



Town of Milton

Derry Green Corporate Business Park

Urban Design Guidelines

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Draft 3



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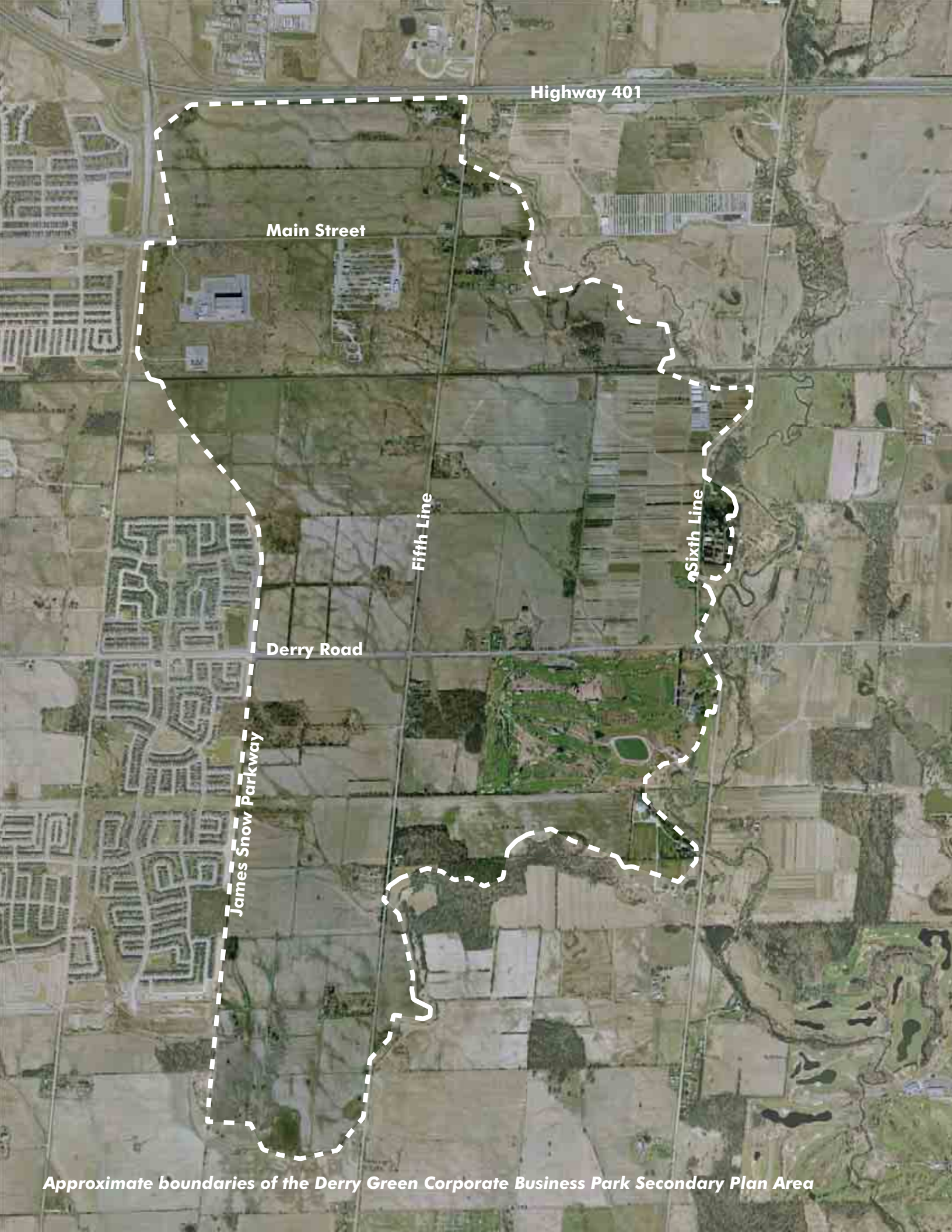
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1 introduction



Highway 401

Main Street

Fifth Line

Sixth Line

Derry Road

James Snow Parkway

Approximate boundaries of the Derry Green Corporate Business Park Secondary Plan Area

1 introduction

1.1 Introduction & Context

In accordance with the Official Plan, a detailed planning framework must be prepared before development of the Derry Green Corporate Business Park can proceed. To provide the requisite framework, the Town of Milton authorized the preparation of the Derry Green Corporate Business Park Secondary Plan and this urban design guideline document, as well as a number of other implementation plans and guidelines.

The guidelines aim to fulfil the vision and objectives of the Derry Green Corporate Business Park Secondary Plan for this employment area based on strong urban design recommendations to ensure quality development. The intent of the guidelines is to establish a planning framework that will allow for the creation of a highly-connected and well-planned employment area.

These urban design guidelines support the vision and objectives of the Secondary Plan and provide design direction for both the public and private realm, including built form, site planning, open space, and streets. This promotes the development of a progressive employment area which preserves natural systems and is attractive, pedestrian-oriented, and pedestrian-scaled.



Aerial view of the Business Park Area.

1 introduction

1.2 Secondary Plan Area & Surroundings

The Derry Green Corporate Business Park is located on the east side of the Milton Urban Expansion Area. The Urban Expansion Area has experienced significant residential and employment development in recent years, with a substantial amount of additional development expected to take place in the near future. The Secondary Plan Area will accommodate a significant component of new employment uses, particularly because of its prominent and accessible location adjacent to Highway 401, and its direct access from the interchange at James Snow Parkway (Regional Road 4).

The Secondary Plan Area is generally bounded by Highway 401 to the north, the west edge of the floodplain of the Middle Branch of Sixteen Mile Creek to the east, the Centre Tributary of the Middle Branch of Sixteen Mile Creek to the south, and James Snow Parkway to the west.

The total area of the site is approximately 800 hectares (2,000 acres), and contains a range of natural features, including watercourses, terrestrial features, and other natural amenities.

For further information on the Secondary Plan Area, please refer to the background documents.



The Secondary Plan Area is surrounded by residential uses and natural features.



Aerial map of the Secondary Plan Area in context.

1.3 Purpose of Guidelines

The urban design guidelines in this document establish the physical design framework that will lead to the development of a high-quality, sustainable and integrated employment area. They contain a detailed set of objectives, illustrated recommendations and guidelines that will greatly assist the Town in influencing the urban form within the Secondary Plan Area.

1.4 Structure of Guidelines

The urban design guidelines document for the Derry Green Corporate Business Park is structured as follows:

Section 1 - Introduction

Section 2 - Urban Design Vision

Section 3 - Built Form Design Guidelines

Section 4 - Open Space Design Guidelines

Section 5 - Street Design Guidelines

Section 6 - Sustainability Guidelines



Aerial view of the Secondary Plan Area.

2

urban design vision

2 urban design vision

2.1 Urban Design Vision and Secondary Plan

The Derry Green Corporate Business Park should reflect the vision and policy framework established by “Destiny Milton II” and the Official Plan. The Town’s vision requires that the focus of any new development should be the reinforcement of the strong sense of community and environment already evident in Milton.

In addition to the vision reflected in Destiny Milton II and the Official Plan, a specific framework for the area is required as a basis for the planning of the Secondary Plan area. The vision statement for this area states that:

“The Derry Green Corporate Business Park will be based on strong design requirements to ensure the achievement of quality development, while providing for a full range of employment uses in a variety of different environments. These will include prestige offices, campus settings in close proximity to the Greenlands System, street related employment uses and light industrial development.”

The Secondary Plan is designed to implement this vision statement, and achieve the goals and objectives established in the Town’s Official Plan. In particular, the Plan provides the opportunity to implement the directions in the Official Plan to:

- Develop a safe, liveable, attractive and healthy community;
- Protect the heritage and community character;
- Encourage compact development;
- Provide for a well-integrated and diverse transportation system;
- Identify and enhance gateways;
- Maintain, enhance and restore the natural environment; and,
- Preserve, enhance and extend the urban open space system.

The Secondary Plan’s Land Use Plan establishes a regular grid network of streets subdividing the area into usable blocks. The grid is modified to respect the significant natural and cultural heritage features of the area, such as Sixteen Mile Creek, woodlots and other natural features, as well as existing residences.

The Secondary Plan has resulted in Official Plan designations for the Secondary Plan area, which are similar to those of the current Official Plan, but with additional policy direction. The majority of the developable lands (445 ha), with the exception of an 8 hectare Community Park, are designated “Business Park Area” (300 ha), with an area south of the railway track designated “Industrial Area” (130 ha). In addition, a limited number of sites are included with a new designation, “Prestige Office Area” (7 ha).

The Secondary Plan:

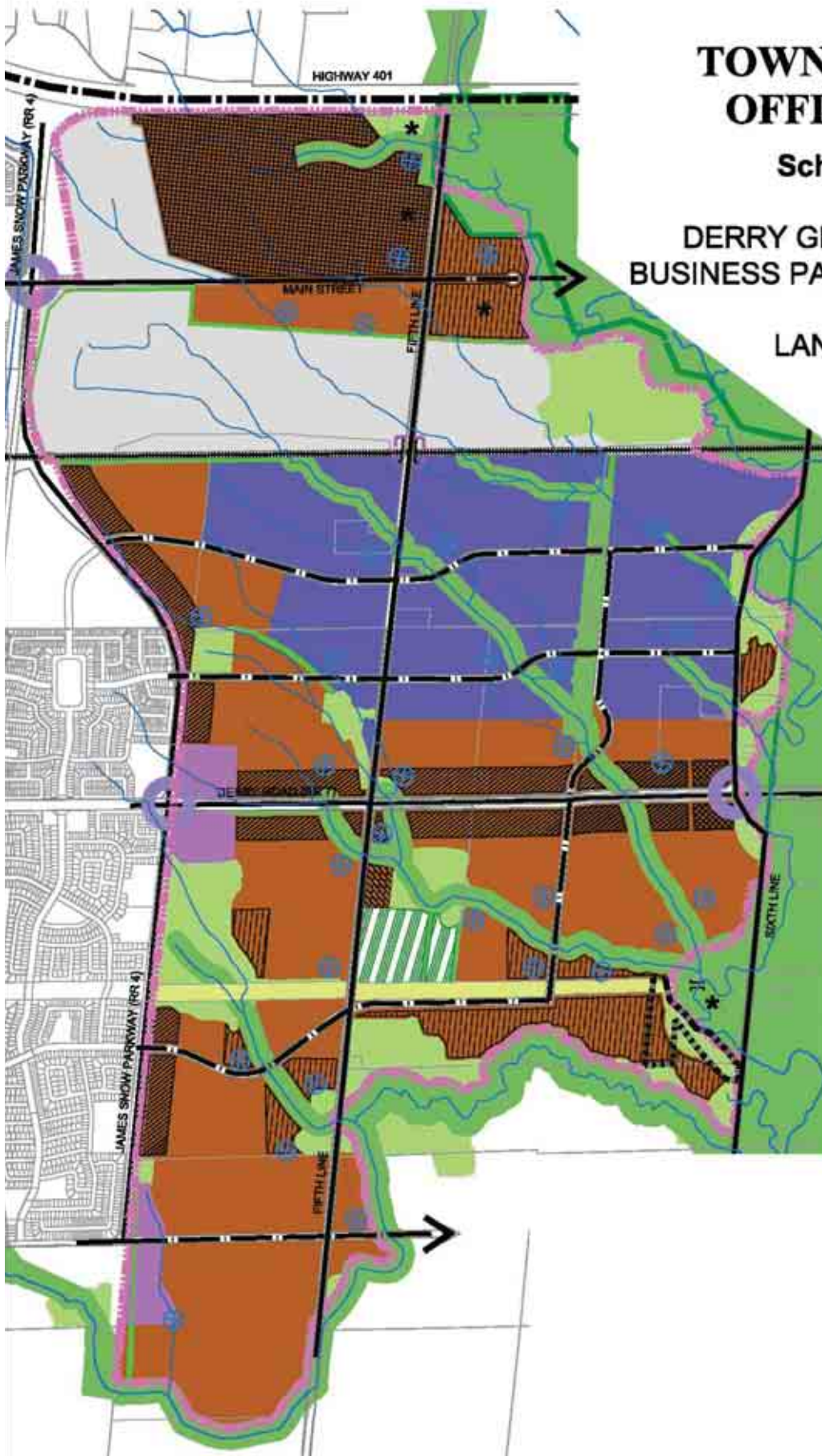
- Provides flexibility in responding to the market, while ensuring significant opportunity for business park and prestige office uses. This is particularly important in the lands closest to the existing residential development;
- Will allow for the development of a road system which will provide an efficient way for employees to travel between blocks, whether by automobile, transit, walking or cycling. The system must promote efficient goods movement and support future effective and efficient transit service; and,
- Provides benefits for the servicing of the area, including maximum flexibility in terms of connectivity and the minimal amount of servicing infrastructure.

TOWN OF MILTON OFFICIAL PLAN

Schedule C.9.B

DERRY GREEN CORPORATE BUSINESS PARK SECONDARY PLAN

LAND USE PLAN



- SECONDARY PLAN BOUNDARY
- PROVINCIAL FREEWAY
- EXISTING ROADS
- PROPOSED ROADS
- CANADIAN PACIFIC RAILWAY
- CULTURAL HERITAGE RESOURCES
- BUSINESS PARK AREA
- GATEWAY AREA
- NATURAL HERITAGE ORIENTED AREA
- STREET ORIENTED AREA
- NATURAL HERITAGE ORIENTED AREA - TEMPORARY USE AREA
- COMMUNITY PARK
- ENVIRONMENTAL LINKAGE AREA / PIPELINE EASEMENT
- GREENLANDS A AREA
- GREENLANDS B AREA
- INDUSTRIAL AREA
- ENVIRONMENTAL LINKAGE AREA
- PRESTIGE OFFICE AREA
- PARKWAY BELT WEST PLAN AREA / UTILITY CORRIDOR AREA
- RESIDENTIAL SPECIAL POLICY AREA
- GATEWAY
- POTENTIAL RAILWAY GRADE SEPARATION
- STORMWATER MANAGEMENT FACILITY
- WATERWAY



Land Use Plan

2 urban design vision

2.2 Business Park Areas - General

Business Park Area designations are located along major streets and throughout the interior of the Derry Green Corporate Business Park. Built form and architectural standards applied to Business Park Area uses should be designed to ensure high-quality development, although with a more flexible approach than for Prestige Office and other special designations.

The guidelines provide direction for the design of individual sites including elements such as landscaping, building placement and loading, in less prominent locations. The guidelines recognize the operational needs of manufacturing and other industries that typically require large areas of site servicing, storage and loading.

2.3 Special Business Park Areas

High profile sites, such as those located on major gateway roads, and those which are adjacent to the Greenlands System, require the highest design standards.

The following section describes the special Business Park Areas, which are:

- Gateway Areas;
- Natural Heritage-Oriented Areas; and,
- Street-Oriented Areas.



Examples of building typologies appropriate for the General Business Park Areas.

2.3.1 Business Park Area - Gateway Areas

There are two Business Park Area - Gateway Area sites:

- The site between Main Street & Highway 401
- Intersection of Derry Road and Sixth Line.

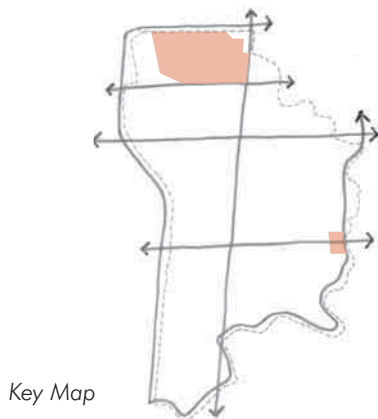
These sites act as the introduction to Milton for visitors, and should be carefully designed to reflect the importance of the Business Park area to its immediate surroundings and the Town as a whole.

The larger of the Gateway Areas, on the north side of Main Street, plays a prominent role in the Secondary Plan area, as it is the only site visible from Highway 401. Given the size of this site, a more campus-like design is an option which can be considered. This campus-like development is envisioned as a series of buildings connected by well-designed open spaces. A high-quality of architectural design is encouraged for this site to define the image of Milton from Highway 401. In addition to the visibility of this site, the ease of access from Highway 401 will make it a highly desirable location for prestige office uses.

A smaller gateway area site is located at the intersection of Derry Road and Sixth Line. This site should be developed with prominent buildings, and should also use landscaping to reflect its proximity to the natural areas on the east side of Sixth Line.

Buildings in these areas must be designed as prominent focus buildings to capitalize on their high visibility and access to surrounding areas. Taller, articulated building elements in the form of towers, bays or other details should be used to emphasize the focal nature of these buildings, particularly at the intersections of existing or new routes. Sites in the Gateway Areas will emphasize their role as entry points to the Town of Milton and the Business Park Area.

Please refer to section 3.3 and 3.4 of this document for detailed guidelines for buildings in the Business Park - Gateway Areas.



Key Map



Examples of building typologies appropriate for the Business Park - Gateway Areas

2 urban design vision

2.3.2 Business Park Area - Street-Oriented Areas

There are a number of streets that should be well-defined through built form, to reflect their role as primary entrances to the Urban Area. These streets should also be designed to help the Business Park Area feel and appear like an extension of the surrounding communities. These sites include:

- The east side of James Snow Parkway from the CP Rail to Louis Saint Laurent Avenue, with the exception of sites within Prestige Office Areas); and
- The north and south frontages of Derry Road.

Sites in Street-Oriented Areas should be developed with a continuous frontage of buildings along the front property line. Buildings should be designed to foster a more urban character and create streets that encourage pedestrian movement. This will improve the vitality of streets within the Business Park Area and enhance the spatial experience of employees and site visitors.

Both Derry Road and James Snow Parkway are important connections to adjacent residential neighbourhoods. Through properly scaled, street-oriented design, these streets will encourage pedestrians and other active transportation modes to move between the neighbourhoods and employment areas.

Both the scale and siting of buildings will contribute to the pedestrian-orientation of the street. The street edges will be defined through the introduction of minimum and maximum building setbacks and direct pedestrian access from the street. By locating surface parking at the rear or sides of buildings and limiting the percentage of frontage that can be allocated to parking, a continuous street edge can be developed.

Please refer to section 3.3 and 3.4 of this document for detailed guidelines for buildings in the Business Park - Street-Oriented Areas.



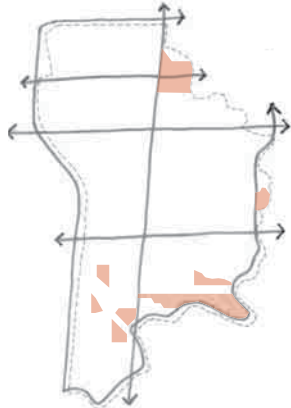
Examples of building typologies appropriate for the Business Park - Street Oriented Areas

2.3.3 Business Park Area - Natural Heritage-Oriented Areas

There are several sites that have been designated as Natural Heritage-Oriented Areas. These sites do not necessarily have prominent locations within the existing or proposed street network, but should be considered distinct because of their proximity to significant natural heritage features or green spaces and potential to permit the restoration of natural features.

These sites should be developed to provide physical and visual connections to surrounding natural heritage features, which can enhance these features and employee morale and promote physical activity, as well as contributing to the unique character of the Business Park Area as a whole. These sites include:

- Segments on either side creek (name) to the north and south of the Union Gas Easement;
- East side of the intersection of Main Street and Fifth Line;
- A small parcel of land on the east side of Sixth Line between the CP Rail and Derry Road; and,
- Portions on the south and north sides of the Union Gas Pipeline, between Fifth Line and Sixth Line.



Key Map

The design of sites in Natural Heritage-Oriented Areas requires a balanced approach which coordinates landscape, topography and special features (i.e. woodlots or watercourses). This includes site access requirements including roads, driveways, parking, service and loading areas to create an integrated building and site setting. Buildings developed on sites within Natural Heritage-Oriented Areas must be carefully designed to fit into their physical and natural environment. Features of the sites, such as significant tree stands, topographical features, and watercourses are to be integrated into the building and site design. It will be particularly important on these sites to consider the design of impervious surfaces such as surface parking lots, roofs, etc., and to be sensitive to impacts on surrounding natural systems. Alternatives such as pervious paving or green roofs should be encouraged.

Sites within this area may be developed as a hybrid of street-oriented and campus-type development, provided that any street-oriented development results in a reasonable balance of built form and open space. Site design should not result in the creation of residual space (i.e. parking), but should integrate opportunities for useable spaces such as courtyards, forecourts and green space.

Please refer to section 3.3 and 3.4 of this document for detailed guidelines for buildings in the Business Park - Natural Heritage-Oriented Areas.



Examples of building typologies appropriate for the Business Park - Natural Heritage Oriented Areas.

2 urban design vision

2.4 Prestige Office Areas

Sites in Prestige Office Areas are located at key entrances to the Business Park. These areas also act as the “interface” with the larger community, in particular the residential communities to the west. Therefore, their use and form should be of the highest quality and most compatible with low-rise residential uses. Particular attention should be paid to architectural design.

Two areas have been identified as Prestige Office Areas:

- The northeast and southeast sides of the intersection of Derry Road and James Snow Parkway; and,
- The northeast and southeast sides of the intersection of Louis Saint Laurent Boulevard and James Snow Parkway.



Key Map

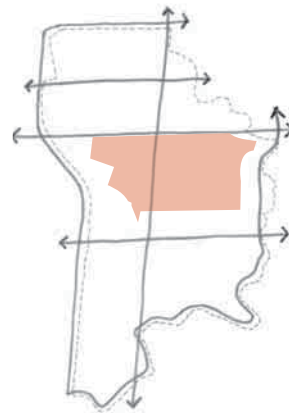


Credit: Bregman + Hamman Architects

Examples of building typologies appropriate for the Prestige Office Areas.

2.5 Industrial Areas

Industrial Areas are located in the interior of the Derry Green Corporate Business Park. Built form and architectural standards applied to Industrial Areas should be less restrictive than those standards applied to Business Park uses.



Key Map



Examples of building typologies appropriate for Industrial Areas.

