

Urban Design Brief
James Snow Parkway / Old 5 Sideroad
Milton

April 2023



Introduction

E. Manson Investments Ltd. has applied for a rezoning of a triangular parcel fronting onto James Snow Parkway and having a rear boundary on Old 5 Sideroad. The site is located in the north-west quadrant of the intersection of Highway 401 and Regional Road 25 and is identified as NWQ in the 401 Industrial Business Park Urban Design Guidelines. The site is described as Parts 14 and 16 Plan 20R-20039 and has exposure to both Old 5 Sideroad and James Snow Parkway.

The application is to construct two, single storey industrial buildings totaling approximately 10,000 sq. m. (33,000 square feet), square meters on a 1.4 hectare (3.5 acre) parcel. This parcel is one of the last remaining unzoned and unbuilt industrial parcel in the vicinity.

A truck leasing facility is under construction immediately to the east and an industrial subdivision has recently received draft approval to the south and west. The lands to the north are located in the Town of Halton Hills and are used for a series of single family rural residential. Homes.

The proposed zoning is M1. The buildings are designed to be suitable for smaller business users and the site is not designed to accommodate articulated trucks.

Background

The 401 Business Park Urban Design Guidelines apply to this property. The subject property is within an area identified as NWQ in the Guidelines. The approach to urban design in this area is:

- Maximize development opportunity
- Frame Escarpment views
- Create a higher standard of development and streetscape along the major roadways in the area including James Snow Parkway and 5 Sideroad.

Site Considerations

The site plan is provided in Appendix 1. The site is triangular and has exposure to both James Snow Parkway and Old 5 Sideroad. These constraints present significant challenges from a design perspective. In addition, truck access will not be permitted from Old 5 Sideroad and access to James Snow Parkway is limited to a right-in, right-out condition.

It should also be noted that the new Tremaine Road interchange with the 401 Highway will be located a short distance to the west. As a result it is expected that a great deal of traffic will flow by the site from the west. The buildings on the subject site will be the first buildings located on the drivers left side as they enter the 401 Industrial Park.

The preliminary design of the buildings can be found in Appendix 2. The intent of the design is to function as an inviting entrance feature for the entire development. While access will not be available to east bound traffic, the buildings will provide a visible entrance definition to the area.

Built Form Guidelines

Section 4.1.1 of the Guideline sets out the general guidelines that all new development should address:

- A substantial building façade at a minimum setback
 - The proposed buildings provide a substantial building façade along James Snow Parkway. The façade is designed to be as long as possible given the constraints imposed by the triangular shape of the property. The fronts of the buildings are oriented to James Snow in order to create a visible entrance to the area. Town of Milton Policy would also not permit loading doors visible to James Snow Parkway. Auto parking is in the front of the buildings with truck loading in the rear.
- The building frontage should be in proportion to the lot frontage
 - The triangular shape of the property constrains the building length possible. The buildings are designed to maximize the building frontage and represents approximately 70% of the lot frontage. As a result the buildings will have a strong presence on James Snow Parkway and will provide a significant urban edge for the site.
- Enhance building visibility and massing
 - Both proposed buildings are approximately 8.7 meters high which is equivalent to a two storey building. As a result of this mass, the buildings will have good visibility to James Snow Parkway
- Scale should be compatible with adjacent buildings
 - The buildings are industrial in character consistent with other industrial buildings in the area.
- Building massing should minimize impacts on adjoining uses –privacy, noise and sunlight.
 - The site is designed to be suitable for smaller businesses that do not generate articulated truck traffic. This design reduces the potential for noise affecting the residential neighbours to the north. The site design further provides sufficient space to buffer the residences on the north side of 5 Sideroad. The buildings are not tall enough to impact sunlight on adjacent properties.

- Corner buildings should have a focal role
 - While these buildings are not on a corner lot, they will play a focal role as the first buildings on the north side of James Snow entering the Town of Milton from the west.
- Building heights should be constrained by views to the Escarpment.
 - These buildings will minimally impede views to the Escarpment from the public roadways in the area.

Section 4.1.2 sets out general standards for Business Park buildings:

- Buildings along Highway 401 should have a setback of 25 meters or conform with MTO requirements.
 - These buildings are not adjacent to Highway 401.
- Buildings should front onto interior streets and present an articulated façade to the 401.
 - The buildings front onto a local street.
- Building should be aligned with Highway 401
 - These buildings are not adjacent to Highway 401
- Buildings higher than 4 stories should be reviewed for visibility impact.
 - The proposed buildings are two storeys in height
- Floodlighting should be encouraged.
 - The buildings will be lit in accordance with the Photometric design
- Gateway buildings design should create focus
 - While this is not a Gateway location, these buildings will function as an entrance to the Industrial park area. The buildings are designed to be high enough to have a prominent impact on the streetscape.

Architectural Character

Section 4.2 of the guidelines provides more detail with respect to the architectural details required and requires that buildings demonstrate a high quality of architectural design that reflects their context.

- The base, middle and top of the façade should be expressed through the use of materials and design
 - The base of the buildings is a prefinished panel, the window units are located above the base and the upper walls are precast concrete with metal panels above the entrances.
- Blank walls parallel to the public street are not permitted.
 - There are no blank walls adjacent to a street. The rear loading areas will be screened from Old 5 Sideroad.
- Blank walls in other locations that are visible to the public should incorporate articulation or colour, etc.

- There are no blank walls visible to the public.
- Large facades should be subdivided.
 - There are no large unarticulated facades in this design. The combination of wall finishes provides variations to the façade.

Section 4.2.2 sets out window guidelines:

- Windows should overlook areas of public activity.
 - The windows in these buildings are associated with the office components at the front of the units. These areas are the focus of public activity on the site and are the areas of the buildings that are visible from the street
- Windows along the street frontage should occupy 30% of the street elevation.
 - The glazing and office components of the buildings occupy at least over 60% of the building frontage.
- Clear glass is preferred
 - Glazing details will be part of building permit submissions
- Window design should be an expression of the interior use
 - The windows are largely located in the office areas of the buildings. The façade also incorporates some glazing into the warehouse space in the end units of the buildings.
- Centre lines of windows should be aligned vertically
 - All windows are aligned vertically
- Window muntins should be integral to the window
 - No window muntins are proposed
- Windows should be sealed and double glazed.
 - The windows will be sealed and double glazed
- Skylights are encouraged
 - No skylights are included in the design
- Clerestory windows should be detailed
 - Clerestory windows are not proposed.
- Section 4.2.3 sets out wall facing material requirements:
- Front facades require a high standard of design with a distinct well balanced street presence.
 - The design of the two buildings complements each other. The major elements such as the height, glazing, window treatment, wall materials are repeated in each building resulting in two complementary buildings.
- Wall detailing should integrate building elements
 - Wall design and detailing reflects the internal use of the building. All venting and drainage is excluded from the wall design. Lighting is incorporated on the wall segments.

- The design of flanking facades should be equal to the front
 - The design of the exposed flanking sides of the buildings is consistent with the front of the building.
- Changes in wall materials should occur at setbacks or to articulate the transition between base, middle and top of the wall
 - Three different wall materials are used on the walls with a strong horizontal stripe to differentiate the top and middle of the walls while provided a strong unifying feature for the building.
- Selection of wall materials should be based on energy and maintenance efficiency.
 - The base concrete cladding is designed to protect the building and minimize maintenance requirements. The buildings will be constructed to current energy conservation standards.

Section 4.2.4 sets out roof requirements

- A variety of roof shapes may occur
 - The roofs of these buildings are flat, consistent with the other buildings in the area.
- Roof forms should be compatible with massing and height of adjacent buildings.
 - The flat roofs do not contribute to height or massing of the buildings
- Roof materials and colours should co-ordinate with the building.
 - The flat roof will not be seen from the public realm
- Pitched roofs should be considered as alternatives
 - A pitched roof was not considered to be appropriate in this context.
- Roof forms should be consistent with adjacent buildings.
 - The flat roof is consistent with buildings in the area.
- Roof colours should complement the building materials
 - The flat roofs will not be visible
- Roof materials should be consistent with building materials
 - Standard flat roof materials will be used
- Cornices should be used to articulate the building top
 - While there are no cornices on these buildings, the strong horizontal strip element functions to define the top of the building.
- Roof top units should be screened
 - Roof units will be screened
- Parapets should be used to screen rooftop units if possible
 - The parapets are used to screen the roof top units.

Section 4.2.5 sets out requirements with respect to building entrances:

- Entrances should be prominent and co-ordinated with pedestrian walks.

- Entrances are defined by horizontal metal panel features and are all adjacent to sidewalks leading from the adjoining parking lots.
- Main entrances should be emphasized by entrance canopies etc
 - The entrances to individual units are emphasized.
- Multiple pedestrian entrances are encouraged in multi-tenant buildings
 - Individual entrances are provided for each potential tenant space within the buildings.
- Steps and ramps should be integrated with the building
 - Grading of the site is designed to eliminate the need for steps or ramps
- Access ramps should be close to the barrier free path of travel.
 - No access ramps are required in this design.
- Main entrances should be within 10m of handicapped spaces.
 - Accessible spaces are located at convenient points with respect to the buildings.

Landscaping

Landscape treatment requirements are set out in Section 4.3 of the Guideline:

At this point in the process, the preparation of detailed landscape drawings would be premature. Sufficient area has been set aside:

1. To provide for an adequate buffer to the homes along Old 5 Sideroad
2. To meet the Town's requirement of a landscape strip along James Snow Parkway
3. To provide an extensive landscaped, naturalized area at the western extremity of the site

Section 4.3.1 and 4.3.2 deal with Yard Treatments:

At this stage, the preparation of detailed grading and landscaping plans is pre-mature.

Site Access and Circulation

Section 4.4 sets out requirements with respect to Site circulation

- Where feasible shared driveways should be provided
 - This option is not possible as the adjoining property has no access from James Snow Parkway.
- Service and entrance driveways should be separated where parking requirements are substantial.
 - This is not possible at this location because no trucks are allowed on Old 5 Sideroad.

- A pedestrian walkway should be provided from the street sidewalk.
 - Pedestrian connections are made to the public sidewalk.
- Pedestrian walkway materials should differ from vehicular routes.
 - Pedestrian sidewalks will be concrete while the vehicular areas will be paved
- Landscaped traffic islands should be used to delineate driveways
 - This will be provided in the landscape plan

Barrier Free Access

Barrier free access is dealt with in section 4.5 of the Guideline:

- Barrier free access should provide access to the ground level of buildings
 - Barrier free access is provided as required
- Curb ramps to be barrier free
 - Curb ramps will be barrier free
- Landscaping should not impede access
 - No landscape materials interfere with access to the buildings
- Paving surfaces should contrast in colour
 - Paving surfaces will be concrete. Accessible parking spaces will be asphalt and signed appropriately
- Circulation should conform to the OBC
 - All requirements of the OBC will be complied with.

Surface Parking

Surface parking guidelines are provided in section 4.6.1 of the Guidelines:

- Large areas of parking should be avoided. Landscaping should be used to define smaller areas.
 - There are no large areas of parking in the site design.
- Major access drives should be lined by a landscaped traffic island
 - The James Snow entrance is lined with a landscaped area.
- Landscape screening should not obstruct the building façade
 - The landscape design will not obstruct the building
- Screening of parking lot alternatives such as grading, berming, etc should be considered.
 - Sufficient areas are available to provide screening of parking areas from adjacent roadways.
- Parking lots should be subdivided using planting strips.

- All parking areas are relatively small and do not require subdividing.
- Major internal routes should be defined by curbs
 - There are no major internal routes in the site design
- Shared access drive aisle should be 4.5 m wide
 - This requirement is no applicable
- Freestanding or building lighting should be provided at pedestrian level and at a broad area level
 - Lighting will be provided to Town requirements on the photometric plan

Service Areas

Service area guidelines are provided in Section 4.7

- Service areas are encouraged to be co-ordinated and screened from public view.
 - The service areas for these buildings are in the truck loading areas which are screened from public view.
- Service area entrances should not be visible from the public road
 - Service areas are screened to reduce visibility from the public roads in the area
- Service areas should be separated from pedestrian areas
 - Service areas are separated from the pedestrian areas
- Screening, if required, should utilize materials similar to others used on site.
 - No screening is required. Garbage storage is internal to each building.
- Screens should not exceed 3m in height
 - No screens are required
- Where permitted open storage areas should not occupy more than 20% of the site.
 - Open Storage is not permitted on the site per zoning bylaw
- Separate service driveways are not recommended.
 - No separate service entrance is provided.

Signage

Signage guidelines are provided in section 4.8 of the Guideline

- No signage decisions have been made with respect to the site. All signs will be in accord with the Town of Milton sign bylaw. Each tenant is expected to have a sign identifying their premises and two free standing signs will be installed to identify each occupant at the road.

Public Safety

Public safety requirements are provided in Section 4.9 of the Guideline:

- Safe public use and natural surveillance opportunities are encouraged
 - The site plan is designed to provide clear visibility from the street to the interior of the property
- Adequate site lighting is required
 - Lighting is provided to Town of Milton standards per the photometric submission
- Principle entrances to buildings should generally front onto the public street
 - Principle entrances to the buildings are oriented to James Snow.
- Sight lines between buildings and along pedestrian routes should be unobstructed and well lit.
 - The sight lines are unobstructed and lighting will be to Town standards
- Lighting of pedestrian routes should occur only on main routes
 - While this is not a main pedestrian route, the site will be lit to Town standards.

Conclusion

The design of the site conforms in all respects to the Town of Milton Urban Design Guidelines for this area.

Respectfully submitted,

RIEPMACONSULTANTS INC.

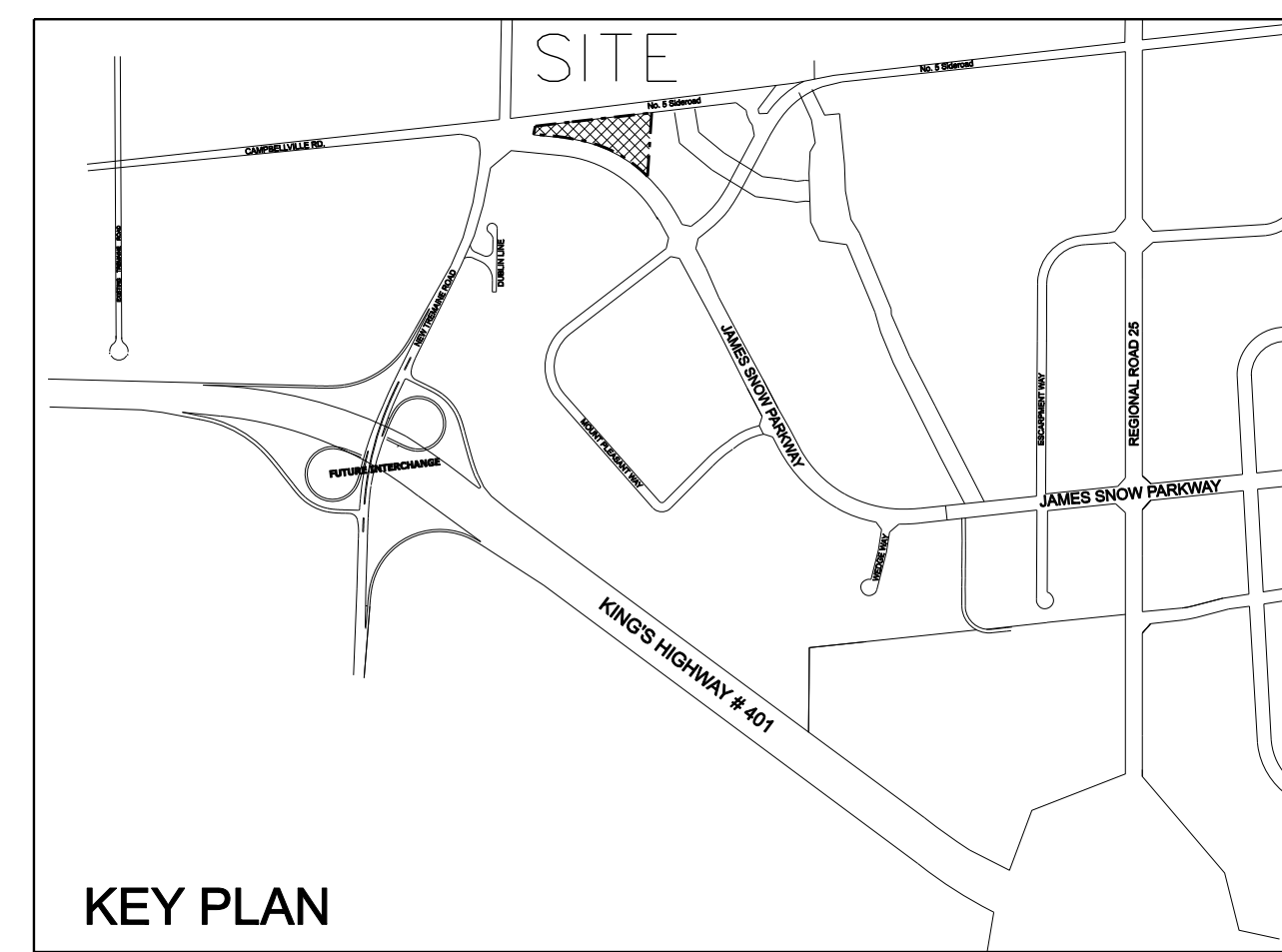
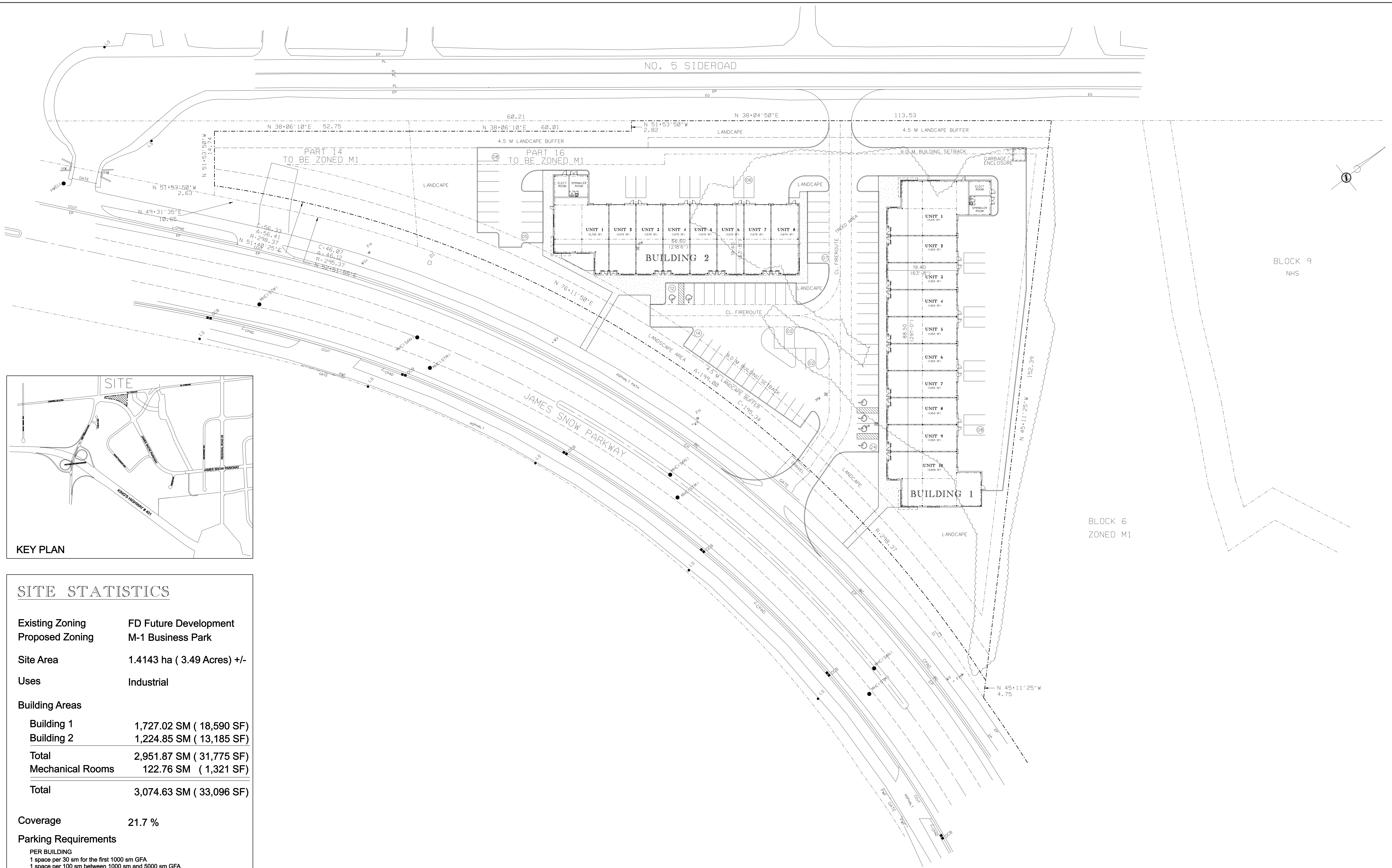
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Appendix 1



SITE STATISTICS

Existing Zoning	FD Future Development
Proposed Zoning	M-1 Business Park
Site Area	1.4143 ha (3.49 Acres) +/-
Uses	Industrial
Building Areas	
Building 1	1,727.02 SM (18,590 SF)
Building 2	1,224.85 SM (13,185 SF)
Total	2,951.87 SM (31,775 SF)
Mechanical Rooms	122.76 SM (1,321 SF)
Total	3,074.63 SM (33,096 SF)
Coverage	21.7 %
Parking Requirements	
PER BUILDING	
1 space per 30 sm for the first 1000 sm GFA	
1 space per 100 sm between 1000 sm and 5000 sm GFA	
1 space per 200 sm excess of 5000 sm GFA	
Building 1	40.6 spaces
Building 2	35.6 spaces
Total	76.2 spaces
Parking Provided	88 spaces

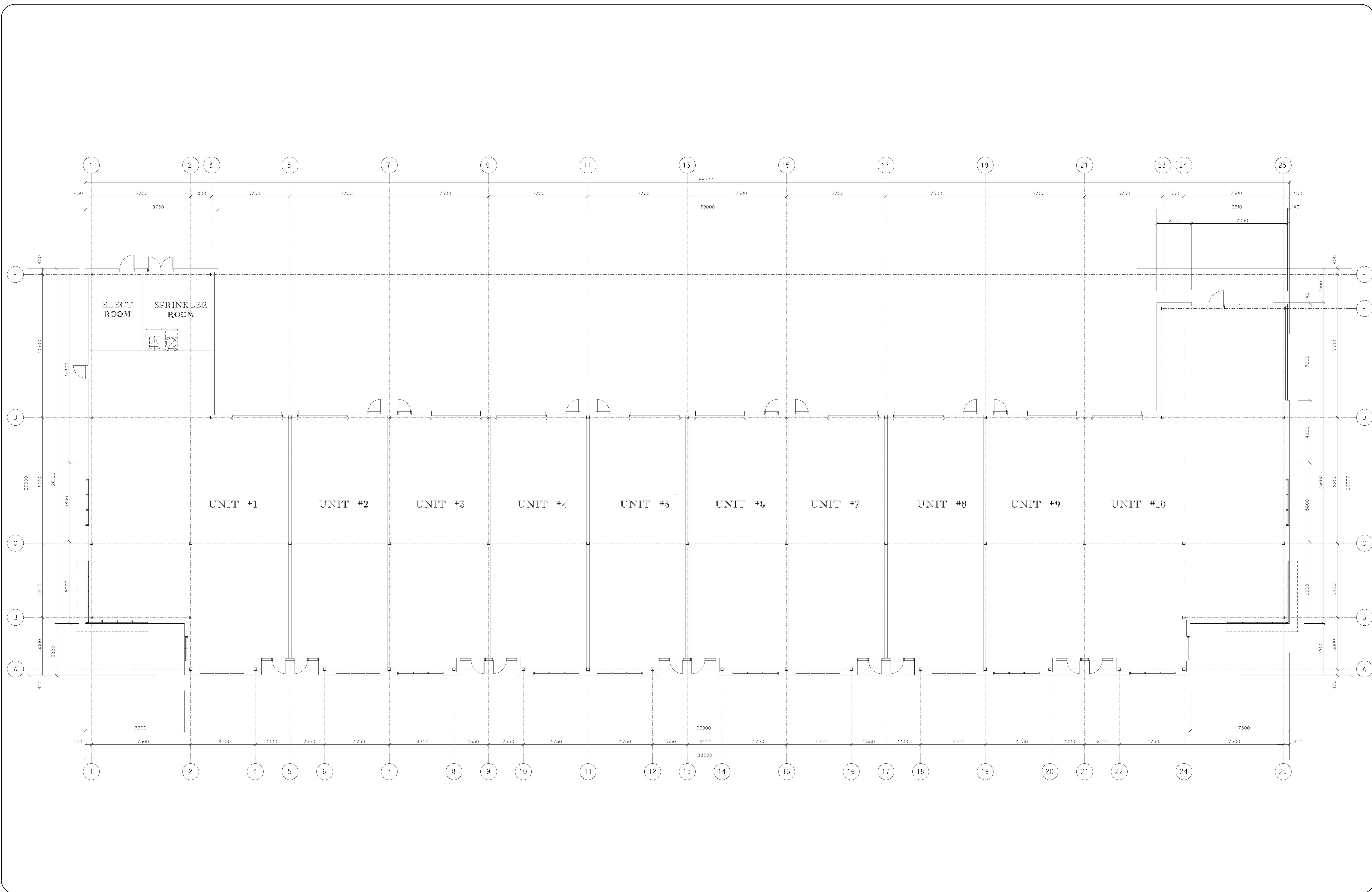
Industrial Development
James Snow Parkway North
 James Snow Parkway Milton, Ontario
 Parts 14 and 16, RP 20R20039, Town of Milton, Regional Municipality of Halton

EMERY
INVESTMENTS
 620 Wilson Avenue, Suite 401 Toronto, Ontario, M3K 1Z3
 Tel: (416) 630-6927 Fax: (416) 630-6997

Site Plan		CONSTRUCTION NORTH	GLOBAL ARCHITECTING INC.	6 Lawson Road Toronto, Ontario, M6A 1K2 Tel: (416) 256-4440 Fax: (416) 256-4449	
DRAWN BY	: J. DeCicco	DATE	: March 31, 2023	PROJECT NO.:	DRAWING NO.:
SCALE	: 1:400	22-15	A-1.0		

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			MAR 2023 ZONING AMENDMENT

Appendix 2



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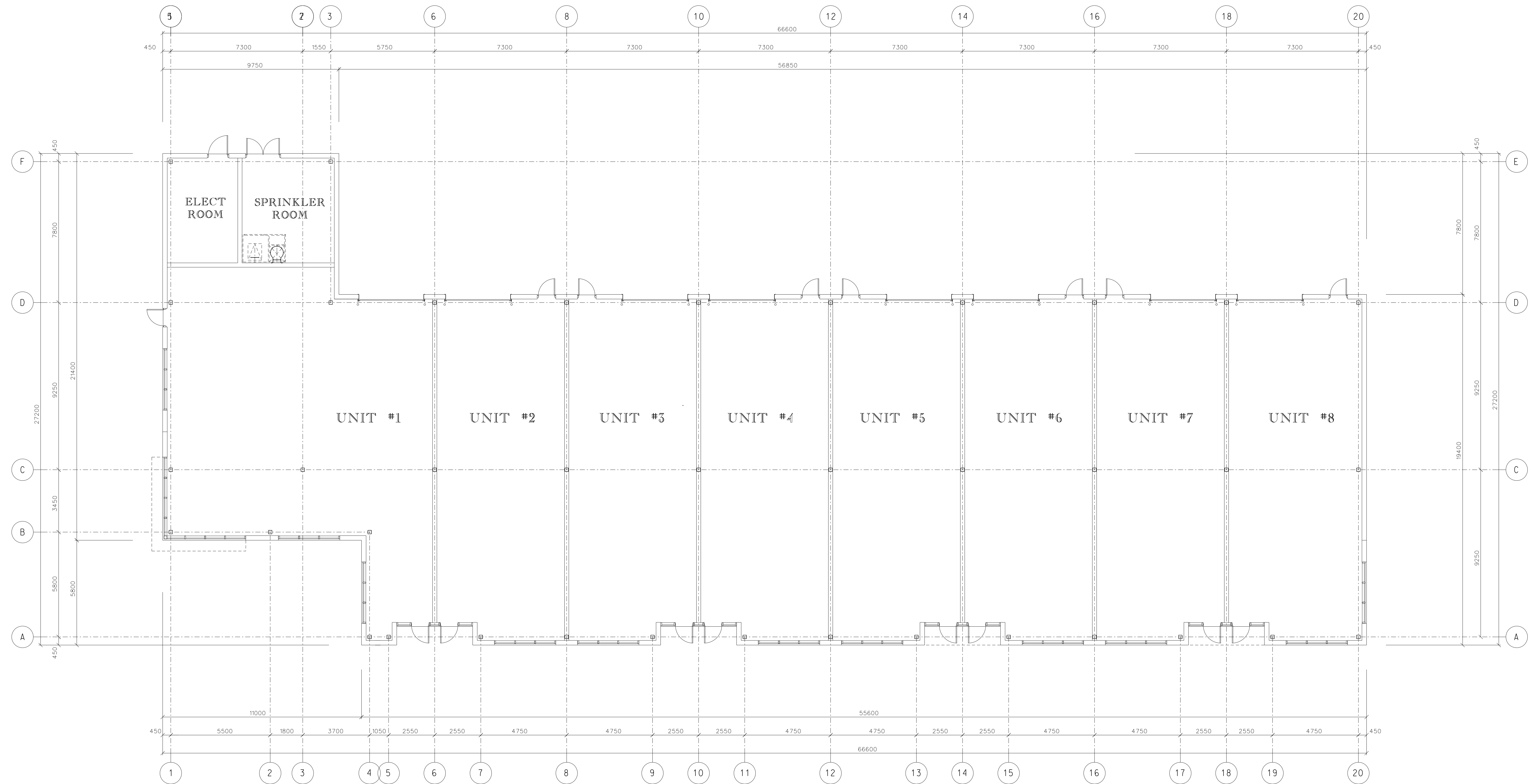
620 Wilson Avenue, Suite 401 Toronto, Ontario, M3K 1Z3
 tel (416) 630-6927 fax (416) 630-6997

Floor Plan-Building 1

GLOBAL ARCHITECTING INC.

6 Laswyn Road Toronto, Ontario, M6A 1K2
 tel (416) 256-4440 fax (416) 256-4449

DRAWN BY	: J. DeCicco
DATE	: March 29, 2023
SCALE	: 1:100
PROJECT NO.:	22-15
DRAWING NO.:	A-2.0



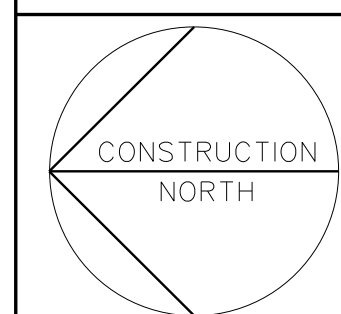
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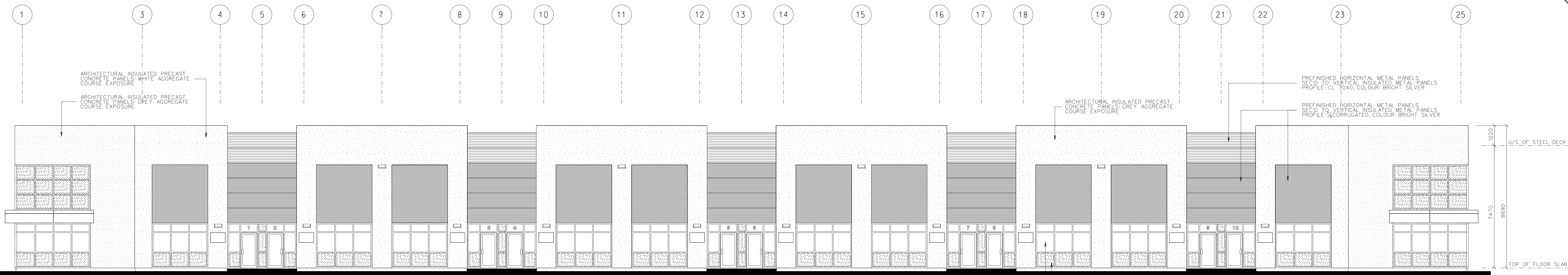
Floor Plan-Building 2



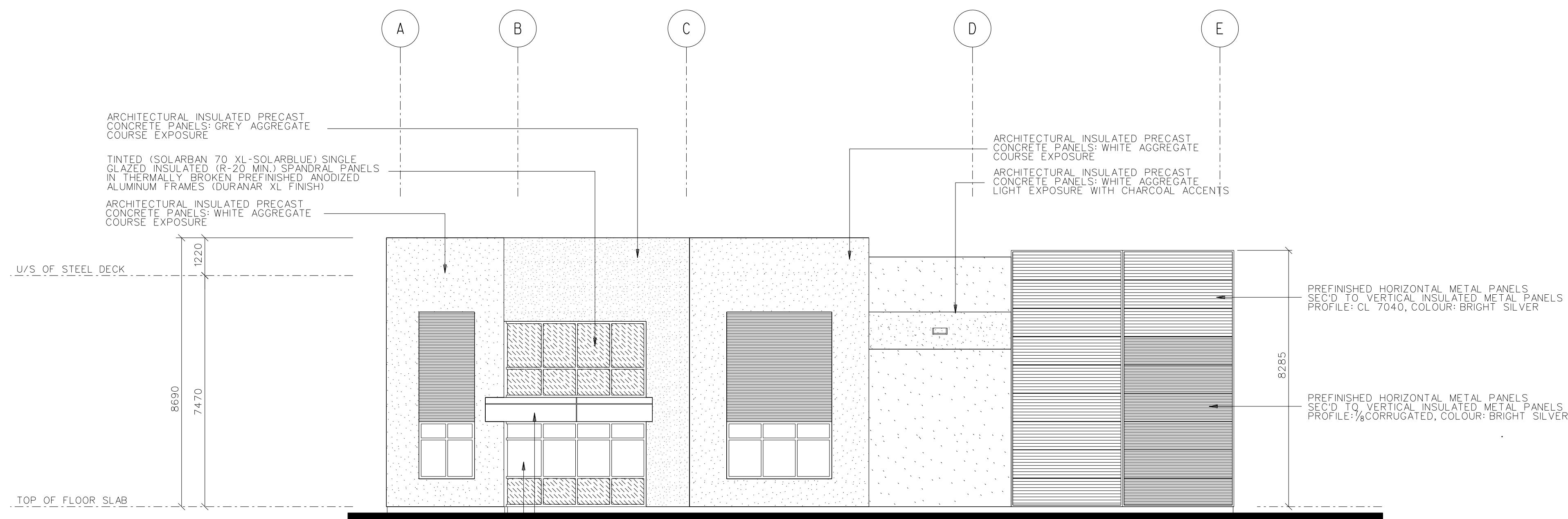
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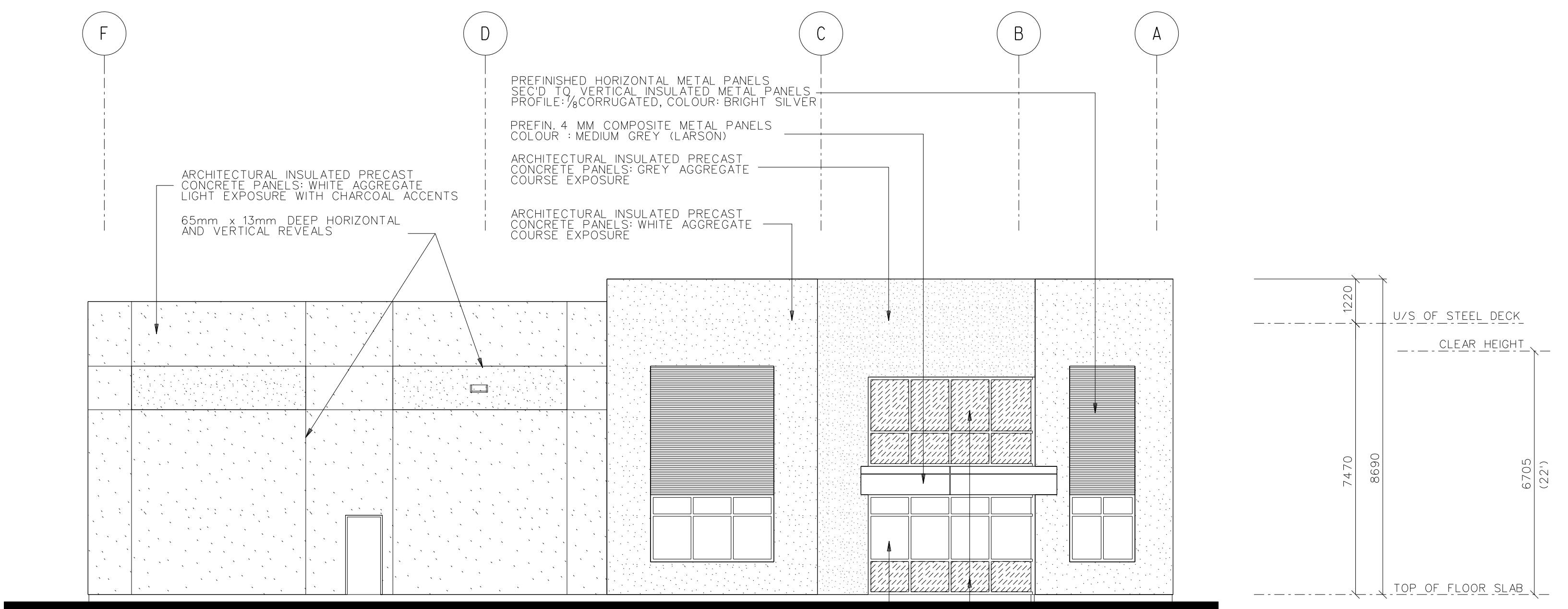
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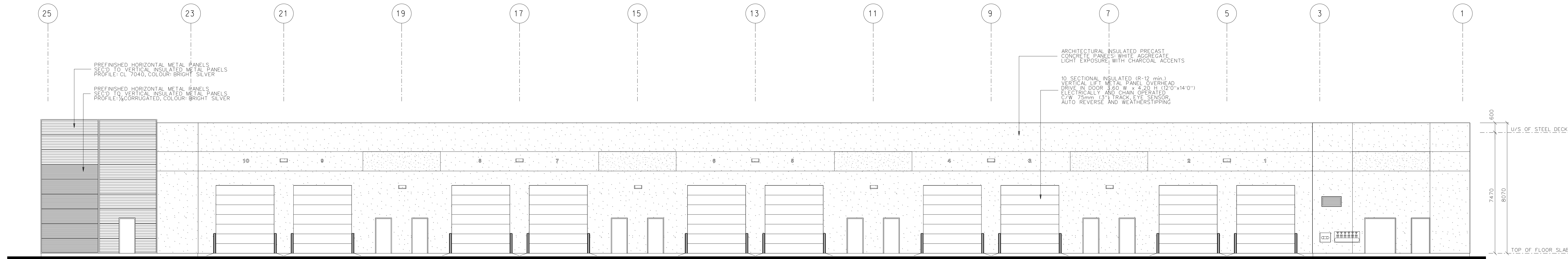
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SOUTH ELEVATION
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NORTH ELEVATION
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EAST ELEVATION
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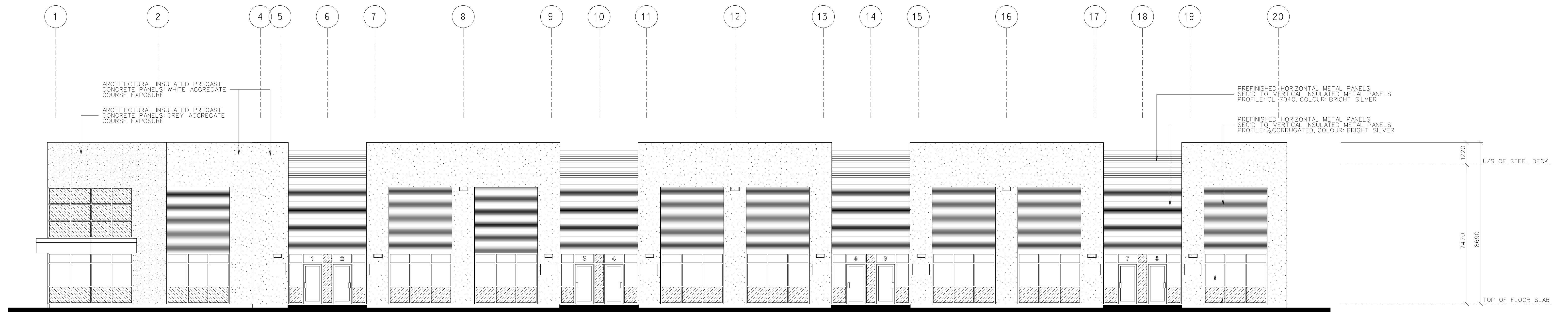
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Elevations - Building 1

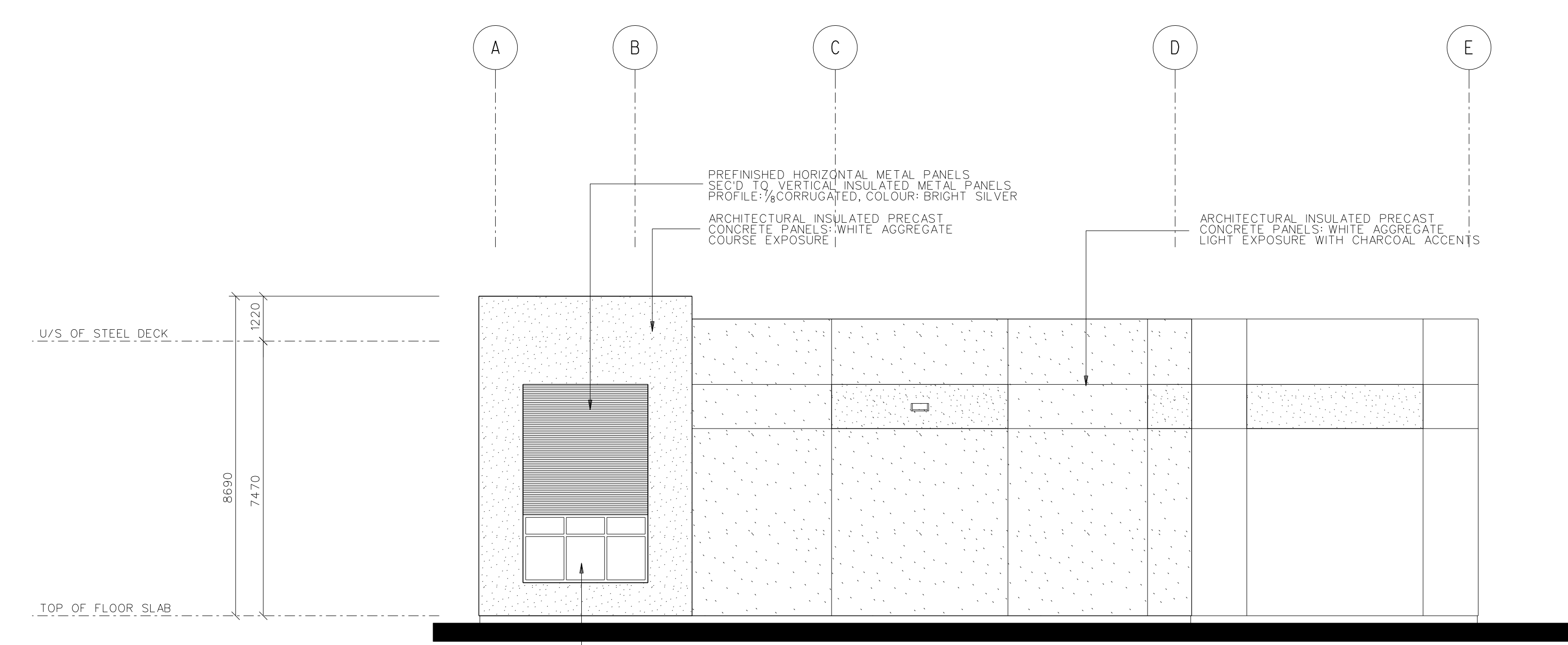
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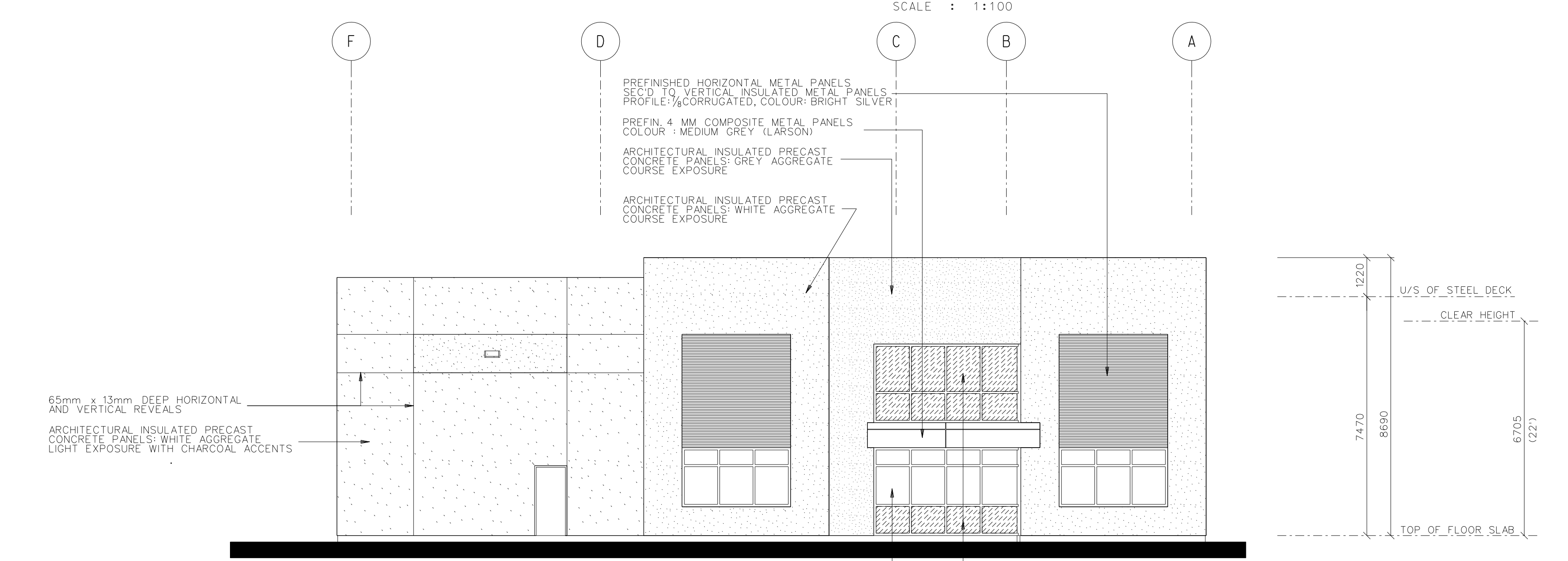
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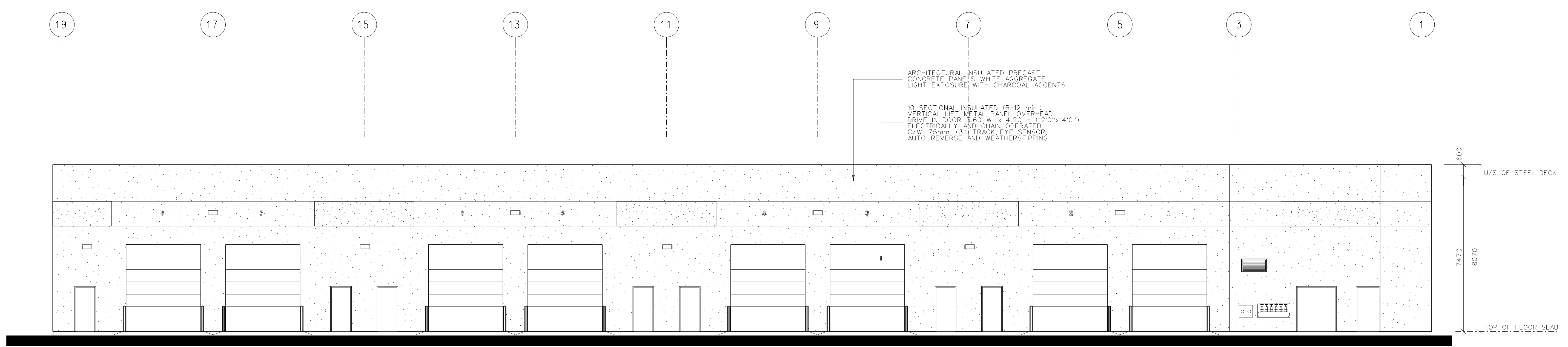
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