



## URBAN DESIGN BRIEF

28, 60 & 104 BRONTE STREET NORTH, MILTON

DECEMBER 2018, REVISED JULY 2020

PREPARED FOR: VUE DEVELOPMENTS ON MAIN

PREPARED BY: KORSIK URBAN PLANNING & KNYMH INC.

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## INTRODUCTION

Korsiak Urban Planning & KNYMH Inc. have prepared this Urban Design Brief on the behalf of Vue Developments On Main (Durante Group). The purpose of this brief is to establish the contextual relationship of the proposed development to adjacent buildings, streets and areas in accordance with the Town of Milton Urban Design Brief Terms of Reference. Further, it will provide an illustrated explanation of how the overall design responds to the physical context of the site and its surroundings, taking into account the intent of the policy context and any supporting urban design guidelines and studies.

The subject lands are located at the northwestern quadrant of Bronte Street North and Main Street West, immediately east of the Canadian National Railway line and are 1.34 hectares in size. The site is the current location of a TSC Store, located at 28 Bronte Street North.

## DESIGN VISION - PROPOSED DEVELOPMENT

The development proposal features the construction of two high rise residential point towers with grade related commercial uses. Both towers are to be constructed on top of separate 6-storey podiums, totalling heights of 17 and 18-storeys, respectively. The podiums will feature setbacks on the second, third, fourth, seventh and 16<sup>th</sup> floors. Preliminary site design has allocated 1,062 square metres of ground floor commercial space and 853 square metres of office space on the 1<sup>st</sup> and 2<sup>nd</sup> floor of Building A (18-storeys), at the corner of Main Street West and Bronte Street North. The ground floor of the 17-storey building is primarily occupied by amenity spaces. Both buildings will provide landscaped rooftop amenity areas on top of the sixth floor of their respective podiums.

The proposed plaza at the corner of Main Street West and Bronte Street North, which will operate as an 'Privately Owned Public Space' (POPS), enhances the pedestrian realm and offers a community gathering place which will enhance the cultural prosperity of Downtown Milton. It will feature a public art installation that will reflective of Milton's historic past and its perimeter features significant landscaped areas.

As shown on the Conceptual Site Plan, 637 surface and underground parking spaces will be provided for residents and customers of the building. With a preliminary unit count of 508, the site yields a net density of 379 units per hectare.



Figure 1 – Conceptual Rendering

TOWN POLICY AND REGULATORY FRAMEWORK

**Region of Halton Official Plan**

Regional Official Plan Amendment (ROPA) 38 put the Region of Halton’s Official Plan into conformance with the Growth Plan for the Greater Golden Horseshoe (2006). The subject lands are designated ‘Urban Area’ in the Region of Halton Official Plan. The Region of Halton Official Plan sets out an intensification target for each municipality and the region as a whole. In Milton, the Region of Halton states that a minimum of 5,300 new housing units must be added to Milton’s Built Up Area between 2015-2031. Additionally, it states that at least 50% of the new housing units produced annually in Halton be in the form of townhouse or multi-storey buildings. By providing 508 new housing units in the form of a multi-storey building, the proposal will help to achieve these targets.

**Town of Milton Official Plan**

On June 14, 2014, Town Council adopted OPA 31, being an amendment to bring the Town’s Official Plan into conformity with the Growth Plan for the Greater Golden Horseshoe and the Sustainable Halton Plan. OPA 31 was subsequently modified by the Region of Halton. On June 18, 2018, Town Council endorsed the Region of Halton’s proposed modifications to Official Plan Amendment No. 31. As such, the modified policies of OPA 31 are now in effect.

On September 25, 2017, Town Council approved Official Plan Amendment 46 which implemented the recommendations from endorsed the Downtown Study to revitalize the Town of Milton Downtown Core. The Town initiated OPA/ZBA consolidates and replaces the ‘Core Commercial Sub-Area’ and ‘Secondary Commercial Sub-Area’ with a new ‘Downtown Supportive Area’.

The subject lands are within the Central Business District (CBD) and are designated ‘Downtown Supportive Area’. Additionally, the subject lands are identified as a ‘Gateway’ location and as an ‘Intensification Area’.

The ‘Downtown Supportive Area’ is intended to accommodate a range of retail commercial, institutional and residential uses that support and contribute to the vitality of the Downtown core. The area is intended to provide for more intensive development that accommodates a range of uses and provides opportunities for people to live and work in the CBD to support and maintain a thriving Downtown. A maximum height of four storeys is permitted on the subject lands and as such, an Official Plan Amendment is required.

**Town of Milton Zoning By-law**

The subject lands are zoned Central Business District Secondary Commercial (CBD-B) and Central Business District Secondary Commercial Special Provision 30 (CBD-B\*30). As per section 7.1 of Zoning By-law 016-2014, an apartment building is permitted as well as a number of service commercial uses. The maximum height permitted in the CBD-B zone is four storeys and as such a Zoning By-law Amendment is required to permit a maximum height of 18-storeys for the proposed development.

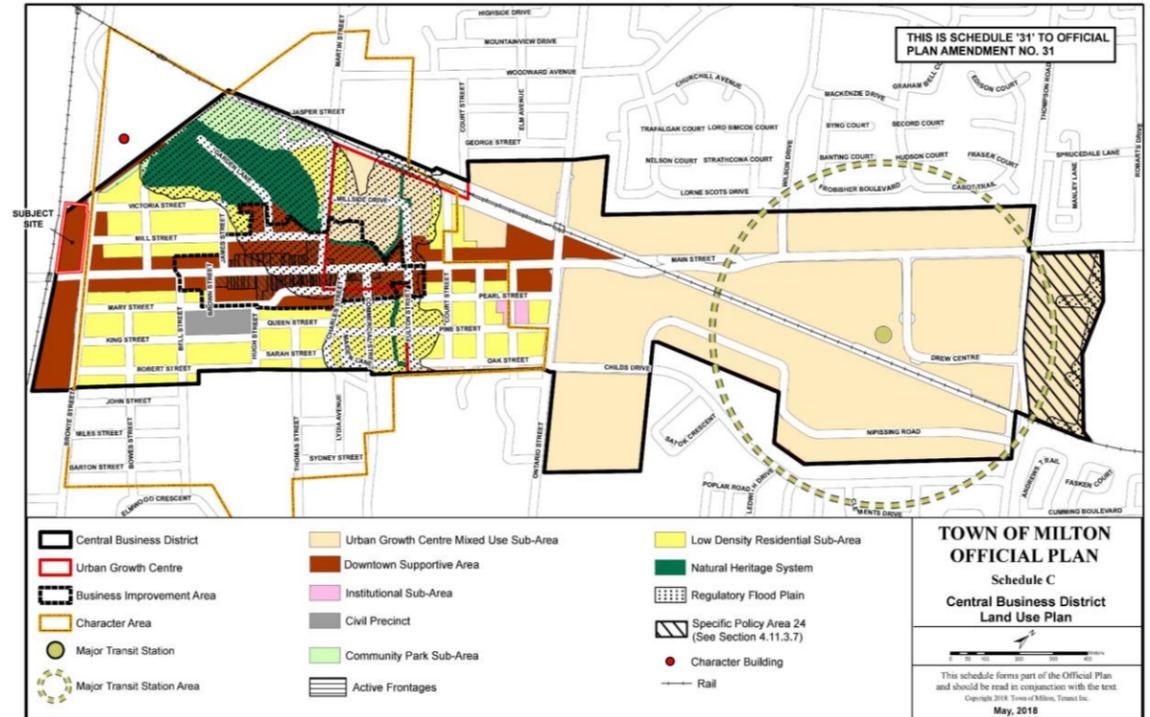


Figure 2 – Town of Milton Central Business District Area Land Use Designations

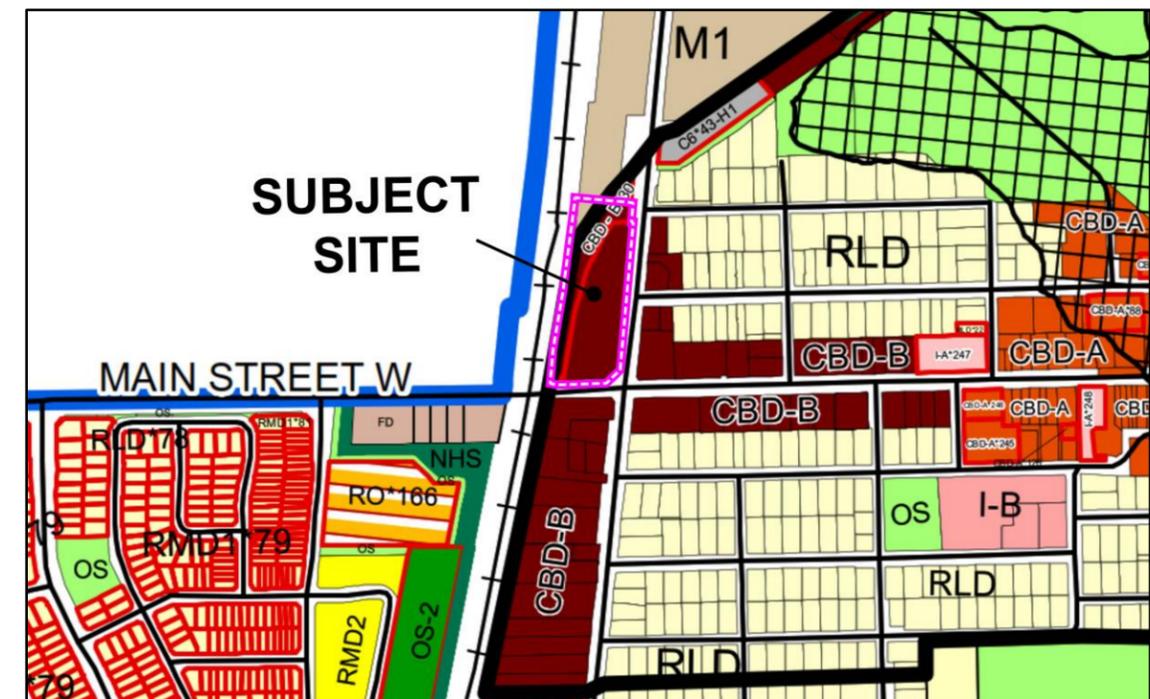


Figure 3– Town of Milton Zoning By-law Excerpt

## OFFICIAL PLAN POLICIES

### Section 2.1.6 – Intensification

The proposed development is consistent with and helps achieve the Intensification Policies of the Official Plan. The subject lands are ideal for intensification as they are located within an ‘Intensification Area’, located at an identified ‘Gateway’, are within the CBD and are supported by existing transit services and infrastructure. The Milton GO Station is located 2.5 km to the east, equating to approximately a 5-minute drive, 10-minute bike ride or a 30-minute walk. The Milton GO Station provides rail service to downtown Toronto and bus routes to Oakville, Cambridge and North York. Furthermore, the GO Station is serviced by all 10 local Milton transit routes, making both regional and local commuting possible.

There are many service commercial uses and amenities within walking distance including a grocery store(s), shops, banking, restaurants, coffee shops, personal service shops etc. The historic downtown is a short walk from the subject lands and existing and future leisure and recreational amenities are in close proximity; Rotary Park, Centennial Park, Victoria Park and the Milton Fairgrounds are all within walking distance from the subject lands. The future Escarpment View Park is planned to be developed on the west side of the CN railway tracks, while the future Sherwood Community Centre is further west of the site

### Section 3.5.3 – Central Business District

The design of the proposed development will have consideration to:

*S.3.5.3.7 Transit-supportive densities and pedestrian oriented, active streetscapes and improvements to the public realm that revitalize and enhance the character of the Central Business District are required.*

The proposed development provides a transit supportive density of 379 units per hectare. The proposed ground related commercial uses activate the street and generate pedestrian activity. In addition, a plaza has been proposed at the corner of Bronte Street North and Main Street West which enhances the character of the CBD by providing a community gathering space and improving the pedestrian experience. It will feature a public art installation, seating areas and multi-season plantings to provide year round enjoyment and interest. The proposed development will “anchor” the west end of the CBD.



Figure 5 – Town of Milton Central Business District

## PART A- DESIGN VISION, GUIDING PRINCIPLES AND OBJECTIVES

S.5.3.8 *New development shall exhibit high quality architectural and urban design and shall be integrated with adjacent, established residential neighbourhoods through the incorporation of appropriate transitions to minimize impacts.*

The design of the proposed development incorporates stepbacks on the second, third, fourth, seven and 16<sup>th</sup> floors and the tower is setback behind the podium which provides an appropriate transition to the neighbouring low density residential neighbourhood and maintains the view corridors of the CBD. The development has been designed to provide a sympathetic architectural style to the adjacent mature neighbourhood by cascading podium heights to provide a visually interesting and comfortable pedestrian experience and incorporating building materials, such as brick, which are characteristic to the community.

S.3.5.3.11 *The reduction of automobile dependency through the promotion of active transportation for pedestrians, cyclists and transit opportunities.*

The subject lands are serviced by existing transit services and are located in close proximity to the Milton GO Station. The building is orientated towards the street and wide pedestrian sidewalks are proposed along both Bronte Street North and Main Street West. Furthermore, surface parking is located behind the building and screened from public view which ensures the streetwall remains uninterrupted and provides a more comfortable pedestrian experience. The site further promotes active transportation as it is in close proximity to various amenities and proposes grade related commercial uses to further activate the street and generate pedestrian activity.

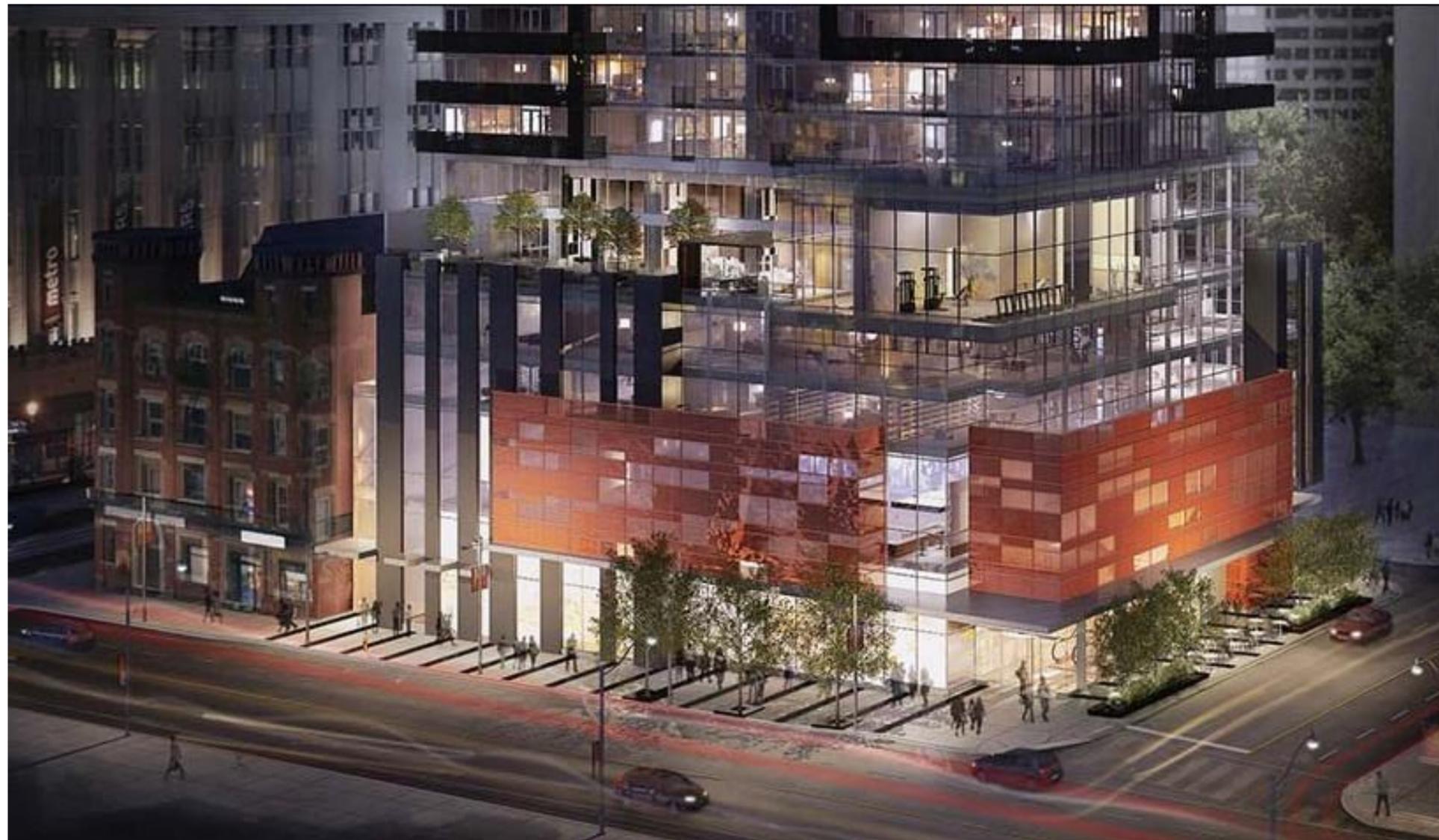


Figure 6- Podium and Amenity Space Precedent

### DESIGN OBJECTIVES – TOWN OF MILTON OFFICIAL PLAN

#### **High Standard of Architectural Design (2.8.2.2)**

The proposed development has been designed to be compatible with and complement the existing pattern of urban development. The design of the proposed development incorporates stepbacks and setbacks to provide an appropriate transition to the neighbouring low density residential neighbourhood and enhance the pedestrian experience along the street. Additionally, the view corridors to the escarpment will be maintained and unobstructed as demonstrated through the Views Analysis discussed on page 25.

#### **Improve the Character of Urban Streets (2.8.2.4; 2.8.2.5)**

The proposed development will increase street activity by providing an 'active frontage' along Bronte Street North and Main Street West. The conceptual Site Plan provides approximately 1,062 m<sup>2</sup> of ground floor commercial space, 853 m<sup>2</sup> of office space and 542 m<sup>2</sup> of ground floor amenity space. Furthermore a POPS is proposed at the corner of Main Street West and Bronte Street North. These amenities will maximize the year-round use, convenience and enjoyment of the street and open spaces for pedestrians.

#### **Barrier-Free Access (2.8.2.6)**

The proposed development has been designed in accordance with Section 3.8 of the Building Code. Further, the POPs and building entrances along the street are level with the existing street to ensure they are accessible to all users without the need to use stairs or a ramp.

#### **Human Scale (2.8.2.9; 2.8.2.10)**

The six storey podiums of both buildings 'actively' front onto Bronte Street North. The stepbacks on the second, third, fourth, seventh and 16<sup>th</sup> floor will reinforce a pedestrian scaled streetscape and the prevailing streetwall. The two towers are not visible at grade, thereby reinforcing the human scale.

#### **Enhance the Unique Character (2.8.2.13)**

The proposed redevelopment of underutilized lands at an identified 'Gateway' location provides an opportunity to create a defining gateway feature that identifies the CBD and Downtown Milton to the surrounding community. The proposed building design is compatible with the existing neighbourhood and will provide a unique built form that will enhance character of Downtown Milton.

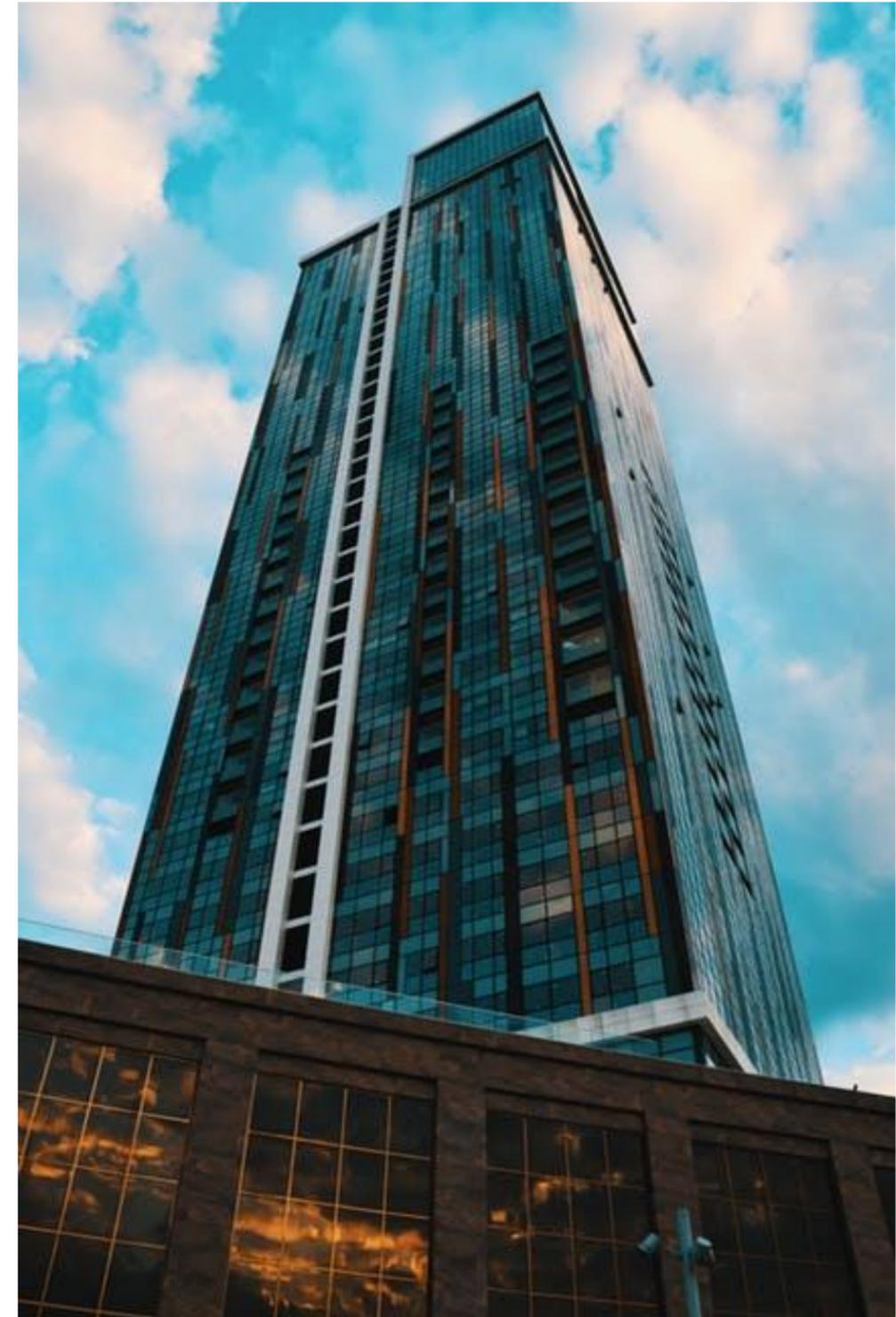


Figure 7- Tall Building Design Example

## URBAN DESIGN GUIDELINE STRATEGIC POLICIES – TOWN OF MILTON OFFICIAL PLAN

**The proposed development has been designed to:**

- Establish the contextual relationship of the proposed development to adjacent buildings, streets and areas (2.8.3.2);
- Promote pedestrian activity through stepbacks, areas of pedestrian refuge, street furniture and landscaping to encourage a comfortable human scaled environment (2.8.3.4);
- Ensure the ease of human understanding of the proposed building and open spaces through the use of plant material to enclose the open space and continuous horizontal projections from the building façade within the first few storeys adjacent to street level (2.8.3.5);
- Ensure the proposed development is compatible in architectural form with abutting neighbourhoods and provides links to existing pedestrian, cycling and vehicular pathways (2.8.3.6);
- Provide a transition between high and low profile buildings through the use of stepbacks, setbacks and landscaping features (2.8.3.9);
- Support the creation of continuous building facades along both Bronte Street North and Main Street West which are frequented by pedestrians within the CBD (2.8.3.11);
- Provide at grade commercial/retail space integrated with the sidewalks along Bronte Street North and Main Street West (2.8.3.14);
- Provide protection from weather elements through recessed ground floor facades along the pedestrian corridor (2.8.3.16);
- Incorporate a rooftop patio space that may include landscaped space or garden space on the roof of the sixth storey to contribute to the building’s amenity space and increase street animation (2.8.3.17).

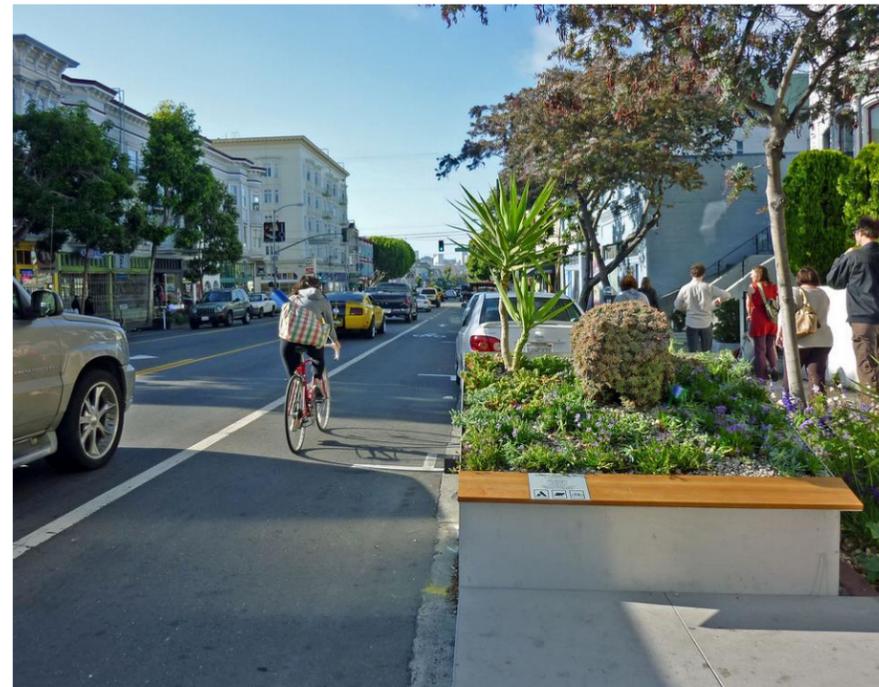


Figure 8 - Pedestrian, Cycling and Vehicular Pathways

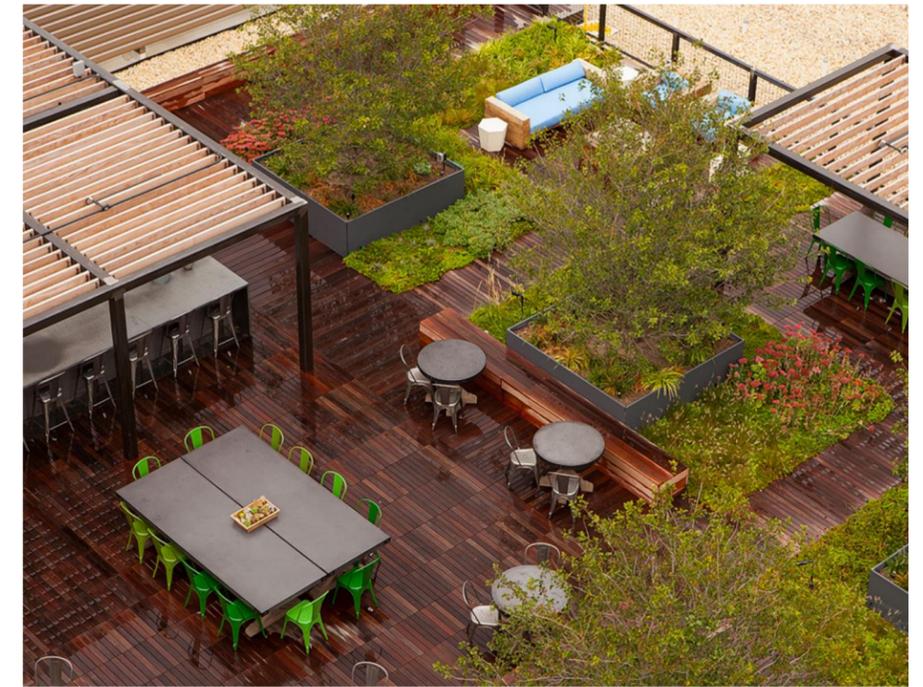


Figure 9 - Landscaped Rooftop Terrace



Figure 10: At Grade Commercial Space

## ADDITIONAL STRATEGIC DESIGN POLICIES – TOWN OF MILTON OFFICIAL PLAN

### Gateways (2.8.3.19-2.8.3.22)

- Design the proposed gateway building to maximize desired views, focus activities in public gathering spaces and utilize the proposed massing to enhance the current Main Street West and Bronte Street North Gateway through good quality urban design and landscaping. The proposed plaza at the corner of Main Street West and Bronte Street North will serve as the focal point of the Gateway that has been graded to be level with the existing street (2.8.3.19).

### Roads Design (2.8.3.23 – 2.8.3.29)

Through consultation with the Town's Transportation Planning Department, the proposed development will:

- Have regard to crosswalk pedestrian safety design measures (2.8.3.23);
- Investigate and propose pertinent traffic calming techniques (2.8.3.24);
- Provide appropriate landscaping, street trees and vehicular and pedestrian lumination along Bronte Street North and Main Street West (2.8.3.25).

### Parking (2.8.3.27-2.8.3.30)

- Provide surface parking behind the proposed building, at the rear of the property, to ensure the parking area is not highly visible from the street (2.8.3.27);
- Divide the larger surface parking area into smaller sections through the use of landscaping (2.8.3.28).

### Microclimate (2.8.3.31-2.8.3.38)

- Design building to mitigate or reduce undesirable wind impacts on streets, open spaces and other pedestrian activity areas (2.8.3.31);
- Provide a pedestrian Wind Desktop Assessment and Pedestrian Wind Tunnel Study in support of the proposal at a more detailed design stage (2.8.3.32);
- Provide an accessible pedestrian plaza area with seating and landscaping to provide shelter at the Bronte Street North and Main Street West intersection (2.8.3.33);
- Design building to incorporate sheltered entranceways at major entrances to the proposed building (2.8.3.34).



Figure 11 – Traffic Calming Techniques



Figure 12 – Safe and Inviting Pedestrian Walkway



Figure 13 – Areas of Pedestrian Refuge

## PART A- DESIGN VISION, GUIDING PRINCIPLES AND OBJECTIVES

### Views (2.8.3.39 – 2.8.3.40)

- Ensure that the existing view corridors along Victoria Street and Mill Street are unobstructed (2.8.3.39);
- Design the massing of the building to maintains views of the Niagara Escarpment and Downtown Milton (2.8.3.40).

### Public Art (2.8.3.45 – 2.8.3.49)

- Install a public art feature, which is reflective of Milton's historic past, at the intersection of Bronte Street North and Main Street West, to ensure it is publicly accessible and visible (2.8.3.46).

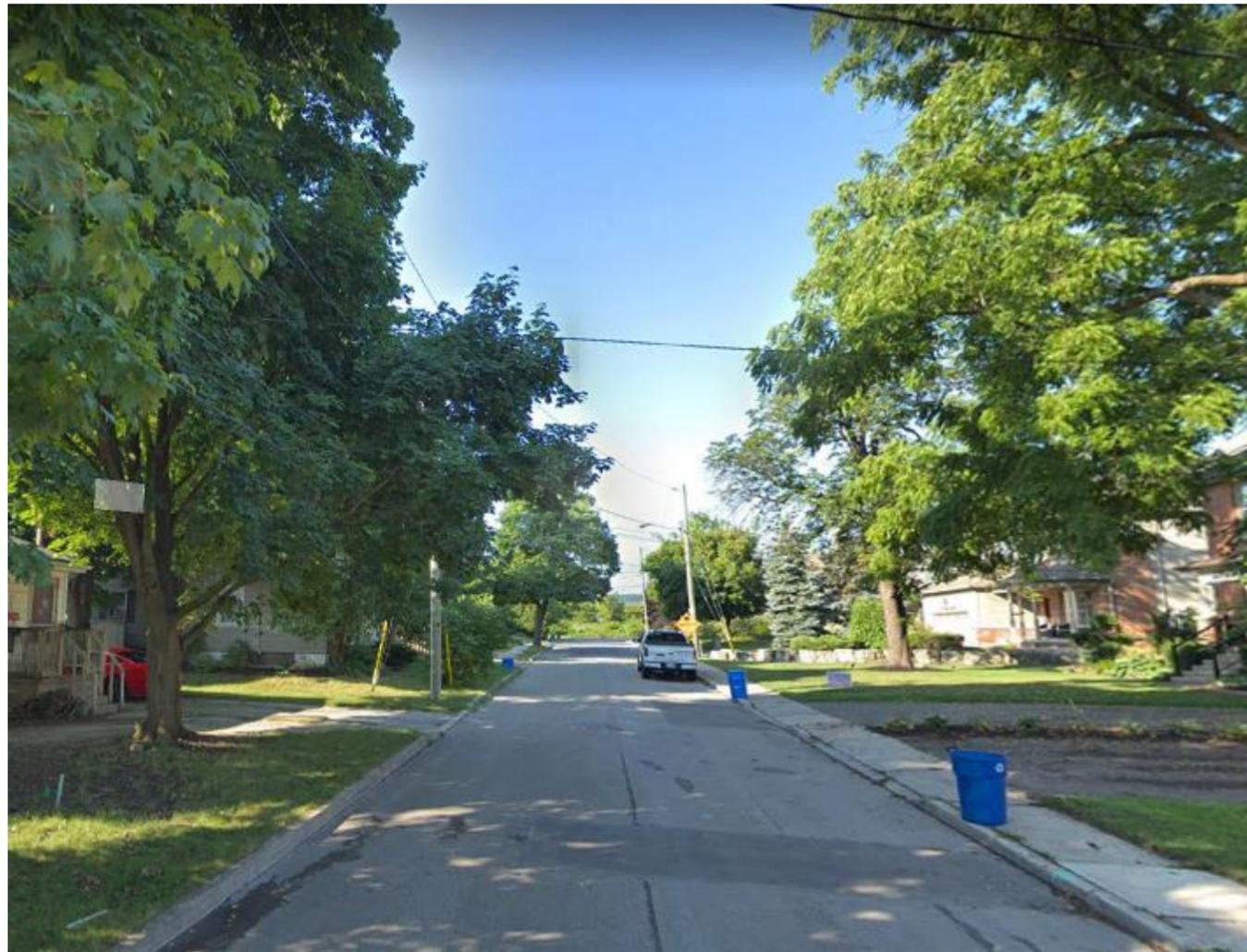


Figure 14- Victoria Street View Corridor



Figure 15- Public Art

### Town of Milton Tall Building Guidelines

On May 7, 2018, Town Council endorsed the Milton Mid Rise and Tall Building Guidelines prepared by Planning and Development staff. These guidelines were prepared to aid in the integration of these types of developments and clarify the Town’s expectations for their design. It is intended that these guidelines will assist with the interpretation of Official Plan Policies and provide a clear design direction for development proposals. Developers will be encouraged to have regard to these guidelines and Development Review staff will use them to evaluate development proposals.

Section 1.2 of the Tall Building Urban Design Guidelines identifies preferred locations for tall buildings. This section states:

*“Higher density mixed use development is generally directed to the Urban Growth Centre. Additional mixed use development at higher densities is planned to occur within Secondary Mixed Use Nodes and Intensification Corridors, located at significant intersections and along major transit routes. Tall buildings are also encouraged at key locations within the urban area, especially at identified gateways and sites adjacent to major open space and institutional uses. Preferred locations will be close to the GO Transit Station and at the intersections of two Arterial Roads”*

The proposed high density mixed-use building is located at the intersection of two Arterial Roads, Bronte Street North and Main Street West, and is identified as a ‘Gateway’ location. Therefore the proposed location can be considered a preferred location for tall buildings as per the Town of Milton Tall Building Guidelines.

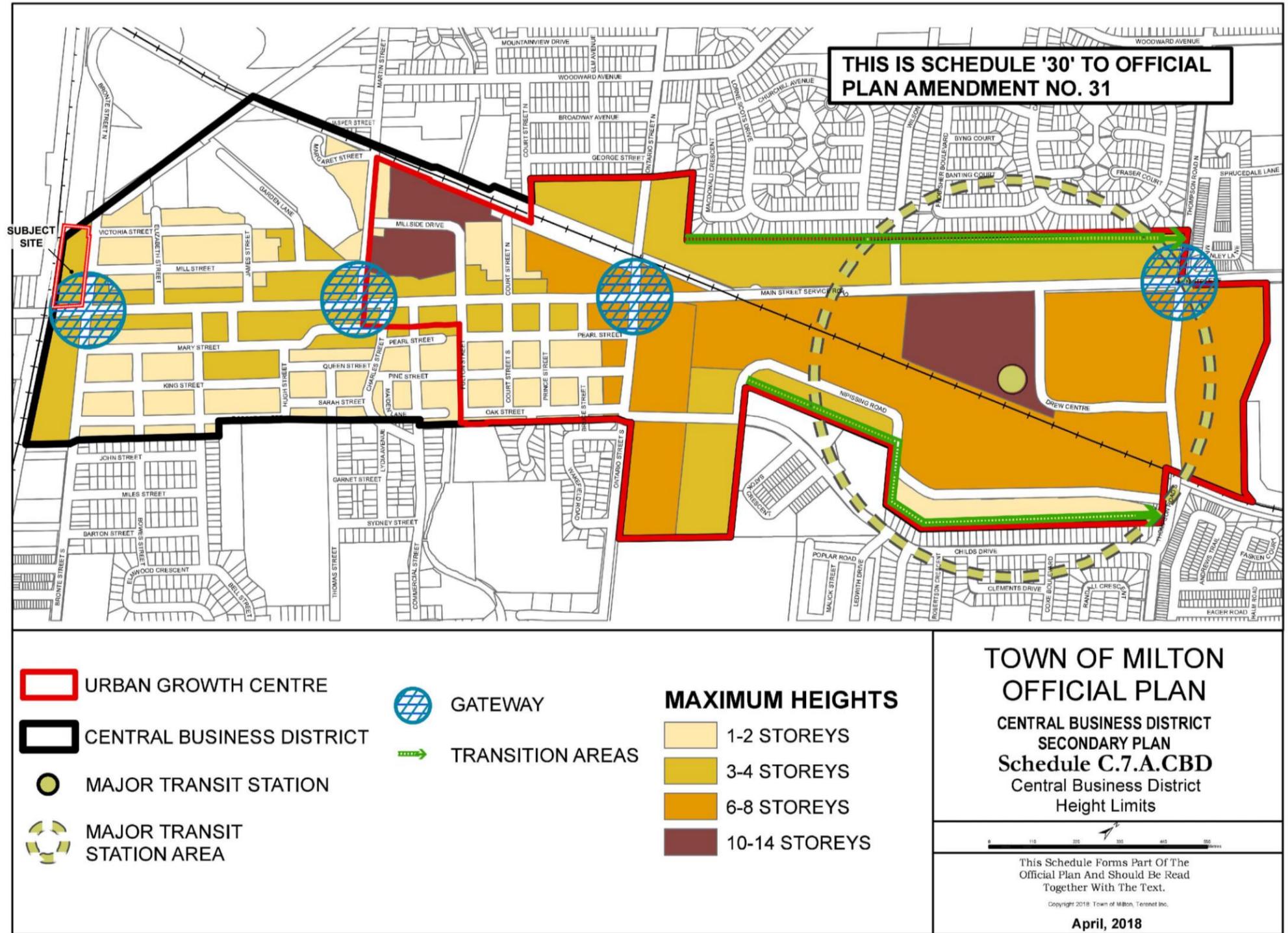
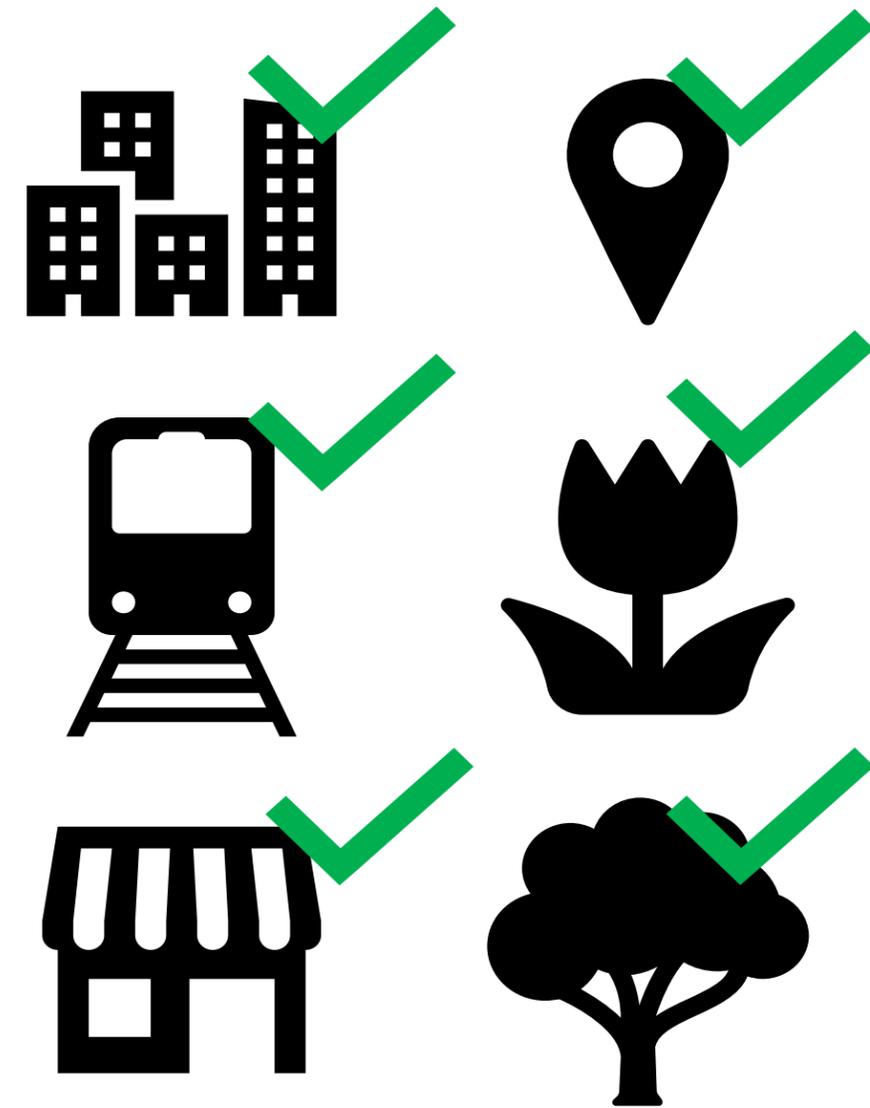


Figure 16- Town of Milton Gateway Locations

## Section 1.4 Guiding Principles: Opportunities

The Tall Building Guidelines identify a number of opportunities that tall buildings can fulfill including:

- 1. Intensification** – Tall buildings can support healthy and sustainable communities by providing a critical mass of people close to jobs and transit;
- 2. Active Transportation, Transit and New Mobility** – Tall buildings with mixed uses, required parking and amenities located close to transit & community services can help to reduce dependence on private automobiles;
- 3. Mixed Use** – Tall buildings with mixed-uses can encourage sustainable lifestyles by allowing families and individuals to easily live, work, and play in the same locality;
- 4. Landmarks** – Tall buildings can be iconic landmarks by punctuating the skyline and helping people to orient themselves in the town. Advances in design and construction enable built forms that are leaning, twisting, tapering and bending.;
- 5. Sustainable Design** – Appropriately located and well designed tall buildings can contribute to a sustainable future by using innovative building technologies, such as green roofs and renewable energy;
- 6. Public Space** – Tall buildings can free up open space for other uses, such as parks or plazas, by fitting more homes on a smaller building footprint.

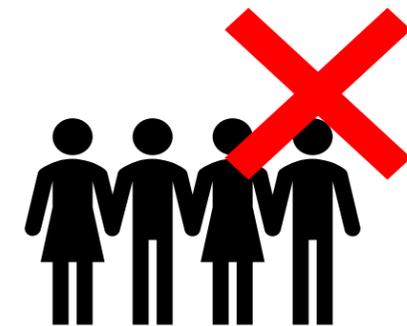


The proposed development will achieve all of the aforementioned Tall Building Guideline Opportunities by providing a mixed use development with a critical mass of people in close proximity to existing transit services and amenities that provides a location for sustainable lifestyles where families can live, work and play in the same area. Additionally, the construction of two point towers at the Bronte Street North and Main Street West Gateway provides an iconic landmark in the CBD and Downtown Milton which helps people orient themselves in the town. The proposed development contributes to a more sustainable future by providing more homes on a smaller building footprint to create a more walkable and transit friendly environment.

## Section 1.4: Guiding Principles: Challenges

The Tall Building Guidelines identify a number of challenges that tall buildings can face including:

- 1. Views and Vistas** – Appropriately located and designed tall buildings can add visual interest to the skyline and frame new or existing views. But the impact in relation to views of the escarpment, historic landmarks, and the skyline must be carefully assessed.
- 2. Traffic and Parking** – In highly accessible locations, tall buildings can exploit opportunities for active transportation, transit and new mobility and may use flexible and innovative approaches for traffic demand management and parking.
- 3. Transition to Surroundings** - By definition, tall buildings are usually taller than surrounding buildings and will assert their presence well beyond the boundaries of the actual site. However, tall buildings and the ground areas around them can integrate harmoniously with their surroundings provided that the design is in sympathy with and respects significant features and elements of the established neighbourhood.
- 4. Pedestrian Perception and Comfort** - Well separated slender towers stepped back from a podium base with shelter for weather protections, can have a human scale that contributes to pedestrian comfort and allows views of the sun and sky.



The design of the proposed development overcomes the aforementioned challenges by locating and designing the buildings to frame and enhance the view of the Niagara Escarpment and Downtown Milton. The proposed building massing and design ensures that the view corridors along Mill Street and Victoria Street are unobstructed and continue to be enjoyed by residents. The proposed development incorporates setbacks, rooftop amenity areas, setbacks and landscaping to ensure an appropriate transition to the lower density residential neighbourhoods and provide a comfortable human scaled pedestrian experience.

## Podium Design (2.1)

The podium of the proposed development has been designed to have regard to the following design guidelines:

- *In mixed use areas, active uses and a high proportion of transparent windows and doors at street level . This helps to enliven the street;*
  - The intent for the podium is to be a continuation of commercial (public) uses from the downtown core. At grade, the ground floor has been setback to allow for more pedestrian space between the commercial uses and Bronte Street. The podium overhang a the second level provides pedestrian shelter from weather elements while masking the tower from street level. The height of the building podiums cascades, transitioning in height at various points.
  - The commercial (public) and amenity (semi-public) uses on the ground floor are serviced with full height floor to ceiling glazing which gives the appearance of openness that is contrary to the two storey ‘punch window’ aesthetic above. Further, windows at the residential podium are discontinuous as a result of vertical banding of brick and balconies at the second and third floor which provides more opaqueness. The same vertical banding and vertical division has been used within the commercial frontages as well to create a more granular and softening street presence but the ‘clear storey’ storefronts have been maintained to distinguish between the two uses.
- *Main entries oriented towards intersections, municipal sidewalks and transit stops to support pedestrian activity and visibility;*
  - The commercial and office space entrances are oriented towards the intersection of Bronte Street North and Main Street West and a number of entrances on both buildings are oriented towards municipal sidewalks and transit stops.
- *Green roofs on top of the podium to create opportunities for communal outdoor amenity space and environmental innovations such as rainwater harvesting;*
  - A rooftop patio space has been proposed on top of the sixth floor which may include landscaped/garden areas.
- *The maximum podium height will vary by location, but is not normally expected to exceed 4 to 6 storeys in order to achieve a satisfactory human scale.*
  - The height of the building podiums cascades, transitioning in height at various points and at its tallest provides a height of six storeys, providing an appropriate human scale. The change in materiality between the beige brick and glazing provide a visual break above the third storey which is the height of a typical single family home. A contrasting charcoal material that echoes the residential rooftops further detracts from the height of the podium by providing another material change and strong horizontal datum where massing is broken up.
  - The podium’s massing was inspired by the Italianate ‘box-like’ style typical of many of the buildings in the downtown core. The use of the various colours of brick textures further helps break the massing of the podium and compliment the transition from commercial to residential uses.



Figure 17 - Podium Rendering

### Tower Design (2.2)

The building tower is considered the most physically and visually impactful component of any tall building. The towers of the proposed development have been designed to have regard to the following design guidelines:

- *Slender Floorplates and generous separation distance between towers (25 m min) maximizes views of the sky and minimizes cumulative sun shadow and microclimate impacts;*
  - The proposed development incorporates slender floorplates that transitions from <math><1000\text{m}^2</math> (7<sup>th</sup> to 15<sup>th</sup> floor) to approximately 771  $\text{m}^2$  (16 to 18<sup>th</sup> floors ) and provides a generous 58 metre separation distance between towers. The design of the floor plates generally satisfies the Tall Building Guidelines.
- *Towers positioned to preserve or frame important views of heritage landmarks or natural features;*
  - The towers were sited to ensure that the view corridors along Mill Street and Victoria Street remain unobstructed. The view corridors in and out of the CBD are framed by the 6-storey podiums. To ensure that the view corridors are not negatively impacted by the height of the proposed towers, each tower was been setback a minimum of 18 metres from the edge of the 6-storey podium abutting the Mill Street and Victoria Street View Corridors.
- *Vertical and horizontal articulation to create visual interest and reduce the apparent mass;*
  - The building design incorporates a number of vertical and horizontal projections to provide visual interest and reduce the perceived building mass.
- *Slender point towers with compact floorplates are preferred to maximize views and create narrow shadows*
  - The point tower design was chosen to maximize views of the Niagara Escarpment and CBD and to reduce shadow impacts on the surrounding area. The point tower typology is ideal as it allows the sun to penetrate through the site and shadows to track quickly.



Figure 18- Conceptual Building Rendering

## PART A- DESIGN VISION, GUIDING PRINCIPLES AND OBJECTIVES

### Building Top (2.3)

The building top of any tall building is important to add visual interest to the skyline and assist in wayfinding and orientation. The building top of the proposed development has been design to have regard to the following design guidelines:

- *Mechanical equipment screened from view with materials to match the main building. Step backs and roof overhangs minimize the visual impact;*
  - Mechanical equipment is screened from view and stepped back from the floor below to minimize its visual impact.
- *Rooftop mechanical equipment wrapped by suites or other habitable space*
  - The rooftop mechanical equipment room is not wrapped by habitable space in order to comply with maximum height provisions.
- *Vertical features and accent materials integrate the upper floors with the tower below;*
  - A combination of vertical and accent features will be used to integrate the entire building design. As per staff comments, the building top will feature a lighter building material to reduce perceived massing.
- *Upper floors terminate the tower with a distinctive crowning feature, integrated with the overall design;*
  - The building top is stepped back from the floor below and includes vertical architectural features to provide a distinctive crowning feature.



Figure 19-Building A & B North Elevation

# PART A- DESIGN VISION, GUIDING PRINCIPLES AND OBJECTIVES

## Public and Private Open Space (2.4)

Public and private open spaces are important to ensure seamless integration of tall buildings into the surrounding area to maximize accessibility and permeability. The private and public open spaces of the proposed development have been design to have regard to the following design guidelines:

- *Parking and service areas within the interior of the site, mostly underground or in the building;*
  - Both surface parking and underground parking have been incorporated into the design of the proposed development. The majority of the parking is located in the underground parking structure. Furthermore the appearance of the rear surface parking lot has been softened through a combination of hard and soft landscaping such as pedestrian pathways and landscape buffers
- *Direct pedestrian connections to nearby transit and other community facilities;*
  - The proposed development provides pedestrian connections through sidewalks and public open spaces to nearby transit stops and a number amenities.
- *Plazas at corner sites designed to encourage pedestrian activity, public art, sidewalk cafes, etc.;*
  - A plaza has been proposed in front of the ground floor commercial space at the intersection of Bronte Street North and Main Street West and will be POPS. The plaza is graded to be level with the existing streetscape to ensure it is accessible to all future users without the need to use a ramp or stairs. A public art feature which is reflective of Milton’s historic past will be installed in a highly visible and accessible location of the plaza. Multi-season plantings, seating and shading will be installed to ensure the plaza will be enjoyed year round.

The preliminary design satisfies the Town of Milton’s Tall Building Guidelines. It is expected that the guidelines will be addressed in greater detail during the Site Plan Approval stage.



Figure 20- Conceptual Building POPS Rendering

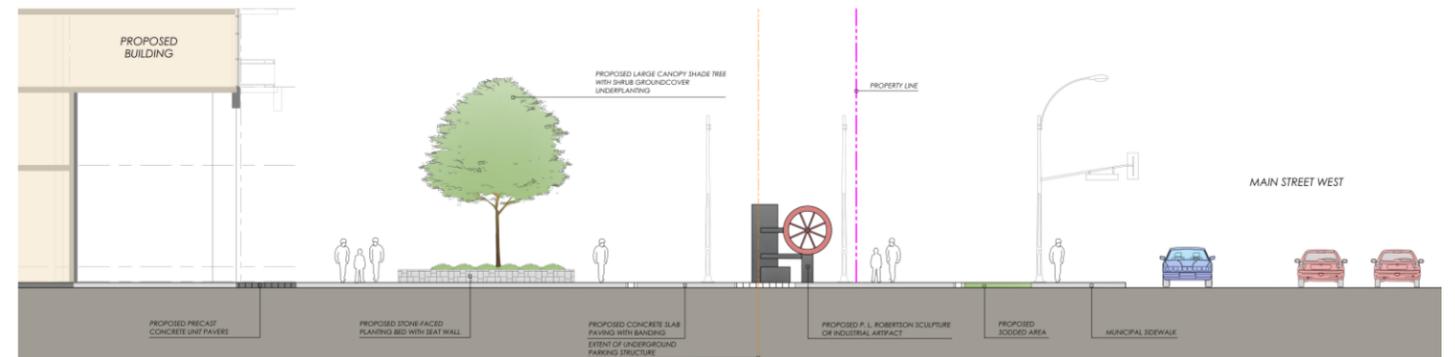


Figure 21- Corner Plaza Cross Section



Figure 22- Court Yard Cross Section

### SITE CONTEXT

The subject lands are located at the northwestern quadrant of Bronte Street North and Main Street West and at the western border of the Milton Central Business District. The subject lands have views to the Niagara Escarpment and Downtown Milton and will benefit from the Town's investment in improvements to Bronte Street North and Main Street East and West, directly adjacent to the site.

The main portion of the site is occupied by a TSC Store and an adjacent asphalt parking lot. The building is mostly single storey except for a second storey located on the northern section of the building. The property is relatively flat. The site currently has two access points: one off of Bronte Street North that connects into the parking lot and one off of Main Street West that runs behind the building, for delivery and loading purposes.

The site is within walking distance to many existing restaurants, shops, and services. The mainstreet strip within walking distance includes Zak's Pharmacy, Grill Daddy, Casa Americo, The Bistro on Main, La Toscana, Arbour Café, Yogurtys and Jamba Juice. The surrounding area also has a number of dental and doctor offices, a Petro Canada Gas station, an LCBO, and Daisy Mart.



Figure 23 – Site Context and Surrounding Land Uses

### SURROUNDING LAND USES

#### **North:**

Immediately north of the site is 96 Bronte Street North, surplus lands owned by Milton Hydro followed by 104 Bronte Street North, a recreational and athletic facility (Aspire Climbing) and warehouse, also owned by the applicant. Beyond 104 Bronte Street North, there are several light industrial and office uses.



Figure 24– Surrounding Land Uses to the North

#### **South:**

Main Street West abuts the subject lands to the south. South of Main Street West, between the CN Rail Line and Whitmer Street, are a number of single detached dwellings fronting Main Street, beyond which is a 6-storey apartment building and a Stormwater Management Pond, surrounded by the Scott Neighbourhood. At the southeast quadrant of Main Street and Bronte Street is an LCBO store while the southwest quadrant is occupied by a vacant single detached dwelling and a vacant service and repair shop (formerly Halton Power Equipment Shop). Beyond Main Street West are several service commercial uses and low to high density (9 to 11 storey) residential uses.



Figure 25– Surrounding Land Uses to the South

### SURROUNDING LAND USES

#### **East:**

To the east, beyond Bronte Street, are non-residential uses (including a gas bar, automotive oil change establishment and a building automation system dealer), beyond which is a low density residential neighbourhood within the Downtown Character Area, which includes several listed and designated heritage properties, followed by office and commercial uses. Past Martin Street is a cluster of high density residential uses ranging from 10 to 16 storeys in height.

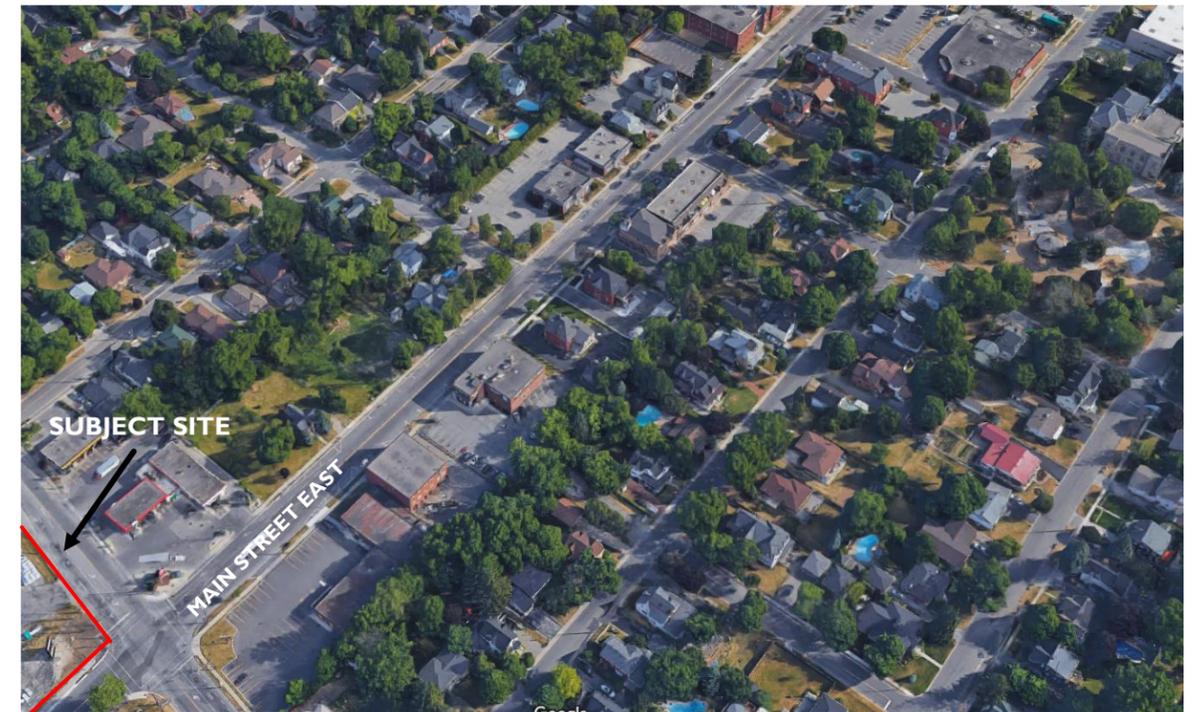


Figure 26– Surrounding Land Uses to the East

#### **West:**

A CN Rail Principal Main Line is located 15 metres west of the subject site. Beyond the CN Rail Line on the north side of Main Street are five single detached dwellings and the future location of the Escarpment View Park.



Figure 27– Surrounding Land Uses to the West

ROAD, TRANSIT AND TRAIL NETWORK

**Transportation Network**

The proposed development fronts onto Bronte Street North and Main Street. West. Main Street West is classified as a minor arterial road with three lanes of vehicular traffic. Main Street East is located on the east side of Bronte Street North and is classified a multi-purpose arterial road with four lanes of vehicular traffic. There are sidewalks located on both sides of Main Street East and West.

Bronte Street North is minor arterial road with three lanes of vehicular traffic. Improvements are planned for Bronte Street North and Main Street West to support the future growth of the community. Planned improvements to the intersection of Main Street and Bronte Street North include new traffic signals, on street bike lanes, a multi-purpose trail along the east boulevard and sidewalk along the west boulevard. Additionally, the Town is burying the existing hydro lines that are predominantly along the west side of Bronte Street, vastly enhancing the pedestrian environment for existing and future residents. The proposed development will benefit from these planned improvements to both roads as it will increase road capacity, improve pedestrian connections and increase the overall safety of both streets.

**Transit Network**

The subject lands are well serviced by transit with nine transit stops located within a five minute walk. The subject lands are serviced by Routes 2, 6 and 10, with connection opportunities with the entire system via Ontario Street and/or Milton GO Station.

CONTEXTUAL ANALYSIS

As discussed, the surrounding lands uses primarily consist of low density commercial uses, light industrial uses and low and medium density residential uses. However, the urban character of the CBD area is changing. A significant portion of the CBD is designated as an Urban Growth Centre in the Growth Plan for the Greater Golden Horseshoe and several other areas have been identified as Intensification Areas in the Town of Milton Official Plan. As such, high and medium density redevelopment of underutilized lands within the CBD is expected to occur moving forward. This is evident through OPA 31 and OPA 46 which both highlighted the need for further intensification in the CBD.

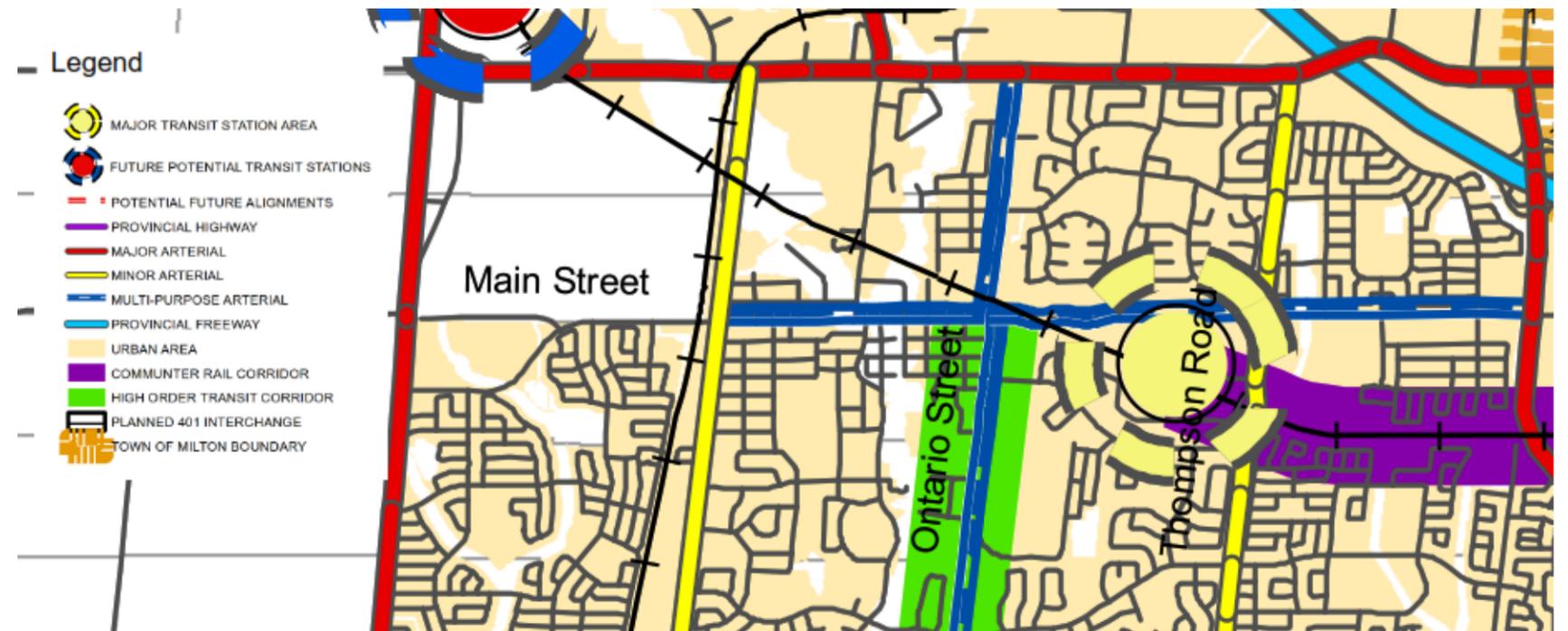


Figure 28- Road Network

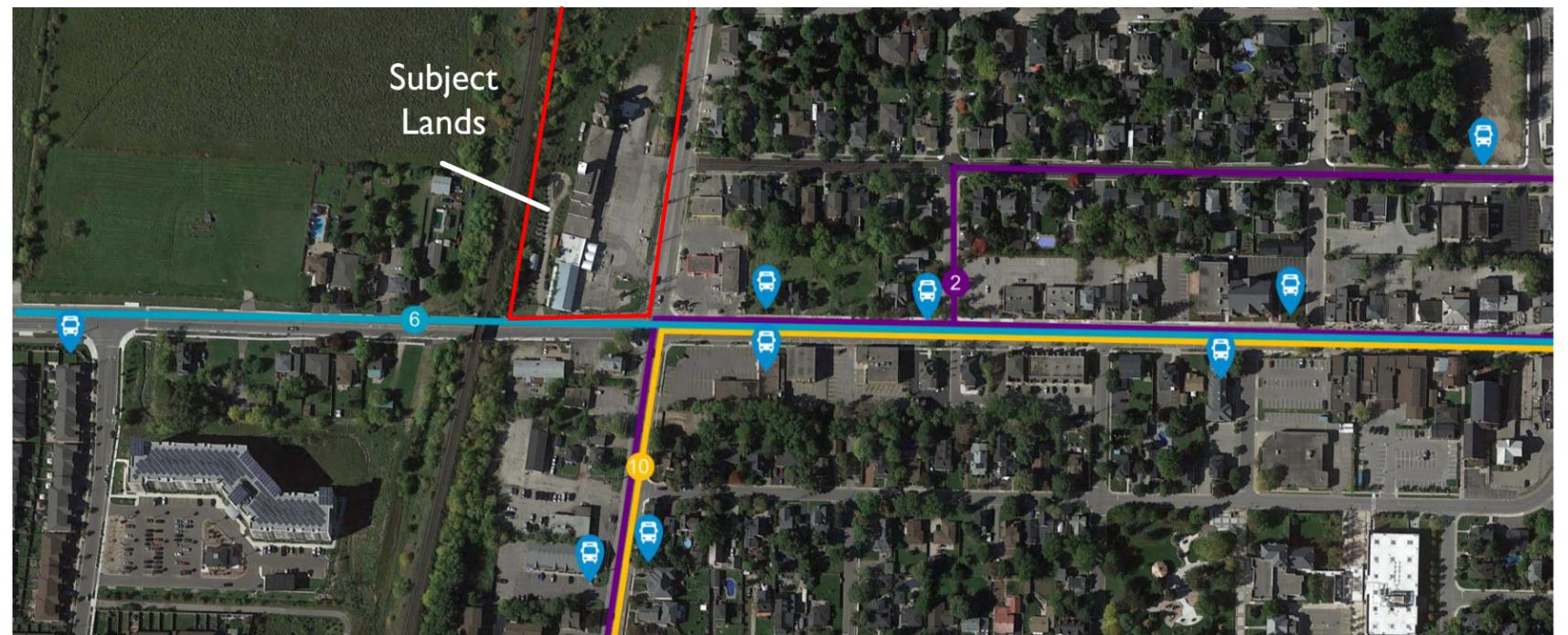


Figure 29– Transit Stops within 500 m of the Subject Lands

## PART B – SITE AND CONTEXT ANALYSIS

Much of the adjacent lands are zoned CBD-B and CBD-A which permits a variety of commercial uses and higher density residential uses such as apartment buildings. While the maximum permitted height for both the CBD-A and CBD-B zones is four storeys there are several buildings within 500 metres of the subject lands and within the CBD that exceed four storeys in height.

Given the site's location at the western corner of the CBD near other medium and higher density residential uses, the proposed 18 and 17-storey heights are suitable and has the potential to be a defining gateway feature of the CBD. In addition, the proposed intensification of the site is appropriate in this location as it is not located within the immediate vicinity of the historic downtown core or within the Mature Neighbourhoods Character Study Area. Specific design measures will be implemented to ensure an appropriate transition to these areas. The proposed development is compatible with the existing low/medium density residential neighbourhood and planned Escarpment View Park to the west and is compatible with the existing and planned medium to high density residential uses to the south. While the lands to the east are intended to remain low density residential, there is substantial mature vegetation that acts as a visual barrier to provide an appropriate transition to the proposed development. Therefore the proposed redevelopment is located within an appropriate location within the CBD for intensification and will assist in the further revitalization of Downtown Milton.

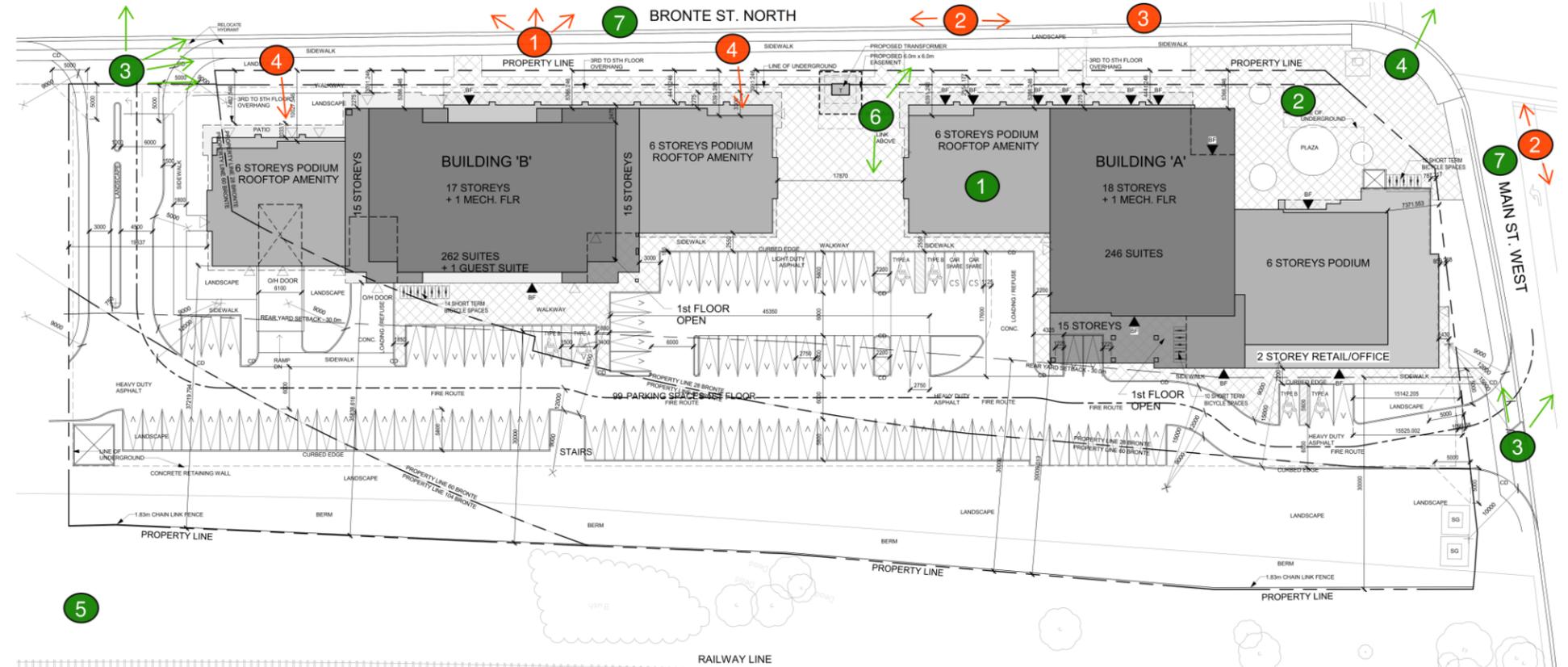


Figure 30– Opportunities and Constraints Figure

## OPPORTUNITIES AND CONSTRAINTS

Opportunities	Constraints
<ol style="list-style-type: none"> <li>1. Located within an Intensification Area and a Gateway location;</li> <li>2. Can serve as a focal point to the community;</li> <li>3. Serviced by existing transit routes, pedestrian networks and infrastructure;</li> <li>4. Located within a five minute walk of amenities and commercial uses;</li> <li>5. Located adjacent to a proposed park and the existing Rotary park is located within a seven minute walk;</li> <li>6. Contains views to the Niagara Escarpment Area and Downtown Core.</li> <li>7. Bronte Street and Main Street to be improved and urbanized by burying hydro lines and adding sidewalks, bike lanes and a multi-use trail.</li> </ol>	<ol style="list-style-type: none"> <li>1. Located across the road from existing low density commercial uses followed by a low density residential neighbourhood;</li> <li>2. Existing Streetscape lacks a consistent street frontage along Bronte Street North due to the variety of uses and development types;</li> <li>3. Located in proximity to the Town of Milton Character Area Study Area;</li> <li>4. Has the potential to block the views of the Niagara Escarpment to the adjacent low density residential neighbourhood;</li> </ol>

### PUBLIC REALM FRAMEWORK

#### **Views and Vistas**

The proposed buildings have views to the Niagara Escarpment and Downtown Milton. The buildings have been positioned on site to ensure that the view corridors to the Niagara Escarpment along Mill Street and Victoria Street remain unobstructed.

#### **Public Open Spaces and Amenity Areas**

A POPS is proposed for the corner of the site at the intersection of Bronte Street North and Main Street West. The POPS and building entrances will be level with the existing streetscape to ensure the proposed development is accessible to all users without the need to use a ramp or stairs. The proposed POPS will front the ground floor commercial space and act as an area of pedestrian rest and refuge. It will include a public art feature, seating areas and multi-season plantings to create a comfortable and visually interesting space that can be enjoyed year round. Both buildings will contain rooftop amenity areas that may include landscaped/garden space on top of their respective six storey podiums and building tops. In addition, Building B will provide 542.03 square metres of ground floor amenity area.

#### **Transition**

The podiums will step back on the second, third and fourth floors. The towers are stepped back behind the podium to reduce the perceived building height and provide a pedestrian scaled streetscape that appropriately transitions to the existing commercial and residential buildings on the east side of Bronte Street. Furthermore, Building A has been sited so the majority of the building mass is along Main Street West to reduce shadow impacts on the existing residential neighbourhood on the east side of Bronte Street.

#### **Natural Surveillance and Universal Design**

The buildings have been designed using Crime Prevention Through Environmental Design (CPTED) principles. All walkways along the buildings will be well lit and oriented towards building windows and entrances. The proposed building design ensures there are no unsafe catchment areas and that all public and private amenity areas are located in areas with natural surveillance and access control.

The buildings will also be designed to meet Accessibility for Ontarians with Disabilities Act (AODA) standards. Currently each building has a minimum of three Barrier-Free entrances located at both the front and rear of the building providing Barrier-Free access from both Bronte Street North, Main Street West and the surface parking area. Pedestrian pathways are proposed to be free from obstructions and Barrier-Free accesses will be well integrated into the building design. All Barrier-Free parking spaces will be located in close proximity to Barrier-Free entrances.

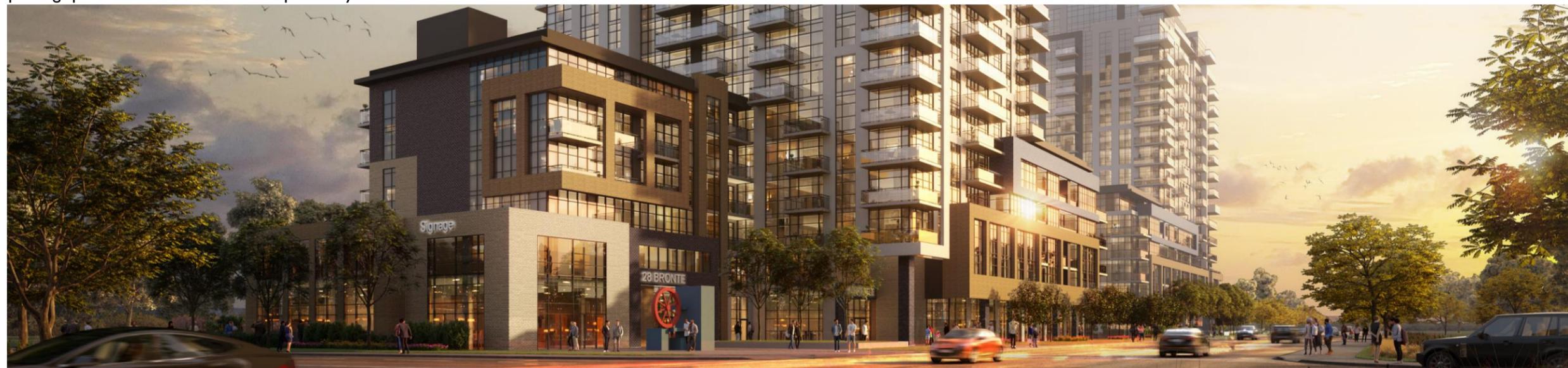


Figure 31– Conceptual Rendering

## CONNECTIVITY

### Pedestrian Connections

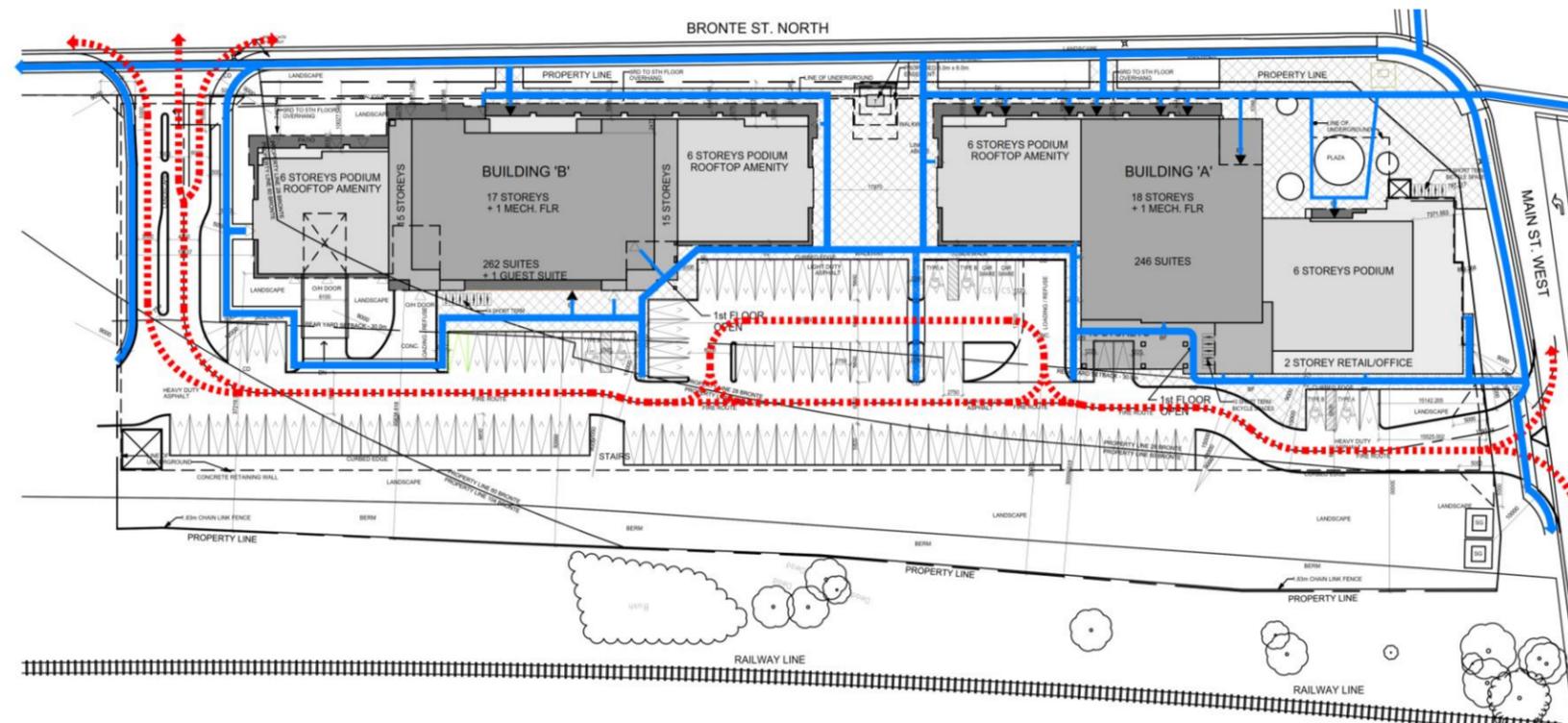
Several pedestrian connections have been provided throughout the site, providing access to the retail/amenity space, apartment buildings, parking lot, urban square and surrounding neighbourhood. A 17,8 metre wide mid-block connection is provided between both buildings. This area will be designed to ensure a vibrant and safe pedestrian link through the inclusion of light fixtures, windows and a building entranceway. Pedestrian pathways have been provided on all four sides of each building to ensure access to the building is easy and convenient. The site's pedestrian pathways link to the existing Town of Milton pedestrian network to ensure a seamless, well connected pedestrian network.

### Transit

There are 9 transit stops within 500 metres of the proposed development, with the two closest stops being located within a 100 metres of the site along Main Street East. As shown on the site plan, these transit stops can be easily accessed through the proposed direct connections to the existing pedestrian network.

### Vehicular Site Access

Two vehicular access points are proposed on the north and east side of the proposed development, at least 50 metres from the intersection of Main Street East and Bronte Street North. Each access point is sited to ensure they are located behind the main pedestrian streetwalls, are screened from public view and do not disrupt major pedestrian connections to the retail/commercial space and Central Business District, thereby ensuring a vibrant and well connect pedestrian streetscape.



#### Legend

- Pedestrian Circulation
- - - Vehicular Circulation

Figure 32– Pedestrian and Vehicular Circulation Plan

### BUILT FORM

#### **Building Height and Massing**

The proposed development design consists of two point towers with respective heights of 18 and 17-storeys, on two separate six storey podiums. While the Tall Building Guidelines suggest a minimum height differentiation of 5-storeys, The building tops debatably are different in massing regardless of the one storey height difference when viewing from at grade. This is a matter of perspective, from grade and orientation to the site. As building 'A' has the appearance of a slender point tower when viewing from Bronte, Building 'B' has been turned 90 degrees perpendicular to Building 'A' which exposes a different elevation. The building 'B' elevation is longer when viewing from Bronte and thereby has more glass than opaque material. Also the ratio of Blue glazing to Clear glazing is different between the two elevations

The 18-storey building is located closest to the Bronte Street North and Main Street West intersection and the 17-storey building is located further north along Bronte Street North. The majority of the building mass is located closer to the centre of the site to maintain view corridors, improve site access and allow for a well designed POPS plaza at the corner of the site. The towers are stepped back and not visible from grade, reducing the perceived building mass from street level.

#### **Streetscape**

The ground level of the proposed development has been designed to generate pedestrian activity and revitalize the streetscape by providing ground level commercial uses and amenity areas. The building design provides pedestrian protection from weather elements through recessed ground floor facades along the pedestrian corridor. In addition, there will be a high concentration of windows and entrances along both the Bronte Street North and Main Street West streetscape to further activate the street and provide visual interest. A wide landscaped sidewalk has been proposed along Bronte Street North and Main Street West that will incorporate street furniture to allow for both active and passive pedestrian activities along the street.

#### **Building Materials and Architectural Elements**

The proposed development will use high quality and durable finishes such as aluminum panels, masonry, curtain wall and precast panels in areas of high impact and public use. On the podium, the change in materiality between the beige brick and glazing provides a visual break above the third storey. A contrasting charcoal material that echoes the residential rooftops further detracts from the height of the podium by providing another material change and strong horizontal datum where massing is broken up. The height of the building podiums cascades, transitioning in height at various points and at its tallest provides a height of six storeys, providing a pedestrian scaled streetscape, receptive to the existing community. The structure will implement architectural accents and a variety of building treatments to provide visual interest and signify its status as a gateway feature. Further details regarding the building materials and architectural elements proposed will be provided at the detailed design stage.



Figure 33 – Conceptual Rendering of Building Materials and Active Streetscape

VIEW ANALYSIS

A View Analysis was prepared and submitted in support of the development application and demonstrates how the proposed development maintains the existing view corridors in and out of Downtown Milton. The View Analysis demonstrates the proposed development's compatibility with its surroundings and how the built form does not overwhelm the existing built environment. The proposed building design, massing and siting maintains views of the escarpment from the surrounding area by ensuring view corridors along Main Street, Mill Street and Victoria Street remain unobstructed.



Figure 34 – Views Analysis

SHADOW IMPACT

A Shadow Impact Study was prepared and submitted in support of the development application. The Shadow Impact Study found that the proposed development generally conforms Town of Milton Shadow Impact Analysis Guidelines and therefore, the development proposal will not have significant negative impact on the residential amenity areas to the east. The point tower design ensures that sunlight is maximized to the neighbouring residential properties by producing narrow shadows that move quickly across the terrain. The design goal of the proposed development is to ensure sensitivity to view corridors through the subject land to the Escarpment for the community. Based upon the analysis we suggest that the proposed design will not have a significant negative effect on this neighbourhood.

Below is the excerpt of the shadow analysis for September 21<sup>st</sup>.

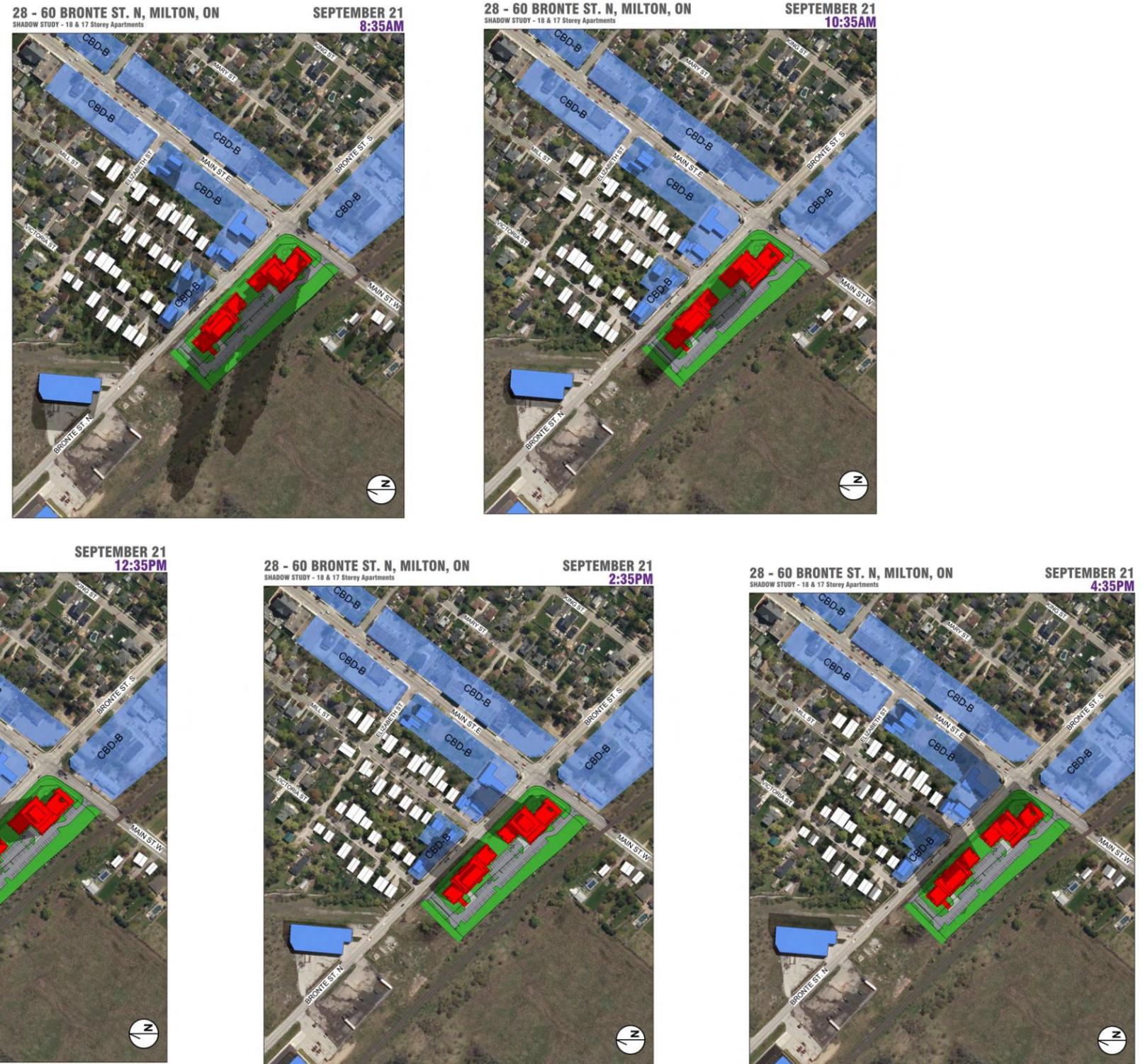


Figure 35 – Excerpt of Shadow Analysis Prepared for September 21<sup>st</sup>

## CONCLUSION

The purpose of this Urban Design Brief is to provide design rationale in support of the Official Plan and Zoning By-law Amendment applications. The proposed development adheres to the Town of Milton Official Plan, the Urban Design Objectives and Strategies and the Tall Building Guidelines.

Key Urban Design Objectives achieved include:

- *A High Standard of Architectural Design* which ensures the proposed development is compatible with and complements the existing neighbourhood built form through the use of step backs, setbacks, building massing, positioning and building materials;
- *Improved Street Character* along Bronte Street North and Main Street West by providing active building frontages, ground floor commercial uses, wide pedestrian walkways and areas of pedestrian refuge;
- *Barrier-Free Access* as the building has been designed in accordance with Section 3.8 of the Building Code;
- *Human Scale Design* by providing appropriate building setbacks on the second, third, fourth and sixth floors to reinforce pedestrian scaled streetscape. Through the implementation of two separate six storey podiums, the two towers are not visible at grade;
- *The Enhancement of Urban Character* has been achieved by redeveloping an underutilized site in a Gateway location with a well designed and visually appealing mixed-use building which helps identify the CBD and Downtown Milton to the surrounding community. The proposed development generates pedestrian activity to an underutilized pedestrian location and adds to the economic and cultural prosperity of the CBD;

Careful thought has been put into how the site integrates with the public realm to improve the built form character and create a strong relationship between buildings. We believe the proposal achieves the best practices of urban design and architecture by providing a high quality, comfortable, human scaled and aesthetically pleasing building.



Figure 36 – Conceptual Rendering

## FIGURE REFERENCES

- Figure 1: Prepared by KNYMH Inc.  
Figure 2: Retrieved from the Town of Milton Official Plan  
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Figure 6: Retrieved from <https://www.pexels.com/photo/black-and-white-concrete-building-761787/>  
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Figure 18: Prepared by KNYMH Inc.  
Figure 19: Prepared by KNYMH Inc.  
Figure 20: Prepared by KNYMH Inc.  
Figure 21: Prepared by Adesso Design Inc.  
Figure 22: Prepared by Adesso Design Inc.  
Figure 23: Prepared by Korsiak Urban Planning  
Figure 24: Retrieved from Google Maps Streetview  
Figure 25: Retrieved from Google Maps Streetview  
Figure 26: Retrieved from Google Maps Streetview  
Figure 27: Retrieved from Google Maps Streetview  
Figure 28: Retrieved from the Town of Milton Official Plan  
Figure 29: Prepared by Korsiak Urban Planning  
Figure 30: Prepared by KNYMH Inc. and Korsiak Urban Planning.  
Figure 31: Prepared by KNYMH Inc.  
Figure 32: Prepared by KNYMH Inc. and Korsiak Urban Planning.  
Figure 33: Prepared by Korsiak Urban Planning  
Figure 34: Prepared by KNYMH Inc. and Korsiak Urban Planning.  
Figure 35: Prepared by KNYMH Inc.  
Figure 36: Prepared by KNYMH Inc.