



## URBAN DESIGN BRIEF

### REMINGTON DERRY GREEN CORPORATE BUSINESS PARK

**APRIL 2025**

PREPARED FOR: THE REMINGTON GROUP

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## 1.1 INTRODUCTION

Korsiak Urban Planning has been retained by Village Securities Limited and Neamsby Investments Inc. c/o The Remington Group (herein referred to as The Remington Group) to prepare this Urban Design Brief in support of Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications required to permit the proposed industrial development. The purpose of this brief is to provide an illustrated explanation of how the overall design responds to the physical context of the site and its surroundings. This accounts for the intent of municipal plans, supporting urban design guidelines and studies. This Urban Design Brief has been prepared in accordance with the Town of Milton Urban Design Brief Terms of Reference. The document is intended to manage larger-scale community design issues and be read in conjunction with the associated Planning Justification Report. Further details pertaining to building design and landscaping treatments will be addressed through subsequent site plan applications.

The subject lands consist of two properties located on the south side of Derry Road, east of Fifth Line and are bisected by the Union Gas Corridor. For the purpose of this Brief, the lands fronting Derry Road will be referred to as the “north property” while the lands fronting Fifth Line are referred to as “south property”.

## 1.2 DESIGN VISION - PROPOSED DEVELOPMENT

The Remington Group is proposing to develop the property as an industrial Plan of Subdivision consisting of three business park blocks, two Natural Heritage System (NHS) blocks, four future development blocks, and one stormwater management pond. These blocks are connected via the future extension of Clark Boulevard to Derry Road, with access to the site provided via Fifth Line and Derry Road.

One stormwater management pond is proposed directly north of the Union Gas Corridor, situated between a future development block and NHS, providing an appropriate transition to natural features. The proposed development protects lands designated NHS through the creation of NHS blocks where no development will be permitted.

An Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision are required to permit the proposed development and implement the Derry Green Corporate Business Park (DGCBP) Secondary Plan. In support of the Draft Plan of Subdivision, two concept plans have been prepared for the north and south property, respectively. These concept plans illustrate preliminary designs for the three business park blocks and are in accordance with the policies of the DGCBP Secondary Plan. The design of these blocks remains conceptual at this stage and will be finalized through the Site Plan Approval process.

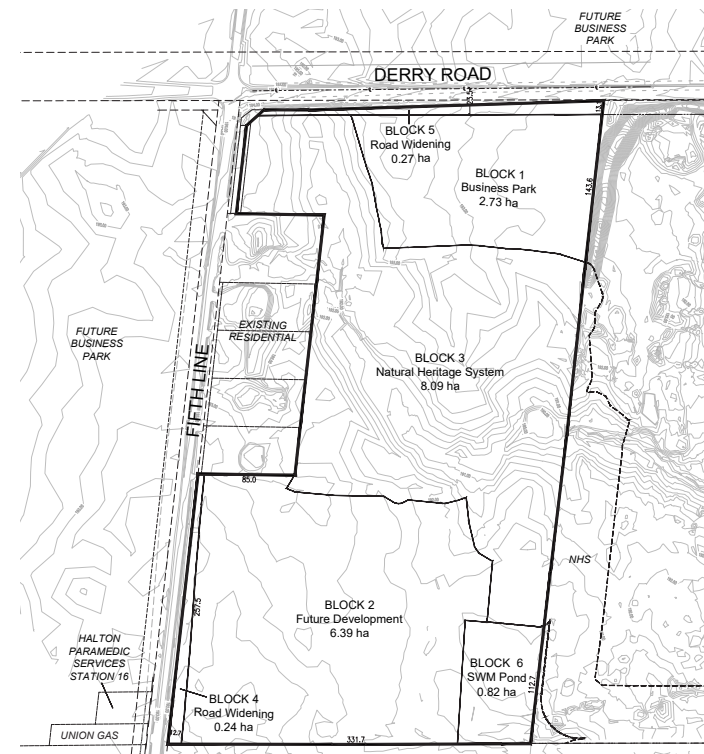


Figure 1: Draft Plan of Subdivision - North

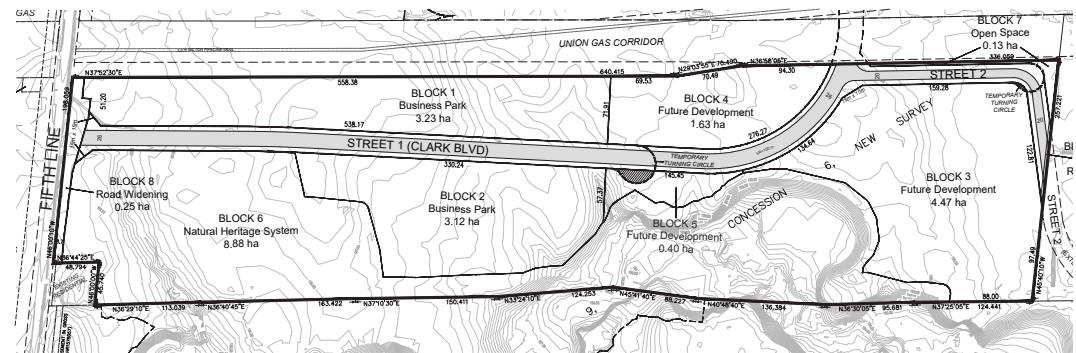


Figure 2: Draft Plan of Subdivision - South

### NORTH PROPERTY

One business park block is proposed within the north property, fronting Derry Road. Figure 3 shows a potential building layout for the block, subject to Site Plan Approval. Buildings located in this block will be designed to provide a continuous building frontage along Derry Road with reduced building setbacks to provide a consistent urban street edge. Parking and loading will be located within the side and rear yards. A single driveway with full access is proposed onto Derry Road.

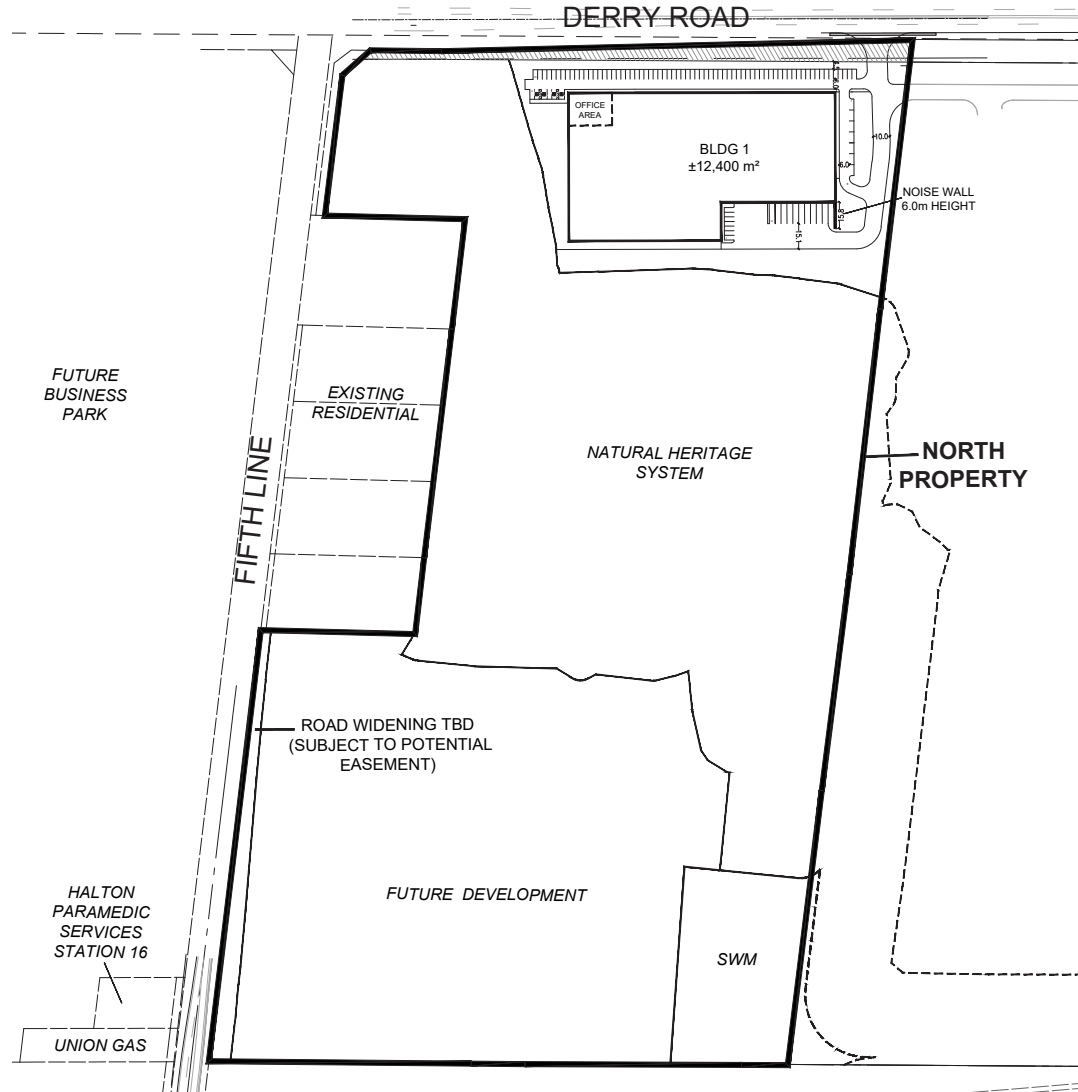


Figure 3: North Property



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

### SOUTH PROPERTY

Two business park blocks are proposed within the south property, fronting onto the future extension of Clark Boulevard. The southern property will be designed in a campus style. A potential layout is illustrated on the concept plan, and is envisioned to contain a mix of industrial/commercial buildings. Office uses will be provided within the warehouse/distribution buildings along the Clark Boulevard frontage to facilitate the creation of an urban streetscape.

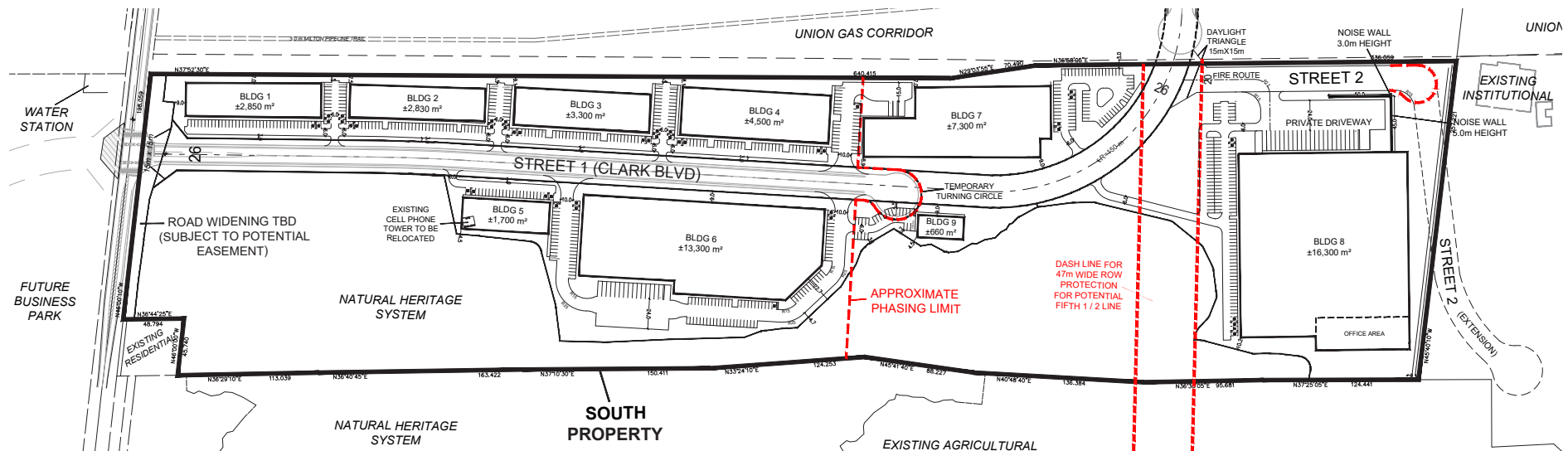


Figure 4: South Property

## 2.0 TOWN POLICY AND REGULATORY FRAMEWORK

### 2.1 TOWN OF MILTON OFFICIAL PLAN

As shown on Schedule B-Urban Land Use Plan the subject lands are designated 'Business Park Area' and 'Natural Heritage System'. The Business Park Area designation permits a range of light industrial, office, research and development and ancillary commercial uses. The Natural Heritage System designation permits trails, wildlife and forest management, and public infrastructure.

### 2.2 DERRY GREEN CORPORATE BUSINESS PARK (DGCBP) SECONDARY PLAN

The subject lands are within the DGCBP Secondary Plan and are designated 'Business Park Area', 'Prestige Office', 'Community Park', 'Environmental Linkage' and 'Natural Heritage System'. Lands designated Business Park Area along Derry Road are subject to the 'Street Oriented Site' overlay. Lands south of the Union Gas Corridor are subject to the 'Natural Heritage Oriented Area' overlay. The conceptual location of one stormwater management pond has been identified at the northwest corner of the subject lands.

A range of light industrial, office, research and development uses are permitted within the Business Park Area designation. Within the Street Oriented Site and Natural Heritage Oriented Area overlays, only office, light industrial, research and development, recreation, park, accessory service commercial and restaurants are permitted. The Natural Heritage System designation is intended to protect key features of the NHS and only non-intensive recreational, conservation management, archaeological activities and public infrastructure uses are permitted. A range of active recreational facilities and passive open space uses are permitted within the Community Park designation. The Community Park will be relocated to adjacent lands owned by the applicant. The OPA submitted proposes wellness centre uses.

The proposed development conforms to the policies of the DGCBP Secondary Plan.

### 2.3 TOWN OF MILTON ZONING BY-LAW

The subject lands are zoned 'Future Development (FD)', and 'Natural Heritage System (NHS)'. As per Section 11.1 of the Town of Milton Zoning By-law 016-2014, only existing uses are permitted. As such, a Zoning By-law Amendment is required to permit the proposed development, as Prestige Office, Employment Office, NHS, and Open Space.

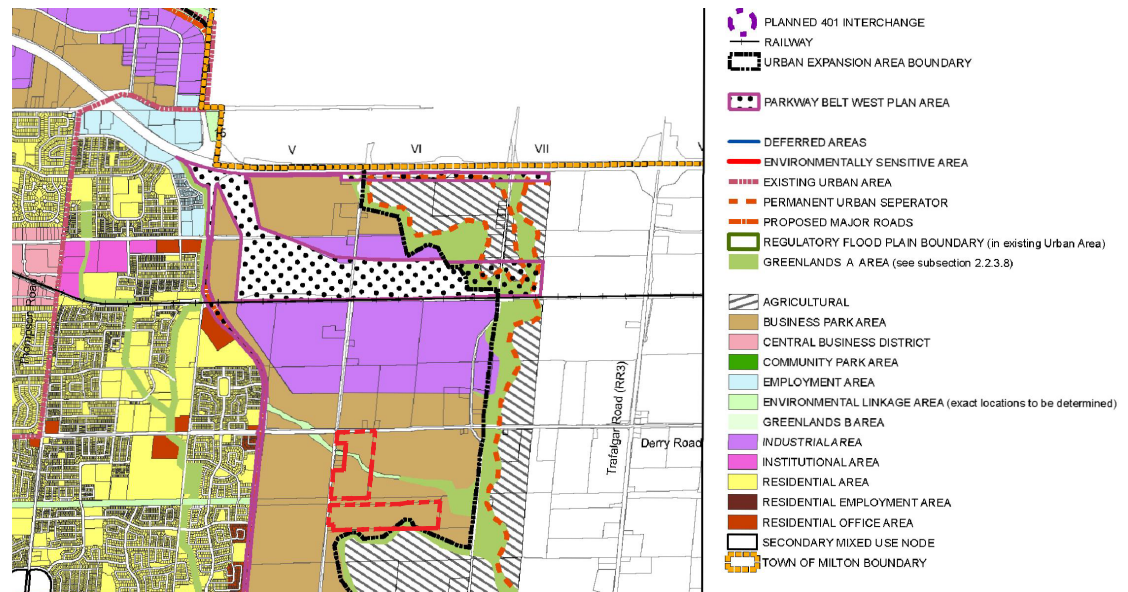


Figure 5: Town of Milton Official Plan Schedule B Urban Area Land Use Plan

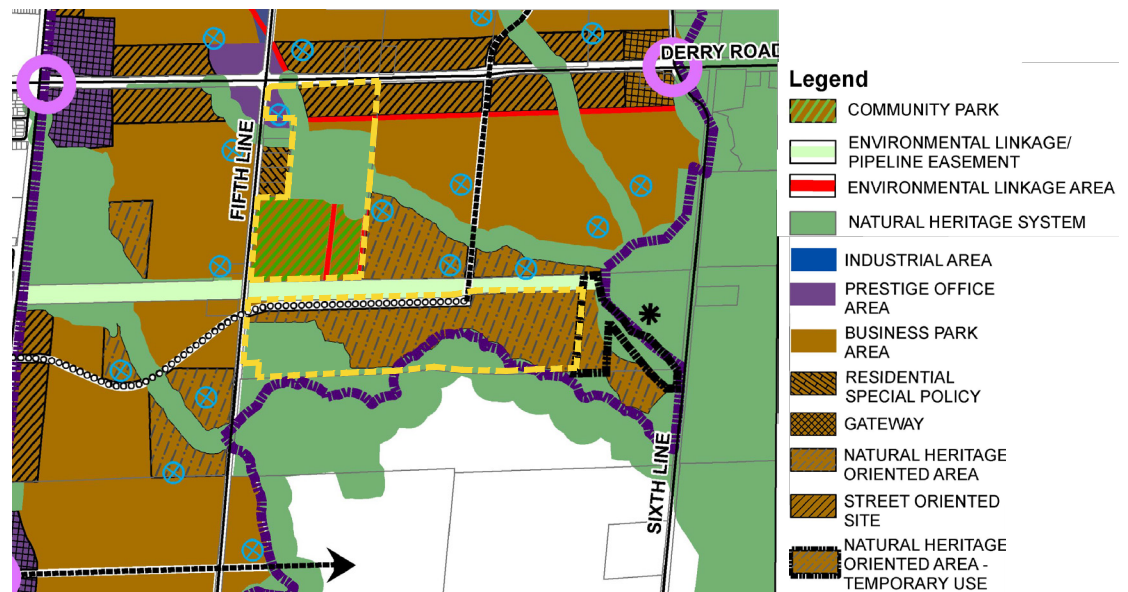


Figure 6: Derry Green Corporate Business Park Secondary Plan Land Use Map



### 2.4 DERRY GREEN CORPORATE BUSINESS PARK URBAN DESIGN GUIDELINES

The Derry Green Corporate Business Park Urban Design Guidelines are used to achieve the vision and objectives of the DGCBP Secondary Plan through providing an overall framework of urban design recommendations and guidelines to foster the creation of a functional and attractive employment area. The guidelines are used to provide a design direction for both the public and private realm to promote the creation of a campus-style employment area which protects the NHS and facilitates the creation of an attractive pedestrian oriented environment.

The Derry Green Corporate Business Park Urban Design Guidelines include the following Business Park Area sections which are applicable to the subject property:

- a. Business Park Area – General
- b. Business Park Area – Street-Oriented Areas
- c. Business Park Area – Natural Heritage Oriented Areas

Within the Street-Oriented Area along Derry Road, the development will be designed in accordance with Section 2.3.2 to:

- Provide a built form that extends the character of the surrounding communities;
- Provide a continuous street frontage along Derry Road to encourage pedestrian movement; and
- Locate parking within the side and rear yards.

Within the Natural Heritage Oriented Area, the development will be designed in accordance with Section 2.3.3 to:

- Provide physical and visual connections to the surrounding NHS;
- Limit impacts on natural features by designing development to fit into its physical and natural environment; and
- Provide a combined street-oriented and campus style development.

The applicable guidelines from the Derry Green Corporate Business Park Urban Design Guidelines will be addressed in greater detail in the following sections of this Urban Design Brief.



Figure 7: Excerpt from Derry Green Corporate Business Park Urban Design Guidelines.

### 3.0 DESIGN STRATEGY

#### 3.1 TOWN OF MILTON OFFICIAL PLAN

The Town of Milton Urban Design Strategy is structured to aid in the achievement of high standards of built and natural design in the urban areas of Milton. These standards relate to overall quality, sense of place, environmental sensitivity, sustainability and safety. The goal is to ensure that any development proposal “is designed to achieve a high standard and to contribute positively in both built form and function to the built and managed environment of Milton”.

The design directions for the proposed development include:

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

The proposed development will be compatible with and complement the proposed pattern of urban development. The proposal will incorporate appropriate setbacks to protect the Natural Heritage System and enhance the pedestrian experience along the street.

##### Sustainable Urban Development (2.8.2.1)

The proposed development will incorporate prescribed sustainable design principles and standards through the creation of appropriate buffers and setbacks to key features of the NHS.

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

The proposed development will be designed in coordination with neighbouring properties to provide a connected and attractive streetscape through the use of landscaping, complementary building materials, direct pedestrian connections and reduced setbacks. Parking will be located within the side and rear yard.

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

The proposed development will be designed in accordance with Section 3.8 of the Building Code.

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

Along public roads, buildings will be a minimum 4.5 metres in height to frame and reinforce a pedestrian scaled streetscape. Large amounts of glazing will be used on the ground floor, fronting the public road, to create visual interest.



Figure 8: Industrial Building Design Example.



Figure 9: Industrial Building Design Example.



### 3.2 DERRY GREEN CORPORATE BUSINESS PARK SECONDARY PLAN

The Derry Green Corporate Business Park Secondary Plan Design Strategy is structured to build upon the Town wide Design Strategy to aid in the achievement of a high-quality employment area. The goal is to create a visually pleasing and well-connected Corporate Business Park that acts as a gateway to the Urban Area.

Key design directions for the proposed development include:

#### **Natural Heritage System (C.9.4.6.4)**

The proposed development will maximize views to the Natural Heritage System through the creation of appropriate setbacks and building sitings.

#### **Connectivity/Accessibility (C.9.4.6.5)**

The proposal will create direct connections from the building entrances to the public sidewalk system, increasing the sites internal and external pedestrian circulation.

#### **Enhanced Streetscape Design – Derry Road (C.9.4.6.7)**

The proposed development will create a visually attractive and pedestrian scaled streetscape through reduced front yard setbacks, landscaping, high amounts of building glazing and architectural features such as canopies. Interruptions to the streetscape will be minimized by limiting parking to the rear and side yards.

#### **Streetscape Design – Clark Boulevard (C.9.4.6.8)**

The proposal will provide a functional yet comfortable road network by limiting parking to the rear and side yard and reducing setbacks along Clark Boulevard.



Figure 10: Derry Green Corporate Business Park Urban Design Guidelines Landscaping Strip Example.



Figure 11: Derry Green Corporate Business Park Urban Design Guidelines Building Design Example.



### 4.0 DERRY GREEN CORPORATE BUSINESS PARK URBAN DESIGN GUIDELINES – BUILT FORM GUIDELINES

The proposed development will have regard for the following design principles from the Derry Green Corporate Business Park Urban Design Guidelines:

#### 4.1 SITE ORGANIZATION

##### SITE LAYOUT & CIRCULATION (SECTION 3.2.1 - 3.2.3)

Key Design Guidelines:

- *Site and building design must adhere to CPTED (Crime Prevention Through Environmental Design) principles, including:*
  - *Clear, unobstructed views of parking areas, parks and open spaces from adjacent public streets.*
  - *Safe public use and natural surveillance opportunities, particularly after dark, and provide users with informed choices for alternative pedestrian and bicycle routes.*
  - *Sight lines between buildings along pedestrian walkways and bicycle paths must be unobstructed and well lit.*
  - *Views between the interior of public buildings to exterior public spaces should be promoted through the location of windows and other building openings.*
  - *The selection, siting and maintenance of landscape elements must consider views for safety and surveillance opportunities.*
- *Site design must define a well organized system of entrances, driveways and parking areas that minimizes conflicts between pedestrians, bicycles, and vehicles.*
- *Public boulevard should be a minimum of 4.5 metres wide with a minimum 1.8 metre sidewalk. Boulevards should be provided on both sides of all streets, including existing and proposed streets. A width of 4.5 metres allows for pedestrian movement and sustainable tree planting methods.*
- *Pedestrian walkway paving treatments should differ in material and appearance from vehicular routes. A variety of materials may be used, including stone, concrete and unit brick pavers.*
- *Access to public spaces at ground level must be barrier free.*

**Response:** The proposed development will adhere to CPTED (Crime Prevention Through Environmental Design) principles through the creation of parking areas and pedestrian walkways with unobstructed views from Derry Road, and Clark Boulevard. To support circulation throughout the site the proposed development will provide 1.8 metre sidewalks along public roads and 1.5 metre sidewalk within private development blocks. Landscape elements shall be carefully selected and sited to provide a sense of place while maintaining views to the parking areas and sidewalks.

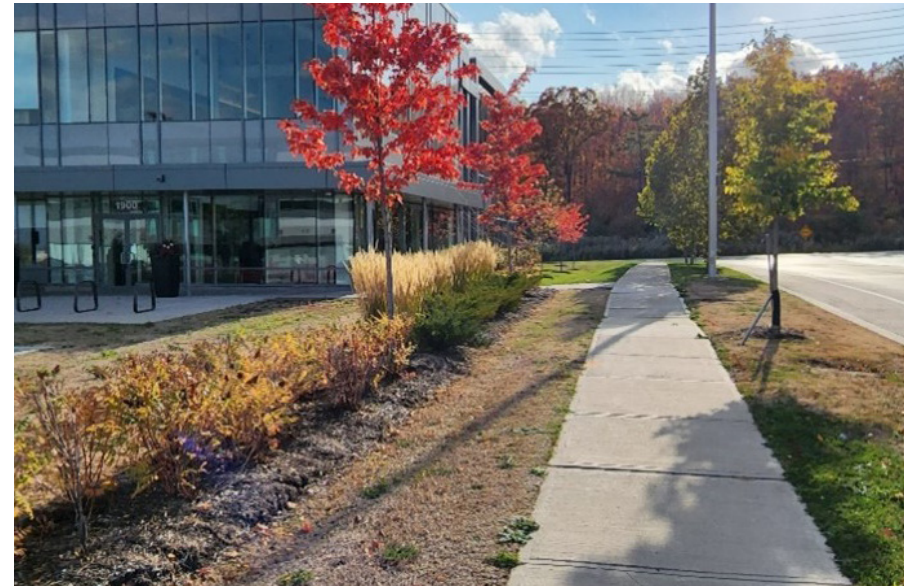


Figure 12, 13: Photo example of unobstructive landscaping strip



### 4.2 BUILDING ORIENTATION

#### SPECIAL CHARACTER AREAS (SECTION 3.3.1)

*Buildings within the proposed development will have regard to the following Design Guidelines:*

- *Street-oriented design is encouraged throughout the Derry Green Corporate Business Park, but in particular for buildings facing primary streets. This includes portions of the east side of James Snow Parkway and Derry Road.*
- *Developments within the Business Park - Natural Heritage Oriented Areas, must pay special attention to the orientation and layout of buildings in relation to existing natural spaces. Developments in these areas may have a more campus style layout, where buildings are interspersed throughout the landscape.*

**Response:** The proposed development will front buildings along public roads, framing the street while creating a pedestrian friendly environment and street-oriented design. Reduced front yard setbacks will be provided to define the street edge. Along Derry Road, buildings shall be designed to occupy a minimum of 60% of the lot frontage. Within the Natural Heritage Oriented Area, building will be sited to provide visual connections to the NHS. The south property will be designed as a campus-style development with connections for pedestrian and vehicular traffic.



Figure 14: Photo example of window and entrance location on a corner building

### 4.3 BUILDING DESIGN (SECTION 3.4.2 – 3.4.5, 3.4.7, 3.4.9)

*Buildings within the proposed development will have regard to the following Design Guidelines:*

- *A substantial building façade fronting the public street close to the sidewalk or setback line is encouraged to define a more urban street edge except where conditions such as site topography, integration of building forecourts, limited front yard parking, or other conditions warrant a larger building setback.*
- *Minimum building heights are as follows:*
  - *Business Park - Street Oriented Areas: Two storeys along James Snow Parkway and Derry Road are encouraged.*
  - *Business Park - Natural Heritage Oriented Areas: No minimum height.*
- *Building height and massing will be particularly important along the edges of the Derry Green Business Park Area, where there is a transition to surrounding neighbourhoods or natural areas.*
- *Building articulation refers to the organization of building façade elements including walls, entrances, roofs, windows and projections or recessions. The articulation of buildings is of particular importance at the street level. This will enhance the spatial experience of employees and visitors within the Derry Green Corporate Business Park.*
- *Entrances should express the importance of the connection between the interior and exterior of a building. The scale, proportion, and articulation of an entrance can have a profound visual impact on the appearance of a building from the street and surrounding buildings.*

**Response:** The proposed development will provide a minimum building height of 6 metres along Derry Road to create a well-defined street edge, in accordance with the Derry Green Corporate Business Park Secondary Plan. Along public roads, a high level of building articulation will be provided through a variety of façade elements such as windows, projections, building materials and recesses to provide visual interest. Main building entrances will be sited along the public road and all entrances shall provide direct connections to the pedestrian sidewalk network. To highlight the importance of the intersection of Clark Boulevard and Fifth Line, special entrance treatment shall be provided. To animate the street, high amount of building glazing will be provided at street level. High quality and functional building materials will be carefully selected at the site plan stage to achieve a high standard of design and building sustainability.

### 4.4 PARKING & SERVICES/LOADING (SECTION 3.5.1, 3.7)

#### KEY DESIGN GUIDELINES

- *Parking between the primary building façade and the public street is discouraged (except for on-street parallel parking). Rear-yard, side-yard and structured parking are alternatives.*
- *Large areas of unbroken parking must be avoided. Landscaping and/or paving articulation should be used to define smaller areas, improve edge conditions and provide for pedestrian walkways. The amount of landscaping should be proportionate to the overall parking lot size. Landscape, or other parking area screening devices, must not obstruct the primary building façade or visibility of the parking area.*
- *Parking areas should be designed to limit pedestrian - vehicular conflicts and provide safe and convenient movement of vehicles.*
- *Freestanding or building-mounted light standards should be provided at pedestrian level, along pathways and at a broad area level for general visibility and security within parking areas.*
- *Service areas for delivery, loading and garbage pickup are encouraged to be coordinated. This will reduce the number of curb cuts along the public street and within parking areas, and assist in ensuring these areas are screened from public view.*
- *Service areas should be separated from pedestrian amenity areas and walkways.*

**Response:** Parking for the proposed development will include front yard parking to support service, commercial, and office uses as proposed. Parking areas will be broken up through the use of landscaping and pedestrian walkways to create a more pedestrian friendly environment.



Figures 15: Photo examples of rear yard parking area.



Figures 16: Photo examples of side yard parking areas



### 4.5 YARD & SETBACK TREATMENTS (SECTION 3.6.1 – 3.6.3)

#### KEY DESIGN GUIDELINES

- *Front Yards:*
  - *Along major streets, maximum setback lines are encouraged in order to define a more urban street edge. The required minimum building frontage should be in proportion to the lot frontage.*
  - *Front yards that are not used as common open spaces (e.g. plazas, patios, etc.) should be landscaped with trees, shrubs and native plantings. Large expanses of grass are discouraged.*
  - *To maintain pedestrian views into sites, fences, walls, or continuous planting of tall shrubs should not be higher than 1.2 metres.*
  - *Accent planting and coordinated signs should be provided within the front yard at main driveway entrances, subject to sight line requirements.*
- *Side Yards:*
  - *Where neighbouring properties have adjacent surface parking lots, a coordinated planting strip that is wide enough to plant trees and/or other landscape edge treatments (i.e. minimum 3.0 metres) should be provided between the parking lots. This allows sufficient area for parking lot edge treatments, drainage, access, vegetation, and fencing. A minimum width of 0.8 metres should be included for snow storage.*
  - *Landscape strips should be planted with a combination of high branching, coniferous and deciduous trees and low ground covers that do not obscure pedestrian views.*
- *Rear Yards:*
  - *Rear yards should provide as a minimum, a landscape edge treatment to include adequate space for tree planting or other landscape treatments.*

**Response:** Front yards will be designed to create a visually attractive streetscape through the implementation of pedestrian connections, landscaping and signage. Shrubs and trees will be selected to create a sense of enclosure and placed to avoid obstructing views of buildings and their entrances. Side yards will be designed to create a well defined edge between properties and shall incorporate landscape buffers. Both concept plans illustrate that buildings will back onto the NHS or Union Gas Corridor, as such, landscaping will be provided along the rear lot line to create a buffer between uses.



Figure 17: Photo examples of front yard treatments and orientation



Figure 18: Photo examples planting treatments

### 5.0 GREENLANDS SYSTEM & OPEN SPACE DESIGN

#### LANDSCAPE BUFFERS & STORMWATER MANAGEMENT FACILITIES (SECTION 4.1.2, 4.2.2, 4.2.3)

Landscape buffers are green planted areas that are no less than 3.0 metres wide and are typically found adjacent to side or rear yards. Landscape buffers within the proposed development will be designed to have regard to the following design guidelines:

- *Additional landscaping should be required in the Natural Heritage Oriented Areas to integrate new development more closely to the adjoining natural heritage features. This may include the use of additional planting, adjacent to these features, around edges of properties and in areas visible from the public realm. Trees and other plantings should be utilized in a naturalized manner rather than sculptured lawns and flower beds.*
- *Plant material for landscape buffers should be chosen for their ability to withstand the climate, for its visual interest throughout the year and for ease of maintenance. Intricate planting patterns should be avoided.*
- *Low maintenance and hardy, salt resistant plantings should be used at the street edge. Plantings should be used to define entrances, to accent open space areas and define walkways and roads.*

Stormwater management facilities will be designed to have regard to the following urban design guidelines:

- *Stormwater Management (SWM) Facilities should be integrated as community amenities to optimize their use as a component of the publicly accessible open space network.*
- *Stormwater management facilities must be designed as positive visual features and should incorporate an arrangement of planting that does not interfere with their function.*
- *Edges of stormwater facilities abutting natural heritage features should remain naturalized, subject to providing adequate maintenance access.*

**Response:** Where parking areas meet the Natural Heritage System and Union Gas Corridor, heavy planting in the form of landscaping strips will be provided within the rear and side yard of each block. Landscaping strips will highlight natural features and create an edge to the proposed development. Details regarding plant types and materials within the buffers will be determined through future site plan applications.

A single SWM pond block is proposed on the north side of the Union Gas Corridor. The SWM pond will utilize the surrounding natural heritage to provide pleasing views and vistas through naturalized edges.



## 6.0 STREET DESIGN GUIDELINES

### STREET DESIGN, LANDSCAPING & FURNITURE (SECTION 5.1.1, 5.2, 5.4)

The street network within the Derry Green Corporate Business Park is based on a modified grid system that protects natural features while facilitating efficient block sizing. Within the proposed development streets will be designed to have regard to the following key urban design guidelines:

- Street Design
  - *Public boulevards should be a minimum of 4.5 metres wide with a minimum 1.8 metre sidewalk. Boulevards should be provided on both sides of all streets, including existing and proposed streets. A width of 4.5 metres allows for pedestrian movement and sustainable tree planting methods.*
  - *The sidewalk surface must be constructed of poured, brushed concrete. Higher quality treatments may be considered in key focal areas.*
  - *The design of sidewalks and boulevards must take into account elements such as street furniture and transit shelters, ensuring that an adequate, barrier-free path of travel is achieved.*
  - *Crosswalks must be continuous and connected to adjacent sidewalks. Crosswalks must be clearly designated for safety, with appropriate surface markings or variations in construction material, and signage.*
- Landscaping:
  - *Street trees should be located within the boulevard and planted in an adequate pit under a*

*metal grate. Tree trenches and/or structural soil should be used to promote longevity and health of trees.*

- *Street trees should be planted between 6.0 and 8.0 metres on centre and should use a continuous trench below the boulevard to allow for adequate root growth.*
- *Street trees must be setback a minimum of 1.0 metres from the curb line and preferably 2.5 metres to protect from salt penetration.*
- *Native and disease-resistant species for street trees should be used to promote long-term growth.*
- Street furniture
  - *Street furnishings should be designed with a “theme” providing a consistent and unified streetscape appearance.*
  - *Street furnishings should be placed in a coordinated manner that does not obstruct pedestrian circulation on sidewalks, and vehicular circulation to driveways, parking, loading and service areas.*

**Response:** The proposed street pattern promotes safe, efficient circulation for various modes of transportation. The siting of development blocks produce greater walkability and convenient transportation routes between the Business Park and residential neighbourhoods to the west. Street trees will be planted along the public boulevard with adequate pit depths. Tree planting will adhere to the spacing guidelines in the Town of Milton Road Standards for a Major Collector Road. Tree species will be selected at the detailed design stage where native trees will be prioritized. Street furniture will be selected to provide a consistent theme and sited to ensure pedestrian and vehicular circulation remains unobstructed.

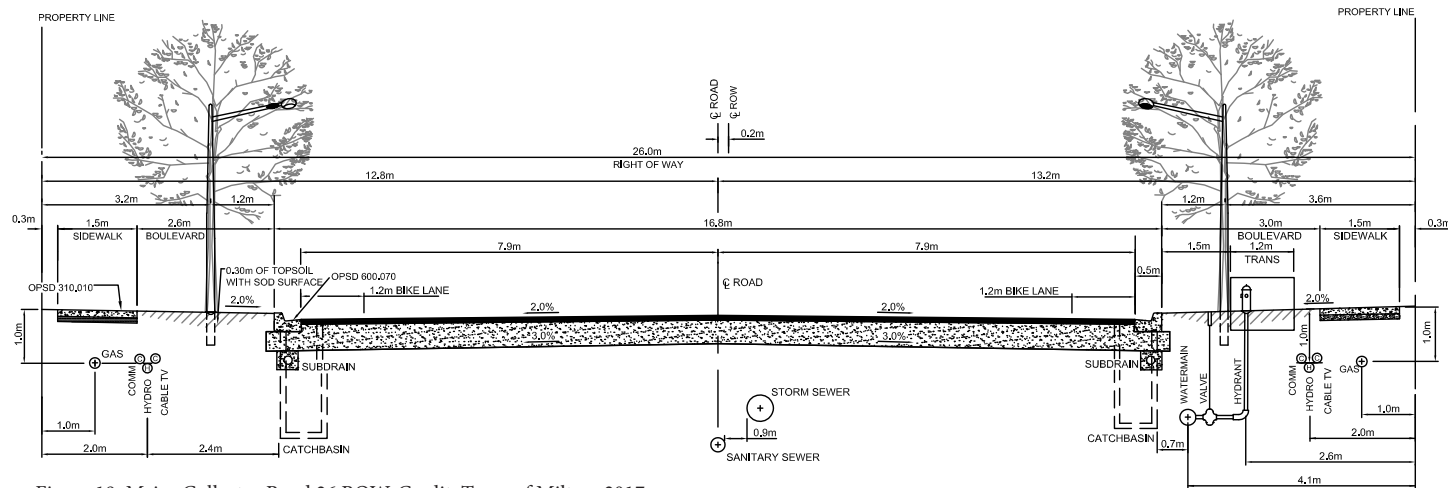


Figure 19: Major Collector Road 26 ROW. Credit: Town of Milton, 2017

### 7.1 SUSTAINABLE DEVELOPMENT, BUILDING DESIGN & STORMWATER MANAGEMENT (SECTION 6.1.1, 6.1.4, 6.1.5)

#### KEY DESIGN GUIDELINES

- *Building and sites system energy consumption (HVAC, hot water, lighting) should be reduced through the use of appropriate mechanical and construction technology (natural cooling, light recovery, passive solar design, etc.).*
- *Renewable energy systems should be incorporated to power on-site light standards and to supplement building power requirements, for example, solar panels on flat roofs.*
- *Building construction and operation methods should aim to reduce dependence on non-renewable resources. This can be accomplished by using appropriate recycled materials and by promoting adaptive reuse of existing structures. Marginal energy costs should be reduced by promoting locally manufactured or fabricated products and materials.*
- *Impervious surface areas should be minimized on streets, paths and parking lots, and permeable materials should be substituted where appropriate.*
- *Snow storage locations should be provided to restrict toxic substances from entering the stormwater run-off system.*

#### STORMWATER MANAGEMENT

- *The incorporation of sustainable building features should be encouraged in order to increase the performance of a building with respect to its energy efficiency and on-site waste treatment.*
- *Developments within all public rights-of-ways in the Derry Green Corporate Business Park should incorporate sustainable practices to manage storm-water. Alternatives to end-of-pipe stormwater management facilities are encouraged, with preference given to source level and conveyance-level options. To help maintain drainage conditions at development levels, stormwater should be managed through a fully integrated stormwater management system. This system should utilize filtration beds, bioswales, biofiltration trenches, rainwater collection, porous paving, and grading - among other methods - to direct water away from parking areas and the installation of green roofs.*
- *Like end-of-pipe stormwater facilities, green roofs create prominent visual amenities that will help raise public awareness of stormwater management techniques. The promotion of stormwater reuse is also encouraged and may take the form of cisterns.*

**Response:** The proposed development will explore opportunities to integrate renewable energy systems into the building façade, roof, and on-site lighting mechanisms at the site plan stage. Other opportunities to reduce energy consumption throughout the site using mechanical technology such as natural cooling and passive solar design will be considered. Durable buildings materials will be utilized to extend building life-cycles. Where appropriate, permeable paving materials and landscaped areas will be explored to assist in stormwater management.

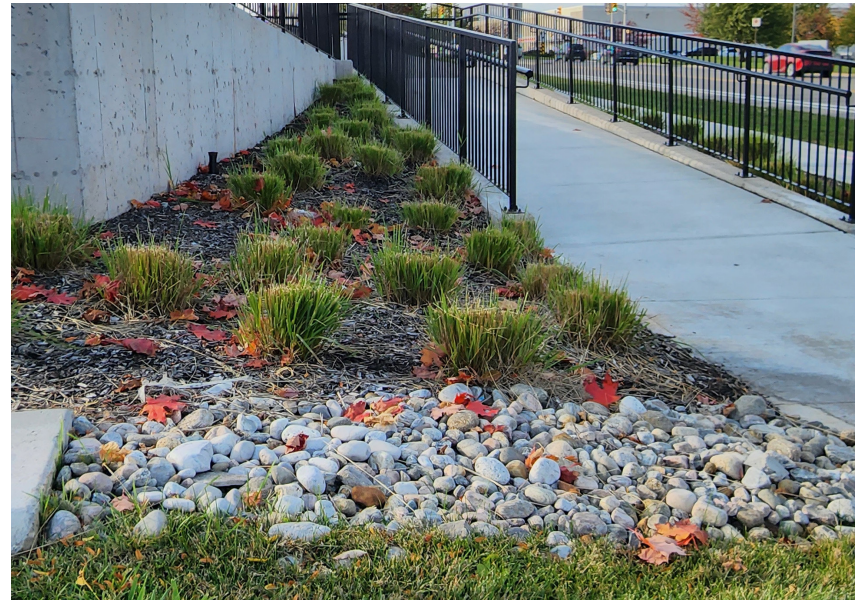


Figure 20: Example permeable surfaces and landscaping treatments.



Figure 21: Example Stormwater Management Pond. Provided by Richmond Hill.



### 8.1 STUDY AREA

As identified on *Figure 22*, the subject lands are on the south side of Derry Road, east of Fifth Line and are legally referred to as Part of Lot 10, Concession 6, N.S. The lands are currently occupied by agricultural uses, a cellular tower and two woodlots. Tributaries of the Sixteen Mile Creek traverse the site moving diagonally from the northwest quadrant to the southeast quadrant. The northern property is accessed via Derry Road (Regional Road 7), a Major Arterial Road with a planned right-of-way (ROW) of 42 metres. Access for the southern property is currently provided via Fifth Line, which is a Minor Arterial Road, with a variable ROW up to 35m.



Figure 22: Aerial Photo of Subject Lands



### 8.2 SURROUNDING CHARACTER AND LAND USES

For the purposes of this brief, compass north-west will be referred to as north which is common throughout the Region of Halton.

**North Side:** The subject lands are bound by Derry Road to the north followed by single detached dwellings, future developable lands and employment uses. Further north of the subject lands is the commuter/commercial rail corridor with a Canadian Pacific (CP) intermodal yard, and Highway 401.



Figure 23: Surrounding Land Uses to the North (facing North)

**West Side:** The subject lands are bound by Fifth line to the west followed by residential uses, Halton Paramedic Services Station 16, Sun Life/Broccolini industrial Plan of Subdivision (24T-21001/M), Oxford Properties industrial Plan of Subdivision (24T-20002/M) and James Snow Parkway.



Figure 24 Surrounding Land Uses to the West (facing West)

**East Side:** The lands located to the east include Future Anatolia Group Industrial Plan of Subdivision, Science of the Soul Study Center (Radha Soami Society Beas Canada), tributaries of the Sixteen Mile Creek, residential uses and Sixth Line.



Figure 25: Surrounding Land Uses to the East (facing East)

**South Side:** Directly south of the subject lands are agricultural lands identified for future development and NHS.



Figure 26: Surrounding Land Uses to the South (facing South)



### 8.3 TOPOGRAPHY AND NATURAL FEATURES

The topographic survey of the site indicates that grade of the site north of the Union Gas Corridor gradually decreases by 1.0 metre from the edge of the property to the centre of the site.

There are several trees on site primarily within the southern property, along Fifth Line and within the Natural Heritage System. The remainder of the property was used for agricultural uses, and as a result contains no trees. For further details, please refer to the Tree Preservation Plan prepared in support of the proposed development.

### 8.4 TRANSPORTATION SERVICES

Derry Road currently borders the site to the north and is classified as a Major Arterial Road with a planned right-of-way (ROW) of 42 metres, consisting of four lanes east-west separated by a median with no present sidewalks. Fifth Line which currently provides access and borders the southern property has a current ROW width of 20 metres. Fifth Line is designated as a Minor Arterial Road with a variable ROW width up to 35m.

The subject lands have convenient access to Highway 401 and 407 via Trafalgar Road and James Snow Parkway. The 21 and 27 GO Bus routes run along Derry Road, thereby providing access to inter-regional transit services. A future GO Station is proposed to the northeast, at the intersection of Trafalgar Road and CP railway. It is anticipated that future local transit will serve the Business Park, connecting it to nearby residential areas.



Figure 27: Existing On Site Natural Features (facing South)

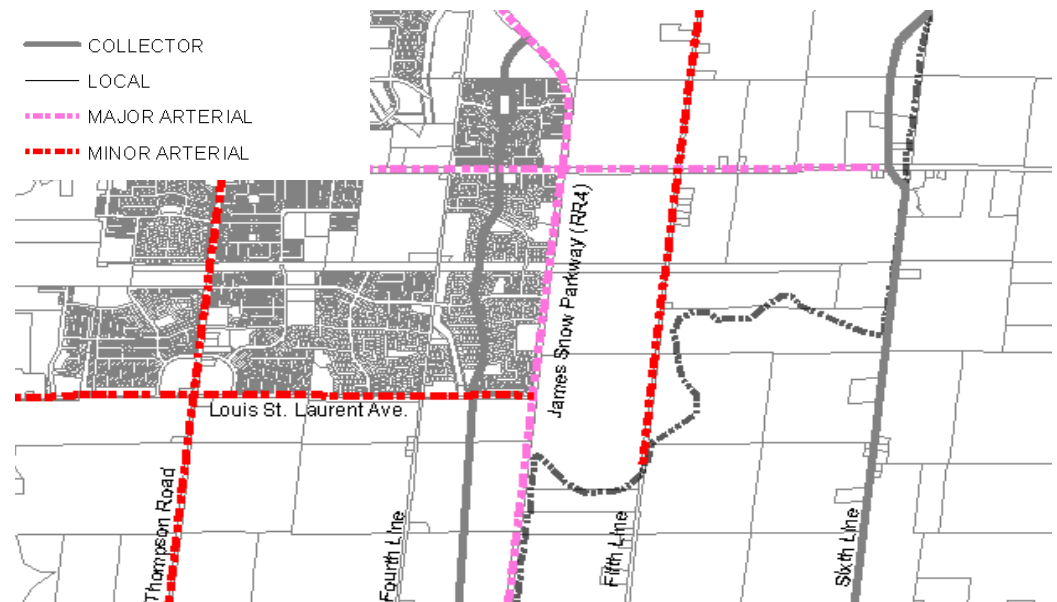


Figure 28: Excerpt from Town of Milton Urban Area Transportation Plan

### 8.5 COMMUNITY SERVICES

The site will be serviced by existing and proposed social and community services including parks, emergency services, places of worship, commercial outlets, and recreational trails, all within a short walking or driving distance.

Significant community facilities include:

#### 1. HALTON PARAMEDIC SERVICE STATION 16

Located adjacent to the subject lands on the west side of Fifth Line, the station will offer emergency medical services to the nearby business park.

#### 2. UNION GAS CORRIDOR (MILTON PIPELINE TRAIL)

Located 730 metres west of the site is the Milton Pipeline trail which connects to the larger pedestrian network providing access to commercial and residential uses throughout Milton. It is anticipated this trail will extend east along the Union Gas Corridor.

#### 3. ROYAL ONTARIO GOLF COURSE

Located approximately 1 kilometer south-east of subject lands, the golf course offers recreational activities along with food and drink services within the club house where a variety of private events are held.

#### 4. HAWTHORNE VILLAGE SQUARE

Located 1.1 kilometers from the subject lands, on the south side of Derry Road West, the village square will offer a variety of retail shops, restaurants, grocery, medical and professional uses.

#### 5. MILTON FIRE STATION 4

Located 900 metres from the subject lands along James Snow Parkway South, the station will offer emergency fire and medical services to the nearby business park.

#### 6. RADHA SOAMI SOCIETY BAES CANADA

The RSSB site is a place of worship located 50 m to the east of the subject lands.



Figure 29: Surrounding Community Services Mapping



## 8.6 OPPORTUNITIES & CONSTRAINTS

### SITE CONSTRAINTS

- 1 **Union Gas Corridor** – Bisects the two properties and limits site connectivity.
- 2 **Access to Site** – Limited access to the southern property site via Fifth Line.
- 3 **Transit** – Closest transit stop that is over 700 metres away via GO Bus routes (21 and 27) along Derry Road. There are currently no pedestrian connections to the site.
- 4 **Natural Heritage Features** – The natural heritage features limit development on all sides. Refer to Natural Constraints Mapping.
- 5 **Cellular Tower** – An existing cellular tower may need to be removed or relocated.
- 6 **5th 1/2 Line** – Protecting for potential roadway may prohibit or delay development.

### SITE OPPORTUNITIES

- 1 **Views** – Contains views to the natural heritage system surrounding the property mainly within the conceptual rear yards. A future trail will provide connectivity to the surrounding residential areas in Milton.
- 2 **Location** – Ideal location for employment uses due to its proximity to a Higher Order Transit Corridor, 400 series highways and the CP railway corridor, expanding the ease at which goods may be transported through the employment area. Truck traffic will be limited to Fifth Line and Derry, and not through the residential areas. The site is in proximity to residential areas, providing opportunities for shorter commute times.
- 3 **Transportation Corridors** – Derry Road and Fifth Line are anticipated to be widened to increase access to Highway 401 and 407 via Trafalgar Road and James Snow Parkway. A future GO Station is proposed to the northeast, at the intersection of Trafalgar Road and CP railway. It is anticipated that future local transit will serve the DGCBP providing convenient access to nearby residential urban areas and the GO stations.
- 3 **5th 1/2 Line** – Lands are phased to the east. Additional development may be proposed.

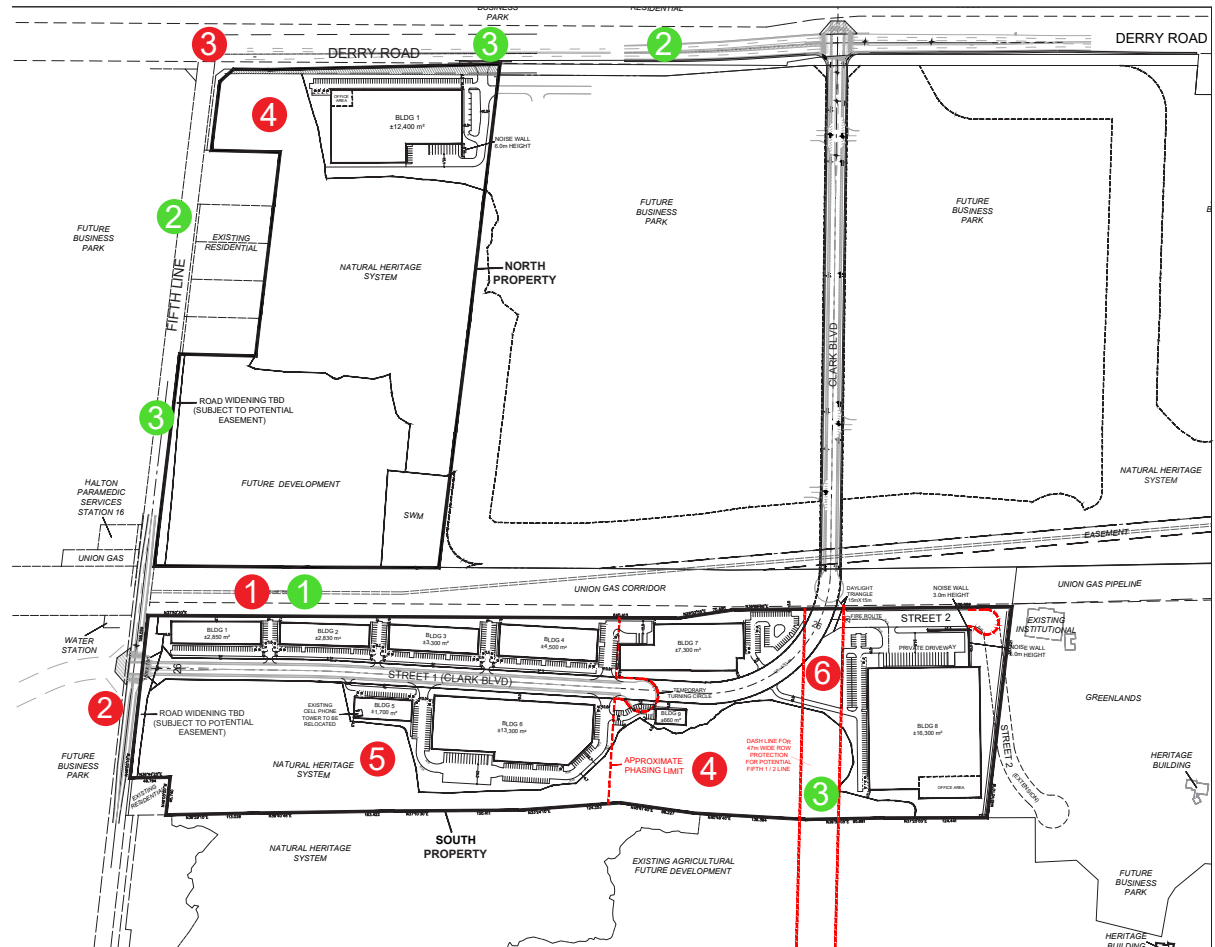


Figure 30: Opportunities and Constraint Mapping

## 9.1 SITE LAYOUT AND DESIGN

**Building Location and Orientation:** The distance between the building face and the front property line will be minimized to define the street edge and provide a high standard of design in the front façade. As per the conceptual site plan, the proposed building along Derry Road (Street Oriented Area) will occupy at least 60% of the total lot frontage.

**Access and Circulation:** Direct connections to buildings, parking areas and the public sidewalk network will be provided through the creation of 1.5 metre wide sidewalks through the individual development blocks which connect to the 1.8 metres wide sidewalks along the public road. Paving treatment for the sidewalks will differ from the treatments used in parking areas and drive aisles. Conflicts between pedestrians and vehicles will be avoided by separating parking areas and loading/servicing zones from sidewalks.

**Entrances:** Main building entrances along with office spaces will be situated along Clark Boulevard and Derry Road. Shrubs and trees will be utilized to highlight entrances. The corner of Clark Boulevard and Fifth Line will receive special design as it acts as the gateway to the southern property.

**Parking and Loading:** Parking will be provided entirely within the side and rear yards, minimizing visual obstruction of the sites from the public realm. Landscaped islands are intended to break up parking areas to increase visibility and pedestrian connectivity thereby reducing vehicle-pedestrian conflicts. Placement of bicycle racks will occur near building entrances, where feasible, and within view of the public realm. Loading docks along with smaller loading spaces will be located in the rear yards.

**Yard Treatments:** Front yards will be designed to create a visually attractive streetscape through the use of pedestrian connections, landscaping and signage. Side yards will incorporate a landscape strip, where feasible, along the street line or adjacent to buildings to create edge treatments. As for the rear yards, all buildings backing onto the NHS or Union Gas Corridor will provide a landscaping along the rear property line to create a buffer. In all cases, high branching coniferous and deciduous trees along with low ground cover may be used between the public realm and parking and will ensure services and views remain unobstructed.

**Site Safety:** The Site Plans will adhere to CPTED (Crime Prevention Through Environmental Design) principles by implementing unobstructed views of the parking areas and pedestrian walkways from Derry Road, and Clark Boulevard. These areas will aim to be well lit, with special attention given to those acting as main pedestrian walkways. Landscape elements will be selected as to not obstruct views of the parking areas from the public road.



Figure 31, 32: Photo example of yard treatment and building entrance and facade



### 9.2 PUBLIC REALM FRAMEWORK

**Views and Vistas:** The buildings will be sited to ensure views of the NHS are maintained and highlighted.

**Streetscapes:** The proposed street pattern will promote the safe and efficient circulation for various modes of transportation. The example Clark Boulevard street design, as shown in Figure 19, will include boulevards on both sides of the street with tree plantings and a 1.8 metre sidewalk. Higher levels of design will be incorporated for the building façade fronting Derry Road and Clark Boulevard.

**Stormwater Management:** Where appropriate in street, paths and parking areas, permeable materials will be considered to assist in stormwater management. Other features including drainage swales assist in collecting stormwater while enhancing the visual perception of the public realm. Locations of snow storage will be carefully selected to prevent toxic substances from entering the greater stormwater run-off system.

**Landscaping:** Landscape buffers will be incorporated into the design of the four development blocks. Trees will be incorporated, where appropriate, through proper planting methods into public streets and pathways as to promote tree health and longevity. Consideration for the type of tree will prioritize native species that are disease-resistant with planters that have sufficient depth, width, and soil quality. Tree planting will occur at regular 6 to 8 metre intervals adjacent to streets and transit stops with attention focused on open spaces and street edges. Specific tree locations and planting methods will be further discussed in the site plan stage, this will include a Landscape Plan.



Figure 33: Photo example of a landscaped streetscape

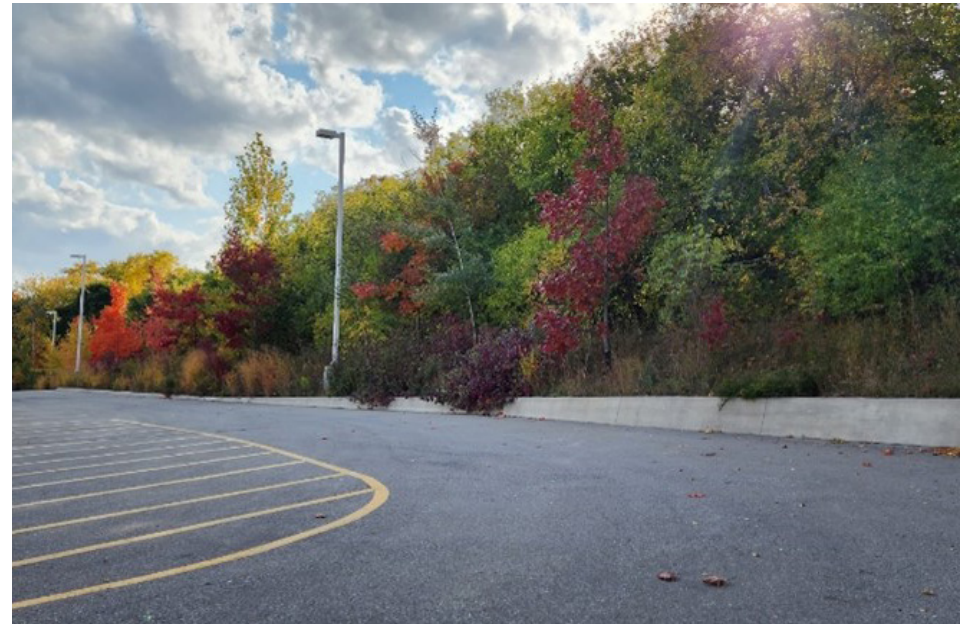


Figure 34: Photo examples of views and vistas of natural heritage features

### 9.3 BUILT FORM

The proposed development will be designed to complement the planned community through the use of massing and architectural features. The building articulation, orientation and façade has been designed to ensure it is well integrated and compatible with surrounding natural features and development fronting Derry Road. The proposal is in its early conceptual stage – hence an architect has not been engaged at this stage. With staff’s approval, precedent photos of building facades have been selected to showcase the intent of the Derry Green Corporate Business Park Urban Design Guidelines. This will help guide the future Site Plan applications.

**Building Massing and Height:** All buildings along Derry Road will be a minimum of 6 metres in height, consistent with the DGCBP Secondary Plan. The south property is divided into 2 development blocks, and has been conceptually designed to provide industrial buildings in campus-style layout with interconnected pedestrian and vehicular networks. The proposed height respects surrounding natural features and produces appropriate perceived massing from street level.

**Articulation:** Building facades will include a variety of building articulations such as windows, projections, building materials and recesses to provide visual interest. Main building entrances will be provided along Clark Boulevard and Derry Road and all entrances will provide direct connections to the pedestrian sidewalk network. High proportions of glazing will be provided at street level to animate the street.

**Building Materials and Architectural Elements:** Specific building materials for the proposed development will not be established until the site plan phase but will strive for high aesthetic and functional material quality. As per the Derry Green Corporate Business Park Urban Design Guidelines vinyl siding, plastic, plywood, concrete block, and metal siding utilizing exposed fasteners will be avoided.

**Sustainable Development:** The proposed development will explore opportunities to reduce energy consumption throughout the site using mechanical technology such as natural cooling and passive solar design. Durable materials will be used to lengthen the life cycle of the development.

**Signage:** Signage will be integrated into the final site plan for the proposed development and shared among the tenants. Signage will further be used to highlight building entrances.



Figure 35: Photo example of general building design within the Northern property



Figure 36: Photo example of general building design within the Southern property



A combination of the enhanced streetscape, landscaping and architectural design will provide an attractive and functional employment area that helps define the broader business park. The proposal supports and enhances the existing natural features which surround the subject lands by ensuring proper setbacks and buffers are implemented. As previously mentioned, future site plan applications for the subject property will address recommendations relevant to the design of the site at a more detailed level.

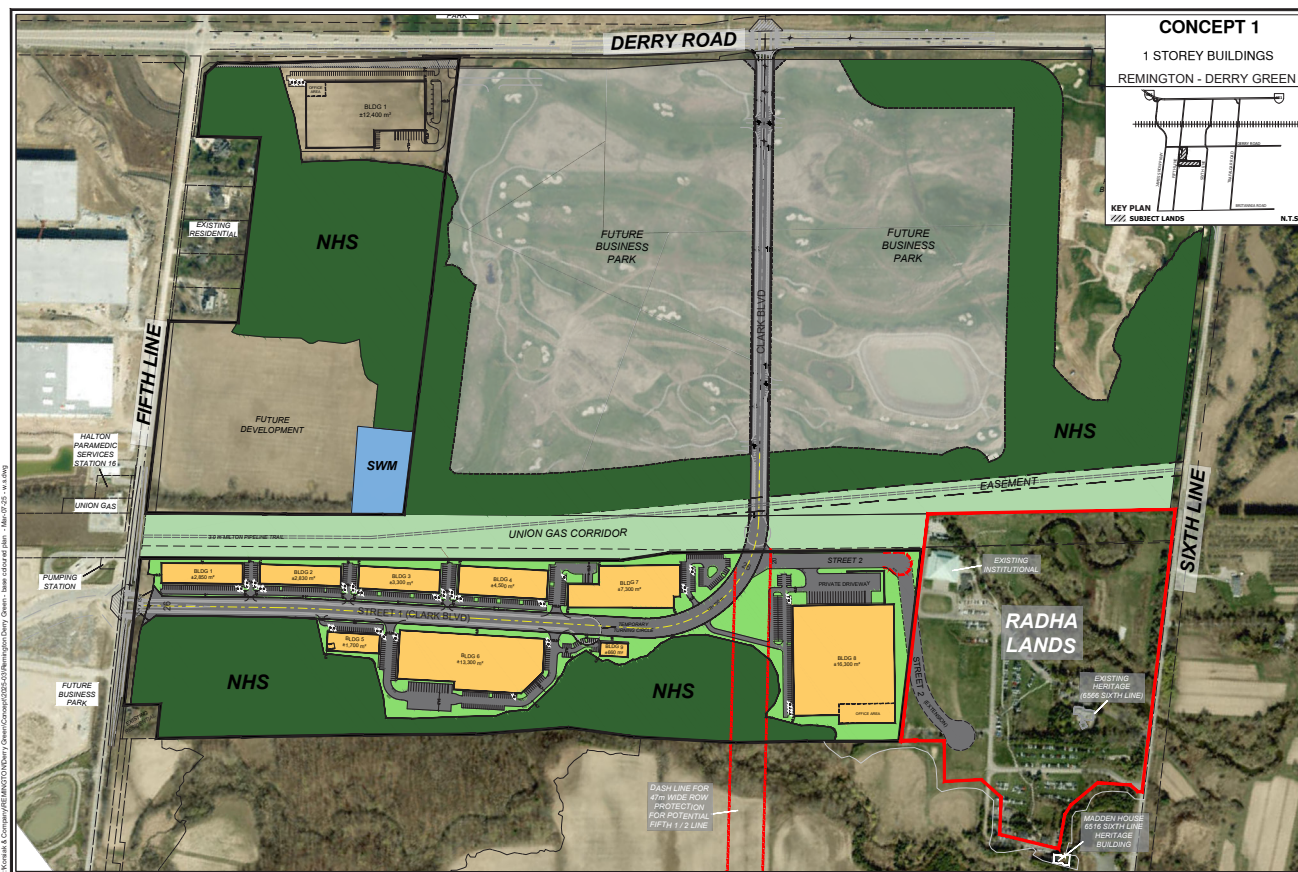


Figure 37: Conceptual Site Plan for North & South Properties