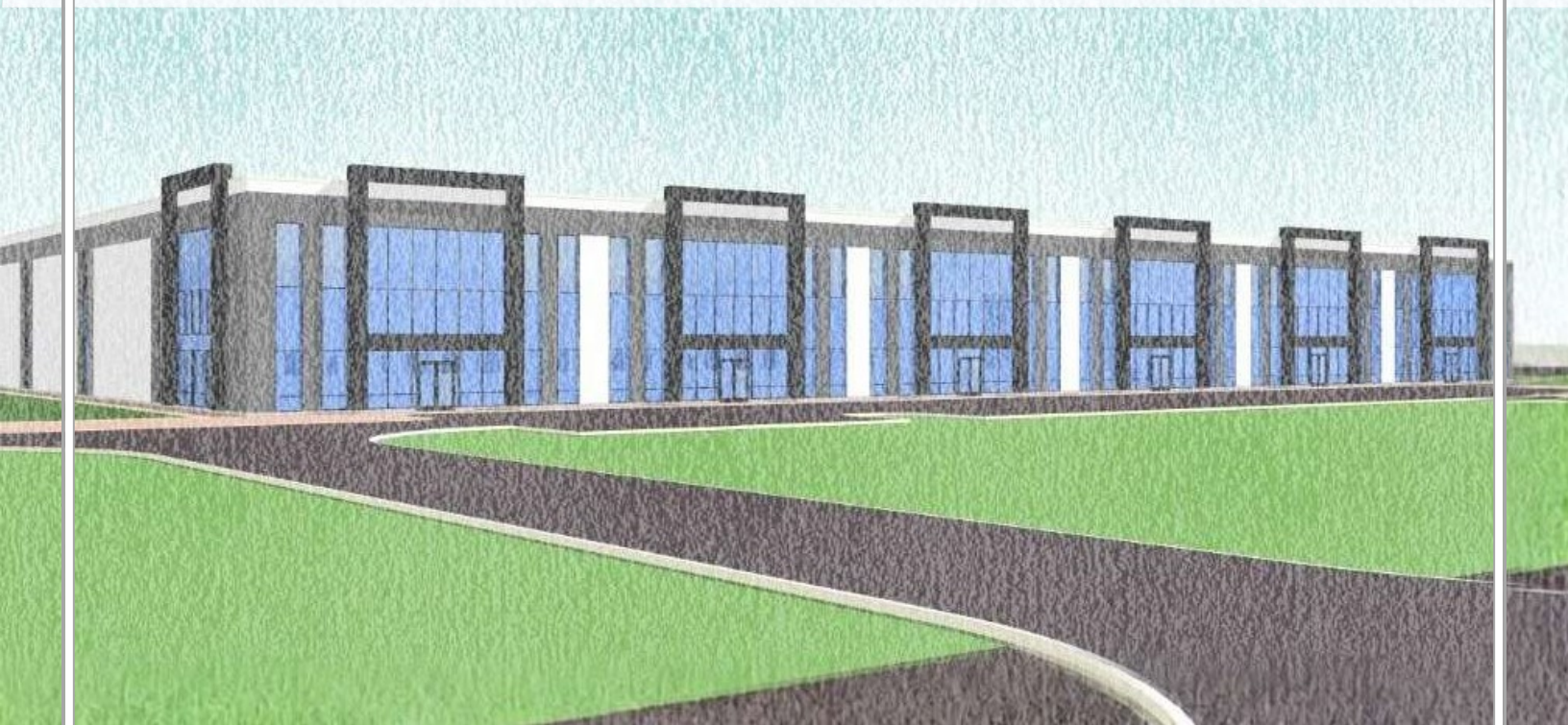


URBAN DESIGN BRIEF

8995 BOSTON CHURCH RD, MILTON

FEBRUARY 2, 2026



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1. DESIGN VISION, GUIDING PRINCIPLES AND OBJECTIVES

1.1. INTRODUCTION

This urban design brief has been prepared to support necessary planning applications required to permit the proposed industrial development at 8995 Boston Church Road. The primary objective of this report is to demonstrate how the proposed warehouse development integrates with Milton's evolving industrial landscape and supports the surrounding urban context. This urban design brief outlines how the site's physical form comprising three distinct building volumes and the architectural treatment of the elevations respond to the physical context of the site, ensuring alignment with the Town's policy framework and design guidelines, ensuring the project contributes positively to the character of the surrounding area.

The project is located at 8995 Boston Church Road, situated within a rapidly developing employment character area of Milton. The property currently consists of approximately 11.71 hectares (117192.46 sq.m.) and is located adjacent to two streets with front facade along Boston Church Road and exterior side along No. 5 side Road. The land is currently undeveloped and occupies a strategic position with proximity to major transportation arteries, supporting its functional requirements as a logistics and distribution hub.

1.2. DESIGN VISION

The design vision for this warehouse/storage project is to develop a contemporary, industrial area that balances large-scale warehouse operation with a harmonious architectural presence. The proposal consists of three primary industrial buildings totaling a Gross Floor Area (GFA) of 33,829.62 m². The site utilizes a multi-building configuration to break down the overall massing and create a cohesive built environment. The buildings are designed with a maximum height of 39' 6", providing high-volume interior clearances suitable for modern distribution and logistics. The architectural style utilizes a rhythmic series of vertical frames that encapsulate expansive glass curtain walls.

A significant setback of 180' 6" (55.01 meters) is maintained from No. 5 Road, allowing for an expansive and highly landscaped front yard which include site design features such as naturalized landscape areas, a dedicated outdoor common space located between the primary building volumes and a network of 5' 0" wide proposed pedestrian walkways ensuring safe movement throughout the campus, connecting the central amenity space to building entrances and parking areas.

The site provides a total of 401 parking spaces, which includes 16 barrier-free (accessible) stalls strategically located near the primary building entries. This parking is primarily distributed along the building frontages to serve employees and visitors, while heavy-vehicle loading and circulation are optimized in between building blocks to ensure operational efficiency without detracting from the public realm. Vehicular access is provided through two primary entry points - from Boston Church Road and No.5 sideroad, both featuring landscaped islands in setbacks and directory signage to facilitate smooth on-site navigation. The landscape setback along the Boston Church Road and No.5 sideroad serve as a soft setback to screen the parking spaces and loading operations from the public view, maintaining a pleasant streetscape along the roads.



Figure 1: View of building B from No. 5 Side Road

1.3. TOWN POLICY AND REGULATORY FRAMEWORK

1.3.1. Town of Milton Official Plan

The Town of Milton Official Plan requires a standard for lands visible from major corridors, requiring that high-density economic intensification be balanced with architectural excellence and environmental stewardship. The project addresses these requirements by utilizing rhythmic frame design to break up building massing, providing setbacks along main roads up to 180' 6" to preserve the public realm's character, and implementing a naturalized landscape strategy that exceeds standard industrial requirements. This integrated approach in this project aims to transform an underutilized site into a productive, transit-supportive employment hub that conforms to the Town's vision for a high-quality, resilient, and aesthetically pleasing business park.

1.3.2. Town of Milton Zoning By-law

The subject land is zoned as an A1 agricultural zone in rural zoning in Zoning By-law 016-2014.

1.3.3. Milton 401 Industrial/ Business Park Urban Design Guidelines

The Guideline builds on the policies of the Milton Official Plan and the Milton 401 Industrial/Business Park Secondary Plan, and provides the Town with a clear design direction to describe the physical design concepts that will support the overall vision for the area as a high quality, integrated physical environment. The project uses this guideline to integrate the design features such as naturalized landscape treatments which provide high quality outdoor spaces and also make the streetscape along the site visually and environmentally integrated. Additionally, elevation treatment using rhythmic vertical frames also breaks up the warehouse massing to avoid flat, blank walls along the streetscape.

1.4. DESIGN OBJECTIVES

The Town of Milton's Urban Design Strategy is focused on attaining high standards for the physical design of both built and natural environments within its urban areas. These standards emphasize the overall quality, environmental sensitivity, and functional safety of a site. The design objective of this project also focuses on contributing positively for both built form and function to the town of Milton.

The design objectives for the proposed development include:

- **High standard of architectural design:** The proposal establishes a contemporary industrial architectural expression through a multi-building campus that avoids the appearance of a conventional single-plane industrial wall. The use of rhythmic vertical bay frames and large-format glass curtain wall creates a consistent architectural rhythm and a higher-order presence along the street frontage. A consistent height datum of 39'-6" is maintained across the buildings, with parapets designed to screen rooftop mechanical equipment and ensure a clean roofline consistent with business park expectations.
- **Integrate a Human-Scaled Public Interface:** Despite the large-scale industrial nature of the site, the project prioritizes the human experience by maintaining an expansive front yard setback of approximately **55.01m** from Boston Church Road. This substantial buffer allows for primary administrative suites and "front-of-house" interfaces to be oriented

toward the public realm, featuring extensive vision glass and "bird-friendly" glazing to enhance transparency and pedestrian comfort.

- **Sustainable Urban Development and Environmental Sensitivity:** The development adheres to sustainable design principles by preserving natural features. Environmental separation is maintained through substantial setbacks, ranging from approximately 39.36m to 46.40m from wetland features to building exteriors. Furthermore, the landscape strategy incorporates naturalized wildflower and bee pollinator seed mixes, supporting local biodiversity and reducing the project's environmental footprint.
- **Functional Efficiency and Safety:** The site is organized around a consolidated internal driveway loop that separates heavy-vehicle loading operations from passenger vehicle parking and pedestrian pathways. A dedicated pedestrian circulation system, featuring wide pathways, provides safe on-site connectivity between the 401 provided parking spaces and primary building entrances.
- **Enhanced Connectivity and Amenity:** In alignment with the Town's focus on high-quality employment environments, the project includes a central employee amenity area. This space, featuring a pergola and seating, provides a dedicated outdoor refuge for the workforce, further elevating the site from a standard industrial facility to a modern employment campus.

2. SITE AND CONTEXT ANALYSIS

2.1. SITE AND DEVELOPMENT CONTEXT

2.1.1. Site

The subject property, located at 8995 Boston Church Rd, Milton, in the north-eastern community of Boston and Maneswood community in Ward 2 of the Town of Milton. It is approximately 11.71 hectares (117192.46 sq.m.). The site is located on the northeast side of Boston Church Road and the southeast side of Regional Road 9 - No. 5 Side Road. The subject property is generally rectangular in shape, with lot lines running parallel to Boston Church Road and No. 5 Side Road and farm driveway access on Boston Church Road. The property is undeveloped and surrounded by few developments in some neighborhood properties. The site is located in an agricultural zone and is close to a low-density residential area. The site doesn't comprise any significant trees and plantations.



Figure 2: Site location

2.1.2. Surrounding land uses

The subject property is located within a transitioning landscape characterized by modern industrial intensification to the south and west, and established rural and natural heritage features to the north and east. The surrounding context is defined as follows:

- **North:** Immediately north of the subject property, across No. 5 Side Road, the landscape is composed of rural residential dwellings and active agricultural lands situated within Halton Hills. These lands are strategically designated as Future Strategic Employment under the Halton Region Official Plan. This area also includes significant environmental features, a place of worship, and various agriculturally related uses along 3 Line.
- **South:** To the immediate south of the property, along Boston Church Road, the environment consists of rural residential homes mixed with natural heritage elements and woodlots. Beyond these nearby parcels is the Orlando Corporation's West

Industrial Plan of Subdivision, which is now undergoing active site preparation and servicing to allow for large-scale warehouse buildings.

- **East:** The site's eastern border borders a rural residential development from before the Greenbelt era, which is physically defined by Maneswood Trail and Southcott Drive on No. 5 Side Road. This residential cluster is identified by the presence of Greenbelt Natural Heritage System elements, which form a naturalized buffer to the east of the subject areas.
- **West:** The Orlando Corporation's 30.76-hectare East Industrial Plan of Subdivision is located immediately west of the property, near the intersection of Boston Church Road and No. 5 Side Road. This location is now undergoing earthworks for future warehouse building. Beyond the Orlando lands, the western setting is characterized by a CN Railway line, a significant hydro corridor, and existing industrial complexes that serve as anchors for the larger employment zone.

2.1.3. Topography and natural features

The topographic survey of the site indicates that the grade of the site decreases by approximately 4.0 meters from the North of the site along No 5 sideroad and towards the South end of the site along Boston Church Road. There are no significant trees on site. The landscape plan has proposed various trees and plantations to fit with the proposed development.

3. DESIGN RESPONSE AND CONCEPT PLAN

3.1. SITE LAYOUT AND DESIGN

3.1.1. The proposal

The proposed industrial complex is designed as a three-building industrial campus situated with a primary frontage along Boston Church Road. The property encompasses a total site area of approximately 11.71 hectares, and the proposed design function is for warehouse and storage. Altogether the three buildings occupy a combined footprint of 40,845.98 m², resulting in a lot coverage of 34.8%. The site is meticulously planned with an integrated mix of expansive naturalized landscape elements and high-performance hard surfaces designed to support intensive logistics services including 81 dock-level loading doors collectively. The design is sensitive to the surrounding rural-industrial transition, utilizing a substantial setback to buffer the built form from adjacent sensitive features.

The site layout is organized around internal drive aisles and perimeter landscaping, creating a cohesive employment campus environment that clearly separates primary building façades from loading and service areas. The project consists of three distinct buildings, each designed for maximum multi-tenant flexibility. Internally, the ground floors provide a functional split between high-volume warehouse space and front-of-house office suites. Located at primary entries, these suites include reception areas, private offices, meeting rooms, and full staff amenities. To support future growth and density, each unit features a 39'-6" tall building envelope that can accommodate optional mezzanine levels of 2,250–3,720 ft², offering flexible space for administrative or storage expansion.



Figure 3: Proposed site plan

Building A, located at the south-west portion of the site, provides approximately 8,695.72m² of industrial space across six flexible units. This multi-tenant structure features two end units of 1,472.1 m² and four intermediate units of 1,437.8 m² each, all serviced by a total of 17 dock doors facing the internal drive aisles. To ensure a professional front-of-house experience, each unit is designed with a dedicated administrative suite at the primary entry complete with a reception, private offices, and staff amenities effectively separating visitor traffic from warehouse operations. Additionally, the layout includes a provision for an internal stair connection to a future 2,250 ft² mezzanine for expanded office or storage needs.

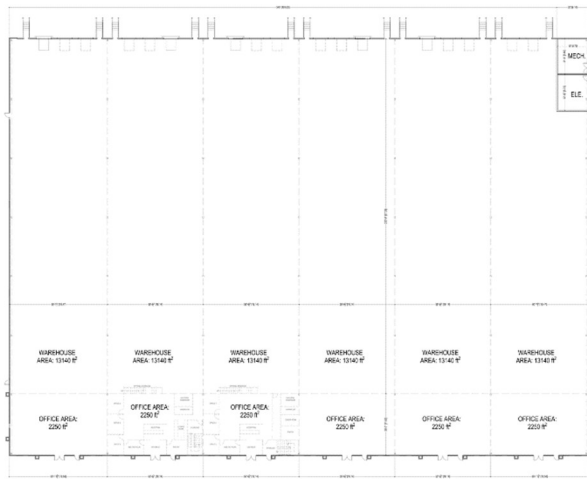


Figure 5: Building A - First Floor Plan

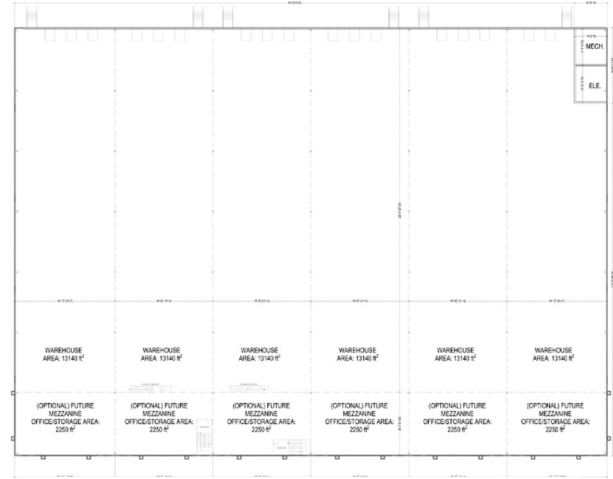


Figure 4: Building A - Mezzanine Floor Plan

Building B occupies the northwest portion of the site, totaling approximately 8,695.72 m², also containing six units with the same unit area pattern as Building A. Logistical operations are supported by 17 dock-level loading doors integrated into the internal circulation system. Building B follows a similar multi-tenant industrial module approach, with unitized warehouse area paired with an office component and optional future mezzanine office/storage area to support flexible tenant build-out over time.

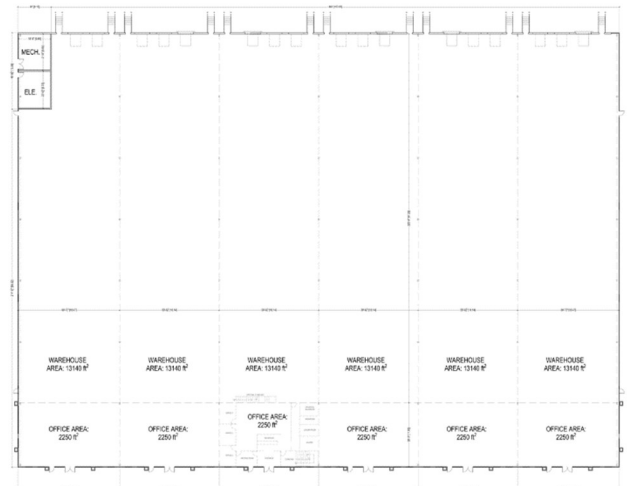


Figure 6: Building B - First Floor Plan

Building C, located on the eastern side of the property encompasses approximately 23,454.54 m². It is designed for large-format operations and is divided into seven large-scale units, supported by 47 dock-level loading doors. Each unit integrates a standardized 3,648 ft² office component at the entry, designed to provide a clear separation between administrative and warehouse functions. To ensure long-term adaptability, the design accommodates optional mezzanines allowing tenants to maximize vertical space and support increased employment density over time.

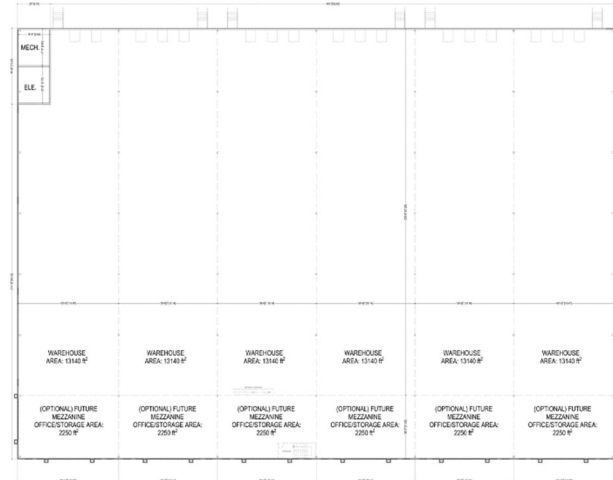


Figure 7: Building B - Mezzanine Floor Plan

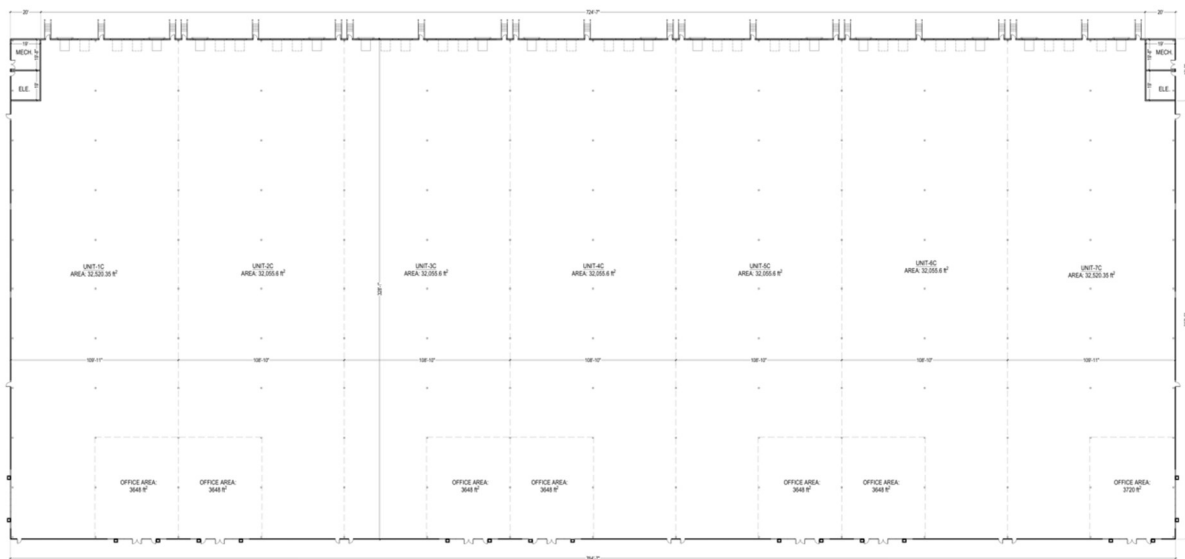


Figure 8: Building C - First Floor Plan

3.2. PUBLIC REALM FRAMEWORK

3.2.1. Accessibility and circulation

The site proposal features a consolidated internal driveway and servicing loop with designated fire routes and pedestrian pathways. Two distinct access points - a dedicated truck route and a passenger/fire access entrance facilitate entry from Boston Church Road and No. 5 Sideroad. Both entrances incorporate standard daylight triangles and optimized turning radii to ensure

safe maneuvering. The asphalt circulation system varies in width to meet operational needs ranging from 6.6m to 7.5m along primary fire routes and is reinforced with concrete aprons at key loading zones. For pedestrian safety, a network of 2.4m wide concrete pathways connects parking areas directly to building entrances. Furthermore, mechanical and electrical support areas are strategically placed adjacent to building footprints to ensure they remain accessible for servicing without obstructing truck movements or emergency operations.

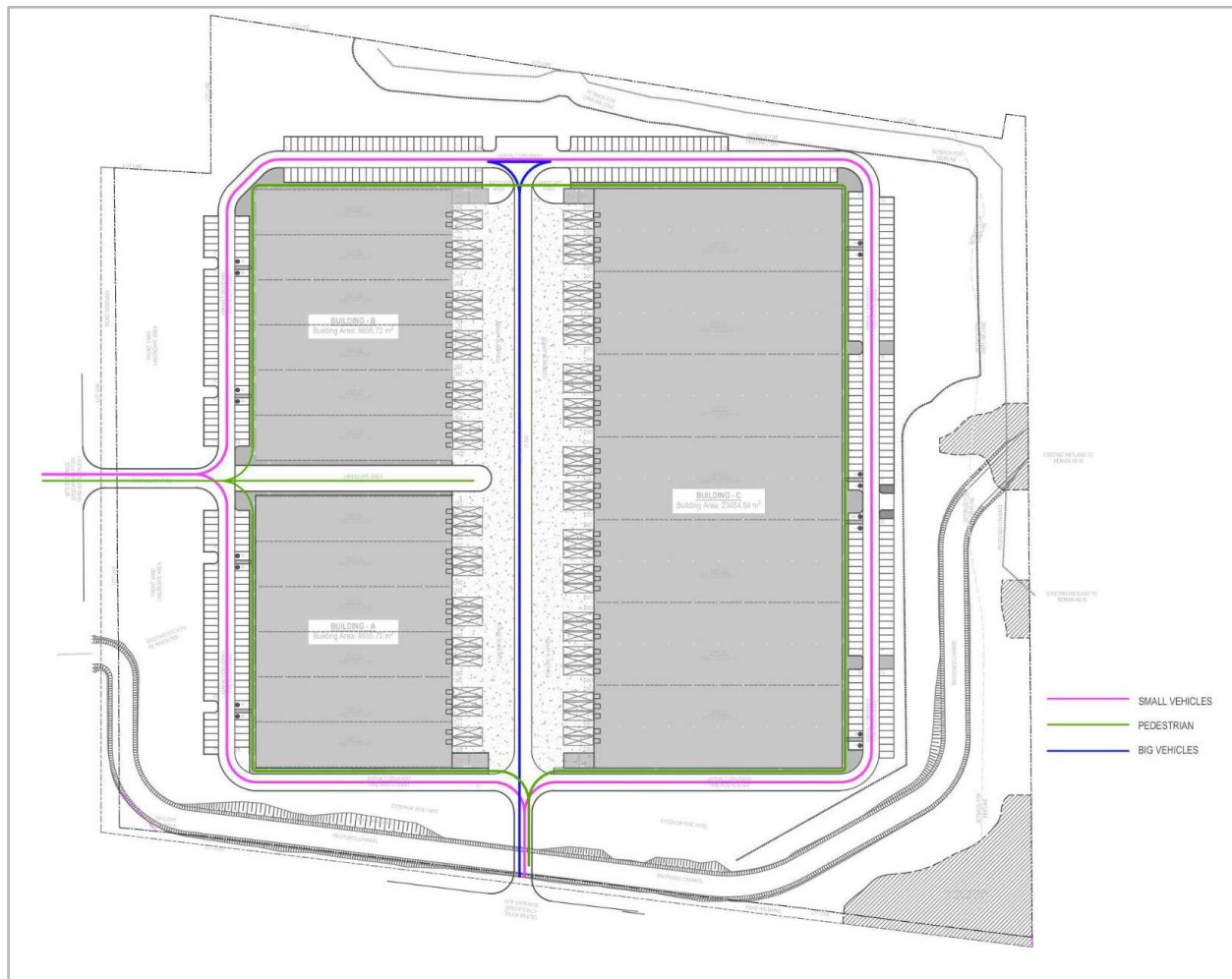


Figure 9: Site plan with accessibility and circulation pathways

3.2.2. Parking

Vehicular parking is strategically distributed across the site, ensuring each building and the internal circulation spine have convenient access. The site plan significantly exceeds zoning requirements and provides a total of 401 spaces, including 16 barrier-free spaces. Parking fields are positioned in close proximity to building entrances and the central circulation spine, utilizing a layout that separates passenger vehicles from the heavy-duty loading and maneuvering areas.

This configuration ensures that parking functions seamlessly with the site's internal loop without interfering with logistics.

3.2.3. Screening

The architectural design adopts a contemporary industrial aesthetic, utilizing a consistent height datum and a strategic parapet system. By establishing a 39'-6" top-of-parapet height, the building effectively conceals rooftop mechanical equipment, maintaining the sleek roofline. To further screen the site's industrial presence, the landscape design incorporates naturalized buffers and strategic setbacks along the perimeter and internal yards. These green buffers provide essential screening, ensuring the project integrates harmoniously with the local context while maintaining its functional "employment campus" character.

3.2.4. Streetscape

The project's streetscape is defined by a high standard of urban design to ensure the development integrates seamlessly with the surrounding context. By incorporating large curtain wall glazing at primary entries, the design establishes a transparent façade that overlooks public activity areas, fostering a safe and pedestrian-friendly atmosphere. Complementing the built form, organized green spaces wrap around the buildings to serve as both natural buffers and calming pedestrian corridors. These elements work in tandem to ensure the development is not only compatible with its surroundings but actively enhances the attractiveness and character of the public realm.

3.2.5. Crime Prevention Through Environmental Design (CPTED) Considerations

The proposed project will encourage safe, pedestrian friendly by incorporating the principles of CPTED. Some of the measures that are considered for CPTED in this project are as follows:

- Building location and landscaping design will provide a clear distinction between public and private areas.
- To increase neighborhood safety, big windows will be provided on the street side, ensuring natural surveillance from within the dwelling.
- The main front entrance will be clearly visible from No. 5 Sideroad, and all entries will have adequate lighting.
- Walkways on the property will be placed in strategic locations to provide clear and direct pedestrian routes to the front entrance.

3.3. BUILT FORM

3.3.1. Proposed massing

The building massing of the proposed building is designed in harmony with the surrounding environment and to positively contribute towards creating a desirable urban streetscape. The design establishes a contemporary industrial architectural expression and building forms are designed with compositions of repeated vertical bay frames and large-format glazing modules that read as tenant/office pods along the building frontage, creating a consistent rhythm and a higher-order architectural presence than a conventional single-plane industrial wall.



Figure 10: Proposed elevation

The building form uses a variety of elements like voids and extrusions to enhance the visual and aesthetic interest. The play in materials, textures, and colors adds more visual excitement to the building, ultimately adding to the urban vibrancy of the region. The proposed building uses consistent height datum and parapet screening strategy. Different materials, glazed walls and bay frames display the creative play of building elements breaking the monotony of the building façade design which also serves the important purpose of providing enough lighting.



Figure 11: Proposed massing of building



Figure 12: Proposed Elevation of Building C

3.3.2. Materials, color, lighting, glazing

The building uses high-quality materials in the façade to create an aesthetic appeal to contribute to the streetscape. The façade uses an interplay of materials like extensive vision glass and spandrel/tempered glass, including “bird friendly glazing,” together with a coordinated insulated metal panel palette and a contrasting accent panel identified as ALPOLIC “CNC Charcoal.” Most of the walls are clad in insulated metal panels in various colors such as dark grey, white and silver. The bay frames are clad in ALPOLIC - CNC Charcoal. Large glazed openings on the facade accentuate the building features, pulling focus to the building from the Perdue Ct. and No. 5 sideroad. The extensive glazing is not only for façade design but also critical for good working conditions as it provides lighting to the office floors.



Figure 13: Proposed elevation of Building B

3.4. LANDSCAPE PLAN

The landscape design uses a variety of trees, shrubs and grasses in the projects along the property's boundary. A wide landscaping strip wraps around the proposed development which helps maintain a healthy buffer distance from the main streets but also contributes to developing the streetscape in the area. The landscape plan also includes a proposed central amenity area in between proposed buildings A and B, designed with seating spaces within a landscape garden. Together, the landscape elements help to reduce the visual presence of parked vehicles and improve environmental quality in the property through natural measures.

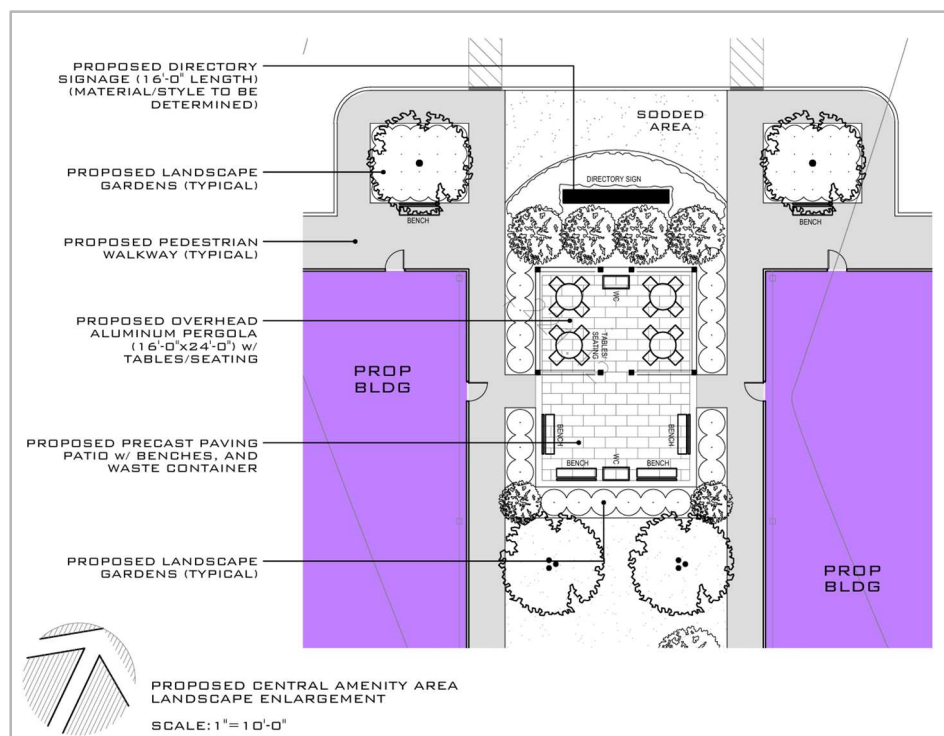


Figure 14: Proposed central amenity area design

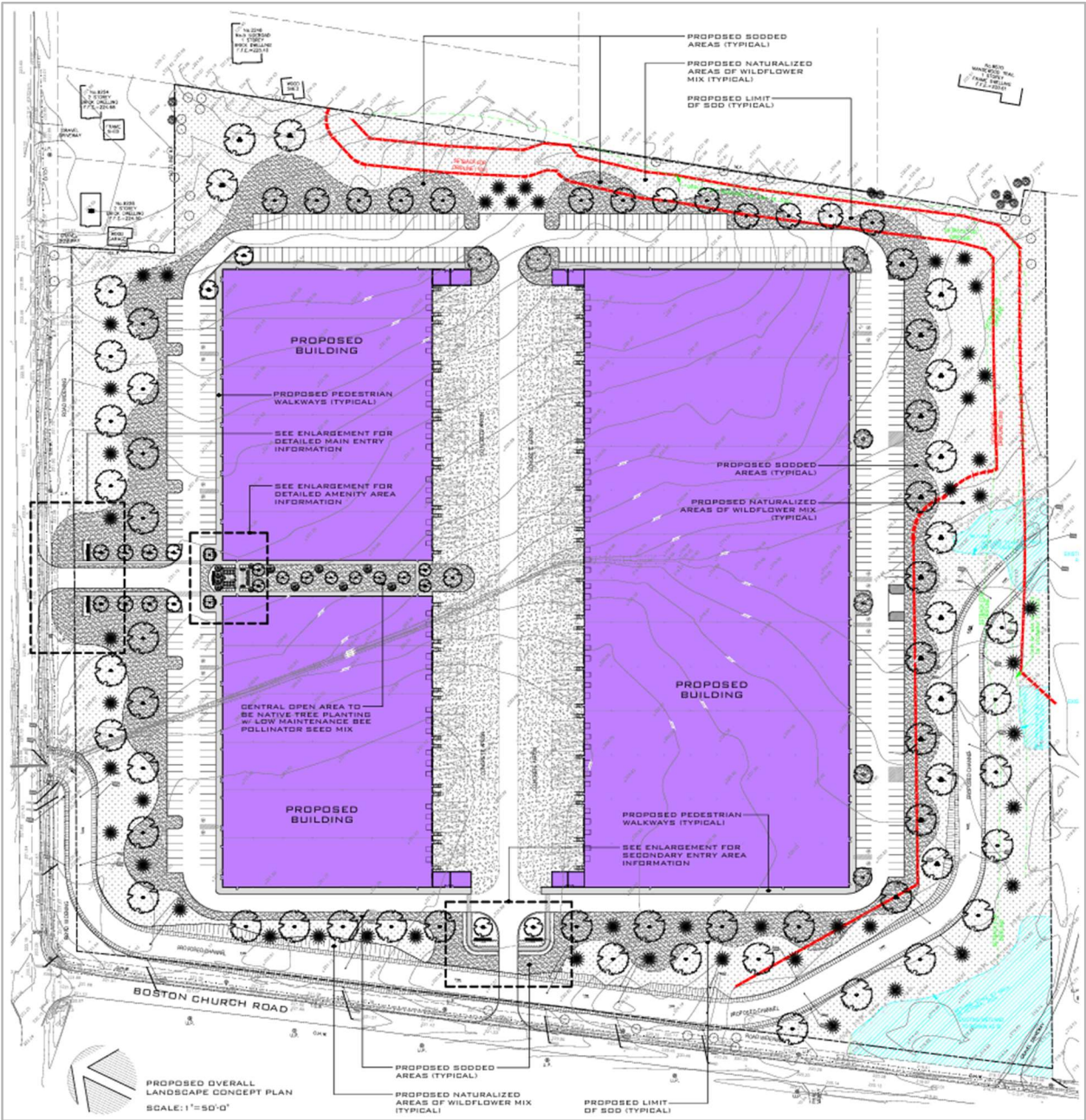


Figure 15: Landscape Plan

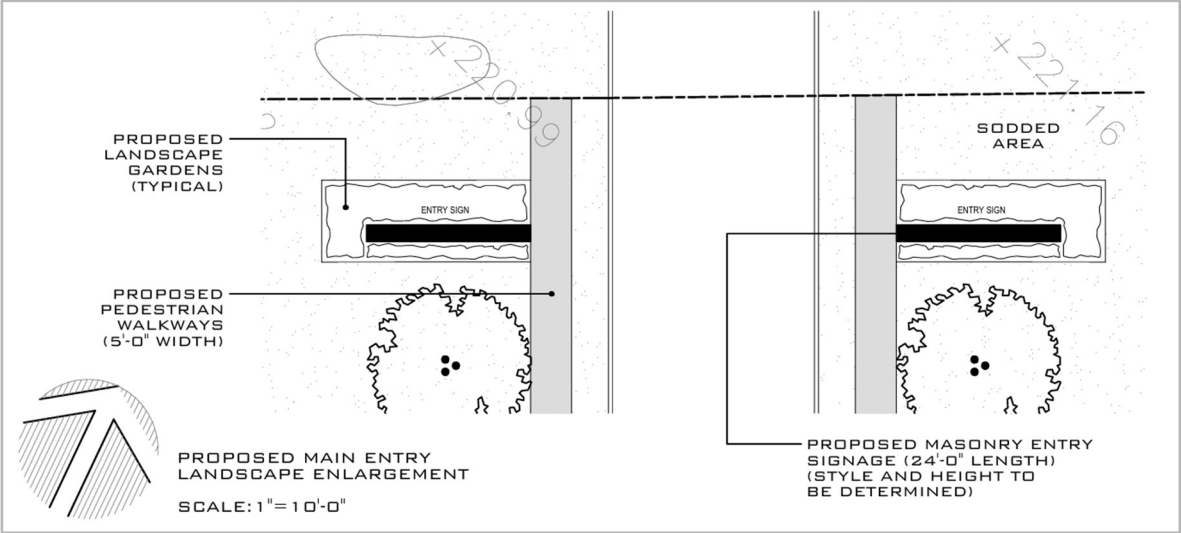


Figure 16: Proposed main entry landscape design

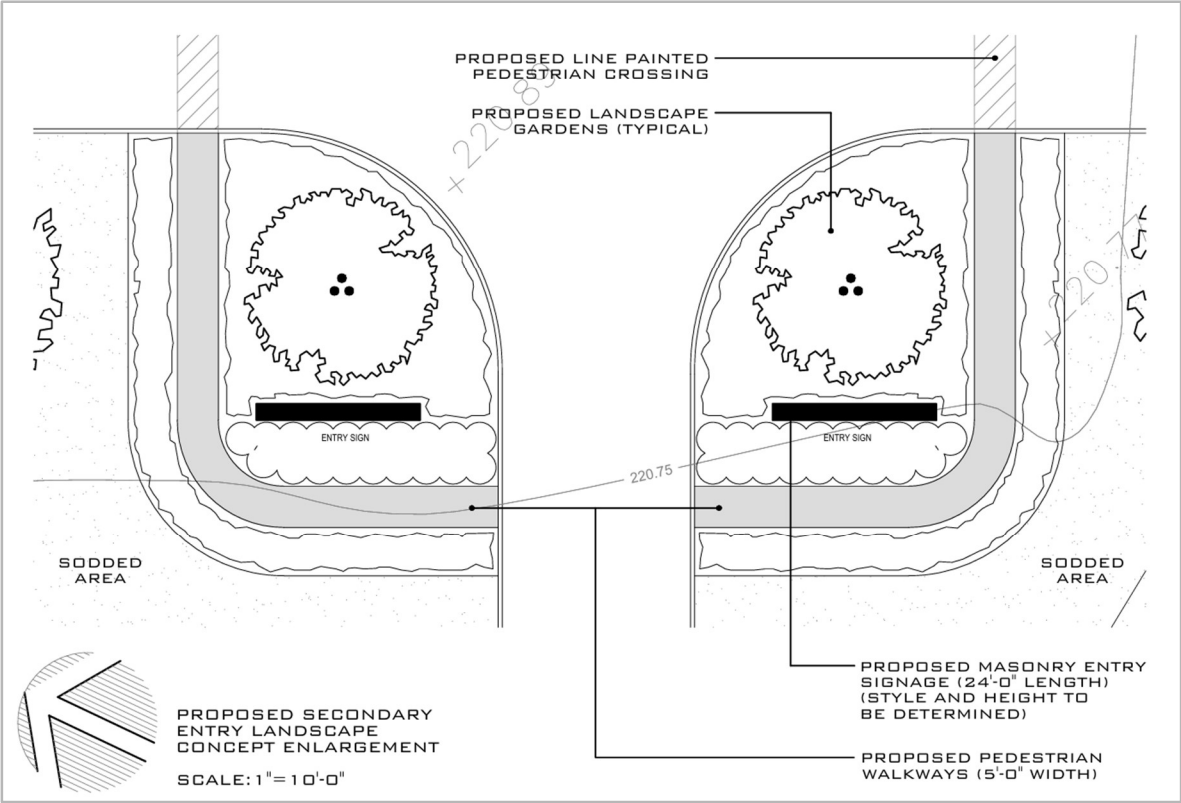


Figure 17: Proposed secondary entry landscape design

3.5. SHADOW ANALYSIS

A shadow analysis was prepared in support of this development application to evaluate the effects of the proposed warehouse development on the surrounding environment. The analysis confirms that the three-building development conforms to the Town of Milton Shadow Impact Analysis TOR for the test dates of April 21, June 21, and September 21. Due to the moderate building height of 39'-6" and the significant setbacks on all sides of the proposed buildings, the proposal ensures that the adjacent sidewalks along Boston Church Road and No. 5 Side Road receive enough direct sunlight throughout 10:00 am to 3:00 pm window, exceeding the required 60% threshold.

The shadow impact analysis of the public and private realms demonstrates that the proposed development will not have negative effect on the surrounding private properties. The analysis indicates that all adjacent private yards and windows receive more than the required 2 continuous hours of sunshine between 10:00 am and 5:00 pm. Furthermore, the low-profile nature of the proposed buildings ensures that natural heritage features and potential future solar panels receive extended periods of sunlight, with impacts on December 21 staying well within the two-consecutive-hour limit. Based on these results, the proposed design successfully maintains the solar amenity and suggests that the proposed design will not have a significant negative effect on this neighborhood.



April 21 - 9:00 am



April 21 - 11:00 am



April 21 - 1:00 pm



April 21 - 3:00 pm



April 21 - 5:00 pm



June 21 - 9:00 am



June 21 - 11:00 am



June 21 - 1:00 pm



June 21 - 3:00 pm



June 21 - 5:00 pm



September 21 - 9:00 am



September 21 - 11:00 am



September 21 - 1:00 pm



September 21 - 3:00 pm



September 21 - 5:00 pm

4. CONCLUSION

The proposed development at 8995 Boston Church Road represents a strategic development of the site into a high-performance industrial campus. This Urban Design Brief provides a comprehensive design rationale in support of the Official Plan and Zoning By-law Amendment applications for the proposed development. By integrating people-centric design into a warehouse facility, this project establishes a new example for employment facilities in Milton. As shown throughout this report, the proposed warehouse and storage facility aligns well with the Town of Milton's Official Plan and Milton 401 Industrial/Business Park Secondary Plan objectives, demonstrating that industrial intensification can successfully coexist with environmental preservation and high-standard architectural aesthetics.

Key Urban Design Objectives achieved include:

- **A High Standard of Architectural Design:** The project establishes a contemporary industrial campus through a multi-building site plan configuration. By utilizing rhythmic vertical bay frames, high-quality insulated metal panels, and glazed curtain wall design, the project establishes a sophisticated architectural presence that complements the evolving character of the 401 Business Park corridor.
- **Enhanced Landscape Character and Public Realm:** The design maintains significant yard setbacks, allowing for a landscaped buffer that transitions the industrial use to the

streetscape along both Boston Church Road and No. 5 Side Road. The landscape around the buildings is further enhanced by a central amenity area featuring elements such as pergola, patio, garden area, all connected through pedestrian walkway.

- **Functional Safety and Connectivity:** The site is organized around an internal circulation loop that successfully separates heavy-vehicle loading operations from visitor vehicle traffic with a total of 401 parking spaces. Pedestrian safety is prioritized via 2.4m wide on-site walkways connecting parking fields to primary building entrances.
- **Environmental Stewardship:** The site plan is sensitively designed to respect existing wetlands and woodlots, maintaining protective setbacks. This commitment to environmental protection ensures that the intensification of the site remains harmonious with its natural surroundings.
- **Minimal Shadow Impact:** The Sun Shadow Analysis confirms that the building's height and strategic setbacks ensure that all adjacent sidewalks and private yards receive sunlight levels which meet the Town's evaluation criteria.

In conclusion, the design of this industrial facility balances operational efficiency with a sensitive response to the surrounding landscape. The proposed design aims to achieve the best practices of modern industrial urban design and architecture by providing a high-quality, sustainable, and aesthetically pleasing employment campus that will contribute significantly to the Town of Milton's economic and urban fabric.