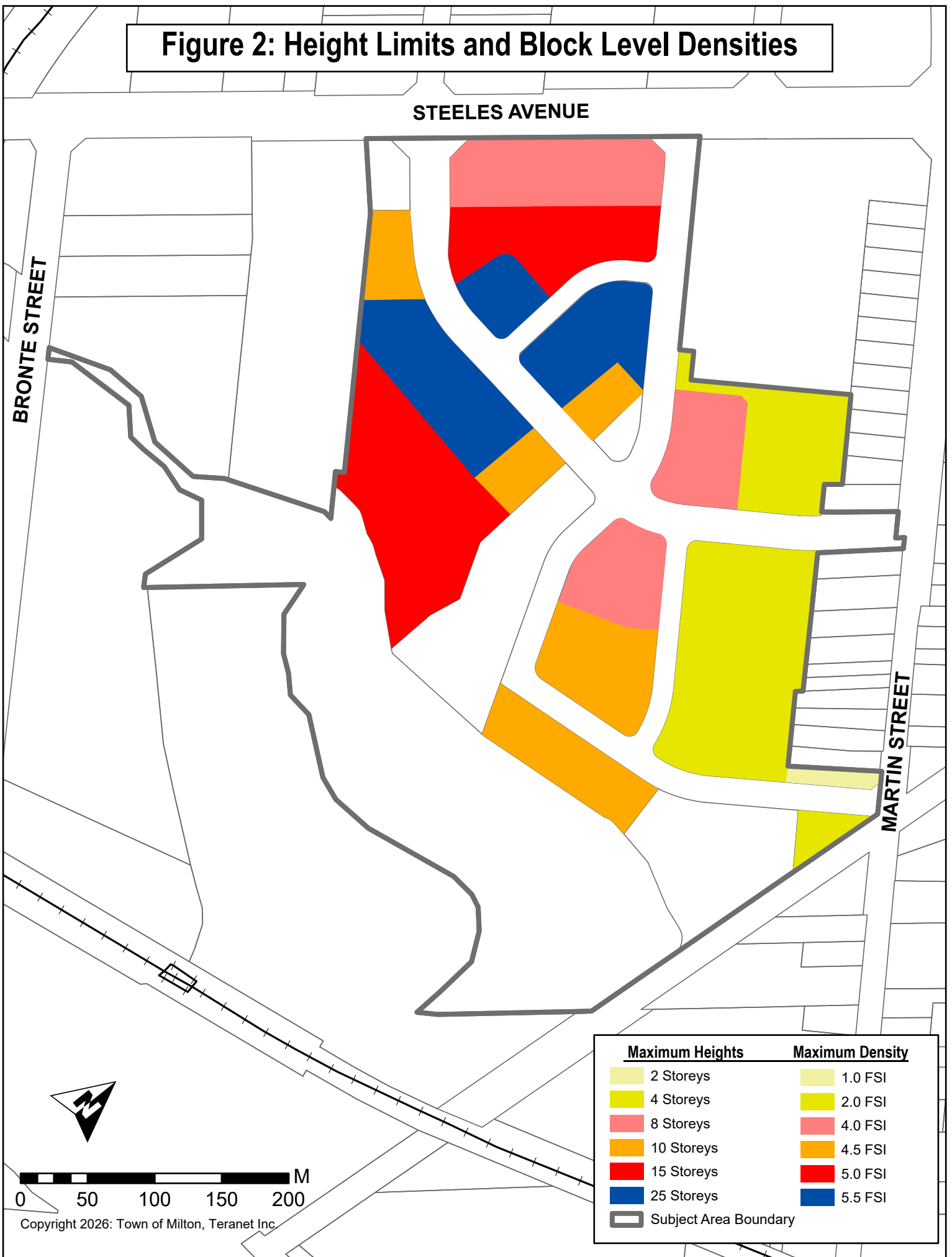
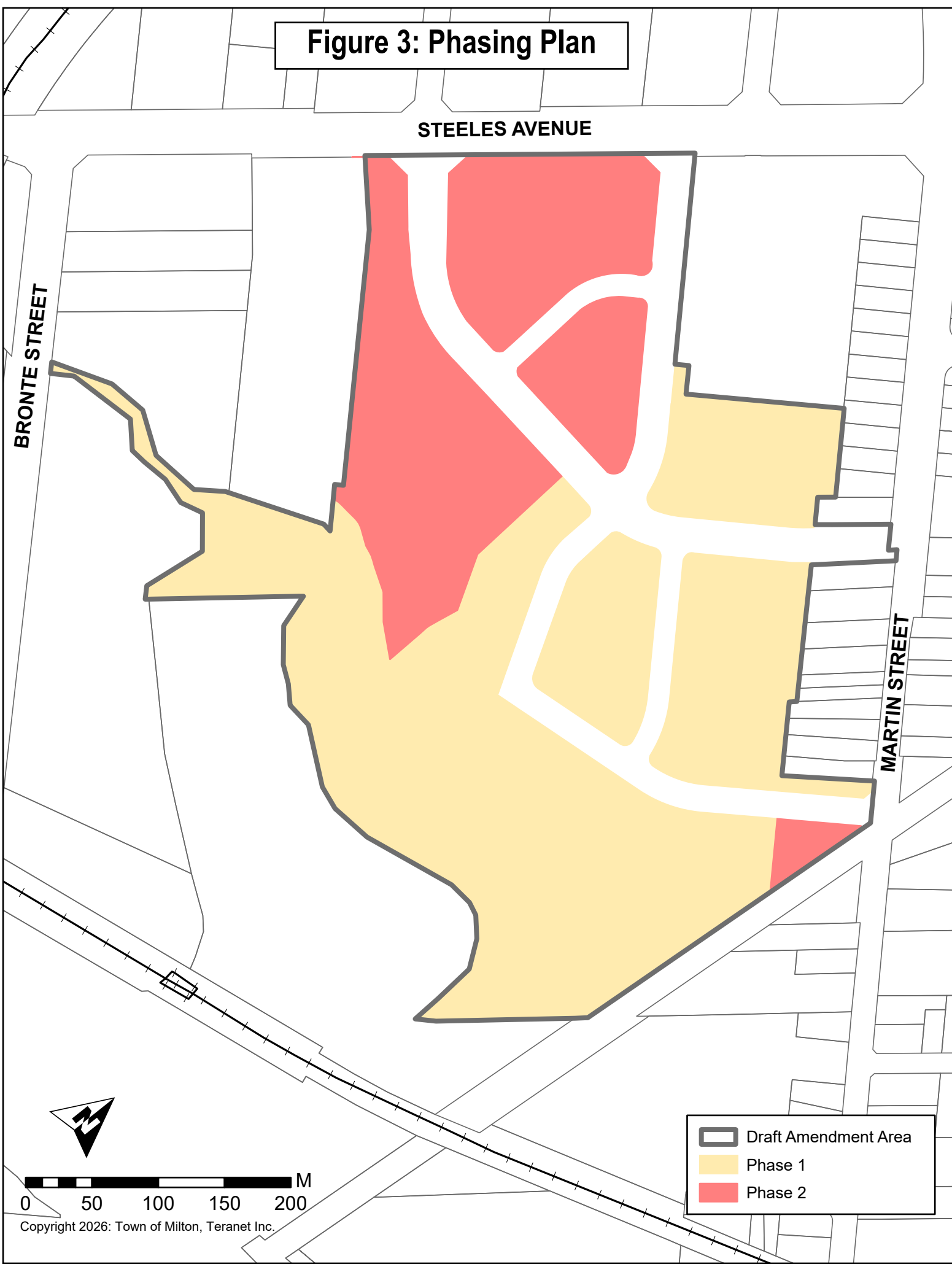


Figure 3: Phasing Plan



This Appendix has been prepared to demonstrate how the proposed Official Plan Amendment ('proposed OPA') will conform to and be implemented in the new Official Plan.

Schedule Change(s)

No.	Proposed Schedule Changes in the Official Plan Amendment	New Official Plan ('new OP')
1.1	"Schedule 1 - Town Structure Plan" is hereby amended by designating a portion of the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from "Urban Area" to "Natural Heritage System" as shown on Schedule '1' attached hereto.	Schedule 3 - Municipal Structure in the new OP replaces previous Schedule 1 - Town Structure Plan. Implication: Schedule 3 in the new OP to include new Natural Heritage System limits.
1.2	"Schedule A - Rural Land Use Plan" is hereby amended by designating a portion of the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from "Urban Area" to Natural Heritage System" as shown on Schedule '2' attached hereto.	Schedule A - Rural Land Use Plan is removed from the new OP and the new Schedule 5 - Rural Structure only shows rural designations outside of the Town's Urban Area. Implication: No update required.
1.3	"Schedule B - Urban Area Land Use Plan" is hereby amended by redesignating the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from "Business Park Area" and "Natural Heritage System" to "Residential Area" and "Natural Heritage System" as shown on Schedule '3' attached hereto.	Schedule 12 - Urban Area Land Use Plan in new OP replaces previous Schedule B - Urban Area Land Use Plan and subject lands are identified as Major Urban Centre. Schedule 4 - Urban Structure identifies the lands as Bronte Steeles strategic growth area. Implication: No update required.
1.4	"Schedule C.2.A - Milton 401 Industrial/Business Park Secondary Plan - Structure Plan" is hereby amended by removing the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from the "401 Industrial / Business Park Secondary Plan" as shown on Schedule '4' attached hereto.	Schedule C.2.A - Milton 401 Industrial/Business Park Secondary Plan - Structure Plan is removed from the new OP and the previous land use designations are shown on Schedule 12 - Urban Area Land Use Plan in the new OP. Implication: No update required.
1.5	"Schedule C.2.B - Milton 401 Industrial/Business Park Secondary Plan - Land Use Plan" is hereby amended by removing the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from the	Schedule C.2.B - Milton 401 Industrial/Business Park Secondary Plan - Land Use Plan is removed from the new OP and the previous land use designations are shown on

Appendix 5 to Report DS-041-26
Overview of Proposed Official Plan Amendment and the New Official Plan

No.	Proposed Schedule Changes in the Official Plan Amendment	New Official Plan ('new OP')
	"401 Industrial / Business Park Secondary Plan" as shown on Schedule '5' attached hereto.	Schedule 12 - Urban Area Land Use Plan. Implication: No update required.
1.6	"Schedule D - Urban Area Planning Districts, Character Area and Community Improvement Area" is hereby amended by removing the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from the "401 Industrial/Business Park" Planning District and adding the lands to the "Milton Central" Planning District as shown on Schedule '6' attached hereto.	Schedule D - Urban Area Planning Districts, Character Area and Community Improvement Area is removed from the new OP. Implication: No update required.
1.7	"Schedule D1 - Urban and Rural Districts" is hereby amended by removing the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from the "401 Industrial/Business Park" Planning District and adding the lands as part of the "Milton Central" Planning District as shown on Schedule '7' attached hereto.	Schedule D1 - Urban and Rural Districts is removed from the new OP. Implication: No update required.
1.8	"Schedule H - Phasing of Urban Expansion" is hereby amended by removing the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from the "401 Industrial/Business Park Phase 1" and adding the lands to the "Established Urban Area" as shown on Schedule '8' attached hereto.	Schedule 2 - Growth Phases and Planning Policy Areas in the new OP replaces Schedule H - Phasing of Urban Expansion. Schedule 2 in the new OP identifies the subject lands as Existing Complete Neighbourhoods. Implication: No update required.
1.9	"Schedule I1 - Urban Area Specific Policy Areas" is hereby amended by adding a new Specific Policy Area No. 57 to the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, as shown on Schedule '9' attached hereto.	Schedule 16a - Urban Area Specific Policy Areas in the new OP replaces Schedule I1. Implication: Schedule 17a in the new OP to include new Specific Policy Area. A new Specific Policy Area number will be assigned upon consolidation.
1.10	"Schedule M - Key Features within the Greenbelt and Natural Heritage System" is hereby amended by adding to the "Natural Heritage System and Enhancement Area" to include the lands identified in red hatch on Diagram '1',	Schedule 6 - Green System in the new OP replaces Schedule M. Implication: Schedule 6 in the new OP to include new Natural Heritage System limits.

Appendix 5 to Report DS-041-26
Overview of Proposed Official Plan Amendment and the New Official Plan

No.	Proposed Schedule Changes in the Official Plan Amendment	New Official Plan ('new OP')
	attached to and forming part of this amendment, as shown on Schedule '10', attached hereto.	
1.11	"Schedule N - Future Strategic Employment Areas" is hereby amended by removing the lands identified in red hatch on Diagram '1', attached to and forming part of this amendment, from the "Employment Area" overlay as shown on Schedule '11' attached hereto.	Schedule N - Future Strategic Employment Areas is removed from the new OP. Employment designations are shown on Schedule 12 - Urban Area Land Use Plan. Note - On March 17, 2025, Town Council adopted Official Plan Amendment 86 that removed the subject lands from Employment Area. Implication: No update required.
1.12	Figure 1 to Specific Policy Area: Land Uses and Active Frontages	Schedule 13a - Major Urban Centre Land Use Plan in the new OP designates the subject lands Bronte Steeles Mixed Use-Area designation. Implication: No update required.
1.13	Figure 2 to Specific Policy Area: Height Limits and Block Level Densities;	Schedule 13b - Major Urban Centre Heights and Density Limits in the new OP identifies maximum heights and densities. Implication: No update required.
1.14		Schedule 13c - Major Urban Centre Minimum Block Level Densities in the new OP identifies minimum density (FSI) requirements. Implication: No update required.
1.15	Figure 3 to Specific Policy Area: Phasing Plan	Schedule 13d - Major Urban Centre Development Blocks in the new OP identifies the Phase 2 lands as "Mountainview Development Block". Implication: No update required.

Text Change(s) (Additions are shown in red underline and deletions are shown in ~~yellow strikethrough~~).

No.	Section No.	Modification - Proposed OPA policies	New Official Plan ('new OP')
1.	C.2.1.2.1c)	Amend subsection c) to read as follows: "c) South - Highway 401, Steeles Avenue, Martin Street, and former rail right-of-way, <u>but not including the lands south of Steeles Avenue that are generally between Martin Street and Morobel Drive</u> ; and,"	Policy C.2.1.2.c) is removed from the new OP. This amended policy will no longer be relevant. <i>Implication: No update required.</i>
2.	C.2.5.12	Amend the first paragraph of the existing policy to read as follows: "The "Special Study Area" designation for the area bound by Steeles Avenue, Martin Street <u>lands generally west of Morobel Drive</u> , the CP Rail line and the CN Rail line on Schedule "C.2.B" is an overlay designation. The lands in this Special Study Area, with the exception of the Natural Heritage System and the <i>Residential Area</i> along Martin Street, have been identified as a Strategic Growth Area on Schedule "K" to this Plan."	Policy C.2.5.12 is removed from the new OP. This amended policy will no longer be relevant. <i>Implication: No update required.</i>
	<i>4.11</i>	<i>Specific Policy Areas</i>	
3.	Specific Policy Area 57 -	Include a new Specific Policy Area No. 57 to read as follows:	

No.	Section No.	Modification - Proposed OPA policies	New Official Plan ('new OP')
	Section 4.11.3.57	<u>"4.11.3.57 Notwithstanding Policies 3.2.3.2.c) and 3.2.3.3.c), the lands identified as Specific Policy Area No. 57 on Schedule "I1" of this Plan - being the lands municipally known as 150 Steeles Avenue East and 248, 250, and 314 Martin Street and legally described as Part of Lot 7, Concession 2NS, Town of Milton - shall be developed according to the land use designations shown on Schedule B and the policies of this Specific Policy Area.</u> <u>The following policies apply to development of the lands subject to Special Policy Area 57:</u> a) <u>The lands subject to Special Policy Area 57 are designated Residential Area, Open Space Area and Natural Heritage System as shown on Schedule B - Urban Area Land Use Plan to this Plan and as identified on Figure 1 - Land Uses and Active Frontages.</u> b) <u>In the Residential Area designation that applies to the lands, the following uses are permitted:</u> a. <u>Residential uses in the form of low-rise, mid-rise and high-rise buildings, including ground and non-ground-oriented townhouse and stacked townhouse dwellings and apartments units,</u>	This policy establishes a new Specific Policy Area for the Mountainview West subject lands. Implication: Schedule 17a in the new OP to include new Specific Policy Area. A new Specific Policy Area number will be assigned upon consolidation. The new OP identifies the subject lands as being within the Bronte strategic growth area and lands within this area are designated Bronte Steeles Mixed-Use designation. The Bronte Steeles strategic growth area does not include a 'Residential' designation; however the Bronte Steeles Mixed-Use Area designation permits residential uses, among a range of other uses. Implication: The designation for the subject lands is Bronte Steeles Mixed Use Area and Parks and Open Space on Schedule 13a - Major Urban Centre Land Use Plan in the new OP. No update required. The new OP permits a range of uses in the Bronte Steeles Mixed Use Area including: residential, commercial, office, public services, institutional, entertainment recreation, parks and open space. The permitted uses in the proposed OPA align with the Bronte Steeles Mixed Use Area designation in the new OP. Implication: No update required.

No.	Section No.	Modification - Proposed OPA policies	New Official Plan ('new OP')
		<u>excluding single-detached and semi-detached dwellings.</u> b. <u>Notwithstanding the policies in Section 3.2.3.7 of this Plan, retail and <i>service commercial uses</i> are permitted, and such uses that exceed 930 square metres may be permitted without an amendment to this Plan, subject to satisfying the general criteria in Section 3.2.3.6 of this Plan.</u> c) <u>A minimum of 3,800 square metres gross floor area of the <i>development</i> will be for non-residential uses.</u> d) <u>The maximum permitted building heights and block level densities shall be in accordance with the ranges provided on Figure 2 - Height Limits and Block Level Densities.</u> e) <u>Where <i>development</i> abuts existing residential uses, buildings shall be designed in a manner to provide for an appropriate transition and relationship between different built forms and fencing, landscaping and other design features will be considered to mitigate potential impacts to existing residential uses.</u> f) <u>Active uses shall generally be located in accordance with Figure 1 - Land</u>	The new OP removes maximum gross floor area requirements for service commercial uses in the Bronte Steeles Mixed Use Area designation. Implication: No update required. The proposed OPA includes a minimum gross floor area for commercial uses. Implication: The new OP to include new Specific Policy Area to include site-specific policy. A new Specific Policy Area number will be assigned upon consolidation. Schedule 13b - Major Urban Centre Heights and Density Limits in the new OP establishes heights and densities for Major Urban Centres, including the Bronte Steeles strategic growth area. Implication: No update required. Policy 6.3.3.7 in the new OP includes these requirements for new development adjacent to existing residential uses. Implication: No update required.

No.	Section No.	Modification - Proposed OPA policies	New Official Plan ('new OP')
		<u>Uses and Active Frontages and shall be required to:</u> a. <u>Provide local retail or <i>service commercial uses</i> at the street level;</u> b. <u>Incorporate transparent windows for the majority of the street facing the ground floor wall; and,</u> c. <u>Include at least one accessible entrance from the sidewalk.</u> g) <u>All <i>development</i> shall have regard for the general design policies in Section 2.8 of this Plan and shall implement the intent of the Comprehensive Development Plan and Urban Design Guidelines prepared to support <i>development</i> on the lands.</u> h) <u>The majority of the required parking for the lands shall be provided in underground parking garages.</u> i) <u>Phasing of development shall be achieved in at least two phases, in accordance with Figure 3 - Phasing Plan, and the following phasing policies apply:</u> a. <u><i>Development</i> within Phase 1 that abuts existing residential uses will be prioritized in order to minimize potential impacts of</u>	Policy 6.3.3.3 in the new OP establishes requirements for primary retail frontages as identified on Schedule 13a - Major Urban Centre Land Use Plan in the new OP. <i>Implication: No update required.</i> Urban design policies are contained in Section 5.2 in the new OP. Policy language that refers to the Comprehensive Development Plan prepared for the Mountainview West subject lands is site-specific. <i>Implication: The new OP to include new Specific Policy Area to include site-specific policy, with update to refer to Section 5.2 in the new OP. A new Specific Policy Area number will be assigned upon consolidation.</i> Section 6.3.3.5 in the new OP requires majority of parking in the Bronte Steeles strategic growth area to be provided underground. <i>Implication: No update required.</i> The phasing policies in the proposed OPA are site-specific and Figure 3 - Phasing Plan of the proposed OPA identifies Phase 2 as a development block. The requirements of a future updated Comprehensive Development Plan (i-iii) in the proposed OPA are the same as the policies in Section 6.3.3.8 in the new OP for the development blocks on Schedule 13d - Major Urban Centre Development Blocks in

No.	Section No.	Modification - Proposed OPA policies	New Official Plan ('new OP')
		<u>the broader site development on existing residential uses.</u> b. <u>Before development applications within the Phase 2 Development Block identified on Figure 3 - Phasing Plan can be considered for approval, the Comprehensive Development Plan and Urban Design Guidelines shall be updated in consultation with the Town and relevant stakeholders. The updated Comprehensive Development Plan and Urban Design Guidelines shall be consistent with the policies of this Plan and shall demonstrate to the satisfaction of the Town:</u> i. <u>How the ultimate build-out of the Development Block will achieve the block-level density established on Figure 2 - Height Limits and Block Level Densities;</u> ii. <u>How the development plan responds to any applicable urban design guidelines; and,</u> iii. <u>How the development will address any</u>	the new OP. Before approval of applications in Phase 2, land use compatibility requirements also need to be addressed. <u>Implication: The new OP to include new Specific Policy Area in the new OP to include site-specific policy. A new Specific Policy Area number will be assigned upon consolidation.</u>

No.	Section No.	Modification - Proposed OPA policies	New Official Plan ('new OP')
		<u>infrastructure needs identified by the <i>Town</i> and the Region.</u> c. <u>Before <i>development</i> applications within the Phase 2 Development Block identified on Figure 3 - Phasing Plan can be considered for approval, the following land use compatibility policies apply:</u> i. <u>The development proponent shall be required to complete the appropriate land use compatibility study, to the satisfaction of the <i>Town</i> and minimize and mitigate any potential adverse effects from odour, noise and other contaminants in accordance with a land use compatibility study;</u> ii. <u>Controls including, but not limited to, site and building design and buffers and/or separation distances will be required to prevent <i>adverse effects</i>, minimize risk to public health and safety,</u>	The proposed OPA includes maximum heights for Phase 2 that will be confirmed through future planning processes (applications for Zoning By-law Amendments and subsequently Site Plan Approval) and subject to meeting technical land use compatibility requirements in accordance with the Provincial Planning Statement and Provincial guidelines. Given that these future processes may vary the heights and densities shown on Figure 2 - Height Limits and Block Level Densities in the proposed OPA, this site-specific policy enables changes to variation of heights and densities without a future amendment to the Official Plan being required. <u>Implication: Specific Policy No. 41 in new OP to include site-specific provision to include site-specific policies.</u>

No.	Section No.	Modification - Proposed OPA policies	New Official Plan ('new OP')
		<u>and to ensure the long-term operational and economic viability of <i>major facilities</i> in accordance with applicable guidance.</u> iii. <u>In considering residential <i>development</i> on a site which is in proximity to existing stationary sources of noise, the <i>Town</i> will have regard for the effect of the noise and only permit the <i>development</i> if the attenuated noise levels would continue to be in compliance with applicable guidelines.</u> iv. <u><i>Development of sensitive land uses</i> adjacent to <i>major facilities</i> may only be permitted if the following are demonstrated in accordance with provincial guidelines:</u> a. <u><i>Adverse effects of the proposed sensitive land use</i></u>	

Appendix 5 to Report DS-041-26
Overview of Proposed Official Plan Amendment and the New Official Plan

No.	Section No.	Modification - Proposed OPA policies	New Official Plan ('new OP')
		<u>are minimized and mitigated; and</u> b. <u>Potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</u> <u>Notwithstanding 4.11.3.57 (d), the <i>Town</i> may permit a variation of the maximum prescribed building heights and block-level densities for the Phase 2 Development Block established on Figure 2 - Height Limits and Block Level Densities through the updated Comprehensive <i>Development Plan</i> and Urban Design Guidelines without the need for an amendment to this Plan."</u>	

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW 050-2026

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE *PLANNING ACT* IN RESPECT OF THE LANDS KNOWN MUNICIPALLY AS 150 STEELES AVENUE EAST AND 248, 250 AND 314 MARTIN STREET AND LEGALLY DESCRIBED AS PART OF LOT 7, CONCESSION 2NS, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (150 STEELES MILTON INC. AND 248 MARTIN INC.) - FILES: LOPA-03/25, Z-09/25 AND 24T-25003/M

WHEREAS the Council of the Corporation of the Town of Milton deems it appropriate to amend Comprehensive Zoning By-law 016-2014, as amended;

AND WHEREAS the lands affected by this By-law will comply with the Town of Milton Official Plan upon Official Plan Amendment No. 97 taking full effect;

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

1. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing site-specific Business Park (M1*38) and site-specific Residential Low Density One (RLD1*281) zones to site-specific Medium Density Residential II (RMD2*380), site-specific Mixed-Use (MU*381), Open Space (OS), Open Space - Stormwater Management (OS-2) and Future Development (FD) zone symbols on the lands and adding the Holding (H) symbols H95, H96, H97 and H98 as shown on Schedule "A" attached hereto.
2. **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.380 to read as follows:

Notwithstanding any provisions of the By-law to the contrary, for lands zoned RMD2*380, the following standards and provisions shall apply:

- i. Special Site Provisions
 - a. For the purpose of this by-law a "unit" within a plan of condominium, on which a townhouse dwelling unit is situated, shall be considered a lot for administering the Zoning By-law.
 - b. In addition to Section 4.19.6.i), for the purposes of determining yards for corner lots with corner daylight radii or daylight triangle, the daylight radii or daylight triangle is deemed not to exist.
 - c. Within a plan of condominium, visitor parking shall be provided at a rate of 0.20 parking spaces per unit.

- d. Notwithstanding Section 5.12, Table 5L, Parking Areas can be setback 1.0 metre from a lot line.
 - e. Notwithstanding Section 5.12, Table 5L, Parking Areas can be setback 0.0 metres from the property line adjacent to the shared access driveway.
 - f. The maximum building height of all buildings is established in Schedule B to this By-law.
 - g. The maximum floor space index for all blocks is established in Schedule C to this By-law.
- ii. Special Zone Standards
 - a. The front lot line shall be deemed as follows:
 - i. Block 2 - Street A is considered the frontage.
 - ii. Block 4 - Street A is considered the frontage.
- iii. Notwithstanding any provisions to the contrary, for Townhouse Dwelling - Lane Access, the following shall apply:
 - a. Minimum exterior side yard setback for a corner unit shall be 1.3 metres.
 - b. Minimum rear yard setback for a townhouse unit shall be 6.0 metres.
 - c. Minimum lot depth shall be 22.0 metres.
- iv. Notwithstanding any provisions to the contrary, for Townhouse Dwelling - Rear Yard Lane Access, the following shall apply:
 - a. Minimum lot frontage for a corner townhouse unit shall be 6.5 metres.
 - b. Minimum lot frontage for an interior townhouse unit shall be 5.4 metres.
 - c. Minimum lot frontage for an end townhouse unit shall be 6.8 metres.
 - d. Minimum rear yard setback shall be 5.5 metres.
 - e. Maximum fence height in the rear yard shall be 1.0 metre.
 - f. Accessory buildings and/or structures shall not be permitted in the rear yard.

- g. Minimum lot depth shall be 20.0 metres.
- v. Notwithstanding any provisions to the contrary, for Back-to-Back Townhouse Dwellings, the following shall apply:
 - a. Minimum exterior side yard setback for a corner townhouse unit shall be 1.3 metres.
 - b. Minimum amenity area provided on a balcony shall be 5.0 square metres.
- 3. **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.381 to read as follows:

Notwithstanding any provisions of the By-law to the contrary, for lands zoned MU*381, the following standards and provisions shall apply:

- i. Special Site Provisions
 - a. The front lot line shall be deemed as follows:
 - i. Block 1 - Street A is considered the frontage.
 - ii. Block 3 - Street A is considered the frontage.
 - b. Notwithstanding anything to the contrary, no non-conformity will be created as a result of any severance of the land for the purpose of mortgaging or conveying to a condominium corporation or any public authority.
 - c. Notwithstanding Section 4.19.5, Table 4H, the following provisions apply:
 - i. Stairs and air vents associated with an underground parking structure shall be permitted in any yard.
 - d. Notwithstanding Section 5.8.1, Table 5E and Section 5.8.2, Table 5F, the minimum off-street parking requirements for apartment buildings or mixed-use buildings shall be:
 - i. 1.0 parking space per dwelling unit.
 - ii. 0.2 parking spaces per residential unit for visitor parking or for the non-residential component in a mixed-use building.
 - e. Notwithstanding Section 5.11.1 ii), Table 5K, the minimum setback of a loading area/space to a building shall be 2.0 metres.

- f. Notwithstanding Section 5.14.1, the underground parking structure may be located within 0.0 metres of a street line or lot line.
 - g. Notwithstanding Section 5.12, Table 5L, Parking Areas can be setback 0.0 metres from the property line adjacent to the shared access driveway.
 - h. A minimum of 4.0 square metres of outdoor communal amenity space per apartment dwelling unit shall be provided at grade and/or as a rooftop amenity area on the podium and shall be maintained and operated by a common entity, such as a condominium corporation.
 - i. Notwithstanding Section 4.19.4 iii), mechanical penthouses are not required to be setback from the exterior walls of the floor beneath it.
- ii. Special Zone Provisions

Notwithstanding the provisions of Section 6.2, Table 6F to the contrary, for lands zoned MU*381, the following standards and provisions shall apply:

- a. Minimum front yard setback for residential apartment buildings or mixed-use buildings shall be 2.5 metres.
- b. Minimum rear yard setbacks for residential apartment buildings or mixed-use buildings shall be:
 - i. 2.4 metres to a rear lot line; and,
 - ii. 3.8 metres, in all other cases, with the exception of Block 6 which shall have a minimum rear yard setback of 7.0 metres.
- c. Minimum side yard setback for residential apartment buildings or mixed-use buildings shall be:
 - i. 0.1 metres, if interior side yard is adjacent to a shared driveway access; or,
 - ii. For buildings above 10.5 metres in height, 45-degree angular plane requirements shall not apply.
- d. Maximum building height of all buildings is established in Schedule B to this By-law.
- e. Maximum length of the main wall shall be 85.0 metres.

- f. Minimum landscape open space for residential apartment buildings shall be 25%.
 - g. Maximum floor space index for all blocks is established in Schedule C to this By-law.
 - h. Where residential units are located at-grade within the first storey of a residential building, the principal access is not required to be directly accessible from and oriented from a public street.
- 4. **THAT** Section 13.2 (Holding Provisions) of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding the following conditions for removal of this “H95” Holding Provision:

“H95” shall not be removed until:

 - a) Adequate servicing capacity has been demonstrated to the satisfaction of Halton Region, and any required infrastructure upgrades have been scheduled and appropriately phase to align with development.
- 5. **THAT** Section 13.2 (Holding Provisions) of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding the following conditions of this “H96” Holding Provisions:

“H96” shall not be removed until:

 - a) Through the submission of a site plan application, the Owner submits an updated pedestrian level wind study and an updated sun-shadow analysis to the satisfaction of the Town of Milton.
- 6. **THAT** Section 13.2 (Holding Provisions) of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding the following conditions for removal of this “H97” Holding Provisions:

“H97” shall not be removed until:

 - a) The Owner (a) submits a revised noise mitigation report to the satisfaction of the Town of Milton, which shall be subject to peer review at the Owner’s cost; (b) implements any recommendations contained by the Owner’s noise consultant and Town peer reviewer at the Owner’s sole cost to the satisfaction of the Town of Milton; and (c) the Owner provides confirmation by a qualified acoustical engineer that the required noise mitigation measures have been constructed to address the stationary noise sources.
 - b) The Owner (a) submits a revised land use compatibility and air quality study to the satisfaction of the Town of Milton, which shall be subject to peer review at the Owner’s cost; (b) implements any recommendations

contained by the Owner's land use compatibility and air quality consultant and Town peer reviewer at the Owner's sole cost to the satisfaction of the Town of Milton; and (c) the Owner provides confirmation by a qualified professional that mitigation measures, if required, have been implemented and land use compatibility with surrounding uses is adequately addressed.

7. **THAT** Section 13.2 (Holding Provisions) of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding the following conditions for removal of this "H98" Holding Provision:

"H98" shall not be removed until:

- a) The Owner removes the Certificate of Property Use 6872-DAAHFK, as established by Risk Assessment number 7480-CPWHEC and as delineated on Reference Plan 20R-22855, dated November 27, 2024, and obtains and files an updated Record of Site Condition from the Ministry of Environment Conservation and Parks.

8. **THAT** Section 13.2 (Holding Provisions) of Comprehensive Zoning By-law 016-2014, as amended, is hereby amended by adding subsection 13.2.1.146 as follows:

For lands zoned site-specific Residential Medium Density II (RMD2*380) and site-specific Mixed Use (MU*381), only legally established existing uses are permitted until the conditions for removal in the "H95" Holding Provision are satisfied.

9. **THAT** Section 13.2 (Holding Provisions) of Comprehensive Zoning By-law 016-2014, as amended, is hereby amended by adding subsection 13.2.1.147 as follows:

For lands zoned site-specific Mixed Use (MU*381) only legally established existing uses are permitted until the conditions for removal in the "H96" Holding Provision are satisfied.

10. **THAT** Section 13.2 (Holding Provisions) of Comprehensive Zoning By-law 016-2014, as amended, is hereby amended by adding subsection 13.2.1.148 as follows:

For lands zoned site-specific Residential Medium Density II (RMD2*380) and Mixed Use (MU*381), only legally established existing uses are permitted until the conditions for removal in the "H97" Holding Provision are satisfied.

11. **THAT** Section 13.2 (Holding Provisions) of Comprehensive Zoning By-law 016-2014, as amended, is hereby amended by adding subsection 13.2.1.149 as follows:

For lands zoned site-specific Mixed Use (MU*381), only legally established existing uses are permitted until the conditions for removal in the “H98” Holding Provision are satisfied.

12. **THAT** pursuant to Section 34(21) of the *Planning Act*, R.S.O. 1990, c. P13, as amended, this by-law comes into effect the day after the last day for filing a notice of appeal, following enactment of Official Plan Amendment 99 and, if no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Ontario Land Tribunal dismisses the appeal. If the Ontario Land Tribunal amends the by-law pursuant to Section 34(26) of the *Planning Act*, as amended, the part or parts so amended come into force upon the day the Tribunal’s Order is issued directing the amendment or amendments.

PASSED IN OPEN COUNCIL ON JUNE 22, 2026.

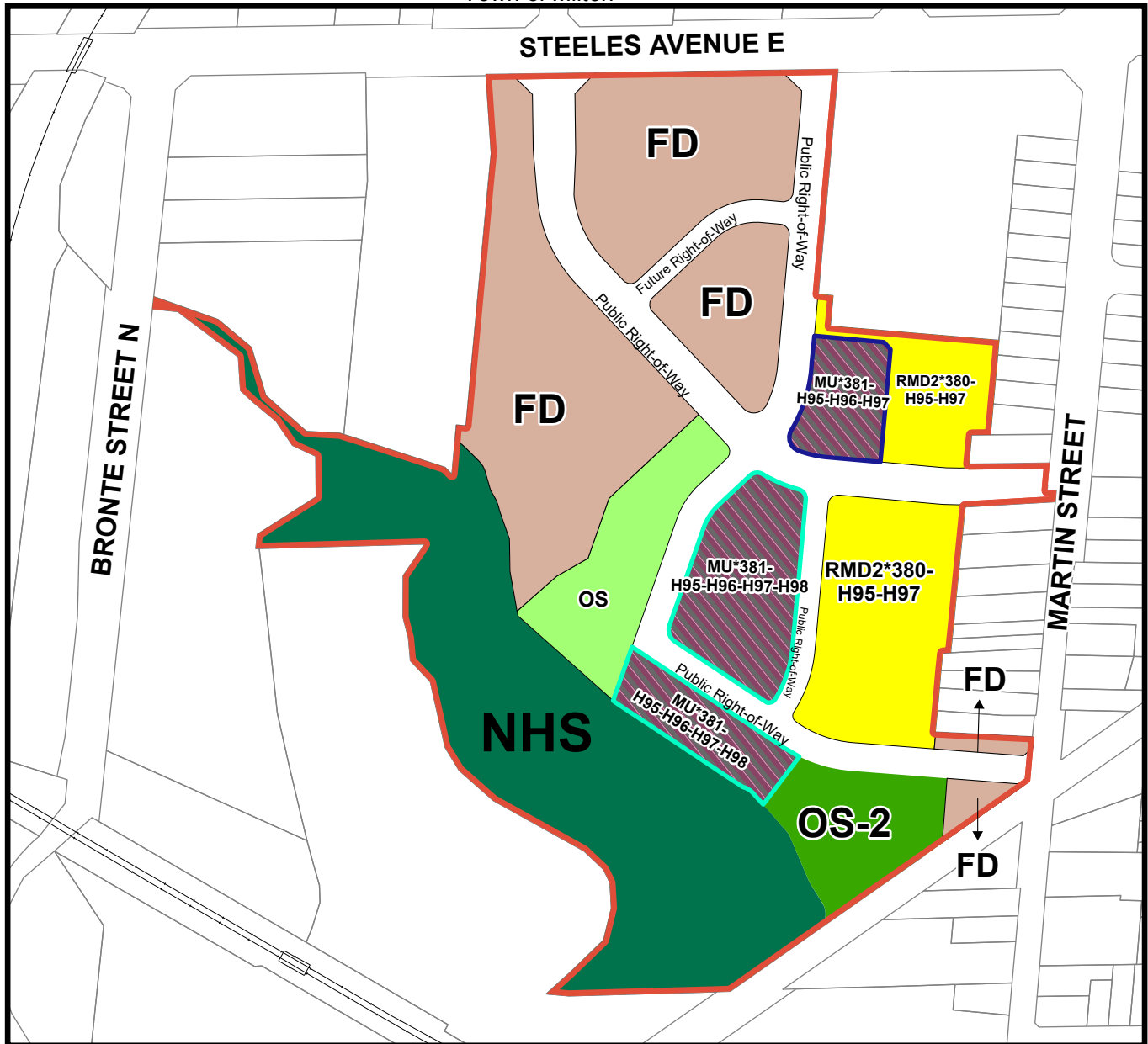
Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

SCHEDULE A - ZONES
TO BY-LAW No. -2026

TOWN OF MILTON

150 Steeles Avenue East, 248, 250 and 314 Martin Street
PART OF LOT 15, CONCESSION 2 AND PART OF LOT 6, REGISTERED PLAN 364
Town of Milton



Rezoned from M1, M1*38 and RLD1*281:

THIS IS SCHEDULE A
TO BY-LAW NO. _____ PASSED
THIS 22ND DAY OF JUNE, 2026.

MAYOR - Gordon A. Krantz

CLERK- Meaghen Reid

-  MU*381-H95-H96-H97 - Mixed Use Zone
Special with Holding Provisions 95-97
-  MU*381-H95-H96-H97-H98 - Mixed Use Zone
Special with Holding Provisions 95-98
-  RMD2*380-H95-H97 - Residential Medium
Density II Zone Special with Holding Provisions 95/97
-  OS - Open Space Zone
-  OS-2 - Stormwater Management Zone
-  FD - Future Development Zone
-  Subject Lands

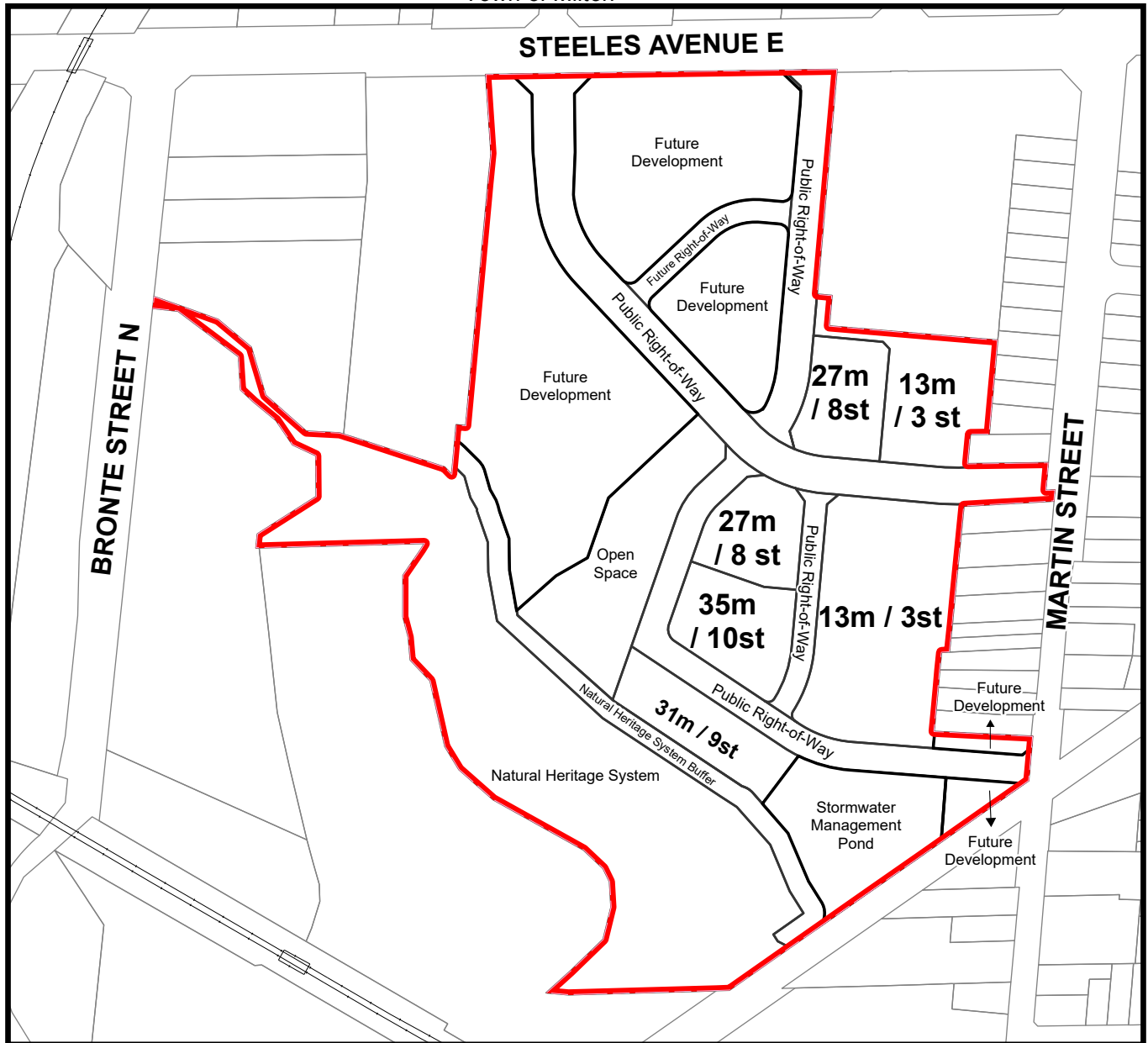
LOPA-03/25, Z-09/25 and 24T-25003/M



SCHEDULE B - MAXIMUM BUILDING HEIGHT
TO BY-LAW No. -2026

TOWN OF MILTON

150 Steeles Avenue East, 248, 250 and 314 Martin Street
PART OF LOT 15, CONCESSION 2 AND PART OF LOT 6, REGISTERED PLAN 364
Town of Milton



THIS IS SCHEDULE B
TO BY-LAW NO. _____ PASSED
THIS 22ND DAY OF JUNE, 2026.

Building Height Limits:
'm' - meters
'st' - storeys

MAYOR - Gordon A. Krantz

CLERK- Meaghen Reid



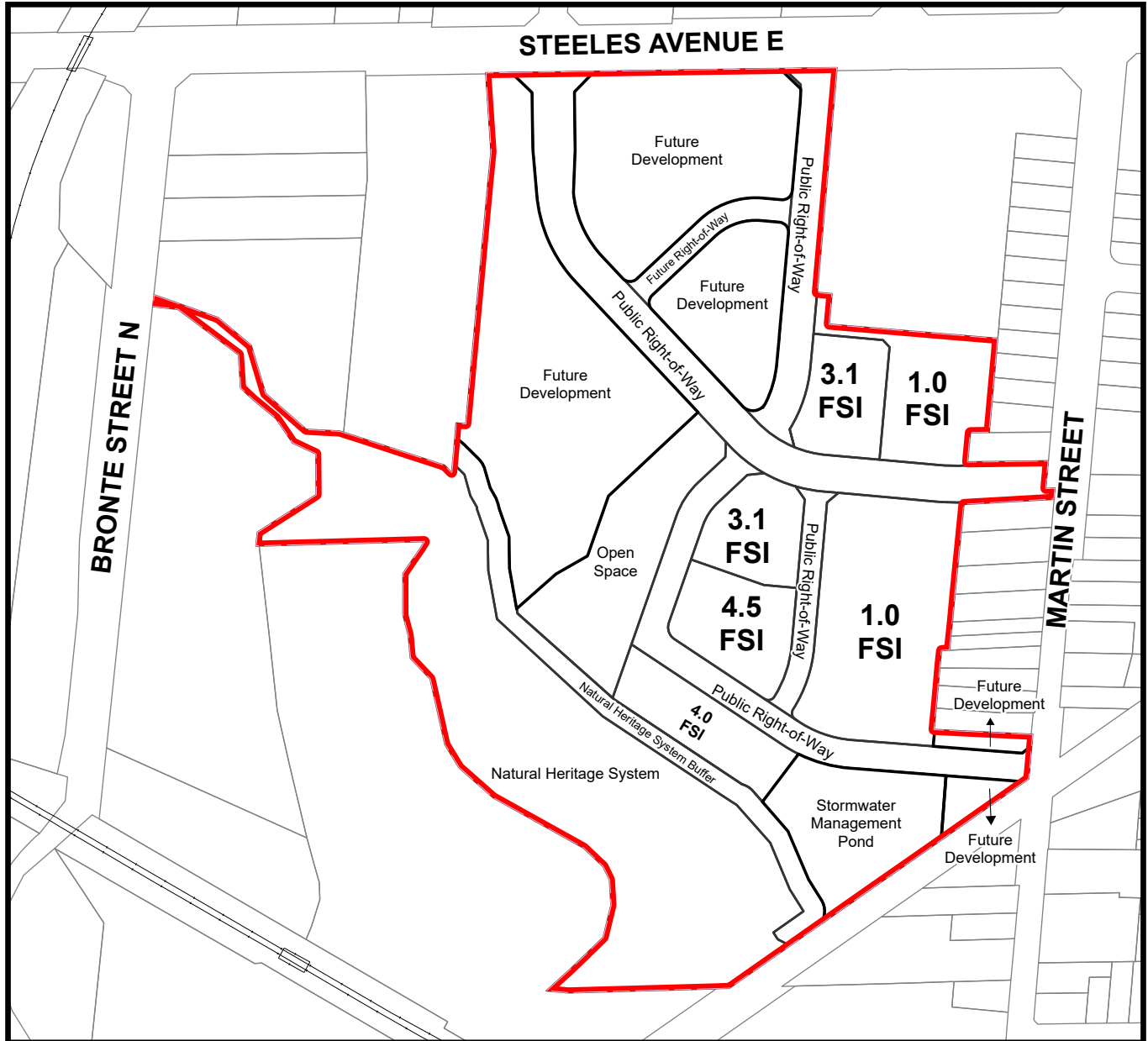
Subject Lands



SCHEDULE C - MAXIMUM DENSITY
TO BY-LAW No. -2026

TOWN OF MILTON

150 Steeles Avenue East, 248, 250 and 314 Martin Street
PART OF LOT 15, CONCESSION 2 AND PART OF LOT 6, REGISTERED PLAN 364
Town of Milton



THIS IS SCHEDULE C
TO BY-LAW NO. _____ PASSED
THIS 22ND DAY OF JUNE, 2026.

Maximum Density:
'FSI' - floor space index



Subject Lands

MAYOR - Gordon A. Krantz

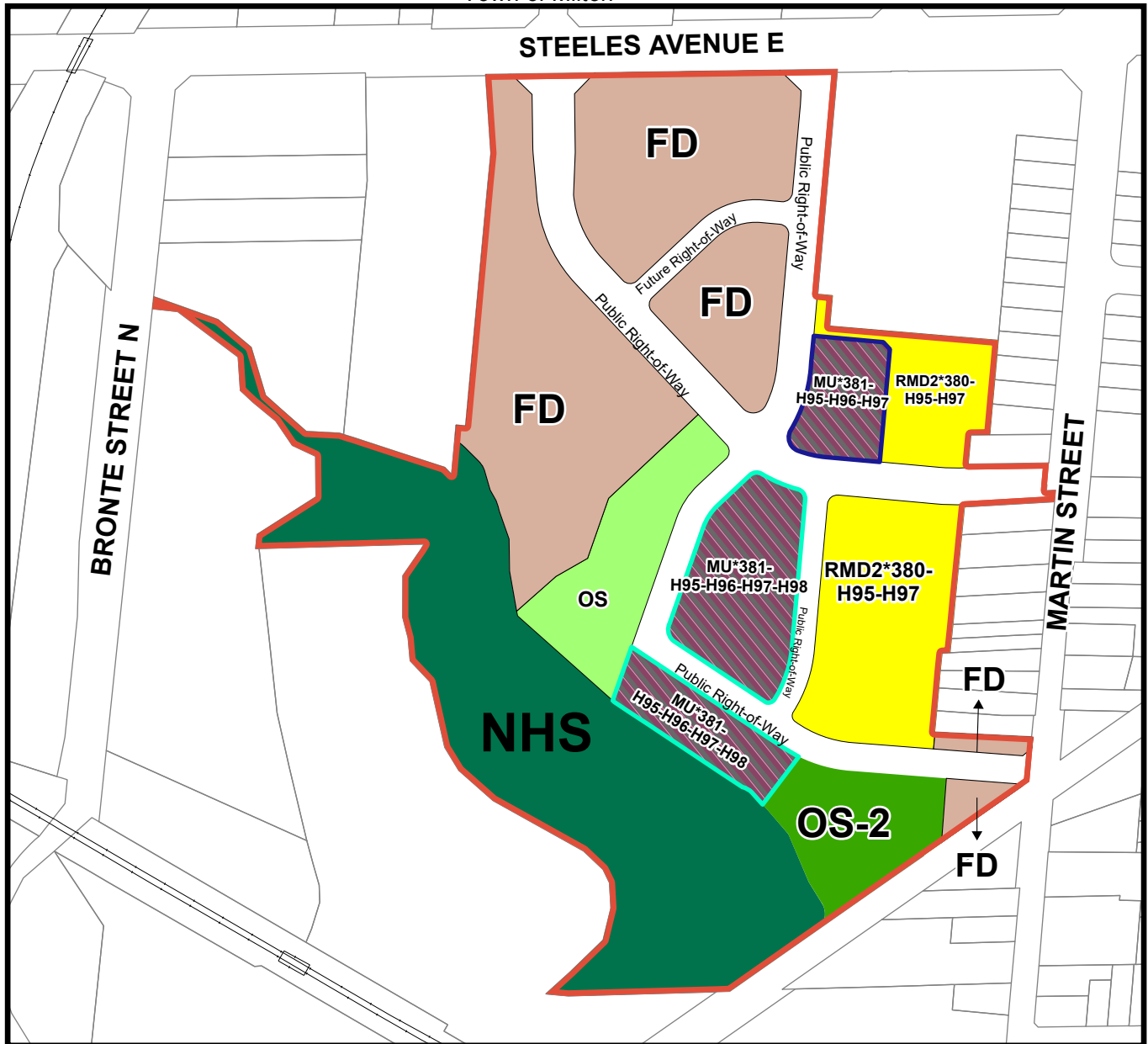
CLERK- Meaghen Reid



SCHEDULE A - ZONES
TO BY-LAW No. -2026

TOWN OF MILTON

150 Steeles Avenue East, 248, 250 and 314 Martin Street
PART OF LOT 15, CONCESSION 2 AND PART OF LOT 6, REGISTERED PLAN 364
Town of Milton



Rezoned from M1, M1*38 and RLD1*281:

THIS IS SCHEDULE A
TO BY-LAW NO. _____ PASSED
THIS 22ND DAY OF JUNE, 2026.

MAYOR - Gordon A. Krantz

CLERK- Meaghen Reid

-  MU*381-H95-H96-H97 - Mixed Use Zone
Special with Holding Provisions 95-97
-  MU*381-H95-H96-H97-H98 - Mixed Use Zone
Special with Holding Provisions 95-98
-  RMD2*380-H95-H97 - Residential Medium
Density II Zone Special with Holding Provisions 95/97
-  OS - Open Space Zone
-  OS-2 - Stormwater Management Zone
-  FD - Future Development Zone
-  Subject Lands

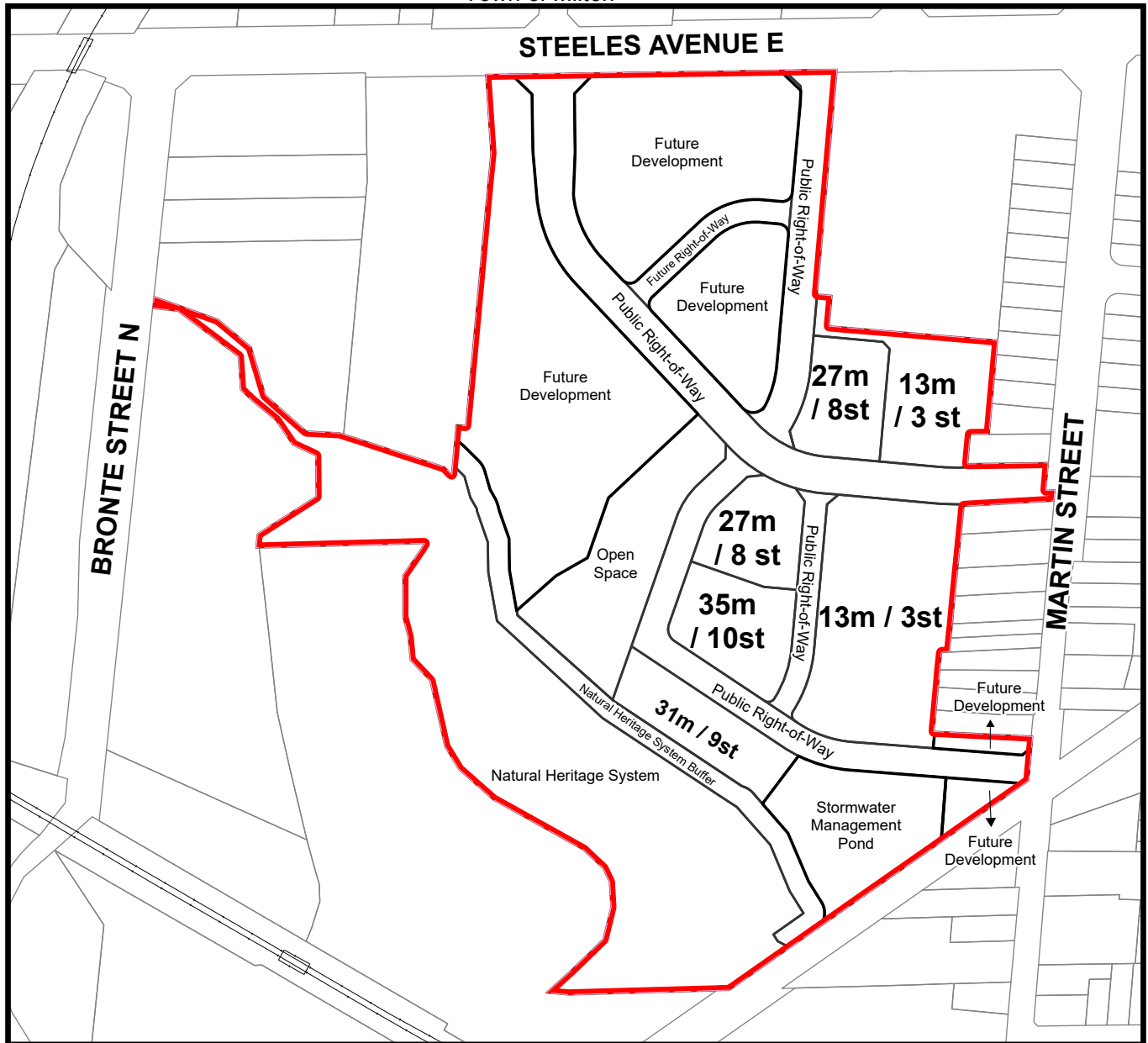
LOPA-03/25, Z-09/25 and 24T-25003/M



SCHEDULE B - MAXIMUM BUILDING HEIGHT
TO BY-LAW No. -2026

TOWN OF MILTON

150 Steeles Avenue East, 248, 250 and 314 Martin Street
PART OF LOT 15, CONCESSION 2 AND PART OF LOT 6, REGISTERED PLAN 364
Town of Milton



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'm' - meters
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MAYOR - Gordon A. Krantz

CLERK- Meaghen Reid



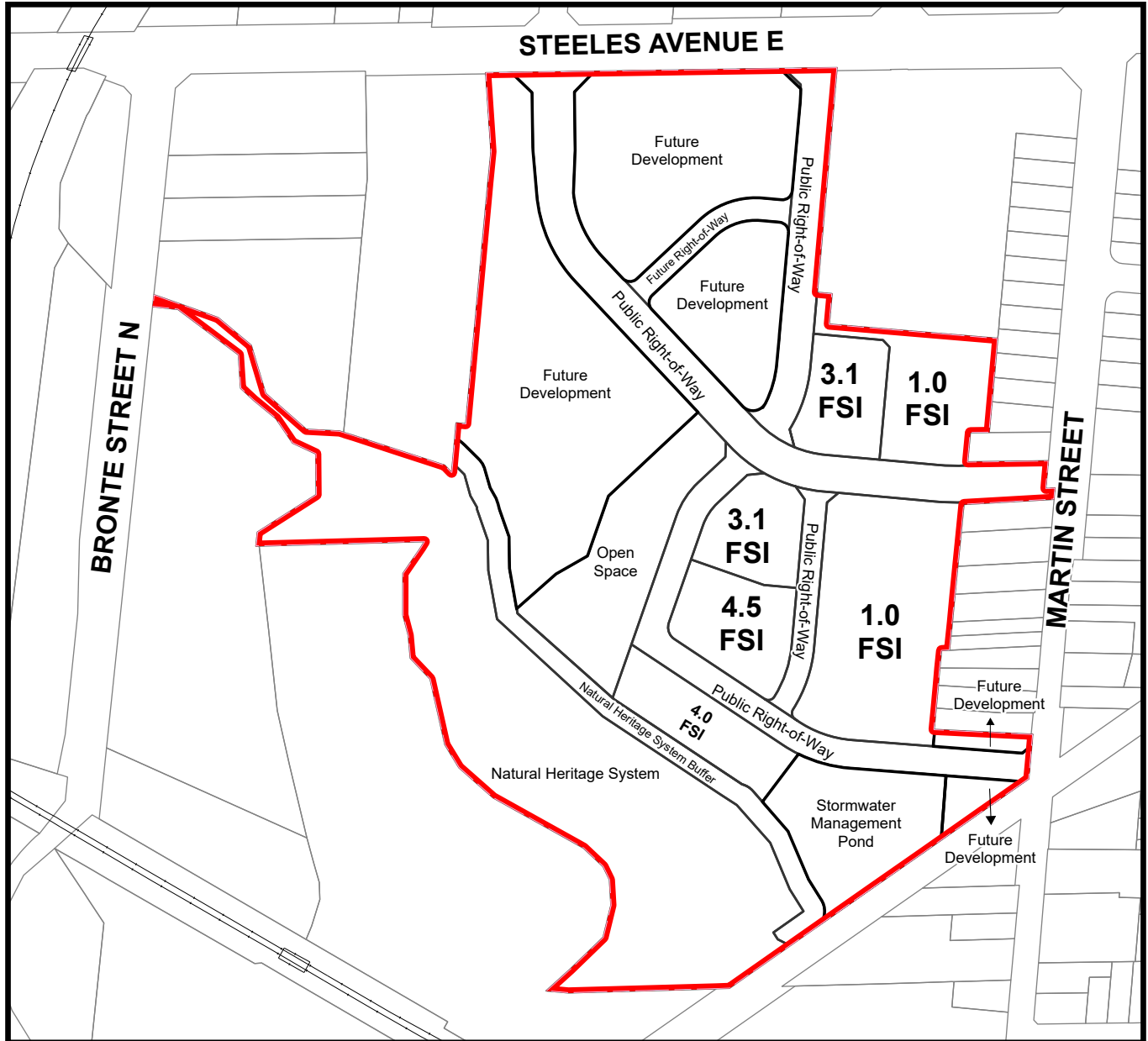
Subject Lands



SCHEDULE C - MAXIMUM DENSITY
TO BY-LAW No. -2026

TOWN OF MILTON

150 Steeles Avenue East, 248, 250 and 314 Martin Street
PART OF LOT 15, CONCESSION 2 AND PART OF LOT 6, REGISTERED PLAN 364
Town of Milton



THIS IS SCHEDULE C
TO BY-LAW NO. _____ PASSED
THIS 22ND DAY OF JUNE, 2026.

Maximum Density:
'FSI' - floor space index



Subject Lands

MAYOR - Gordon A. Krantz

CLERK- Meaghen Reid



From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca>

Sent: Sunday, June 1, 2025 10:33 PM

To: MB-Planning@milton.ca <Incoming-Planning-Email@milton.ca>

Subject: Website feedback - Developing in Milton - Minoli Silva Ref #: 2025-06-01-065

Hello Development Services,

Please note the following response to Planning and Development has been submitted at Sunday June 1st 2025 10:29 PM with reference number 2025-06-01-065.

- **First Name:**

Minoli

- **Last Name**

Silva

- **Street Address:**

[REDACTED]

- **Town**

Milton

- **Postal Code:**

[REDACTED]

- **Email Address:**

[REDACTED]

- **Phone number:**

[REDACTED]

- **Category**

Developing in Milton

- **Comments**

This is inquiry about 150 Steels development which seems to go right next to our house both from the side and back. We are concerned and worried about this new development of bulilding as road right next to our property.

[This is an automated email notification -- please do not respond]



esolutionsNoReply -External Contact

, ON,

www.milton.ca

Jessica Tijanic

From: angelika koeth [REDACTED]
Sent: Tuesday, June 3, 2025 2:47 PM
To: Jessica Tijanic
Subject: 150 Steeles ave East 248,250and 314

Hi Jessica,

I received a letter from the town today dated May 28, 2025.

I live at [REDACTED], directly across the street from 314 and the side opening east of Martin St. In the past, when companies owned the property, traffic coming in and out of the entrance beside 314 Martin street was horrendous. So much so ,the entrance was closed off. Lights from cars directly into my house property windows all hours, into the night, and lots of noise. Also , people thought the road continued straight into my driveway. Then, I had people turning around in my driveway all hours.

Now ,from the site plan Street A, it shows that, house 314 plus the entrance will be facing over 80% of my property at [REDACTED]. What provisions have been considered for my home facing now Street A, in front of the property? I have lived here going onto 35 years! Also, value of my property will decrease, living across the street from this entrance/exit of Street A. These questions I would like answered. Also , will the town cover property damage to my house from drivers etc not respecting my property. My insurance will increase at high risk with each incident, and I will be unable to pay. There is also the risk that My insurance will disqualify me.

Please, all these factors addressed at the meeting, and let me know ASAP so I can be present.

Regards,
Angelika Koeth

Jessica Tijanic

From: angelika koeth [REDACTED]
Sent: Wednesday, June 4, 2025 12:18 PM
To: Jessica Tijanic
Subject: Re: 150 Steeles ave East 248,250and 314

Hi Jessica Tijanic,

I would like to add to my issue and problem with traffic coming straight at me in front of my house. Suggestions as a berm in landscape to redirect traffic in this case, or no street of entrance or exit.

Regards P. Angelika Koeth [REDACTED]

From: Jessica.Tijanic@milton.ca <Jessica.Tijanic@milton.ca>
Sent: Tuesday, June 3, 2025 3:48 PM
To: angelika koeth [REDACTED]
Subject: RE: 150 Steeles ave East 248,250and 314

Good afternoon Angelika,

I have received your email regarding the development proposal at 150 Steeles, 248, 250 and 314 Martin Street.

Town and external agency staff are currently reviewing the first submission materials submitted for the development proposal. The developer is currently working on confirming a date and location for a Public Information Centre meeting. Once confirmed, a notice will be mailed out to area residents and posted on the Town's [Ward 1 Development Applications](#) webpage.

In the meantime, I can add you to the Interested Parties List which means that you will receive notice of any meetings for this development proposal. If you would like to be added to the list, please provide me with your name, full address (including postal code) and email.

Thank you,
Jessica



Jessica Tijanic, M.Sc. MCIP RPP
Senior Planner, Development Review
150 Mary Street., Milton ON, L9T 6Z5
905-878-7252 ext. 2221
www.milton.ca

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From: angelika koeth [REDACTED]
Sent: Tuesday, June 3, 2025 2:47 PM
To: Jessica Tijanic <Jessica.Tijanic@milton.ca>
Subject: 150 Steeles ave East 248,250and 314

Hi Jessica,

I received a letter from the town today dated May 28, 2025.

I live at [REDACTED], directly across the street from 314 and the side opening east of Martin St. In the past, when companies owned the property, traffic coming in and out of the entrance beside 314 Martin street was horrendous. So much so ,the entrance was closed off. Lights from cars directly into my house property windows all hours, into the night, and lots of noise. Also , people thought the road continued straight into my driveway. Then, I had people turning around in my driveway all hours.

Now ,from the site plan Street A, it shows that, house 314 plus the entrance will be facing over 80% of my property at [REDACTED]. What provisions have been considered for my home facing now Street A, in front of the property? I have lived here going onto 35 years! Also, value of my property will decrease, living across the street from this entrance/exit of Street A. These questions I would like answered. Also , will the town cover property damage to my house from drivers etc not respecting my property. My insurance will increase at high risk with each incident, and I will be unable to pay. There is also the risk that My insurance will disqualify me.

Please, all these factors addressed at the meeting, and let me know ASAP so I can be present.

Regards,
Angelika Koeth

Jessica Tijanic

From: Lori Foster [REDACTED]
Sent: Sunday, June 15, 2025 7:05 PM
To: Jessica Tijanic
Subject: Feedback on Mountainview West project

Hello Jessica,

My name is Lori Foster and I recently stumbled across the plans for the new development 150 Steeles. I did provide some feedback to the project manager at the open house a few weeks ago but at the time didn't know just how big this project was. Had seen the signs but didn't actually look at them as I live in the apartments on Ontario. I am assuming some of these units will hopefully be rent geared to income and/or rentals. I can't tell from the plans either way I think my suggestions could be applied either case as I'm assuming many of the people designing these units haven't lived in an apartment for very long and also don't have a disability which also impacts how one interacts with a building. I am not an engineer but have been around a few and am currently trying to manage within my current apartment with mobility issues. I grew up in Acton, been in Milton for 20 years and lived in Mississauga for 7 down by QEW and Hurontario so I can really understand the various styles of living.

My first observations is there are no 3 bedroom units in this phase and even the 2 bedrooms are only 600-900 sqft. The reality there are lots of reasons why people living in apartments would need an additional bedroom including having children with disabilities that can't use stairs or, aging parents or requiring a caregiver so they can still live in community. One "easier" option would be to have the architects design some of the townhouses with the ability to add an elevator. This could be done at construction where the cost wouldn't be too much extra compared to retrofitting, and if needed later it could be installed without needing any structural modifications etc. If this becomes an option I would recommend having a few RGI units done as I'm sure there are several families with disabled children who could benefit.

Apartments and General accessibility.

First off I'm not up to date on current codes etc, I've only lived in buildings built in the 70's so not sure how much progress has been made. I'm certain most codes are based on the needs of Wheelchair users, however as technology evolves we will see new mobility devices come onto the market. I was fortunate that I was able to find a mobility scooter that fits my needs and was small enough to fit in the building elevator as well as get it into my unit. That said I do have to get off of it and manually maneuver it due to several tight spaces. I am fortunate that I can walk enough to make it work but this isn't the case for and may mean they would require a fully accessible unit.

I would also suggest creating a set of features that would make a unit "Mobility Friendly". This would mean there are design features that would help those who may not be able to walk very well to still be able to stay in their unit much longer as they may only require minor accommodations. I would also place focus these units within 2-3 units of the elevator as they have minimal troubles walking short distances, i.e. go check their mail, or directly to their car without needing a scooter or wheelchair. Personally I live at the end of the hall and it can be a challenge to walk to the elevator some days, but it's more of a pain to use my scooter within my building. These units could have some additional features included or roughed in allowing alterations should they be required in future, i.e. a bath lift as well as making sure doorways are wide enough to accommodate a wheelchair. There is a wide range of mobility issues that don't require a fully accessible unit.

The next thing I noticed is the units are on the smaller size, I get why but having lived in 600 sqft 1 bedroom layout is very important, the fact that there is already alternate bike and alternative store is great and will really help those units that are under 500 sqft. In terms of accessibility there needs to be a space for someone to safely store and charge their

mobility scooter/device that is out of the way. When I was looking at the RGI options available I have very few options because of the layout knowing how challenging it would be to get my scooter into my unit and navigate around it. If there is some type of nook with an outlet that could be used would be great and they for those who don't need this it could also be used for a small table, floating island or maybe additional personal storage. You may also want to see if they can install something to allow easy mounting of TV's since that would really save space.

The other major challenge is pantry storage. The reality is if these units are targeted at the lower middle class and below then they will probably have a lot of non perishables which need to be stored. They also may not be able to access the discount stores as often as others due to transportation challenges so may need to store more canned items at some point. I would recommend the designers investigate including vertical pantries in the rental units as it would make much better use of the limited space compared to typical cabinets and also allow easier access. I know I can no longer access the back of my bottom cabinets or top shelves anymore therefore it is now wasted space for me.

I do hope they are including dishwashers in each unit. I'm not sure if there are plans for washer/dryers in each unit, if so I would also recommend adding 1 or 2 double/triple washer/dryers around the dog wash areas that I saw in the various buildings so residents don't have to make the trek to a laundromat to wash larger items like bedspreads and even dog beds etc.

In regards to the parking, good to see accessible parking, however long term this may not be enough for residents. The good news is that many people may not need the extra space but just need to be near the elevator. That said it would be important to figure out a system to accommodate these people. Right now I'm in a quiet "fight" with an able body tenant who won't switch spots with me as she has the spot right in front of the exit, as a result I have to walk an additional 30 feet to get to my car. This policy would be very useful if there are condos involved which actually have purchased assigned spaces that may be further away from the elevator.

I also couldn't tell if there was any consideration for charging stations for residents. I realize this is still very new technology but this building is going to be around for decades so there will be demand at some point, even if they just run conduit in the floor so cables can be easily pulled later once things become more certain on the technology.

I think I have covered units, now about the surrounding area. First off since this development appears to be more long term residents I would recommend long term getting a decent size grocery store within 1km and maybe 6-12 small store front units similar to what was done Main street East. These spaces would make it more walkable as many people may prefer to walk to do small errands. I saw there was a small retail space in this phase, not sure exactly what type is planned. The reality is this area will be a food desert, sure you could put a Rabba but honestly it's over priced and the fresh produce tends to be really crappy. If you aim for getting a grocery store somewhere between the size of La Rose and Longo's it would be able to offer residents an excellent option for getting quality perishables on a regular basis. In fact there may even be a business case to create open up one of those "pay what you can" type of markets which takes the surplus/imperfect produce. I think there are a few companies doing home deliveries of these type of boxes and it could be a cool test case.

Sorry for the long email, however figure it's worth shot at describing some of the major issues with apartment living as many could be fixed with fairly minor adjustments early on.

Thanks Lori

Jessica Tijanic

From: angelika koeth [REDACTED]
Sent: Friday, July 4, 2025 8:17 AM
To: Jessica Tijanic
Subject: Re: 150 Steeles ave East 248,250and 314

Good morning Jessica,

I would like to add to this email and the previous, since I at [REDACTED] will be most affected by having a street A come right in front of my house. Is there a way it can be made only a one way street . Not an exit , but and entrance into the property in question.

Thank you,

Owner of [REDACTED].

Angelika Koeth
[REDACTED]

From: Jessica.Tijanic@milton.ca <Jessica.Tijanic@milton.ca>
Sent: Thursday, June 5, 2025 12:19 PM
To: angelika koeth [REDACTED]
Subject: RE: 150 Steeles ave East 248,250and 314

Hi Angelika,

Sending this email to confirm that I have added you to the Interested Parties List.

Thanks,
Jessica



Jessica Tijanic, M.Sc. MCIP RPP
Senior Planner, Development Review
150 Mary Street., Milton ON, L9T 6Z5
905-878-7252 ext. 2221
www.milton.ca

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From: angelika koeth [REDACTED]
Sent: Wednesday, June 4, 2025 12:18 PM
To: Jessica Tijanic <Jessica.Tijanic@milton.ca>
Subject: Re: 150 Steeles ave East 248,250and 314

Hi Jessica Tijanic,

I would like to add to my issue and problem with traffic coming straight at me in front of my house. Suggestions as a berm in landscape to redirect traffic in this case, or no street of entrance or exit.

Regards P. Angelika Koeth [REDACTED]

From: Jessica.Tijanic@milton.ca <Jessica.Tijanic@milton.ca>

Sent: Tuesday, June 3, 2025 3:48 PM

To: angelika koeth [REDACTED]

Subject: RE: 150 Steeles ave East 248,250and 314

Good afternoon Angelika,

I have received your email regarding the development proposal at 150 Steeles, 248, 250 and 314 Martin Street.

Town and external agency staff are currently reviewing the first submission materials submitted for the development proposal. The developer is currently working on confirming a date and location for a Public Information Centre meeting. Once confirmed, a notice will be mailed out to area residents and posted on the Town's [Ward 1 Development Applications](#) webpage.

In the meantime, I can add you to the Interested Parties List which means that you will receive notice of any meetings for this development proposal. If you would like to be added to the list, please provide me with your name, full address (including postal code) and email.

Thank you,
Jessica

From: angelika koeth [REDACTED]

Sent: Tuesday, June 3, 2025 2:47 PM

To: Jessica Tijanic <Jessica.Tijanic@milton.ca>

Subject: 150 Steeles ave East 248,250and 314

Hi Jessica,

I received a letter from the town today dated May 28, 2025.

I live at [REDACTED], directly across the street from 314 and the side opening east of Martin St.

In the past, when companies owned the property, traffic coming in and out of the entrance beside 314 Martin street was horrendous. So much so, the entrance was closed off. Lights from cars directly into my house property windows all hours, into the night, and lots of noise. Also, people thought the road continued straight into my driveway. Then, I had people turning around in my driveway all hours.

Now, from the site plan Street A, it shows that, house 314 plus the entrance will be facing over 80% of my property at [REDACTED]. What provisions have been considered for my home facing now Street A, in front of the property? I have lived here going onto 35 years! Also, value of my property will decrease, living across the street from this entrance/exit of Street A. These questions I would like answered. Also, will the town cover property damage to my house from drivers etc not respecting my property. My insurance

will increase at high risk with each incident, and I will be unable to pay. There is also the risk that My insurance will disqualify me.

Please, all these factors addressed at the meeting, and let me know ASAP so I can be present.

Regards,
Angelika Koeth

Jessica Tijanic

From: Colin Best
Sent: Wednesday, July 16, 2025 2:48 PM
To: Jessica Tijanic; David Twigg; Jill Hogan
Subject: Fw: Proposed Development at 150 Steeles Ave. East and Martin Street

Hello Jessica, David and Jill

Here is one response to the Neatt Communities presentation last night.

I estimate that there were about 40 people attending (including 3 ward 1 local councillor candidates).

This and other Martin Street traffic impact questions were the main concerns raised by area residents.



Colin Best

Regional Councillor Ward 1 (North-West)
150 Mary Street, Milton ON, L9T 6Z5
905-691-5057
www.milton.ca

From: angelika koeth [REDACTED]
Sent: Wednesday, July 16, 2025 12:29 PM
To: Colin Best <Colin.Best@milton.ca>
Subject: Proposed Development at 150 Steeles Ave. East and Martin Street

Dear Councillor Colin Best,

I would like to express my sincere appreciation for the opportunity to meet with you and the developers on the evening of July 15, 2025. It was helpful to hear the plans firsthand, but I must admit, I have significant concerns about the proposed traffic light directly in front of my property at [REDACTED]. I feel compelled to voice my strong opposition to this aspect of the development, which I believe could have serious and lasting consequences for the neighbourhood.

While I fully recognize and support Milton's need for growth, I cannot support the installation of a traffic light at this location. Martin Street, as it currently stands, already faces considerable congestion, and adding a traffic signal will only compound the problem, especially with the anticipated influx of 3,000 new residents. This increase in traffic volume will inevitably result in greater noise, light pollution, and litter—issues that will directly affect the quality of life for residents like myself.

The most troubling aspect, however, is the safety risk this development presents. A traffic light at this location, combined with higher traffic flow, will create a hazardous environment, particularly for the children attending the two nearby schools, residents of the seniors' home, and the pedestrians who frequently cross near the

railway tracks. This area is already a hub for children walking and biking to school, as well as for seniors and families going about their daily routines. Introducing a traffic signal here not only places these vulnerable groups at greater risk, but it also disrupts the very fabric of the community.

Additionally, I am deeply concerned about the light pollution that would result from the proposed traffic signal. The constant illumination from the traffic lights, particularly as vehicles turn from the proposed street, would shine directly into my house and others in the area. This constant intrusion of bright lights into our homes, especially at night, would not only affect the comfort and privacy of residents but could also lead to long-term sleep disruptions and a diminished quality of life for those living along Martin Street.

I strongly believe that the town should reconsider this proposed traffic light and explore alternative solutions that support Milton's growth while preserving the integrity and safety of existing neighbourhoods. The current plan, in my view, is not the right approach. A traffic light directly in front of my home would negatively impact the safety of children, seniors, and all those who live and work in this community.

Thank you for your time and your continued commitment to our town. I remain hopeful that, through further discussion and careful consideration, we can find a solution that better addresses both the needs of new residents and the well-being of those who have already made Milton their home.

Sincerely,

Angelika Koeth - 

Jessica Tijanic

From: Minoli Silva [REDACTED]
Sent: Tuesday, July 15, 2025 10:20 PM
To: Jessica Tijanic
Cc: Anthony Shamil Silva
Subject: Re: 150 Steeles Avenue - Minoli Silva Ref #: 2025-06-01-065

Dear Jessica,

I hope you are well.

I'm writing to you because I'm not sure who else to approach with our concerns. We attended the meeting today and left feeling extremely disappointed, upset, and stressed about the proposed changes to our neighbourhood.

The plan to introduce a new road running directly beside our home, along with not one but two new traffic lights within walking distance, is deeply concerning. These changes will make it nearly impossible for us to get out of our own driveway safely and efficiently.

While we understand that development is essential for the growth of Milton, it should not come at the expense of the long-standing residents who have lived here for years and consistently paid their taxes. It doesn't feel fair, and the growing stress and anxiety among our neighbours reflect this sentiment.

Martin Street is a prestigious and historic part of Milton, known for its character and community. The current proposal goes against the very nature of our street. We already struggle with traffic and speeding concerns—adding more traffic will only worsen the problem. Children walking to school will be at greater risk, and the congestion will be unbearable.

I've spoken to several of my neighbours, and we all share the same concerns. We are especially worried about losing our privacy and the increased danger posed by higher traffic volume. I have also spoken to the developer, and I strongly believe that more needs to be done to address the concerns of current residents.

The addition of speed cushions and extra traffic lights will not solve the issue—it will only shift the problem. Traffic will inevitably back up onto Steeles Avenue and create further congestion at the Steeles and Highway 25 intersection. Martin Street should not be used as a thoroughfare. Entry and exit should be directed through Steeles to better manage the flow.

I apologize if this message comes across strongly—I'm simply trying to voice not just my own concerns but also those of many residents on Martin Street. We kindly urge the Town of Milton to reconsider this plan and protect the integrity, safety, and peace of our neighbourhood.

Sincerely,
Minoli Silva

Let me know if you'd like to send this on behalf of a group of neighbours or include any signatures.

Get [Outlook for iOS](#)

From: Minoli Silva [REDACTED]
Sent: Monday, July 14, 2025 3:37:36 PM
To: Jessica.Tijanic@milton.ca <Jessica.Tijanic@milton.ca>
Subject: Re: 150 Steeles Avenue - Minoli Silva Ref #: 2025-06-01-065

Hi Jessica,
We will be attending tomorrow

Thank you

Get [Outlook for iOS](#)

From: Jessica.Tijanic@milton.ca <Jessica.Tijanic@milton.ca>
Sent: Monday, July 14, 2025 3:16 PM
To: Minoli Silva [REDACTED]
Subject: RE: 150 Steeles Avenue - Minoli Silva Ref #: 2025-06-01-065

Hi Minoli,

Notice of a Public Information Centre Meeting was mailed out to you (and other area residents) a couple weeks ago for the above-noted development. The meeting is being held tomorrow at Hugh Foster Hall from 6:00 pm - 8:00 pm. I was just speaking with the developer of 150 Steeles and they let me know who had contacted them about attending the meeting tomorrow but they did not provide your name.

I am just reaching out to make sure that you received the notice. I have re-attached it in this email.

Thanks,
Jessica



Jessica Tijanic, M.Sc. MCIP RPP

Senior Planner, Development Review
150 Mary Street., Milton ON, L9T 6Z5
905-878-7252 ext. 2221
www.milton.ca

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From: Minoli Silva [REDACTED]
Sent: Tuesday, June 3, 2025 1:13 PM
To: Jessica Tijanic <Jessica.Tijanic@milton.ca>
Subject: Re: 150 Steeles Avenue - Minoli Silva Ref #: 2025-06-01-065

Hi Jessica,
Yes please add me to the list

Thank you

Get [Outlook for iOS](#)

From: Jessica.Tijanic@milton.ca <Jessica.Tijanic@milton.ca>
Sent: Tuesday, June 3, 2025 12:59:48 PM
[REDACTED]
Subject: RE: 150 Steeles Avenue - Minoli Silva Ref #: 2025-06-01-065

Hi Minoli,

I have received your email regarding the development proposal at 150 Steeles, 248, 250 and 314 Martin Street.

I expect there will be a public information centre meeting scheduled in the near future. The developer is currently working on confirming a date and location for this meeting. Once confirmed, notice will be mailed out to area residents and posted on the Town's [Ward 1 Development Applications](#) webpage.

In the meantime, I can add you to the Interested Parties List which means that you will receive notice of any meetings for this development proposal. If you would like to be added to the list, please provide me with your name, full address and email.

Thank you,
Jessica

From: Janet Openshaw <Janet.Openshaw@milton.ca> **On Behalf Of** MB-Planning@milton.ca
Sent: Monday, June 2, 2025 9:31 AM
To: [REDACTED]
Cc: MB-Planning@milton.ca <Incoming-Planning-Email@milton.ca>; Jessica Tijanic <Jessica.Tijanic@milton.ca>
Subject: FW: 150 Steeles Avenue - Minoli Silva Ref #: 2025-06-01-065

Good morning Minoli,

Thankyou for contacting the Town of Milton and bring your concerns to our attention.

By copy of this email I have included our Senior Planner, Development Review who can assist with your inquiry.

Regards, Development Services



Janet Openshaw

Planning Services Representative
150 Mary Street, Milton ON, L9T 6Z5
905-878-7252 ext. 2398
www.milton.ca

From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca>

Sent: Sunday, June 1, 2025 10:33 PM

To: MB-Planning@milton.ca <Incoming-Planning-Email@milton.ca>

Subject: Website feedback - Developing in Milton - Minoli Silva Ref #: 2025-06-01-065

Hello Development Services,

Please note the following response to Planning and Development has been submitted at Sunday June 1st 2025 10:29 PM with reference number 2025-06-01-065.

- **First Name:**
Minoli
- **Last Name**
Silva
- **Street Address:**
[REDACTED]
- **Town**
Milton
- **Postal Code:**
[REDACTED]
- **Email Address:**
[REDACTED]
- **Phone number:**
[REDACTED]
- **Category**
Developing in Milton
- **Comments**
This is inquiry about 150 Steels development which seems to go right next to our house both from the side and back. We are concerned and worried about this new development of buliding as road right next to our property.

[This is an automated email notification -- please do not respond]



esolutionsNoReply -External Contact

, ON,

www.milton.ca

Jessica Tijanic

From: Gwen Holroyd [REDACTED]
Sent: Wednesday, July 23, 2025 2:41 PM
To: Jessica Tijanic
Subject: 150 Steeles Ave East
Attachments: 20221224_085629.jpg; 20221224_085636.jpg; 20221224_085643.jpg; 20221225_082406.jpg; 20221225_082427.jpg; 20221225_082526.jpg; 20221225_115552.jpg

I was at the open house on July 15. Here's the concerns that come immediately to my mind.

1. 4 years of dust already. More years to come. During one particular windy day, I had very fine dust particles coming under my back patio doors. Pictures attached. Our back deck and furniture need to be cleaned before we use them. I haven't used my patio as much the last couple of years, as it's too much work. My car out front is always dusty. Pictures of fresh snow, covered in dust are also attached.
2. Noise during a couple years of construction
3. Contaminated soil. I would like a list of the types of contaminants that were removed from right behind my house. I live at [REDACTED]
4. Privacy - I've had a view of the Escarpment, sunsets and a private backyard for the past 39 years. I don't even have curtains on the back of my house, as no one can see in. Now I will have 5-6 townhouses that will be able to stare at me. How high can fences be built? The representative that met with us 3 years ago suggested they could perhaps build a tall fence behind the affected homes. We had asked if they would consider some green space with walking trails, but that didn't happen
5. The same representative 3 years ago also told us that there would be no access to Martin Street. Many neighbors were in attendance at this informal meeting and heard what he said. Then this past Tuesday, he was at Hugh Foster, and he denied saying that. Was it just to keep the residents quiet over the last few years? He also told us that there would be one high rise condo, towards Steeles. I know plans were not final 3 years ago, but nothing he told us and our neighbors have happened.

6. Traffic is going to be ridiculous. Almost 1100 units! I'm sure that's more than double in this whole area. Why approve so many units?

Gwen Holroyd



Jessica Tijanic

Subject: RE: 150 Steeles Avenue - Anam Imam Ref #: 2025-08-12-144

From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca>

Sent: Tuesday, August 12, 2025 11:12 PM

To: MB-Planning@milton.ca <Incoming-Planning-Email@milton.ca>

Subject: Website feedback - Developing in Milton - Anam Imam Ref #: 2025-08-12-144

Hello Development Services,

Please note the following response to Planning and Development has been submitted at Tuesday August 12th 2025 11:10 PM with reference number 2025-08-12-144.

- **First Name:**
Anam
- **Last Name**
Imam
- **Street Address:**
[REDACTED]
- **Town**
Milton
- **Postal Code:**
[REDACTED]
- **Email Address:**
[REDACTED]
- **Phone number:**
[REDACTED]
- **Category**
Developing in Milton
- **Comments**
Concerns Regarding Proposed Development Behind Martin Street

I am writing to express my deep concerns about the proposed building project behind our property and the significant impact it will have on our community, particularly on Martin Street.

Martin Street is a narrow, single-lane street that serves as a vital route to the

school. Its current layout has always provided a sense of safety for children walking or biking to and from school, and for families in the neighborhood. Any increase in traffic—especially from two new access points—would directly compromise that safety. This is not just a matter of inconvenience; it is about protecting children, pedestrians, and residents who rely on this route every day.

The proposed development raises several issues:

Traffic & Safety: Introducing two access roads from the development will funnel more vehicles into Martin Street, creating congestion on a road not designed for heavy traffic. This puts children and other pedestrians at risk.

Noise & Dust Pollution: Construction and increased vehicle movement will create constant noise and dirt pollution, affecting our health and quality of life.

Privacy Loss: Three-story buildings so close to our property line will overlook our homes and backyards, stripping away the privacy we have always valued.

Scale & Placement: The building appears too large and too close to neighboring properties. The scale does not fit the character of our neighborhood.

Environmental Buffering: There are currently no adequate plans for sound barriers, greenery, or buffers to mitigate the impact of such a large structure.

Pedestrian Safety: A dedicated walkway and limited access to Martin Street from the development could help protect residents and schoolchildren.

Our community is not opposed to growth, but growth must be balanced with the well-being of the people who already live here. Development should not simply cater to the profit of large businesses at the expense of residents' safety, privacy, and sense of belonging. The original layout of Martin Street provided a safe, quiet environment that made our neighborhood feel like home. These proposed changes make us feel as though our needs are being dismissed and that the town is prioritizing large-scale commercial interests over the very people who built this community.

We urge the Town to reconsider the scale and design of this project, implement proper safety measures, and ensure that Martin Street remains a safe, low-traffic route for our children and neighbors. Milton's future should be shaped in a way that protects both its residents and its identity, not just its profit margins.

Thank you for your time and for considering the voices of the people who call this town home.

Sincerely,

[This is an automated email notification -- please do not respond]



esolutionsNoReply -External Contact

, ON,

www.milton.ca

Trevor & Rebecca Johnson

[REDACTED]

Milton, [REDACTED]

[REDACTED]

[REDACTED]

Date: September 30, 2025

Subject: Concerns and Protections for Properties Abutting Proposed Mountain view West community.

Dear Town of Milton Planning Department,

I am writing as a concerned resident whose property directly borders the proposed Mountain View West development project. While I recognize the importance of growth and infrastructure improvements in our community, I wish to formally express several concerns about the potential impact this project may have on my property and overall quality of life.

My neighbors and I share serious concerns regarding the possible effects of the Mountain View West development on our properties—many of which include **in-ground swimming pools**, mature landscaping, and carefully maintained outdoor living spaces.

While we support responsible development and understand the Town's need for additional housing, we believe it is essential that the rights and interests of **existing homeowners be protected** from any negative consequences resulting from adjacent construction.

Key Concerns & Requests:

1. Fencing Requirements

A continuous, high-quality 8-foot privacy fence should be constructed along the rear lot lines where new homes back onto existing properties and on either side of the laneway & 314 Martin (tear down) and on either side of 248/50 Martin Street (tear down) This fence should be built **at the developer's expense** before constructions starts and maintained while under construction.

2. Privacy and Buffering

We request that a **dense buffer zone** be included between existing homes and the new development, with a mix of mature trees, fencing, and berms to preserve our privacy. This is especially important for homes with pools and backyard recreational areas, where privacy is essential.

3. Lighting & Noise Pollution:

Homes backing onto new lots may be exposed to increased artificial lighting and noise from new residents or common areas. We ask that lighting be designed to minimize spillage onto

neighboring properties and that consideration be given to placing noise-reducing landscaping or features where appropriate.

4. **Proposed Intersections (Traffic, Lighting, Noise)**

We are concerned about the proposed installation of street lights near the laneway and 314 Martin Street, as well as near 248 Martin Street. These additions may worsen traffic congestion and make it more difficult for residents to safely exit their driveways. Martin Street is already busy, and introducing new lighting or infrastructure to slow traffic could lead to further disruption rather than improving safety. Additionally, the street lights would increase light pollution, with direct glare potentially disturbing nearby homes and disrupting residents' sleep. Instead of addressing current issues, these changes could attract more vehicles, increase traffic volume, and heighten risks for a vulnerable community—including families with young children and seniors. Overall, the proposed modifications would alter the quiet, pedestrian-friendly character of the neighborhood.

5. **Drainage and Grading Impacts**

Altering the grading of adjacent land could result in water runoff onto our properties, which is particularly concerning for homes with pools and landscaped yards. We request a detailed grading and drainage plan, along with **firm assurances that all runoff will be directed away from existing lots**. Additionally, we ask that the developer and/or the town be held accountable for any damage to existing properties (see Item #6).

6. **Coverage of Legal or Consulting Fees**

If homeowners are forced to seek legal or engineering advice to protect their interests due to issues arising from the development—such as water runoff, structural damage, or liability disputes—we request that **all reasonable legal and consulting fees** incurred by affected residents be **covered by the developer or the Town**. This is especially important in cases where the development directly causes or contributes to these problems.

7. **Pool Safety, Ground Movement, and Liability**

Several adjacent homes have in-ground pools, and we are deeply concerned about potential ground shifting, vibration, or changes to drainage during and after construction. We request the following measures be implemented:

- A **pre-construction property condition assessment** be offered to affected homeowners with pools.
- The developer accept full responsibility for **any damage to pools or surrounding structures** caused by excavation, grading, or vibration.
- Cleaning and maintenance costs be covered when dust or debris from construction impacts the pool.
- Appropriate **insurance or security bonds** be secured to cover such claims as they arise.

8. Construction Activity Impacts

Dust, noise, and the operation of heavy equipment can significantly disrupt the enjoyment of our properties, especially for families and pool owners. We request the following measures be put in place:

- Clearly defined **construction hours**.
- **Effective dust control measures**; if these are insufficient, semi-annual cleaning of windows, decks, and facades should be provided.
- Ongoing, transparent communication with adjacent homeowners throughout the construction process.

Request for Formal Protections

We ask that the Town:

- Require these protections as **conditions of site plan approval**
- Ensure that **homeowners are consulted and informed** before development begins
- Establish a dedicated **point of contact** within the Town or developer's team to handle resident concerns in regards to regular maintenance or repairs if their project cause damage.

We ask that these protections be written into the development agreement or conditions of approval to ensure they are enforceable and not left to discretionary implementation.

Our goal is not to obstruct progress but to ensure that responsible development proceeds in a way that protects the rights, investments, and well-being of existing residents.

We appreciate your time and attention to these matters. We look forward to your written response to our concerns and to working collaboratively in the best interests of all parties involved.

Best Regards,

Anthony Ranaweera [REDACTED]

David Denniss [REDACTED]

Ryan Tostik and Lindsay Gillis - [REDACTED]

Kaitly McPhail & Brandon Macdonald - [REDACTED]

Trevor & Rebecca Johnson [REDACTED]

Daanish Imam - [REDACTED]

Elaine & Sandra Persaud [REDACTED]

Dan & Zhao McPhail - [REDACTED]



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

October 30, 2025

Jessica Tijanic,
Senior Planner,
Development Review
Town of Milton Development Services Department
150 Mary Street, Milton,
Ontario L9T 6Z5

Dear Jessica;

**RE: CRH Canada Group Inc. Comment Submission
Proposed Official Plan and Zoning By-law Amendments (OPA, ZBA), and Draft Plan
of Subdivision at 150 Steeles Avenue East, and 248, 250, and 314 Martin Street in
the Town of Milton (Applicant: 150 Steeles Milton Inc. and 248 Martin Inc.)
Town of Milton File No.: LOPA-03/25, Z-09/25 and 24T-25003/M
Our File: 9811FB**

The submission is being made on behalf of CRH Canada Group Inc. ("CRH") who operate a concrete batching plant operation at 105 Steeles Ave E (hereafter referred to as "CRH lands" or "CRH operation"). The CRH lands are situated immediately north of Steeles Avenue East and the lands subject to the proposed Amendments noted above and proposed to be redeveloped into a mixed-use community which largely proposes residential land uses ("Proposed Amendments" and "Amendment Lands").

A concrete batching plant has operated at this site for over 20 years. This operation, which employs approximately 40 employees, is highly strategic for their business in the long term and supplies concrete materials to a number of important development projects in both Milton and the Halton Region.

MHBC has been retained by CRH to review and comment on the background material submitted with the Proposed Amendments. We wish to thank the Town for the opportunity to provide our feedback and our preliminary comments are as follows.

Comments

- 1. As currently proposed, CRH is opposed to the Proposed Amendments as currently described for Phase 2 and for certain portions of Phase 1. CRH is not fundamentally opposed to development overall. However, such development needs to also be planned and designed in a manner that does not impact the long-term viability of their operations at 105 Steeles Avenue East.**

Therefore, it is requested that all technical reports be updated and include a noise study and air quality assessment that considers land uses and building heights on a comprehensive basis to demonstrate compatibility with surrounding established industrial land uses and their respective established Environmental Compliance Approvals (ECA).

As currently drafted, the Proposed OPA would designate the northerly portion of the Amendment lands (Phase 1) for High Density Residential and permit building heights up to 28 storeys on the south side of Steeles Avenue. While it is recognized these lands would be subject to future rezoning applications, the OPA establishes a residential land use and building heights that has not been confirmed through appropriate land use compatibility assessment whether these land use permissions are appropriate in principle. It is recommended that the Town require that all technical reports be updated and include a noise study and air quality assessment that considers land uses and building heights on a comprehensive basis to demonstrate compatibility with surrounding established industrial land uses and their respective established Environmental Compliance Approvals (ECA).

It is acknowledged that a noise study prepared for the proposal has included the concrete batching facility in the assessment, which is welcomed. However, the noise study only assesses Phase 1 of the proposed development and does not assess the Phase 2 lands from a noise impact perspective.

Phase 2 is proposing significantly higher residential densities and building heights much closer to CRH's Lands and the established Employment Area.

CRH have retained a noise expert to review the noise study undertaken for Phase 1 (only) and initial concerns indicate:

- "The Environmental Noise Study prepared by SLR in support of proposed development at 50 Steeles Avenue East has accounted for the primary noise sources at CRH's lands but has underestimated predictable worst-case impacts relative CRH's operations. Noise from CRH's operations will result in exceedances of provincial noise standards which needs to be brought to the attention of the Town and/or developer and their noise consultant for further consideration".

- 2. Proposed Amendments are adjacent to an Employment Area and are required to ensure that the long-term viability of existing *major facilities*, which includes CRH's concrete batching plant operation at 105 Steeles Avenue, are protected from the encroachment of sensitive land uses.**

The CRH lands and other surrounding lands in the immediate area are situated within an Employment Area according to Map 1c of the Halton Region Official Plan (HROP) (please see **Figure 1**) and Map 1h (Regional Urban Structure) of the HROP (please see **Figure 2**). An objective in HROP is to locate Employment Areas in the vicinity of existing major highway interchanges and rail yards, where appropriate, within the Urban Area. Furthermore, it is also Regional policy to plan for Employment Areas by limiting sensitive land uses and by addressing land use compatibility considerations.

The CRH lands are located along a 'Major Arterial' road which provides accessibility to Highway 401 (Provincial Freeway) located in proximity to the north of the lands. Therefore, the location of the CRH Lands is strategically important to its operations due to its proximity to high-capacity transportation networks.

3. Proposed Amendment Lands are not situated within either a Strategic Growth Area in the HROP

While situated within an Urban Area, the Proposed Amendment lands are not situated within a Strategic Growth Area according to Map 1h (Regional Urban Structure) of the HROP (**Figure 2**).

The Planning Justification Report states that: "The Subject Site is not identified as a Strategic Growth Area in the ROP but is identified as one in the Milton Official Plan". However, in our opinion, this is misleading as the NROP was approved in 2022 to plan for growth to 2051. The Town's OP plans for growth to 2031 and has not been updated to conform to policy set out in the more recent updates to the HROP. The Town's OP currently identifies the Amendment Lands as 'Employment Area' in addition to being identified as a 'Strategic Growth Area' and therefore identified for employment intensification.

However, the Proposed Amendment to the Town OP is required to conform to the more recent Regional Urban Structure. The NROP Urban Structure no longer designates the Proposed Amendment Lands as an Employment Area designation but also does not designate the Proposed Amendment Lands as a Strategic Growth Area.

4. CRH's concrete batching plant operation is considered a Major Facility and Mineral Aggregate Operation by definition under the Provincial Planning Statement (2024). Based on our review of the material submitted, the applications have not adequately demonstrated that the proposal is consistent with Sections 2.8.1.1, 2.8.1.3, 3.5.1, 3.5.2 or 4.5.2.4 of the PPS.

Given the nature of the CRH operation and its strategic location, these operations are considered *Major Facilities* as defined by the Provincial Planning Statement (PPS). The PPS sets out the following policies that, in our opinion, have not been adequately addressed by the proposed submission:

- 3.5.1 *Major facilities* and *sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.

- 3.5.2. Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other *major facilities* that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent *sensitive land uses* is only permitted if potential *adverse affects* to the proposed *sensitive land use* are minimized and mitigated, and potential impacts to industrial, manufacturing or other *major facilities* are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

In addition to the above, the CRH operation is also considered a *Mineral Aggregate Operation* as defined by the PPS. The PPS sets out the following Policy 4.5.2.4 that, in our opinion, has not been adequately addressed by the proposed submission:

- 4.5.2.4. *Mineral aggregate operations* shall be protected from *development* and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact. Existing *mineral aggregate operations* shall be permitted to continue without the need for official plan amendment, rezoning or development permit under the Planning Act. Where the *Aggregate Resources Act* applies, only processes under the *Aggregate Resources Act* shall address the depth of extraction of new or existing *mineral aggregate operations*. When a license for extraction or operation ceases to exist, policy 4.5.2.5 continues to apply.

Under the ECA for the concrete batching facility, the influence area is 500m for assessment purposes. The Proposed Amendments fall within this influence area (see **Figures 3 and 4**).

Given that the concrete batching plant operates in an employment area under an ECA and is within 300m of the proposed development, CRH is deemed as a 'specified person' under the Planning Act.

Please accept this correspondence as CRH's further request to be notified of any stakeholder meetings, public meetings, and/or decisions relating to the Proposed Amendment applications.

Yours truly,

MHBC



Debra Walker, BES, MBA, MCIP, RPP
Partner



Tomas Glancy, BSc
Senior Planner

cc. CRH Canada Group Inc.

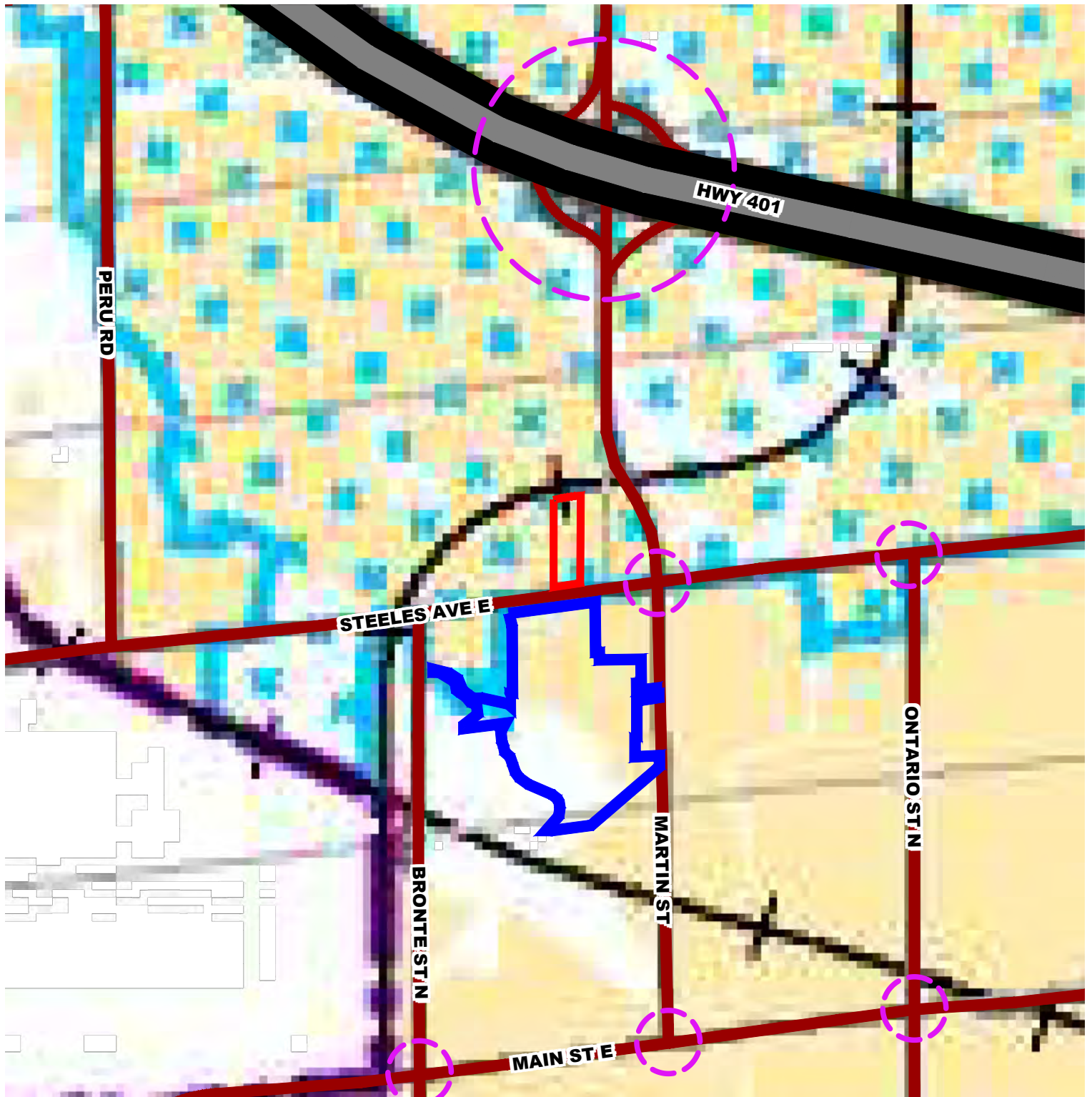


Figure 1

**Halton Regional
Official Plan - Map 1C
Future Strategic
Employment Areas**

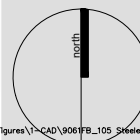
**105 Steeles Ave E,
Milton, Ontario**

LEGEND

- | | |
|--|---|
| Subject Lands | Major Road |
| Proposed Development (LOPA-03/25, Z-09/25 and 24T-25003/M) | Rail Line |
| Major Intersection | Employment Area |
| Provincial Freeway | Urban Area |
| | Regional Urban Boundary |

DATE: October 31, 2025

SCALE 1:15000



Z:\9061\FB - 150 Steeles Avenue East and 248, 250 and 314 Martin Street\FB - Tech Production\2-Working Files\Figures\Y-CAD\9061\FB_105 Steeles Ave\Figures_2025.10.2

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7
P: 905 761 5588 F: 905 761 5589 | WWW.MHBCPLAN.COM

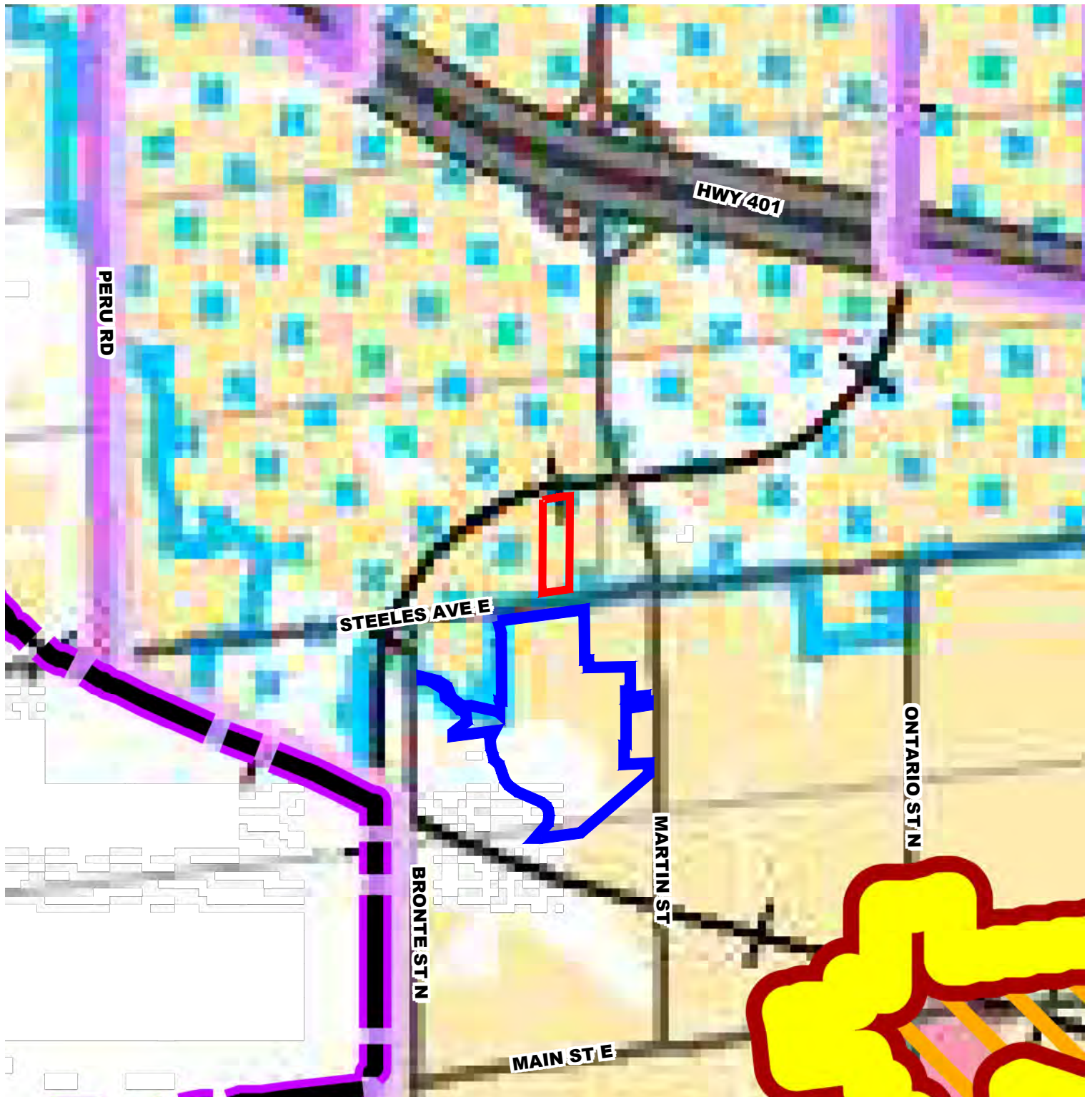


Figure 2

**Halton Regional
Official Plan - Map 1H
Regional Urban
Structure**

**105 Steeles Ave E,
Milton, Ontario**

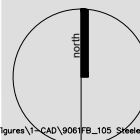
LEGEND

- Subject Lands
- Proposed Development (LOPA-03/25, Z-09/25 and 24T-25003/M)
- Provincial Freeway
- Major Road
- Rail Line

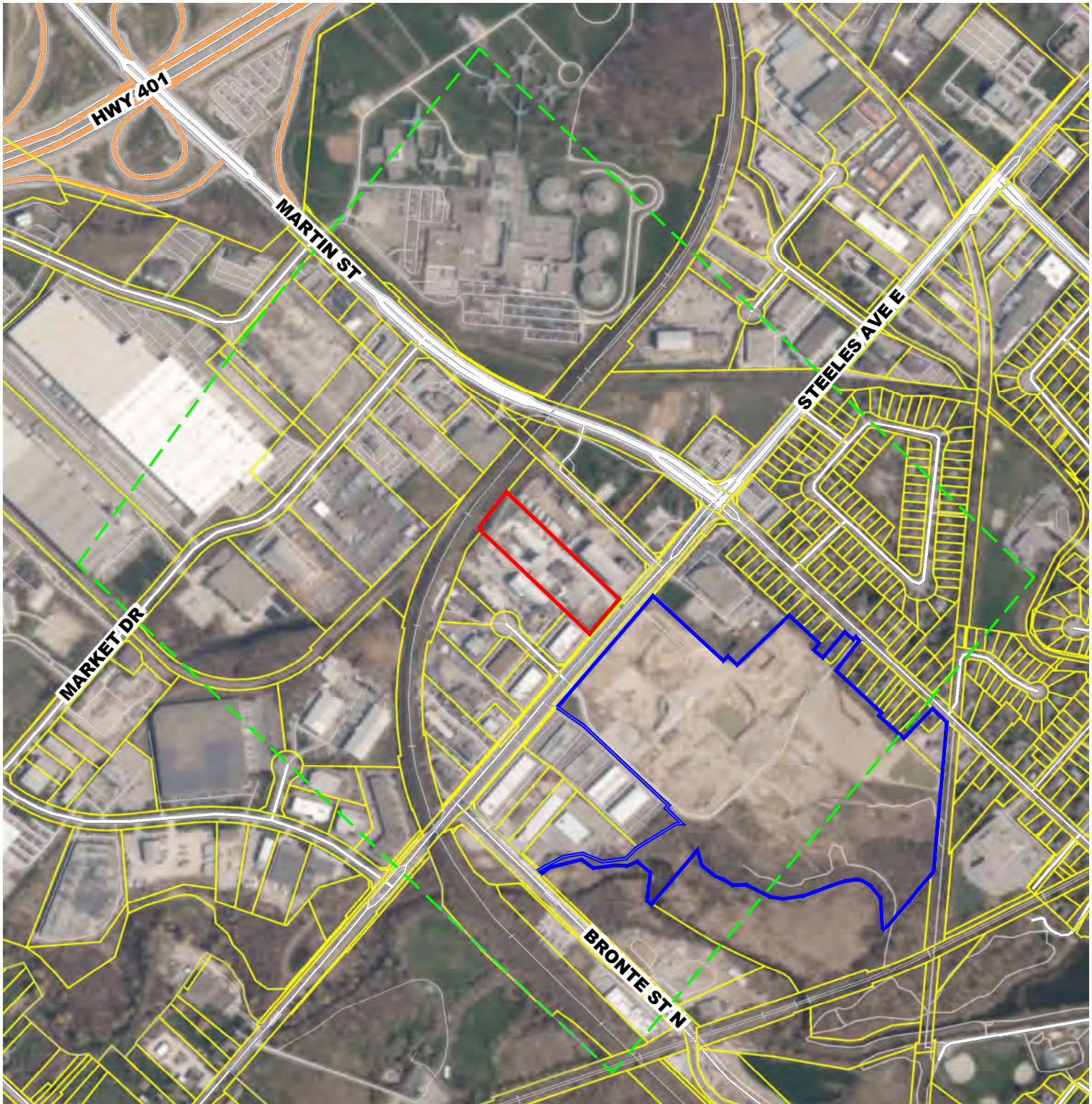
- Employment Area
- Urban Area
- Built Boundary
- Regional Urban Boundary
- Major Transit Station Area (MTSA)

DATE: October 31, 2025

SCALE 1:15000



Z:\9061\FB - 150 Steeles Avenue East and 248, 250 and 314 Martin Street\FB - Tech Production\2-Working Files\Figures\Y-CAD\9061\FB_105 Steeles Ave\Figures_2025.10.2



Data Source: First Base Solutions Aerial Flown 2025

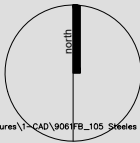
Figure 3
CONTEXT MAP

LEGEND

- Subject Lands
- Proposed Mountainview West Development Lands (LOPA-03/25, Z-09/25 and 24T-25003/M)
- Property Fabric
- 500m ECA Influence Area

DATE: October 31, 2025

SCALE 1:9000



**105 Steeles Ave E,
Milton, Ontario**

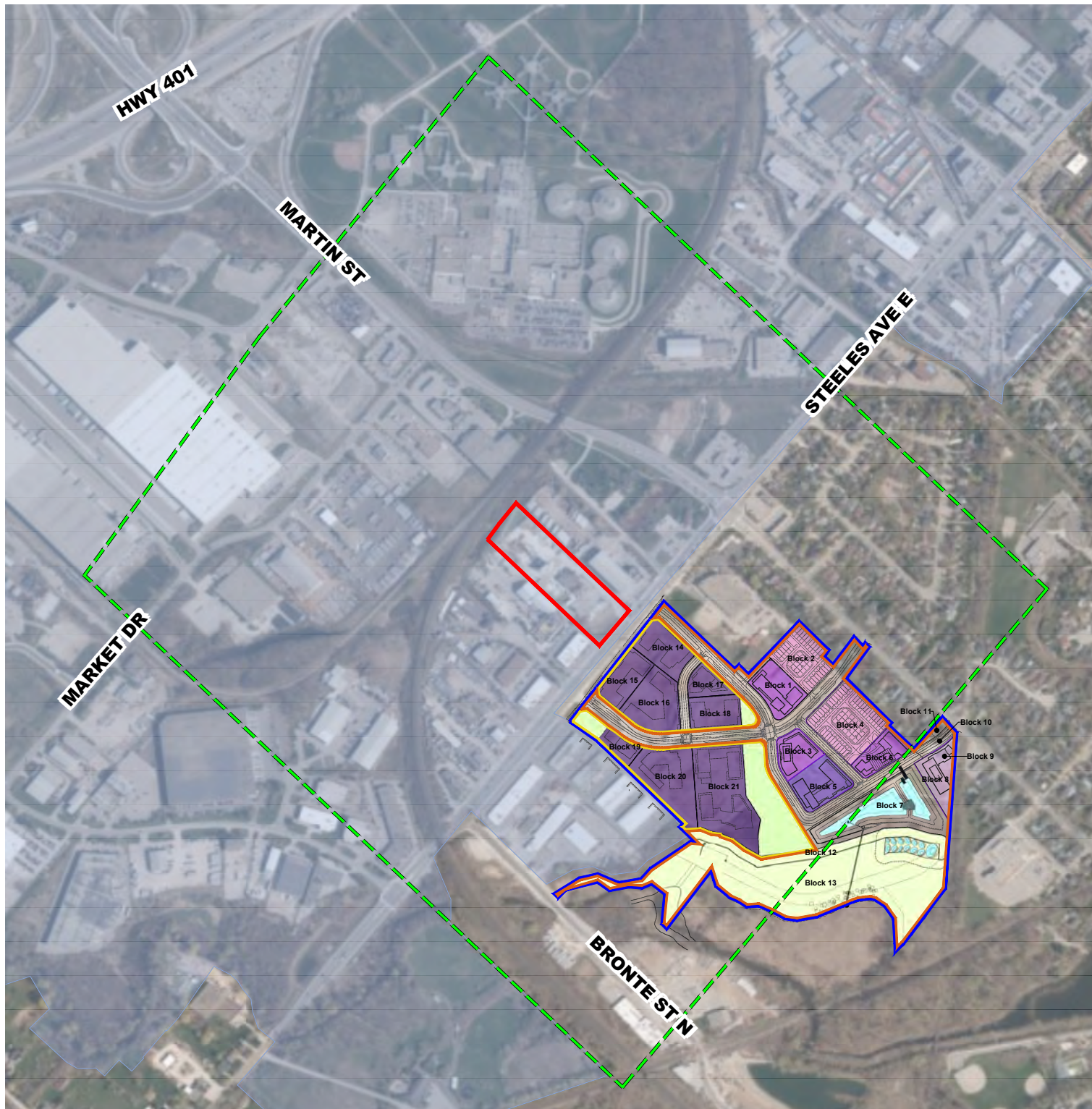
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MHBC

**PLANNING
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& LANDSCAPE
ARCHITECTURE**

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Data Source: First Base Solutions Aerial Flown 2025

Figure 4

CONTEXT MAP WITH PROPOSED DEVELOPMENT DETAILS

(LOPA-03/25, Z-09/25 and
24T-25003/M)

**105 Steeles Ave E,
Milton, Ontario**

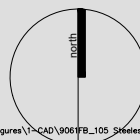
LEGEND

- Subject Lands
- Proposed Mountainview West Development
- 500m ECA Influence Area
- Employment Lands
- Mountainview West Development Phase 1
- Mountainview West Development Phase 2

- Heights up to 12m/ 3 Storeys
- Heights up to 20m/ 6 Storeys
- Heights up to 26m/ 8 Storeys
- Heights up to 34m/10 Storeys
- Heights up to 28 Storeys

DATE: October 31, 2025

SCALE 1:9000



Z:\9061\FB - 150 Steeles Avenue East and 248, 250 and 314 Martin Street\6 - Tech Production\2-Working Files\Figures\1-CAD\9061\FB_105 Steeles Ave E_Figures_2025.10.27

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7
P: 905 761 5588 F: 905 761 5589 | WWW.MHBCPLAN.COM