Jessica Tijanic, M.Sc. MCIP RPP
Senior Planner, Development Review
150 Mary Street., Milton ON, L9T 6Z5
Jessica.Tijanic@milton.ca
905-878-7252 ext. 2221

April 27, 2026

RE: 150 Steeles Avenue East and 248, 250 & 314 Martin Street, Milton, Proposed Mixed-Use Development

BA Group has been retained by the site owner of 150 Steeles Milton Inc. (Neatt Communities) to provide transportation consulting services related to the proposed development of the 150 Steeles Avenue East and 248, 250 and 314 Martin Street property (the "site" or the "Mountainview West development") located in the Town of Milton, in the Region of Halton. The Mountainview West development application includes a site-wide **Draft Plan of Subdivision (DPOS)**, along with an **Official Plan Amendment (OPA)** application to permit a total net density of 3.55 FSI. The current full build-out of the site (Phases 1 and 2), is assumed as a conceptual mixed-use development proposal that includes a total of 4,115 residential units and 4,200 m^2 of commercial retail GFA.

The development of **Phase 1** is proposed through a phase-specific **Zoning By-law Amendment (ZBA)** application and includes 1,065 residential units, inclusive of 955 mid-rise units and 110 townhouses, along with 522 m^2 GFA of at-grade commercial retail. Phase 1 is expected to be completed by 2036. The number of residential units and floor areas by land use, for what is conceptually referred to as "**Phase 2**", is currently unknown but will be determined through future rezoning applications. At this time, Phase 2 is assumed to comprise 3,050 residential units, inclusive of 80 mid-rise units and 2,970 high-rise units, along with an additional 3,678 m^2 GFA of at-grade commercial retail with anticipated build out by 2046.

This memorandum is intended to provide additional information to address the Town's transportation-related comments dated April 2, 2026 and April 8, 2026, and the Region's transportation comments dated April 17, 2026, in regard to BA Group's February 2026 Transportation Considerations Report ("the February 2026 BA Group Report"). We trust that the enclosed memorandum provides the appropriate information requested by the Town. Please feel free to let us know if you have any questions or require any additional information.

Sincerely,
BA Consulting Group Ltd.

Deanna Green, MSc., P.Eng.
Senior Associate

1.0 BA GROUP RESPONSES TO TOWN COMMENTS

The responses below are intended to address the Town's transportation-related comments dated April 2, 2026 and April 8, 2026, in regard to BA Group's February 2026 Transportation Considerations Report ("the February 2026 BA Group Report").

Development Services – Planning, Development Review

Comment: Please include a revision number and date for each revised drawing/report.

Response: Noted.

Comment: Transportation Impact Study – Peer Review completed by CIMA+ on the 1st submission, no further peer review required.

Response: Noted.

Development Services – Transportation Planning

Traffic Impact Study

Comment: Appendix V (Signage Plan): Please note that as part of the detailed engineering submission, complete, detailed pavement markings and signage will need to be shown.

Response: Noted.

Comment: The cross-sections shown are not per the Town's Engineering and Parks Standards Manual. Please note that cross-sections will need to meet Town satisfaction and further discussion must be had prior to commencing detailed design.

Response: Noted. There will be further discussions with the Town, in regard to the road cross-sections, prior to commencing detailed design.

Comment: Please provide appropriate daylighting at all intersections as per the requirements outlined in the Town's Engineering and Parks Standards Manual.

Response: BA Group's functional road plan (attached in Appendix A) has been updated to include appropriate daylighting at all intersections, as per the requirements outlined in the Town's Engineering and Parks Standards Manual. As confirmed by the Region in a November 14, 2025 e-mail, daylighting triangles measuring 15 metres along Steeles Avenue and 15 metres along the proposed Street A and 12 metres along Steeles Avenue and 12 metres along the proposed Street B shall be dedicated to the Regional Municipality of Halton. The e-mail from the Region confirming support for reduced daylighting on Street B at Steeles Avenue, from 15x15 metres to 12 x12 metres, is attached in Appendix B of this memorandum.

Comment: At detailed design, updated traffic counts may be requested to compare the change in travel patterns, as well as provide a comparison between the volumes of the TMC's provided in the approved TIS.

Response: Noted.

Comment: As there are two new intersections proposed along Martin Street, turning movements may result in vehicle headlights shining into nearby homes. The applicant is therefore expected to propose appropriate mitigation measures (e.g., masonry walls, landscaping) to reduce light intrusion. In good faith, coordination between Town Staff, the applicant and neighbouring residents will be necessary to support the implementation of the proposed mitigation measures at the intersections along Martin Street. Please note that this comment will need to be addressed to the Town's satisfaction prior to assumption.

Response: An in-field evaluation was undertaken on the evening of November 2, 2025 to assess the potential impact of the headlights from eastbound vehicles travelling on Street A towards 311 Martin Street. The preliminary in-field evaluation indicated that due to the angle of Street A at Martin Street, the impact of headlights shining on 311 Martin Street is expected to be minimal. The developer will continue to work with the resident of 311 Martin Street to ensure that all concerns are resolved in a reasonable manner.

Redline Drawing Comments:

Comment: All internal daylighting must meet Town Standards as per table 1.2.

Response: BA Group's functional road plan (attached in Appendix A) has been updated to include appropriate daylighting at all intersections, as per the requirements outlined in the Town's Engineering and Parks Standards Manual.

Comment: Please show daylighting from future ROW limits. Please show the future widening.

Response: BA Group's functional road plan (attached in **Appendix A**) has been updated to include appropriate daylighting along Martin Street at Street A, as measured from the future ROW limits.

Development Services – Development Engineering

Comment: The Notes are to include the curb radius and daylighting for each intersection per Table 1.2 in Part 1 of the Engineering and Parks Standards Manual. There are intersections that do not conform to Table 1.2. Please note that Transportation Planning may provide additional comments under separate cover.

Response: BA Group's functional road plan (attached in **Appendix A**) has been updated to include appropriate daylighting at all intersections, as per the requirements outlined in the Town's Engineering and Parks Standards Manual.

Comment: The 0.30 metre reserve across the entire west limit of the existing Honda Lands along Street B shall be removed.

Response: The 0.30 metre reserve across the entire west limit of the existing Honda Lands along Street B has been removed.

2.0 BA GROUP RESPONSES TO REGION COMMENTS

Waste Management

In accordance with the MOU and to ensure that Regional waste collection services can be provided in a safe and cost-effective manner, this proposal has been reviewed against the Region's Development Design Guidelines for Source Separation of Solid Waste. We offer the following comments:

Waste Management Plan

Comment: Regional staff require submission of a Waste Management Plan for the site to determine if Regional waste management collection can be accommodated. Please reference the Region's Development Design Guidelines for Source Separation of Solid Waste for site design requirements/dimensions.

Response: Noted.

Centerline Turning Radius/Vehicle Approach

Comment: As per Development Design Guidelines for Source Separation of Solid Waste, private road layouts shall allow for the continuous forward collection of Waste without the need for Waste collection vehicles to reverse.

Response: Noted.

Comment: All private roads shall be constructed of a hard surface, such as asphalt, concrete, or other suitable material and have a minimum width of 6 metres.

Response: All private roads will be constructed of a hard surface, such as asphalt, concrete, or other suitable material and have a minimum width of 6 metres.

Comment: Please indicate the centreline turning radius in all locations where the waste collection vehicle is turning and approaching loading area (minimum 13 metres).

Response: The centreline turning radius of a minimum of 13 metres is illustrated on the Vehicle Manoeuvring Diagrams (VMDs) attached in **Appendix C**.

Comment: Please indicate the length of the head-on approach (minimum 18 metres).

Response: The 18 metres head-on approach is illustrated on the VMDs attached in **Appendix C**.

Comment: Please indicate the distance the waste collection vehicle will be required to reverse (maximum 18 metres).

Response: The reversal distance of the waste collection vehicle is illustrated on the VMDs attached in **Appendix C** and illustrate reversal distances of 18 metres or less.

Comment: Please indicate the waste collection vehicle route from the municipal road to the Collection Point and back to the municipal road. Please ensure to include the turning radius of all turns.

Response: VMDs provided in **Appendix C** illustrate waste collection vehicles entering each block from the municipal road and leaving each block onto the municipal road.

Comment: Where continuous forward movement of waste truck cannot be achieved, a cul-de-sac or T-turnaround may be permitted if 13m turning radius and max 18 metre backup distances can be met.

Response: VMDs provided in **Appendix C** illustrate waste collection vehicles entering and existing each site in a forward motion. The turning radius (minimum 13 metres) and the reversal distances (maximum 18 metres) are illustrated on the VMDs.

Comment: Please confirm what kind of safety warning system will be in place for when a collection vehicle is entering/exiting the loading area and is travelling across the parking/driving aisles blindsided while reversing. The Region recommends flashing lights and signs indicating a collection vehicle is backing up and is within the loading area, as the collection vehicle will be backing into driving aisles and parking areas.

Response: Noted. This will be addressed at SPA.

Loading area

The following details require confirmation with respect to the loading area:

Comment: If waste collection is outside and free of overhead restrictions within the loading zone. A 5.0 minimum height clearance is required for the approach to the loading area. The minimum width of the loading area is 6.0 m.

Response: A minimum of 6.0 metres wide area for waste collection is provided and illustrated on the architectural plans attached in **Appendix D**.

Comment: Sufficient space shall be provided to ensure Front End collection and Side Loader collection vehicles can operate safely.

Response: Noted.

Comment: Occupants of the vehicle must be able to open both doors and exit the vehicle, as well as be able to walk the perimeter of the vehicle unhindered.

Response: Noted.

Comment: Ensure there is sufficient space to accommodate the length of the truck with the forks extended to carry out waste collection of all waste receptacles. Front end bins need to be moved ahead of forks on a Front-End collection vehicle in order for collection to occur.

Response: Noted.

Comment: Green carts are collected with a Side Loader on the right-hand side of the collection vehicle.

Response: Noted.

Storage and Internal Handling Requirements (Section 1.9 of the Regional Guidelines)

Comment: The dedicated Waste Collection Point must be adequately signed indicating that the area is a Waste Collection Point and that there shall be no parking or blocking of Waste collection containers.

Response: Noted.

Comment: The Waste collection truck drivers are not required to leave the collection vehicle for Front End collection, and the Collection Point should not require the jockeying of Front End containers by the driver.

Response: Noted.

Comment: Should the development be deemed eligible for Regional waste collection, the owner must submit an executed drive through agreement, to be approved by Regional Waste Management before collection commences.

Response: Noted.

Townhouse Blocks

Comment: The subject lands are eligible for curbside residential garbage and organics collection for all street-related units once construction is completed and the units are 90% occupied.

Response: Noted.

Comment: As noted above, recycling collection, under O. Reg 391/21 is the responsibility of the producers effective January 1, 2026. For more information, please visit rpra.ca or www.circularmaterials.ca/ON.

Response: Noted.

Comment: Starting in April 2027, the approved waste collection service level will include the collection of one (1) wheeled cart for garbage and one (1) wheeled cart for organics at all eligible low to medium density households."

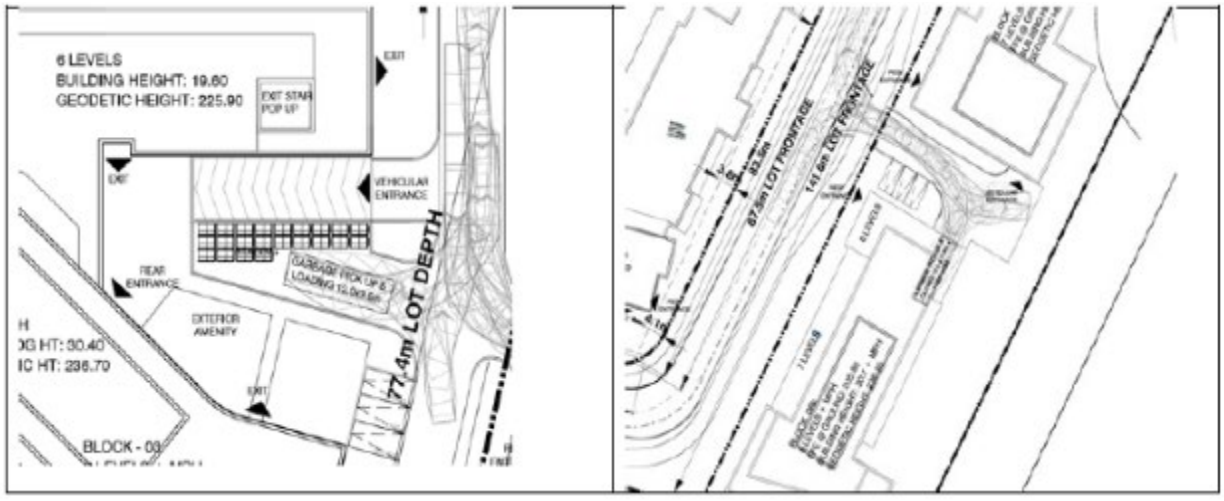
Response: Noted.

Additional Comments

Comment: Notwithstanding the loading requirements set out in the Town 's Zoning By-law, the loading spaces in Phase 1 of the development are proposed to be 12 m x 3.5 m (overhead waste collection) in size.

This proposed size does not meet Regional waste management guidelines. The drawings noted below will require the following:

- All dimensions on the below loading areas including centre line turning radii.
- One truck maneuvering diagram. The overlay provided below makes it difficult to determine the path of the collection vehicle.



Response: Vehicle Manoeuvring Diagrams provided in **Appendix C** illustrate the waste collection vehicle entering and exiting the proposed waste collection areas with dimensions (minimum 13 metres turning radius, minimum 18 metres head-on approach and maximum 18 metres reversal distance).

Transportation

The Region's transportation-related comments below dated April 17, 2026, in regard to BA Group's February 2026 Transportation Considerations Report ("the February 2026 BA Group Report"), **will be addressed as part of the detail design drawings through the future Engineering Submission and prior to draft plan approval.**

Transportation Impact Study Requirement:

Comment: The Region has reviewed the "150 Steeles Avenue East and 248, 250 & 314 Martin Street, Proposed Mixed-Use Development, Transportation Considerations" update prepared by BA Consulting Group Ltd. (dated February 2026). The Transportation Impact Study (TIS) Update addresses the majority of our previous comments provided at the 1st submission, reflects the agreed-upon methodology updates as confirmed between BA Group and the Region following the 1st submission review, and justifies the proposed Street "B" connection to Steeles Avenue.

Accordingly, staff will approve the proposed Street "A" and "B" connections to Steeles Avenue in principle. Micro-level details pertaining to the geometrics, traffic control, etc. of the proposed connections will be confirmed via review of Detail Design drawings through the future Engineering Submission phase of the development application process. This would occur at the **subdivision stage**.

An update to the TIS, also to be provided and approved **prior to draft plan approval**, will be required to address the following outstanding comments and those stemming from staff's review of the updated TIS. Addressing these comments would strengthen overall report consistency and completeness, and provide clarity and distinction as to what roadway improvements are required specifically under future total conditions (development-triggered) compared to future background conditions.

Response: Noted.

Additional Comments to be Addressed Prior to Draft Plan Approval:

- All references within the report (e.g. figures, appendices, tables, collector road names, etc.) should be double checked to be consistent throughout the report.
- The planned future Regional roadway improvements and timings illustrated in Figure 10 should be updated accordingly to be consistent with Section 4.2.1 and Table 9 of the report.
- The intersection of Steeles Avenue and Chris Hadfield Way is shown to operate with signal control in some of the road network lane configuration figures. The correct intersection control should be consistently shown on all road network lane configuration figures.
- The planned widenings from four-lanes to six-lanes under the future horizon years. The modelling and analysis of the wider-area study intersections (outside of the "focused" study area) along these noted corridors must be updated to reflect the planned widenings under future background and total conditions, with the traffic operations results and figures updated accordingly in the report. This modelling assumption can be expected to reduce the forecasted traffic operations issues along James Snow Parkway under future conditions.
- Since the preparation of the initial TIS, geometrics at the southbound approach of the intersection of Regional Road 25 and Steeles Avenue have been considered as part of the ongoing Regional Road 25 Improvements Project for the widening of Regional Road 25 to six lanes from Steeles Avenue to No. 5 Side Road. The current geometric configuration being considered in the Detailed Design includes one southbound through lane transitioning into a southbound left-turn lane (with the additional southbound left-turn lane branching from this lane), one southbound through lane continuing through the intersection to Martin Street, and one southbound through lane transitioning into a southbound right-turn lane. These geometrics must be considered in the modelling and analysis of the intersection of Regional Road 25 and Steeles Avenue under future background conditions.
- The report notes that signal timing splits have been optimized at the study intersections in the modelling and analysis of future conditions. While staff acknowledge and support signal timing optimizations being applied where appropriate, the signal timing splits at each intersection under each horizon year should be consistent between future background and future total conditions. Any additional signal timing adjustments required under future total conditions as a result of site generated traffic being added to the Regional road network can be quantified if the "base" signal timing splits between future background and future total conditions are consistent. Any signal timing adjustments required specifically under future total conditions compared to future background conditions must be clearly recommended in the TIS as future total (development-triggered) improvements.
- Analysis of future background and future total conditions and corresponding results have been completed and documented for each horizon year under two scenarios: with recommended future improvements, and without recommended future improvements. While this comparison of traffic operations results between scenarios under each horizon year is supported by staff, not all intersections for which future improvements are recommended at have been analyzed in the "without recommended future improvements" scenario. For example, future improvements are recommended at the intersection of Regional Road 25 and Steeles Avenue and traffic operations results are documented reflecting these improvements, but this intersection does not appear to be analyzed in the "without recommended future improvements" scenario. All intersections for which future improvements are

recommended at must be analyzed with and without the recommended future improvements, with traffic operations results documented in the report accordingly.

- The recommended roadway improvements under future background conditions must indicate the specific recommended storage lengths for proposed auxiliary turn lanes or proposed turn lane extensions. The report text, tables and figures noting the recommended roadway improvements must be updated accordingly to indicate the specific storage lengths.

- Storage length requirements for proposed auxiliary turn lanes or proposed turn lane extensions under future total conditions must be noted in the report, specifically any increases compared to the required roadway improvements under future background conditions. For example, the TIS recommends the extension of the existing eastbound dual left-turn movement at the intersection of Regional Road 25 and Steeles Avenue as a required future background improvement. While staff acknowledge that this improvement would likely be required under future background conditions (and thus also be required under future total conditions), it is reasonable to consider that the proposed extension requirements would likely be greater under future total conditions compared to future background conditions given the addition of site generated traffic to the turning movement. Addressing this comment and the previous comment about future background conditions would clarify the extent of the roadway improvements specifically triggered under future background conditions, and what additional improvements would be required under future total conditions. The report text, tables and figures noting the recommended roadway improvements must be updated accordingly to indicate the specific storage lengths.

- The TIS recommends the extension of the eastbound dual left-turn movement and the channelization of the southbound right-turn movement (with a “receiving” westbound through lane on Steeles Avenue west of Regional Road 25) at the intersection of Regional Road 25 and Steeles Avenue. The TIS must clarify at a high-level how these improvements could be feasibly implemented (e.g. how the “receiving” westbound through lane for the southbound right-turn channelization would interact with the existing two westbound through lanes along Steeles Avenue west of Regional Road 25, consideration of the noted constraint of the existing full-moves operation of the intersection of Steeles Avenue and Chris Hadfield Way, etc.) Staff do not expect BA Group to analyze and recommend micro-level design details for these roadway improvements triggered under future background conditions, but a high-level consideration of the feasibility of these future background recommendations is required.

- Figure 65 should also be updated to indicate all horizon years for which the recommended future background improvements are applicable to, similar to (for example) how the proposed southbound right-turn movement channelization at the intersection of Regional Road 25 and Steeles Avenue is identified as required under the 2051 horizon year.

- Figure 65 should also be updated to include the future geometric modification recommendations at the Steeles Avenue and Tremaine Road roundabout.

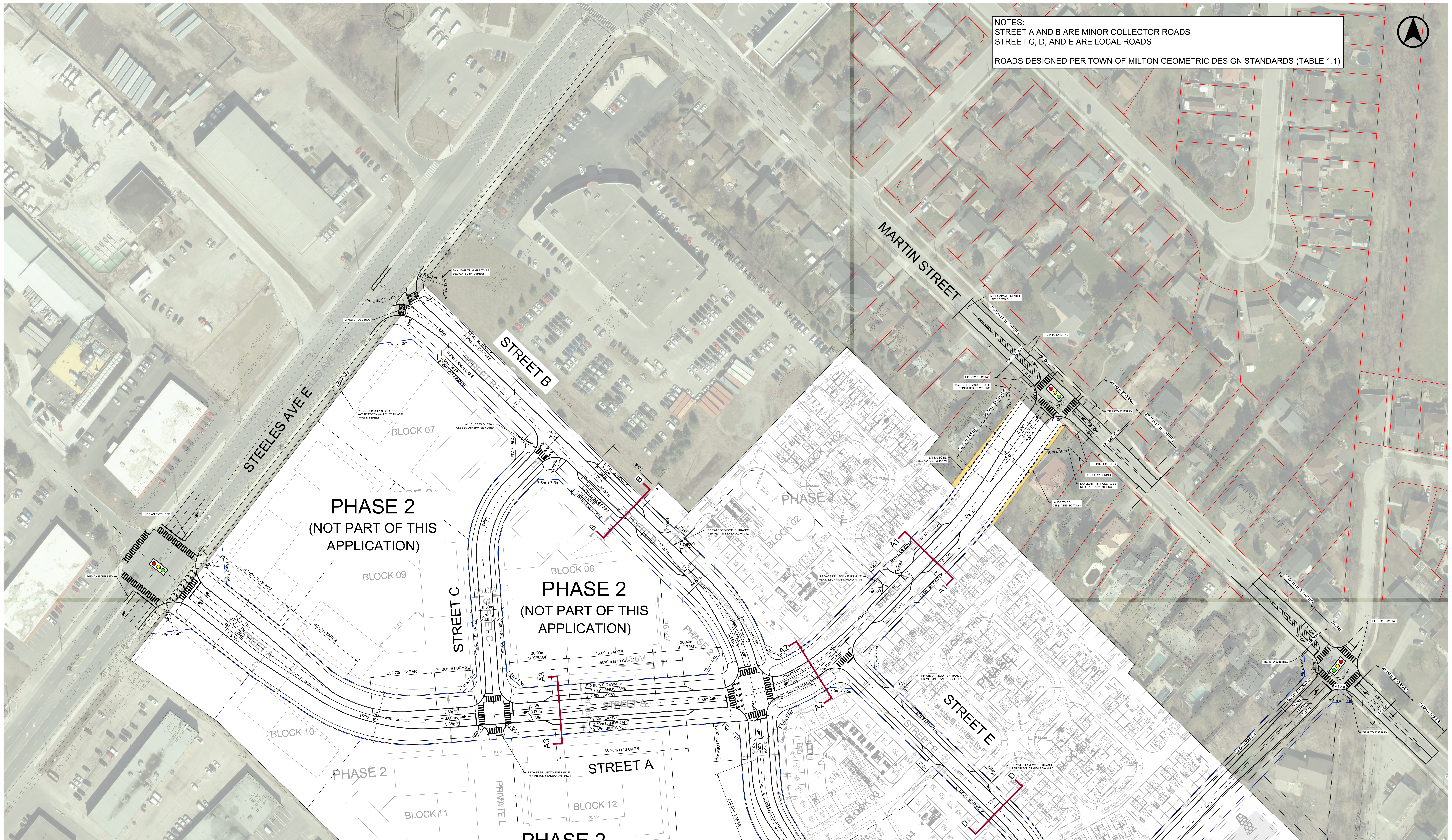
- A separate figure similar to Figure 65 (and reflecting the updates as requested in the comments above) should be provided to illustrate the recommended roadway improvements required under future total conditions (development-triggered). Figure 65 would remain in the report as an illustration of the recommended roadway improvements required under future background conditions for direct comparison between future background improvements and future total improvements.

- The signalization of the existing intersection of Steeles Avenue and Morobel Drive (resulting from the proposed Street “A” connection to the existing intersection) should be illustrated specifically on the future total improvements figure as this improvement is not recommended as a future background roadway improvement.
- The TIS should note in the justification of the location (and spacing) of the proposed Street “A” connection to Steeles Avenue (Section 7.1.1) the rationale that Regional staff noted in the 1st submission comments that the location of the proposed Street “A” connection to Steeles Avenue is the most ideal location from a traffic safety and overall access management perspective along Steeles Avenue as connecting to an existing intersection would reduce the number of total accesses along Steeles Avenue and avoid any offset access configurations which may result in vehicle-vehicle turning conflicts.
- The spacing and queuing analysis for the proposed Street “B” connection to Steeles Avenue (particularly in relation to the existing intersection of Steeles Avenue and Chris Hadfield Way) notes that weaving and merging conflicts between outbound site traffic turning from Street “B” onto Steeles Avenue (eastbound) and southbound left-turning traffic from Chris Hadfield Way onto Steeles Avenue (eastbound) are not expected given the low forecasted turning volumes from both Street “B” and Chris Hadfield Way. The report specifically notes that a maximum of 10 vehicles per hour is expected to turn left from Chris Hadfield Way onto Steeles Avenue and that a maximum of 20 vehicles per hour is expected to turn right from Street “B” onto Steeles Avenue (eastbound). However, this forecasted turning volume from Street “B” is reflective of the 2036 and 2041 horizon years only. The site trip assignment figures within the report indicate a maximum of 60 vehicles per hour expected to turn right from Street “B” onto Steeles Avenue (eastbound) under the 2046 and 2051 horizon years. This worst-case outbound turning volume forecast must be noted in the traffic safety analysis.
- The TIS should acknowledge that future traffic analyses will be required in support of future Site Plan Applications for blocks within the subdivision that reflect updated development statistics and site details, as well as any other updated analysis inputs if required. This requirement is acknowledged in the responses to the Region’s 1st submission comments, but needs to be acknowledged in the report itself.

Appendix A:
Updated Functional Road Plan

BA Consulting Group Ltd.
1000 – 95 St. Clair Ave. W
Toronto ON M4V 1N6

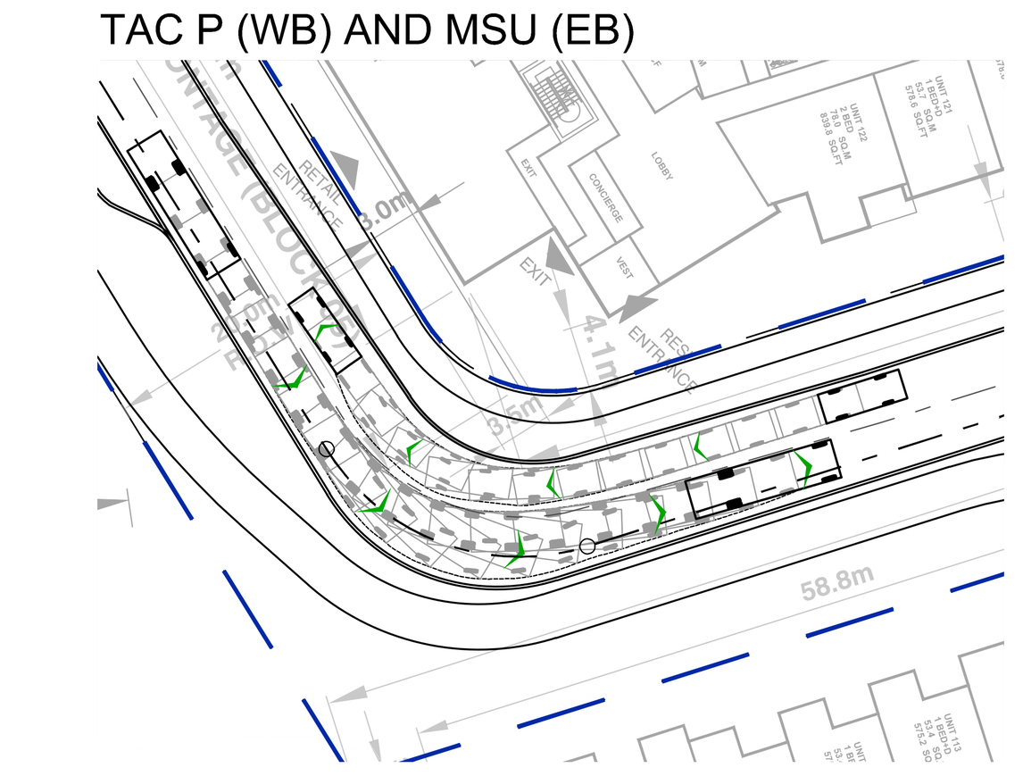
TEL 416 961 7110
EMAIL bagroup@bagroup.com



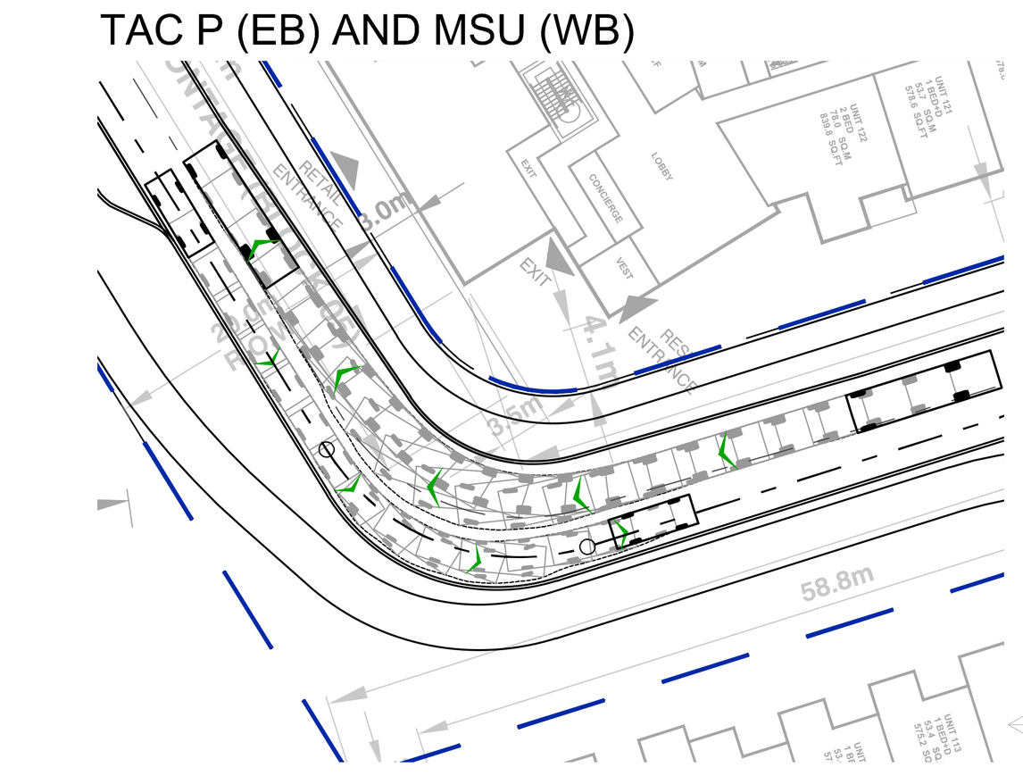
LEGEND:

- PROPOSED ROAD ROW
- EXISTING PROPERTY LINE (SURVEY DATED JAN AND JUN 2023)
- CENTRE LINE OF ROW
- CENTRE LINE OF PAVEMENT

TWO-WAY CIRCULATION
TAC P (WB) AND MSU (EB)

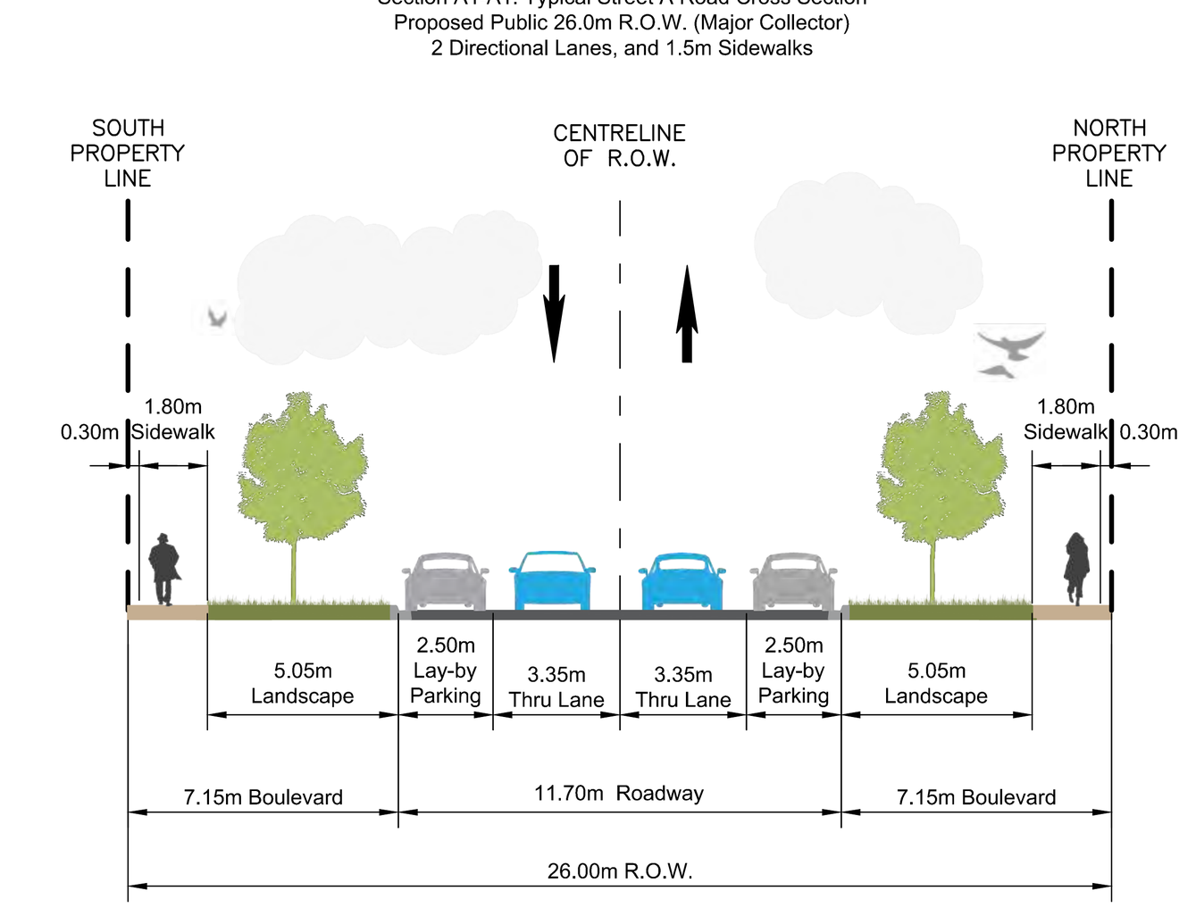


TWO-WAY CIRCULATION
TAC P (EB) AND MSU (WB)



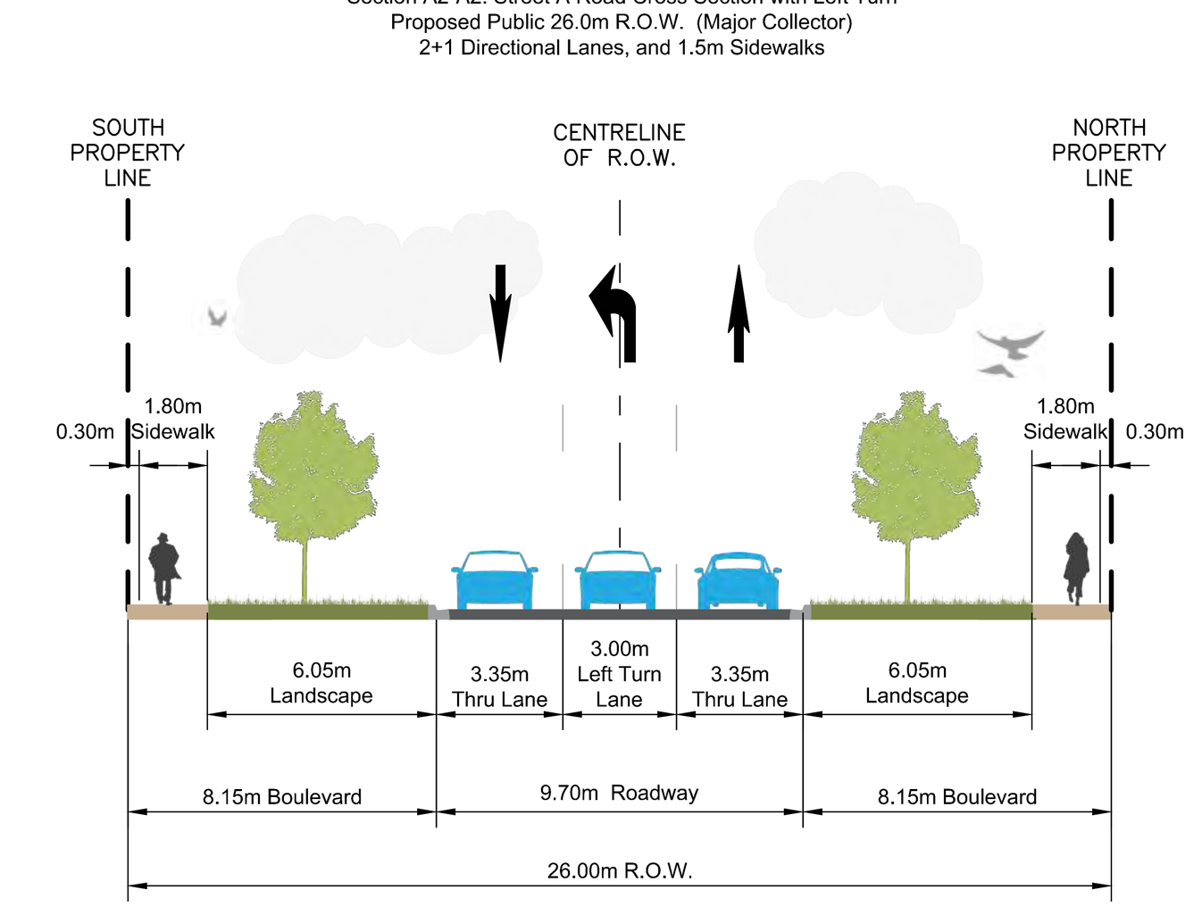
MODIFIED CROSS–SECTION DESIGNED BASED ON MILTON CROSS–SECTION STANDARD 01–26.01

Section A1-A1: Typical Street A Road Cross Section
Proposed Public 26.0m R.O.W. (Major Collector)
2 Directional Lanes, and 1.5m Sidewalks



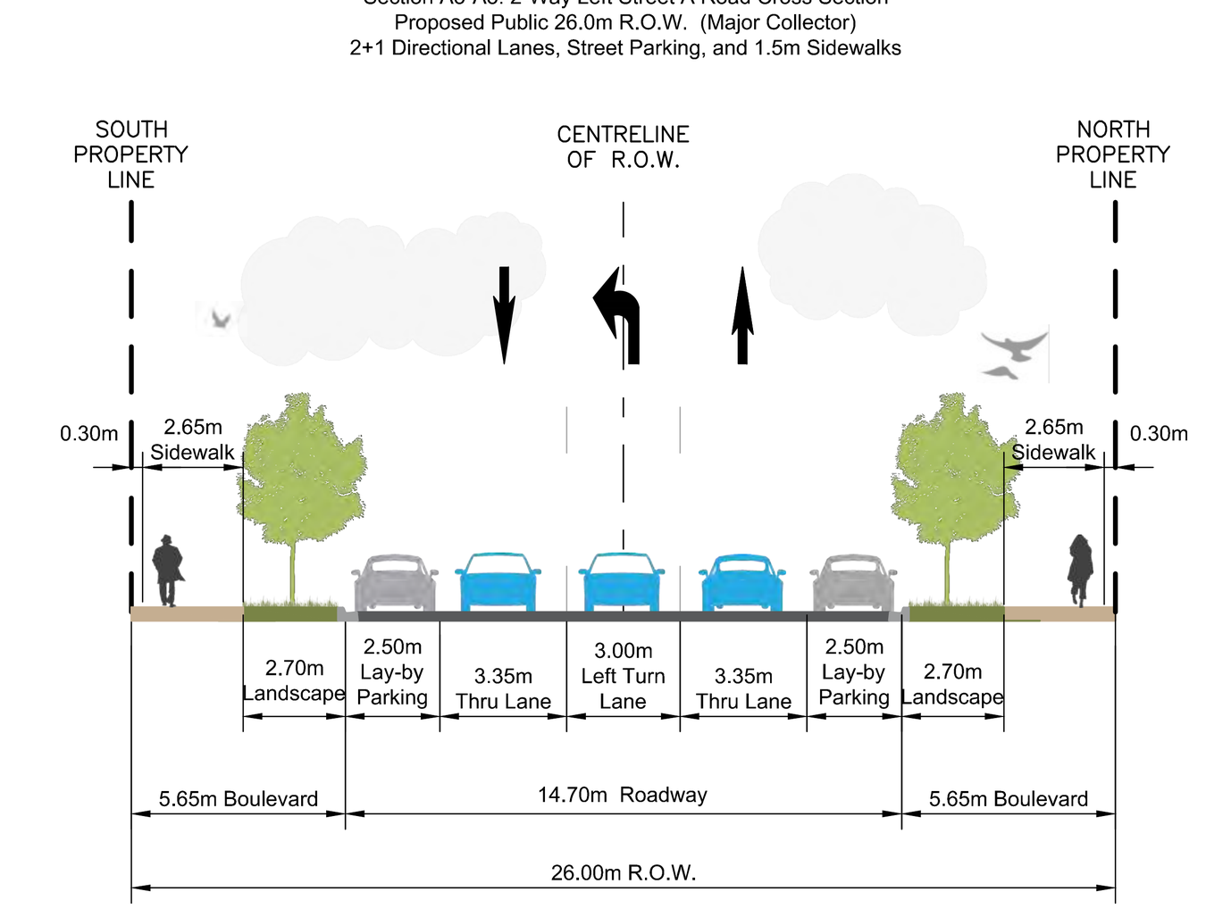
MODIFIED CROSS–SECTION DESIGNED BASED ON MILTON CROSS–SECTION STANDARD 01–26.01

Section A2-A2: Street A Road Cross Section with Left Turn
Proposed Public 26.0m R.O.W. (Major Collector)
2+1 Directional Lanes, and 1.5m Sidewalks



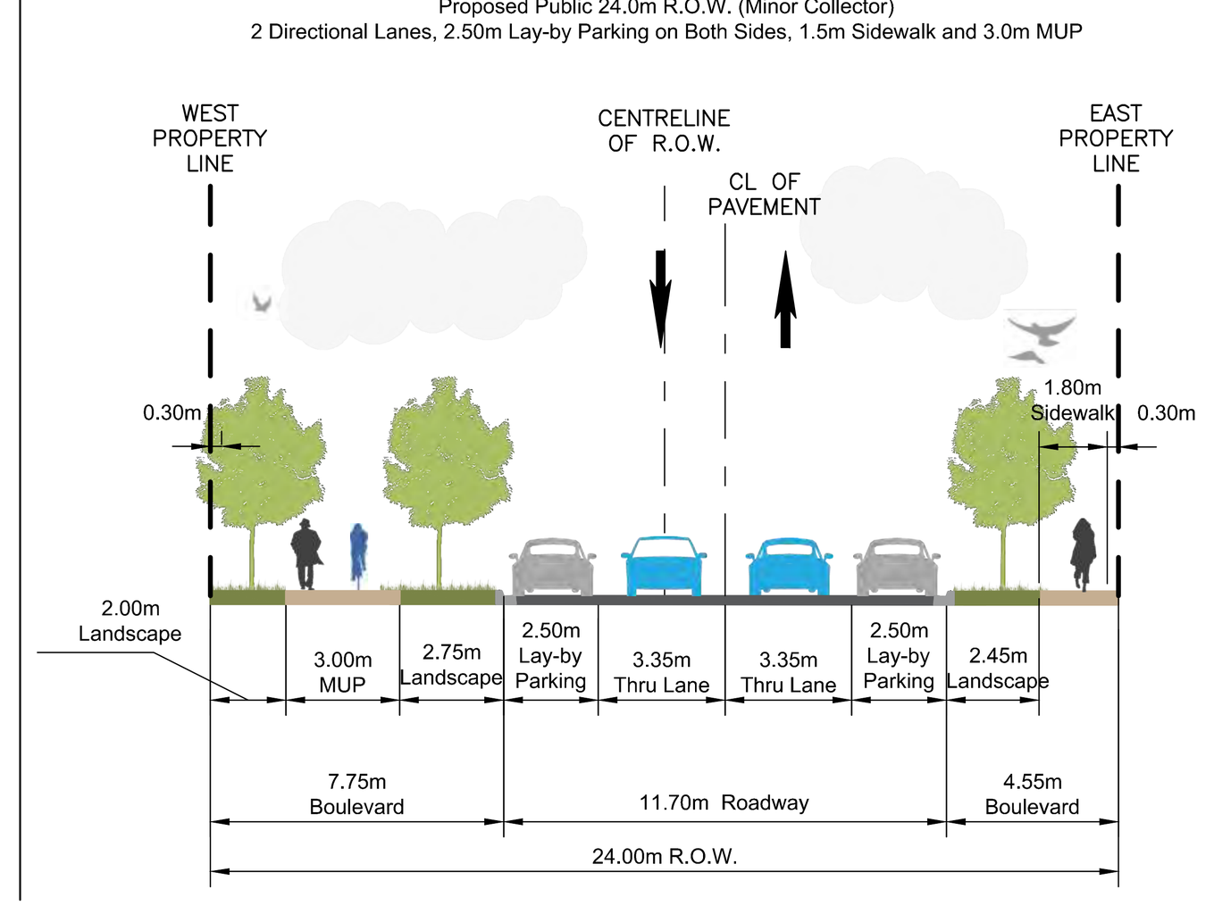
MODIFIED CROSS–SECTION DESIGNED BASED ON MILTON CROSS–SECTION STANDARD 01–26.01

Section A3-A3: 2-Way Left Street A Road Cross Section
Proposed Public 26.0m R.O.W. (Major Collector)
2+1 Directional Lanes, Street Parking, and 1.5m Sidewalks



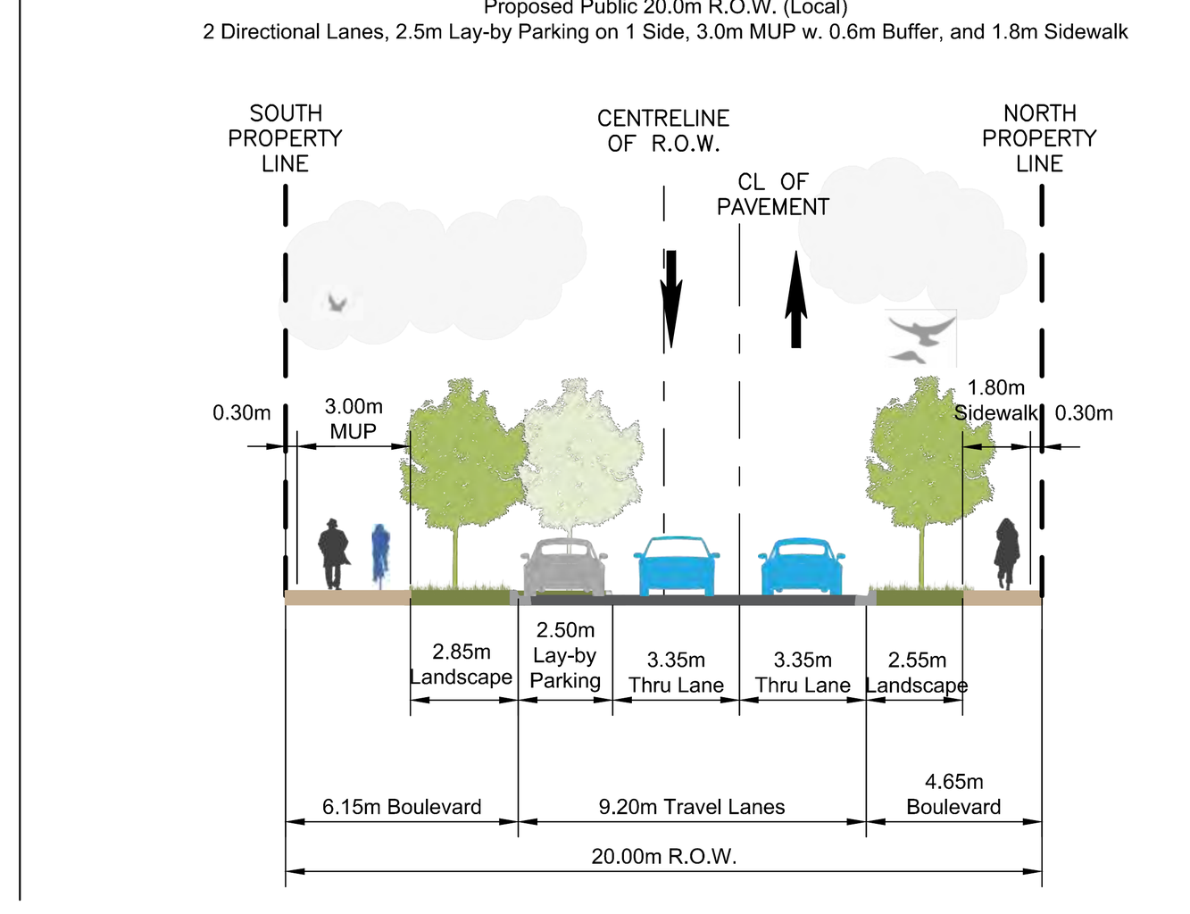
MODIFIED CROSS–SECTION DESIGNED BASED ON MILTON CROSS–SECTION STANDARD 01–24.01

Section B-B: Typical Street B Road Cross Section
Proposed Public 24.0m R.O.W. (Minor Collector)
2 Directional Lanes, 2.50m Lay-by Parking on Both Sides, 1.5m Sidewalk and 3.0m MUP



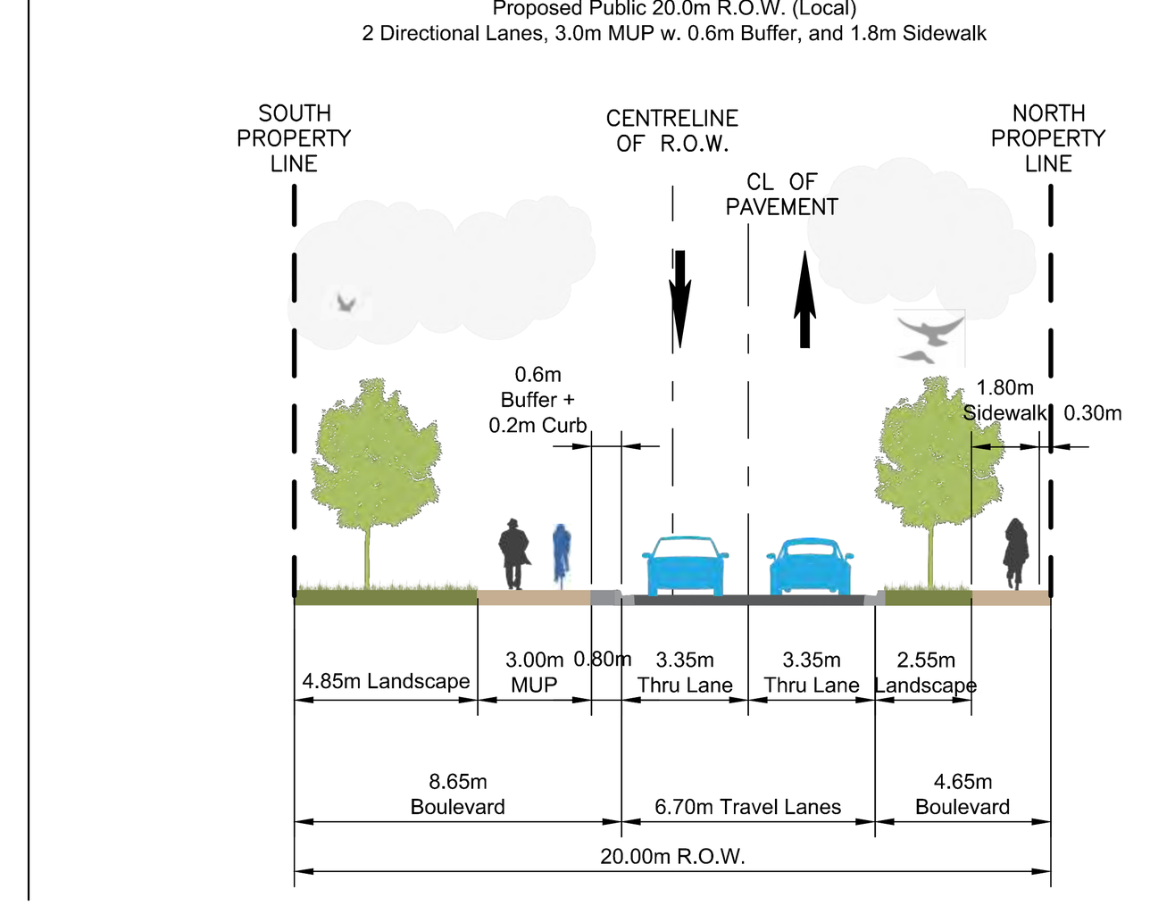
MODIFIED CROSS–SECTION DESIGNED BASED ON MILTON CROSS–SECTION STANDARD 01–20.02

Section C1-C1: North-South Street D Road Cross Section
Proposed Public 20.0m R.O.W. (Local)
2 Directional Lanes, 2.5m Lay-by Parking on 1 Side, 3.0m MUP w. 0.6m Buffer, and 1.8m Sidewalk



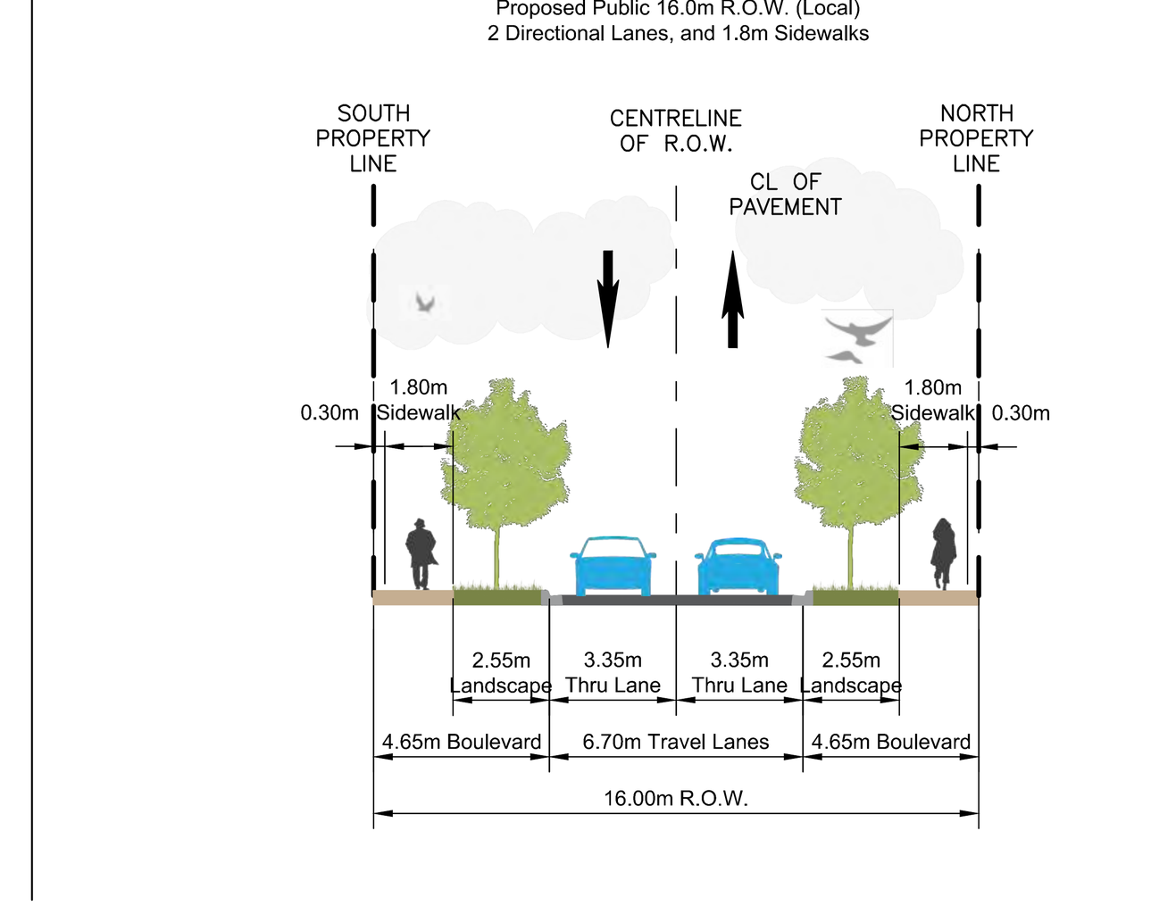
MODIFIED CROSS–SECTION DESIGNED BASED ON MILTON CROSS–SECTION STANDARD 01–20.02

Section C2-C2: East-West Street D Road Cross Section
Proposed Public 20.0m R.O.W. (Local)
2 Directional Lanes, 3.0m MUP w. 0.6m Buffer, and 1.8m Sidewalk



MODIFIED CROSS–SECTION DESIGNED BASED ON MILTON CROSS–SECTION STANDARD 01–16.02

Section D-D: Street E Road Cross Section
Proposed Public 16.0m R.O.W. (Local)
2 Directional Lanes, and 1.8m Sidewalks



02	04-23-26	TC	ISSUED FOR OPA / DPOS / ZBA RESUBMISSION
01	02-10-26	TC	ISSUED FOR OPA / DPOS / ZBA SUBMISSION
00	04-10-25	TC	ISSUED FOR OPA / ZBA SUBMISSION
00	MM-DD-YR	INT	REVISION NOTE

BA Group

BA Consulting Group Ltd.
300 - 45 St. Clair Ave. W.
Toronto ON M4V 1K9
TEL 416 961 7110
EMAIL bagroup@bagroup.com

MOVEMENT IN URBAN ENVIRONMENTS
BAGROUP.COM

150 STEELES

ROAD PLAN

Date: April 23, 2026

Project No.: 8219-01

Scale: 1:750 (0 – 15 – 30m)

FD-01

Appendix B:
Daylighting Correspondence from Region

From: Loro, Darren
To: Deanna Green
Cc: Alun S. Lloyd; Theressa Chung-Hun
Subject: RE: 150 Steeles Avenue - daylighting triangles
Date: November 14, 2025 10:16:47 AM
Attachments: image001.png

Hi Deanna,

Happy Friday!

We've reviewed the justification you provided for the reduced daylighting triangle requirement at the Street B RI/RO access to Steeles Avenue. We are fine with the proposed daylight triangle reduction from our typical 15m x 15m requirement at this access, but to a 12m x 12m triangle as opposed to the proposed 10m x 10m triangle. The reduction to 12m x 12m would be consistent with reductions that we have permitted in the past for similar accesses and is thus supportable on our end, whereas a further reduction to 10m x 10m would require further review and discussions (which we're willing to do, but would require more review time).

If your client can make a 12m x 12m daylight triangle work, then we can approve that with no caveats or delays. The only "caveat" would be the one that I already mentioned, that the Street B RI/RO in principle must be justified (and approved by Halton Region) per our TIS comments.

In summary, **if the Region approves the proposed Street B RI/RO through the TIS review and co-ordination process, then we will commit to allowing a reduced daylight triangle to 12m x 12m at the access.**

Happy to discuss further!

Cheers,
Darren

Darren Loro, C.E.T.
Project Manager I – Transportation Development Review
Development Services
Public Works
Halton Region
905-825-6000, ext. 2694 | 1-866-442-5866

From: Deanna Green <Deanna.Green@bagroup.com>
Sent: Thursday, November 6, 2025 10:30 AM
To: Krusto, Matt <Matt.Krusto@halton.ca>; Loro, Darren <Darren.Loro@halton.ca>
Cc: Alun S. Lloyd <Lloyd@bagroup.com>; Theressa Chung-Hun <Theressa.Chung-Hun@bagroup.com>
Subject: FW: 150 Steeles Avenue - daylighting triangles

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you are unsure or need assistance please contact the IT Service Desk.

Matt,

We have further reviewed the daylighting issue on Steeles/ Street B with the client. They would appreciate the Region's consideration for a 10x10 m daylighting triangle (reduced from the 15x15 m requirements) at Steeles/ Street B based on the following justification:

- A 10x10 m daylighting triangle will allow the future buildings to be framed/ located closer to Steeles Avenue and will facilitate more efficient use of land.
- Street B will be unsignalized and will operate as a low volume right-in-right-out (RIRO) access only,

inclusive of a “pork-chop” type median on Street B to reinforce the RIRO.

- There are no sightline concerns at Steeles/ Street B.

We look forward to hearing from you regarding this request to slightly reduce the daylighting triangle along Steeles Avenue at Street B.

Thank you very much!

Deanna

From: Krusto, Matt <Matt.Krusto@halton.ca>
Sent: October 29, 2025 4:00 PM
To: Deanna Green <Deanna.Green@bagroup.com>
Cc: Theressa Chung-Hun <Theressa.Chung-Hun@bagroup.com>
Subject: Re: 150 Steeles Avenue - daylighting triangles

Hi Deanna,

Good to hear from you!

Regarding your two questions:

-Ideally, we do not reduce daylight triangles at intersections. Considering this is a RT/RT, can you provide some justification, and I can certainly consider that to move things forward. Please let me know what dimensions you are considering as well.

-For the lands not owned by your client, yes, a dash line is adequate with a note "daylight triangle to be dedicated by others". When a development application comes forward in the future, we would obtain it then. This occurs from time to time throughout the Region.

Hope this helps.

Matt

Matt Krusto
Supervisor, Transportation Development Review
Development Services
Public Works
Halton Region
905-825-6000, ext. 7225 | 1-866-442-5866

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From: Deanna Green <Deanna.Green@bagroup.com>
Sent: 29 October 2025 3:52 PM
To: Krusto, Matt <Matt.Krusto@halton.ca>
Cc: Theressa Chung-Hun <Theressa.Chung-Hun@bagroup.com>; Loro, Darren <Darren.Loro@halton.ca>
Subject: RE: 150 Steeles Avenue - daylighting triangles

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you are unsure or need assistance please contact the IT Service Desk.

Matt,

I believe that Darren is away for the next 3 weeks (?) so we are hoping that you could assist with the question below. Does the Region ever reduce the 15x15 daylighting triangle requirement if it's a "pork-chop" type right-in/ right-out access? (see snip of plan below).

Thanks very much.

Deanna

From: Deanna Green
Sent: October 24, 2025 2:50 PM
To: Loro, Darren <darren.loro@halton.ca>
Cc: Theressa Chung-Hun <Theressa.Chung-Hun@bagroup.com>
Subject: 150 Steeles Avenue - daylighting triangles

Darren,

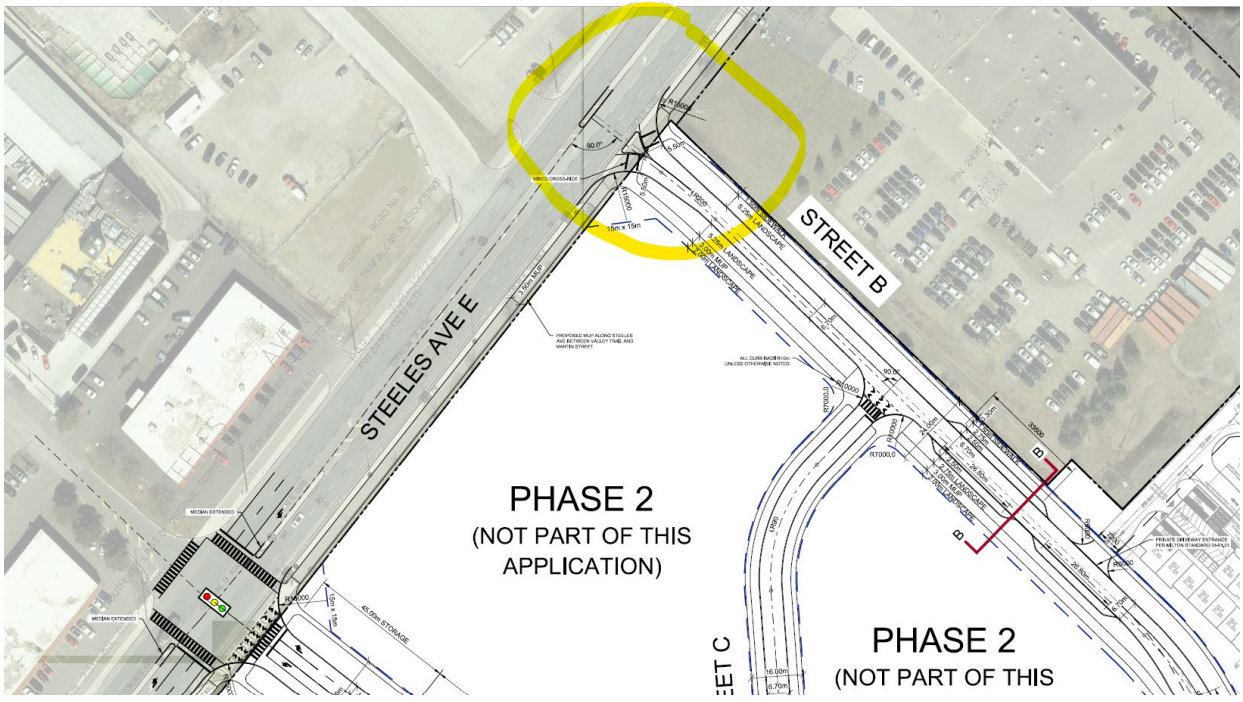
We met with the client yesterday to review the Region's comments for 150 Steeles. We have prepared a draft design for the RIRO (with a porkshop) that the Region requested at Steeles/ Street B as shown below.

We're aware that the Region typically requires a 15 by 15 m daylighting triangle along arterial roads. We have been asked to confirm with you if there is any way that this could be reduced for a RIRO with a porkchop? It would be helpful for the client and site, if the 15 x 15 could be reduced for Street B.

As you may be aware, the developer does not own the property directly east of Street B so we are hesitant to show a daylighting triangle over property owned by someone else. Can you please confirm how you would like this shown on the plan? Maybe a dashed line with a note that states "property owned by other"?

Thanks very much!

Deanna



Deanna Green, MSc.P.Eng.
Senior Associate

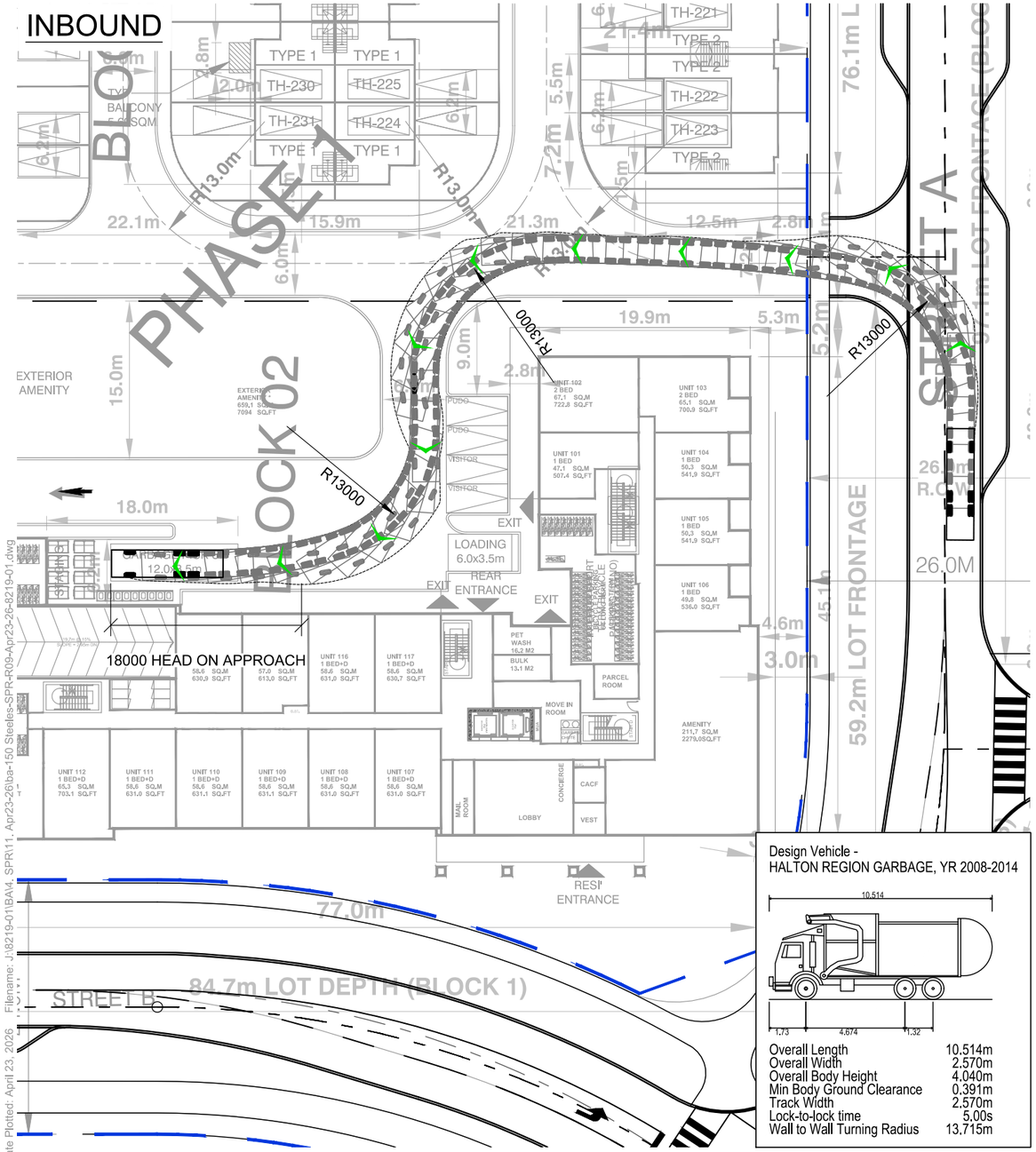
BA Consulting Group Ltd.

95 St. Clair Avenue West, Suite 1000 | Toronto
416 961 7110 x149 | Deanna.Green@bagroup.com

BA Consulting Group Ltd.

Appendix C:
Vehicle Manoeuvring Diagrams

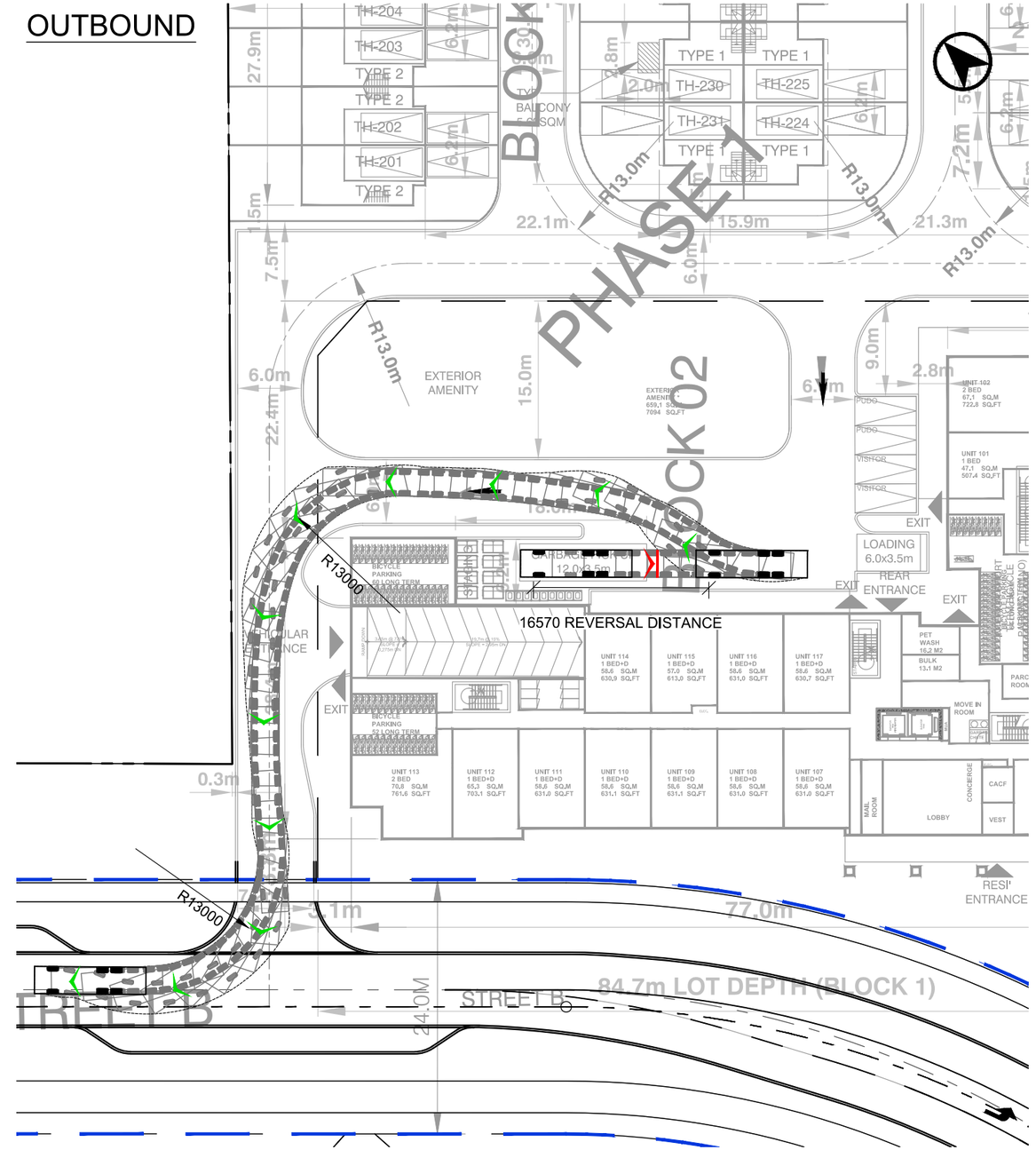
INBOUND



Design Vehicle -
HALTON REGION GARBAGE, YR 2008-2014

Overall Length	10.514m
Overall Width	2.570m
Overall Body Height	4.040m
Min Body Ground Clearance	0.391m
Track Width	2.570m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	13.715m

OUTBOUND



Filename: J:\8219-01\BA4_SPR\11_Apr23-26\ba-150 Steeles-SPR-R09-Apr23-26-8219-01.dwg
Date Plotted: April 23, 2026

BA Group

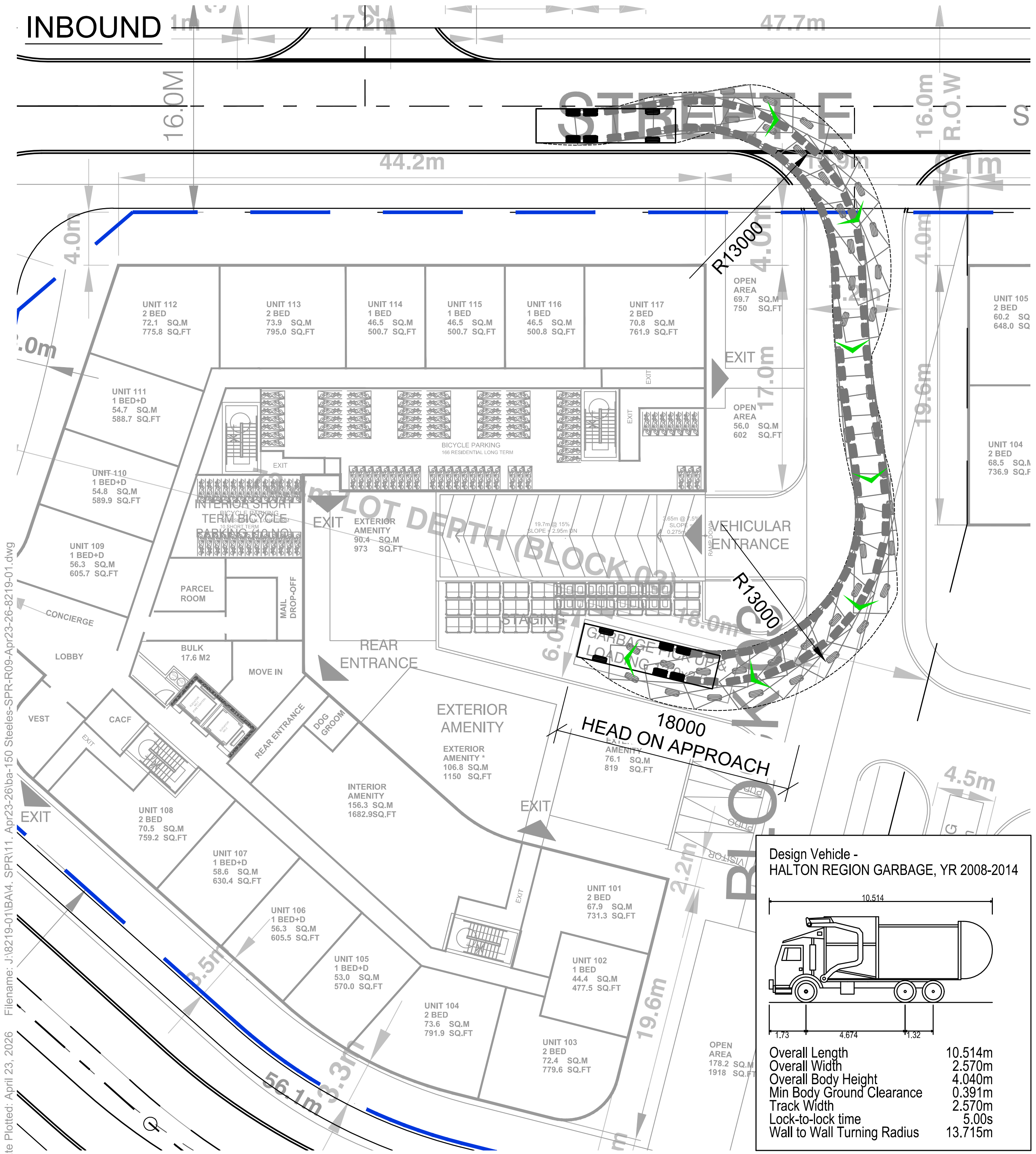
150 STEELES

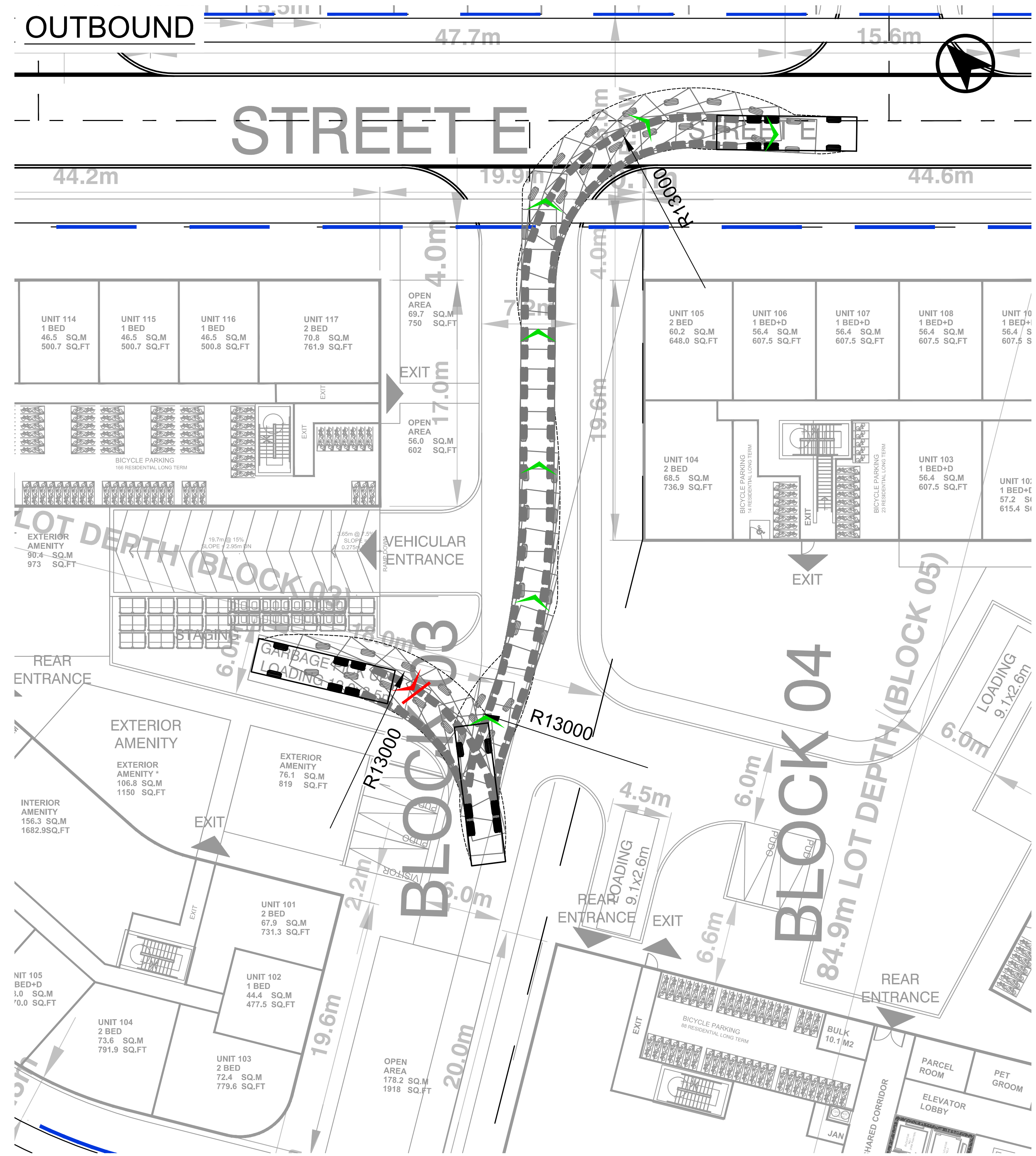
VEHICLE MANOEUVRING DIAGRAM
BLOCK 1
HALTON REGION GARBAGE TRUCK

Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

Scale 1:500 (0 5 10 15 20m)

Drawing No. VMD-01





Date Plotted: April 23, 2026 Filename: J:\8219-01\BA\4. SPR\11. Apr23-26\ba-150 Steeles-SPR-R09-Apr23-26-8219-01.dwg

BA Group

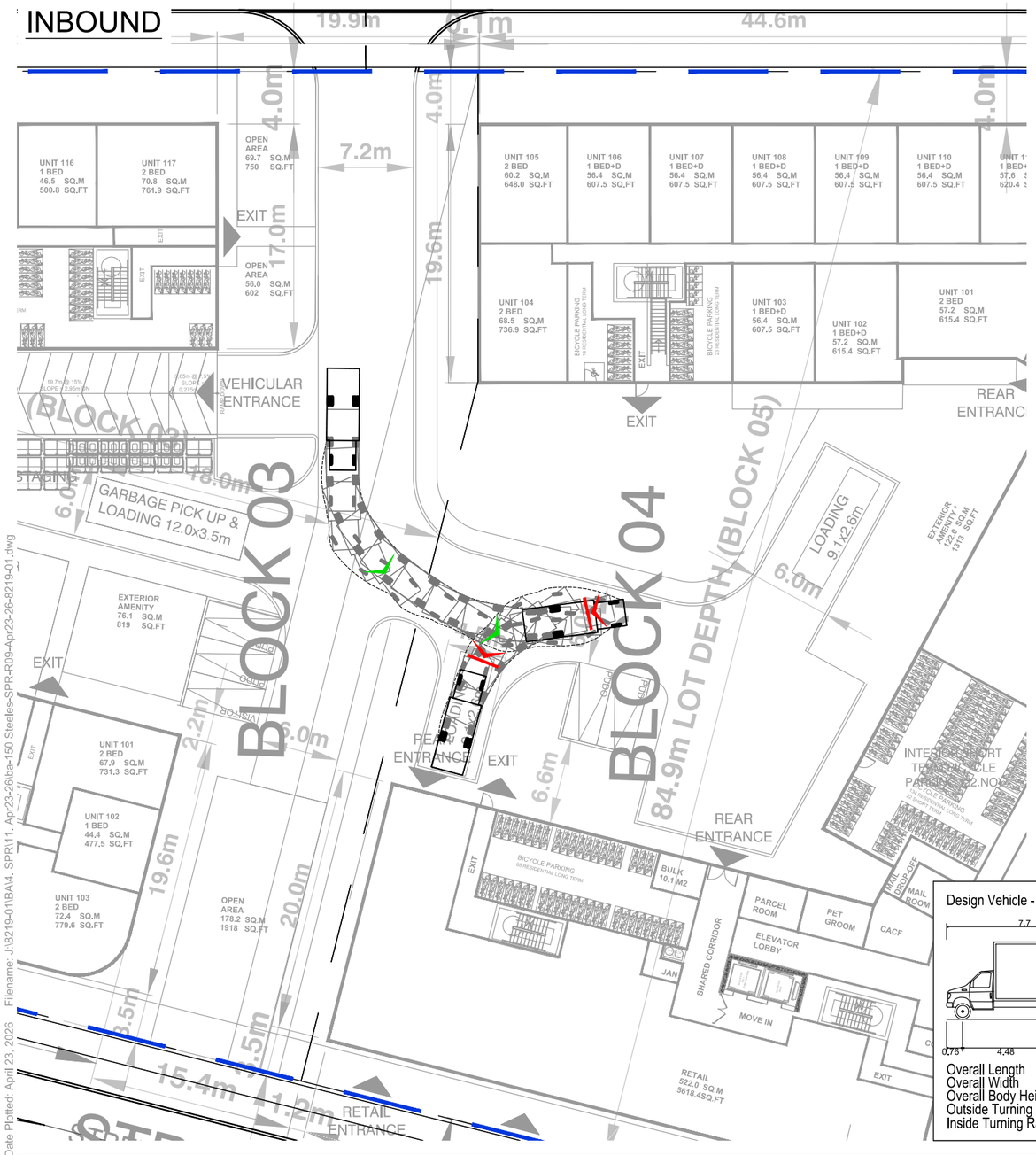
150 STEELES
VEHICLE MANOEUVRING DIAGRAM
BLOCK 3 / 5
HALTON REGION GARBAGE TRUCK

Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

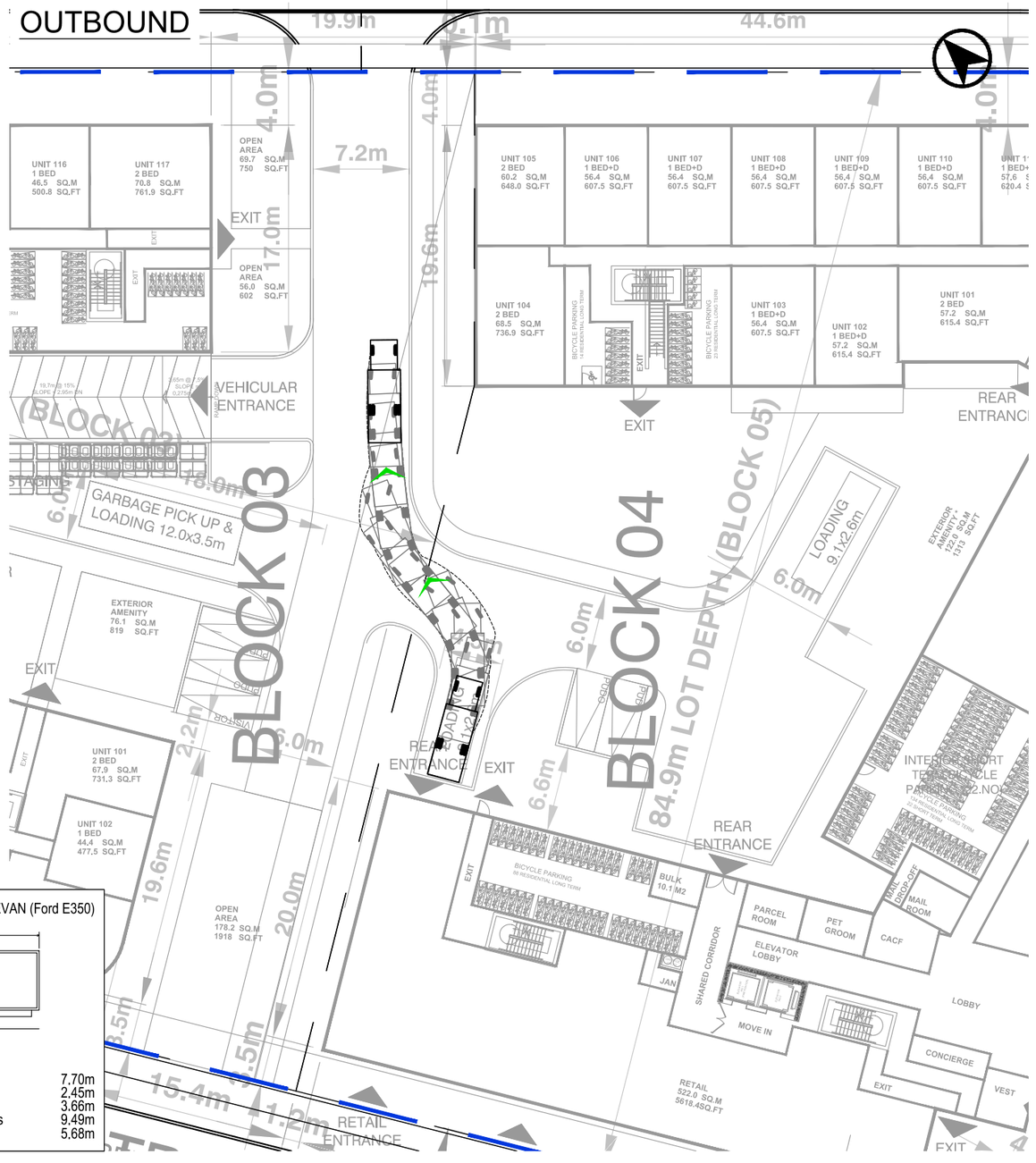
Scale 1:400 (0 2 4 6 8 10 20m)

Drawing No. VMD-02

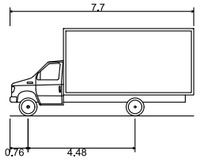
INBOUND



OUTBOUND



Design Vehicle - CUBEVAN (Ford E350)



Overall Length	7.70m
Overall Width	2.45m
Overall Body Height	3.66m
Outside Turning Radius	9.49m
Inside Turning Radius	5.68m

Filename: J:\8219-01\BA\4. SPR\11. Apr23-26\ba-150 Steeles-SPR-R09-Apr23-26-8219-01.dwg
Date Plotted: April 23, 2026

BA Group

150 STEELES

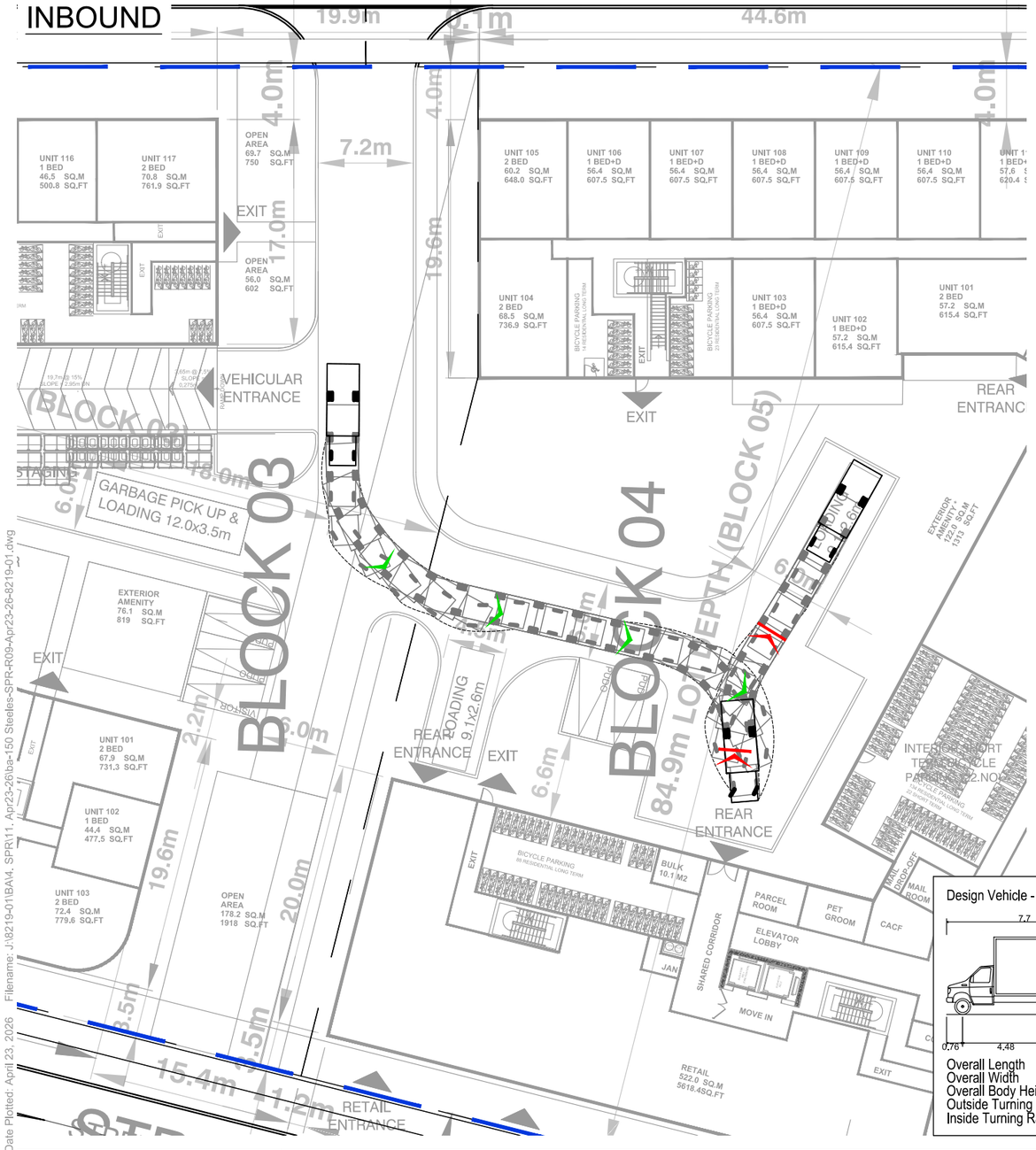
VEHICLE MANOEUVRING DIAGRAM
BLOCK 3 / 5
CUBE VAN

Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

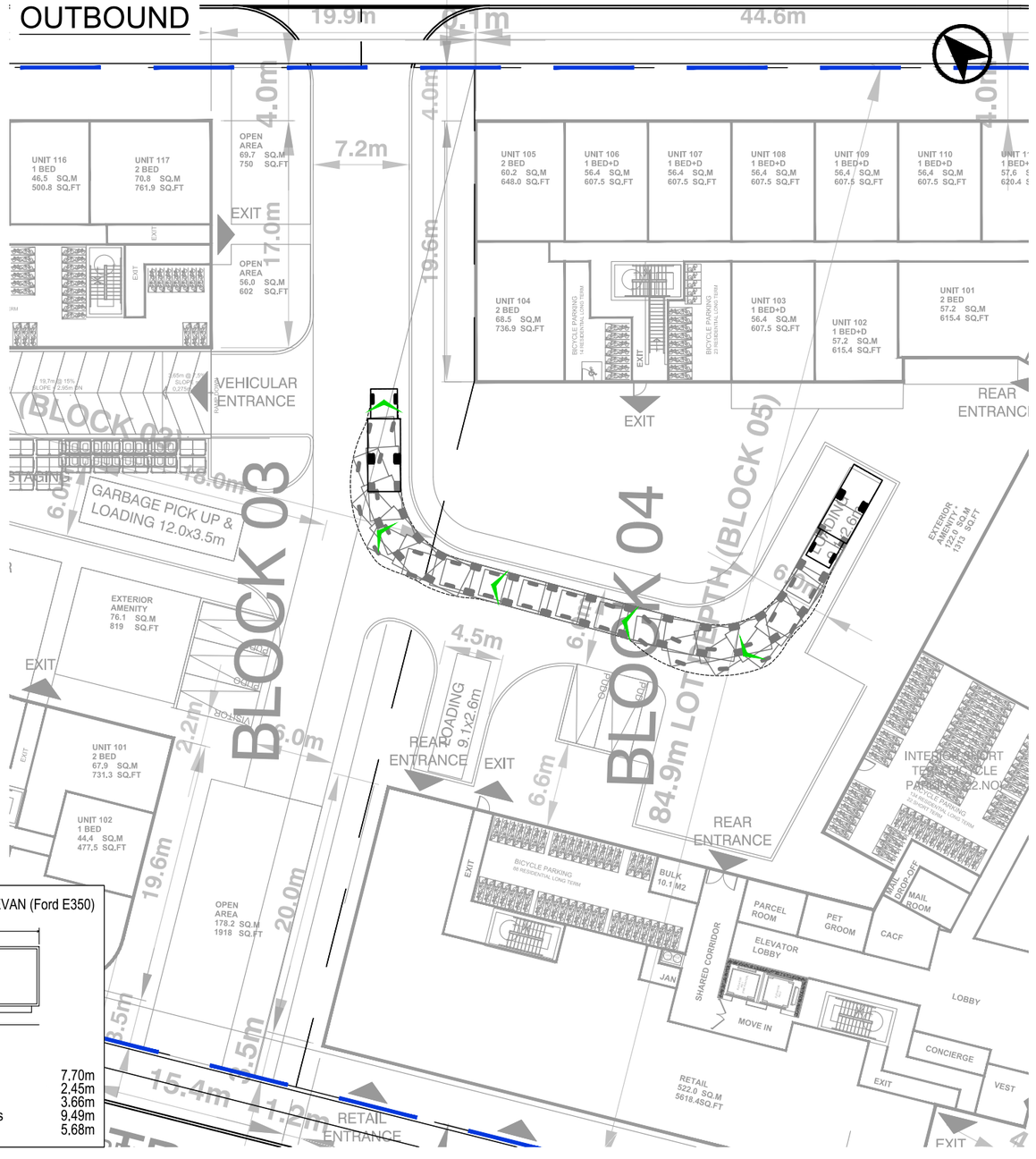
Scale 1:400 (0 2 4 6 8 10 20m)

Drawing No. VMD-03

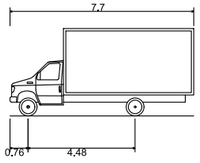
INBOUND



OUTBOUND



Design Vehicle - CUBEVAN (Ford E350)



Overall Length	7.70m
Overall Width	2.45m
Overall Body Height	3.66m
Outside Turning Radius	9.49m
Inside Turning Radius	5.68m

Date Plotted: April 23, 2026 Filename: J:\8219-01\BA\4. SPR\11. Apr23-26\ba-150 Steeles-SPR-R09-Apr23-26-8219-01.dwg

BA Group

150 STEELES

VEHICLE MANOEUVRING DIAGRAM
BLOCK 3 / 5
CUBE VAN

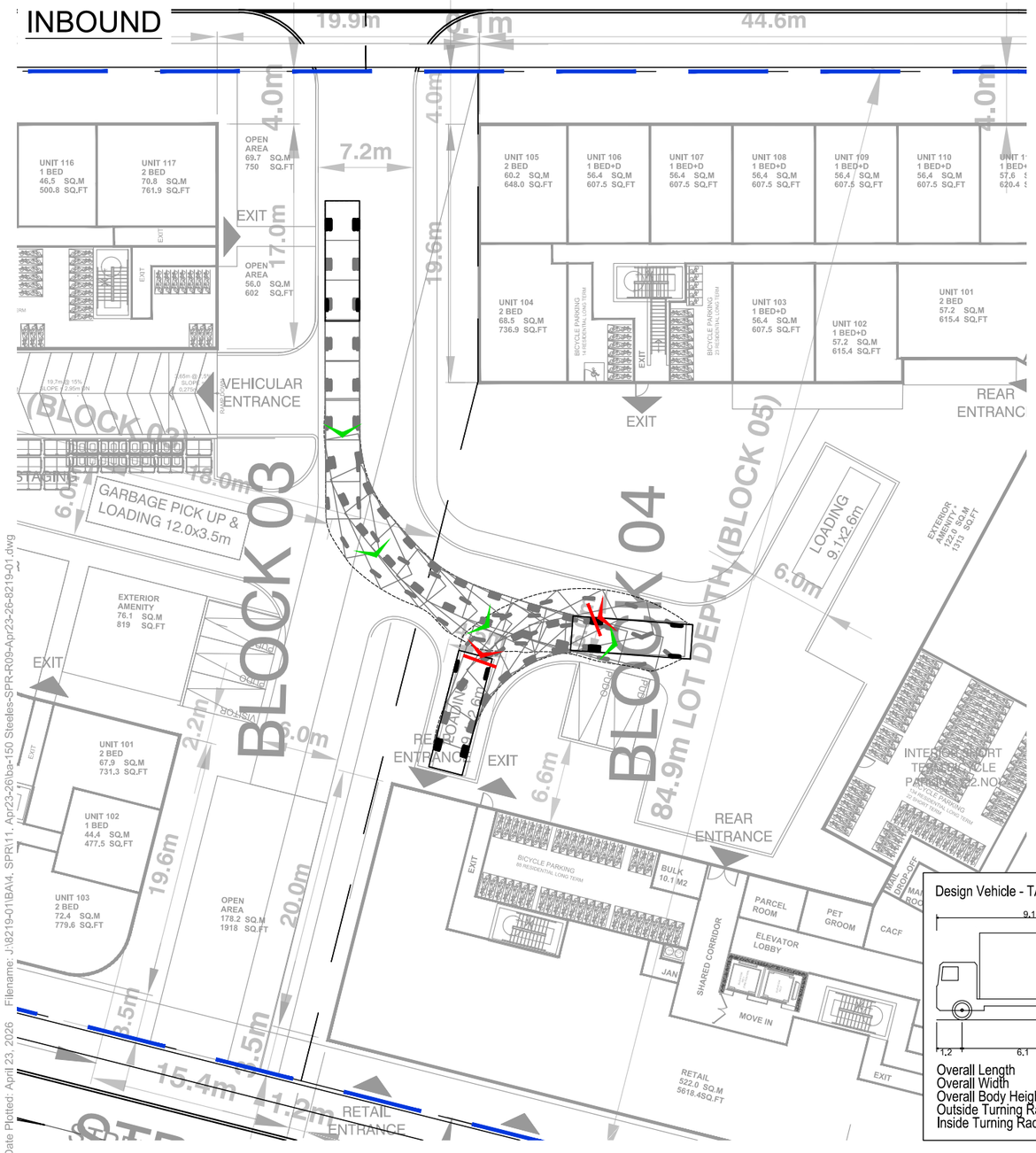
Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

Scale 1:400 — 0 2 4 6 8 10 20m

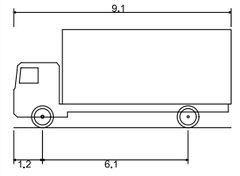
Drawing No. VMD-04

INBOUND

OUTBOUND



Design Vehicle - TAC SU (Single Unit Truck)



Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

Filename: J:\8219-01\BA\4. SPR\11. Apr23-26\ba-150 Steeles-SPR-R09-Apr23-26-8219-01.dwg

Date Plotted: April 23, 2026

BA Group

150 STEELES

VEHICLE MANOEUVRING DIAGRAM

BLOCK 3 / 5

TAC SINGLE UNIT (SU) TRUCK

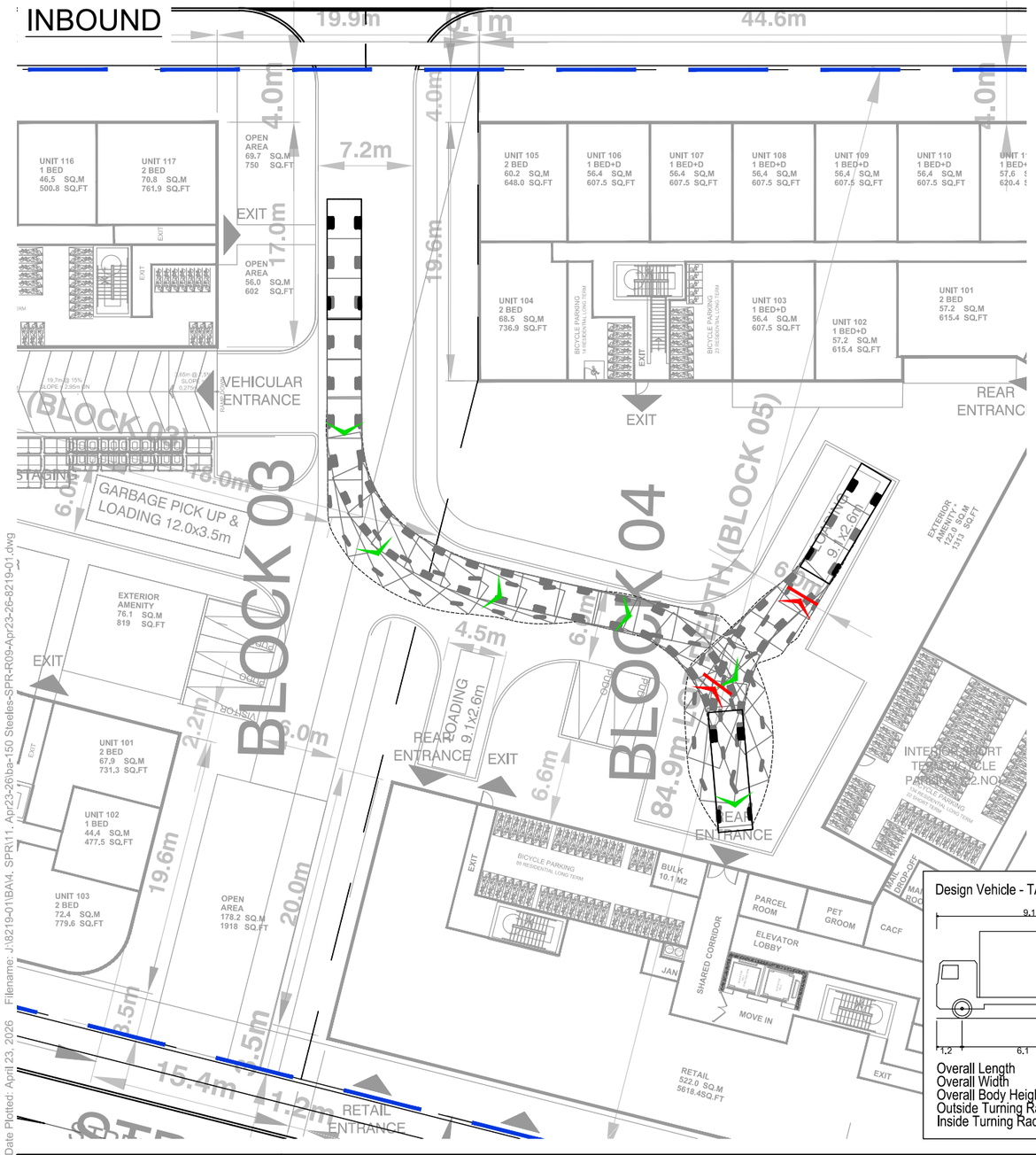
Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

Scale 1:400 — 0 2 4 6 8 10 20m

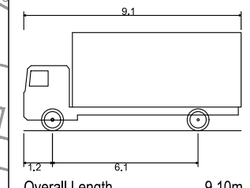
Drawing No. VMD-05

INBOUND

OUTBOUND



Design Vehicle - TAC SU (Single Unit Truck)



Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

BA Group

150 STEELES

VEHICLE MANOEUVRING DIAGRAM

BLOCK 3 / 5

TAC SINGLE UNIT (SU) TRUCK

Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

Scale 1:400 — 0 2 4 6 8 10 20m

Drawing No. VMD-06

Filename: J:\8219-01\BA\4. SPR\11. Apr23-26\ba-150 Steeles-SPR-R09-Apr23-26-8219-01.dwg
Date Plotted: April 23, 2026

BLOCK THO

PHASE 1

BLOCK 4

STREET E

STREET E

TH-473 TYPE 1 | TH-472 TYPE 1 | TH-471 TYPE 1 | TH-470 TYPE 1 | TH-469 TYPE 1 | TH-468 TYPE 1

TH-474 TYPE 1 | TH-475 TYPE 1 | TH-476 TYPE 1 | TH-477 TYPE 1 | TH-478 TYPE 1 | TH-479 TYPE 1

TH-462 TYPE 1 | TH-461 TYPE 1 | TH-460 TYPE 1 | TH-459 TYPE 1 | TH-458 TYPE 1

TH-463 TYPE 1 | TH-464 TYPE 1 | TH-465 TYPE 1 | TH-466 TYPE 1 | TH-467 TYPE 1

TH-428 TYPE 2 | TH-427 TYPE 2 | TH-426 TYPE 2 | TH-425 TYPE 2 | TH-424 TYPE 2 | TH-423 TYPE 2 | TH-422 TYPE 2 | TH-421 TYPE 2

TH-420 TYPE 2 | TH-419 TYPE 2 | TH-418 TYPE 2 | TH-417 TYPE 2 | TH-416 TYPE 2 | TH-415 TYPE 2

TH-404 TYPE 2 | TH-405 TYPE 2 | TH-406 TYPE 2 | TH-407 TYPE 2 | TH-408 TYPE 2

TH-410 TYPE 2 | TH-411 TYPE 2 | TH-412 TYPE 2

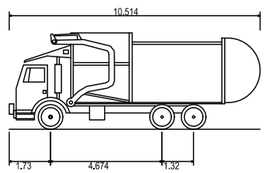
TYP BALCONY 5.69SQM

TYP BALCONY 3.07SQM

R13000 R13.0m

VISITOR PARALLEL

Design Vehicle -
HALTON REGION GARBAGE, YR 2008-2014



Overall Length	10.514m
Overall Width	2.570m
Overall Body Height	4.040m
Min Body Ground Clearance	0.391m
Track Width	2.570m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	13.715m

Filename: J:\8219-01\BA\4. SPR\11. Apr23-26\ba-150 Steeles-SPR-R09-Apr23-26-8219-01.dwg
Date Plotted: April 23, 2026

BA Group

150 STEELES

VEHICLE MANOEUVRING DIAGRAM
BLOCK 4
HALTON REGION GARBAGE TRUCK (RIGHT TURNS)

Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

Scale 1:400 — 0 2 4 6 8 10 15 20m

Drawing No. VMD-07

Filename: J:\18219-01\BA4. SPR11, Apr23-26\ba-150 Steeles-SPR-R09-Apr23-26-8219-01.dwg

Date Plotted: April 23, 2026

BA Group

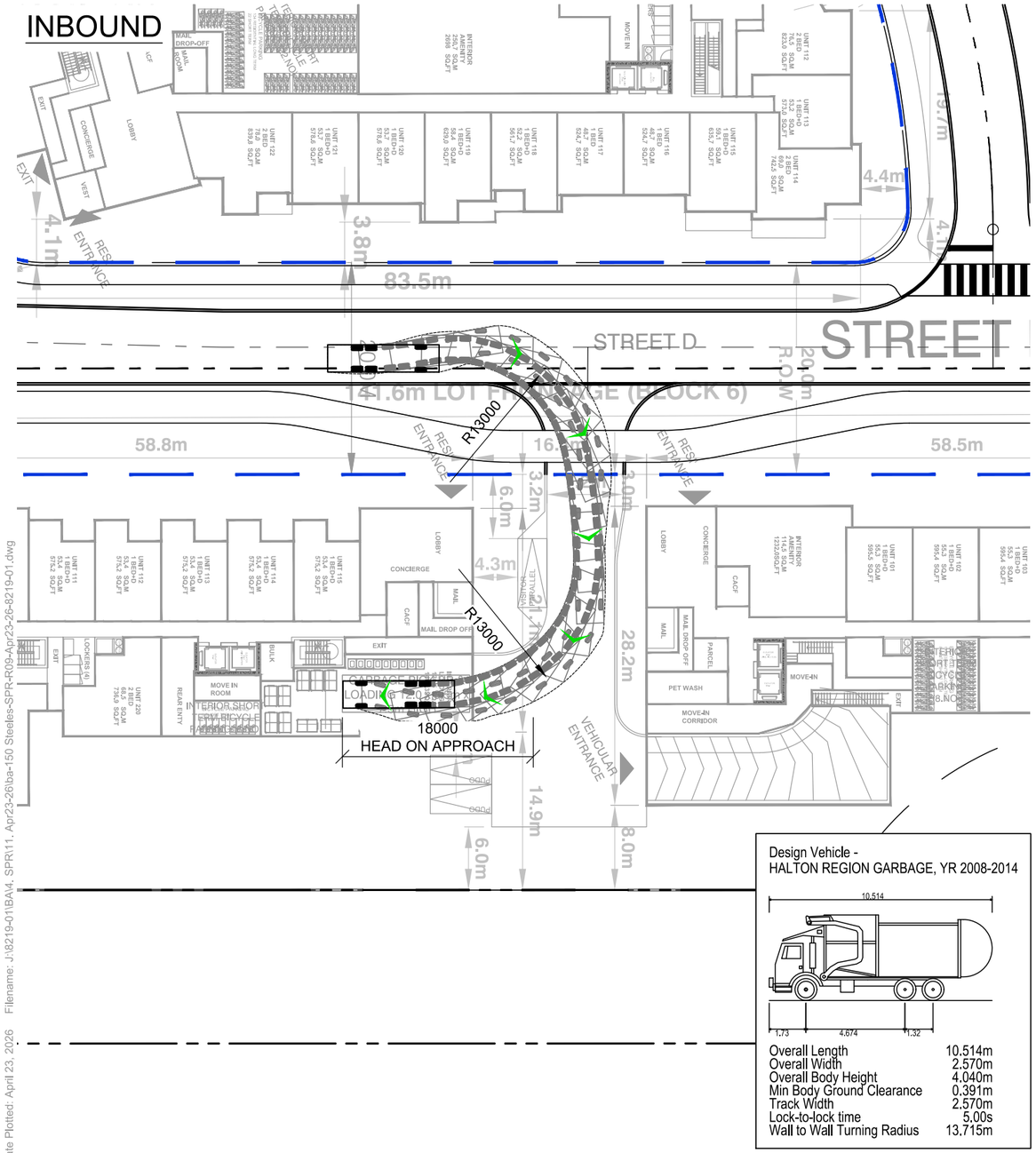
150 STEELES
VEHICLE MANOEUVRING DIAGRAM
BLOCK 4
HALTON REGION GARBAGE TRUCK (LEFT TURNS)

Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

Scale 1:400

Drawing No.
VMD-08

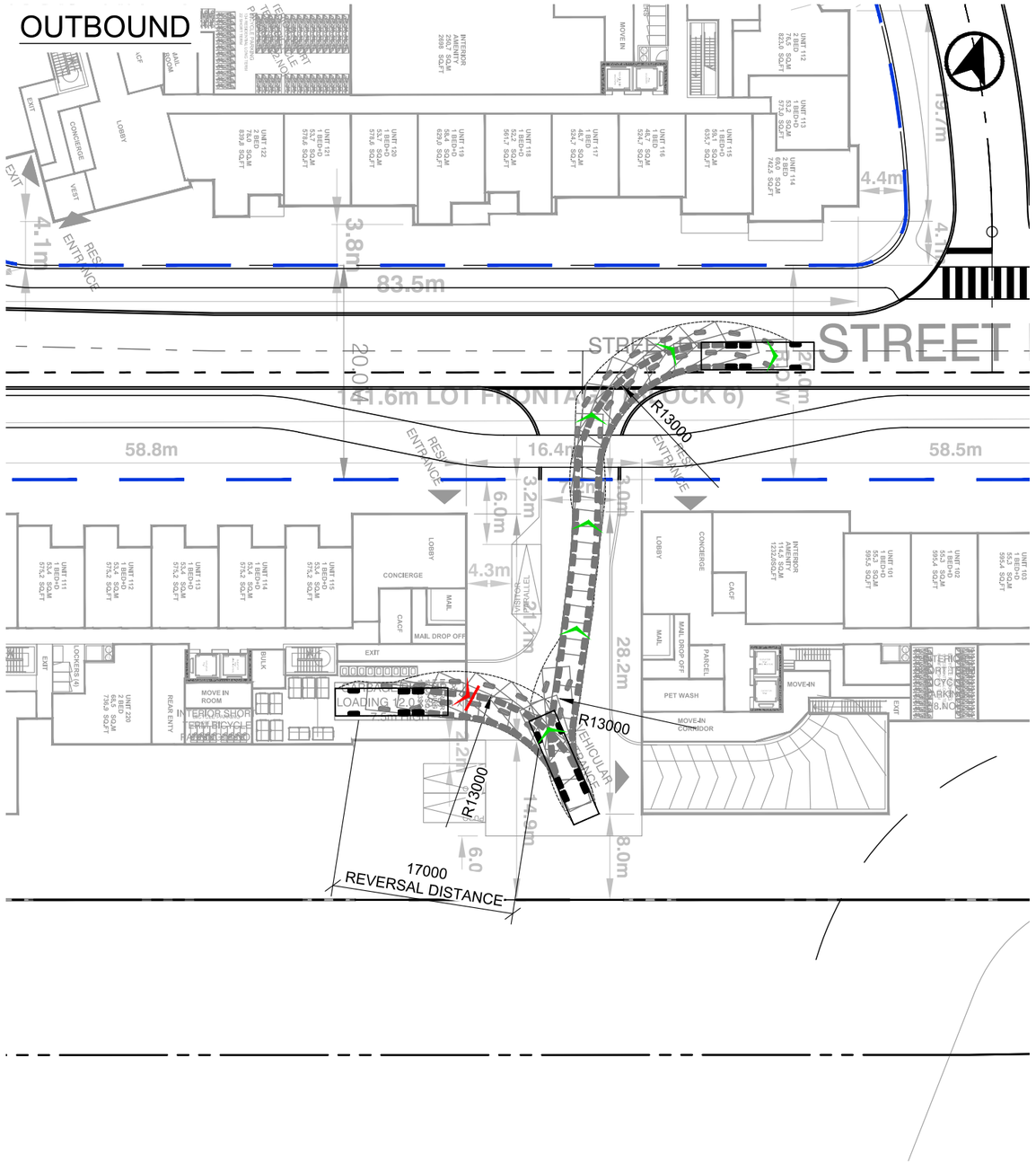
INBOUND



Design Vehicle -
HALTON REGION GARBAGE, YR 2008-2014

Overall Length	10.514m
Overall Width	2.570m
Overall Body Height	4.040m
Min Body Ground Clearance	0.391m
Track Width	2.570m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	13.715m

OUTBOUND



Date Plotted: April 23, 2026 Filename: J:\8219-01\BA\4. SPR\11. Apr23-26\ba-150 Steeles-SPR-R09-Apr23-26-8219-01.dwg

BA Group

150 STEELES

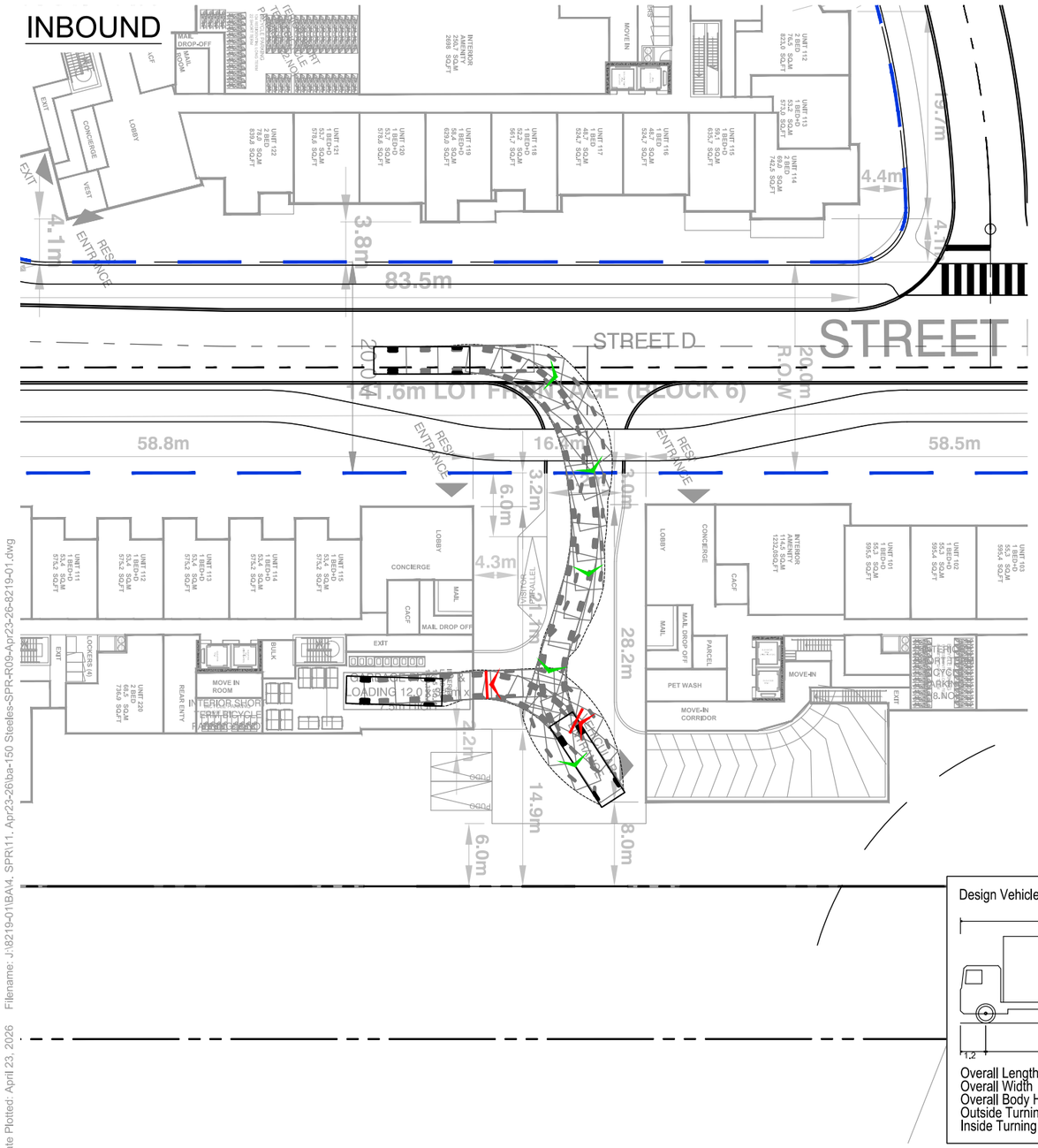
VEHICLE MANOEUVRING DIAGRAM
BLOCK 6
HALTON REGION GARBAGE TRUCK

Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

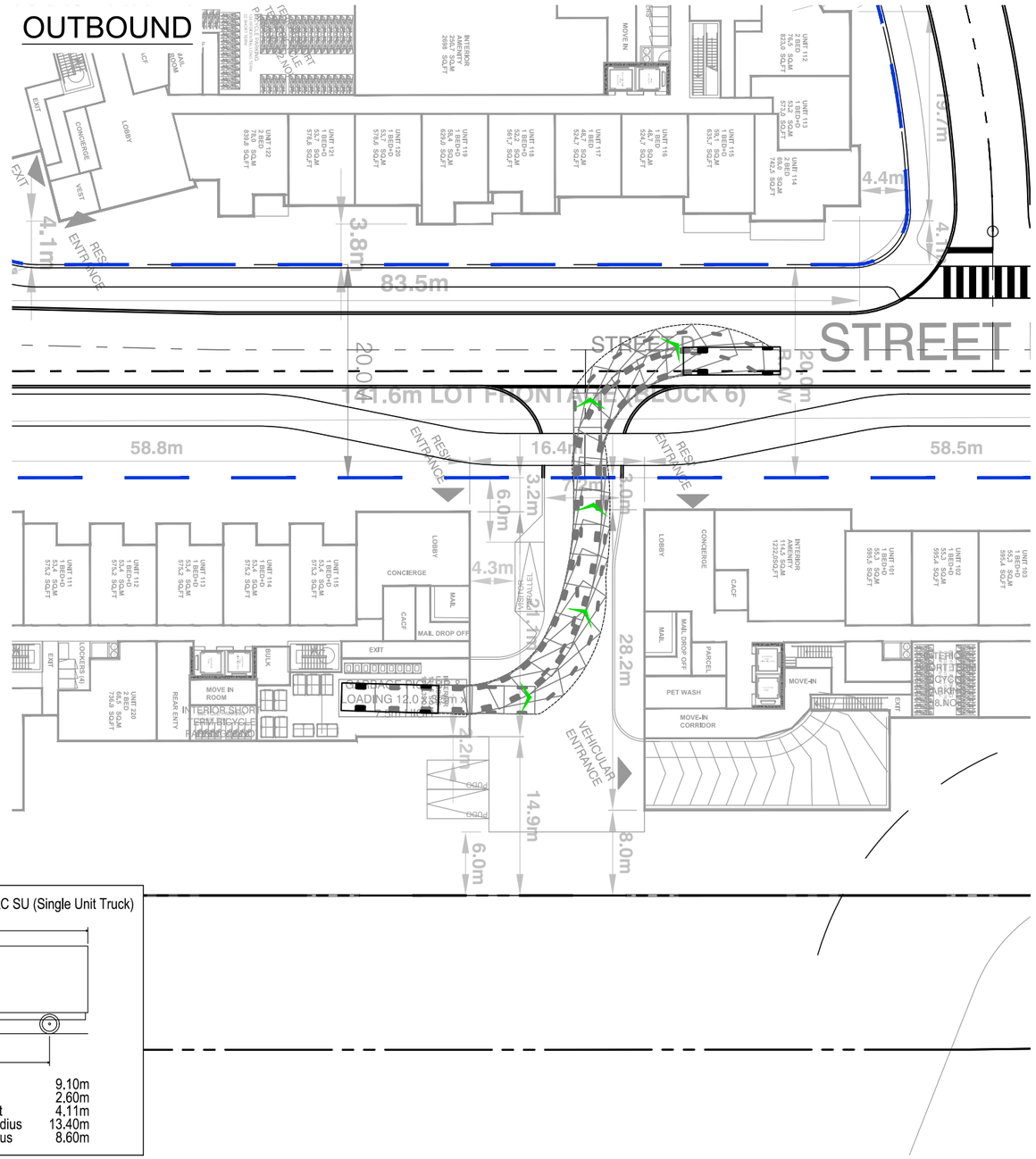
Scale 1:500 (0 5 10 15 20m)

Drawing No. VMD-09

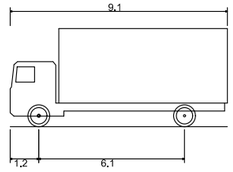
INBOUND



OUTBOUND



Design Vehicle - TAC SU (Single Unit Truck)



Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

Date Plotted: April 23, 2026 Filename: J:\8219-01\BA\4. SPR\11. Apr23-26\ba-150 Steeles-SPR-R09-Apr23-26-8219-01.dwg

BA Group

150 STEELES

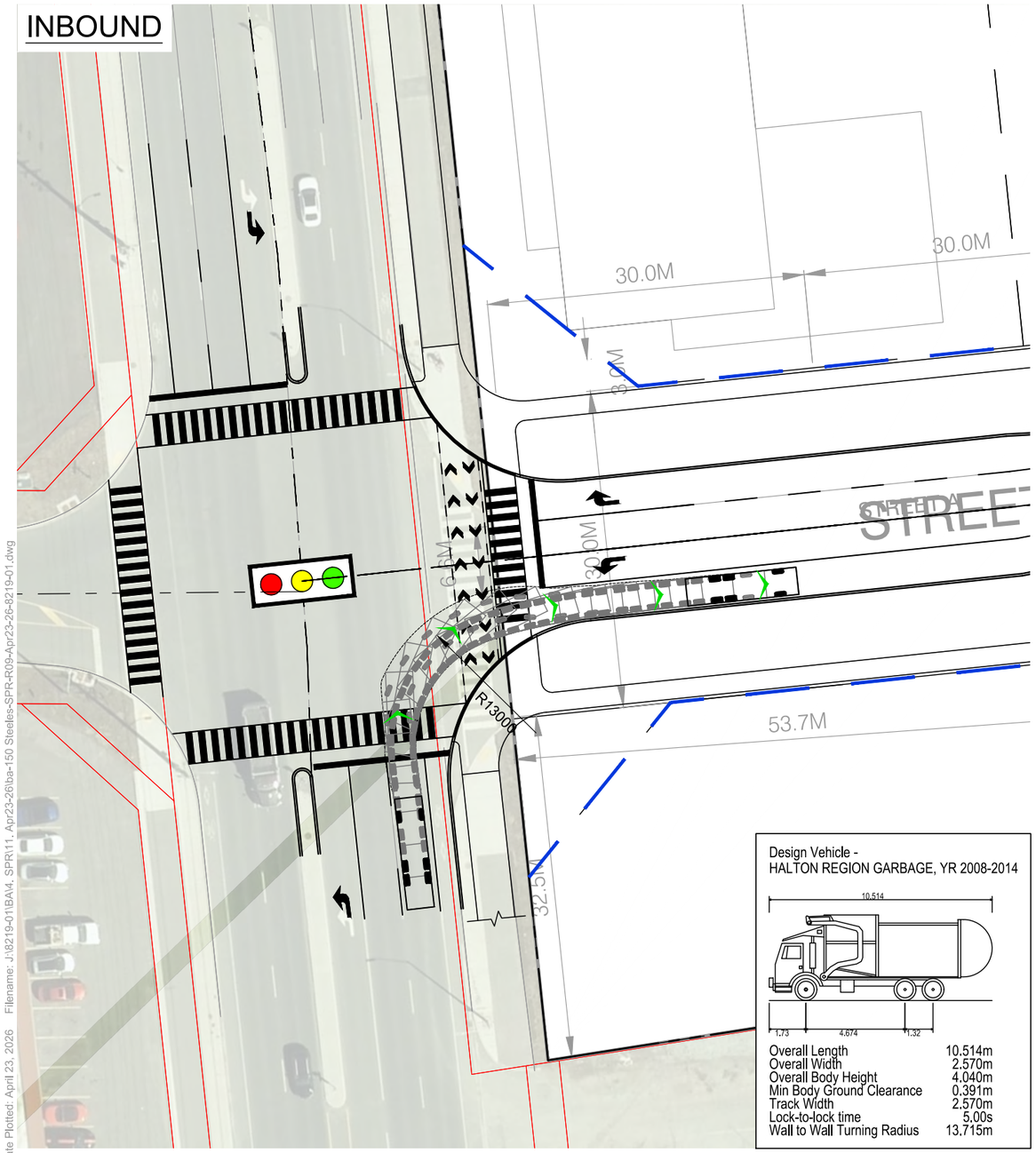
VEHICLE MANOEUVRING DIAGRAM
BLOCK 6
TAC SINGLE UNIT (SU) TRUCK

Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

Scale 1:500 (0 5 10 15 20m)

Drawing No. VMD-10

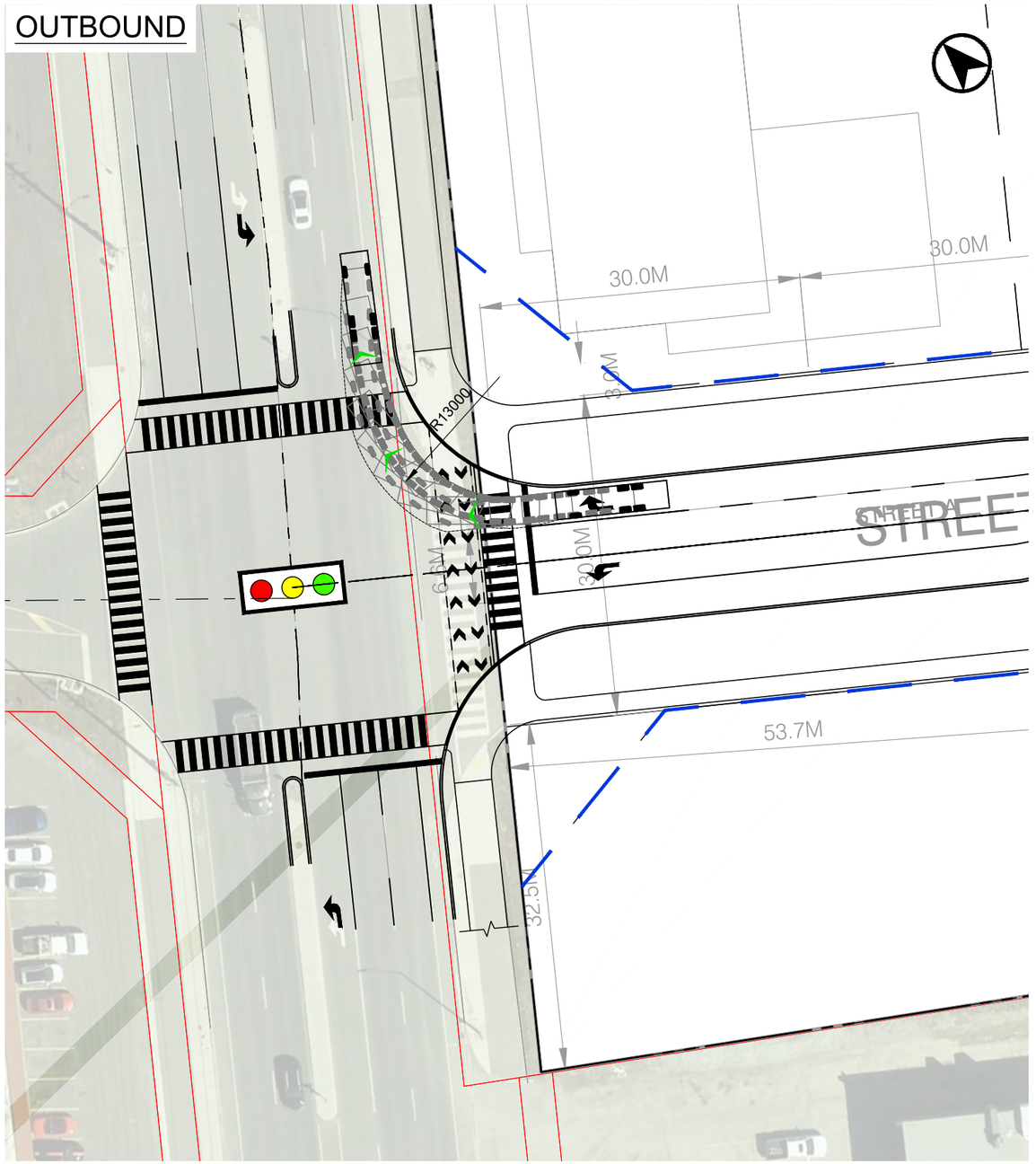
INBOUND



Design Vehicle -
HALTON REGION GARBAGE, YR 2008-2014

Overall Length	10.514m
Overall Width	2.570m
Overall Body Height	4.040m
Min Body Ground Clearance	0.391m
Track Width	2.570m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	13.715m

OUTBOUND



Date Plotted: April 23, 2026 Filename: J:\8219-01\BA\4. SPR\11. Apr23-26\ba-150 Steeles-SPR-R09-Apr23-26.dwg

BA Group

150 STEELES

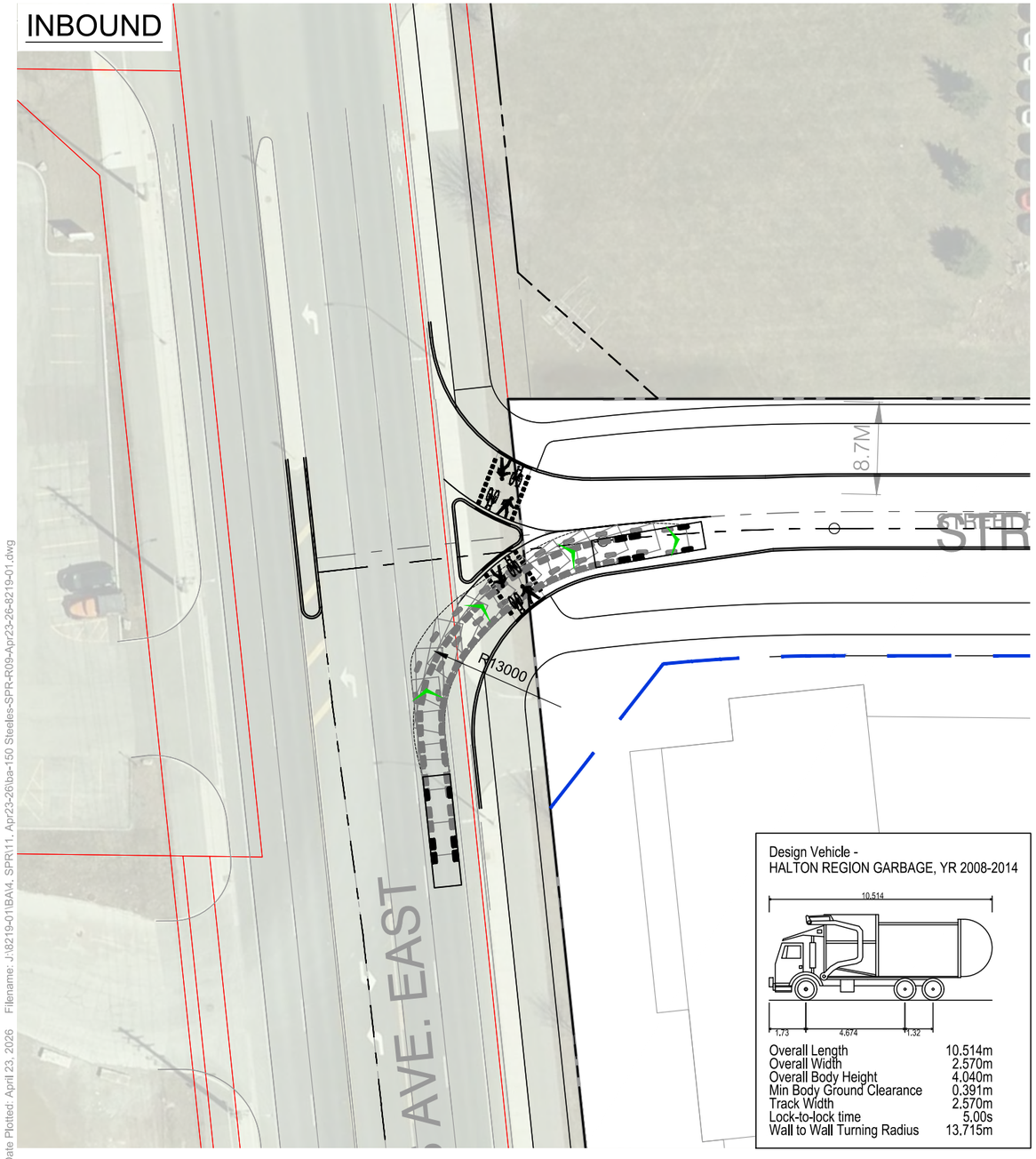
VEHICLE MANOEUVRING DIAGRAM
STEELES AVENUE / STREET A
HALTON REGION GARBAGE TRUCK

Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

Scale 1:500 (0 5 10 15 20m)

Drawing No. VMD-11

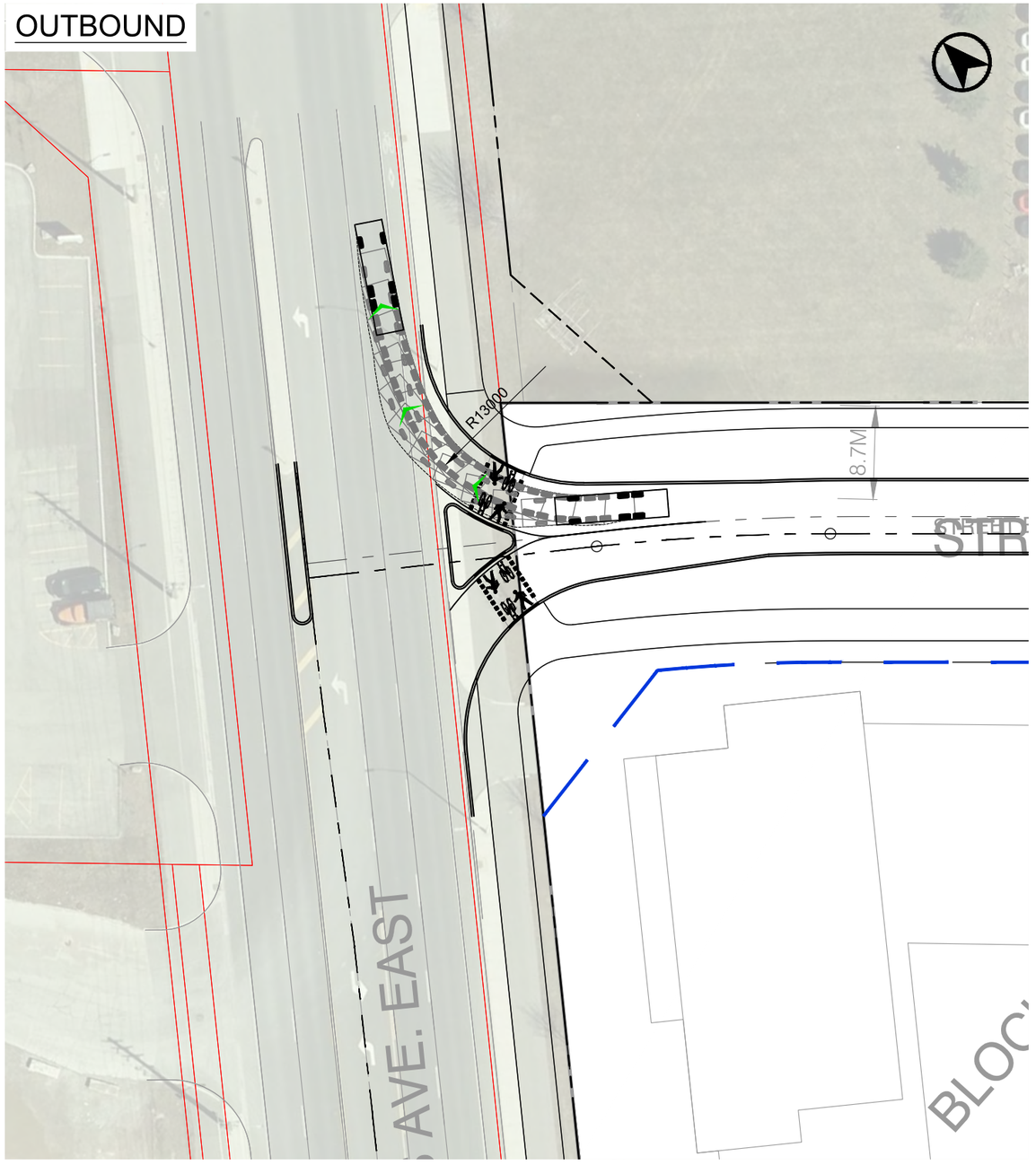
INBOUND



Design Vehicle -
HALTON REGION GARBAGE, YR 2008-2014

Overall Length	10.514m
Overall Width	2.570m
Overall Body Height	4.040m
Min Body Ground Clearance	0.391m
Track Width	2.570m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	13.715m

OUTBOUND



BA Group

150 STEELES

VEHICLE MANOEUVRING DIAGRAM
STEELES AVENUE / STREET B
HALTON REGION GARBAGE TRUCK

Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

Scale 1:500 (0 5 10 15 20m)

Drawing No. VMD-12

Date Plotted: April 23, 2026 Filename: J:\8219-01\BA\4. SPR\11. Apr23-26\ba-150 Steeles-SPR-R09-Apr23-26-8219-01.dwg

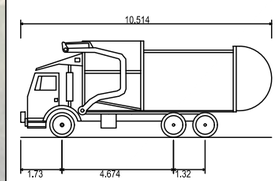
INBOUND

OUTBOUND

R13000

R13000

Design Vehicle -
HALTON REGION GARBAGE, YR 2008-2014



Overall Length	10.514m
Overall Width	2.570m
Overall Body Height	4.040m
Min Body Ground Clearance	0.391m
Track Width	2.570m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	13.715m

Filename: J:\8219-01\BA\4. SPR\11. Apr23-26\ba-150 Steeles-SPR-R09-Apr23-26-8219-01.dwg
Date Plotted: April 23, 2026

BA Group

150 STEELES

VEHICLE MANOEUVRING DIAGRAM
MARTIN STREET / STREET A
HALTON REGION GARBAGE TRUCK

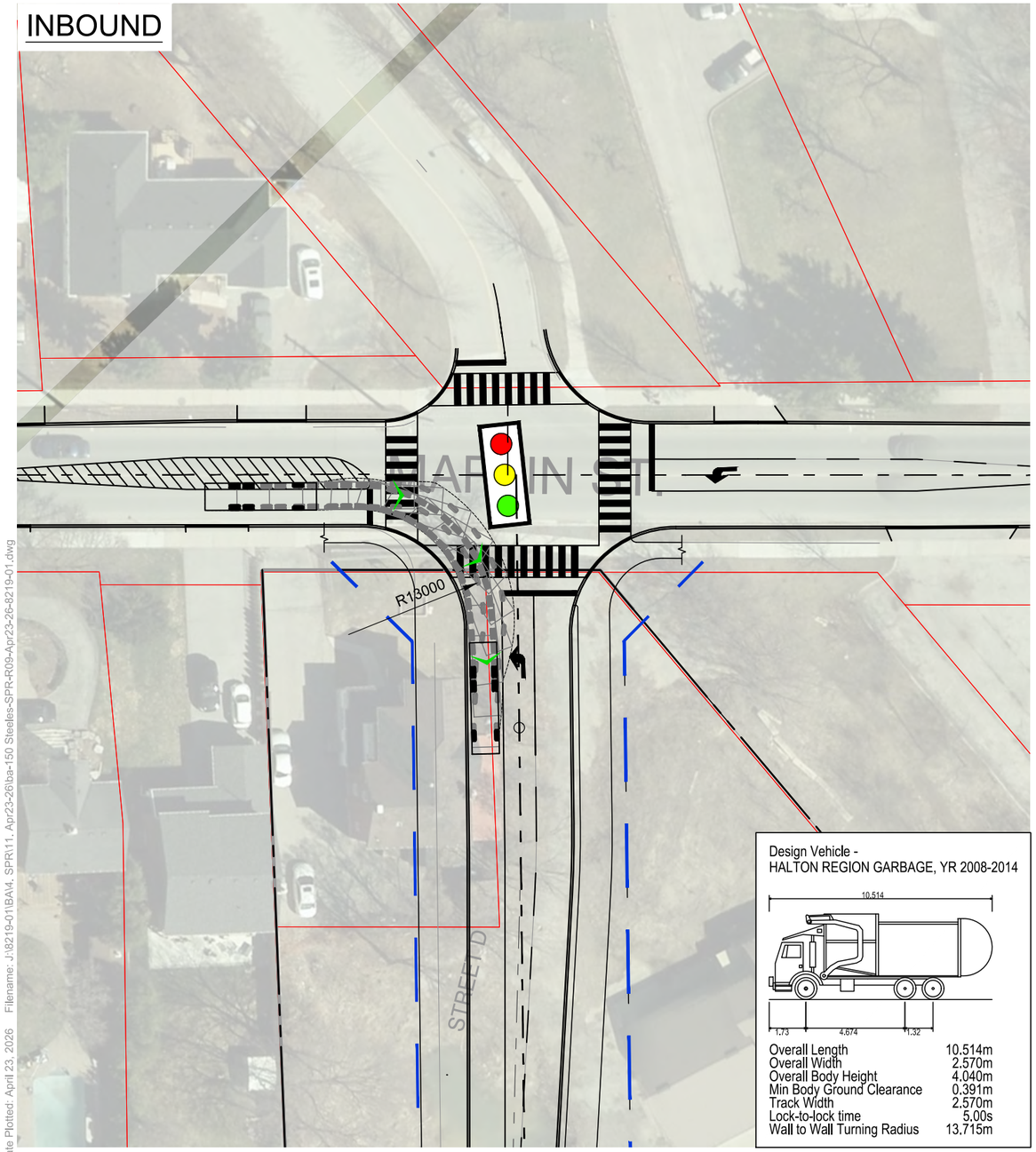
Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

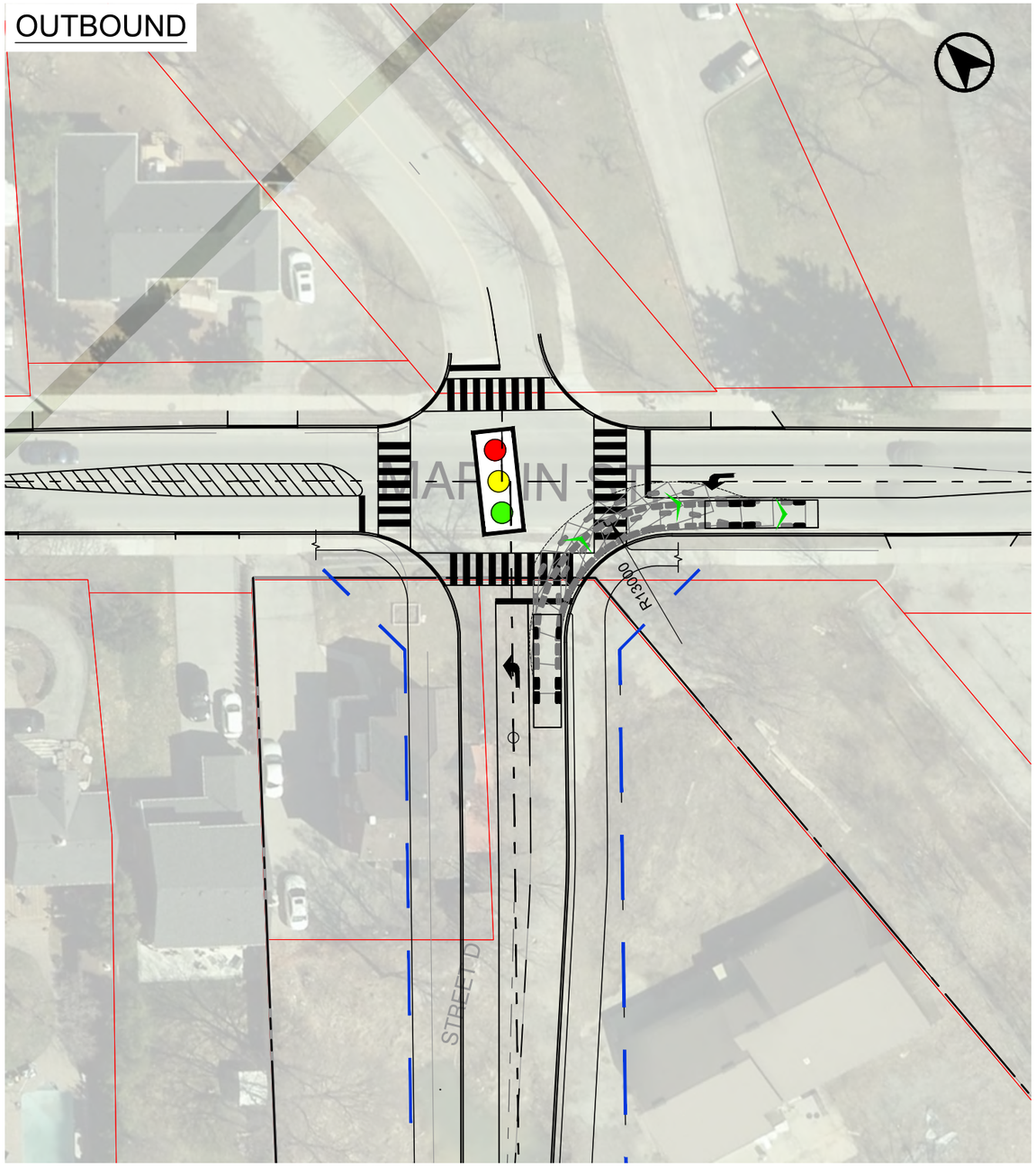
Scale 1:500 — 0 5 10 15 20m

Drawing No. VMD-13

INBOUND

OUTBOUND





Design Vehicle -
HALTON REGION GARBAGE, YR 2008-2014

Overall Length	10.514m
Overall Width	2.570m
Overall Body Height	4.040m
Min Body Ground Clearance	0.391m
Track Width	2.570m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	13.715m

Date Plotted: April 23, 2026 Filename: J:\8219-01\BA\4. SPR\11. Apr\23-26\ba-150 Steeles-SPR-R09-Apr23-26-8219-01.dwg

BA Group

150 STEELES

VEHICLE MANOEUVRING DIAGRAM
MARTIN STREET / STREET D
HALTON REGION GARBAGE TRUCK

Project:	150 STEELES
Project No.	8219-01
Date:	April 23, 2026
Revised:	April 23, 2026

Scale 1:500 0 5 10 15 20m

Drawing No. VMD-14

Appendix D:
Architectural Plans (Reduced Scale)

Summary of Applicable Milton Comprehensive Zoning By-Law No. 016 – 2014 Standards	Required Min.	Proposed
Residential Apartment and Mixed Use Blocks (BLOCK 01)		
Lot Frontage	54.0 m	59.2 m
Lot Depth	36.0 m	84.7 m
Lot Coverage	25%	43.79%
Front Yard Setback from Street (Residential Only)	3.0 m	3.8 m
Front Yard Setback from Street (Mixed Use)	0.0 m	N/A
Interior Side Yard Setback	10.5 m	3.1m
Exterior Side Yard Setback	10.5 m	3.5m
Rear Yard Setback	10.5 m	5.2m
Building Height (exclusive of mechanical penthouse, rooftop equipment, elevator tower, or architectural features such as parapets)	29 m	25.6 m
Landscaped Open Space % (Residential Only)	30%	31.9
Landscaped Open Space % (Mixed Use)	20%	N/A
Floor Space Index Minimum	1.0 FSI	3.05 FSI
Floor Space Index Maximum	3.0 FSI	
First Storey Height (Mixed Use Buildings - measured from floor to floor)	4.0 m	4.0 m
Main wall of Building Length	60.0 m	77.0m
Parking/Loading/Bicycles (BLOCK 01)		
Driveway Width		
One-Way Driveway	3.5 m	N/A
Two-Way Driveway	6.0 m	6.0m
Vehicular Residential Parking Per Unit (Townhouse Dwelling)	2/unit	N/A
Vehicular Residential Parking Per Unit (Apartments, Mixed Use)	1/unit	1 / unit
Vehicular Visitor Parking Per Unit (Apartments, Mixed Use)	0.25/unit	0.2/unit
Parking Space Length	5.8 m	5.8 m
Parking Space Width	2.75 m	2.75 m
Total Residential Stalls Required (1 per Suite)	197	205
Total Visitor Stalls Required (0.2 per Suite)	39.4	40
Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 13 to 100 spaces)	4% of total required regular parking spaces (4% of 40 visitor = 1.6)	2 Visitor Accessible Stalls
Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 101 to 200 spaces)	1 accessible space Plus 3% of total required regular parking spaces	N/A
Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 201 to 1000 spaces)	2 accessible spaces Plus 2% of total required regular parking spaces (2+ 2% of 205 =6.1)	7 Residential Acessible Stalls
Accessible Parking Space Length	5.8 m	5.8 m
Accessible Parking Space Width (TYPE A)	3.4 m	3.4 m
Accessible Parking Space Width (TYPE B)	2.75 m	2.75 m
Loading Space Length	12.0 m	12.0 m
Loading Space Width	3.5 m	3.5 m
Loading Space Minimum Vertical Clearance	4.2 m	Exterior
Bicycle Parking Space (Horizontal) Length	1.8 m	1.8 m
Bicycle Parking Space (Horizontal) Width	0.6 m	0.6 m
Bicycle Parking Space (Vertical) Length	1.2 m	1.2 m
Bicycle Parking Space (Vertical) Width	0.4 m	0.4 m
Bicycle Parking Minimum Vertical Clearance	1.9 m	1.9 m
Bicycle Parking Spaces (Long term Residential)	197	198
Bicycle Parking Spaces (Short term Residential)	9.85	10
Townhouse Blocks (BLOCK 02 & 04)		
Street Access Lot Frontage (Double Front)		
~~Corner Unit~~	8.4 m	6.8 m
Interior Unit	6.4 m	5.54 m
End Unit	7.6 m	7 m
Front Yard Setbacks		2 m
Interior Side Yard Setbacks End Units		1.2
Exterior Side Yard Setbacks Corner Units		1.3 m
Rear Yard Setbacks		5.6 m
Building Height		10.6 m
Minimum Balcony size		2.0m x 1.5m = 3.00sqm
Lane Access Lot Frontage (Single Front)		
Corner Unit	7.5 m	7
Interior Unit	5.5 m	5.5 m
End Unit	6.7 m	6.9 m
Front Yard Setbacks	2.0 m	6.7 m
Interior Side Yard Setbacks End Units	0.0 m	1.4 m
Exterior Side Yard Setbacks Corner Units	2.4 m	1.4 m
Rear Yard Setbacks	7.0 m	6.0 m
Building Height	12.5 m	11.0 m
Lane Access Lot Frontage (Back to Back)		
Corner Unit	8.4 m	9.2 m
Interior Unit	6.4 m	7.6 m
End Unit	7.6 m	N/A
Front Yard Setbacks		7.3m
Interior Side Yard Setbacks End Units		N/A
Exterior Side Yard Setbacks Corner Units		1.5m
Rear Yard Setbacks	7.0 m	N/A
Building Height	12.5 m	11.0 m
Minimum Balcony size		2.8 m x 2.0m = 5.69sqm

3 ZONING – BLOCK 1, 2, 4
A002

Residential Apartment and Mixed Use Blocks (BLOCK 03)		
Lot Frontage	54.0 m	32.4 m
Lot Depth	36.0 m	73.4 m
Lot Coverage	25%	43%
Front Yard Setback from Street (Residential Only)	3.0 m	3.3 m
Front Yard Setback from Street (Mixed Use)	0.0 m	N/A
Interior Side Yard Setback	10.5 m	15.4 m
Exterior Side Yard Setback	10.5 m	4.2 m
Rear Yard Setback	10.5 m	4.0 m
Building Height (exclusive of mechanical penthouse, rooftop equipment, elevator tower, or architectural features such as parapets)	29 m	25.9 m
Landscaped Open Space % (Residential Only)	30%	27.70%
Landscaped Open Space % (Mixed Use)	20%	N/A
Floor Space Index Minimum	1.0 FSI	3.06 FSI
Floor Space Index Maximum	3.0 FSI	
First Storey Height (Mixed Use Buildings - measured from floor to floor)	4.0 m	4.0 m
Main wall of Building Length	60.0 m	56.1 m
Parking/Loading/Bicycles (BLOCK 03)		
Driveway Width		
One-Way Driveway	3.5 m	N/A
Two-Way Driveway	6.0 m	6.0m
Vehicular Residential Parking Per Unit (Townhouse Dwelling)	2/unit	N/A
Vehicular Residential Parking Per Unit (Apartments, Mixed Use)	1/unit	1 / unit
Vehicular Visitor Parking Per Unit (Apartments, Mixed Use)	0.25/unit	0.2/unit
Parking Space Length	5.8 m	5.8 m
Parking Space Width	2.75 m	2.75 m
Total Residential Stalls Required (1 per Suite)	186	188
Total Visitor Stalls Required (0.2 per Suite)	37.2	38
Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 13 to 100 spaces)	4% of total required regular parking spaces (4% of 38 visitor = 1.6)	2 Visitor Accessible Stalls
Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 101 to 200 spaces)	1 accessible space Plus 3% of total required regular parking spaces (1+ 3% of 188 =6.7)	7 Residential Accessible Stalls
Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 201 to 1000 spaces)	2 accessible spaces Plus 2% of total required regular parking spaces	N/A
Accessible Parking Space Length	5.8 m	5.8 m
Accessible Parking Space Width (TYPE A)	3.4 m	3.4 m
Accessible Parking Space Width (TYPE B)	2.75 m	2.75 m
Loading Space Length	12.0 m	12.0 m
Loading Space Width	3.5 m	3.5 m
Loading Space Minimum Vertical Clearance	4.2 m	Exterior
Bicycle Parking Space (Horizontal) Length	1.8 m	1.8 m
Bicycle Parking Space (Horizontal) Width	0.6 m	0.6 m
Bicycle Parking Space (Vertical) Length	1.2 m	1.2 m
Bicycle Parking Space (Vertical) Width	0.4 m	0.4 m
Bicycle Parking Minimum Vertical Clearance	1.9 m	1.9 m
Bicycle Parking Spaces (Long term Residential)	186	208
Bicycle Parking Spaces (Short term Residential)	10	10
Residential Apartment and Mixed Use Blocks (BLOCK 05)		
Lot Frontage	54.0 m	54.6 m
Lot Depth	36.0 m	84.9 m
Lot Coverage	25%	57.55%
Front Yard Setback from Street (Residential Only)	3.0 m	3.8 m
Front Yard Setback from Street (Mixed Use)	0.0 m	3.5 m
Interior Side Yard Setback	10.5 m	2.6 m
Exterior Side Yard Setback	10.5 m	3.5 m
Rear Yard Setback	10.5 m	0.1 m
Building Height (exclusive of mechanical penthouse, rooftop equipment, elevator tower, or architectural features such as parapets)	29 m	33.30 m
Landscaped Open Space % (Residential Only)	30%	N/A
Landscaped Open Space % (Mixed Use)	20%	27%
Floor Space Index Minimum	1.0 FSI	4.38 FSI
Floor Space Index Maximum	3.0 FSI	
First Storey Height (Mixed Use Buildings - measured from floor to floor)	4.0 m	4.5 m
Main wall of Building Length	60.0 m	84.0 m
Parking/Loading/Bicycles (BLOCK 05)		
Driveway Width		
One-Way Driveway	3.5 m	N/A
Two-Way Driveway	6.0 m	6.0m
Vehicular Residential Parking Per Unit (Townhouse Dwelling)	2/unit	N/A
Vehicular Residential Parking Per Unit (Apartments, Mixed Use)	1/unit	1 / unit
Vehicular Visitor Parking Per Unit (Apartments, Mixed Use)	0.25/unit	0.2/unit
Parking Space Length	5.8 m	5.8 m
Parking Space Width	2.75 m	2.75 m
Total Residential Stalls Required (1 per Suite)	338	353
Total Visitor Stalls Required (0.2 per Suite)	67.6	68
Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 13 to 100 spaces)	4% of total required regular parking spaces (4% of 68 visitor = 2.7)	4 Visitor Accessible Stalls
Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 101 to 200 spaces)	1 accessible space Plus 3% of total required regular parking spaces	N/A
Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 201 to 1000 spaces)	2 accessible spaces Plus 2% of total required regular parking spaces (2+2% of 353= 9.1)	11 Residential Accessible Stalls
Accessible Parking Space Length	5.8 m	5.8 m
Accessible Parking Space Width (TYPE A)	3.4 m	3.4 m
Accessible Parking Space Width (TYPE B)	2.75 m	2.75 m
Loading Space Length	12.0 m	12.0 m
Loading Space Width	3.5 m	3.5 m
Loading Space Minimum Vertical Clearance	4.2 m	Exterior
Bicycle Parking Space (Horizontal) Length	1.8 m	1.8 m
Bicycle Parking Space (Horizontal) Width	0.6 m	0.6 m
Bicycle Parking Space (Vertical) Length	1.2 m	1.2 m
Bicycle Parking Space (Vertical) Width	0.4 m	0.4 m
Bicycle Parking Minimum Vertical Clearance	1.9 m	1.9 m
Bicycle Parking Spaces (Long term Residential)	338	357
Bicycle Parking Spaces (Short term Residential)	17	22

2 ZONING – BLOCK 3, 5
A002

Residential Apartment and Mixed Use Blocks (BLOCK 06)		
Lot Frontage	54.0 m	141.6 m
Lot Depth	36.0 m	40.0 m
Lot Coverage	25%	46.32%
Front Yard Setback from Street (Residential Only)	3.0 m	3.0 m
Front Yard Setback from Street (Mixed Use)	0.0 m	N/A
Interior Side Yard Setback	10.5 m	4.0m
Exterior Side Yard Setback	10.5 m	1.5 m
Rear Yard Setback	10.5 m	8.0 m
Building Height (exclusive of mechanical penthouse, rooftop equipment, elevator tower, or architectural features such as parapets)	29 m	30.7
Landscaped Open Space % (Residential Only)	30%	43.10%
Landscaped Open Space % (Mixed Use)	20%	N/A
Floor Space Index Minimum	1.0 FSI	3.62 FSI
Floor Space Index Maximum	3.0 FSI	
First Storey Height (Mixed Use Buildings - measured from floor to flocr)	4.0 m	4.0 m
Main wall of Building Length	60.0 m	58.8 + 58.5
Parking/Loading/Bicycles (BLOCK 06)		
Driveway Width		
One-Way Driveway	3.5 m	N/A
Two-Way Driveway	6.0 m	6.0m
Vehicular Residential Parking Per Unit (Townhouse Dwelling)	2/unit	N/A
Vehicular Residential Parking Per Unit (Apartments, Mixed Use)	1/unit	1 / unit
Vehicular Visitor Parking Per Unit (Apartments, Mixed Use)	0.25/unit	0.2/unit
Parking Space Length	5.8 m	5.8 m
Parking Space Width	2.75 m	2.75 m
Total Residential Stalls Required (1 per Suite)	234	251
Total Visitor Stalls Required (0.2 per Suite)	46.8	51
Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 13 to 100 spaces)	4% of total required regular parking spaces (4% of 51 visitor = 2.04)	3 Visitor Accessible Stalls
Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 101 to 200 spaces)	1 accessible space Plus 3% of total required regular parking spaces (1 + 3% of 179 = 6.4)	N/A
Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 201 to 1000 spaces)	2 accessible spaces Plus 2% of total required regular parking spaces (2 + 2% of 251 = 7.02)	9 Residential Accessible Stalls
Accessible Parking Space Length	5.8 m	5.8 m
Accessible Parking Space Width (TYPE A)	3.4 m	3.4 m
Accessible Parking Space Width (TYPE B)	2.75 m	2.75 m
Loading Space Length	12.0 m	12.0 m
Loading Space Width	3.5 m	3.5 m
Loading Space Minimum Vertical Clearance	4.2 m	7.5 m
Bicycle Parking Space (Horizontal) Length	1.8 m	1.8 m
Bicycle Parking Space (Horizontal) Width	0.6 m	0.6 m
Bicycle Parking Space (Vertical) Length	1.2 m	1.2 m
Bicycle Parking Space (Vertical) Width	0.4 m	0.4 m
Bicycle Parking Minimum Vertical Clearance	1.9 m	1.9 m
Bicycle Parking Spaces (Long term Residential)	0	235
Bicycle Parking Spaces (Short term Residential)	0	16

1 ZONING – BLOCK 6
A002

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

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COREARCHITECTS
130 QUEENS QUAY EAST, SUITE 700, WEST TOWER
TORONTO, ON CANADA M5A 0P6
T +1 416 343 0400 • F +1 416 343 0401
INFO@COREARCHITECTS.COM
WWW.COREARCHITECTS.COM

150 STEELES AVE
MILTON, ON

neatt

ONTARIO ASSOCIATION OF ARCHITECTS
BABAK ESLAHJOU
LICENCE
4706

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

Title
ZONING INFORATION

Project No. 22-207
Drawing No. A002

22-Apr-26

	PHASE 1																	
	Block 01 Midrise		Block 02 Townhouse		Block 03 Midrise		Block 04 Townhouse		Block 05 Midrise		Block 06 (A+B) Midrise		PHASE SUB TOTAL	
Gross Lot Area														
Gross FSI														
Lot Area - excl. park or reserve block	4,873 SQ.M	1.2 acres	7,442 SQ.M	1.84 acres	4,621 SQ.M	1.14 acres	16,479 SQ.M	4.07 acres	5,773 SQ.M	1.43 acres	5,315 SQ.M	1.31 acres	44,503 SQ.M	11. acres
FSI excl. park or reserve block	3.05		0.68		3.06		0.82		4.38		3.62		2.07	
Lot Area - incl. park & reserve block														
FSI incl. park & reserve block														
GCA Total	24,153 SQ.M	259,984 SQ.FT	5,802 SQ.M	62,449 SQ.FT	23,007 SQ.M	247,640 SQ.FT	15,377 SQ.M	165,518 SQ.FT	41,912 SQ.M	451,133 SQ.FT	32,065 SQ.M	345,140 SQ.FT	142,315 SQ.M	1,531,862 SQ.FT
GFA Total incl.	14,855 SQ.M	159,901 SQ.FT	5,071 SQ.M	54,582 SQ.FT	14,158 SQ.M	152,390 SQ.FT	13,572 SQ.M	146,085 SQ.FT	25,305 SQ.M	272,379 SQ.FT	19,213 SQ.M	206,809 SQ.FT	92,173 SQ.M	992,145 SQ.FT
GFA Residential	14,855 SQ.M	159,901 SQ.FT	5,071 SQ.M	54,582 SQ.FT	14,158 SQ.M	152,390 SQ.FT	13,572 SQ.M	146,085 SQ.FT	24,783 SQ.M	266,760 SQ.FT	19,213 SQ.M	206,809 SQ.FT	91,651 SQ.M	986,527 SQ.FT
GFA Retail									522 SQ.M	5,619 SQ.FT			522 SQ.M	5,619 SQ.FT
Suites	**197 Suites**		**31 Suites**		**186 Suites**		**79 Suites**		**338 Suites**		**234 Suites**		**1,065 Suites**	
Required Parking Rate/ Stalls	1.2	237	2	62	1.2	224	2	158	1.2	406	1.2	281	Var. 1.2-2	1368
Parking Count At Grade	2		8		1		16		0		0		27	
Parking Count Below Grade	243		N/A		225		N/A		421		302		1191	
Total Parking	**245 Stalls**		**70 Stalls**		**226 Stalls**		**174 Stalls**		**421 Stalls**		**302 Stalls**		**1438 Stalls**	
No. of Levels	2		N/A		2		N/A		3		3		Varies. 2 -3	
Parking Rate/Stalls (Residential Total)	1.04 RATE	205	2. RATE	62	1.01 RATE	188	2. RATE	158	1.04 RATE	353	1.07 RATE	251	1.15 RATE	1217
Parking Rate/Stalls (Visitor Total)	.2 RATE	40	.26 RATE	8	.2 RATE	38	.2 RATE	16	.2 RATE	68	.22 RATE	51	.2 RATE	221
Parking Required/Provided (Accessible) incl in total Parking	REQUIRED = 9	10	REQUIRED = 1	1	REQUIRED = 9	9	REQUIRED = 2	2	REQUIRED = 13	15	REQUIRED = 10	12	REQUIRED = 44	49
PUDO stalls separate from total parking	2		N/A		2		N/A		2		3		9	
Resident bicycle Required/Provided	REQ 197.	198		23	REQ 186.	208		36	REQ 338	357	REQ 234	235	REQ 955	1057
Visitor bicycle Required/Provided	REQ 10	10		8	REQ 10.	10		16	REQ 17	22	REQ 12	16	REQ 49	82
Exterior Amenity At Grade	659 SQ.M				273 SQ.M				122 SQ.M		1,362 SQ.M		2,416 SQ.M	
Exterior Amenity At Rooftop Level/Area	Level 5	228.4 SQ.M			Level 7	470.5 SQ.M			Level 8	1,277.1 SQ.M		.0 SQ.M	See Per Block	1,976 SQ.M
Total Exterior Amenity Required/Provided	REQ 788.	887.4 SQ.M			REQ 744.	743.6 SQ.M			REQ 1352.	1,399.1 SQ.M	REQ 936.	1,362.0 SQ.M	See Per Block	4,392 SQ.M
Exterior Amenity per suite Required/Provided	4 SQ.M PER SUITE	4.50 SQ.M PER SUITE			4 SQ.M PER SUITE	4.00 SQ.M PER SUITE			4 SQ.M PER SUITE	4.14 SQ.M PER SUITE	4 SQ.M PER SUITE	5.82 SQ.M PER SUITE		
Interior Amenity At Groundfloor	227 SQ.M				156 SQ.M				251 SQ.M		513.10		1,147 SQ.M	
Interior Amenity Upper Level Level/Area	Level 5	46 SQ.M			Level 7	39 SQ.M			Level 8	94 SQ.M		0.00	See Per Block	179 SQ.M
Total Interior Amenity Required/Provided	N/A	272.5 SQ.M			N/A	195.3 SQ.M			N/A	344.6 SQ.M	N/A	513.1 SQ.M	N/A	1,326 SQ.M
Interior Amenity per suite Required /Provided	N/A	1.38			N/A	1.05			N/A	1.02	N/A	2.19	N/A	
Total Amenity per suite Provided		5.89 SQ.M PER SUITE				5.05 SQ.M PER SUITE				5.16 SQ.M PER SUITE		8.01 SQ.M PER SUITE		5.37 SQ.M PER SUITE
Landscaped Open Area at Grade	31.9%				27.7%				23.0%		11%			
Garbage requirements Rate/Bins	0.0125	3			0.0125	3			0.0125	5	0.0125	3		
Recycling Requirements Rate/Bins	0.0220	5			0.0220	5			0.0220	8	0.0220	6		
Compost requirment Rate/Bins	0.0400	8			0.0400	8			0.0400	14	0.0400	10		

1 SUMMARY STATISTICS
A003

NO	REVISIONS	DATE
4	RE-ISSUED FOR OPA/ZBA	2026-01-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-01-21

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COREARCHITECTS
100 QUEENS QUAY EAST, SUITE 700, WEST TOWER
TORONTO, ON CANADA M5A 0P8
T +1 416 340 0400 • F +1 416 340 0401
INFO@COREARCHITECTS.COM
WWW.COREARCHITECTS.COM

150 STEELES AVE
MILTON, ON

neatt

Drawn:	Scale: N/A
Checked: GW	Date: 2025-03-01

Title: SUMMARY STATISTICS

Project No.: 22-207	Drawing No.: A003

BLOCK 01

LEVEL	GCA		FLOOR AREA PER BY-LAW No. 016 – 2014						GSA				SUITE					AMENITY		PARKING										CYCLE					LOCKER
	TOTAL		RESIDENT		RETAIL		TOTAL		RESIDENT		RETAIL		TOTAL	1 BED	1 BED + D	2 BED	3 BED	INTERIOR	EXTERIOR	PUDO	RESIDENTIAL OCCUPANT		RESIDENTIAL VISITOR				RETAIL			RESIDENTIAL		RETAIL		PUBLIC	
	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)						(SQ.M)	(SQ.M)		Typical	BF	Typical	BF	BF Total	Total	Typical	BF	Total	Long Term	Short Term	Long Term	Short Term	Grade	
Basement P2	4649	50041.4								0											120	5			5	125									77
Basement P1	4649	50041.4								0											77	3	36	2	5	118				22					0
Level 1	2103	22636.5	2103	22636.5			2103	22636.5	991.866	10676.4			17	4	10	3		226.7	659	2			2		0	2				176	10				6
Level 2	2134	22970.2	2134	22970.2			2134	22970.2	1837	19773.3			31	5	19	7																		26
Level 3	2134	22970.2	2134	22970.2			2134	22970.2	1837	19773.3			31	5	19	7																		26
Level 4	2134	22970.2	2134	22970.2			2134	22970.2	1837	19773.3			31	5	19	7																		26
Level 5	1697.5	18271.7	1697.5	18271.7			1697.5	18271.7	1439.7	15496.8			24	2	18	4		45.8	228.4																0
Level 6	1467.6	15797.1	1467.6	15797.1			1467.6	15797.1	1303	14025.4			21	2	11	8																		0
Level 7	1467.6	15797.1	1467.6	15797.1			1467.6	15797.1	1303	14025.4			21	2	11	8																		0
Level 8	1467.6	15797.1	1467.6	15797.1			1467.6	15797.1	1303	14025.4			21	2	11	8																		0
ROOF																																		
MPH	250	2690.98	250	2690.98			250	2690.98		0																								
Below grade	9298	100083		0				0	0	0											197	8	36	2	10	243				22	0				77
Above grade	14855.3	159901	14855.3	159901			14855.3	159901	11851.6	127569			197	27	118	52	0	272.5	887.4											176	10				84
TOTAL	**24153.3**	**259984**	**14855.3**	**159901**			**14855.3**	**159901**	**11851.6**	**127569**			%	14%	60%	26%	0%	**272.5**	**887.4**	**2**	**197**	**8**	**38**	**2**	**10**	**245**				198	10				161
																					205		40							REQUIRED = 197.0	REQUIRED = 9.9				
																		N/A	REQ 788.		REQUIRED = 197		REQUIRED = 39.4												
																		1.38 PER SUITE	4.50 PER SUITE		1.04 PER SUITE		.203 PER SUITE											
																		1159.9			**REQUIRED BF = 7**		**REQUIRED BF = 2**											
																		TOTAL 5.9 PER SUITE																

3 A004 BLOCK 01

BLOCK 03

LEVEL	GCA		FLOOR AREA PER BY-LAW No. 016 – 2014						GSA				SUITE					AMENITY		PARKING										CYCLE					LOCKER
	TOTAL		RESIDENT		RETAIL		TOTAL		RESIDENT		RETAIL		TOTAL	1 BED	1 BED + D	2 BED	3 BED	INTERIOR	EXTERIOR	PUDO	RESIDENTIAL OCCUPANT		RESIDENTIAL VISITOR				RETAIL			RESIDENTIAL		RETAIL		PUBLIC	
	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)						(SQ.M)	(SQ.M)		Typical	BF	Typical	BF	BF Total	Total	Typical	BF	Total	Long Term	Short Term	Long Term	Short Term	Grade	
Basement P2	4424.5	47624.9																			111	5			5	116									29
Basement P1	4424.5	47624.9																			70	2	35	2	4	109									0
Level 1	2006.24	21595	2006.24	21595			2006.24	21555	1018.64	10964.6			17	4	6	7	0	156.3	273.1	2			1		0	1				208	10				0
Level 2	2006.24	21595	2006.24	21595			2006.24	21555	1697	18266.4			29	8	12	9	0																		31
Level 3	2006.24	21595	2006.24	21595			2006.24	21555	1697	18266.4			29	8	12	9	0																		31
Level 4	2006.24	21595	2006.24	21595			2006.24	21555	1697	18266.4			29	8	12	9	0																		31
Level 5	2006.24	21595	2006.24	21595			2006.24	21555	1697	18266.4			29	8	12	9	0																		31
Level 6	1843.92	19847.8	1843.92	19847.8			1843.92	19847.8	1533.82	16509.9			26	5	9	12																			31
Level 7	1008.7	10857.6	1008.7	10857.6			1008.7	10857.6	816.6	8789.81			13	2	4	7	0	39	470.5																
Level 8	973.7	10480.8	973.7	10480.8			973.7	10480.8	861.5	9273.11			14	3	4	7	0																		
MPH	300	3229.17	300	3229.17			300	3229.17																											
Below grade	8849	95249.8		0				0	0	0											181	7	36	2	9	225				0	0				25
Above grade	14157.5	152390	14157.5	152390			14157.5	152350	11018.6	118603			186	46	71	69	0													208	10				159
TOTAL	**23006.5**	**247640**	**14157.5**	**152390**			**14157.5**	**152350**	**11018.6**	**118603**			%	25%	38%	37%	0%	**195.3**	**743.6**	**2**	**181**	**7**	**36**	**2**	**9**	**226**				208	10				184
																					188		**38**							REQUIRED = 186.0	REQUIRED = 10.0				
																		N/A	REQ 744.		**REQUIRED = 186**		**REQUIRED = 37**												
																		1.05 PER SUITE	4.00 PER SUITE		1.01 PER SUITE		.2 PER SUITE											
																		938.9			**REQUIRED BF = 7**		**REQUIRED BF = 2**											
																		TOTAL 5.0 PER SUITE																

2 A004 BLOCK 03

BLOCK 05

LEVEL	GCA		FLOOR AREA PER BY-LAW No. 016 – 2014						GSA				SUITE					AMENITY		PARKING										CYCLE					LOCKER
	TOTAL		RESIDENT		RETAIL		TOTAL		RESIDENT		RETAIL		TOTAL	1 BED	1 BED + D	2 BED	3 BED	INTERIOR	EXTERIOR	PUDO	RESIDENTIAL OCCUPANT		RESIDENTIAL VISITOR				RETAIL			RESIDENTIAL		RETAIL		PUBLIC	
	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)						(SQ.M)	(SQ.M)		Typical	BF	Typical	BF	BF Total	Total	Typical	BF	Total	Long Term	Short Term	Long Term	Short Term	Grade	
Basement P3	5535.6	59584.7																			141	5			5	146									36
Basement P2	5535.6	59584.7																			140	5			5	145									36
Basement P1	5535.6	59584.7																			61	1	64	4	5	130				96					28
Level 1	3322.2	35759.9	2800.2	30141.1	522	5618.76	3322.2	35759.9	1314.7	14151.3	522	5618.76	22	2	14	6	0	250.7	122	2					0	0				261	22				12
Level 2	3136.2	33757.8	3136.2	33757.8			3136.2	33757.8	2685.3	28904.3			46	8	24	14	0																		30
Level 3	3136.2	33757.8	3136.2	33757.8			3136.2	33757.8	2685.3	28904.3			46	8	24	14	0																		30
Level 4	3136.2	33757.8	3136.2	33757.8			3136.2	33757.8	2685.3	28904.3			46	8	24	14	0																		30
Level 5	3136.2	33757.8	3136.2	33757.8			3136.2	33757.8	2685.3	28904.3			46	8	24	14	0																		30
Level 6	2993.7	32223.9	2993.7	32223.9			2993.7	32223.9	2541.9	27360.8			43	10	15	18	0																		30
Level 7	2987.1	32152.9	2987.1	32152.9			2987.1	32152.9	2535.4	27290.8			43	10	15	18	0																		32
Level 8	1081	11635.8	1081	11635.8			1081	11635.8	797.7	8586.37			14	1	9	4	0	93.9	1277.1																	0
Level 9	999	10753.1	999	10753.1			999	10753.1	888	9558.35			16	3	9	4	0																		0
Level 10	999	10753.1	999	10753.1			999	10753.1	888	9558.35			16	3	9	4	0																		0
MPH	378	4068.76	378	4068.76			378	4068.76																											
Below grade	16606.8	178754	0	0				0	0	0	0	0									342	11	64	4	15	421				96	0				98
Above grade	25304.8	272379	24782.8	266760	522	5618.76	25304.8	272379	19706.9	212123	522	5618.76	338	61	167	110	0				0	0	0	0	0	0				261	22				194
TOTAL	**41911.6**	**451133**	**24782.8**	**266760**	**522**	**5618.76**	**25304.8**	**272379**	**19706.9**	**212123**	**522**	**5618.76**	%	18%	49%	33%	0%	**344.6**	**1399.1**	**2**	**342**	**11**	**64**	**4**	**15**	**421**				357	22				292
																					353		**68**							REQUIRED = 338	REQUIRED = 17				
																		N/A	REQ 1352.		**REQUIRED = 338**		**REQUIRED = 68**												
																		1.02 PER SUITE	4.14 PER SUITE		1.044 PER SUITE		.201 PER SUITE											
																		1743.7			**REQUIRED BF = 10**		**REQUIRED BF = 3**											
																		TOTAL 5.2 PER SUITE																

1 A004 BLOCK 5

NO	REVISIONS	DATE
4	RE-ISSUED FOR OPA/ZBA	2026-01-22
3	RE-ISSUED FOR OPA/ZBA	2026-01-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21

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COREARCHITECTS
130 QUEENS QUAY EAST, SUITE 700, WEST TOWER
TORONTO, ON CANADA M5A 0P6
T +1 416 340 0400 • F +1 416 340 0401
INFO@COREARCHITECTS.COM
WWW.COREARCHITECTS.COM

150 STEELES AVE
MILTON, ON

neatt

Drawn:	Scale: N/A
Checked: GW	Date: 2025-03-01

Title: SUMMARY STATISTICS

Project No.: 22-207	Drawing No.: A004

Block 06 A

LEVEL	GCA		FLOOR AREA PER BY-LAW No. 016 – 2014						GSA				SUITE					AMENITY		PARKING										CYCLE					LOCKER
	TOTAL		RESIDENT		RETAIL		TOTAL		RESIDENT		RETAIL		TOTAL	1 BED	1 BED + D	2 BED	3 BED	INTERIOR	EXTERIOR	PUDO	RESIDENTIAL OCCUPANT		RESIDENTIAL VISITOR				RETAIL			RESIDENTIAL		RETAIL		PUBLIC	
	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)						(SQ.M)	(SQ.M)		Typical	BF	Typical	BF	BF Total	Total	Typical	BF	Total	Long Term	Short Term	Long Term	Short Term	Grade	
Basement P3	4283.8	46110.4																			102	4			4	106								
Basement P2	4283.8	46110.4																			100	4			4	104								
Basement P1	4283.8	46110.4																			80	3	48	3	4	92								
Level 1	1271.3	13684.2	1271.3	13684.2			1271.3	13684.2	406.5	4375.53			7		5	2	0	229	621							0				199		36	8			
Level 2	1271.3	13684.2	1271.3	13684.2			1271.3	13684.2	1089.5	11727.3			18	2	7	9	0																	13
Level 3	1271.3	13684.2	1271.3	13684.2			1271.3	13684.2	1089.5	11727.3			18	2	7	9	0																	13
Level 4	1271.3	13684.2	1271.3	13684.2			1271.3	13684.2	1089.5	11727.3			18	2	7	9	0																	13
Level 5	1271.3	13684.2	1271.3	13684.2			1271.3	13684.2	1089.5	11727.3			18	2	7	9	0																	13
Level 6	1271.3	13684.2	1271.3	13684.2			1271.3	13684.2	1089.5	11727.3			18	2	7	9	0																	13
Level 7	1083.7	11664.8	1083.7	11664.8			1083.7	11664.8	910.7	9802.69			14	2	1	11	0																	13
ROOF																																		
MPH	250		250				250	2690.98																										
Below grade	12851.4	138331		0				0	0	0								0	0		242	9	48	3	12	302				199	0				0
Above grade	8961.5	96460.8	8961.5	96460.8			8961.5	96460.8	6764.7	72814.6			111	12	41	58	0	229	621	0	10	0	0	0	0	0				36	8				78
TOTAL	**21812.9**	**234792**	**8961.5**	**96460.8**			**8961.5**	**96460.8**	**6764.7**	**72814.6**			%	11%	37%	52%	0%	**229**	**621**	**0**	**252**	**9**	**48**	**3**	**12**	**302**				235	8				78
																					251		**51**							REQUIRED = 111.6	REQUIRED = 5.8				

N/A	REQ 444.
2.06 PER SUITE	5.59 PER SUITE
850	
TOTAL 7.7 PER SUITE	

REQUIRED = 234	**REQUIRED = 46.8**
1.07 PER SUITE	.22 PER SUITE
REQUIRED BF = 8.0	**REQUIRED BF = 2**

2 A005 BLOCK 06 A

Block 06 B

LEVEL	GCA		FLOOR AREA PER BY-LAW No. 016 – 2014						GSA				SUITE					AMENITY		PARKING (REFER TO BUILDING 6A)										CYCLE					LOCKER
	TOTAL		RESIDENT		RETAIL		TOTAL		RESIDENT		RETAIL		TOTAL	1 BED	1 BED + D	2 BED	3 BED	INTERIOR	EXTERIOR	PUDO	RESIDENTIAL OCCUPANT		RESIDENTIAL VISITOR				RETAIL			RESIDENTIAL		RETAIL		PUBLIC	
	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)	(SQ.M)	(SQ.FT)						(SQ.M)	(SQ.M)		Typical	BF	Typical	BF	BF Total	Total	Typical	BF	Total	Long Term	Short Term	Long Term	Short Term	Grade	
Basement P3																																		
Basement P2																																		
Basement P1																																		
Level 1	1190.4	12813.4	1190.4	12813.4			1190.4	12813.4	396	4262.51			7	0	6	1	0	284.1	741	3						0					8				4
Level 2	1190.4	12813.4	1190.4	12813.4			1190.4	12813.4	944.9	10170.8			15	1	7	7	0																		7
Level 3	1193.5	12846.7	1193.5	12846.7			1193.5	12846.7	948	10204.2			15	1	7	7	0																		7
Level 4	1193.5	12846.7	1193.5	12846.7			1193.5	12846.7	948	10204.2			17	4	9	4	0																		7
Level 5	1193.5	12846.7	1193.5	12846.7			1193.5	12846.7	948	10204.2			17	4	9	4	0																		7
Level 6	1193.5	12846.7	1193.5	12846.7			1193.5	12846.7	948	10204.2			17	4	9	4	0																		7
Level 7	1065.1	11464.6	1065.1	11464.6			1065.1	11464.6	928.7	9996.44			15	3	6	5	1																		7
Level 8	890.9	9589.57	890.9	9589.57			890.9	9589.57	762	8202.1			11	1	0	10	0																		4
Level 9	890.9	9589.57	890.9	9589.57			890.9	9589.57	612.7	6595.05			9	1	0	8	0																		4
ROOF																																		
MPH	250		250				250	2690.98																										
Below grade	0	0	0					0	0	0								0	0		0	0	0	0	0	0				0	0				0
Above grade	10251.7	110348	10251.7	110348			10251.7	110348	7436.3	80043.7			123	19	53	50	1	284.1	741		0	0	0	0	0	0				0	8				54
TOTAL	**10251.7**	**110348**	**10251.7**	**110348**			**10251.7**	**110348**	**7436.3**	**80043.7**			%	15%	43%	41%	1%	**284.1**	**741**	**3**	**0**	**0**	**0**	**0**	**0**	**0**				0	8				54
																														REQUIRED = 123.0	REQUIRED = 6.7				

N/A	REQ 492.
2.31 PER SUITE	6.02 PER SUITE
1025.1	
TOTAL 8.3 PER SUITE	

1 A005 BLOCK 06 B

4	RE-ISSUED FOR OPA/ZBA	2026-01-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21
NO	REVISIONS	DATE

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COREARCHITECTS
130 QUEENS QUAY EAST, SUITE 700, WEST TOWER
TORONTO, ON CANADA M5A 0P8
T +1 416 348 0400 • F +1 416 348 0401
INFO@COREARCHITECTS.COM
WWW.COREARCHITECTS.COM

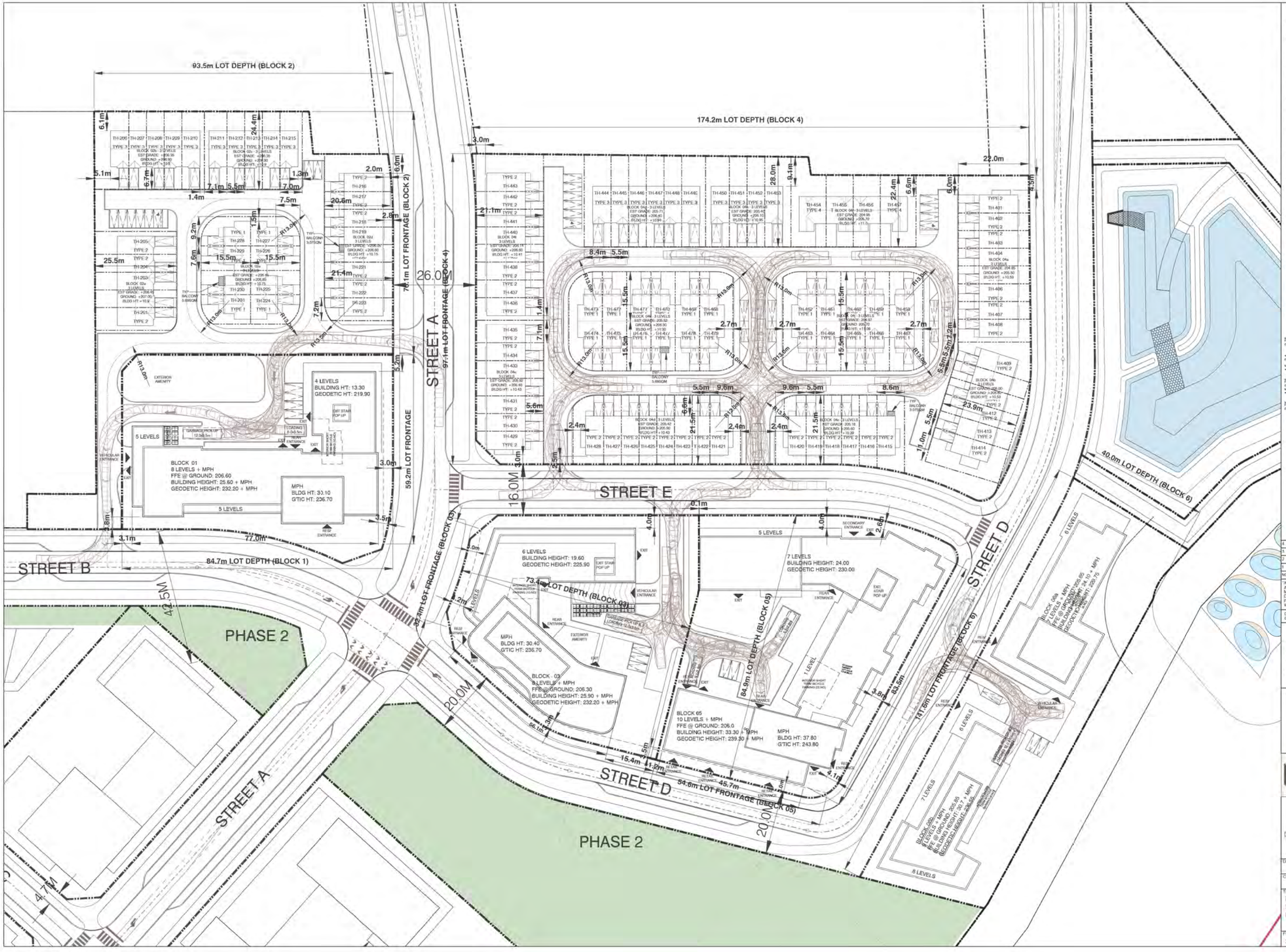
150 STEELES AVE
MILTON, ON

neatt

Drawn:	Scale: N/A
Checked: GW	Date: 2025-03-05

Title: BLOCK STATISTICS

Project No.: 22-207	Drawing No.: A005



LEGEND

NOTES

-OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC.

-ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK). THE REGION WILL RECEIVE A LETTER, CERTIFIED BY AN ONTARIO PROFESSIONAL ENGINEER, IN ADVANCE OF ANY INITIAL WASTE COLLECTION, INDICATING THAT THE SUPPORTED STRUCTURE CAN SUPPORT A FULLY LOADED WASTE TRUCK.

-THE COLLECTION POINT MUST BE LEVEL (THE CHANGE OF GRADE MUST BE LABELLED ON THE SITE PLAN AND NOT BE MORE THAN +/- 2%)

-A TRAINED ON-SITE STAFF MEMBER TO BE AVAILABLE TO MANEUVER WASTE BINS FOR CITY COLLECTION AT THE LOADING AREA AND ALSO ACT AS A FLAGMAN WHEN TRUCK IS PARKING AND REVERSING.

-RETAIL MANAGEMENT MUST ARRANGE FOR THEIR COLLECTION DAYS TO BE SCHEDULED ON OPPOSITE DAYS FROM THOSE OF THE RESIDENTIAL COLLECTION DAYS.

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

-ILLUSTRATED VEHICLE MOVEMENT DIAGRAM IS TAKEN FROM TRAFFIC REPORT. REFER ALSO TO TRAFFIC REPORT.

-REFER TO SITE SERVICING AND GRADING PLAN FOR DETAILED GRADING.

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

-TWO CHUTES EQUIPPED: ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR.

NO	REVISIONS	DATE
4	RE-ISSUED FOR OPA/ZBA	2026-01-22
3	RE-ISSUED FOR OPA/ZBA	2025-07-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21

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COREARCHITECTS
100 QUEENS QUAY EAST, SUITE 700, WEST TOWER
TORONTO, ON CANADA M5A 0P6
T +1 416 348 0400 • F +1 416 348 0401
INFO@COREARCHITECTS.COM
WWW.COREARCHITECTS.COM

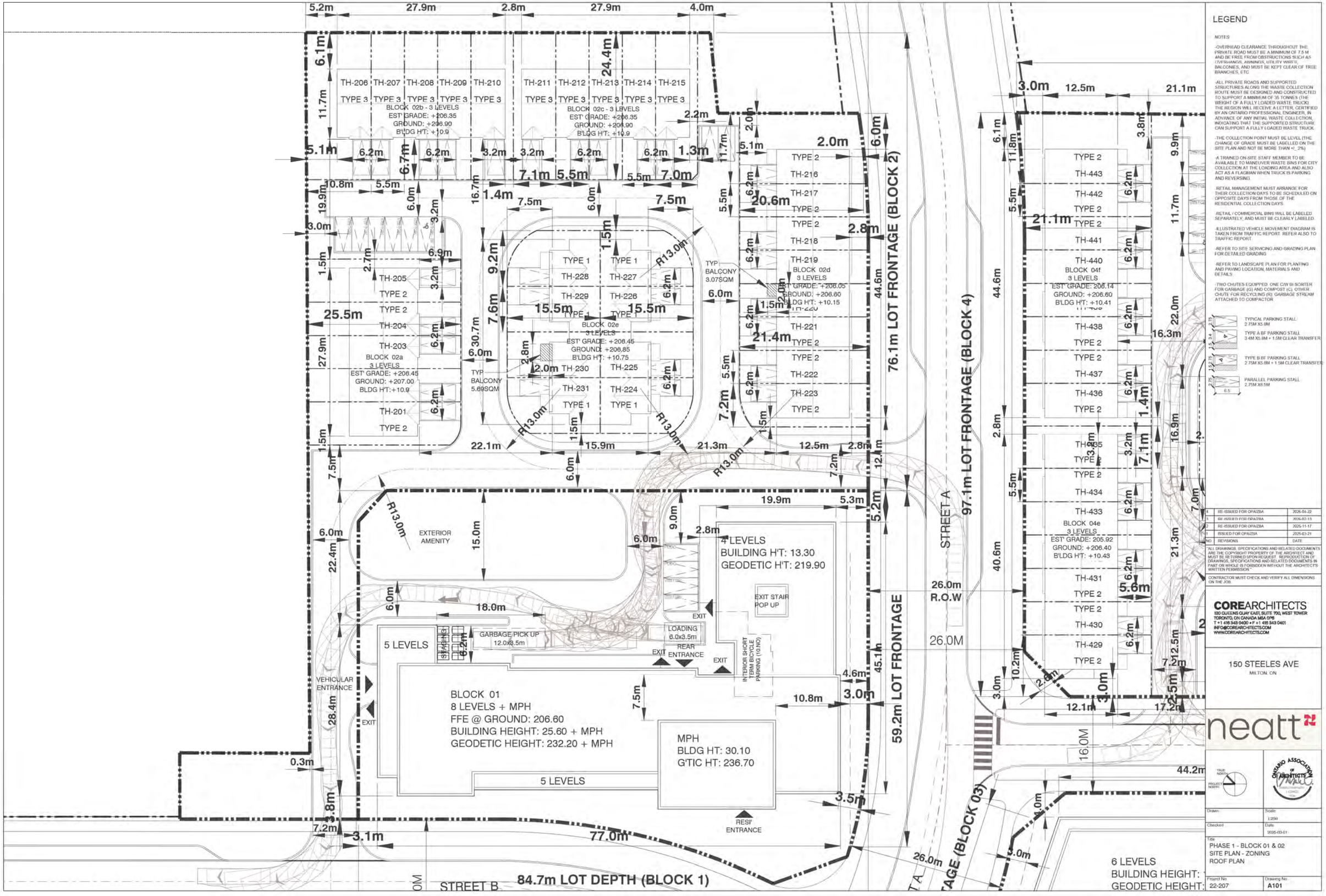
150 STEELES AVE
MILTON, ON

neatt

Drawn:	Scale: 1:500
Checked:	Date: 2024-08-09

Title
PHASE 1
SITE PLAN - ZONING
ROOF PLAN

Project No.	Drawing No.
22-207	A110


BLOCK 02b - 3 LEVELS
EST' GRADE: +206.35
GROUND: +206.90
B'LDG HT: +10.9
BLOCK 02c - 3 LEVELS
EST' GRADE: +206.35
GROUND: +206.90
B'LDG HT: +10.9
BLOCK 02a
3 LEVELS
EST' GRADE: +206.45
GROUND: +207.00
BLDG HT:+10.9
BLOCK 02e
3 LEVELS
EST' GRADE: +206.45
GROUND: +206.85
B'LDG HT: +10.75
BLOCK 02d
3 LEVELS
EST' GRADE: +206.05
GROUND: +206.60
B'LDG HT: +10.15
BLOCK 04f
3 LEVELS
EST' GRADE: 206.14
GROUND: +206.60
B'LDG HT: +10.41
BLOCK 04e
3 LEVELS
EST' GRADE: 205.92
GROUND: +206.40
B'LDG HT: +10.43
BLOCK 01
8 LEVELS + MPH
FFE @ GROUND: 206.60
BUILDING HEIGHT: 25.60 + MPH
GEODETIC HEIGHT: 232.20 + MPH
MPH
BLDG HT: 30.10
G'TIC HT: 236.70
4 LEVELS
BUILDING H'T: 13.30
GEODETIC H'T: 219.90
5 LEVELS
EXTERIOR AMENITY
GARBAGE PICK UP 12.0x3.5m
LOADING 6.0x3.5m
REAR ENTRANCE
INTERIOR SHORT TERM BICYCLE PARKING (10 NO)
EXIT STAIR POP UP
VEHICULAR ENTRANCE
RESI' ENTRANCE
TYP BALCONY 3.07SQM
TYP BALCONY 5.69SQM
76.1m LOT FRONTAGE (BLOCK 2)
76.1m LOT FRONTAGE (BLOCK 4)
59.2m LOT FRONTAGE
84.7m LOT DEPTH (BLOCK 1)
STREET A
STREET B
26.0m R.O.W
26.0M
97.1m LOT FRONTAGE (BLOCK 03)
6 LEVELS
BUILDING HEIGHT:
GEODETIC HEIGHT:
LEGEND
NOTES
-OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC
-ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK). THE REGION WILL RECEIVE A LETTER, CERTIFIED BY AN ONTARIO PROFESSIONAL ENGINEER, IN ADVANCE OF ANY INITIAL WASTE COLLECTION, INDICATING THAT THE SUPPORTED STRUCTURE CAN SUPPORT A FULLY LOADED WASTE TRUCK.
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TYPE A BF PARKING STALL 3.4M X5.8M + 1.5M CLEAR TRANSFER
TYPE B BF PARKING STALL 2.75M X5.8M + 1.5M CLEAR TRANSFER
PARALLEL PARKING STALL 2.75M X6.5M
1 RE-ISSUED FOR OPA/ZBA 2026-04-22
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1 ISSUED FOR OPA/ZBA 2025-03-21
NO. REVISIONS DATE
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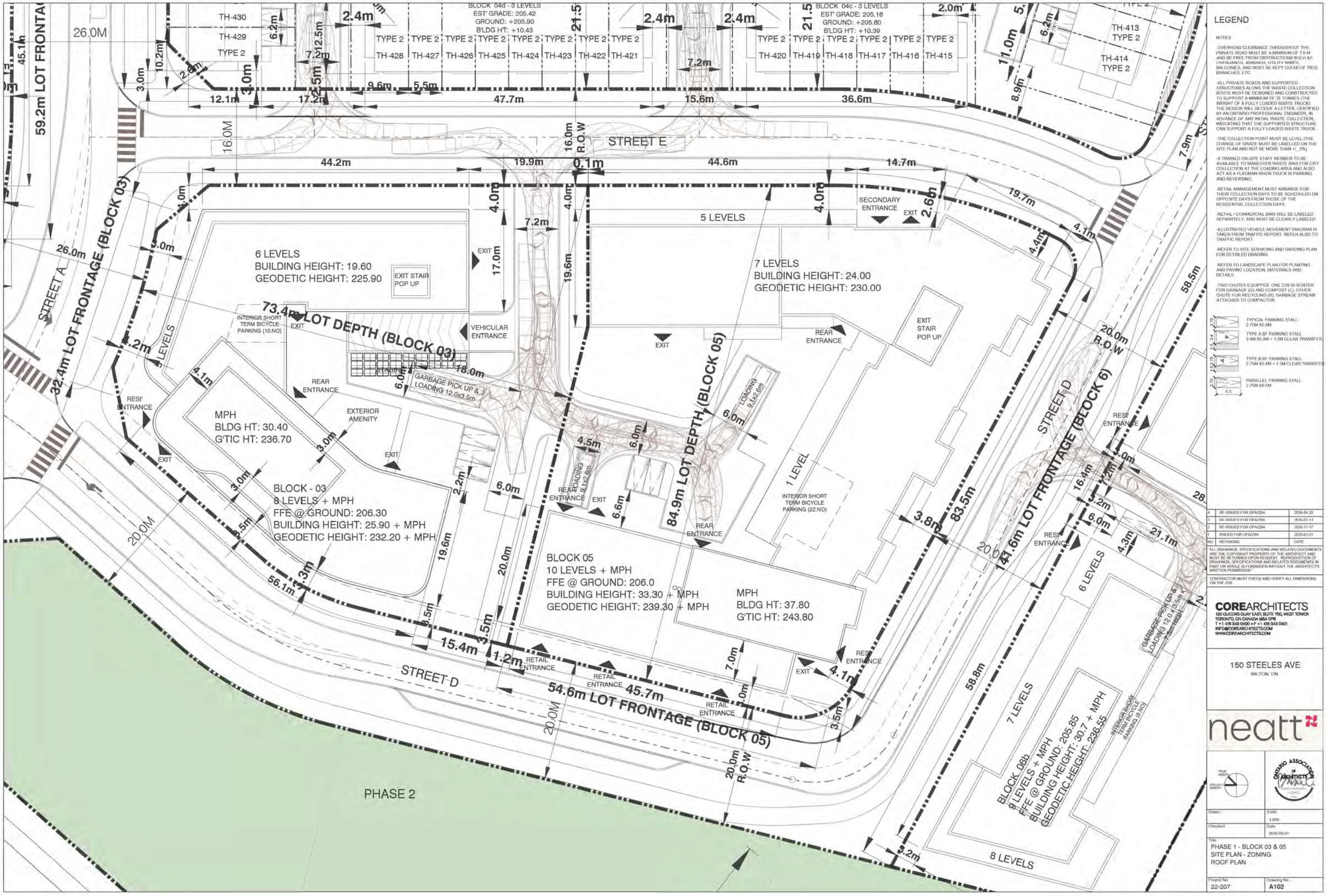
Drawn
Checked
Scale: 1:250
Date: 2025-03-01
Title: PHASE 1 - BLOCK 01 & 02 SITE PLAN - ZONING ROOF PLAN
Project No: 22-207
Drawing No: A101



LEGEND

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Drawn:	Scale: 1:250
Checked:	Date: 2025-03-01

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

Project No.	Drawing No.
22-207	A102

174.2m LOT DEPTH (BLOCK 4)

97.1m LOT FRONTAGE (BLOCK 4)

STREET A

STREET D

STREET E

26.0m R.O.W

26.0M

16.0M

16.0m R.O.W

BLOCK 04e
3 LEVELS
EST' GRADE: 205.92
GROUND: +206.40
B'LDG HT: +10.43

BLOCK 04f
3 LEVELS
EST' GRADE: 206.14
GROUND: +206.60
B'LDG HT: +10.41

BLOCK 04g - 3 LEVELS
EST' GRADE: 205.71
GROUND: +206.40
B'LDG HT: +10.94

BLOCK 04h - 3 LEVELS
EST' GRADE: 205.40
GROUND: +206.10
B'LDG HT: +10.95

BLOCK 04i - 3 LEVELS
EST' GRADE: 204.95
GROUND: +205.70
B'LDG HT: +11.0

BLOCK 04a
3 LEVELS
EST' GRADE: 204.85
GROUND: +205.50
B'LDG HT: +10.59

BLOCK 04k - 3 LEVELS
EST' GRADE: 205.52
GROUND: +206.30
B'LDG HT: +11.30

BLOCK 04j - 3 LEVELS
EST' GRADE: 204.97
GROUND: 205.70
B'LDG HT: +11.08

BLOCK 04d - 3 LEVELS
EST' GRADE: 205.42
GROUND: +205.90
B'LDG HT: +10.43

BLOCK 04c - 3 LEVELS
EST' GRADE: 205.16
GROUND: +205.60
B'LDG HT: +10.39

BLOCK 04b
3 LEVELS
EST' GRADE: 205.00
GROUND: +205.60
B'LDG HT: +10.53

6 LEVELS
BUILDING HEIGHT: 19.60

5 LEVELS

7 LEVELS

TYP BALCONY 5.69SQM

TYP BALCONY 3.07SQM

SECONDARY ENTRANCE

EXIT

LEGEND

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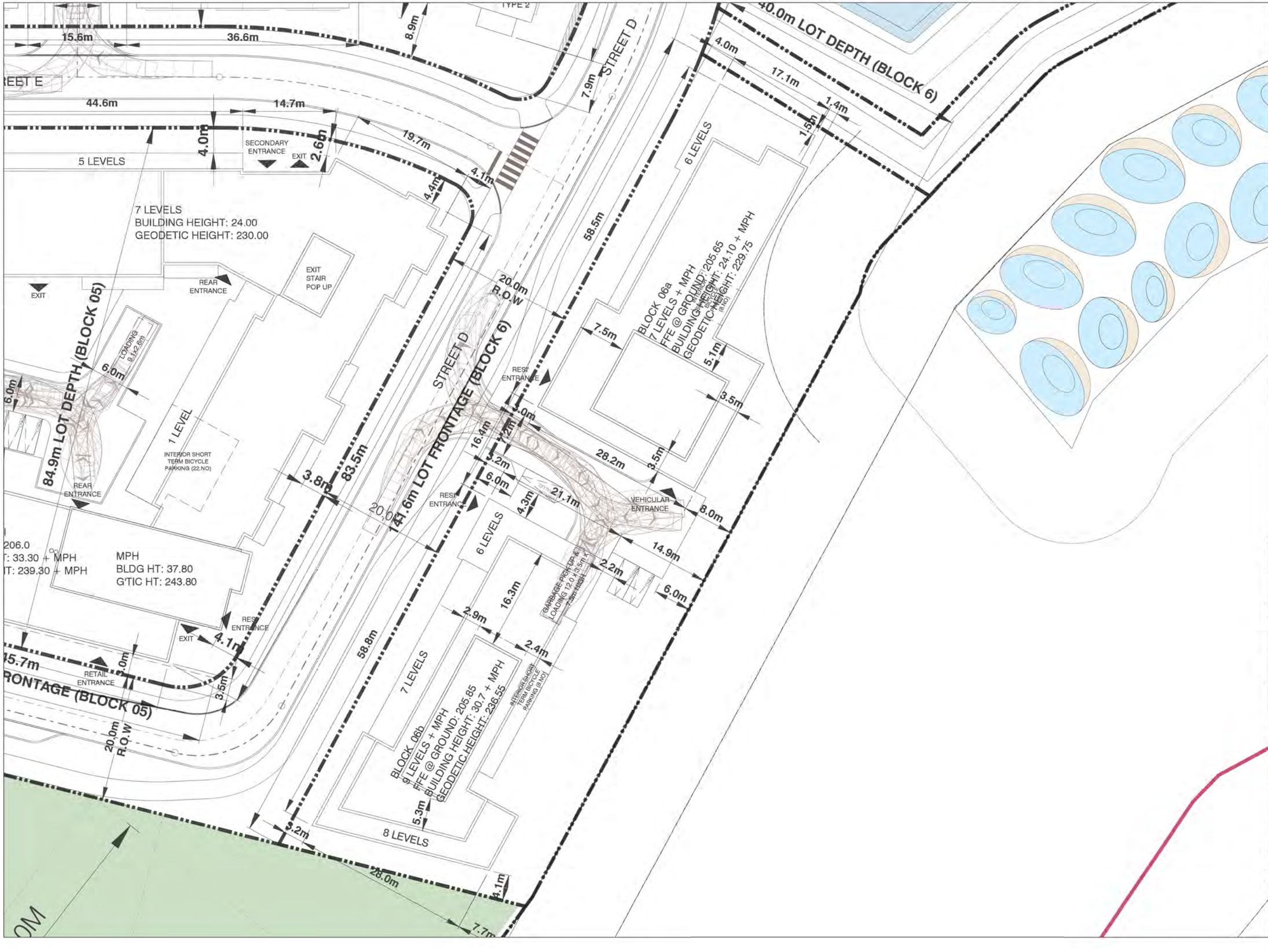
Drawn	Scale: 1:250
Checked	Date: 2025-03-01

Title:
PHASE 1 - BLOCK 04
SITE PLAN - ZONING
ROOF PLAN

Project No.	Drawing No.
22-207	A103



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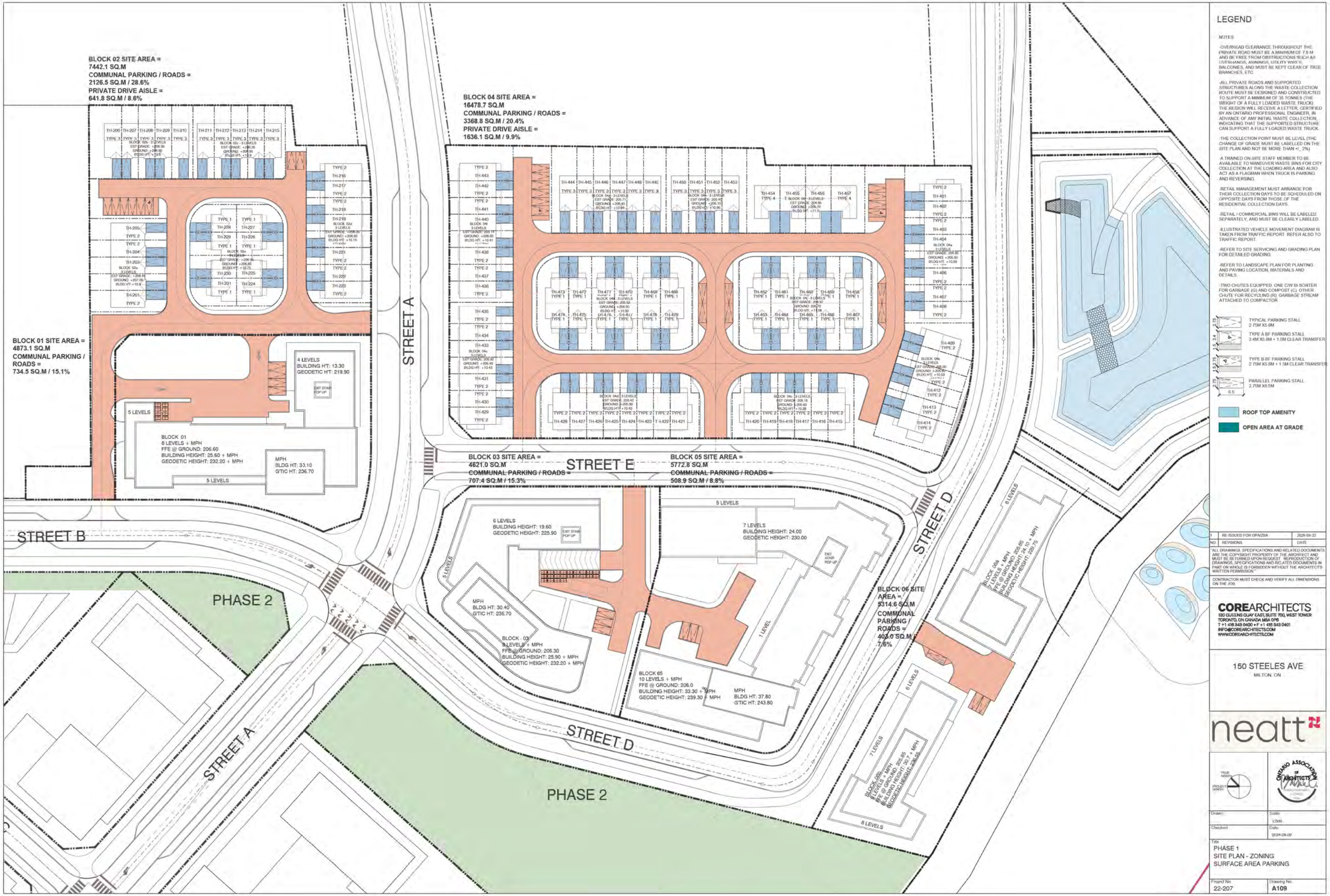
Drawn:	Scale: 1:250
Checked:	Date: 2025-03-01

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

Project No.	Drawing No.
22-207	A104



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ROOF TOP AMENITY

OPEN AREA AT GRADE

NO	REVISIONS	DATE
1	RE-ISSUED FOR OPA/ZBA	2025-04-22

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Drawn:
Checked:
Scale: 1:500
Date: 2024-09-09

Title
PHASE 1
SITE PLAN - ZONING
SURFACE AREA PARKING

Project No: 22-207
Drawing No: A109

93.5m LOT DEPTH (BLOCK 2)

174.2m LOT DEPTH (BLOCK 4)

78.1m LOT FRONTAGE (BLOCK 2)

97.1m LOT FRONTAGE (BLOCK 4)

STREET A

STREET B

STREET D

STREET E

84.7m LOT DEPTH (BLOCK 1)

59.2m LOT FRONTAGE

32.4m LOT FRONTAGE (BLOCK 03)

73.4m LOT DEPTH (BLOCK 03)

84.9m LOT DEPTH (BLOCK 05)

54.6m LOT FRONTAGE (BLOCK 05)

141.6m LOT FRONTAGE (BLOCK 6)

40.0m LOT DEPTH (BLOCK 6)

ROOF TOP AMENITY
228.8 SQ.M
2469 SQ.FT

4873.1 SQ.M BLOCK AREA
1543.9 SQ.M OPEN SPACE
LANDSCAPED OPEN AREA 31.7%

4621.0 SQ.M BLOCK AREA
1279.7 SQ.M OPEN AREA
LANDSCAPED OPEN AREA 27.7%

ROOF TOP AMENITY
479.5 SQ.M
5065 SQ.FT

5772.8 SQ.M BLOCK AREA
1556.1 OPEN AREA
LANDSCAPED OPEN AREA 26.9%

ROOF TOP AMENITY
1277.15Q.M
13747 SQ.FT

5314.6 SQ.M BLOCK AREA
2298.3 SQ.M OPEN AREA
LANDSCAPED OPEN AREA 43.2%

PHASE 2

PHASE 2

LEGEND

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COMMUNAL PARKING / ROADS

PRIVATE DRIVE AISLE

NO	REVISIONS	DATE
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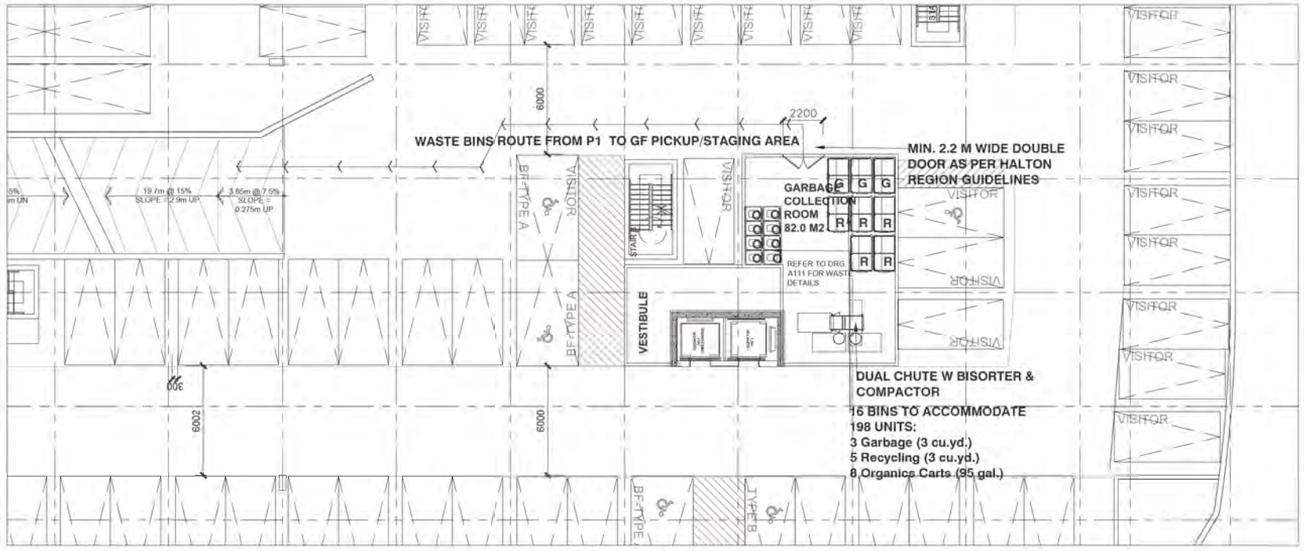
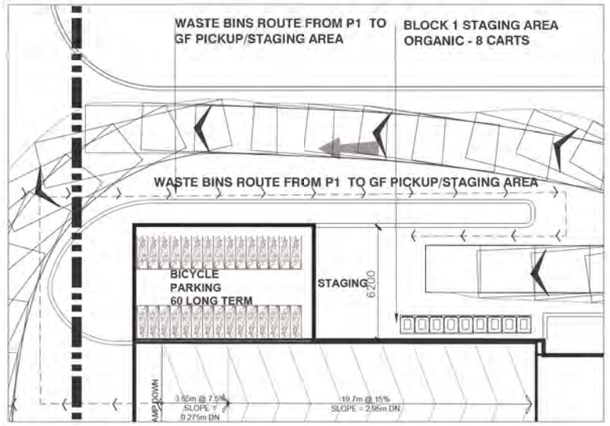
Drawn:	Scale: 1:500
Checked:	Date: 2026-01-22

Title:
PHASE 1
SITE PLAN
OPEN AREA CALCULATION

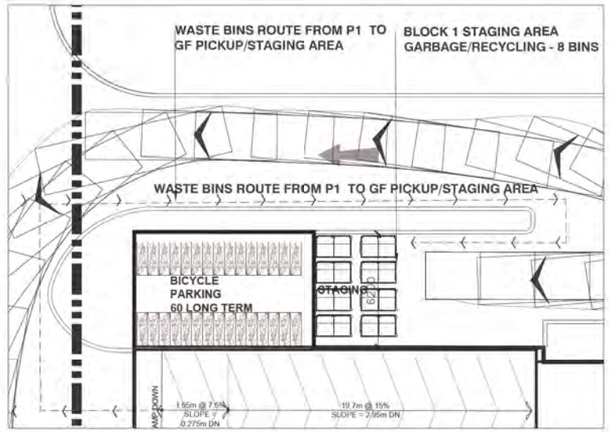
Project No.	Drawing No.
22-207	A110



4 A111 GARBAGE ROOM @ P1



2 A111 STAGING/LOADING AREA-ORGANICS



1 A111 STAGING/LOADING AREA-GARBAGE/RECYCLING

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

NOTES:
- NUMBER OF BINS AND AREAS CALCULATED AS PER HALTON REGION GUIDELINE (REFER TO WASTE MANAGEMENT PLAN).
- MINIMUM 2.2M WIDE DOUBLE DOOR AS PER HALTON REGION GUIDELINE.
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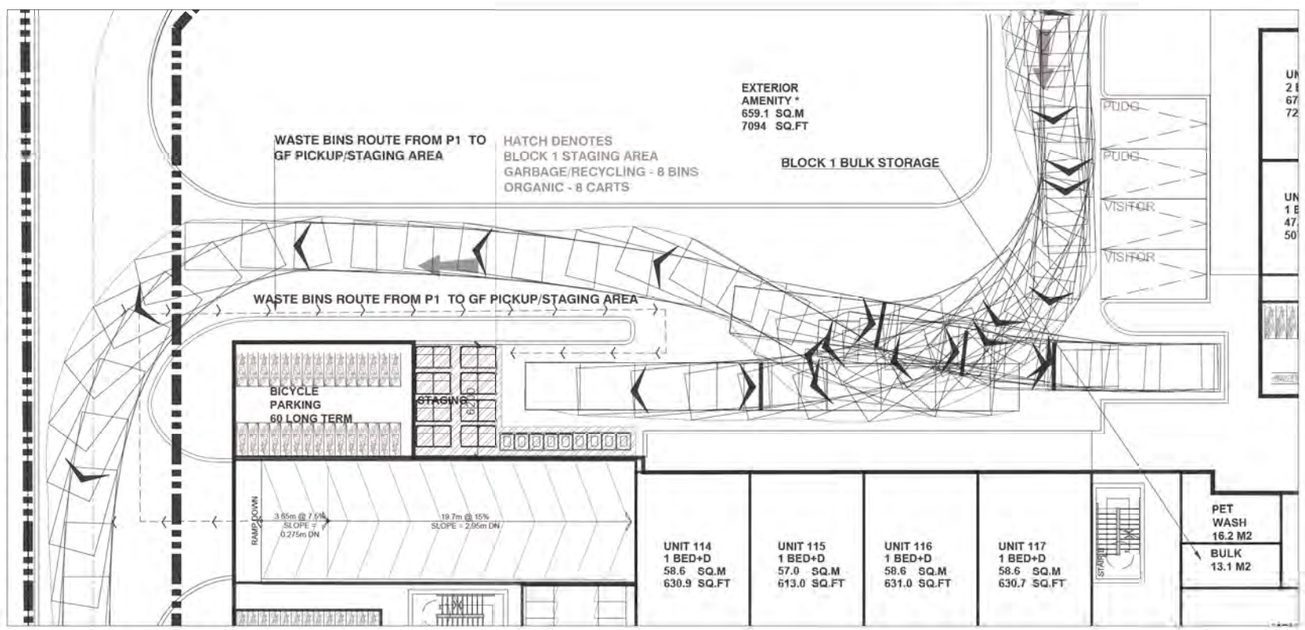

3 A111 STAGING/LOADING AREA

LEGEND

NOTES:

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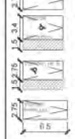
-TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR.



NO	REVISIONS	DATE
4.	RE-ISSUED FOR OPA/ZBA	2026-01-22
3.	RE-ISSUED FOR OPA/ZBA	2025-07-13
2.	RE-ISSUED FOR OPA/ZBA	2025-11-17
1.	ISSUED FOR OPA/ZBA	2025-03-21

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MILTON, ON

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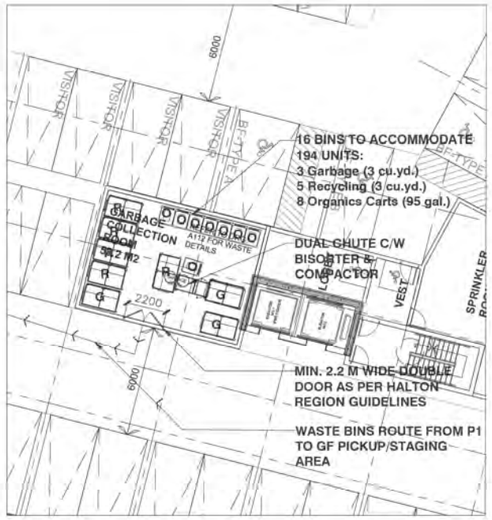
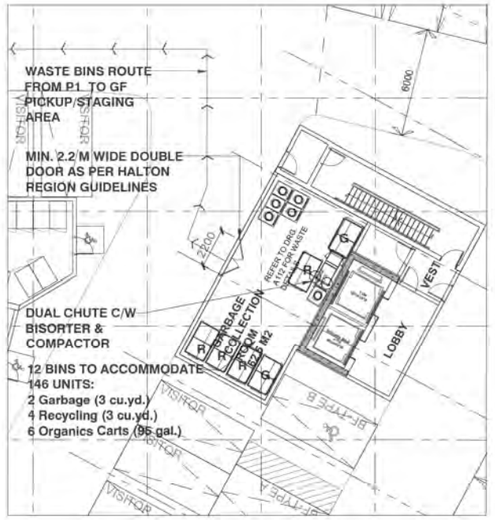
Drawn:	Scale: 1:150
Checked:	Date: 2025-03-01

Title
PHASE 1
BLOCK 1
WASTE MANAGMENT

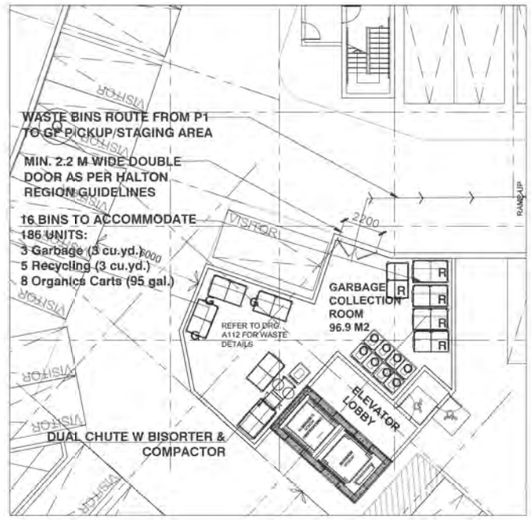
Project No: 22-207	Drawing No: A111



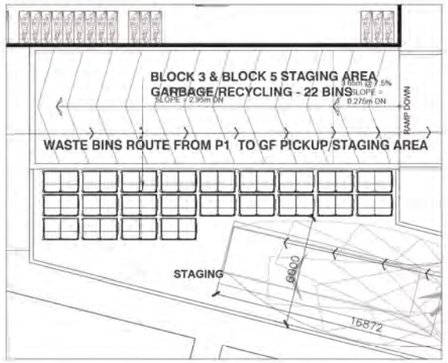
6 A112 BLOCK 5 – GARBAGE ROOM 1 @ P1



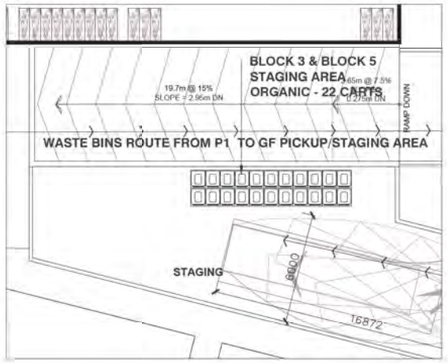
5 A112 BLOCK 5 – GARBAGE ROOM 2 @ P1



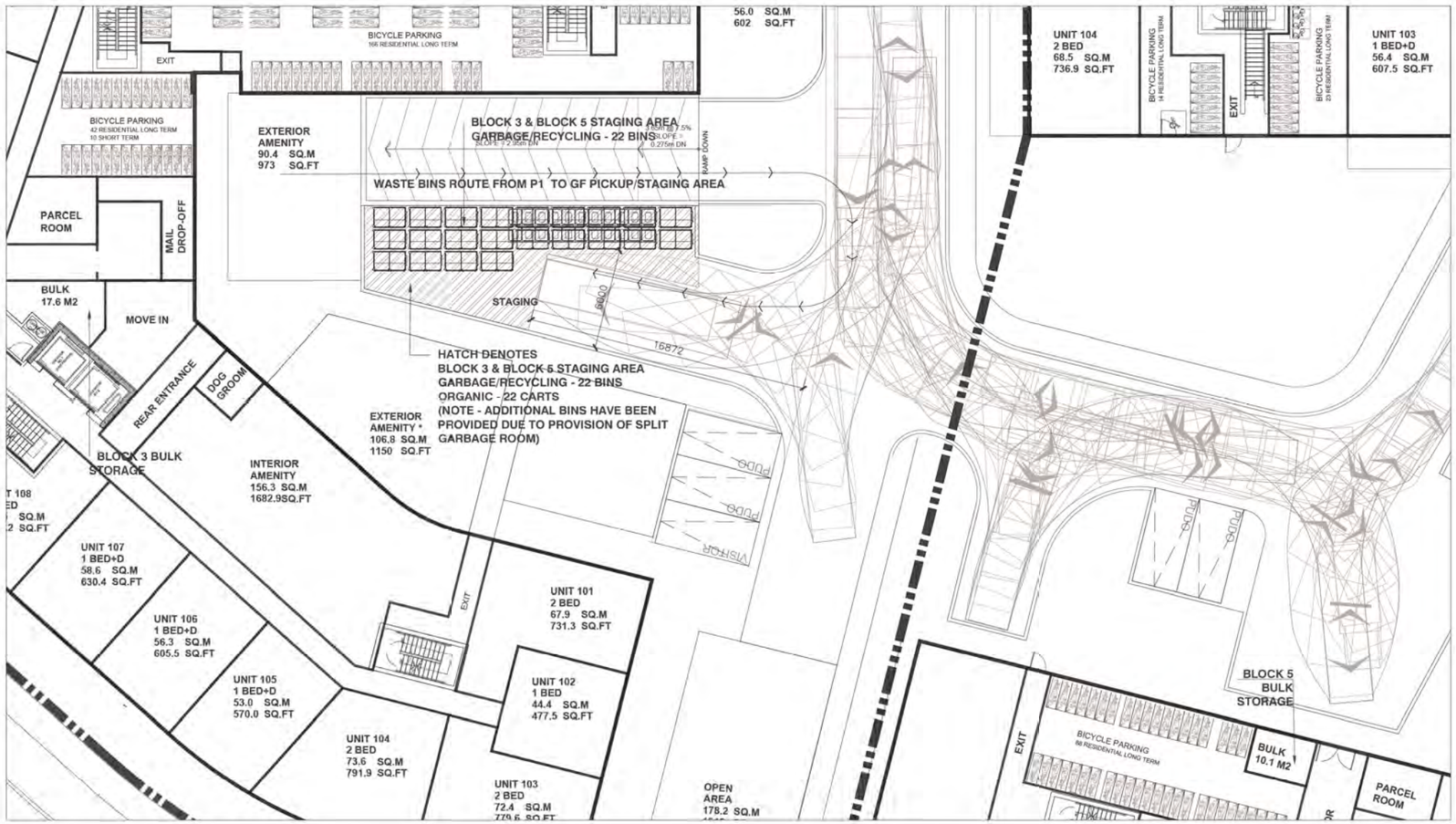
4 A112 BLOCK 3 – GARBAGE ROOM @ P1



2 A112 BLOCK 3&5 – GARBAGE/RECYCLING



1 A112 BLOCK 3&5 – ORGANICS



3 A112 BLOCK 3&5 – STAGING/LOADING AREA

BUILDING 5 338 (UNITS)		
MINIMUM NUMBER OF BINS REQUIRED – RESIDENTIAL	VALUE	UNIT
GARBAGE	9	3 CU. YD. BIN(S)
RECYCLING	8	3 CU. YD. BIN(S)
ORGANIC	19	95 GAL. CART(S)
TOTAL BIN/CART FOOTPRINT AREA	43 SQ.M	
BUILDING 3 186 (UNITS)		
MINIMUM NUMBER OF BINS REQUIRED – RESIDENTIAL	VALUE	UNIT
GARBAGE	3	3 CU. YD. BIN(S)
RECYCLING	5	3 CU. YD. BIN(S)
ORGANIC	6	95 GAL. CART(S)
TOTAL BIN/CART FOOTPRINT AREA	26 SQ.M	

NOTES:

- NUMBER OF BINS AND AREAS CALCULATED AS PER HALTON REGION GUIDELINE. (REFER TO WASTE MANAGEMENT PLAN).
- MINIMUM 2.2M WIDE DOUBLE DOOR AS PER HALTON REGION GUIDELINE.
- OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE MINIMUM OF 7.5M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC.
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LEGEND

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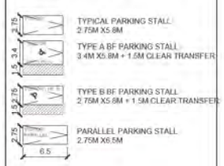

NO	REVISIONS	DATE
4	RE-ISSUED FOR OPA/ZBA	2026-01-22
3	RE-ISSUED FOR OPA/ZBA	2025-07-11
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-01-21

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150 QUEENS QUAY EAST, SUITE 700, WEST TOWER
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WWW.COREARCHITECTS.COM

150 STEELES AVE
MILTON, ON

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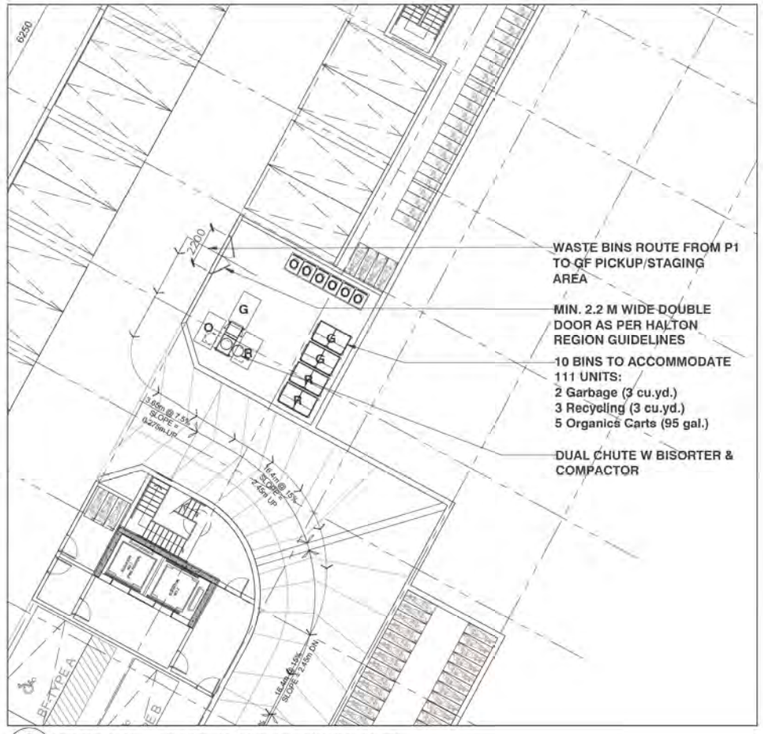
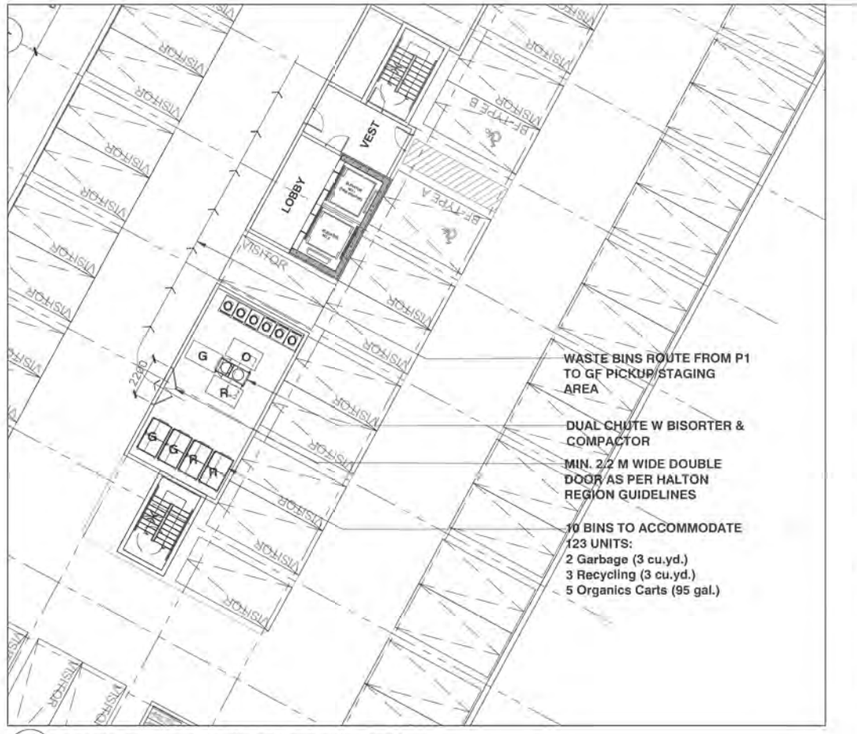
Drawn:	Scale: 1:150
Checked:	Date: 2025-03-01

Title
PHASE 1
BLOCK 3 AND BLOCK 5
WASTE MANAGMENT

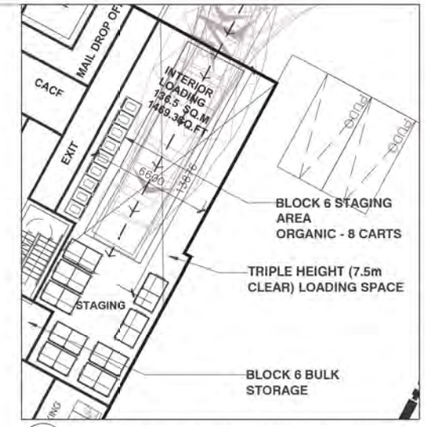
Project No.	Drawing No.
22-207	A112



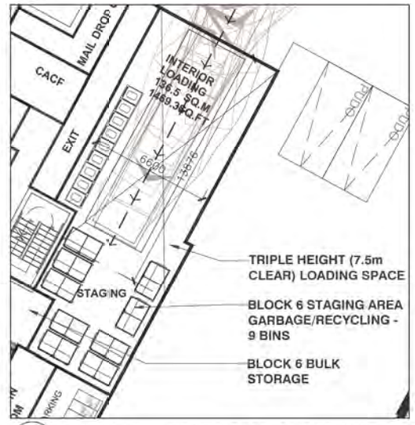
6 A113 BLOCK 6 – EAST GARBAGE ROOM @ P1



4 A113 BLOCK 6 – WEST GARBAGE ROOM @ P1



2 A113 BLOCK 6 – STAGING AREA ORGANICS



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

3 A113 BLOCK 6 – STAGING/LOADING AREA

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

NOTES:
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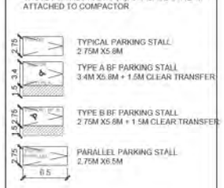

NO.	REVISIONS	DATE
4.	RE-ISSUED FOR OPA/ZBA	2025-04-22
3.	RE-ISSUED FOR OPA/ZBA	2025-02-13
2.	RE-ISSUED FOR OPA/ZBA	2025-11-17
1.	ISSUED FOR OPA/ZBA	2025-03-27

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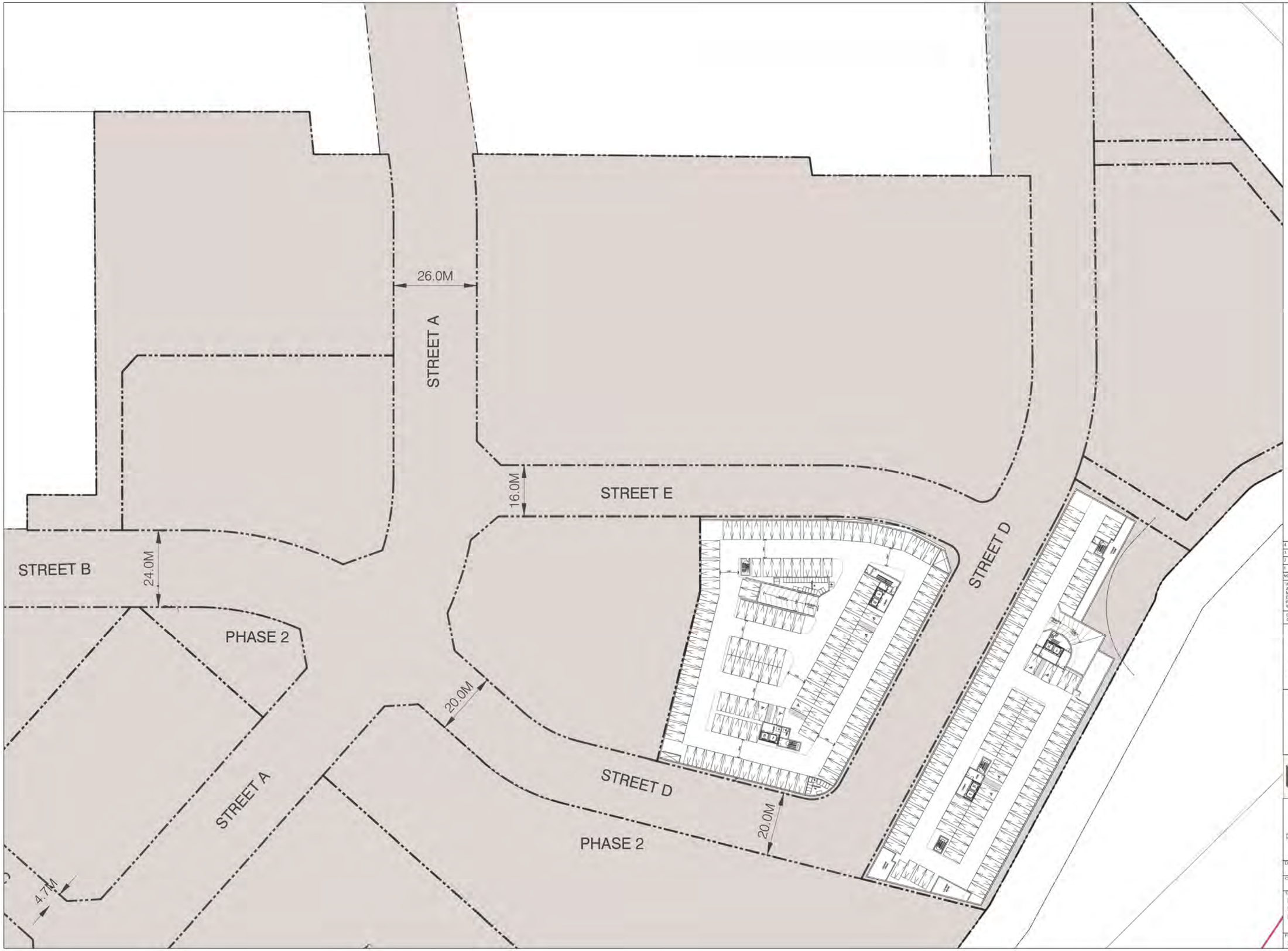
150 STEELES AVE
MILTON, ON

neatt

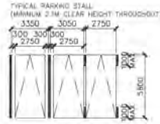
Drawn:	Scale: 1:150
Checked:	Date: 2025-03-01

Title: PHASE 1
BLOCK 6
WASTE MANAGMENT

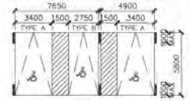
Project No.	Drawing No.
22-207	A113



TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)



BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)



STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)

NO	REVISIONS	DATE
4	RE-ISSUED FOR OPA/ZBA	2026-01-22
3	RE-ISSUED FOR OPA/ZBA	2025-07-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21

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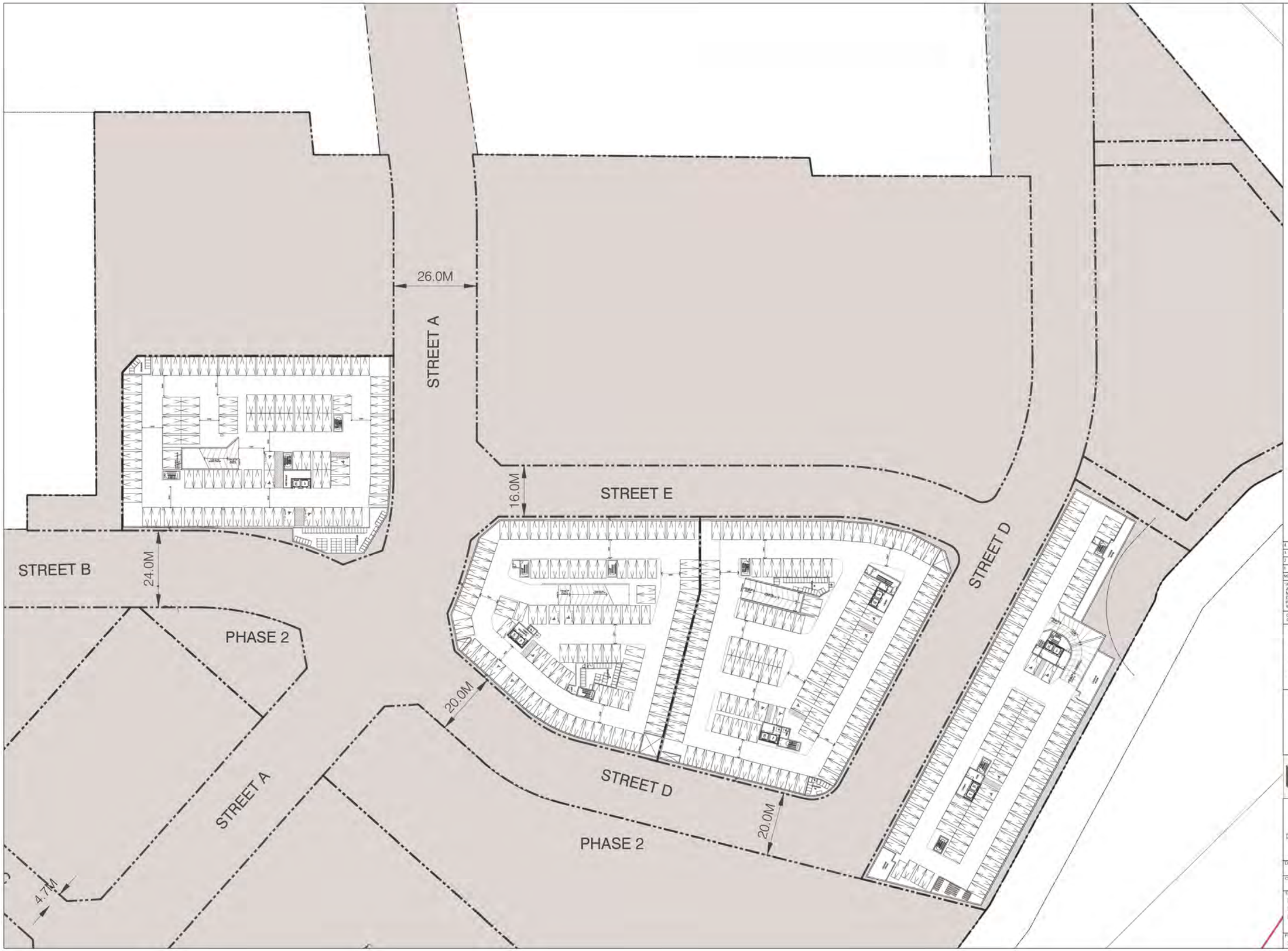
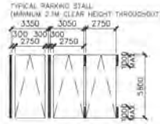
Drawn:	Scale: 1:500
Checked:	Date: 2024-08-09

Title:
PHASE 1
SITE PLAN
BASEMENT LEVEL P3

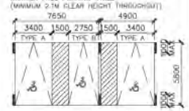
Project No.	Drawing No.
22-207	A200



TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)



BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)



STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)

NO	REVISIONS	DATE
4	RE-ISSUED FOR OPA/ZBA	2026-01-22
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WWW.COREARCHITECTS.COM

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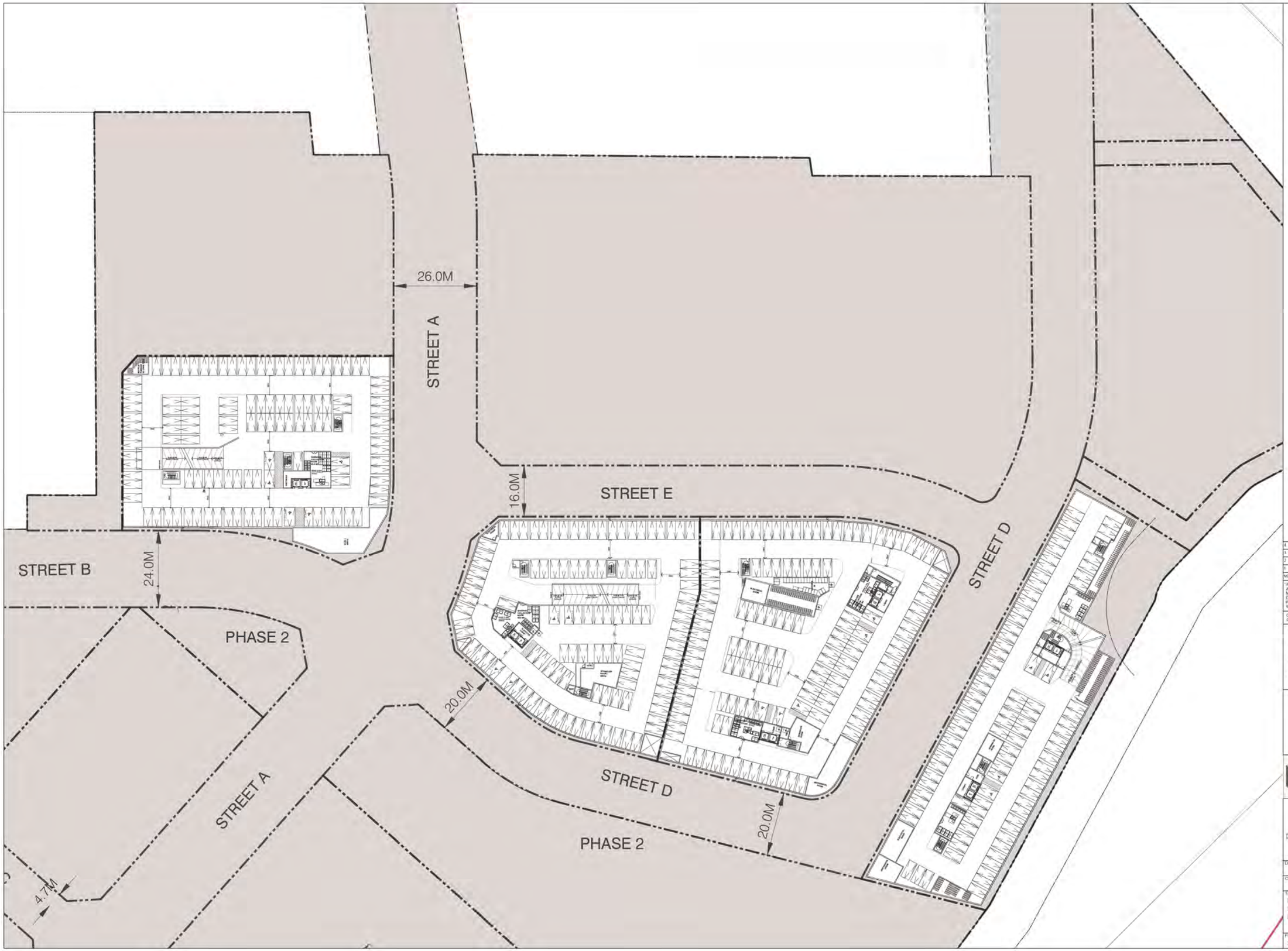
TRUE NORTH
PROJECT NORTH

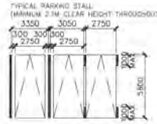
Drawn:	Scale: 1:500
Checked:	Date: 2026-09-02

Title
PHASE 1
SITE PLAN
BASEMENT LEVEL P2

Project No.	Drawing No.
22-207	A201



TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)



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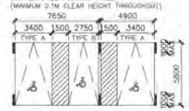

STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)

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2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21

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COREARCHITECTS
130 QUEENS QUAY EAST, SUITE 700, WEST TOWER
TORONTO, ON CANADA M5A 0P6
T +1 416 343 0400 • F +1 416 343 0401
INFO@COREARCHITECTS.COM
WWW.COREARCHITECTS.COM

150 STEELES AVE
MILTON, ON

neatt

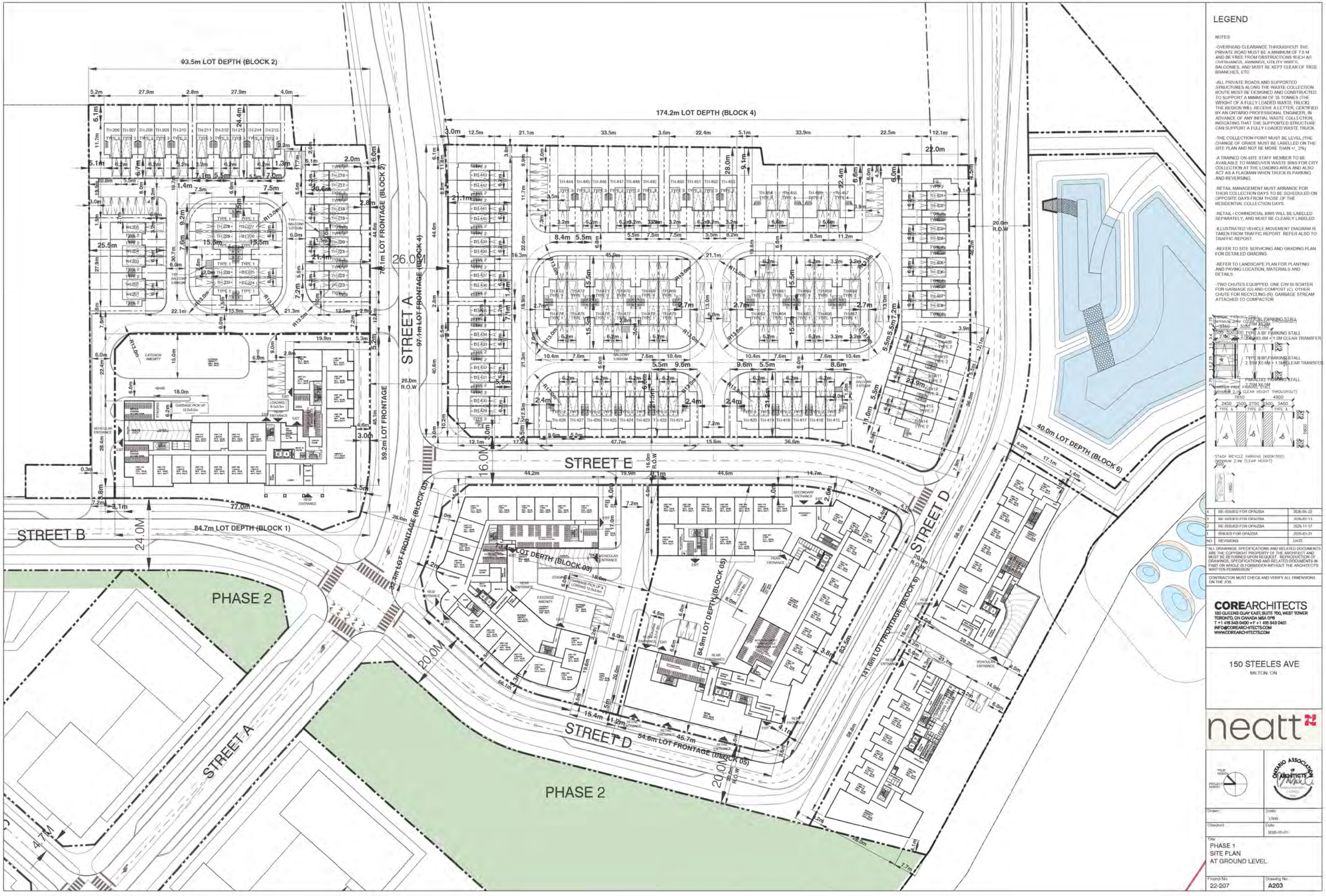
TRUE NORTH
PROJECT NORTH

ONTARIO ASSOCIATION OF ARCHITECTS

Drawn:	Scale: 1:500
Checked:	Date: 2024-08-02

Title:
PHASE 1
SITE PLAN
BASEMENT LEVEL P1

Project No. 22-207	Drawing No. A202



LEGEND

NOTES

-OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC.

-ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK). THE REGION WILL RECEIVE A LETTER, CERTIFIED BY AN ONTARIO PROFESSIONAL ENGINEER, IN ADVANCE OF ANY INITIAL WASTE COLLECTION, INDICATING THAT THE SUPPORTED STRUCTURE CAN SUPPORT A FULLY LOADED WASTE TRUCK.

-THE COLLECTION POINT MUST BE LEVEL (THE CHANGE OF GRADE MUST BE LABELLED ON THE SITE PLAN AND NOT BE MORE THAN +/- 2%)

-A TRAINED ON-SITE STAFF MEMBER TO BE AVAILABLE TO MANEUVER WASTE BINS FOR CITY COLLECTION AT THE LOADING AREA AND ALSO ACT AS A FLAGMAN WHEN TRUCK IS PARKING AND REVERSING.

-RETAIL MANAGEMENT MUST ARRANGE FOR THEIR COLLECTION DAYS TO BE SCHEDULED ON OPPOSITE DAYS FROM THOSE OF THE RESIDENTIAL COLLECTION DAYS.

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

-ILLUSTRATED VEHICLE MOVEMENT DIAGRAM IS TAKEN FROM TRAFFIC REPORT. REFER ALSO TO TRAFFIC REPORT.

-REFER TO SITE SERVICING AND GRADING PLAN FOR DETAILED GRADING.

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

-TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR.

NO.	REVISIONS	DATE
4	RE-ISSUED FOR OPA/ZBA	2026-01-22
3	RE-ISSUED FOR OPA/ZBA	2026-02-13
2	RE-ISSUED FOR OPA/ZBA	2025-11-17
1	ISSUED FOR OPA/ZBA	2025-03-21

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COREARCHITECTS
120 QUEENS QUAY EAST, SUITE 700, WEST TOWER
TORONTO, ON CANADA M5A 0P6
T +1 416 343 0400 ▪ F +1 416 343 0401
INFO@COREARCHITECTS.COM
WWW.COREARCHITECTS.COM

150 STEELES AVE
MILTON, ON

neatt

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Checked:	Date: 2025-03-01

Title
PHASE 1
SITE PLAN
AT GROUND LEVEL

Project No.	Drawing No.
22-207	A203