Mountainview West

Comprehensive Development Plan

April 17, 2025

Mountainview West

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 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

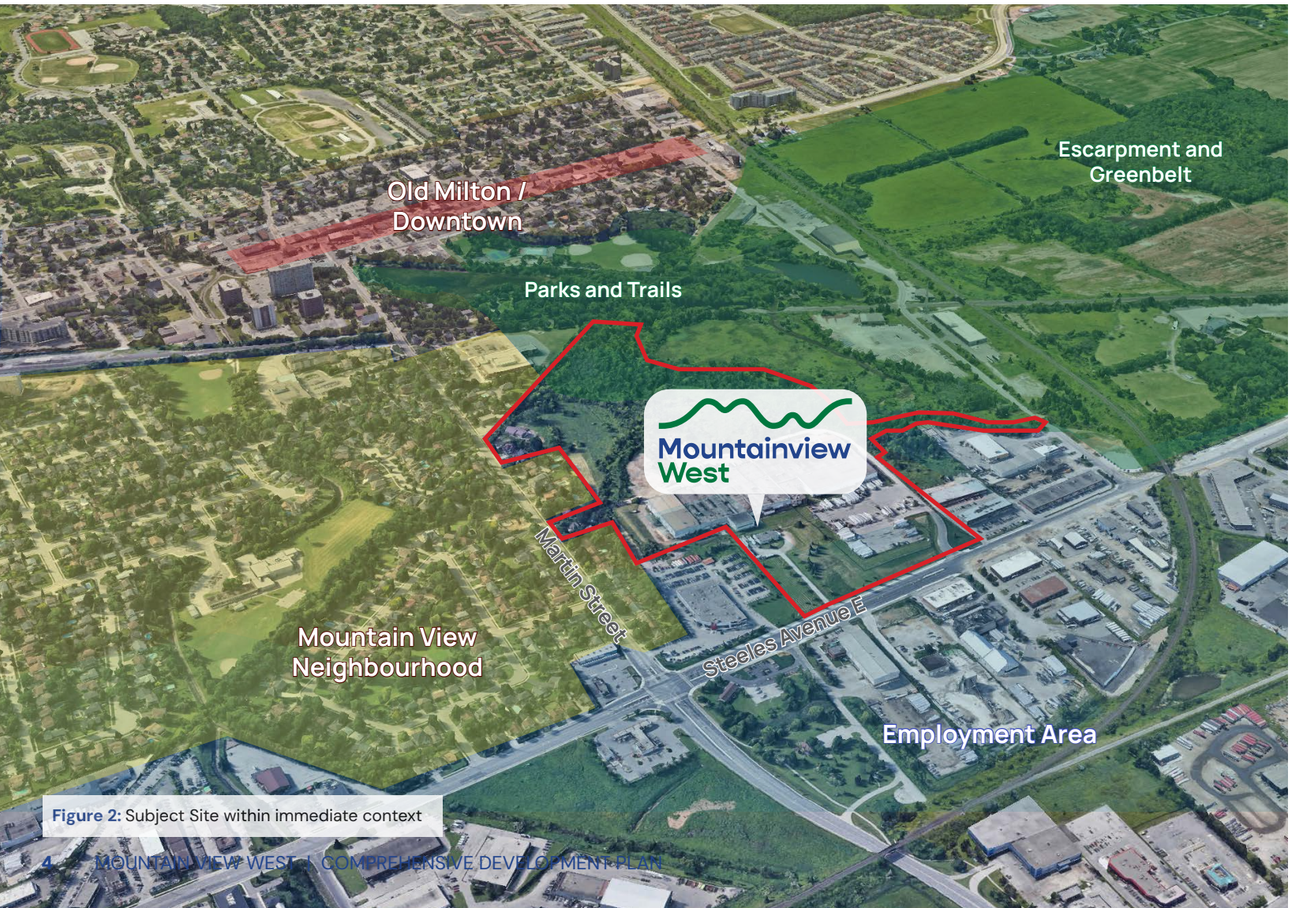


Figure 2: Subject Site within immediate context

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 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 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.

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

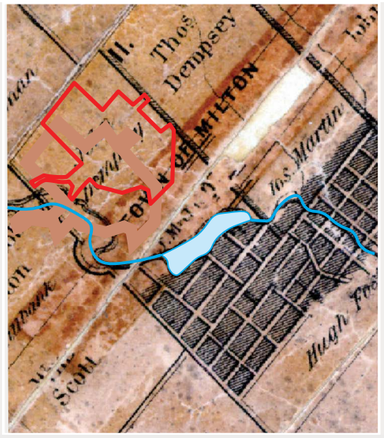
Located on 16-Mile Creek near the Niagara Escarpment and Milton's historic Downtown, the Site has evolved with the community over time.

Site Context

1805

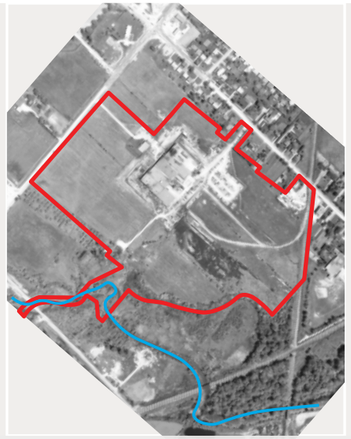
The Site is covered by Treaty 13A, made between the Mississaugas and the Superintendent-General of Indian Affairs on August 2nd, 1805.

1858



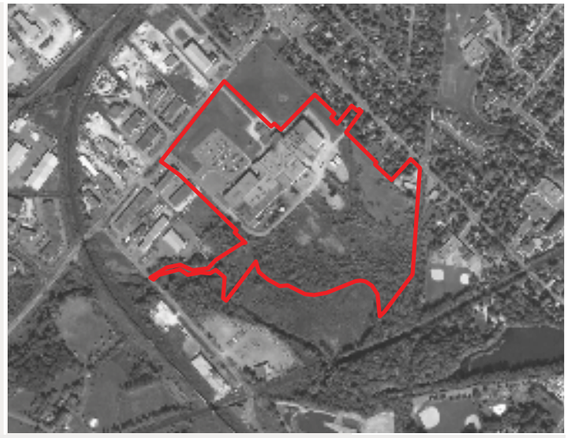
After the area was parcelised and sold, the Site was used for agriculture of various scales.

1975



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

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.

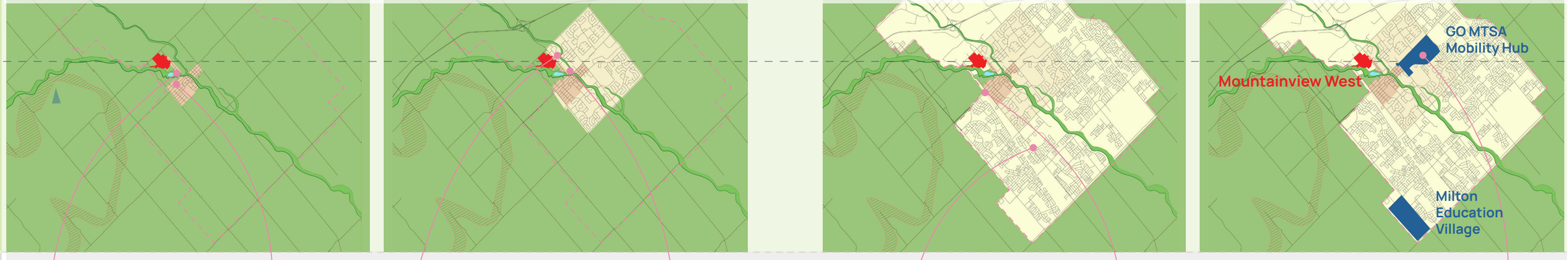
Urban Context

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.

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.



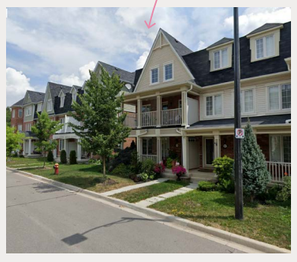
Urban Character

Milton Gristmill, Old Milton

Victorian house, Old Milton

Mid-Century housing, Mountainview

Apartment Development, Old Milton



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

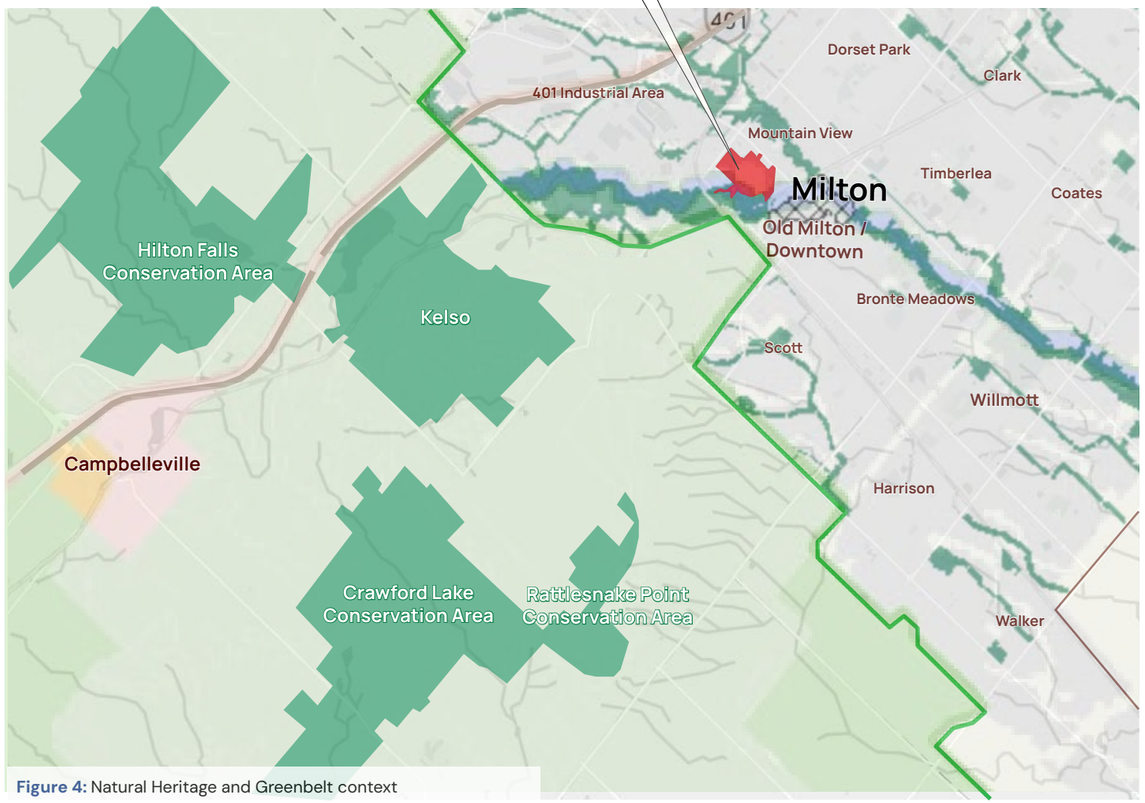


Figure 4: Natural Heritage and Greenbelt context

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 16 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.

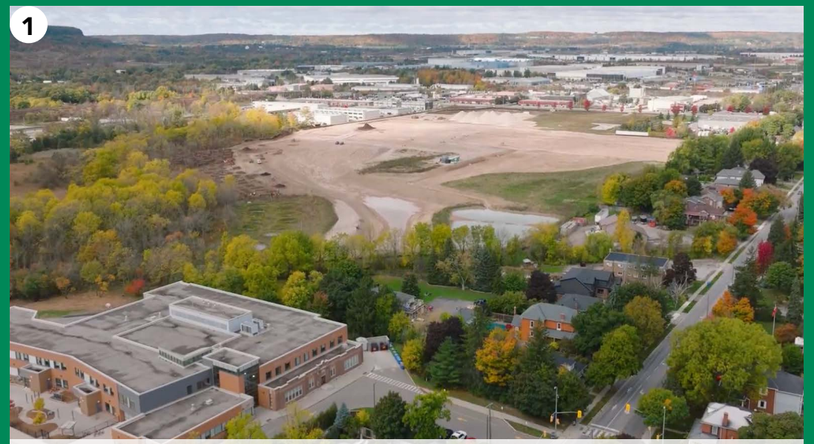


Figure 6: Looking west over the remediated Site towards the Escarpment.

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.

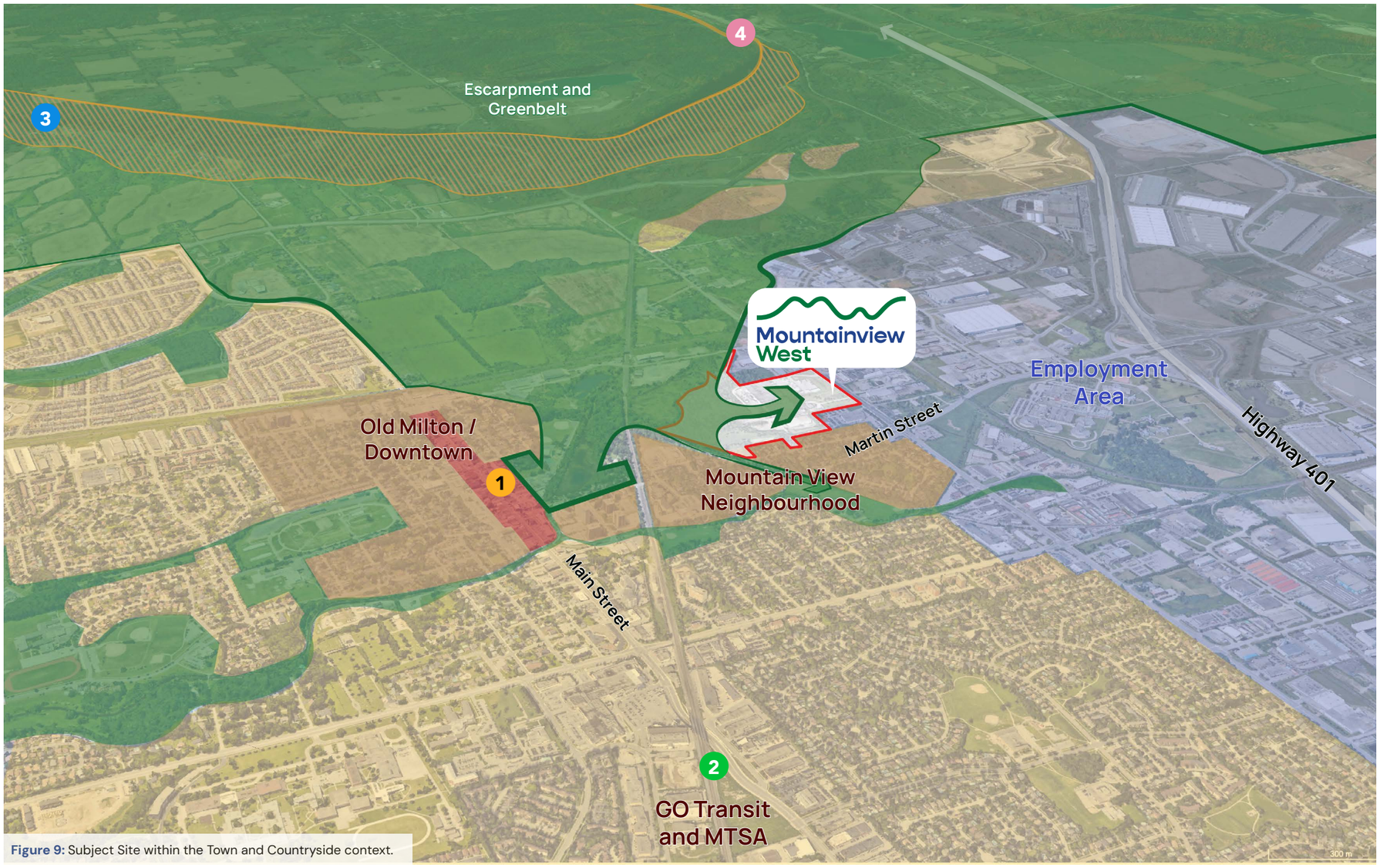


Figure 9: Subject Site within the Town and Countryside context.

Figure 10: Main street festival, Milton

Figure 11: Milton GO Mobility Hub Study Area Plan

Figure 12: Kelso Conservation Area

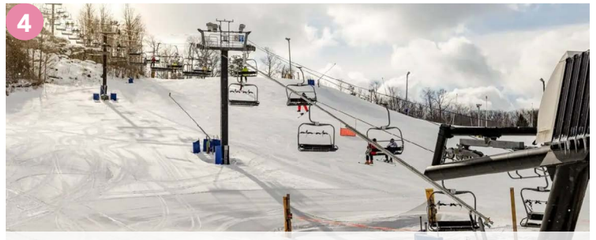


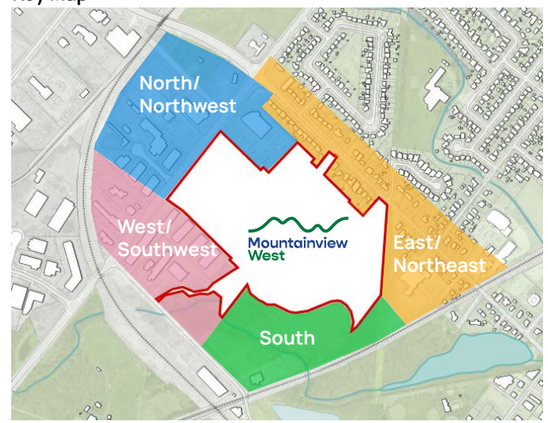
Figure 13: Glen Eden Ski Resort

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.

Key Map

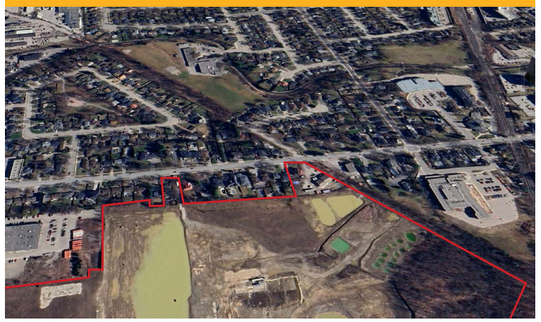


South

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.

East/Northeast



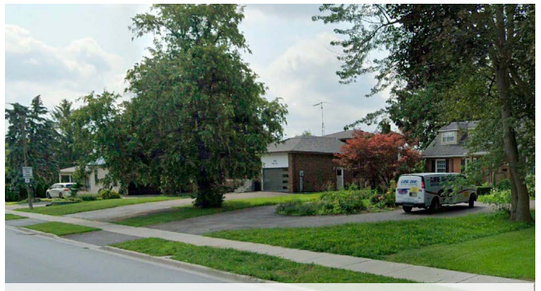


Figure 15: View of the property line along Martin Street

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.

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 surrounding 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.

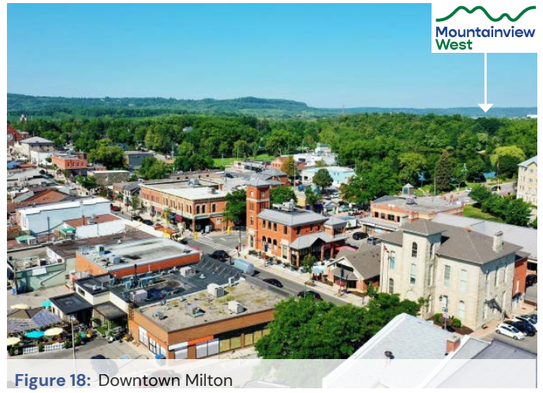


Figure 18: Downtown Milton

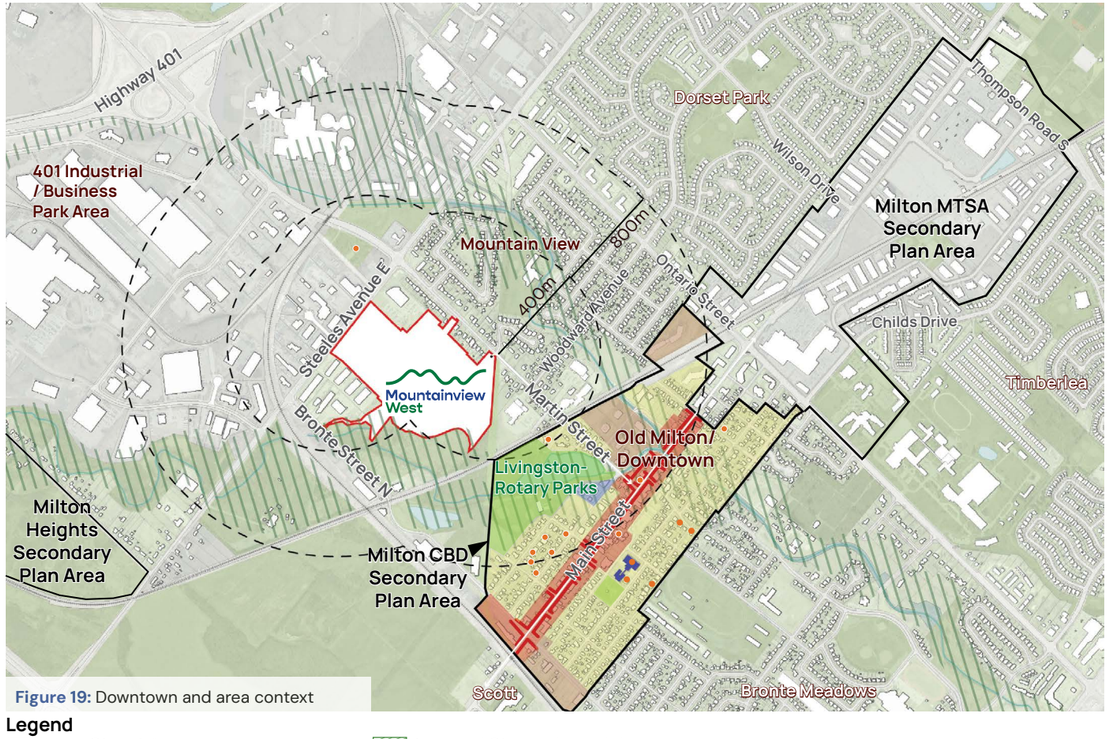


Figure 19: Downtown and area context

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).

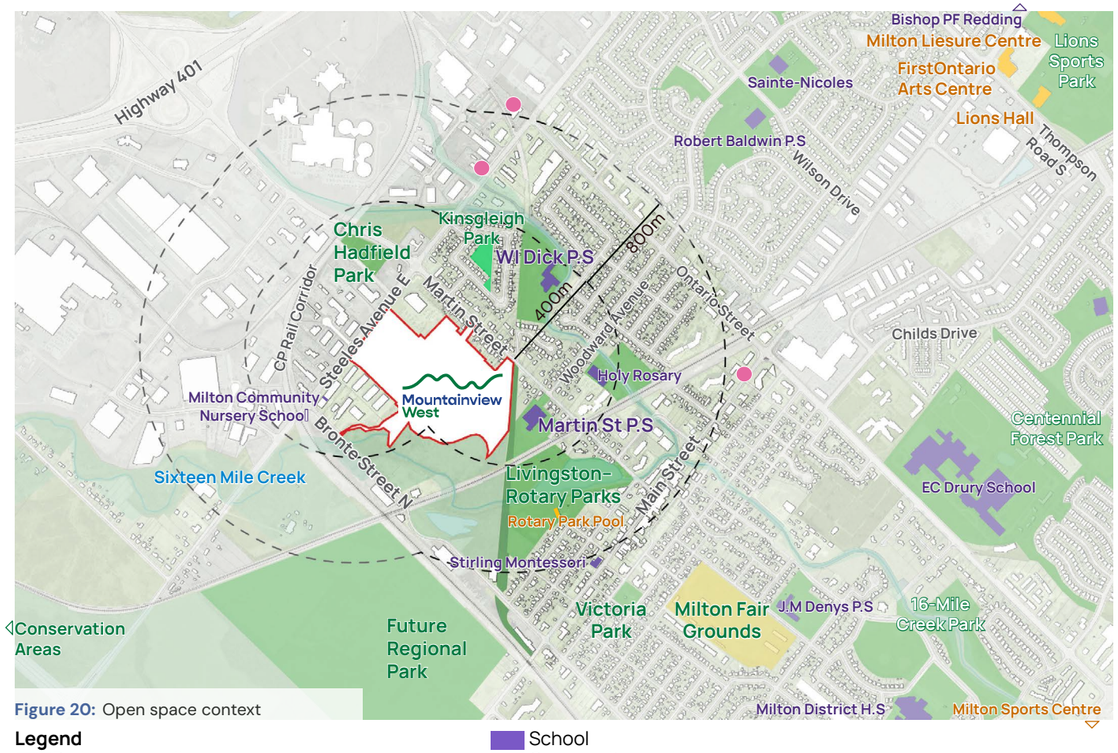


Figure 20: Open space context

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.

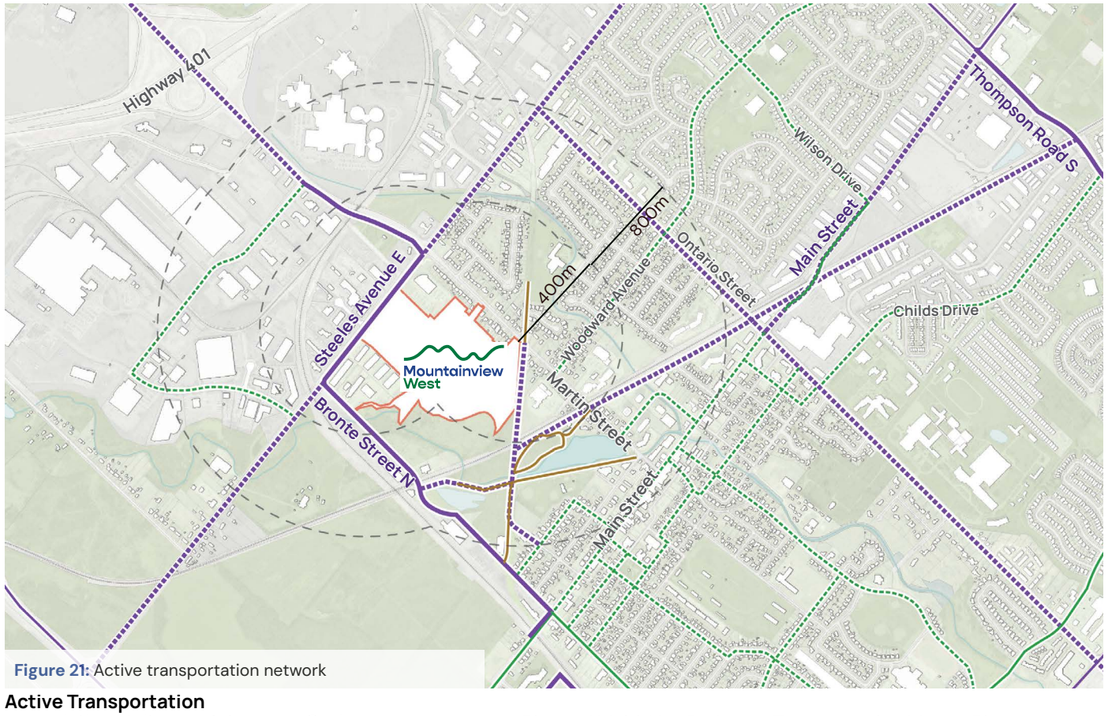


Figure 21: Active transportation network

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.

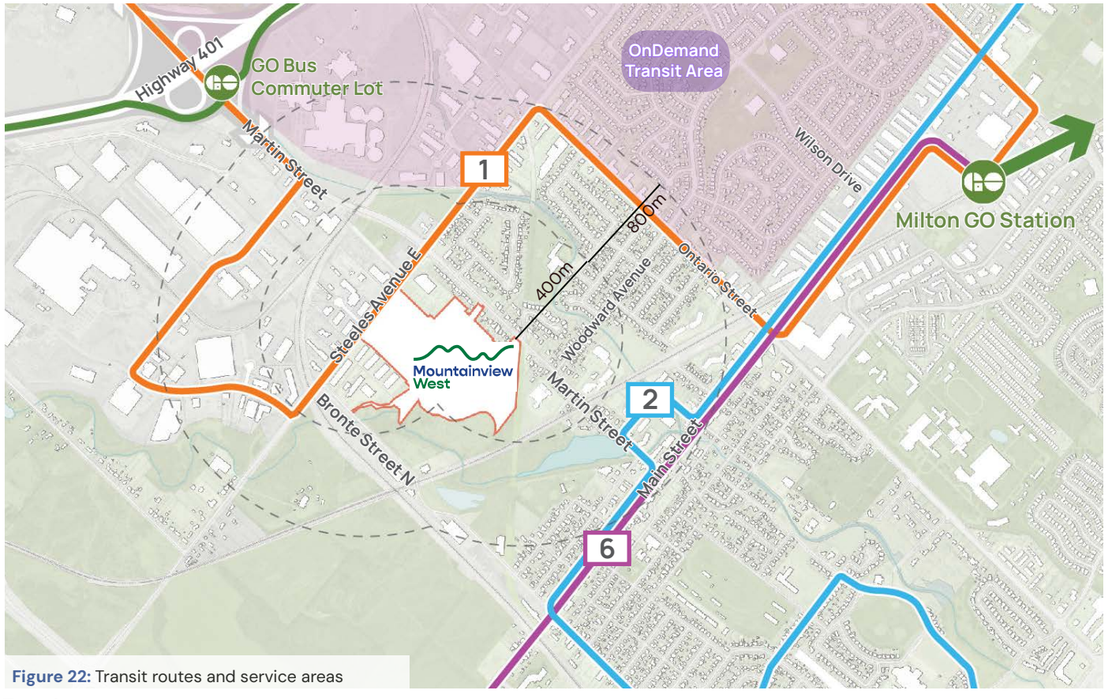


Figure 22: Transit routes and service areas

Transit
- Route 1
- Route 2
- Route 6
- On-Demand Transit Area
- GO Rail
- GO bus

2.4 DEVELOPMENT CONTEXT

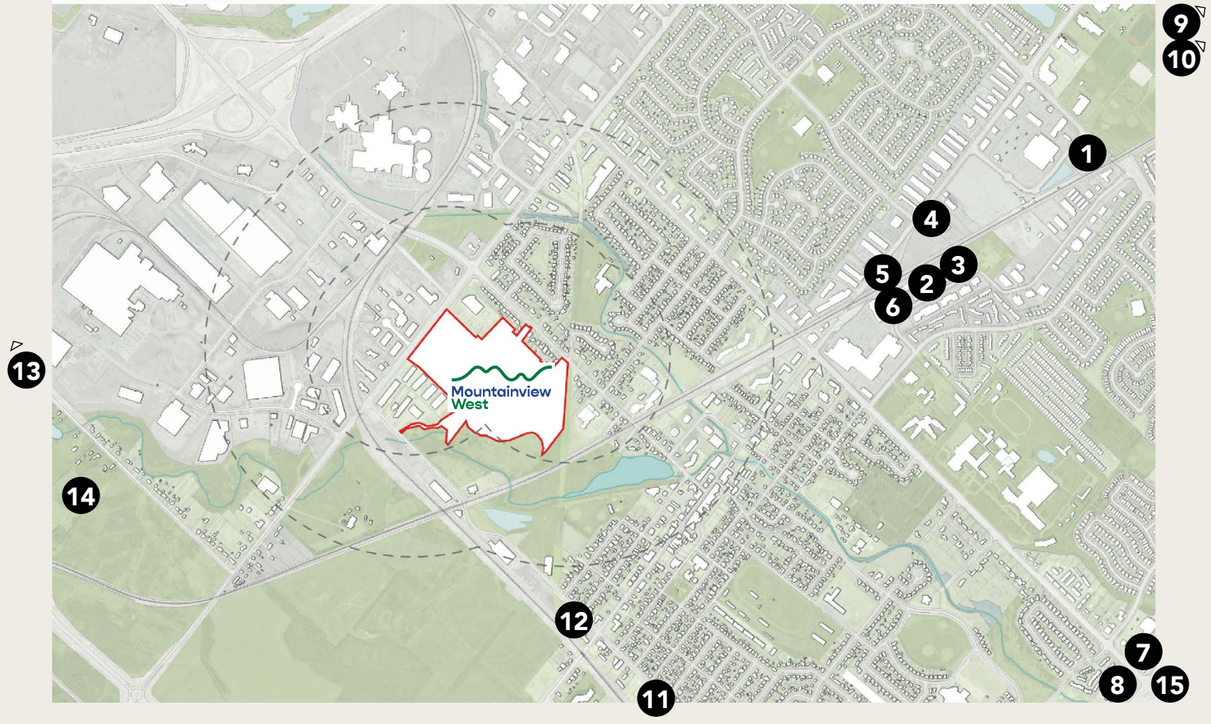
Milton is evolving with a range of new developments delivering low, mid and high-rise buildings

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, 27	802
2	145 and 151 Nipssing Road	Approved	23, 19	588
3	155 Nipssing Road	ZBLA Approved	19	271
4	700 and 706 Main Street E	Under Review	23, 25, 27	1009
5	560 Main Street E	Under Review	17, 19	588
6	101 Nipssing Road	Approved	15, 15, 19	677
7	2252 Derry Road W	Approved	16, 21, 25	649
8	550 Ontario Street S	Under Review	24, 19	649
9	9755 Derry Road	Under Review	8	365
10	6071 Fourth Line	Under Review	6, 6, 6	1059
11	180, 182, 184 and 190 Bronte Street S	Approved	8	268
12	28, 60 and 104 Bronte Street N	ZBLA Approved	17, 18	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, 14	675

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 nortwest, far from sensitive uses, while maintaining the ability to appropriately transition down to lower-scaled neighbourhoods.

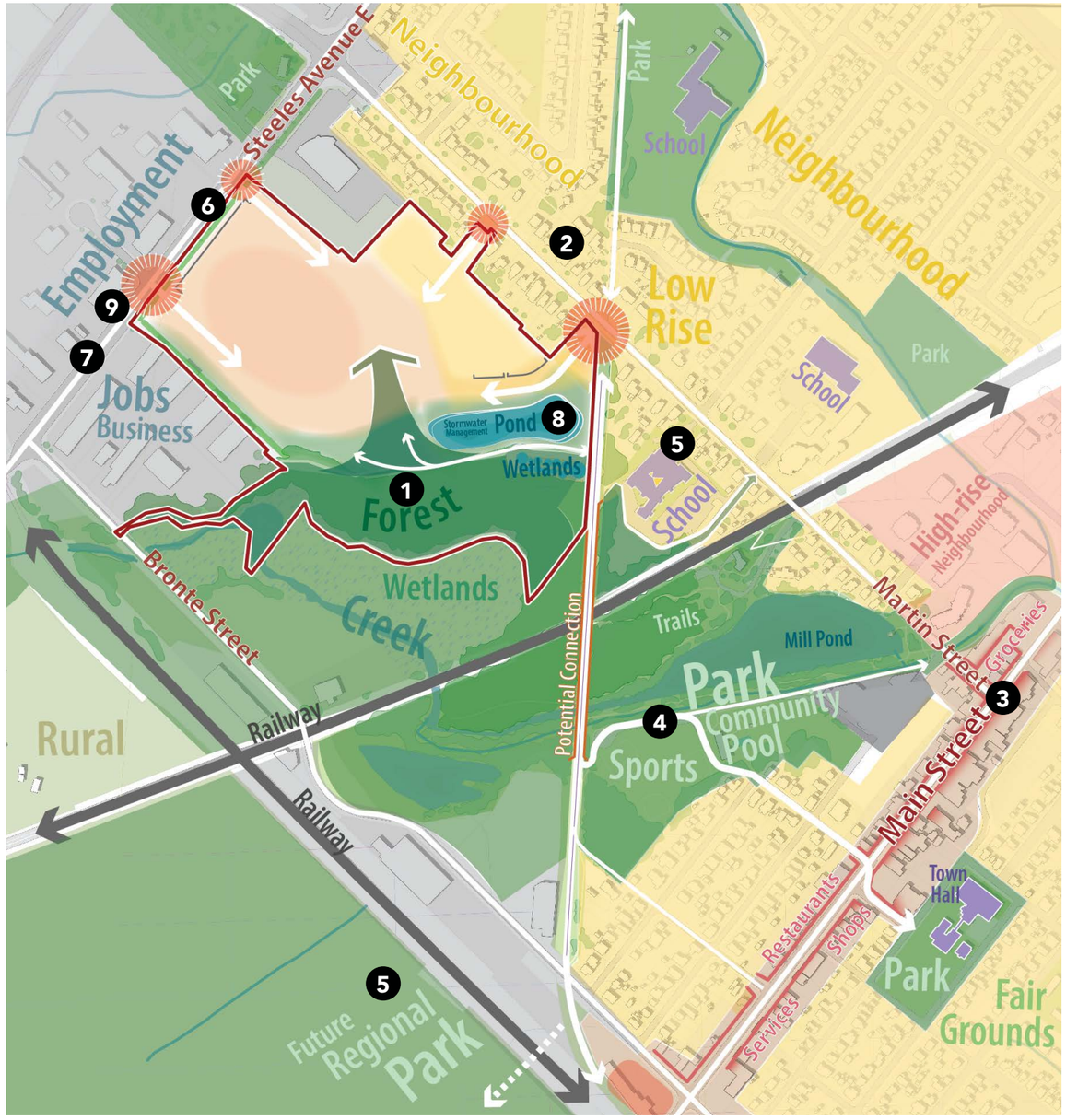


Figure 24: Development Considerations

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 Downtown 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 16-Mile Creek throughout the community and supports natural connection.
- **Integrated utility and natural systems** that will celebrate water within the landscape and enhance resiliency.

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.

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.

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 26: Open space and water infrastructure as amenity

Figure 27: Safe streets for all users

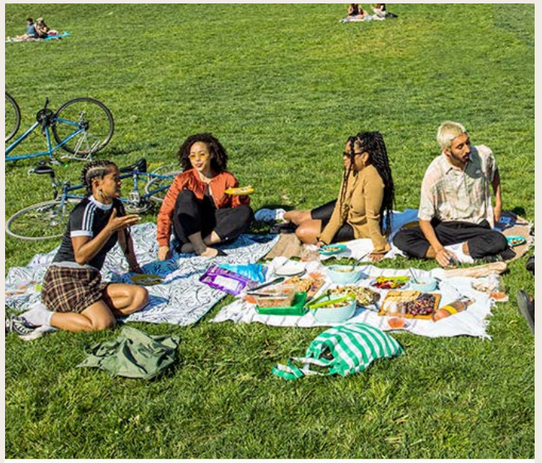


Figure 29: Gathering in open spaces

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

3.3 STRUCTURING MOVES

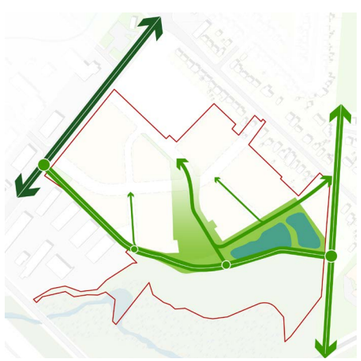
Six design strategies translate the guiding principles into a structure for the community while creating opportunities for connectivity, placemaking, integration of new housing and amenities.

A site integrated along the Natural Heritage System.

Remediation efforts removed harmful chemicals from the soil, effectively managed invasive species, restored the forest, and established a new wetland at the edge of the Natural Heritage System. The 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.

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.

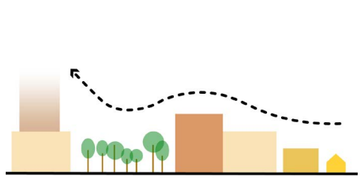
A new Valley Side Trail will fill the missing link between Steeles Ave E and bike lanes Downtown. The multi-use trail provides access into the heart of the community through a series of local green streets and the open spaces. This new link in the network will enable both recreational use and active 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 Valley Side 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 throughout several distinct character areas. The first phase of development will deliver townhouses alongside the existing community on Martin Street, which transition to mid-rise buildings framing key public spaces such as the Green Spine and Stormwater Pond Promenade interior to 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 16-Mile Creek natural heritage system.

Mountainview West

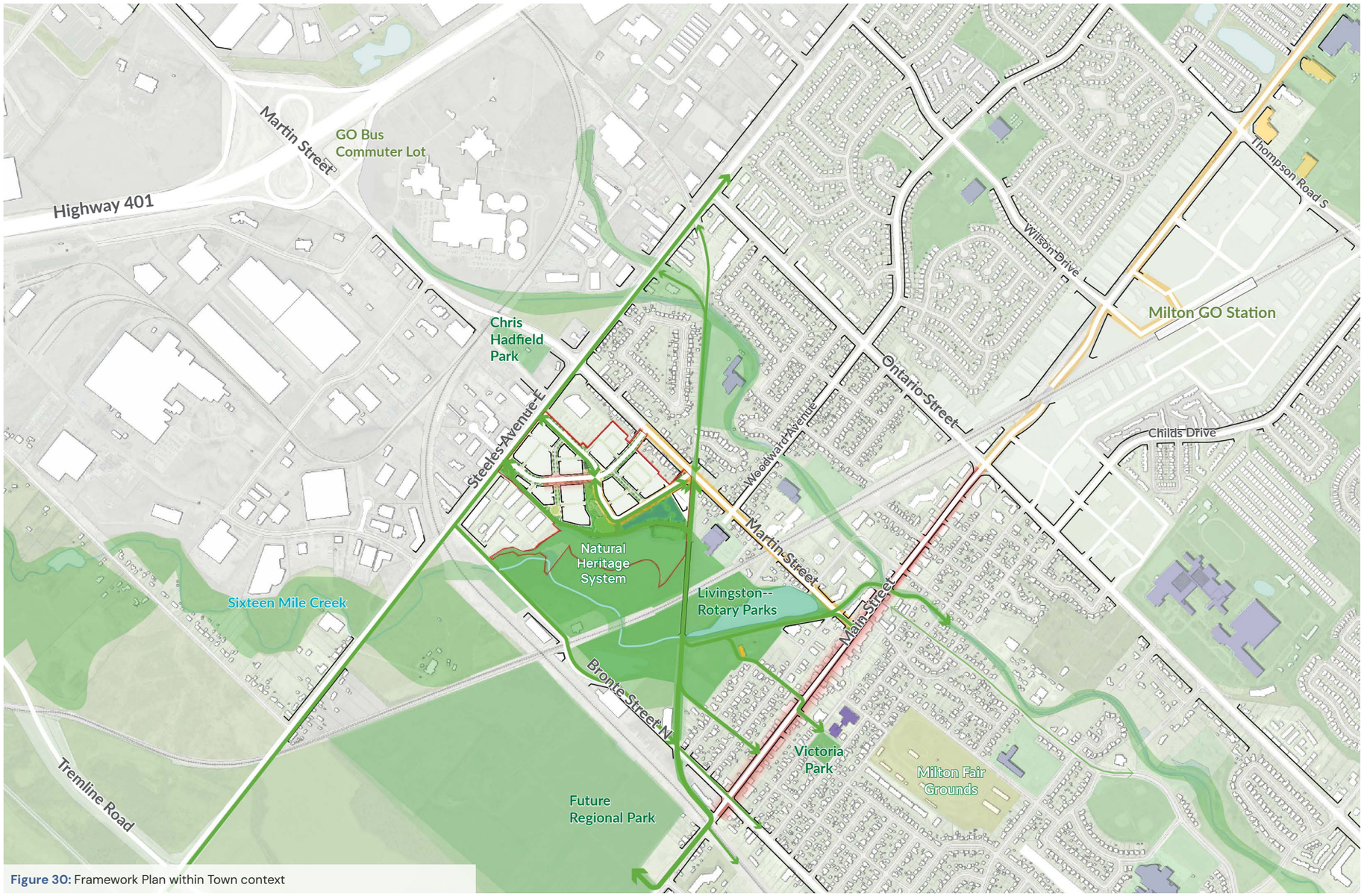
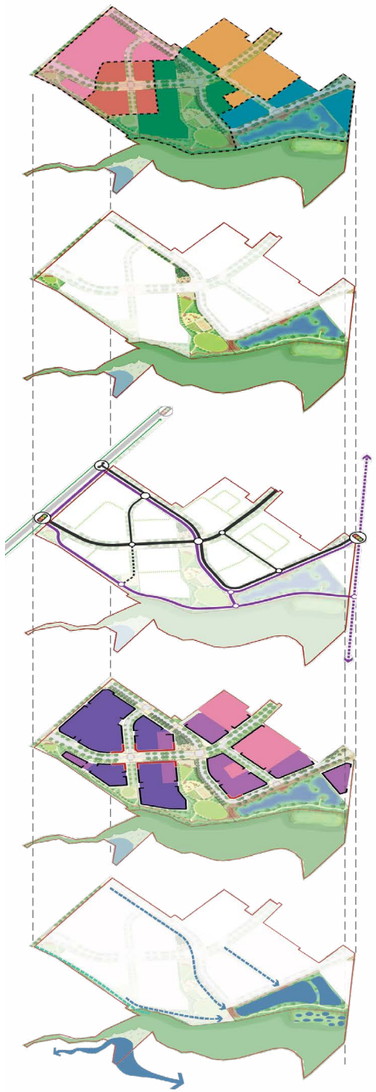


Figure 30: Framework Plan within Town context

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.



4.2 Character

The look, feel and distinctiveness of the community

4.3 Open Space

Comprehensive and diverse system of green spaces that will be a focal point for the community.

4.4 Mobility

A connected network that supports active mobility while enabling efficient public transit and vehicular access to the community.

4.5 Built Form

Space for new housing and amenities that will frame and activate community streets.

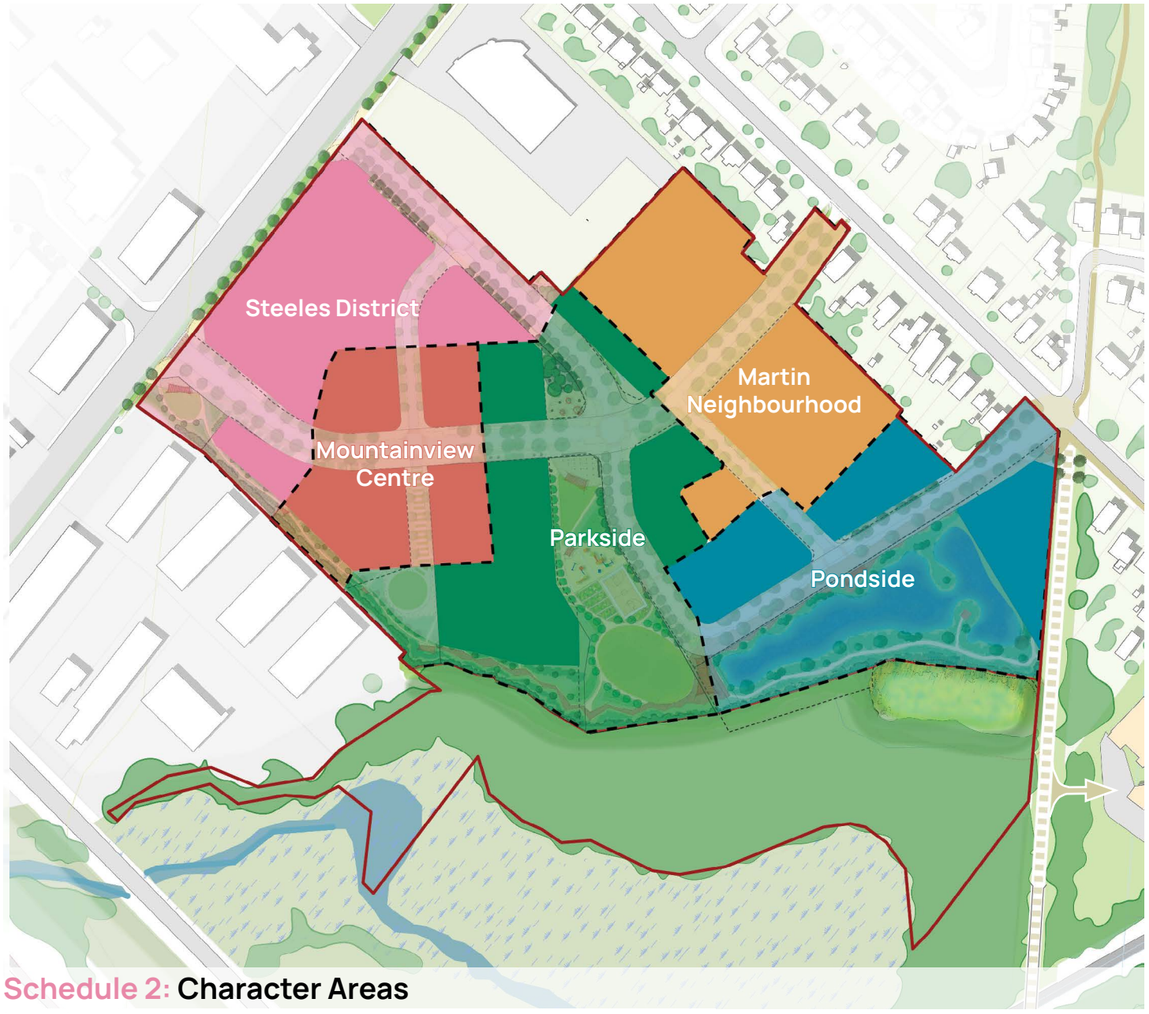
4.6 Sustainability and Urban Systems

Systems that make for an efficient and resilient community

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
- Pondside
- 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.

Figure 32: Low-rise townhouse area

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

Figure 33: Mid-rise adjacent to a park

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

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

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.

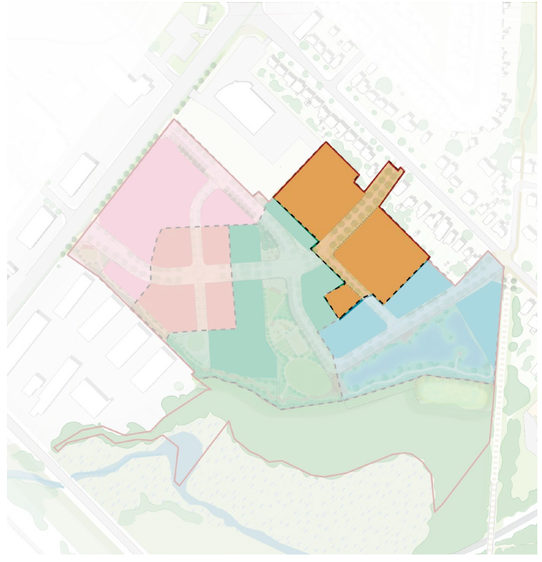


Figure 37: Location of Martin Neighbourhood within the Framework Plan

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 Pondside

A key gateway into the community, 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 Pondside Promenade. Architecturally distinct buildings and landscaping will celebrate this area's special relationship to water, the Natural Heritage System and diverse downtown architecture.

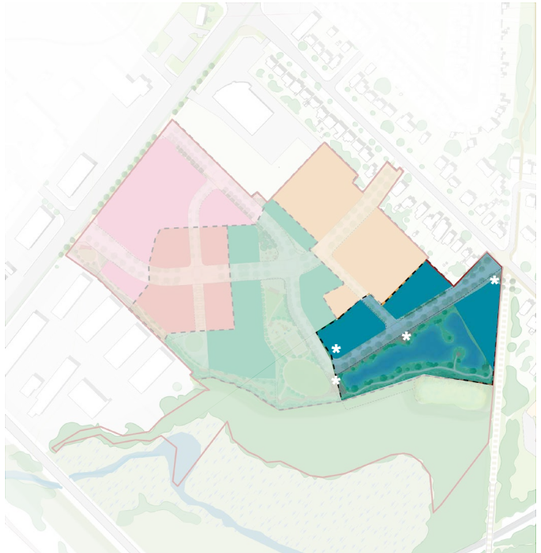


Figure 39: Location of Pondside within the Framework Plan

Guidelines

a) Pondside 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 Pondside 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

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.

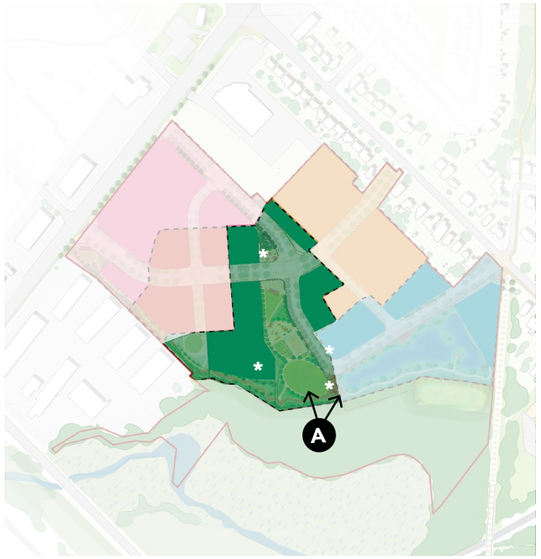


Figure 41: Location of Parkside within the Framework Plan

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

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.

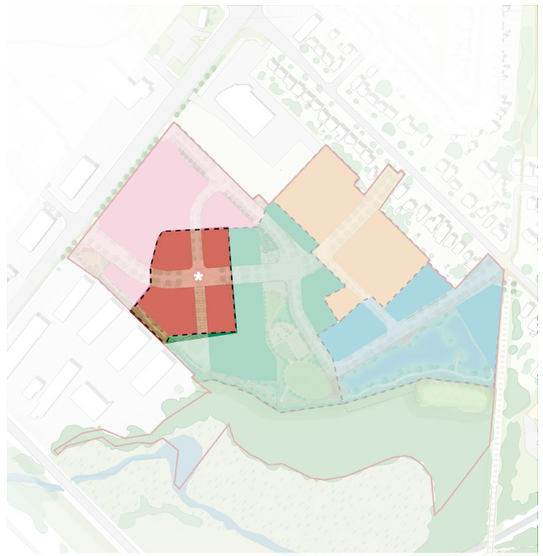


Figure 44: Location of Mountainview Centre within the Framework Plan

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 retail commercial 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 communities 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

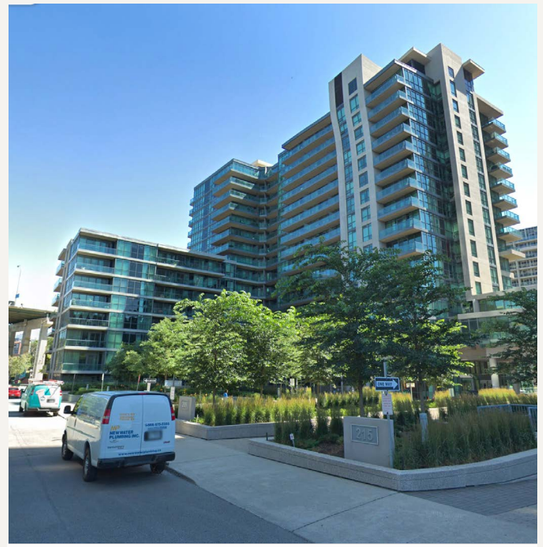


Figure 47: High density buildings will have a strong relationship to green courtyards to create a quiet residential environment

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 Plazas

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

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:

- Stormwater Management Pond and Pond Promenade
- 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.

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.

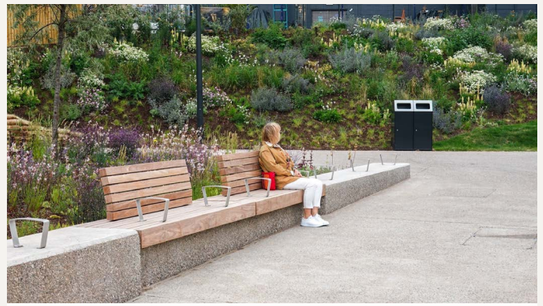


Figure 49: Simple, natural furnishing palette will contribute to a contemporary and natural landscape

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

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

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 Green will create a seamless connection between bicycle routes leading to and from the Niagara Escarpment, serving as a trailhead for the Valley Side 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 Valley Side 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 Valley Side 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 sightliness, 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 Pondside Promenade

Along the northern edge of the Stormwater Management Pond (within the street D right-of-way) is a promenade that will make the pond a community feature and provide a unique placemaking opportunity. 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 Pondside 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 Pondside 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

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.

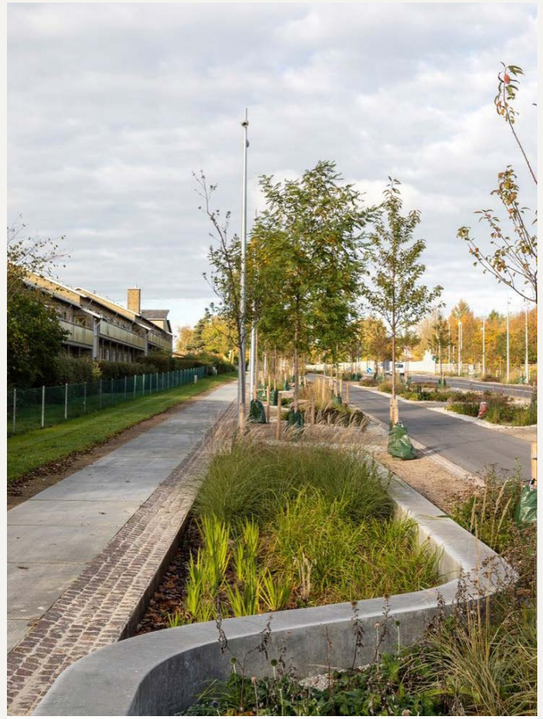


Figure 61: A spacious landscaped boulevard along Street B will reinforce the street as a green connection

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 uises, 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

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 Valley Side (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

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 has, 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
- Valley Side 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.

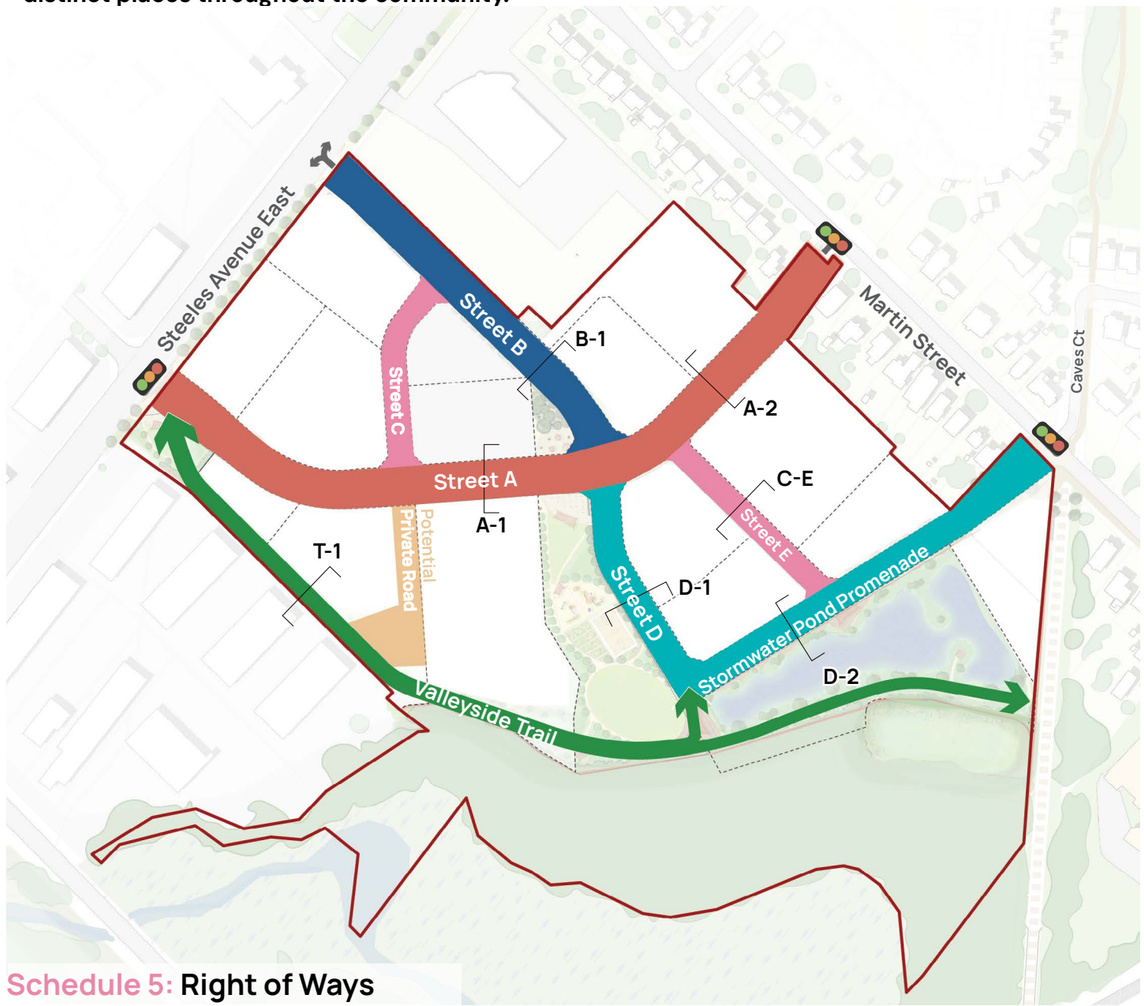
Figure 68: New multi-use pats will support access for people of all ages

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

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.

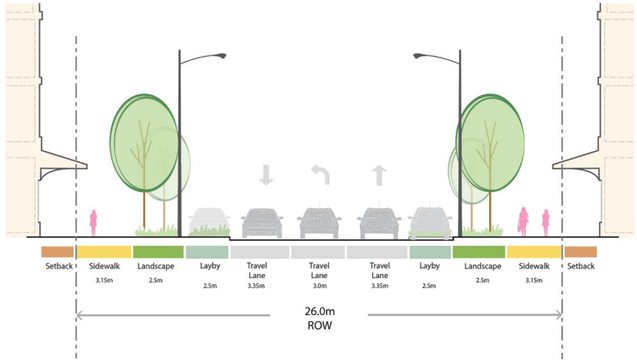


Figure 70: A-1 street section

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.

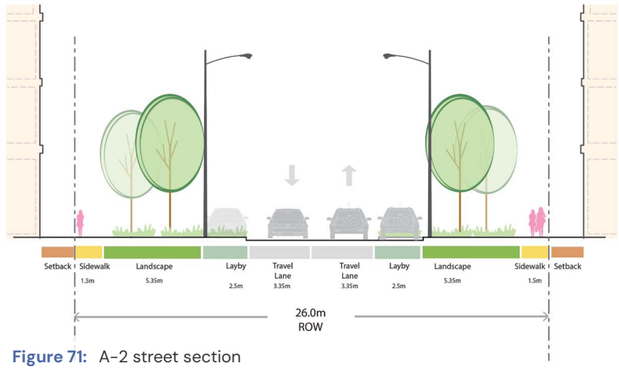


Figure 71: A-2 street section

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.

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.

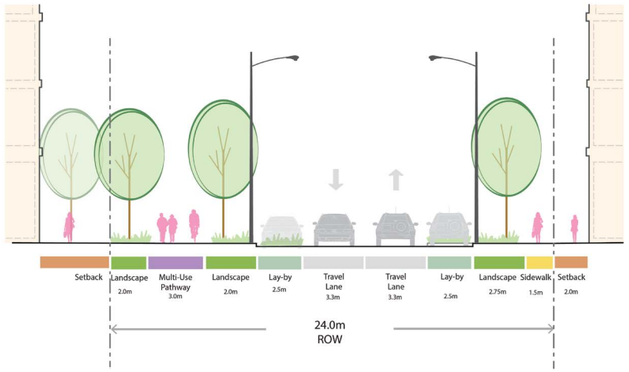


Figure 72: B-1 street section

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 Pondside 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.

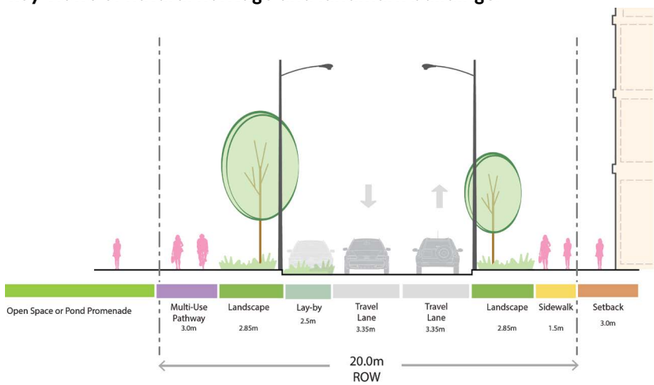


Figure 73: D-1 street section

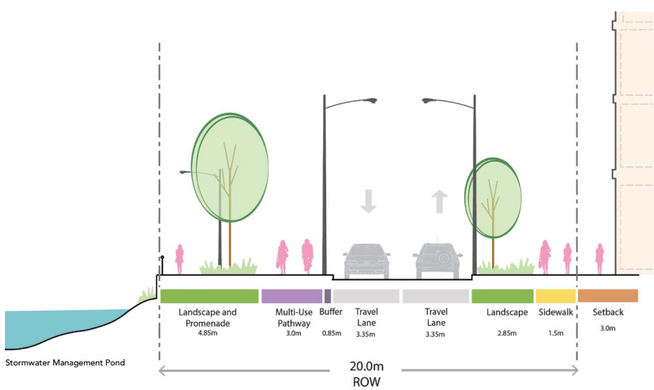


Figure 74: D-2 street section

On one side of street D, 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 small retail space fostering community interaction and offering convenient neighbourhood amenity.

On the opposite side of the street, a pedestrian promenade will run alongside both the stormwater management feature (see section D-2) 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.

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

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.

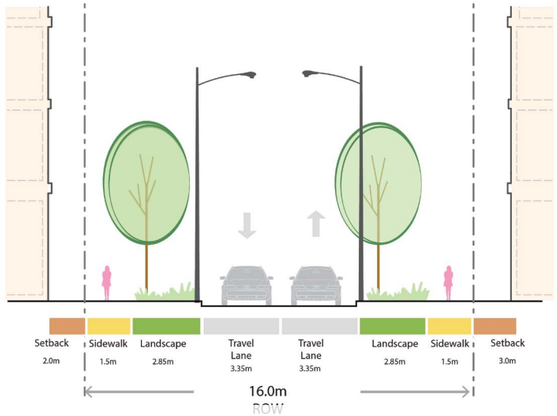


Figure 75: C-E street section

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.

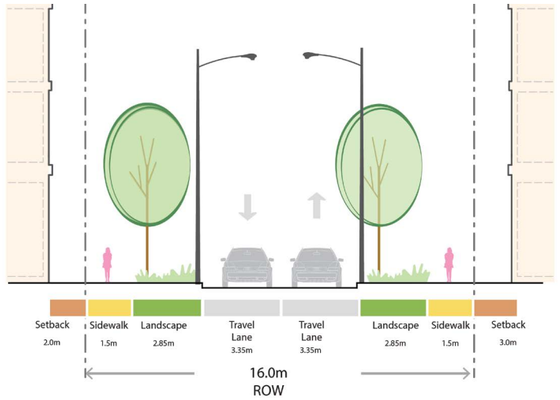


Figure 76: Potential private road street section

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.

4.4.10 Valley Side 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, Pondside Promenade and Gateway Green.

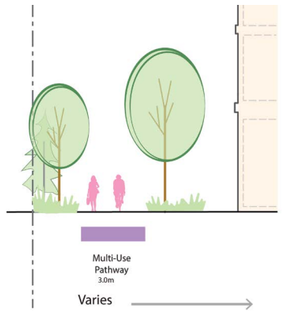


Figure 77: T-1 street section

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.

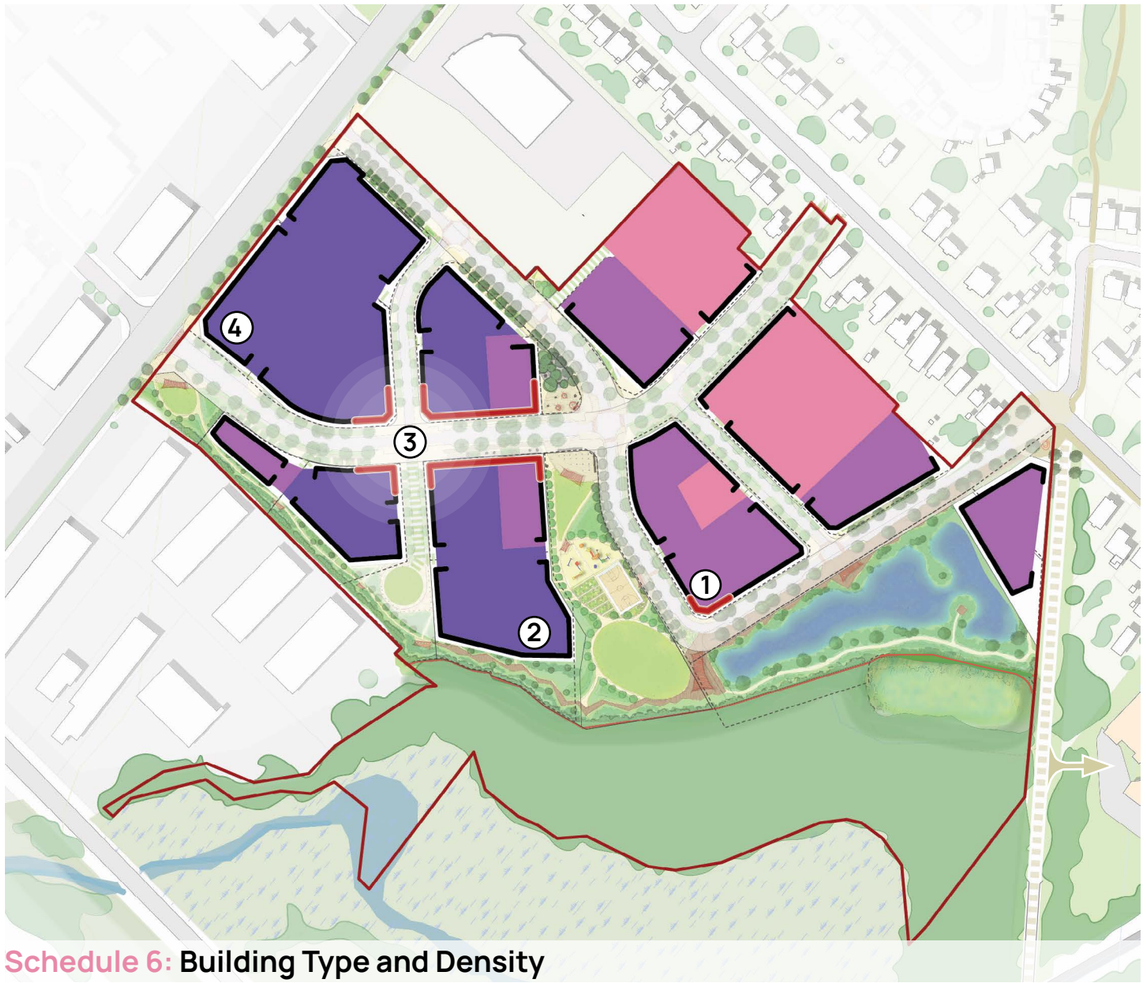
New residential buildings on the northern and eastern edges of the trail west of the Community Green will activate the space. These buildings will front onto the trail with a mix of private residential patios, balconies, and shared amenity spaces, encouraging activity and "eyes on the trail" for added 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.

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.

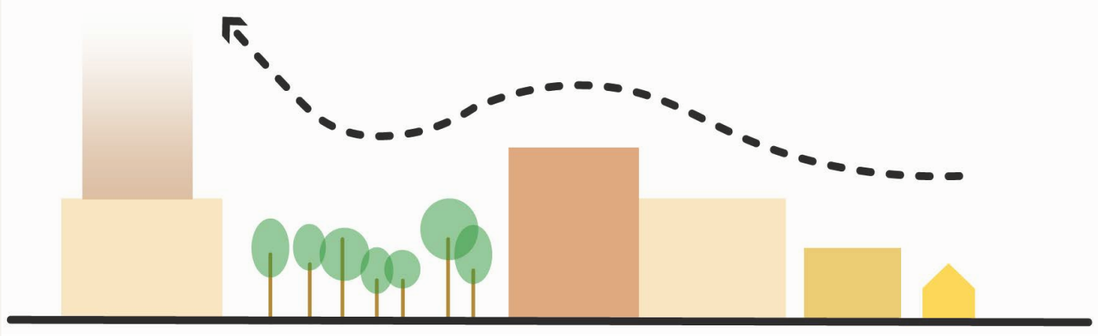


Figure 79: Buildings will demonstrate a transition in scale from Martin Street to larger forms in the centre and western portion of the Site

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

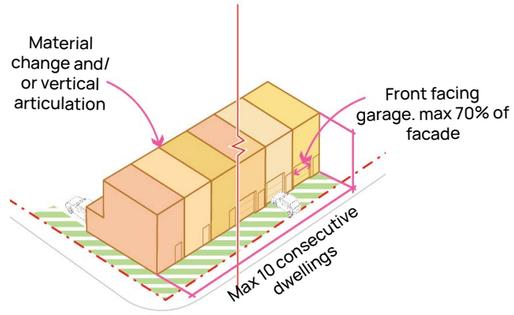


Figure 81: Townhouse key terms and metrics

Height and Massing

a) Townhouses should be a maximum of 4 storeys in height.

b) Variation in material and colour, or massing that emphasizes individual units, is encouraged.

c) Townhouse blocks should not exceed 10 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.

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.

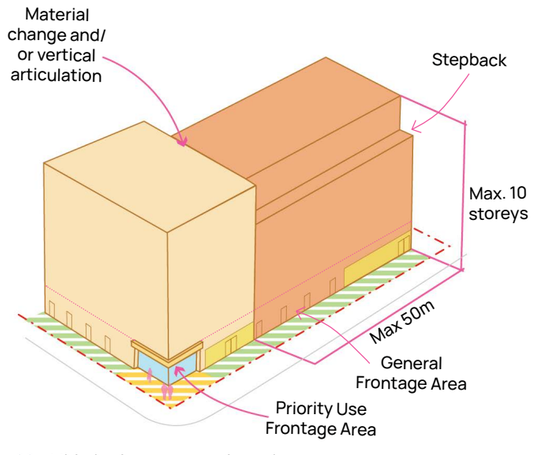


Figure 82: Mid-rise key terms and metrics

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.

Figure 84: Articulated massing and residential units at grade promote an active and interesting pedestrian environment

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.

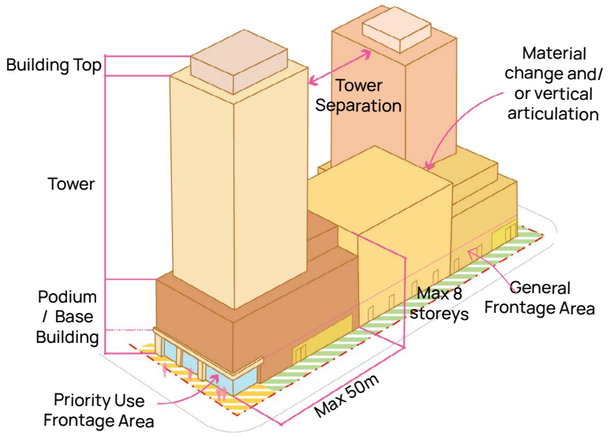


Figure 85: Tall building key terms and metrics

Height and Massing

a) For these Urban Design Guidelines, Tall Buildings are 11 storeys or greater in height.

b) The height peak for Mountainview West should be in the Mountainview Centre character area.

c) 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.

d) Podiums shall be a minimum 2 storeys in height up to a maximum of 8 storeys or a height

e) High-Rise Buildings will include a smaller tower element used to accommodate increased height and density above what is contained within the podium.

f) 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.

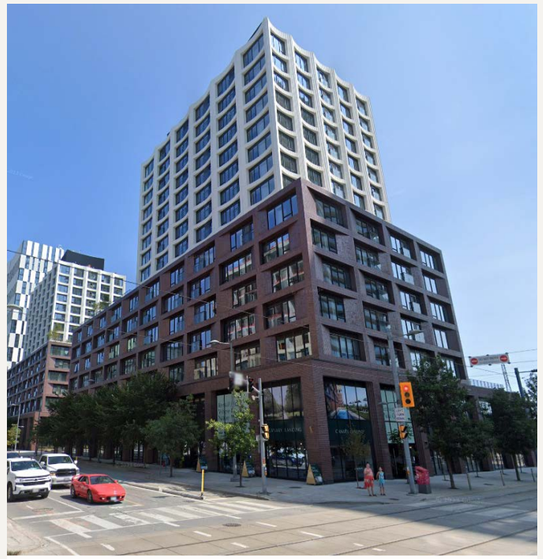


Figure 86: Stepbacks and material change differentiate the pedestrian oriented podium from the tower beyond.

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.

r) Mechanical Penthouses that rise above the edge of the roof should be integrated into the design and structure of the building.

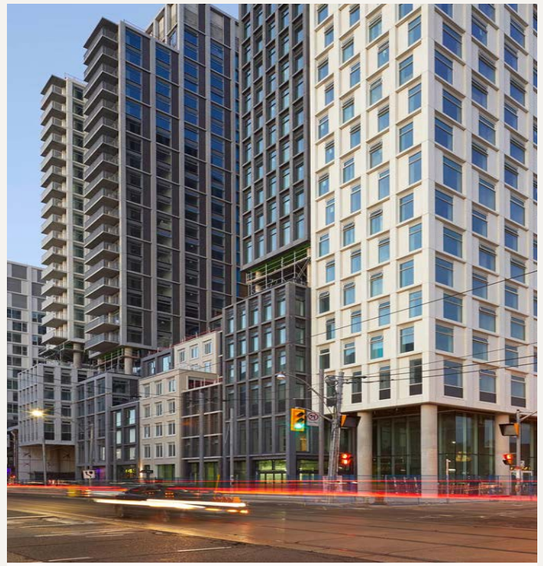


Figure 87: Vertical articulation along a facade can provide variability in high density areas

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 Shedule 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

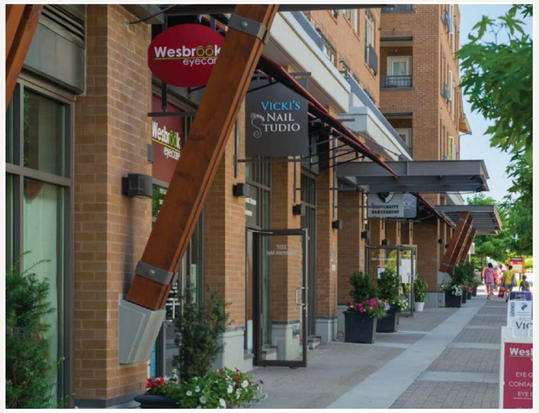


Figure 90: Multiple storefronts, defined by articulations, signs, and pilasters will create interest along the street

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 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.

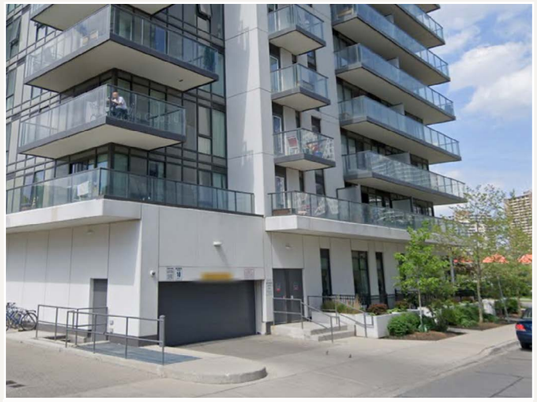


Figure 91: Underground parking and loading access will be integrated into building design to reduce visual impact

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.

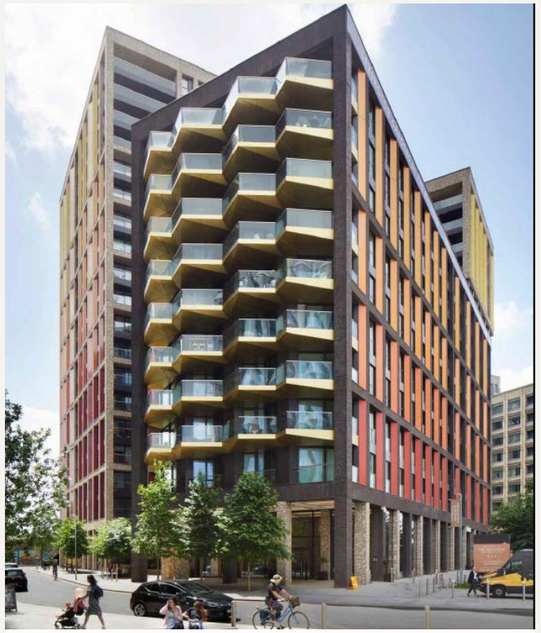


Figure 92: Buildings can be landmarks through their material and architectural interest

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 Pondside 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 weaved 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.

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.

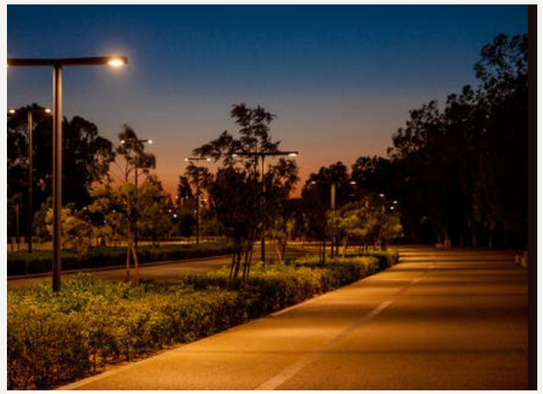


Figure 94: Dark sky lighting can promote views of the sky

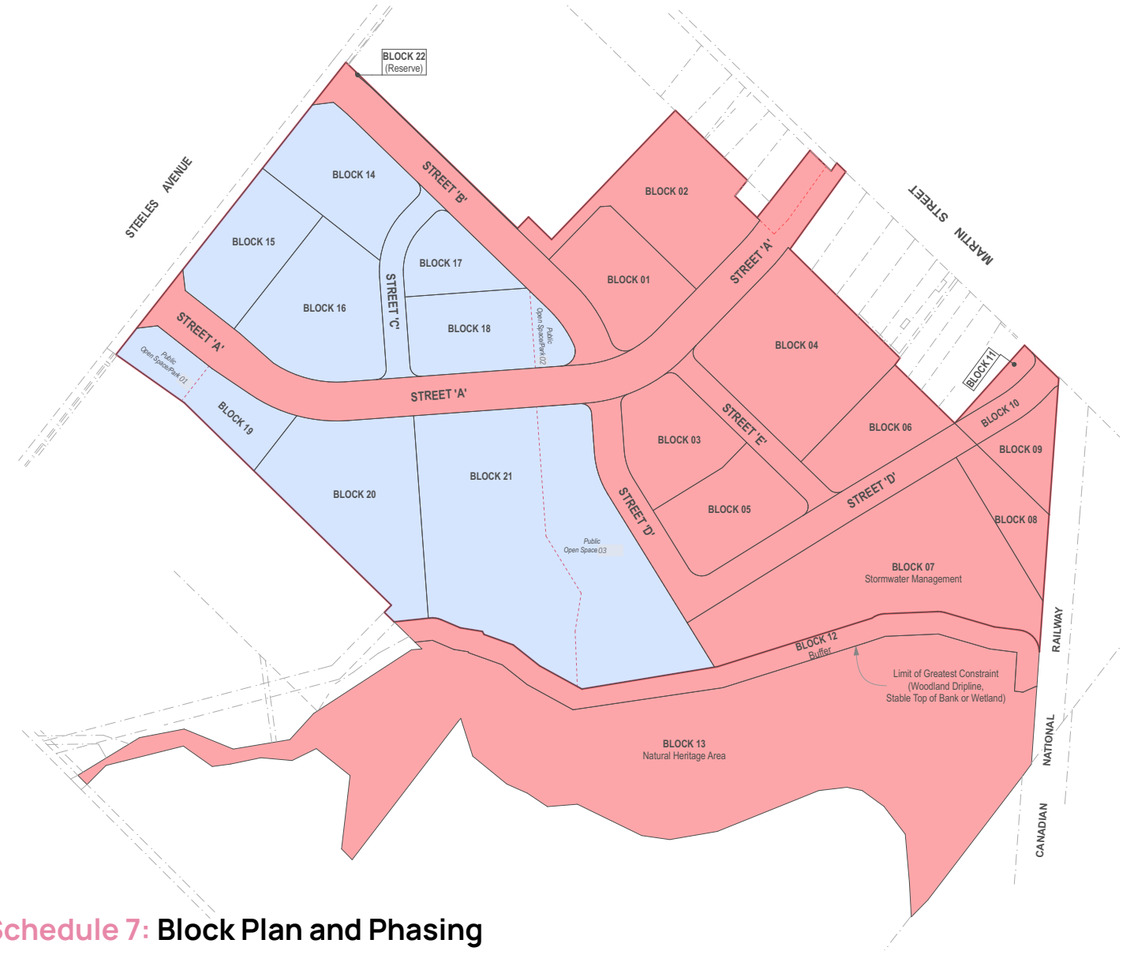
Figure 95: Native plantings can help reduce maintenance

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.



Schedule 7: **Block Plan and Phasing**

Phase 1
Phase 2

4.7.1 Phasing Strategy and Statistics

Block	Area (ha)
Phase 1	
Natural Heritage System and buffer (Block 12-13)	5.35
Stormwater Pond (Block 7)	1.52
Street A	1.45
Street B	0.65
Street D	0.74
Street D Extension (Block 10-11)	0.35
Street E	0.22
Block 1	0.49
Block 2	0.74
Block 3	0.47
Block 4	1.01
Block 5	0.48
Block 6	0.4
Blocks 8-9	0.45
Phase 2	
Open Space 1 (Community Green)	1.04
Open Space 2 (Civic Plaza)	0.09
Open Space 3 (Gateway Green)	0.15
Street C	0.21
Block 14	0.56
Block 15	0.49
Block 16	0.74
Block 17	0.28
Block 18 (w/o open space)	0.45
Block 19 (w/o open space)	0.25
Block 20	0.96
Block 21 (w/o open space)	1.41
Block 22 (Reserve)	0.005
TOTAL	**20.80**

In total, the development framework contemplates 15 development blocks.

Phase One will include the Martin Neighbourhood, Pondside and the eastern portion of Parkside. 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 remediation and rezoning
- Stormwater Management Pond and Pondside Promenade within Street D
- Streets A,B,D, and E.
- Development Blocks 1-6, 8-9

Phase Two will encompass the remaining portion of Parkside, as well as Mountainview Centre, and Steeles Districts in their entirety. 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:
- Community Green
- Civic Plaza
- Valleyside Trail
- Gateway Green
- Street C
- Development Blocks 14-21, including the retail and services on Street A.

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.

Schedule 8: **Phase 1 Site Plan**

Legend
- Phase 1 Boundary
- Buildings

Phase 1 includes five mid-rise residential buildings and 82 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 and a new stormwater management pond.

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 87,890 sq.m. comprised of 87,731 sq.m. of residential and 209 sq.m. of non-residential uses. In this phase, 1,083 residential units (1,001 residential apartments and 82 townhouses) will be delivered in a range of sizes and forms. There will be approximately 20% one-bedroom, 50% one-bedroom plus den, and 30% two-bedrooms in residential apartments and approximately 27% back-back-back townhouses, 40% double frontage townhouses, and 33% 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

Phase 1 Sitewide Statistics
- GFA: 87,890 sq.m.
- FSI: 2.17 (gross, incl. SWM/NHS)
- 1,001 residential apartment units
- 82 townhouse units
- 1,442 parking spaces
- 1,160 bike parking spaces
- 1,166 sq.m. amenity (indoor)
- 4, 242 sq.m. amenity (outdoor)

Block 1
- 8 ST+MPH (2-underground levels)
- 3.03 FSI
- 14,852 sq.m. GFA
- 197 units (27 1BD, 118 1+1BD, 52 2BD)
- 245 parking spaces (205 resident, 40 visitor)
- 198 bike parking spaces

Block 3
- 8 ST+MPH (2 underground levels)
- 3.04 FSI
- 23,075 sq.m. GFA
- 185 units (45 1BD, 71 1+1BD, 69 2BD)
- 225 parking spaces (187 resident, 38 visitor)
- 218 bike parking spaces

Block 5
- 10 ST + MPH (3 underground levels)
- 4.71 FSI
- 22,726 sq.m. GFA
- 209 sq.m. retail
- 315 units (77 1BD, 150 1+1BD, 88 2BD)
- 380 parking spaces (316 resident, 64 visitor)
- 336 bike parking spaces

Block 2
- 31 Townhouse Units:
  - 8 Back-to-Back
  - 8 Rear Garage
  - 15 Front Garage
- 0.68 FSI
- 5,802 sq.m. GFA
- 70 parking spaces
- 31 bike parking spaces

Block 4
- 51 Townhouse Units:
  - 14 Back-to-Back
  - 25 Rear Garage
  - 12 Front Garage
- 0.83 FSI
- 8,400 sq.m. GFA
- 113 parking spaces
- 37 bike parking spaces

Block 6
- 8 ST + MPH (3 underground levels)
- 3.31 FSI
- 13,179 sq.m. GFA
- 179 units (42 1BD, 76 1+1BD, 61 2BD)
- 230 parking spaces (194 resident, 36 visitor)
- 198 bike parking spaces

Block 8-9
- 6 ST + MPH (2 underground levels)
- 2.11 FSI
- 9,602 sq.m. GFA
- 125 units (11 1BD, 84 1+1BD, 30 2BD)
- 179 parking spaces (154 resident, 25 visitor)
- 132 bike parking spaces

Figure 100: Key statistics of the Proposed Development

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

Figure 101: Looking west over the site during remediation.

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 to mid-rise housing next to the existing community during the first phase, the Proposal will promote 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 Local Official Plan

The Town of Milton's Official Plan has set objectives for urban design and the creation of safe communities. The Proposed Development meets these objectives by promoting a safe, high-quality, human-scaled, and characterful community.

Section 2.8 of the Local Official Plan (LOP) 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 LOP 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 LOP is included in the Planning Justification Report prepared by Urban Strategies Inc., dated April 17, 2025 and submitted as part of this application.

Section 2.9 of the LOP 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 LOP 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 LOP 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 (2.93.15). Public and private signage will also be installed to enhance safety and security (2.9.3.16).

The LOP 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 April 14, 2025, and the Sun/Shadow Study, dated March 12, 2025, 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.

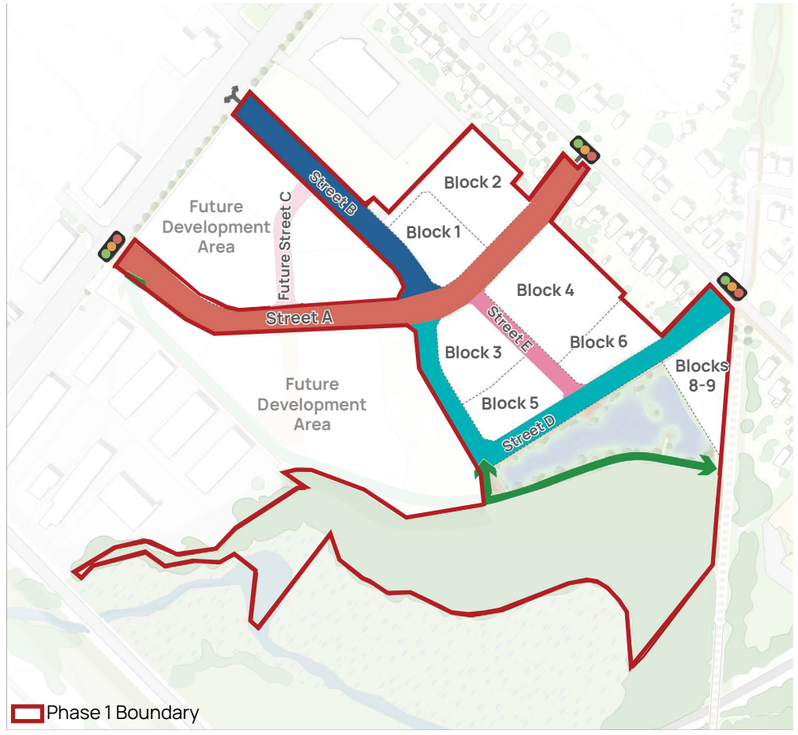


Figure 102: Phase 1 right-of-ways and blocks

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 will front and activate Street D, the Stormwater Management Pond, and Pondside Promenade with architecturally distinct low to mid-rise buildings. An important site gateway is proposed at the intersection of Street D and Martin Street that will signal and support a walkable connection to Downtown Milton through wayfinding, a proposed 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. It will incorporate a small commercial/ retail unit that activates the Pondside Promenade and future planned open spaces. Pondside will provide the greatest diversity in built form, uses, and connectivity while establishing a prominent placemaking feature with key views and vistas over natural heritage. These elements will collectively support the area as 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 Pondside 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 Valley Side 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.

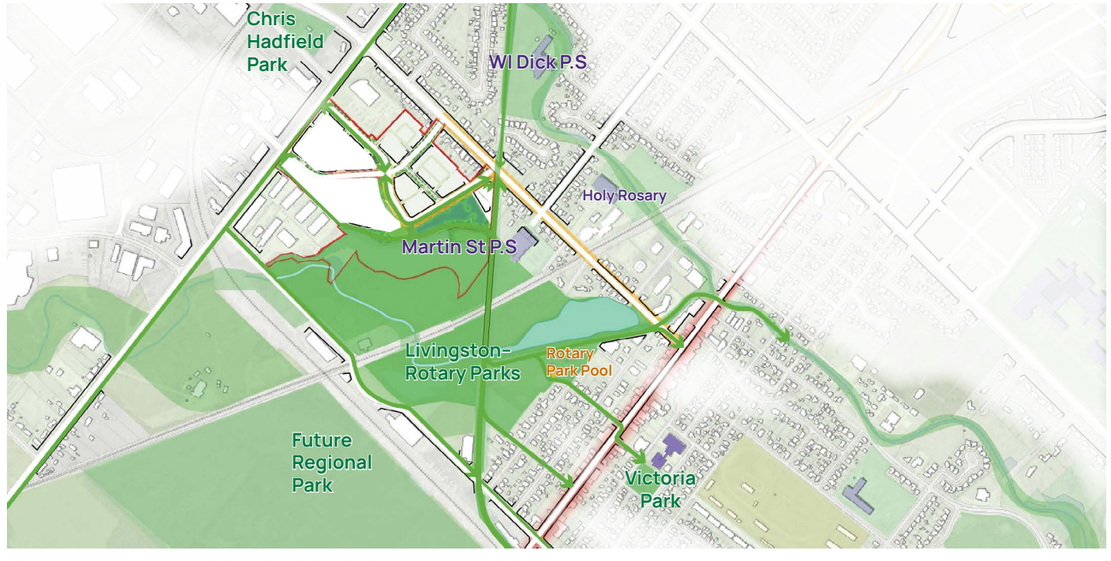


Figure 103: Proposed public realm within the broader context

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 Pondside 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.

Pond 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 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 pond promenade will be constructed alongside Street D, creating a significant 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 Pond 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

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 Pondside 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. Portions of mid-rise buildings at 4-5 storeys are suggested to transition from these townhouses to 6-8 storey mid-rise buildings along Streets D and B. 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.

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

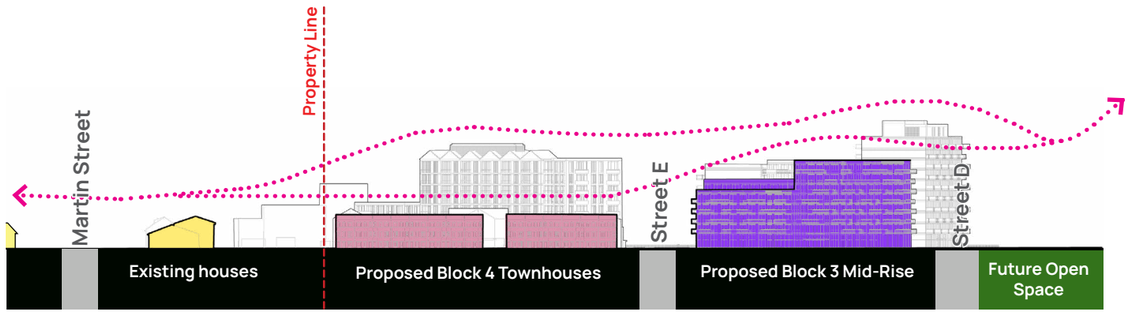


Figure 104:

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 at the elbow of Street D. While the ratio is up to 1.4, the building fronts onto the Stormwater Management Pond and future open spaces (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.

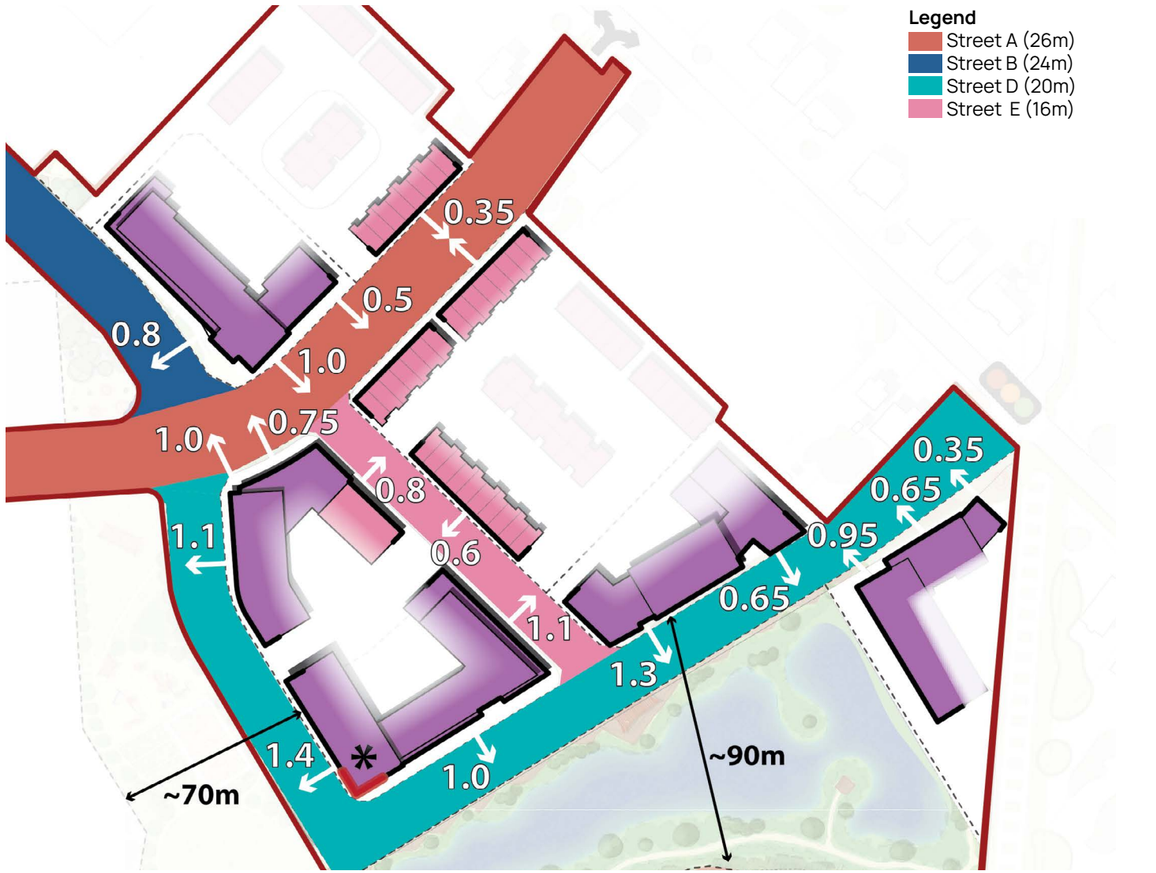


Figure 105: Street width-building height ratio within the Proposed Development

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 10 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.

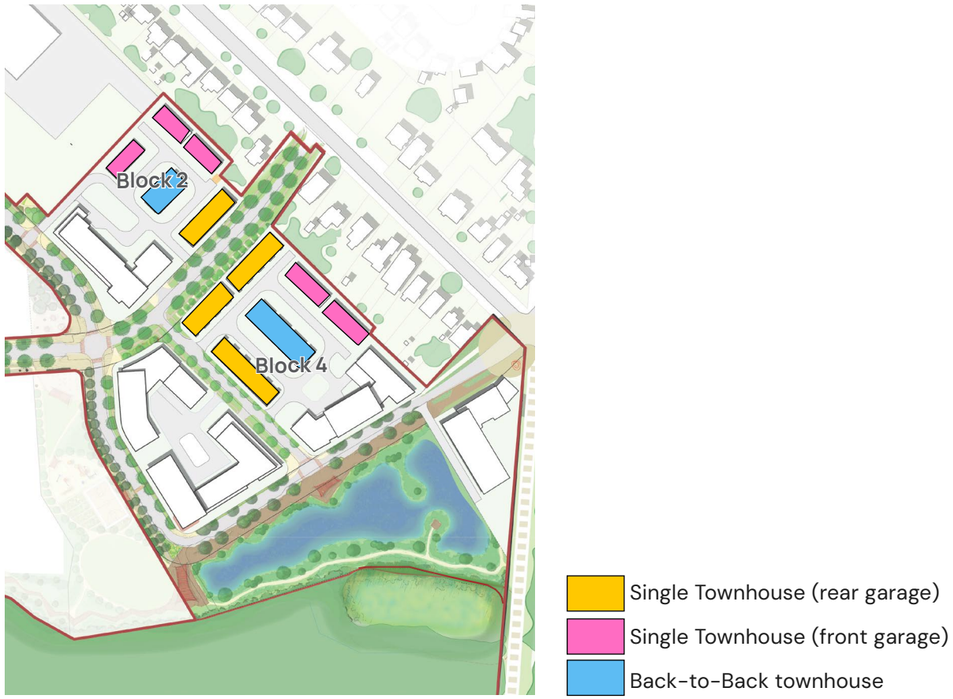


Figure 107: Townhouses within the Proposed Development

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.

Figure 108: Mid-rise buildings within the Proposed Development

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 not only to the existing community along Martin Street but also to the townhouses planned as part of Phase One. In areas where mid-rise buildings are closest to the existing community (Block 6 and Block 8/9), they are aligned along a higher-order public street and feature a stepped massing that ranges from 3 to 4 storeys up to 6 and 8 storeys, effectively blending mid-rise and low-rise building forms. Alongside this stepped massing, the buildings are designed with highly articulated facades to ensure that as they step down to the community, they present several visually distinct forms that enhance the rhythm and context of the existing neighbourhood. 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 6 features an architecturally distinct built form that rises eight storeys. It marks the Pond 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.

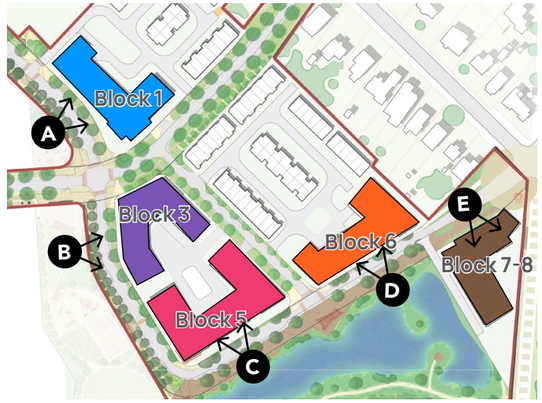
Constraints

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

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

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.

Blocks 7-8

Blocks 7-8 provide the critical transition from Martin Street with a deep setback 3 storey portion that steps to 4 and finally 6 storeys where the building fronts onto the stormwater management pond. Block 7-8 also enhance site access with ground-floor units lining Street D.

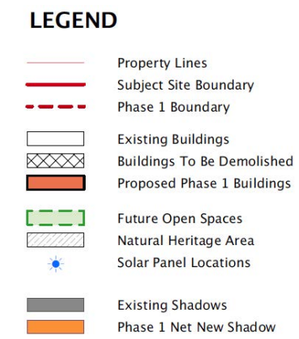
5.9 SUN-SHADOW ANALYSIS

The Proposed Development provides a transition to adjacent low-rise communities to mitigate shadow impacts.

Below is an excerpt of the Shadow Study demonstrating April 21st, with it's the 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 exceeding 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 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.



10:00 AM
April 21st

11:00 AM
April 21st

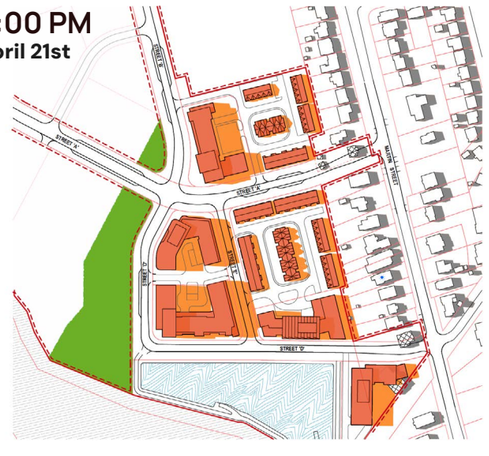
2:00 PM
April 21st

3:00 PM
April 21st

12:00 PM
April 21st

1:00 PM
April 21st

4:00 PM
April 21st



5:00 PM
April 21st

5.10 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.

The proposed Draft Plan of Subdivision will create 4 new public streets, 7 Phase 1 development Blocks, a stormwater management pond block, 3 Future Development Area blocks to be further demised in Phase 2, and a Natural Heritage System and buffer zone. Phase 1 also includes 2 small blocks required to create one of the public streets (Street D).

The 3 Future Development Area blocks for Phase 2 are contemplated to be demised into 8 smaller blocks which include within them 3 Community Open Spaces, and a private street.

In total, the development framework contemplates 15 development blocks.

Figure 109: 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.

Mountianview 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 1,083 dwelling units within the proposed five mid-rise buildings and 82 townshouses that will frame and support public spaces with consistent streetwalls and active ground floor uses, including 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. SUN-SHADOW STUDY

1.0 Introduction

This sun-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 of four public streets, a stormwater management pond and a contribution to the Natural Heritage System, as well as five mid-rise buildings and 82 townhouses across seven 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 Subject 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 test 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 public spaces, sidewalks, and retail/commercial patio locations receive a high degree of sunlight throughout the year as they are generally organized to open up the south, which creates a shadowless southern interface to the site and allows light to penetrate deep into the Proposed development.

The following will provide 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 March 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 over sidewalks.

3.2 Sidewalk Patios

Block 5's base has a proposed retail space oriented towards the corner 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 over 7 hours of direct sunlight on April 21, June 21, and September 21st. The shadow study for December demonstrates continual sunshine from 9:00 AM until sunset.

3.3 Open Spaces

While the first phase does not provide a public park, the key open space provided is the Pondside Promenade within Street D's right-of-way, which runs parallel to the Stormwater Management Pond. The promenade (south side of Street D) is in 100% sunlight for at least seven consecutive hours on April 21, June 21, September 21, and December 21.

In addition to the shadow tests set out in the Terms of Reference, the Proposal 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.

While not part of the Proposed Development, future planned open spaces (known in the Comprehensive Development Plan as the Community Green and Civic Plaza) are identified in green. The shadow study demonstrates that these open spaces receive 100% sun for at least seven consecutive hours on April 21st, June 21st, September 21st, and December 21st. 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 be deep into 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 which point five properties receive minimal shadowing near their property lines at 4:00 PM and 5:00 PM. The remaining 10 properties abutting the Site receive no shadowing for the entire test period.

In September, one property receives minor shadowing at 9:00 AM and 10:00 AM while all others remain in full sun. From 10:00 AM to 1:00 PM, all backyards are in full sun. At 1:00 PM and 2:00 PM, four 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 21st, when the sun's angle is lowest, the rooftop of 270 Martin Street will receive a shadow from the Proposed development starting at 2:00 PM. At 3:00 PM, a mix of sun and shadow falls on the rooftop, and at 4:00 PM, the solar panels will be covered by shadow just before 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 Proposal is appropriate for the scale of the site. The proposal 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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

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"
Longitude W 79° 51' 00"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D | March 12, 2025 | 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 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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 AM

Latitude N 43° 14' 30"
Longitude W 79° 51' 00"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC.

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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 COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

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"

0 10 25 50 100

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.

neatt COMMUNITIES

URBAN STRATEGIES INC .

SCALE: 1:750 @ ARCH D March 12, 2025

DRAWN BY : M.S. CHECKED BY :

A36