

Urban Design Brief

Boyne Survey, SMUN

Town of Milton

For: 1000118982 Ontario Limited (Formerly 1045502 Ontario Limited and 1048605 Ontario Limited)



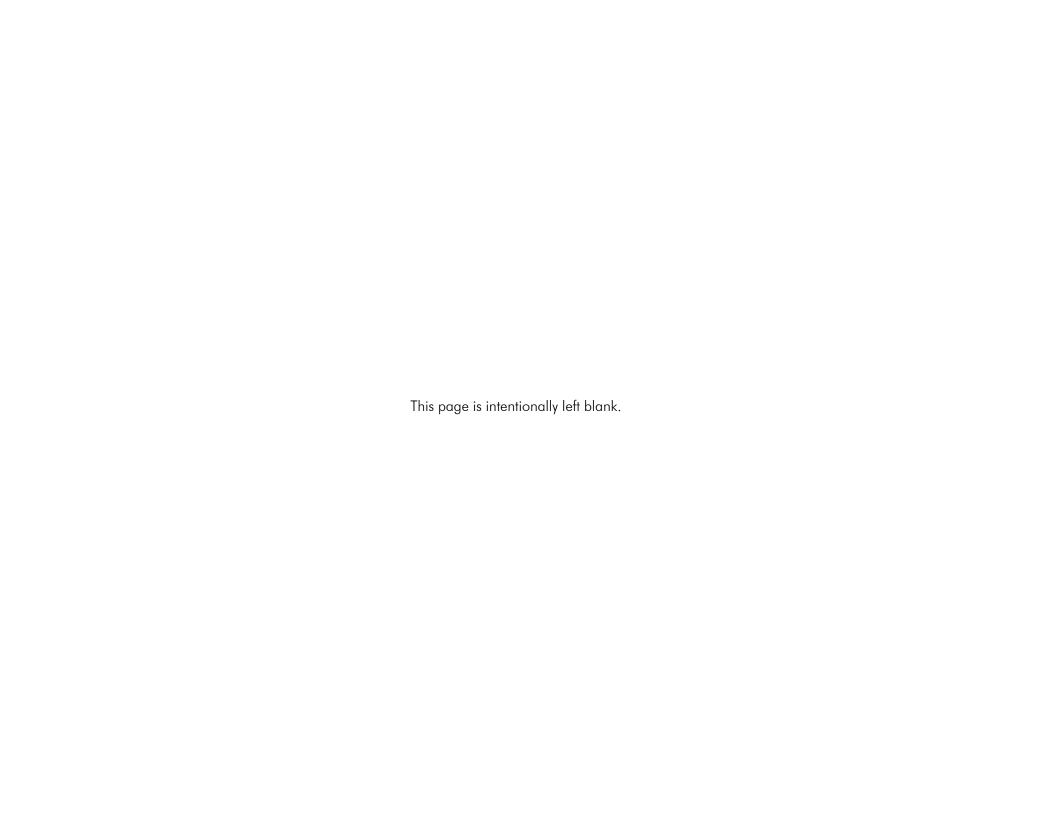


TABLE OF CONTENTS

A٢	PE	NI	\bigcup	-5

1.0	DESIGN VISION, GUIDING PRINCIPLES, & OBJECTIVES	1	Appendix A: Proposed Vehicle Circulation Network
1.1	Introduction	2	Appendix B: Proposed Active Transportation Network
1.2	Goals and Objectives	3	Appendix C: Priority Lot Plan
1.3	Policy Context & Analysis	4	Appendix D: Proposed Fencing & Noise Attenuation Plan
1.4	Summary of Key Policy Directives	6	Appendix E: Shadow Study
2.0	SITE CONTEXT & ANALYSIS 1	7	
2.1	Existing Site Context & Features	8	
2.2	Opportunities & Constraints	8	
3.0	DESIGN RESPONSE & CONCEPT PLAN 2	1	
3.1	Site Layout and Design	2	
3.2	Public Realm Framework	7	
3.3	Built Form	6	
3.4	Sustainability5	0	

FIGURES

Figure 1: Halton Region Official Plan - Map 1: Regional Structure	7
Figure 2: Excerpt from Schedule 1, Town Structure Plan, Town of Milton Official Plan	8
Figure 3: Excerpt from Schedule B Urban Area Land Use Plan, Town of Milton Official Plan	9
Figure 4: Schedule C.10.C Boyne Survey Secondary Plan Land Use Plan	12
Figure 5: Phase III West Tertiary Plan	15
Figure 6: Surrounding Context	19
Figure 7: Consolidated Final Draft Plan of Subdivision, dated June 16, 2025	23
Figure 8: Consolidated Mixed-use Node Plan and District Park Vignette	28
Figure 9: Major Collector Road (26.0m ROW)	30
Figure 10: Central Spine Road (20.0m ROW)	30
Figure 11: Local Road (16.0m ROW)	30
Figure 12: Key vehicular gateways to the proposed development	32
Figure 13: Main pedestrian gateway to the proposed development	33
Figure 14: Pedestrian gateway to the proposed development through Active Transportation Link	33
Figure 15: Built Form diagram	36



Introduction

MBTW has been retained by 1000118982 Ontario Limited (Fieldgate Developments) to assist in obtaining the necessary approvals to permit the Proposed Development of the property generally located on the south side of Louis St. Laurent and west side of Bronte Street South, east of the Canadian National Railway tracks. The Subject Lands are legally described as Part of Lots 7 & 8, Concession 1, New Survey. The entire Draft Plan of Subdivision lands which were Draft Plan Approved in January 2024 and which are subject to the proposed red lined revision consist of 36.5 ha (90.19 acres) and the portion of the Subject Lands that are subject to the proposed Official Plan Amendment and Zoning By-Law Amendment (northern portion of Draft Plan of Subdivision) have an area of 14.74 hectares (36.42 acres). All lands are currently vacant.

Applications were previously processed and approvals were granted for these lands related to an Official Plan Amendment (OPA No. 77 enacted in March 2023), Zoning By-Law Amendment (By-Law No. 018-2023 enacted in March 2023) and Draft Approved Plan of Subdivision (24T-21005/M approved in January 2024) to permit the development of high density residential uses, townhouse residential uses, commercial uses (all inside of the Secondary Mixed Use Node), a district park, active transportation link, NHS channel, related NHS buffers, and the servicing and stormwater management blocks.

This report has been prepared to support the applications which seek to modify the Draft Approved Plan of Subdivision through a red line revision to create a resized 'Secondary Mixed Use Node' (SMUN) consisting of a commercial component and a high density residential component. Specifically, the SMUN is proposed to consist of three blocks comprised of 2 commercial blocks and one high density residential block, consisting of 6.33 ha (15.64 ac) in total. The applications also seek to facilitate ground-related townhouse development beyond the limits of the SMUN on a new public road network within the northern portion of the Draft Plan of Subdivision.

The proposed resized SMUN and reconfiguration of the townhouse development beyond the limits of the SMUN requires an Official Plan Amendment and Zoning By-Law Amendment. Overall, the development proposal in the northern portion of the Draft Plan of Subdivision consists of townhouses, high-density residential uses, and commercial uses. The modification of the SMUN will now exclude the grade related residential units. The southern portion of the Draft Plan of Subdivision (consisting of the district park, active transportation link, NHS channel, related NHS buffers, and the servicing and stormwater management blocks) is not proposed to be changed through this application.







1.2 Goals and Objectives

The proposed development's design goals were created through the evaluation of various municipal documents and policies. These documents and policies include all provincial and municipal documentation as well as the Boyne Survey Secondary Plan and the Boyne Survey Urban Design Guidelines. The design goal for the Boyne Survey community is as follows:

"To create a safe, livable, attractive, and healthy community that is well integrated into the Milton Urban Area. The proposed development will further reflect the engaging, balanced, and connected character of the broader Township of Milton"

The following objectives were derived from a comprehensive review of the existing policy and site context.

- Preserve and enhance the existing natural heritage system while maintaining the long-term sustainability of ecological functions on the site.
- Establish the district park and active transportation link as a focal point for the community that encourages social interaction and provides views to the Niagara Escarpment.
- Strategically locate a mix of housing types, uses, and densities to support a transit-oriented community.
- Provide effective and connected transportation networks for pedestrians, cyclists, transit riders, and motorists.
- Provide seamless transitions to the current and future neighbourhoods surrounding the subject lands.
- Ensure a high-quality landscape and built form for the public and private realm.



















1.3 Policy Context & Analysis

1.3.1 Planning Act (RSO; 1990)

The Provincial Planning Act has been created with the intention of guiding land use development and sustainable growth. The land use mix and architectural and landscape design within the proposed development embody the following provincial interests outlined in Section 2 of the Act:

- (a) the protection of ecological systems, including natural areas, features and functions;
- (h) the orderly development of safe and healthy communities;
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

1.3.2 Provincial Planning Statement (2024)

The 2024 Provincial Policy Statement (PPS) outlines Ontario's land use vision while also providing a framework for growth and resource management. The objective of the PPS is to promote the effective use of land and resource conservation methods to support the development of vibrant communities, a clean and healthy environment, and a strong economy. The proposed development works to support the following principles:

- Growth and development within urban and rural settlement areas while supporting the viability of rural areas.
- Wise management of land use change may involve directing, promoting, or sustaining development.
- Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety.
- Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities.
- Promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel
- Strong, liveable, and healthy communities promote and enhance human health and social well-being, are economically and environmentally sound, and are resilient to climate change.
- The wise use and management of these resources over the long term is a key provincial interest.

- Conserve land and resources avoids the need for costly remedial measures to correct problems and supports economic and environmental principles.
- Long-term prosperity, human and environmental health and social well-being should take precedence over short-term considerations.

Design Response:

The proposed development supports these policies by being well designed community with strong sense of place while building upon natural resources and providing well designed open spaces in addition to residential and commercial land uses, thus creating new economic and diverse living opportunities which compliment surrounding land uses within the Town of Milton.

1.3.3 Halton Region Official Plan (May 2024 Office Consolidation)

As of July 1, 2024, the Regional Official Plan will no longer serve as the Official Plan for the Regional Municipality of Halton. Instead, it will be deemed to form part of the official plan of each of the Local Municipalities within Halton—such as the Town of Milton—until it is amended or revoked by the respective municipality.

The Halton Region Official Plan guides land use and growth through a comprehensive framework of social, economic, and environmental policies. It outlines the Region's development vision by establishing clear goals, objectives, and policies to shape sustainable communities.

The subject site is located within the approved Urban Area, as identified in Map 1 – Regional Structure of the Regional Official Plan. Policy 74 defines the Urban Area as "where urban services are or will be made available to accommodate existing and future urban development and amenities."

Section 31 of the Halton Region Official Plan outlines the vision for Halton's future, focusing on building healthy communities. The following policies are relevant to the proposed development:

- (1) that fosters among the residents a state of physical, mental, social and economic well-being;
- (3) that is physically so designed to minimize the stress of daily living and meet the life-long needs of its residents;
- (4) where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;
- (5) where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes; and

Policy 72 of the Regional Official Plan outlines the objectives for Urban Areas, several of which apply directly to the subject lands:

- (1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.
- (2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.
- (3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.
- (4) To ensure that growth takes place commensurately both within and outside the Built Boundary.
- (5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.
- (7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.
- (9) To facilitate and promote intensification and increased densities.
- (10) To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.

Design Response:

The proposed development introduces a diverse mix of residential, commercial, and open space uses that work together to establish a complete, connected, and livable community. The residential component features a variety of townhouse types, offering different built forms and lot configurations to support a compact urban structure and provide housing options that meet a range of needs and lifestyles.

Commercial blocks are strategically located along key frontages, contributing to the area's vitality by supporting local services, employment, and for higher-density uses. These blocks are intended to serve both new residents and the broader community, reinforcing walkable access to amenities.

The community is anchored by a large park space and complemented by smaller open space elements that enhance recreational opportunities and encourage active living. An integrated active transportation network weaves through the neighbourhood, providing safe and convenient connections for pedestrians and cyclists, while also linking to adjacent areas and existing or planned transit corridors.

Environmental features are incorporated through the inclusion of a stormwater management facility and open space buffers that support ecological function, manage runoff, and contribute to a greener urban environment. These elements reflect a commitment to sustainability and resilience.

The street network follows a clear and walkable grid pattern, with a hierarchy of streets designed to balance movement, access, and placemaking. Streetscapes and public spaces are designed to foster social interaction, enhance mobility choices, and promote a strong sense of place.

Together, the mix of land uses, range of housing types, open space systems, and sustainable infrastructure contribute to a vibrant, adaptable community that supports long-term growth and regional planning objectives.

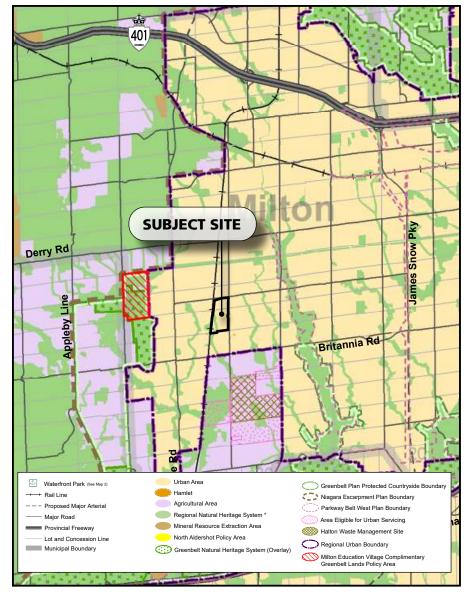


Figure 1: Halton Region Official Plan - Map 1: Regional Structure

1.3.4 Town of Milton Official Plan (Office Consolidation, December 2024)

The Town of Milton Official Plan (Office Consolidation, December 2024) incorporates Official Plan Amendments up to and including OPA 84. It conforms with the Regional Municipality of Halton's Official Plan and applicable Provincial policies.

The Milton Official Plan manages and directs land use decisions at the municipal level and establishes Milton's vision for its future as being: "to be the best of Town and Country in Ontario" (Section A.2.2). The vision includes the following relevant community values:

- (a) For Living A Well-Planned Community with a High Quality of Life
- (b) For Business A Dynamic and Prosperous Economy
- (c) For Leisure Natural Amenities and Lifestyle Choices

Milton's community development goals reflect its vision (Section A.2.3). The following municipal goals apply to the proposed development:

- (a) To Build and Maintain a Diverse and Vital Economy;
- (b) To Build and Maintain a Safe, Liveable and Healthy Community
- (c) To Protect and Enhance our Heritage, Identity and Character;
- (d) To Maximize the Benefits of the Niagara Escarpment and the Natural Environment

The subject lands are located within the Urban Expansion Area and are designated as a "Residential Area" and as "Secondary Mixed Use Node", in accordance with "Schedule B – Urban Area Land Use Plan" in the Town of Milton Official Plan (as shown in Figure 3). Furthermore, a "Natural Heritage Area" is identified within the site, running north-south along the western edge of the subject lands.

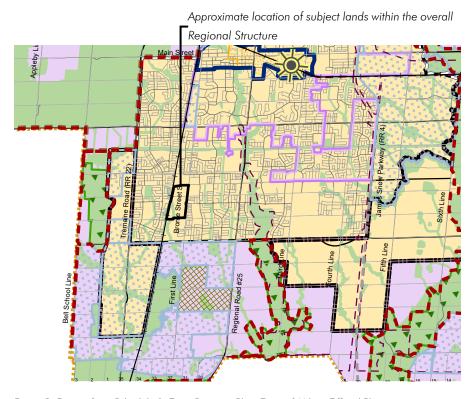
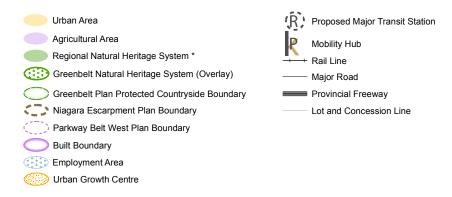


Figure 2: Excerpt from Schedule 1, Town Structure Plan, Town of Milton Official Plan



The "Residential Area" land use designation is intended for "lands within the Urban Area where the predominant use of land is, or is intended to be, a mix of low, medium and high density residential development." (Section 3.2). Permitted uses include Low rise residential uses categorized as Medium Density Residential I such as townhouses, High-rise apartment residential, Local Commercial Uses and Parks, and other public spaces (per policy 3.2.2 of the Official Plan).

- 3.2.3.6 Proposals for the development of local commercial uses shall conform to the following general criteria:
- a) the proposed uses will contribute in a positive way to providing a sense of community by promoting interaction among residents, by increasing the personal security of residents, and by supplying everyday needs;
- b) the proposed uses will provide or contribute to the "sense of place" at the neighbourhood or sub-neighbourhood level by the establishment of a focal point for community activity;
- c) the proposed use includes the provision of pedestrian or other nonautomobile linkages to the uses;
- d) ensuring that the proposed use would not generate an unacceptable level of vehicular traffic onto local streets; and,
- e) the service to be provided by the proposed use is needed at the proposed location in the Residential Area designation and the service cannot be or is not being provided in other areas which are designated for such uses.

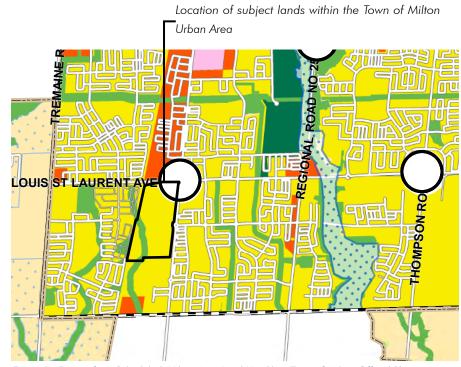
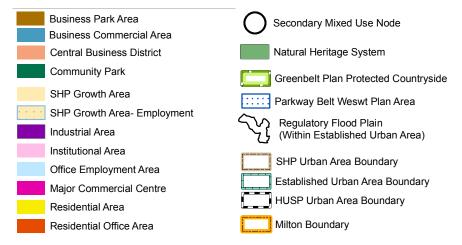


Figure 3: Excerpt from Schedule B Urban Area Land Use Plan, Town of Milton Official Plan



The "Secondary Mixed Use Node" land use designation has been applied to the northeastern corner of the subject lands. This designation is intended to identity "secondary commercial nodes which provide a range of commercial uses to serve the surrounding residential areas, including a major food store, as well as a location for office and institutional and a full range of residential uses including low, medium and high densities "(Section 3.6 of the Official Plan). This designation provides the following urban design focused policies:

3.6.3.2 Secondary Mixed Use Nodes within the HUSP Urban Area will require special design standards to ensure their integration with surrounding development, while still fulfilling their role. In particular, such areas shall:

- a) be oriented to public streets and have a strong street presence;
- b) incorporate landmarks such as church spires, fountains or public art;
- give consideration in design and development to the creation of an environment which is comfortable for the pedestrian and transit supportive.

Design Response:

The proposed development supports the intent of the "Residential Area" and "Secondary Mixed Use Node" designations by introducing higher-density buildings at key gateway locations and adjacent to major open space. Commercial uses, including anchor tenants, are planned along Louis St. Laurent Avenue and Bronte Street South, both identified as minor arterial roads

The site layout establishes a clear and well-defined community edge and incorporates a modified grid pattern that supports walkability and efficient vehicle circulation. A variety of open spaces are planned, including a District Park with a broad recreational program, the preservation of a Stormwater Management Pond, and protection of the Natural Heritage System corridor. These elements contribute to environmentally responsible development and ensure compatibility with the surrounding area.

The application proposes a reduced boundary for the Secondary Mixed Use Node. Additional information on this adjustment, including the supporting policy rationale, is provided in the Planning Justification Report. That report demonstrates how the proposed development continues to meet all relevant policy directives and remains aligned with the Town's overall planning vision for this area.

1.3.5 Boyne Survey Secondary Plan

The Boyne Survey Secondary Plan represents the third phase of development within Milton's Urban Expansion Area. Encompassing approximately 930 hectares (2,300 acres), the area is planned to accommodate up to 50,000 additional residents.

The vision for the Secondary Plan Area, as outlined in Section C.10.3.1 of the Official Plan, is to create

"a safe, livable, attractive complete and healthy community in Boyne Survey which is designed to be integrated with the rest of the Milton Urban Area, and to reflect the engaging, balanced and connected character of the Town of Milton as a whole".

The subject lands are designated under Appendix C.10.C of the Official Plan as follows:

- <u>Secondary Mixed-Use Node (Section C.10.5.5)</u>: Intended to accommodate a mix of residential and non-residential uses with appropriate built form transitions to adjacent low-density areas. The proposed development refines the size of the Secondary Mixed-Use Node; however, it continues to support the policy direction by providing a balanced mix of uses and ensuring compatibility with surrounding neighbourhoods.
- <u>District Park Area (Section C.10.5.9)</u>: District Parks are planned to serve multiple planning districts and may include indoor and outdoor recreational facilities. The development accommodates the planned District Park in a central and accessible location.
- Natural Heritage System (Section C.10.5.8.7):): Lands within the Natural Heritage System are part of the Town's broader open space and ecological network and are to be protected and conveyed in accordance with Section C.10.6.2.2. The proposed plan respects and integrates this system by protecting the natural channel and maintaining a green edge along the site's southern boundary.

In addition to land use designations, the Boyne Survey Secondary Plan establishes a coordinated transportation and street network to support mobility, community character, and complete community development. Section C.10.4.5 and Schedule C.10.B outline a hierarchy of street types, including Gateway Streets, Primary Streets, Secondary Streets, and Lanes, along with design expectations for landscaping, sidewalks, cycling infrastructure, lighting, and utility coordination. The plan also identifies a system of Community Connectors and Community Connector Links, which are intended to structure neighbourhoods and support active transportation and transit-oriented design. A Planned Active Transportation Link is shown on Schedule C.10.B as a grade-separated east-west connection that enhances non-vehicular movement across the Secondary Plan Area. This framework is further supported by a connected trail system and its integration with the Natural Heritage System.

Design Response:

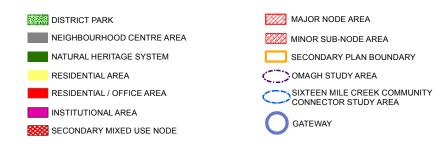
The proposed street network aligns with the intent of the Secondary Plan by establishing a clear and connected system of roads within the site. A primary north-south street serves as a Community Connector, linking the District Park, commercial blocks, and residential areas to Bronte Street South and Louis St. Laurent Avenue. Streets within the site are designed to support safe and convenient pedestrian movement, and detailed design will incorporate tree planting, sidewalks, and appropriate lighting in line with the Boyne Survey Urban Design Guidelines.

The development also includes an east-west pedestrian and cycling route that ties into the broader active transportation network shown on Schedule E. This connection enhances walkability within the site and contributes to wider east-west mobility across the Secondary Plan Area.

No changes are proposed to the arterial road network. The proposed internal street layout respects the Town's street hierarchy and will be refined further through the development approvals process to ensure consistency with the Town's policy framework and design guidelines.

TOWN OF MILTON OFFICIAL PLAN

Schedule C.10.C BOYNE SURVEY SECONDARY PLAN LAND USE PLAN



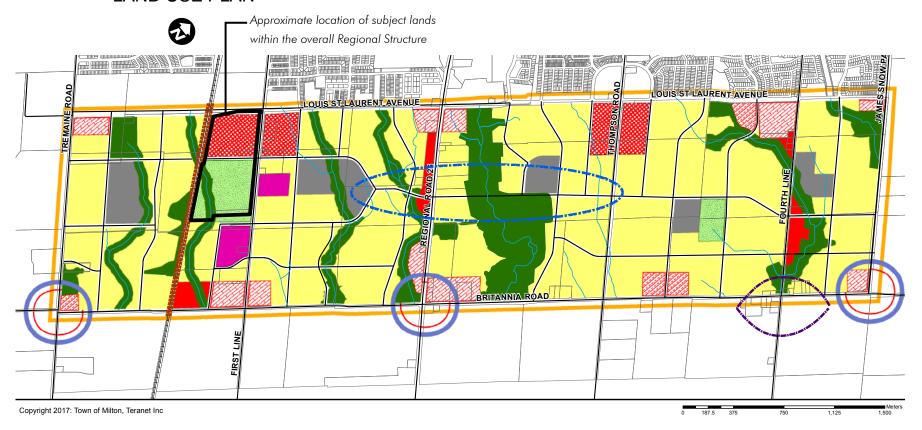


Figure 4: Schedule C.10.C Boyne Survey Secondary Plan Land Use Plan

1.3.6 Boyne Survey Urban Design Guidelines

The Boyne Survey Urban Design Guidelines were prepared to support the Boyne Survey Secondary Plan. This document outlines the vision and objectives of the Boyne Survey Secondary Plan Area and provides recommendations that ensure that the vision, and associated objectives, are met.

The goal of the Boyne Survey Secondary Plan is, "to create a safe, livable, attractive and healthy community in Boyne Survey which is designed to be integrated with the rest of the Milton Urban Area, and to reflect the engaging, balanced and connected character of the Town of Milton as a whole." The following key directions for this vision reflect the Town of Milton's Strategic Plan:

- (1) A Diverse and Sustainable Economy
- (2) A Safe, Livable and Healthy Community
- (3) Well Managed Growth, Well Planned Spaces
- (4) A Thriving Natural Environment that is a Valued Community Asset to be Protected, Maintained and Enjoyed
- (5) A Responsible, Cost Effective and Accountable Local Government

The proposed master plan (visualized in the Boyne Survey Secondary Plan Urban Design Guidelines) identifies opportunities for passive and active recreation through the Town's greenland, natural heritage, and open space system. It also establishes a central "Green Connector System" that acts as the spine for the transportation network which stretches the length of the Secondary Plan Area.

A series of residential neighbourhoods are distributed throughout the Secondary Plan Area and are intended to accommodate a mix of housing types and densities. These neighbourhoods are centred around community amenities which include neighbourhood parks and elementary schools.

Mixed Use Nodes, Nodes, and Sub-Nodes are located at key intersections within the Secondary Plan. These designated nodes accommodate the highest density-built form in the Secondary Plan Area.

The community framework for the Boyne Survey Secondary Plan Area has been determined through the following steps:

- (1) Establishing a "Green" Foundation, The Green Connector System, The greenlands/natural heritage system, A hierarchy of parks (community, district and neighbourhood parks, and village squares), Multi-use paths, Stormwater management facilities
- (2) Defining the Community Components Five Neighbourhood Centres Located within 400 metres (5 minute walk) of most local residents Nodes at key intersections to accommodate a mix of uses and the highest densities within the community
- (3) Developing the Transportation Network Green Connector System, Arterial, Collector and Local Roads Trails and Open Space connections Multimodal transportation, including pedestrians, cyclists, transit riders and motorists

Design Response:

The proposed development aligns with the vision and objectives of the Boyne Survey Urban Design Guidelines, which aim to establish a safe, livable, and well-connected community. The plan emphasizes a strong green space network, including a large District Park, stormwater management features, and an Active Transportation Link, supporting both recreation and environmental goals. It also introduces Secondary Mixed Use Nodes to accommodate higher-density residential and commercial uses, helping to create vibrant, walkable hubs. A diverse mix of housing types—such as street townhomes, dual frontage, and back-to-back townhomes—further supports the policy's objective of offering varied housing options to serve a broad population.

Community amenities are well integrated throughout the plan, with a large District Park, stormwater management features, and an Active Transportation Link placed within walking distance of most homes, promoting convenience and fostering a strong sense of place. The transportation network incorporates a clear road hierarchy, active transportation infrastructure, and multimodal connections to major roads and adjacent communities. Overall, the development reflects the Guidelines' key directions by supporting compact, connected, and complete neighbourhoods that are integrated with the broader Milton Urban Area.

1.3.7 Phase III West Tertiary Plan (2017)

The Boyne Survey Secondary Plan, Section C.10.6.5 of the Boyne Survey Secondary Plan document, requires the approval of a Tertiary Plan, "in conjunction with the preparation of the required Subwatershed Impact Studies". The Tertiary Plan develops a more detailed framework regarding the structure and design of the communities that reside within the jurisdiction of the plan. This detailed framework further determines the extent of the Natural Heritage System land use boundary as well as the location of schools, neighbourhoods, parks, village squares, and stormwater management facilities. The plan also identifies the location of transit facilities, concept plans for major nodes, locations of mixed use areas, appropriate transitions along the Mixed Use interface, and recommendations based on supporting technical studies.

The Phase III West Tertiary Plan, attached as Appendix C.10.D in Boyne Survey Secondary Plan, maintains the neighbourhood structure that is proposed in the Secondary Plan by placing Elementary Schools and parks in central locations within neighbourhoods. This strategy encourages social interaction and the creation of a sense of place.

The Boyne Survey Secondary Plan encourages the refinement of the Natural Heritage System and the protection of important environmental features and functions through the incorporation of important linkages within the proposed community design. Pedestrian and vehicular networks are also supported through an integrated road network and an optimal mix of land uses. The proposed development includes a reduction in the size of the Secondary Mixed Use Node (SMUN); however, the overall vision and policy direction of the Boyne Survey Secondary Plan are still fully addressed. The development supports a comprehensive community structure, integrates a diverse mix of land uses, and is coordinated with infrastructure planning to ensure a well-connected and complete community.

The following community features, identified in the Phase III West Tertiary Plan (Figure 5), are located within the subject lands:

- An "Active Transportation Link" crossing the CN Rail corridor that provides a connection between the subject lands to the east and the Fieldgate West Draft Plan of Subdivision to the west;
- The District Park which is part of the Draft Plan of Subdivision
- Natural Heritage System (Channel) and Storm Water Management Pond to the southwest of the site
- A rail/berm buffer along the east edge of the CN Rail line to mitigate impact from noise and vibration on adjacent sensitive land uses.

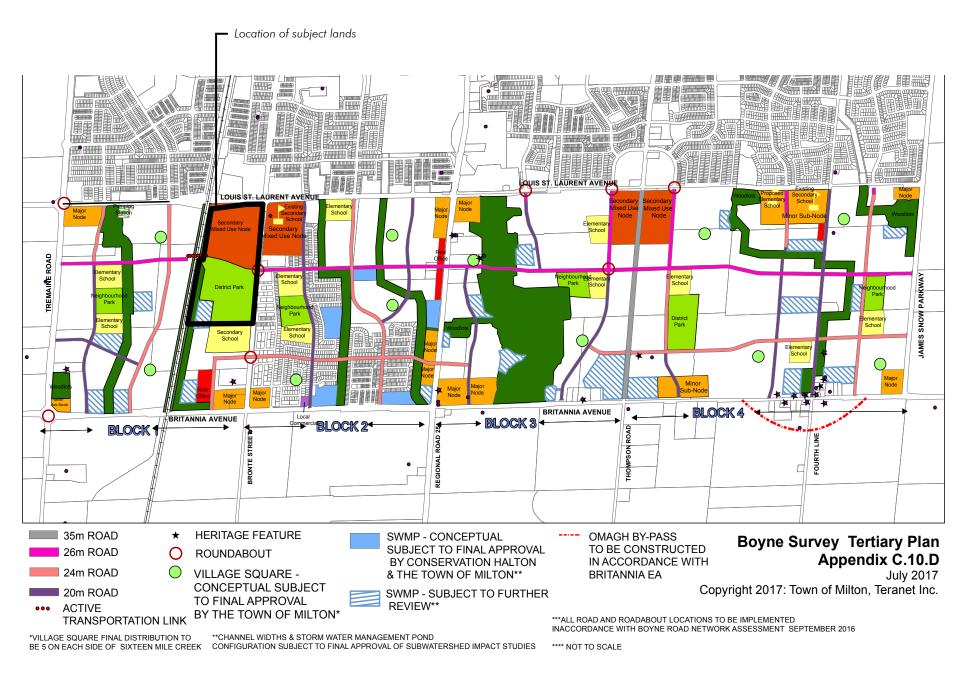


Figure 5: Phase III West Tertiary Plan

1.4 Summary of Key Policy Directives

The proposed development will apply the following key policy directives, as described through section 1.3 of this Urban Design Brief. The directives are as follows:

NEIGHBOURHOOD CONNECTIONS:

To provide a growth pattern that maintains regional unity through the establishment of an integrated community. This community will be supported by a strategic distribution of land uses and densities and through a connected multi-modal transportation network.



To protect and enhance the Natural Heritage Resources by providing a high quality and sustainable natural environment and by preserving significant landscapes permanently.

HIGH QUALITY BUILT FORM AND LANDSCAPE:

To introduce a high-quality built form and landscape design that is compatible with, and complementary to, the established character and identity of Milton and its local communities.

A NEIGHBOURHOOD - CENTRIC APPROACH:

To build and maintain a safe, liveable, and healthy community by fostering social interactions through a neighbourhood-centric approach. The community will achieve this by placing key amenities within the heart of neighbourhoods and within a walking distance from most residents.















2.0 SITE & CONTEXT ANALYSIS

2.1 Existing Site Context & Features

2.1.1 Site Location & Analysis

The subject lands (36.50 ha) form part of the Boyne Survey Secondary Plan Area, located within the south-west edge of the Urban Expansion Area boundary in the Town of Milton. They are bounded by:

To the North: Louis St. Laurent Avenue, and the Willmott Neighbourhood, located within the Sherwood Survey District

To the East: Bronte St. South, institutional and residential uses: St. Francis Xavier Catholic Secondary School and St. Scholastica Elementary School within the Ford neighbourhood

To the South: Existing initial residential and institutional uses (Elsie MacGill Secondary School), proposed to be further developed into the Walker Neighbourhood, as part of the Boyne Survey Secondary Plan.

To the West: Canadian National Railway (CN Rail) and Fieldgate West, a future residential community with Village Square and Active Transportation Link serving as a connection between the Fieldgate West Draft Plan of Subdivision and the subject lands east of CN Rail

An analysis of the surrounding context reveals several amenities including:

- The Mattamy National Cycling Centre
- St. Francis Xavier Catholic Secondary School
- PL Robertson Public Elementary School
- Milton District Hospital
- Sunny Mount Park

2.2 Opportunities & Constraints

The subject lands are presented with a number of opportunities and constraints based on existing conditions.

Opportunities:

- Connection opportunities (roads and transit routes) to the existing development to the north and east, and new connections to future developments to the south and west (trails and active transportation link).
- Provision of enhanced connection to a natural heritage system through District Park, NHS Channel and SWM Pond.
- Proximity to a future residential area to the west and existing schools in the surrounding neighbourhood.
- Public transportation facilities within a 5 minute walk providing access to the Milton Main Street GO station and downtown Milton.
- Active transportation infrastructure, such as bike lanes, sidewalks and multi-use trails.
- Provision of a mix of housing typologies and densities.
- Provision of a mix of commercial uses.
- Connectivity to secondary school to immediate south (Elsie MacGill Secondary School).
- Provide views to the Niagara Escarpment.

Constraints:

- Noise and vibration impact caused by the CN Rail line requiring a rail line buffer.
- New residential development on the site should be sympathetic to the form, character and architectural styles of the surrounding residential community to the north.

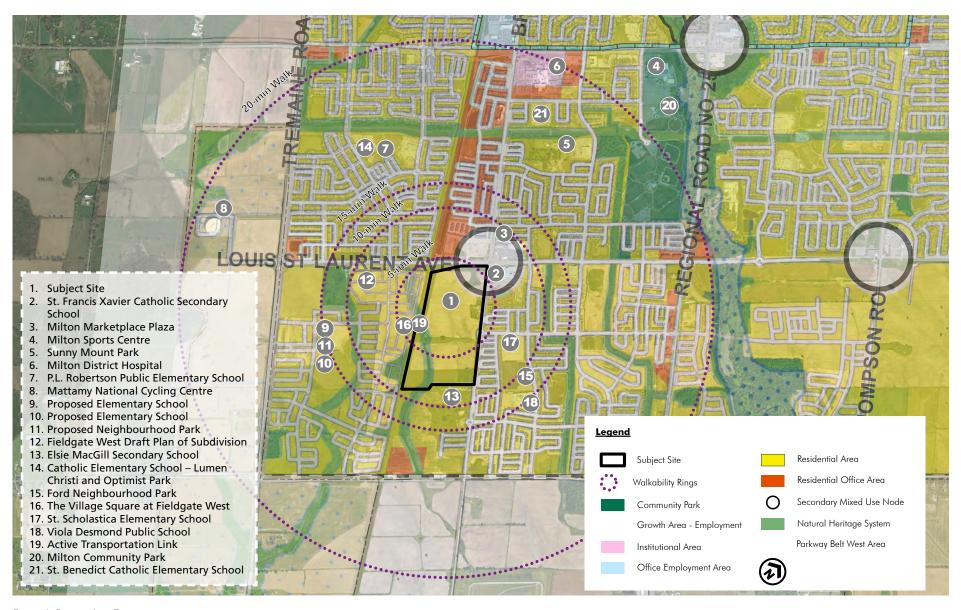
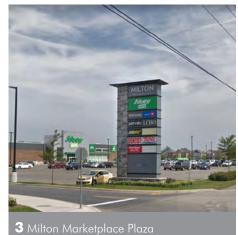


Figure 6: Surrounding Context





















3.0 DESIGN RESPONSE & CONCEPT PLAN

3.1 Site Layout and Design

3.1.1 Concept Plan

The proposed Draft Plan of Subdivision for 1000118982 Ontario Limited (East Lands) is shown on Figure 7, employs the key policy directives established in Sections 1 and 2 of this Urban Design Brief in the overall design and layout of the proposed community. The following section will describe the key design features of the community, exploring opportunities for neighbourhood connections, a sustainable natural environment, high quality built form and landscape, and a neighbourhood-centric approach.

The following design features are part of the proposed Draft Plan, and are consistent with the design principles and objectives that have been established for these lands.

- Neighbourhood Connections are provided through the introduction of a Street 'B', which is a north-south local road (please refer to the Appendix A: Proposed Vehicle Circulation Network), connecting north to Asleton Boulevard, and the existing residential community, traversing the site towards the south connecting to Street 'A', a major collector road, turning east where it connects to Whitlock Avenue and the existing residential community.
- <u>A Diverse Neighbourhood</u>, with a mix of housing types, tenures, and densities, providing opportunities for residents to age in place.
- A Secondary Mixed Use Node: Commercial Block 44 (3.25ha) and 45 (1.90ha), located towards Louis St. Laurence Avenue and the future mixed-use development to the north.
- A Secondary Mixed Use Node: Residential Block 43: High Density Residential (1.18ha), located at the western portion of the subject site adjacent to the CN Rail.

- <u>An Active Transportation Link</u> Block 47 (1.58 ha) that will provide residents with convenient connection to future development to the west, as well as provide enhanced views of the Niagara Escarpment.
- <u>District Park</u> Block 46 (15.68ha) located in the central and southern portion of the proposed development, and adjacent to servicing Block 48 (1.00ha), Block 52 and 53: SWM Pond and SWM Buffer (1.34ha and 0.19ha), and to the 35m wide Block 49: Natural Heritage System Channel (1.58ha) and its associated 10m wide buffers, (Block 50 0.48ha and Block 51 0.48ha). This mix of proposed open spaces provides opportunities to enhance the environmental and ecological integrity of existing natural heritage features.
- A Road Widening Block 54 (0.02ha) is proposed at the intersection of Louis St. Laurent Avenue and Bronte St. South.
- A 15m noise attenuation berm along the CN Rail Line is proposed to
 mitigate the noise and vibration impacts of the rail line on residential
 uses to the east of the CN Rail.

Additionally, the site location and proposed Active Transportation Link provide a unique opportunity for enhanced views of the Niagara Escarpment as the Active Transportation Link will be raised over the CN Rail, similar to the existing Louis St. Laurent Avenue overpass.



Figure 7: Consolidated Final Draft Plan of Subdivision, dated June 16, 2025



3.1.2 Circulation

The proposed development comprises a street network that encourages pedestrian, cycling and vehicular mobility. The proposed pedestrian and vehicular circulation diagrams can be found in Appendix A & B.

Pedestrian Circulation

The proposed development supports and encourages safe and convenient pedestrian mobility through the provision of sidewalks, on-road bike lanes, community trails and an Active Transportation Link.

An extensive network of sidewalks are proposed throughout the development. An in-boulevard sidewalk is proposed on one side of all local roads within the development, with the exception of Street 'A' and 'B' where sidewalks will be provided on both sides of the road. The exact location of sidewalks will be determined during the detailed design stage of the proposed development. 3.0m community trails are proposed around the Active Transportation Link and adjacent to the District Park.

The proposed development envisions a continuous and safe pedestrian movement through seamlessly connected trails, sidewalks, pedestrian walkways and urban squares. Existing on and off road cycling infrastructure exists along Louis St. Laurent Avenue and Bronte Street South. An Active Transportation Link (ATL) is proposed directly north of the NHS Channel and will be a focal point in District Park.

Vehicular Circulation

Primary vehicular access to the site will be provided via Louis St. Laurent Avenue through the central spine road (Street 'B') to the north and Bronte Street South through the major collector road (Street 'A') to the east. This main local street forms the backbone of a clear and legible grid network, ensuring convenient circulation throughout the site. Street 'A' also connects to a series of minor local roads and private commercial driveways within

the Commercial/Retail area, supporting efficient internal movement. Although direct vehicular access to the west is constrained by the CN Railway, pedestrian connectivity is prioritized through active transportation links and sidewalks along all residential condo roads, enhancing the overall walkability and public realm.



3.1.3 Public and Active Transportation

Transit Stops

The subject site is within a 5-minute walking distance from bus routes 8 and 10. Both routes provide access to downtown Milton and the Milton GO Station. Bus stops are located at the intersection of Bronte Street South and Louis St. Laurent Avenue.



Transit stop located at Louis St. Laurent Avenue and Bronte Road South

Cycling Facilities

Existing on-road bike lanes are located along Louis St. Laurent Avenue and Bronte Street South.



Bike Lane on Louis St. Laurent Avenue



Bike Lane on Bronte St. South

3.1.4 Parking for ground related units

Private garages are proposed on each individual lot. The design and width of private driveways impact the appearance and function of the streetscape, therefore the following design considerations are proposed:

- Paired or grouped driveways are encouraged to reduce the amount of asphalt and increase the landscaped areas in front yards;
- Driveways on corner lots should be located on the side farthest away from the intersection;
- Where possible, driveways located at T-intersection lots should be placed on the outside of the pair of dwellings which terminate the view;
- The width of the driveway should always be minimized to reduce its presence on the streetscapes; and
- The exterior width of the driveway should not exceed the exterior width of the garage.



3.2 Public Realm Framework

The proposed development will provide a high quality, coordinated public realm for the enjoyment of residents in their daily lives. Public realm elements include the District Park, and day-to-day spaces, such as proposed trails and streetscapes. The public realm will be designed to ensure pedestrian comfort and security, promoting accessibility and social interaction throughout the proposed community.

3.2.1 District Park

- A 15.68 hectare District Park (Block 46) is proposed on the south side of the mixed-use development.
- The District Park is proposed within 400 meter radius (walking distance) to most residents within the proposed community.
- The District Park is exposed to major transportation routes, has a terminus view from Bronte Street South.
- A high quality built form and active frontages should be provided along the District park, promoting casual surveillance and ensuring safety through eyes of the park.
- The District Park has the opportunity to provide an indoor recreation community center, senior hardball field, major soccer field, two major soccer fields with hardball cricket, senior and junior play area, spray pad, outdoor fitness course, seating nodes, plaza with shading structure and seating, trail blocks, skate park, multi-use courts, and trail connection to the pedestrian overpass and Active Transportation Link and parking areas.













Urban Design Brief | Boyne Survey, SMUN and District Park (East lands)

Note: This Concept Plan is preliminary for the purposes of draft Plan of Subdivision only. The final design of Park Base condition works by the Developer will be determined through the detailed subdivision design to the satisfaction of the Town. Final design and development of the Park will be completed by the Town of Milton.

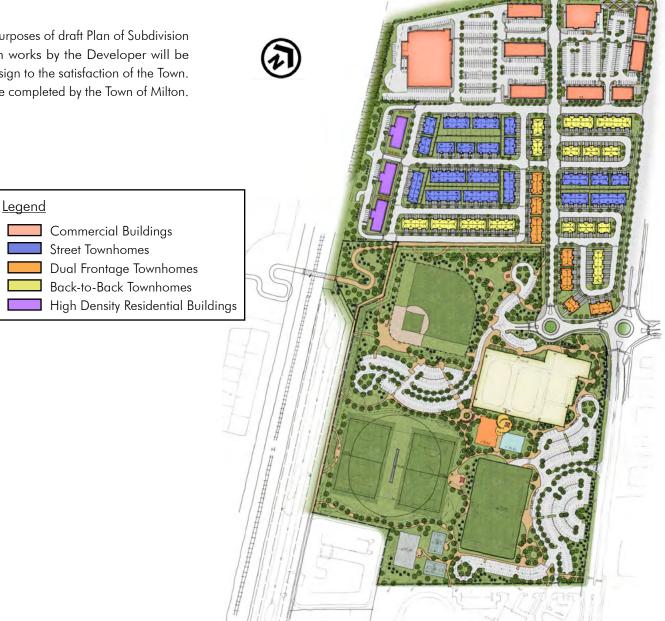


Figure 8: Consolidated Mixed-use Node Plan and District Park Vignette

3.2.2 Streetscapes

The proposed development consists of a series of street networks including a community connector road, lower hierarchy minor local roads and private vehicular driveways. The following are urban design guidelines that have been considered in the design of the proposed streetscape.

- All buildings should be oriented towards the street and open spaces (where possible), to provide a sense of enclosure and enhance security in the public realm through casual surveillance.
- Pedestrian crossings should be clearly marked through surface treatments, signage or changes in paving material. They should be accessible and continuous, connecting to adjacent sidewalks.
- Sidewalks should be continuous over driveways and intersections, providing a barrier free pedestrian circulation network.
- Street trees should be planted in continuous rows, at approximately 6.0-9.0 metre intervals. Double rows of trees may be planted to signify key streetscapes, such as the community connector road.
- Planting materials should include native species that are drought tolerant and require minimal maintenance. The use of high branching deciduous trees is encouraged to foster high visibility, clear sight lines and pedestrian security.
- Street furniture should be strategically located in areas with anticipated pedestrian traffic, and reflect the architectural style and character of the proposed community.
- Provide bicycle parking near transit stops and in areas with high pedestrian activity.
- Apartment Buildings should have enhanced front yard landscaping that will integrate with the building face.
- Entry features with planting in front of the gateway buildings should provide strong sense of arrival to the community.















Urban Design Brief | Boyne Survey, SMUN and District Park (East lands)

Major Collector Road

Street 'A' is identified as a major collector road with a proposed right-of-way width of 26.0 metres. It includes two automobile travel lanes, a 3.0-metre multi-use path on both sides, and boulevards of varying width.

Central Spine Road

Street 'B' is identified as a central spine road with a proposed right-of-way width of 20.0 metres. The road accommodates 1.5 metre sidewalks on both sides of the street, approximately 2.5 metre tree trench, and two 3.35m travel lane, and 1.4m bike lanes on both sides of the roadway

Local Roads

Typical local streets will be designed with a 16.0 metre right-of-way, accommodating a 1.5 metre sidewalk on one side of the street, a shared traffic/on-street parking lane, and two automobile travel lanes, shared with bicycle (no infrastructure required for bicycle lanes).

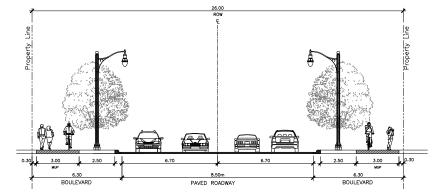


Figure 9: Major Collector Road (26.0m ROW)

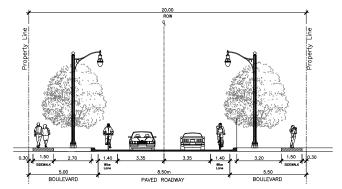


Figure 10: Central Spine Road (20.0m ROW)

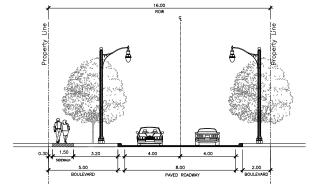


Figure 11: Local Road (16.0m ROW)



3.2.3 Community Edges & Gateways

Community edges provide a first impression of the community. The treatment and design of the community edges reinforces the overall character and identity of the area and hence must be comprehensively designed to achieve a strong, clear definition and identity for the community.

Louis Saint Laurent Avenue

Louis Saint Laurent Avenue is a minor arterial road that flanks the northern extent of the proposed commercial block. The proposed development envisions commercial buildings to front onto the Louis Saint Laurent Avenue streetscape. The street edge will feature appropriate massing and building siting. Refer to section 5.0 - Design Guidelines for Commercial Buildings in the Architectural Design Guidelines for corresponding design principles.

Principles that apply to the Louis Saint Laurent Avenue streetscape include:

- Buildings shall be located parallel and close to the street edge, wherever grading allows, to help define consistent streetwall and pedestrian friendly streetscape along Louis Saint Laurent Avenue. Buildings to the northwest corner of the site cannot front onto Louis Saint Laurent Avenue due to the grade difference owing to the CN Rail over pass;
- Main entrances shall be emphasized through architectural and landscaping detailing as to create visually interesting streetscapes;
- Commercial / Retail buildings should be sited and massed to present a high-quality, pedestrian friendly built form; and
- Servicing and loading shall be carefully screened.

Bronte Street South

The community edge along the Bronte Street South will be characterized by combination of Commercial Block, flanking freehold townhouse units and window streets north of Street 'A'.

This edge will feature appropriate massing and buildings siting which responds to the prominent, high-traffic nature of this arterial road.

Principles that apply to the Bronte Street South streetscape include:

- The build form of the Commercial / Retail area shall be appropriately sited to form a consistent streetwall along Bronte Street South;
- Commercial / Retail buildings should be sited and massed to present a high-quality, pedestrian-friendly build form; and
- Buildings shall be located parallel and close to the street edge to help define a pedestrian-friendly streetscape.
- Dual frontage single townhomes, street townhomes and back-toback townhomes shall be sited to create a consistent street edge and pedestrian friendly scale;
- Main entrances shall be emphasized through architectural detailing as to create visually interesting streetscapes;
- Use of varying architectural treatments of dwellings to promote visual variety along the streetscape;
- Lots flanking onto an arterial road, adjacent to a community window street should be designed as a corner lot, presenting a front face to the arterial road;
- Where possible, utilities shall be screened from public view.

The corner of Louis Saint Laurent Avenue and Bronte Street South shall have a special treatment being envisioned as a pedestrian gateway to the development. Therefore, commercial buildings surrounding the urban square at this location should have enhanced side and rear elevations through ample fenestration, attractive facade materials and enhanced architectural detailing. This will ensure that built form is complimenting high-quality landscape design at the proposed urban square. Urban Square should provide seating and resting areas, high-quality paving solutions and green areas ensuring pedestrian comfort and creating an inviting gateway to the community.

Community Gateways - Vehicular

As previously mentioned, the proposed development is defined as the Secondary Mixed Use Node within Boyne Survey community. The Secondary Mixed Use Nodes will serve as key entry points into the community. Gateway features are encouraged to mark the significance of the nodes, as well as entry into the community. Taller buildings are recommended in Secondary Mixed Use Nodes (see Boyne Survey Urban Design Guidelines, Section 3.3.2: Community Structure), and where appropriate, can be designed to identify these areas as gateways.

For additional design considerations for promoting strong community edges and gateways within the Boyne Survey SMUN please refer to the Boyne Survey Urban Design Guidelines, Section 3.3.4 - Gateways and Entrance Features.

Three primary gateways provide access to the subject site and should be considered from both vehicular and pedestrian perspectives. The first gateway is located at the intersection of Louis Saint Laurent Avenue and the proposed Street 'B', providing access to the Commercial Block from the north. A second gateway is located along Bronte Street South at the intersection with the proposed Street 'C', situated just south of the Commercial Block. The third gateway is located further south along Bronte Street South at the intersection with the proposed Street 'A', providing a direct connection to the District Park and adjacent residential area. The proposed concept positions commercial and residential buildings at these entry points, creating opportunities to reinforce the gateway function through appropriate massing, visual focal points, and enhanced landscape and architectural detailing of exposed elevations.







Figure 12: Key vehicular gateways to the proposed development

Community Gateways - Pedestrian

A key pedestrian gateway occurs at the corner of Louis Saint Laurent Avenue and Bronte Street South. The proposed concept envisions an urban square at this location, creating an inviting space that appropriately directs the flow of pedestrian movement towards the development. Commercial buildings enclosing the square should feature enhanced fenestration and architectural detailing on exposed facades. Seating and resting areas, along with interactive landscaping, should be provided to establish a welcoming environment and visually mark this location as the entrance to a pedestrian-friendly community.

In addition to the primary gateway, a second key pedestrian access point is proposed further west via the Active Transportation Link, which provides a vital connection between the Boyne Survey West and Boyne Survey East communities. This link offers an important secondary entry into the community, enhancing connectivity for pedestrians and cyclists, and promoting walkability throughout the neighbourhood. Strategic landscape features, wayfinding signage, and pathway integration at this western access point will help reinforce its role as a complementary gateway into the



Figure 13: Main pedestrian gateway to the proposed development











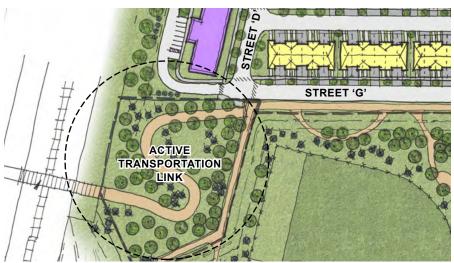


Figure 14: Pedestrian gateway to the proposed development through Active Transportation Link

3.2.4 Open Space Network

The open space network in the proposed development includes urban plazas, a District Park, a Natural Heritage System (NHS) channel, and a stormwater management (SWM) pond. A 10–13 metre-wide 'Servicing Block' within the District Park will also serve as a multi-use trail, enhancing connectivity and recreational opportunities within the open space system. Additionally, an existing channel and a 30-metre building setback have been incorporated to mitigate noise and vibration impacts from the adjacent CN Rail line.

URBAN DESIGN GUIDELINES FOR NATURAL HERITAGE FEATURES

- Identify opportunities for restoration and enhancement of the existing natural function and habitat.
- Public access may be provided in support of continuous circulation, and should be minimized to mitigate potential impact on the ecological function of the natural heritage feature. Trail alignments must be approved by the Town of Milton and Conservation Halton.
- Access to natural areas should not be permitted from individual private properties. Access should occur from publicly accessible spaces, through adjacent park / vista blocks, public sidewalks, or along streets.

3.2.5 Fencing & Noise Attenuation

A noise and vibration study prepared in July 2025 by Jade Acoustics outlines detailed abatement requirements and mitigation measures for the subject lands. Noise mitigation adjacent to the CN Rail corridor includes a 2.4-metre high acoustic fence surrounding the ground-level outdoor amenity spaces in Block 43, where three 15-storey residential buildings are proposed. Central air conditioning and a warning clause are required for all residential units located within 165 metres of the CN right-of-way and along Bronte Street South. All other units must include provisions for future central air conditioning installation and require warning clauses regarding potential transportation noise.

Acoustic attenuation fences will be constructed from high-quality materials, in accordance with Town of Milton standards. Where applicable, soft and hard landscaping elements may be used to complement noise barriers adjacent to right-of-ways.

A 1.5-metre chain link fence is required to delineate and protect rear and side yards of residential lots adjacent to schools, parks, natural heritage features, and open space blocks.

For Block 44, which includes a future grocery store (Building A), noise mitigation includes a sound barrier along the west side of the building and a wing wall at the loading bays to reduce stationary source noise impacts on nearby sensitive receptors. In addition, a 3.5-metre high and approximately 43-metre long noise wall is proposed along the south limit of the truck maneuvering area associated with Building A to further mitigate operational noise and protect adjacent uses.

3.2.6 Crime Prevention Through Environmental Design

Buildings should be oriented and designed to foster safe neighbourhoods, using the following design guidelines:

- Building entrances and windows should be visible from the street, to create an overall impression that vigilant neighbours are looking out on the street;
- Dwellings and buildings should have porches, stoops, porticoes or other outdoor usable space in the front, to create an overall impression that neighbours may be out in front of their homes;
- Landscape elements and plant material should not create obscure areas where a person could hide;
- Provide downcast pedestrian-scaled lighting on streets with sidewalks, within walkway blocks, and the district park.



3.0 DESIGN RESPONSE & CONCEPT PLAN

3.3 Built Form

3.3.1 Typologies Overview

The proposed development is envisioned as a mixed use community, being mix of commercial, ground related residential and high density residential uses. Commercial uses are located at the north portion of the site fronting on Louis St. Lauren Avenue to the north and Bronte Street South to the east. Ground related residential are located in the central-western portion of the site, between the commercial block and the District Park. High density residential is located west of the subject site along the CN Rail site interface, between the commercial block and the District Park.

In total, 13,734 sqm (147,833 sqft) of commercial uses is introduced along with 754 residential units, split as following:

Block 44 - 45 - Commercial		
9 commercial buildings	13,734 sqm total GFA	
Block 1 - 42 - Grade-Related Residential		
Street Townhouses	6.4m, 114 units	
Dual frontage Townhouses	6.4m, 55 units	
Back-to-back Townhouses	6.4m, 108 units	
Block 43 - High Density Residential (unit count is conceptual)		
Building A	15 storeys, 159 units	
Building B	15 storeys, 159 units	
Building C	15 storeys, 159 units	



Figure 15: Built Form diagram

3.3.2 Block 44 - 45 - Commercial

9 commercial buildings

13,734 sgm total GFA

Primarily located in the northern portion of the site, facing minor arterial roads: Louis St. Lauren Avenue to the north and Bronte Street South to the east, and connecting to the residential blocks to the south.

GENERAL URBAN DESIGN PRINCIPLES:

- Buildings shall be sited to frame focal points within the public realm, such as primary streets, landscaped squares and the Urban Square/Gateway;
- Buildings shall architecturally address any street intersection;
- The collective architectural composition of all buildings in the commercial/retail area shall be considered, in terms of massing, roof lines, street relationship and visual impact;
- Where feasible, buildings will be designed to convey a 2-storey appearance, which could include a mezzanine level in some commercial buildings. The exact composition of usable second storey space will be detailed through the zoning by-law;
- Massing and architectural design appropriate for each retail or commercial use shall contribute to the pedestrian experience and shall be determined through each Site Plan Application;
- All elevations shall be of high quality design;
- All major entrances shall be accessible and at-grade; and
- Signage shall comply with the Town of Milton's Signage By-law.





3.0 DESIGN RESPONSE & CONCEPT PLAN

DRIVE-THROUGH FACILITIES GUIDELINES:

- Where feasible, drive-through facilities should preferably be located at mid-block locations and away from corners and intersections.
- These facilities should be designed to reinforce street edges and contribute to high quality streetscapes through combination of their site planning, stacking lane configuration, pick-up/canopy locations, and built form architectural quality.
- Landscaping of drive-through facilities should mitigate the negative impacts of vehicular functions through high quality of soft landscape design, hard landscaping elements, and the use of other elements such as berming or freestanding architectural features.







CONCEPTUAL COMMERCIAL ELEVATIONS



CONCEPTUAL COMMERCIAL ELEVATIONS

3.3.3 Block 1 - 42 - Grade-Related Residential

Street Townhouses	6.4m, 114 units
Dual frontage Townhouses	6.4m, 55 units
Back-to-back Townhouses	6.4m, 108 units

Located in the central portion of the site within Blocks 1-42, surrounded by the Commercial Blocks to the north, the high density block to the west and a District Park to the south.

GENERAL URBAN DESIGN PRINCIPLES:

- The proposed architectural style for the community is reflective of traditional design, or a contemporary adaptation of traditional design, ensuring compatibility with existing residential neighbourhoods to the north, and maintaining the overall character of residential neighbourhoods in the Town of Milton and the proposed Boyne Survey West Development.
- Provide high quality architectural design, building articulation and detailing to address publicly visible frontages.
- Use high quality cladding materials.
- Increase fenestration to promote casual surveillance.
- Pair driveways, where possible, to minimize interruptions for pedestrians and cyclists, and to maximize landscaped areas.
- Driveway widths should not exceed garage widths.
- De-emphasize the presence of garages in the streetscape by setting them back from the main entry element / porch or by having rear access garages for dual frontage units.
- Provide variety in roof types to create a distinct and interesting streetscape.



BLOCKS 1-20 - STREET TOWNHOMES 6.4m (21')



BLOCKS 21-31 - DUAL FRONTAGE TOWNHOMES 6.4m (21')



3.3.4 Priority Lot Locations (Grade-related Residential)

Priority locations are exposed to the public realm and require special design considerations and a consistent level of design quality and detailing on all publicly exposed elevations. These locations are identified in Appendix C and include:

- Corner Lots
- Community Edge and Gateway Lots
- T-Intersection Lots
- Lots flanking onto parks and open spaces
- Window Lots
- Flbow Lots
- Roundabout lots
- Buildings fronting on district park

Corner Lots

Corner lots are characterized by their exposure to two street frontages, which permits a variety of main entry and garage access configurations.

The following guidelines apply to the design of corner lots:

- Buildings should address both the fronting and flanking streets.
- Provide comer-specific architectural features, such as wrap-around porches.
- Maintain a consistent quality of architecture on all publicly exposed elevations.
- Have the main entry visible from the street.
- Locate the main entry along the flankage side, where possible.
- Incorporate increased fenestration on all publicly exposed elevations.
- Have the garage recessed from the front of the building, away from the main entry and intersection.
- Provide a rear elevation treatment that has architectural features to break up the wall plane and roof line.
- Where the main entry is located on the shorter side of the lot, the design of the flankage face should incorporate a secondary entrance, projecting bay or other appropriate feature.





Community Edge and Gateway Lots

Gateway lots are located at the entrance(s) of a community and represent special opportunities to emphasize the "sense of entry or arrival". This can be achieved with special designs that address the high level of public exposure, which reflect the architectural character of the development.

The following guidelines apply to the design of community edge and gateway lots:

- Provide a detailed high quality streetscape appearance, that provides the face of the community.
- Provide clearly identifiable front entrances on Street 'A' and Street 'C'.
- Provide an upscale character, scale and massing.
- Ensure a coherent pedestrian environment through the careful incorporation and integration of landscaping and landscape elements within the public right-of-way and on private property along Street 'A' and Street 'C', where appropriate.

T-Intersection Lots

T-Intersection units are located at the end of the view corridor, and are framed by two corner lots flanking the terminated road.

The following guidelines apply to the design of T-Intersection lots:

- Provide designs that are reflective of the overall community vision and characteristics of the proposed neighbourhood.
- Provide varied roof forms for a visually interesting streetscape.
- Provide architectural features, such as bay windows and dormers.
- Provide varied cladding treatments with a mix of complementary colours.
- Provide distinctive treatments to address views for longer periods of time.
- Include landscaping, where possible, to screen headlights.
- Locate garage and driveway to the outside to allow for a larger landscaped area for the terminal views.





Rear and Side Upgrades

Any buildings adjacent to or flanking onto open spaces or walkways shall present a consistent level of architectural detailing and fenestration in the design of all publicly exposed elevations. These publicly exposed elevations should introduce sufficient fenestration displaying balanced proportions, wall plane changes or projecting bays along with gable features to break up the roofline.

To make full use of the opportunities presented by these special locations, the following guidelines should be applied:

- Promote high quality of architectural design through the amount and quality of detailing, materials and finishes on all publicly exposed elevations;
- Encourage house designs to provide architectural features using elements such as additional fenestration, bay windows or gables;
- Achieve a balance between diversity of the streetscape and continuity of building massing;
- Consider constructing upper floor balconies, french windows, and deck terraces in housing that fronts or flanks open space; and
- Coordinate the design and colour of fencing along the rear and flankage of lots abutting parks, open spaces or walkways, to reinforce the visual importance of these lots.





Window Lots

Window lots occur where a public or private service street is parallel to an arterial road, creating a framed view into the community. Community window lots require co-ordination of the design of the individual houses and the residential streetscape with the landscaping of an arterial street edge.

The following guidelines apply to the design of window lots:

- Houses should face the window street providing a strong community
- House designs should integrate the garage into the envelope of the house to minimize the dominance of garages along streets.
- Lots flanking onto an arterial road adjacent to a community window the arterial road.

street should be designed as a corner lot, presenting a front face to

Roundabout Lots

Roundabout Lots are buildings or lots that flank the roundabouts/traffic circles. These lots provide a special opportunity for reinforcing the community character through building orientation and design.

The following guidelines apply to the design of roundabout lots:

- The front elevation is encouraged to be oriented or staggered to address the roundabout;
- Houses should integrate the garage into the envelope of the house to minimize the dominance of garages; and
- Special attention must be given to roundabout lots adjacent to the District Park to address a high level of public exposure.





3.0 DESIGN RESPONSE & CONCEPT PLAN

Buildings Fronting on District Park or Open Space

Buildings fronting onto the district park or open space shall reflect a high level of design quality and streetscape as they are viewed frequently and for longer periods of time. These lots frame their public spaces and present the image of the community to the passer-by.

The following guidelines apply to the design of these lots:

- Builders should provide usable porches and usable porches should be deep enough for seating;
- Garage presence on the street frontage should be minimized with consideration given to locating garages in the rear yard where possible; and
- Traditional architectural elements should be used, such as wraparound porches at corners, usable porches, bay windows or other feature elements which contribute to the definition of the space.



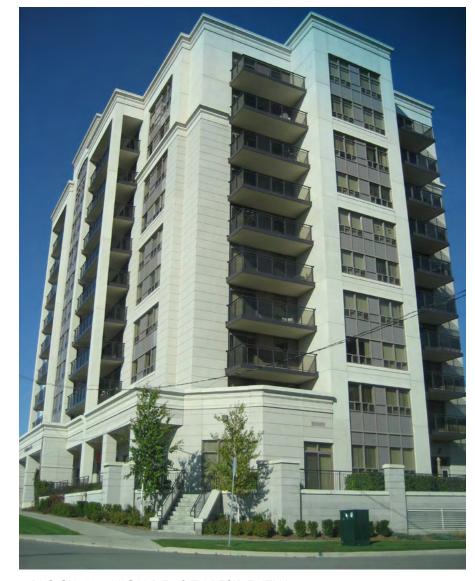
3.3.5 Block 43 - High Density Residential

Building A	15 storeys, 159 units
Building B	15 storeys, 159 units
Building C	15 storeys, 159 units

Located in the western portion of the site within Block 43, between the Commercial Block to the north and District Park to the south.

GENERAL URBAN DESIGN PRINCIPLES:

- Buildings shall be sited close to the street line to create pedestrian-oriented and visually interesting streetscapes;
- Buildings shall be developed with high architectural quality and sensitive design treatments due to their prominence within streetscapes and along the community edge;
- Building design shall reflect the character and identity of the Boyne Survey community;
- Amenity areas shall include landscaping and furniture to foster animated gathering spaces;
- To avoid expanses of blank walls or repetitive streetscapes, all elevations exposed to the public realm shall be well-articulated and incorporate ample fenestration:
- Building entrances shall be emphasized through architectural treatments and landscaping; and
- Mechanical equipment will be screened from the public realm.



BLOCK 43 - HIGH DENSITY RESIDENTIAL

3.3.6 Street and Building Relationships

Buildings are generally encouraged to be located close to the street to reinforce a strong street edge, while maintaining visual variety. Visual variety should be achieved by providing controlled variety of elevation types, and/or introducing variations in the location of the main building face on the street.

These variations of building setbacks within the streetscape provide:

- Visual and spatial rhythm through gradual transitions of the building facades; and
- Visual interest reducing the possible negative impact of longer streets.

3.3.7 Building Type Variety

Encouraging a range of housing types, sizes and designs within the community will promote social and visual diversity. Variations in building types provide opportunities for a broader range of life styles, as well as more visually interesting streetscapes and overall environment.



3.3.8 Materials and Colour Selection

In order to achieve variety on the streetscapes, careful attention should be given to the selection of building colour packages and the repetition of similar colours



PRECEDENT IMAGE OF DUAL FRONTAGE RELATIONSHIP WITH STREET



3.3.9 Shadow Impact Analysis (High Density Block 43)

A preliminary Sun Shadow Study was prepared in support of the proposed development to evaluate potential shadow impacts resulting from the conceptual Massings within High Density Block 43. The study was undertaken in accordance with the Town of Milton's Terms of Reference for Sun Shadow Analysis (January 2023), and reflects a high-level demonstration plan developed specifically to assess the appropriateness of the proposed Block 43 building heights and overall massing.

The analysis models shadow impacts on three seasonally representative dates—April 21, June 21, and September 21—and illustrates the anticipated shadows cast throughout the day at hourly intervals from 9:00 a.m. to 5:00 p.m. The building heights used in the model are preliminary (15 storeys or approximately 46 metres), and are subject to refinement through future design stages including detailed site planning.

Public Realm Compliance:

Sidewalks: The shadow study demonstrates that a minimum of 60% of the sidewalks on the opposite side of adjacent streets receive at least three (3) continuous hours of direct sunlight between 10:00 a.m. and 3:00 p.m. across all test dates, satisfying the Town's performance standards and contributing to a walkable, comfortable streetscape.

Parks and Open Spaces: The proposed District Park receives five (5) or more hours of continuous sunlight between 9:00 a.m. and 5:00 p.m., as required for at least 50% of community park areas. This ensures that key functional areas within the park—such as open lawns, gathering spaces, and potential active recreation zones—will be well-served by natural light throughout the day.

Built Form Considerations:

The conceptual massing demonstrates that taller buildings have been positioned to minimize extended shadow impacts beyond the development block. The orientation and arrangement of built form help to preserve solar access for both internal streets and adjacent lands, while concentrating higher densities in appropriate areas. It is anticipated that as the design is further refined through detailed planning and architectural development, shadow impacts will be further mitigated through adjustments in building height, stepbacks, and articulation.

In conclusion, the shadow study illustrates that even at this early conceptual stage, the proposed massing is capable of meeting the Town's shadow impact criteria for sidewalks, parks, and the public realm. The findings support the feasibility of accommodating the proposed building heights within the urban structure while maintaining access to sunlight for future residents and surrounding uses. The study serves as a useful tool in confirming the appropriateness of the overall height strategy and guiding the evolution of the development through future design phases.

Please refer to Appendix E for the shadow study analysis illustrating the massing impact on the site.

3.0 DESIGN RESPONSE & CONCEPT PLAN

3.4 Sustainability

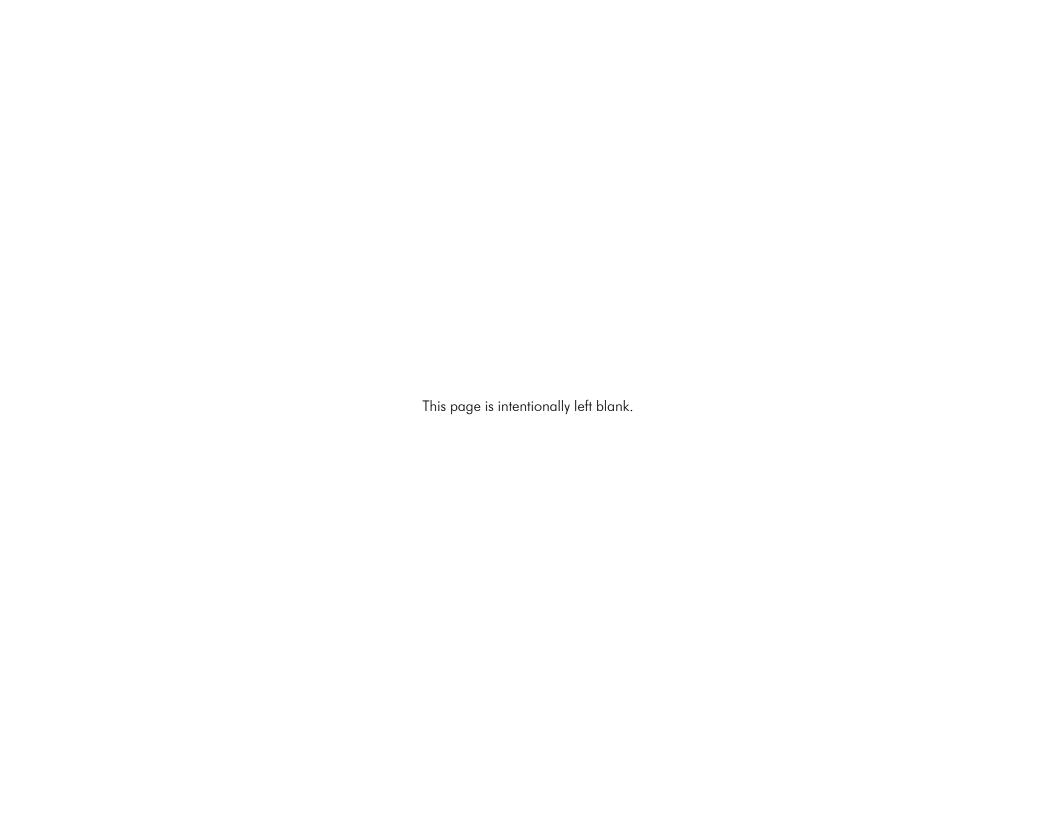
The proposed development promotes environmental sustainability and includes restoration and preservation initiatives for the existing NHS Channel. Naturalized landscape buffers are provided to protect the features and to encourage the restoration of existing habitat.

Furthermore, the proposed development promotes social sustainability through incorporating a strategic mix and distribution of land uses, housing types and densities, promoting aging in place by providing a variety of options and price points for people at various stages in their lives. A connected pedestrian and bicycle network is coordinated and connected to pedestrian trails and transit opportunities, encouraging healthy living through the use of safe and connected active modes of transportation. Proposed design of the District Park further contributes to quality of life within the community by offering diverse outdoor and indoor amenities for all age groups to socialize throughout the year. The overall design of the community fosters social interaction and encourages casual surveillance, ensuring the development of a safe and healthy community.

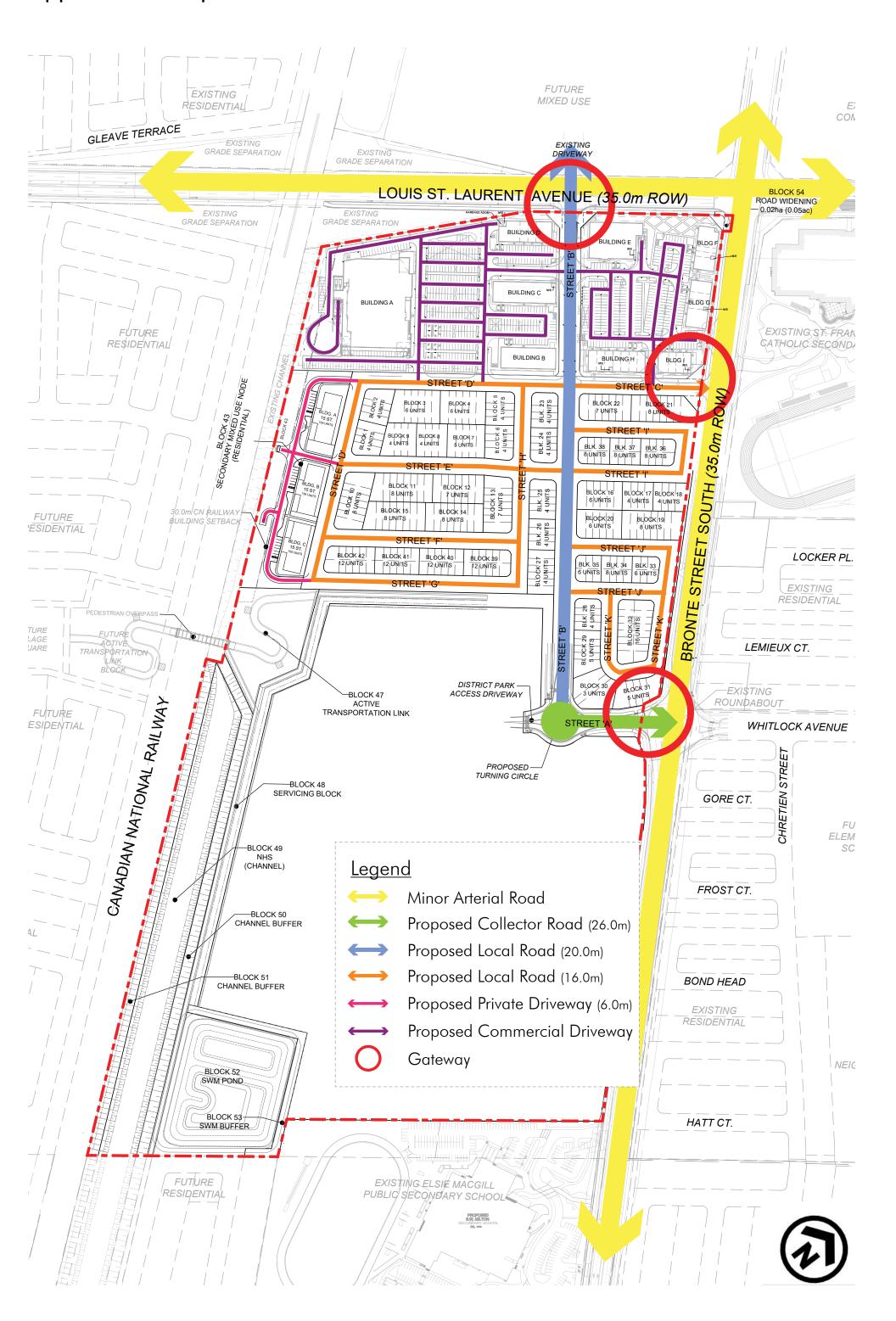
The development constitutes a portion of a larger coordinated community, with established neighbourhood centres consisting of schools, parks and other community amenities. This integrated approach will promote a comprehensively planned neighbourhood that is capable of developing into the safe, livable, attractive and healthy community that is envisioned for the Boyne Survey Secondary Plan Area. The community will be fully integrated with the existing Milton Urban Area and future development and will reflect the engaging, balanced and connected character of the Town of Milton as a whole.







Appendix A: Proposed Vehicle Circulation Network

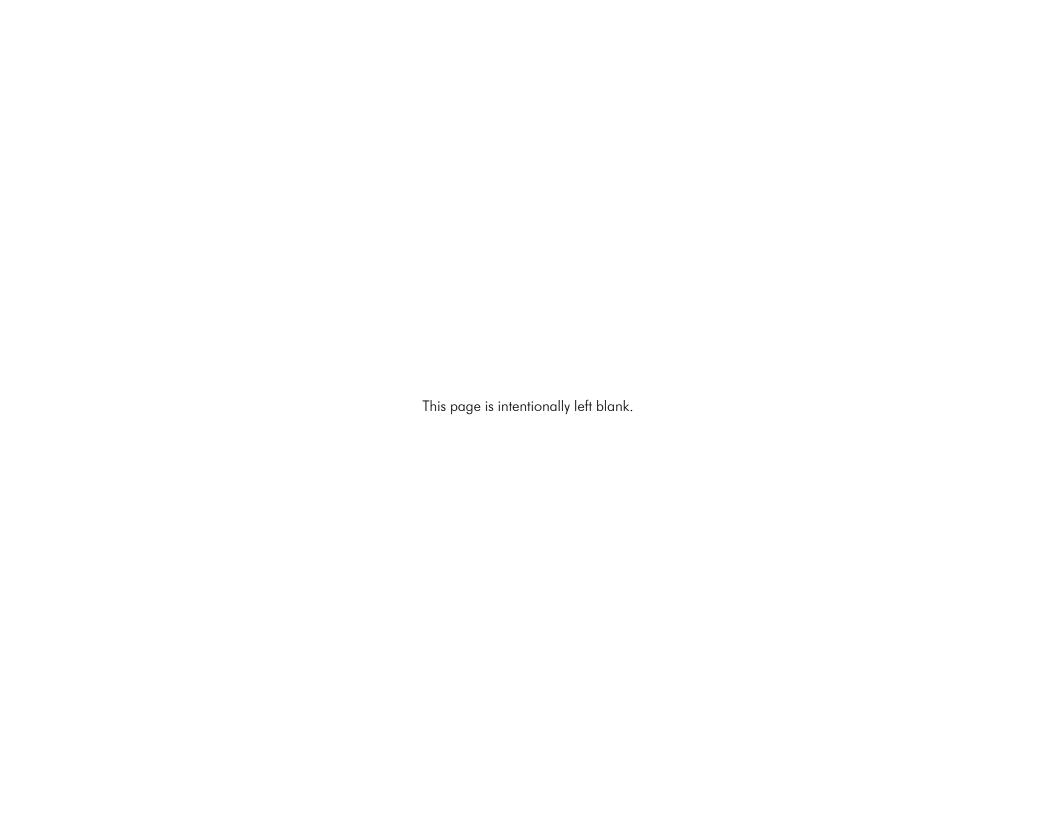




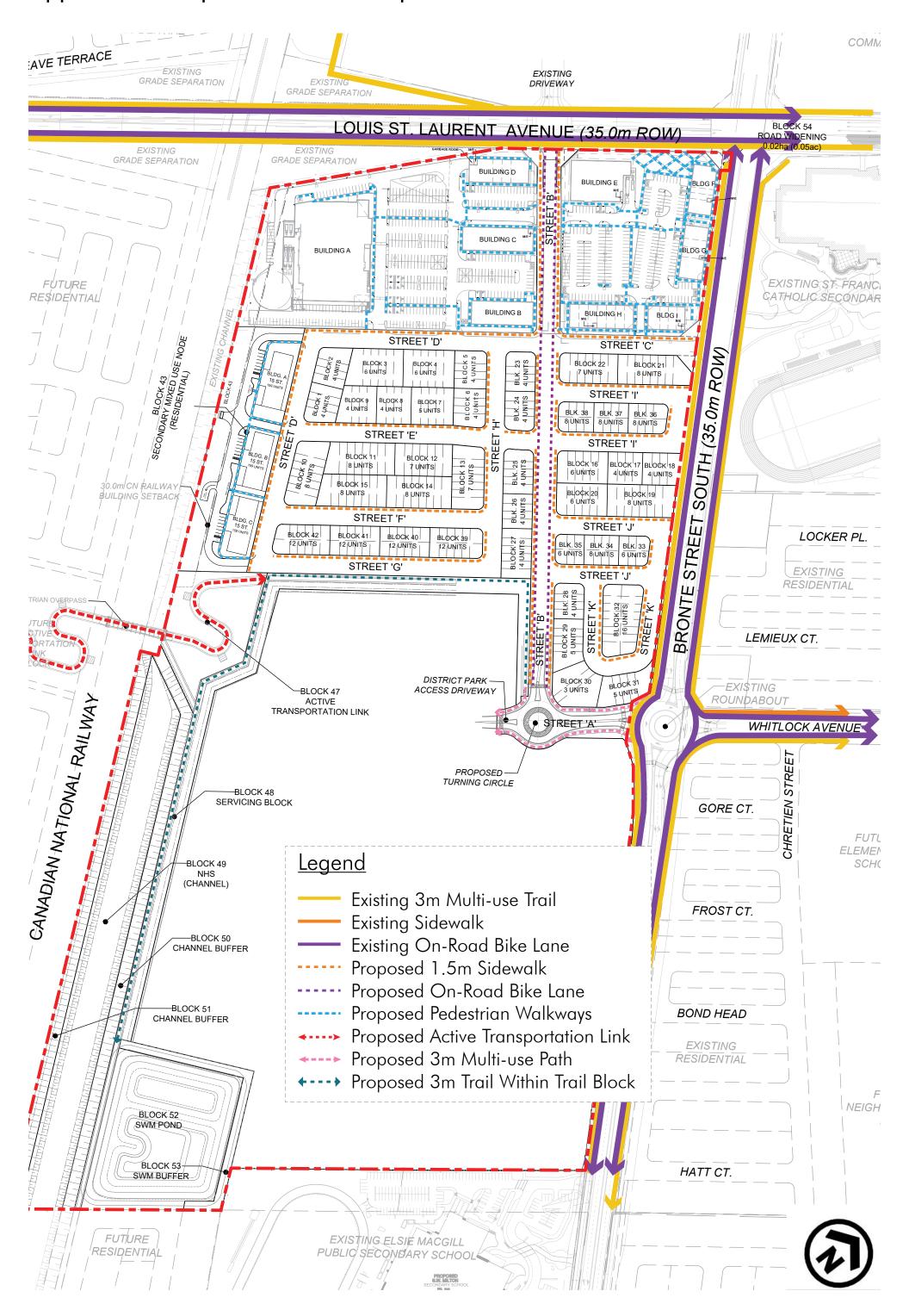
Proposed Active Transportation Network





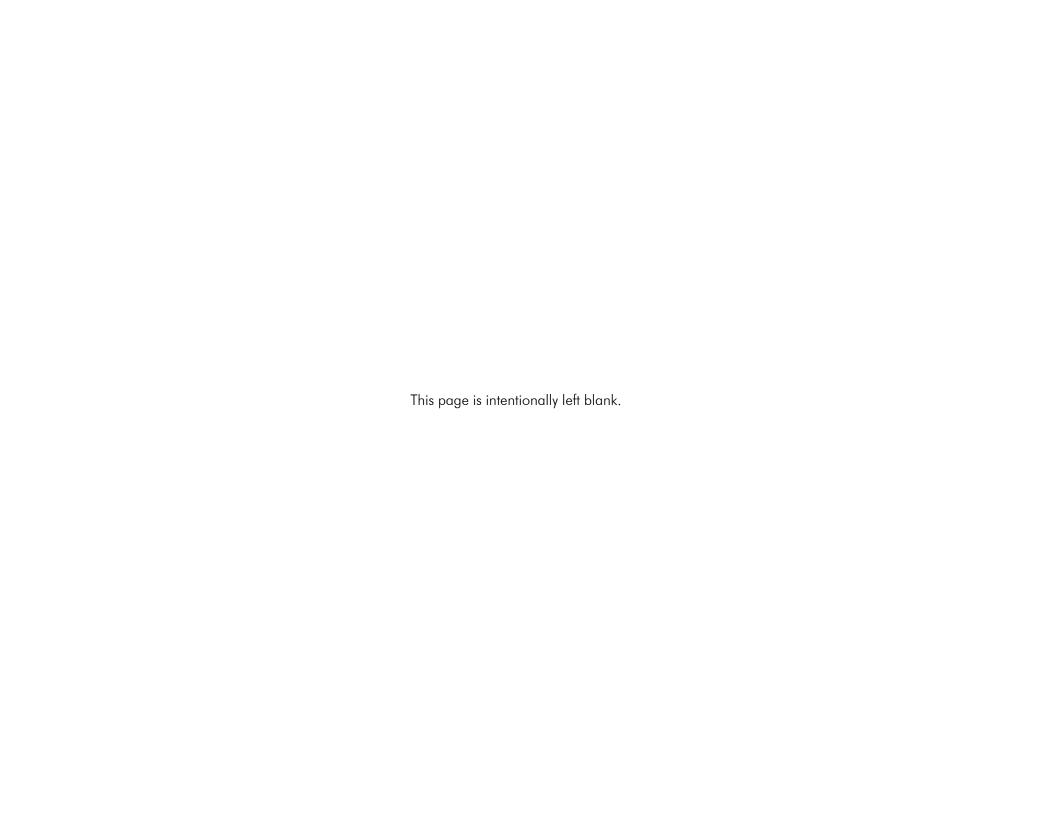


Appendix B: Proposed Active Transportation Network

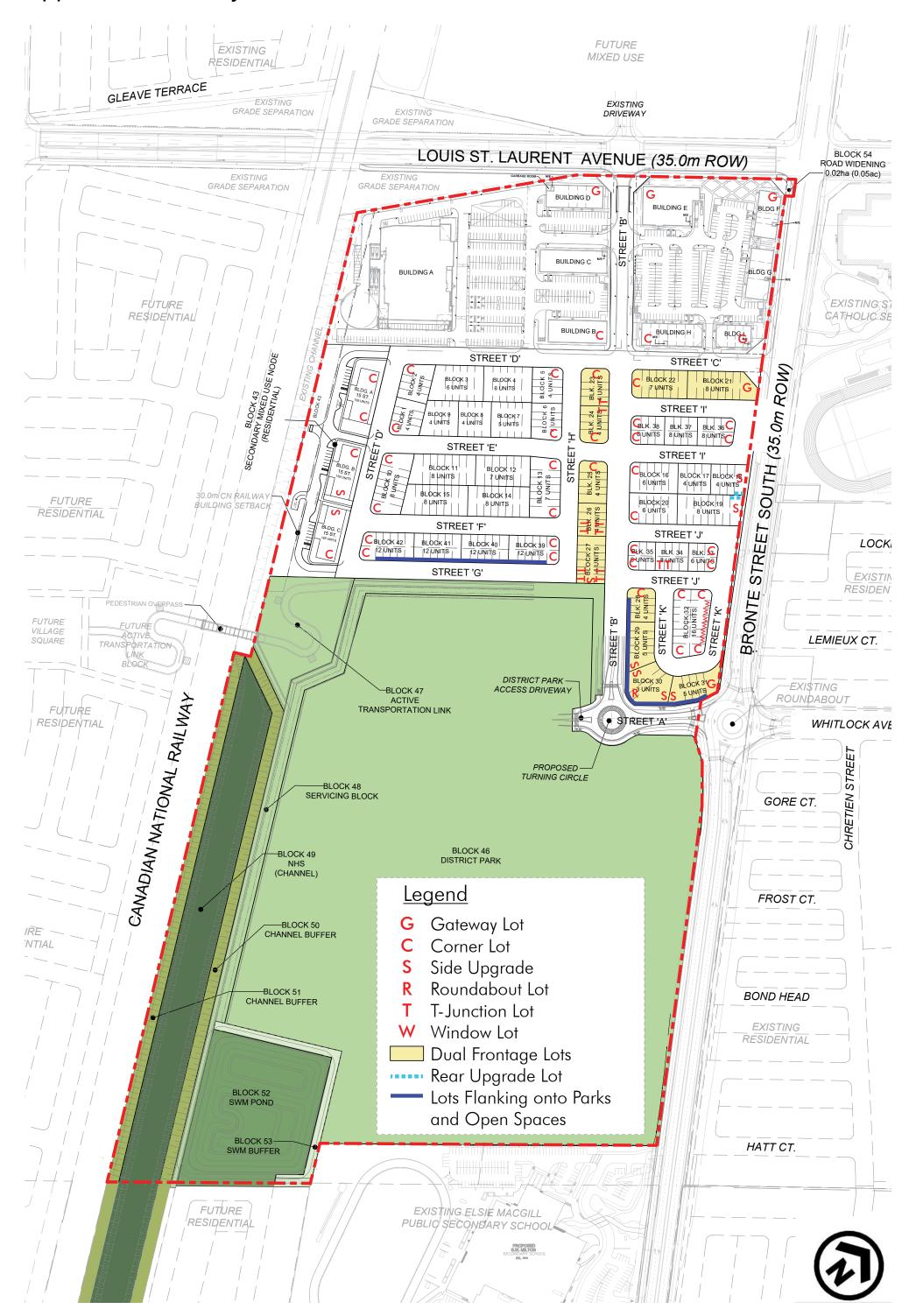






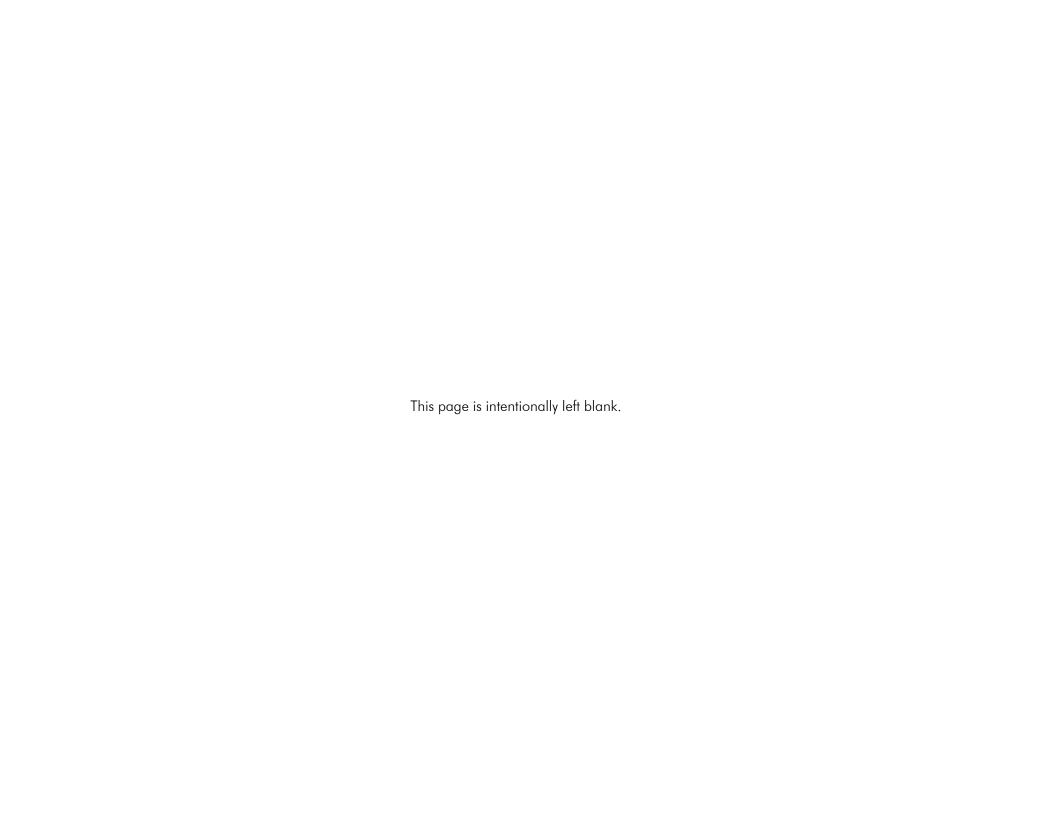


Appendix C: Priority Lot Plan

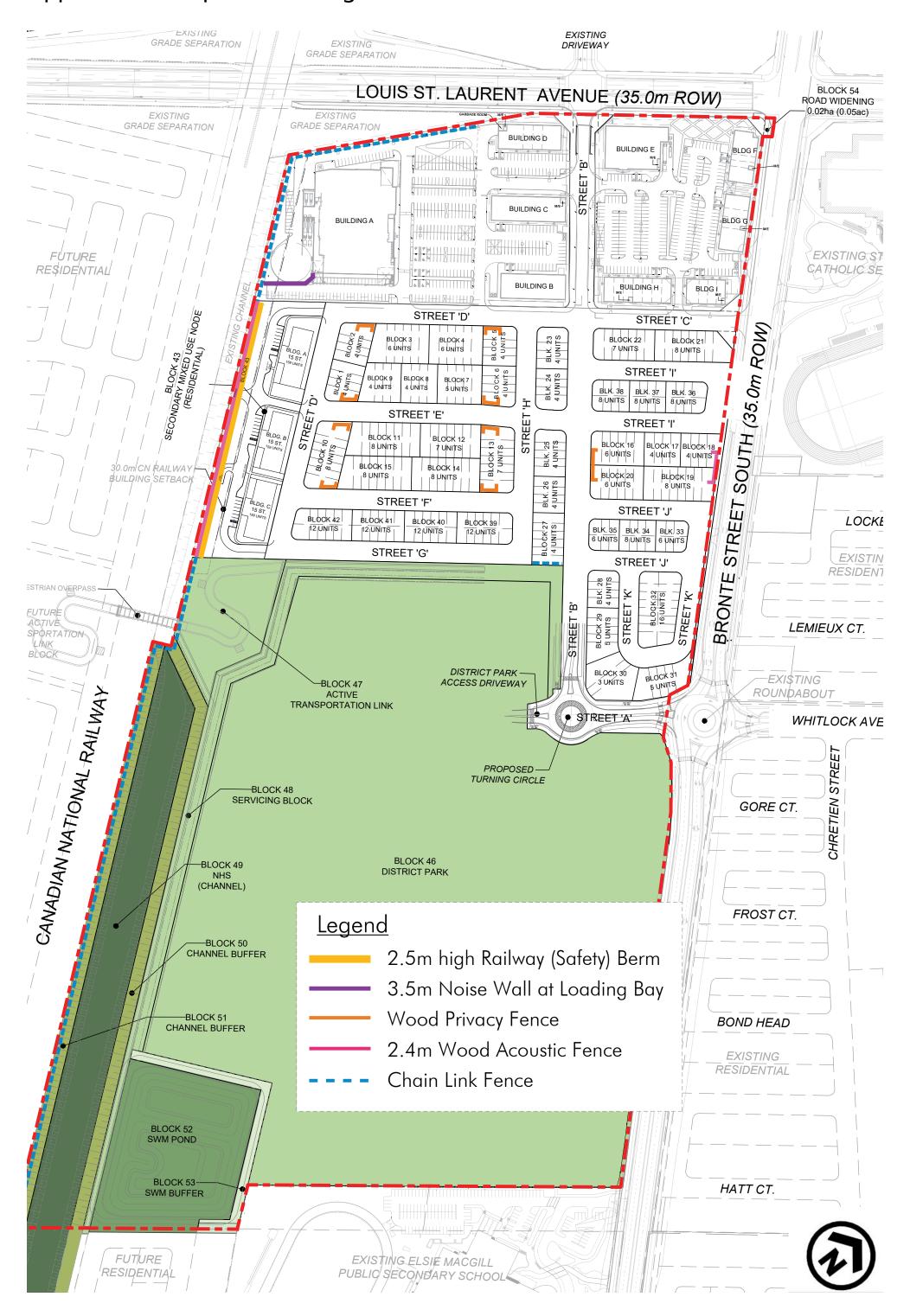








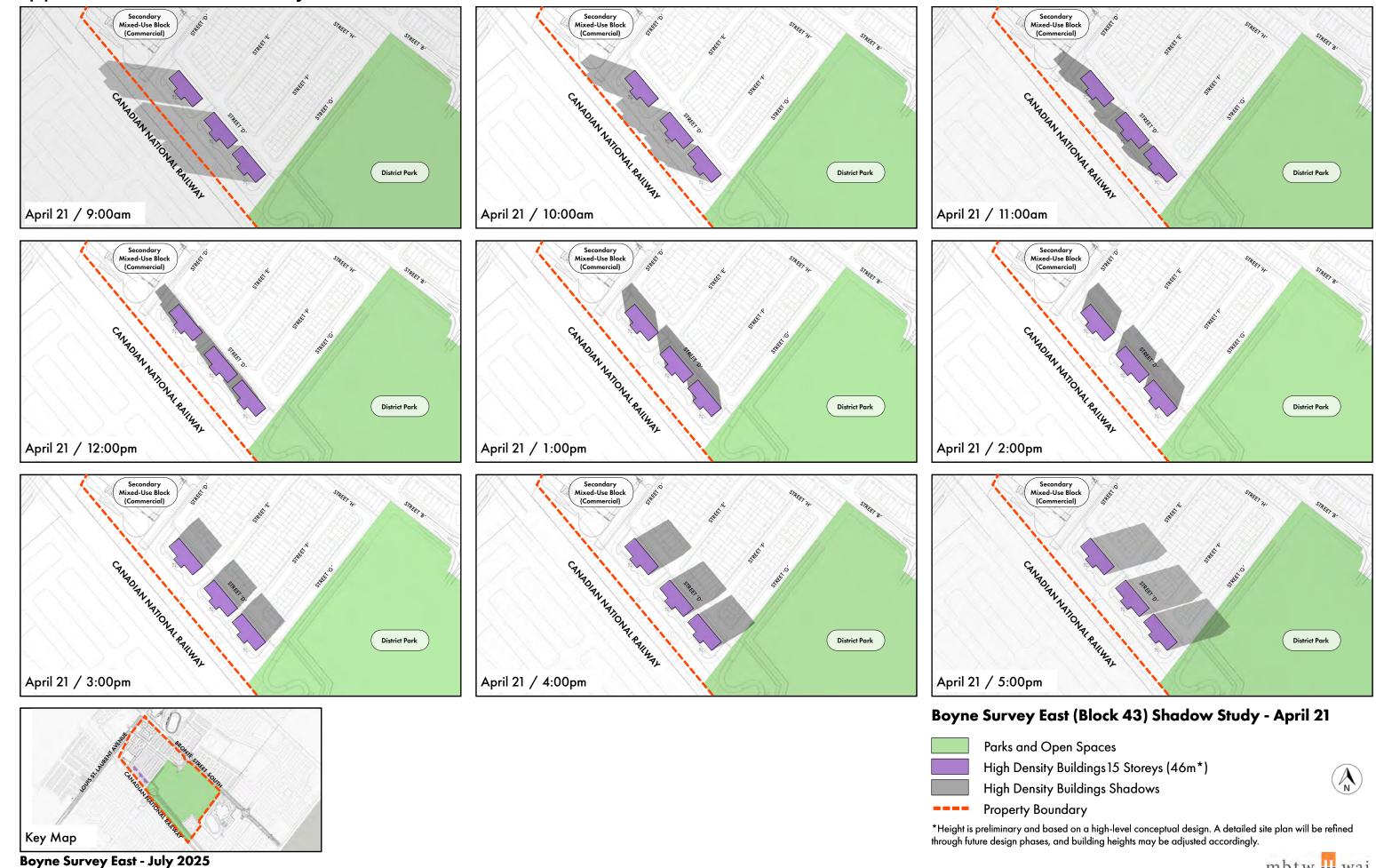
Appendix D: Proposed Fencing & Noise Attenuation Plan





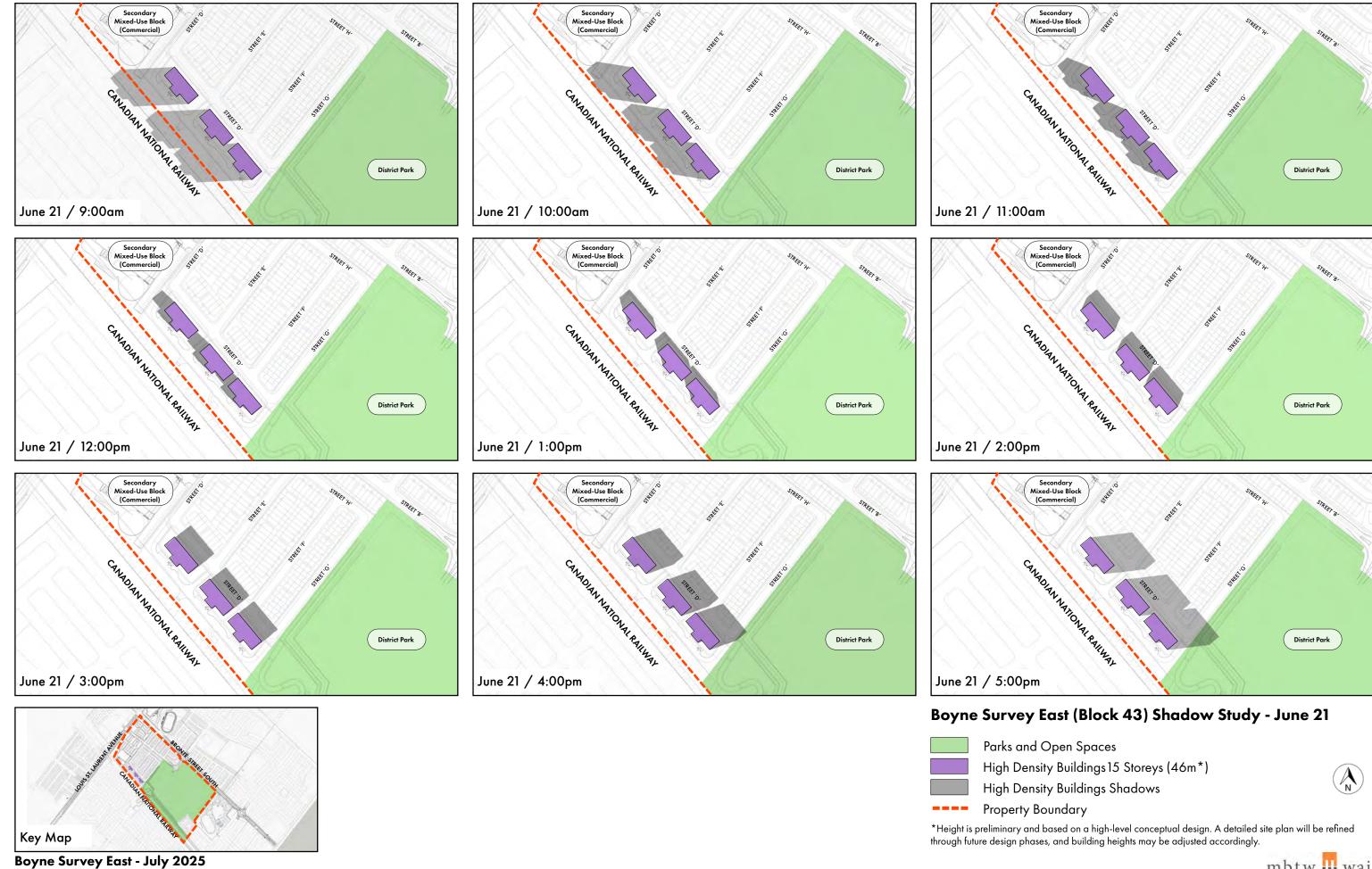


Appendix E: Shadow Study



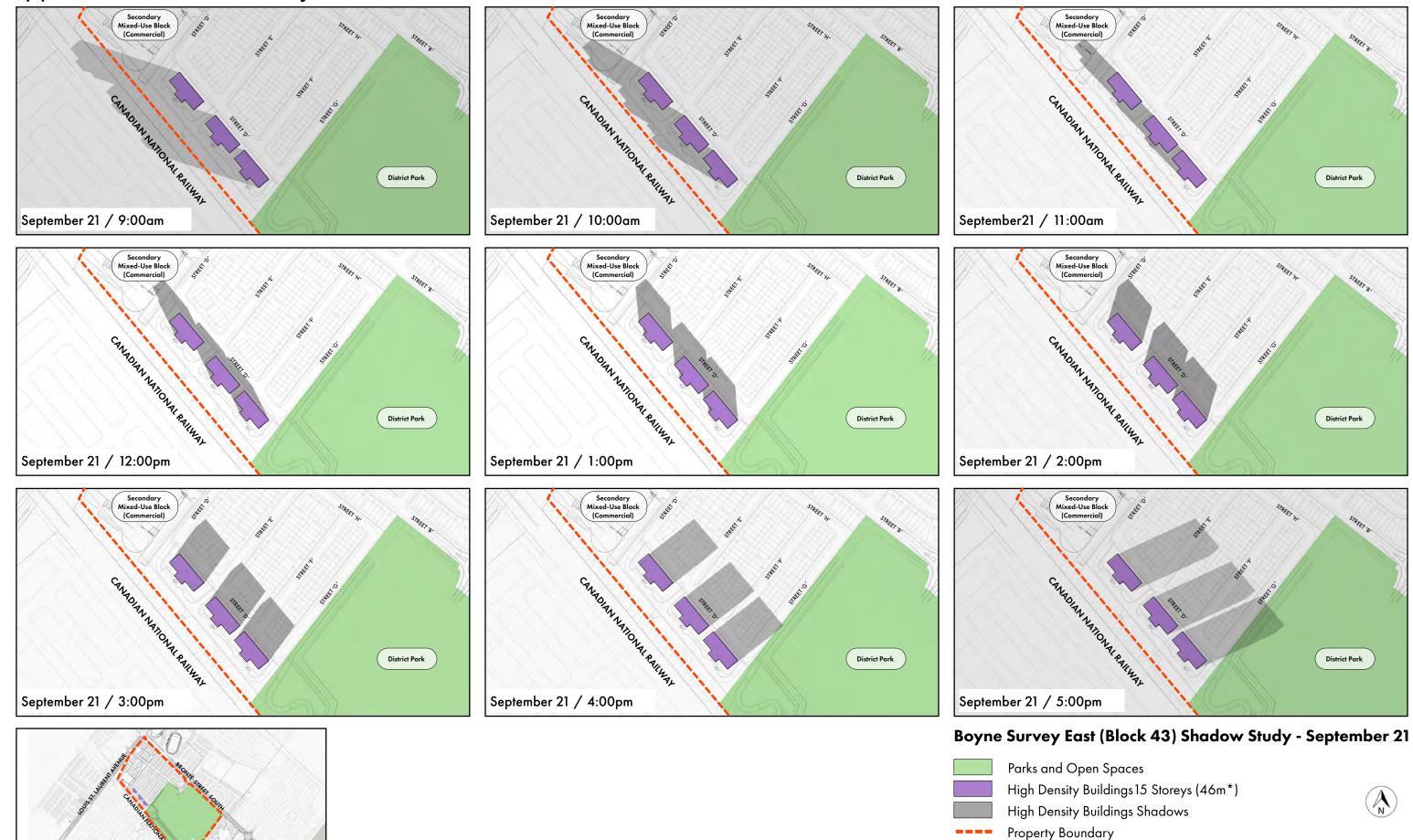
mbtw 🚻 wai

Appendix E: Shadow Study



mbtw 🚻 wai

Appendix E: Shadow Study



Boyne Survey East - July 2025

Key Map

*Height is preliminary and based on a high-level conceptual design. A detailed site plan will be refined through future design phases, and building heights may be adjusted accordingly.





255 Wicksteed Avenue, Unit 1A

Toronto, Ontario, Canada M4H 1G8

T 416.449.7767

F 416.449.1803

www.mbtw-wai.com







