



URBAN DESIGN BRIEF
550 ONTARIO STREET SOUTH
OCTOBER 2021

PREPARED FOR: 2613708 ONTARIO INC.

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0.0 INTRODUCTION

Korsiak Urban Planning and KNYMH Inc have prepared the following Urban Design Brief on behalf of 2613708 Ontario Inc. in support of the proposed Official Plan Amendment and Zoning By-law Amendment applications for proposed development at 550 Ontario Street South. 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 Ontario Street South and Derry Road and are approximately 1.68 hectares in size. The site is currently occupied by a commercial plaza containing a range of retail, restaurant, office and service commercial uses.

1.0 DESIGN VISION – PROPOSED DEVELOPMENT

The proposed development features two high rise mixed use buildings, with heights totaling 24 and 19 storeys, respectively, and a four-storey apartment building. 848 parking spaces are proposed to serve residents and visitors of the building and will be provided within 3 levels of underground parking and a small internal surface parking area. Access to the development will be gained from Derry Road and Ontario Street.

The 24-storey point tower (Building 1) will front onto the intersection of Derry Road and Ontario Street and is situated on top of a 6-storey podium. Due to the change in grade along the front and rear of the site, the podium appears to be 6 storeys along Ontario Street and 7-storeys along Derry Road. Given this change in grade, commercial uses are located on the ground level along Ontario Street and partially within the 'underground' level along Derry Road. The change in grade gives the appearance that the underground level is the ground floor along Derry Road. Building 1 stepbacks on the 7th storey with the majority of the building mass centred at the intersection of Ontario Street South and Derry Road.

The 19-storey point tower (Building 2) will front onto Derry Road and is situated on top of a 5-storey podium with 2-storeys of commercial uses. Building 2 features step backs on the 1st, 2nd and 4th storeys.

The 4-storey apartment building (Building 3) is located at the rear of the site and will provide an appropriate transition to the existing residential community to the north.

Preliminary site design has allocated 2000 square metres of commercial space distributed along the frontage of Derry Road and Ontario Street. 4200 square metres of outdoor amenity space will be provided at grade and additional indoor amenity areas will be provided on the ground floor of Building 1 and 2.



Figure 1: Conceptual Rendering

With a preliminary unit count of 649, the site yields a net density of 386.3 units per hectare. As the proposal exceeds the maximum density and height permissions of the Official Plan and Zoning By-law, an Official Plan and Zoning By-law Amendment are required. Please refer to the Planning Justification Report for an in depth policy analysis and the proposed Draft Official Plan and Zoning By-law Amendments.

2.0 TOWN POLICY AND REGULATORY FRAMEWORK

2.1 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020 OFFICE CONSOLIDATION)

The subject property is located within the 'Settlement Area' and is within the 'Delineated Built-up Area' where a minimum of 50 percent of all residential development is expected to occur.

2.2 REGION OF HALTON OFFICIAL PLAN

The subject property is within the built boundary and is designated 'Urban Area' on Map 1 – Regional Structure. The site is identified as a 'Intensification Area' and is intended to generally achieve higher densities than surrounding areas.

2.2 TOWN OF MILTON OFFICIAL PLAN

The subject property is within the 'Established Urban Area Boundary' and is designated 'Secondary Mixed Use Node'. Furthermore, the subject property is identified as an 'Intensification Area' located along two 'Intensification Corridors' (Derry Road and Ontario Street South). As per Schedule D, the Derry Road and Ontario Street intersection is identified as a 'Major Gateway' into the Urban Area.

As per Section 3.6.2, Secondary Mixed Use Nodes shall generally include 9,300 to 13,935 square metres of commercial space but also permits a range of office uses, medium to high density residential uses, civic and recreational uses. Within the Derry Road and Highway 25 Secondary Mixed-Use Node, the maximum commercial floor space permitted is 16,725 square metres.

High density residential uses are permitted to a maximum height of eight storeys. As the proposed development is 24-storeys in height, an Official Plan Amendment is required.

2.3 TOWN OF MILTON ZONING BY-LAW

The subject lands are zoned Secondary Mixed Use Commercial (C2). As per Section 7.1 of Zoning By-law 016-2014, as

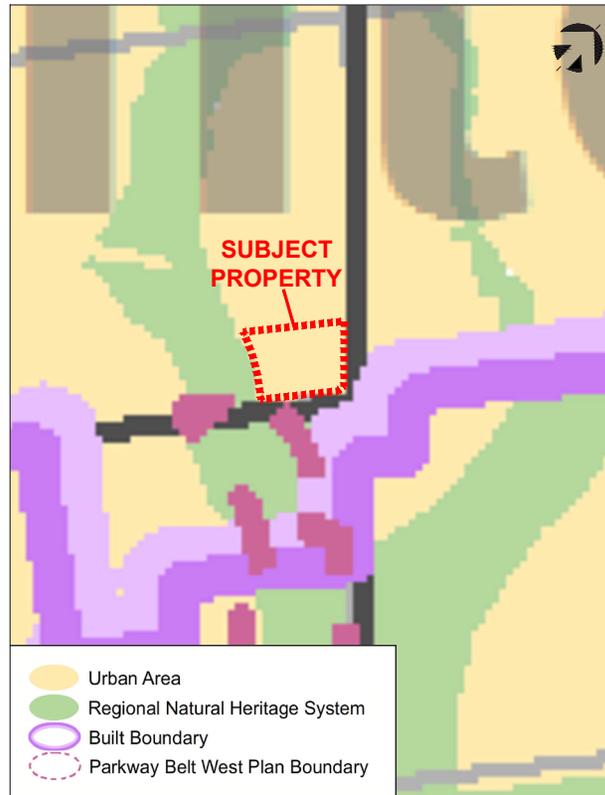


Figure 2: Regional Structure

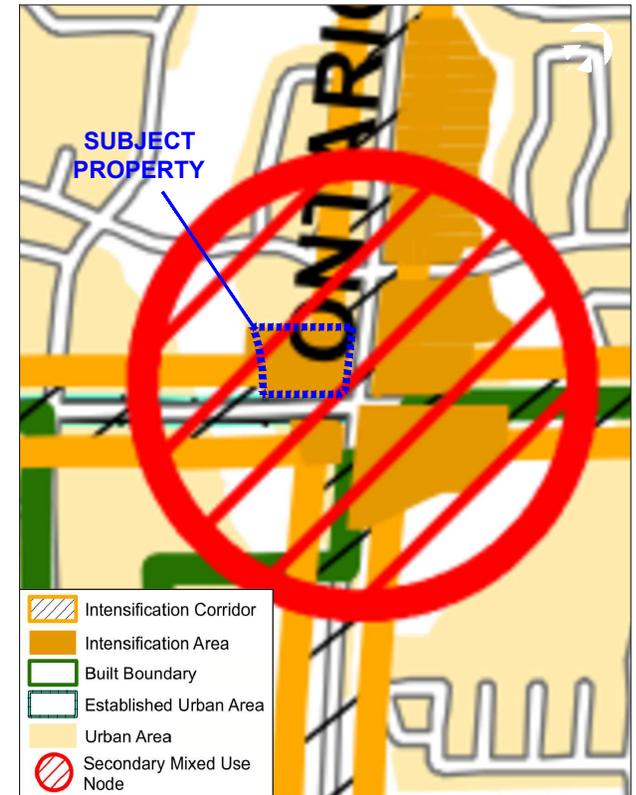


Figure 3: Milton Official Plan Schedule K-Intensification Areas

amended, the C2 zone permits a number of commercial and office uses but does not permit residential uses. The maximum height permitted in the C2 zone is 9.5 metres. As such, a Zoning By-law Amendment is required to permit residential uses in the form of a mixed use building and a maximum height of 24-storeys.

2.4 CONSERVATION HALTON

A portion of the subject property backing onto Sixteen Mile Creek is within Conservation Halton Regulation Limits. Through discussion with CH Staff, no additional setback is required from the top of slope.

3.0 DESIGN OBJECTIVES – TOWN OF MILTON OFFICIAL PLAN

The Town of Milton Urban Design Strategy is structured to aid in the achievement of high standards in the physical design of the built and natural environment 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 objectives for the proposed development include:

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, setbacks and varying building heights to provide an appropriate transition to the neighbouring low/medium density residential and commercial uses and enhance the pedestrian experience along the street.

SUSTAINABLE URBAN DEVELOPMENT (2.8.2.1)

The proposed development adheres to sustainable design principles and standards by providing transit supportive densities and a pedestrian scaled streetscape that reduces the dependency on the automobile. Further, it provides appropriate setbacks and is designed to reduce the amount of urban runoff into the Natural Heritage System (NHS), thereby conserving the natural processes and functions of the natural resources.

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 Ontario Street South and Derry Road . The conceptual Site Plan provides approximately 2000 square metres of commercial space which 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.

HUMAN SCALE (2.8.2.9; 2.8.2.10)

The six-storey podium actively fronts onto Ontario Street South and Derry Road through the inclusion of store fronts, windows, entrances and canopies to create a pedestrian scaled streetscape. The two point 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 Secondary Mixed Use Node provides an opportunity to create a defining gateway feature that clearly identifies the node to the surrounding community. The proposed contemporary building design is compatible with the existing neighbourhood and will provide a unique built form that will enhance the overall neighbourhood character.



Figure 4: Tall Building Design Example
Credit: SimonP, CC BY-SA 3.0, via Wikimedia Commons

4.0 STRATEGIC POLICIES – TOWN OF MILTON OFFICIAL PLAN

The proposed development has been designed to:

COMPATIBILITY

- Establish the contextual relationship of the proposed development to adjacent buildings, streets and areas (2.8.3.2);
- Provide an architectural built form compatible with the abutting neighborhood 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, varying building heights and landscaping features (2.8.3.9).
- Produce an integral part of the existing area's built form by reinforcing and complementing the existing development form while adding to the range of building heights, massing and architectural design (2.8.2.8).

ACTIVE STREETScape

- 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 materials and frequent horizontal projections from the building façade within the first few storeys adjacent to street level (2.8.3.5);
- Facilitate public accessibility through extensive use of building and store front entrances and displays (2.8.3.12).
- Provide at grade commercial/retail space integrated with the sidewalks along Ontario Street South and Derry Road (2.8.3.14);
- Provide protection from weather elements through canopies and horizontal building projections along the pedestrian corridor (2.8.3.16);

GATEWAYS

- Utilize landscaping, signage and massing to enhance gateways into the Urban Area and maximize desired views (2.8.3.19).

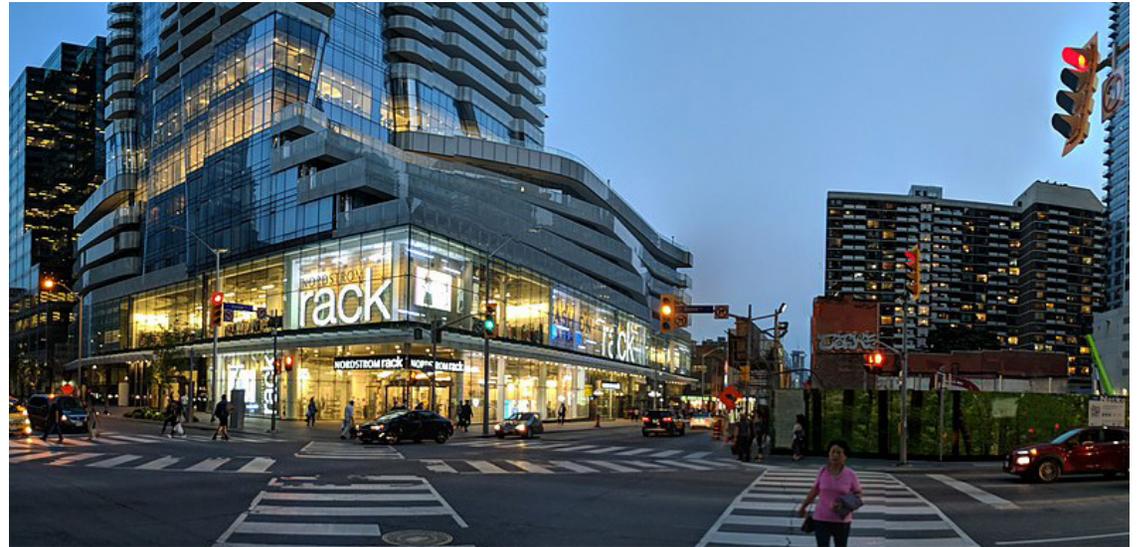


Figure 5: Building Transition

Credit: Sikander Iqbal, CC BY-SA 4.0, via Wikimedia Commons



Figure 6: Active Streetscape

Kristen Fitch, CC BY-SA 4.0 via Wikimedia Commons

PARKING

- Provide surface parking at the rear of the site, screened by both towers, to ensure the parking area is not highly visible from the street (2.8.3.27).
- Locate the majority parking spaces within underground parking structure.

MICROCLIMATE

- Mitigate undesirable noise and wind conditions on streets and open spaces through the use of building design features (2.8.3.31).
- Design building to incorporate sheltered entranceways at major entrances to the proposed building (2.8.3.34).
- Reduce sun and shadow impacts on adjacent properties and open spaces



Figure 7: Sheltered Entrances Example



Figure 8: Natural Heritage System

BARRIER FREE ACCESS

- Provide barrier free access along pedestrian routes using barrier free features such as level surfaces, ramps, automatic doors, elevators, railings and rest areas (2.8.3.44 & 2.8.3.45).
- Ensure barrier free features are well integrated into the functional and aesthetic building design (2.8.3.44).

VIEWES

- Preserve and enhance important views of the NHS (2.8.3.39 & 2.8.3.40).



Figure 9: Appropriate Setbacks and Stepbacks
Credit: Mhsheikholeslami, CC BY-SA 4.0, via Wikimedia Commons

5.0 TOWN OF MILTON TALL BUILDING GUIDELINES

The Town of Milton Tall Building Guidelines provide design direction to aid in the integration of higher density building types, assist in the interpretation of Official Plan Policies and clarify the Town's expectations for their design.

As per section 1.2 of the Tall Building Urban Design Guidelines:

"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 development is located at the intersection of two arterial roads, Ontario Street South and Derry Road and is identified as a Secondary Mixed Use Node and is therefore a preferred location for higher density mixed use development.

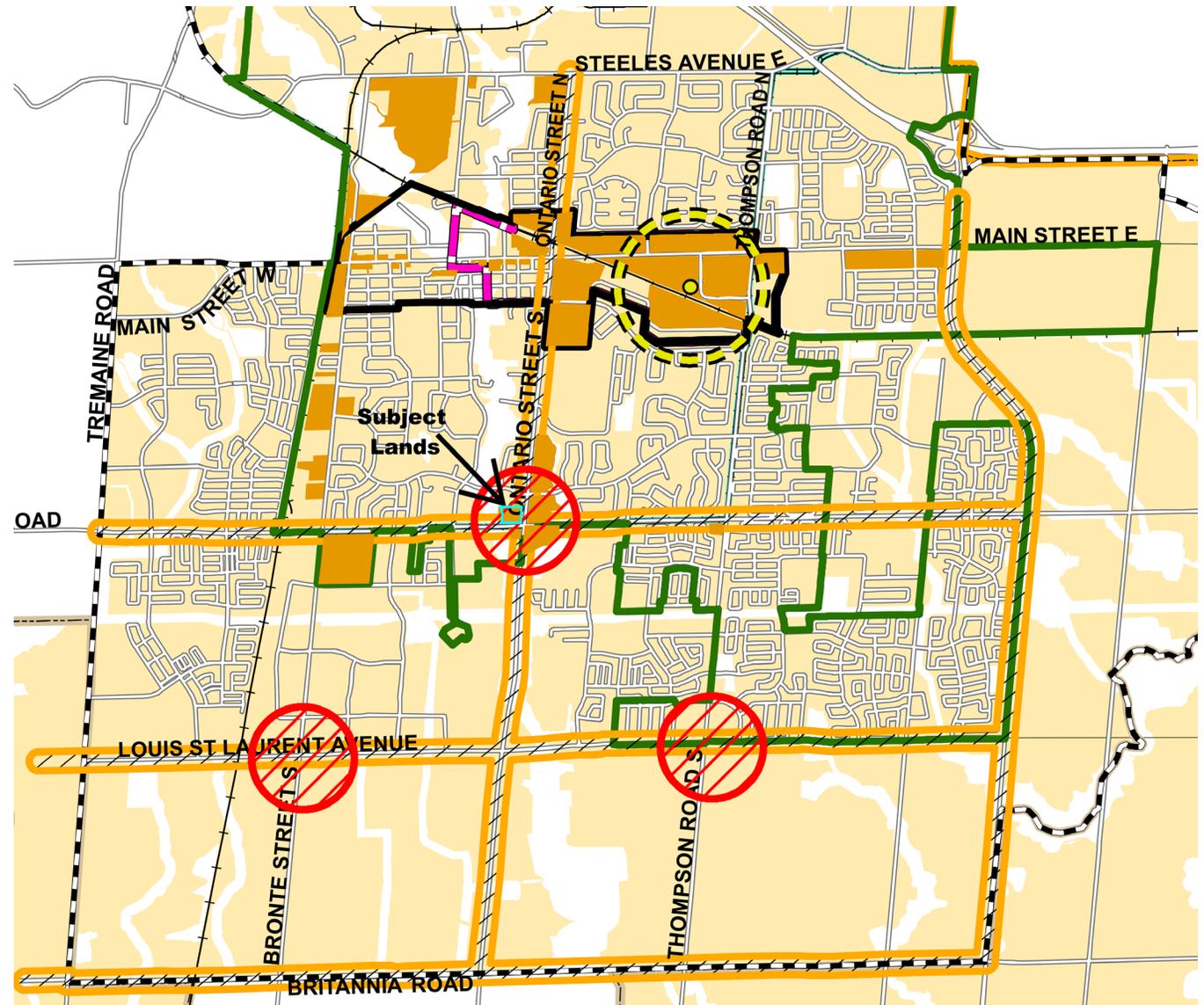


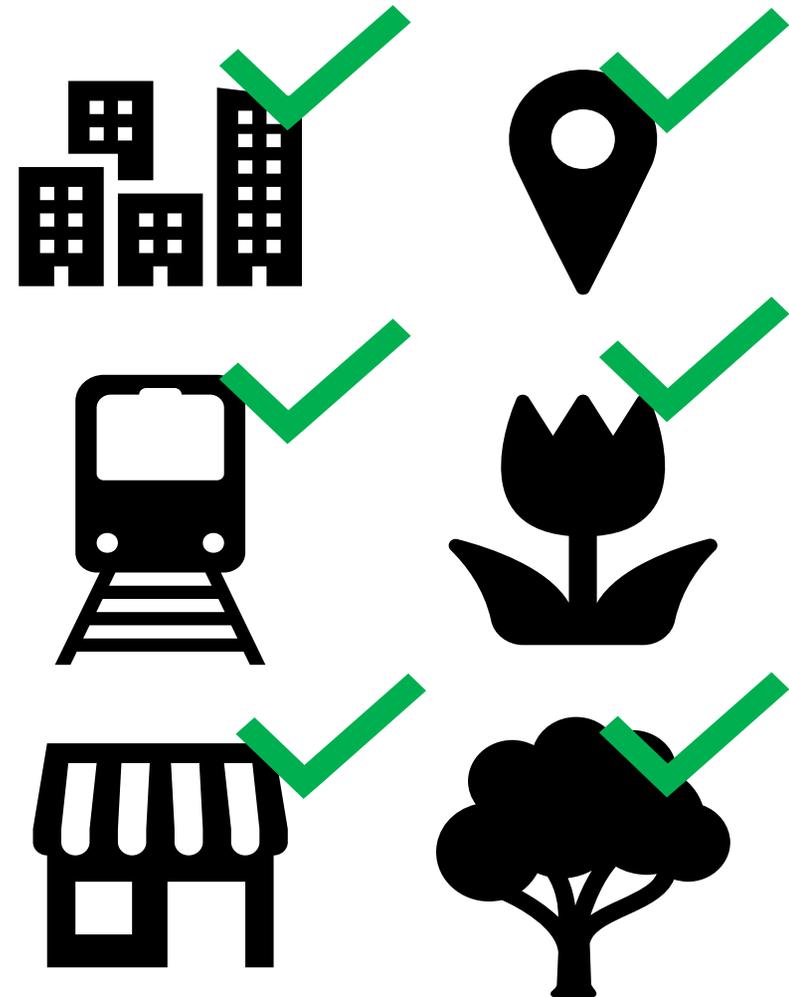
Figure 10: Town of Milton Intensification Areas

5.1 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.

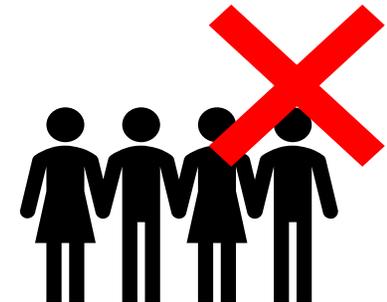
The proposed development will achieve all of the aforementioned Tall Building Guidelines' Opportunities by providing a mixed use development with a critical mass of people in close proximity to existing transit services and amenities that provides a location for sustainable lifestyles where families can live, work and play in the same area, thereby reducing reliance on the automobile. The proposed 24-storey development at the northwest quadrant of intersection of Ontario Street South and Derry Road in combination with the future 25-storey mixed use development at the southeast quadrant, helps create an identifiable gateway feature and landmark 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.



5.2 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 NHS (Sixteen Mile Creek). The proposed development incorporates stepbacks, setbacks, varying building heights and landscaping to provide an appropriate transition to lower density residential/commercial uses and comfortable human scaled pedestrian experience.

5.3 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 is for the podium to be a continuation of the commercial uses from the northeast corner of the Secondary Mixed Use Node. The design incorporates a high proportion of transparent windows and entrances at grade to activate the street.
 - The commercial (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 ‘punch window’ aesthetic above. Windows for residential uses within the podium are discontinuous as a result of vertical banding to provide more opaqueness and differentiate between uses.
- *Main entries oriented towards intersections, municipal sidewalks and transit stops to support pedestrian activity and visibility;*
 - Entrances to the proposed development are located along the Ontario Street South and Derry Road building frontages, adjacent to the municipal sidewalk and in close proximity to existing transit stops. Furthermore, the residential entrances will be de-marked from the commercial through alternative design treatments. The intent is to produce a unified facade but still distinguish between uses.
- *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 proposed podiums are a maximum of six storeys in height and incorporate horizontal projections to provide an appropriate human scale.



Figure 11: Podium Rendering

5.4 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 and provides a generous 42 metre separation distance between towers.
- *Towers positioned to preserve or frame important views of heritage landmarks or natural features;*
 - The towers were sited to maintain and enhance views into the NHS. Furthermore, the orientation of the towers is supported by a Shadow Impact Study.
- *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 NHS 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 12: Tower Rendering

5.5 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.
- *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.
- *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 13: Building Top

5.6 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;*
 - Parking is mostly provided underground with small surface parking area located interior to the site and screened by the buildings.
- *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 landscaped entry feature is provided at the corner of Derry Road and Ontario Street South. The landscaped entry feature includes upgraded paving, bike racks and decorative landscaping features.

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.

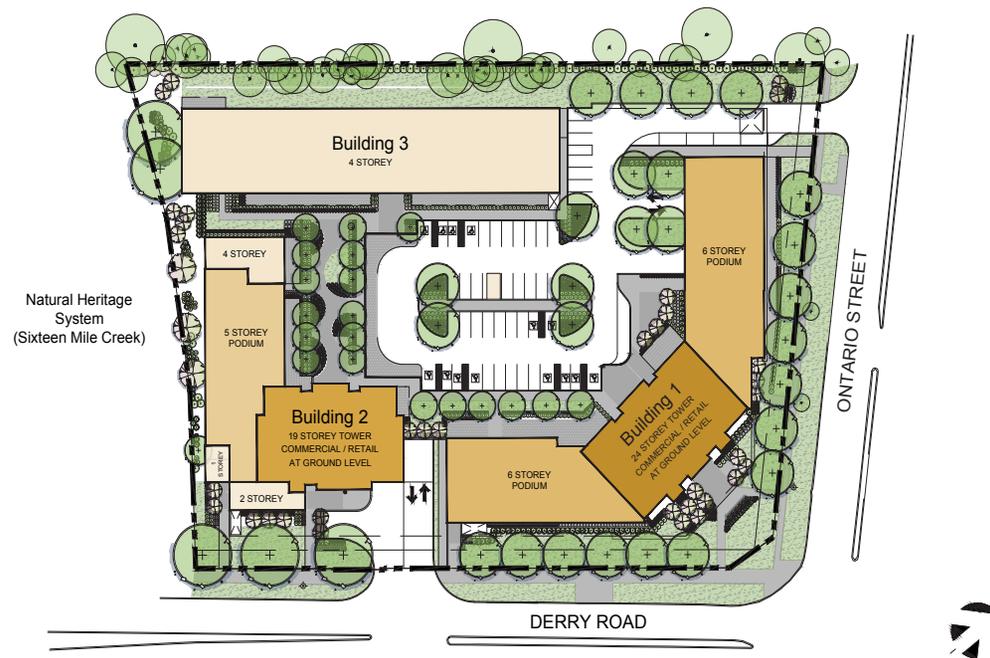


Figure 14: Conceptual Landscape Plan

6.0 TOWN OF MILTON MID-RISE GUIDELINES

The Town of Milton Mid-Rise Guidelines provide design direction to assist in the interpretation of Official Plan policies and clarify the Town's expectations for their design.

As per section 1.2 of the Mid-Rise Building Urban Design Guidelines:

"It is anticipated that mid-rise buildings will be established mostly within the Urban Growth Centre, the Secondary Mixed Use Nodes and Intensification Corridors and the Milton Education Village"

The proposed development is located at the intersection of two arterial roads, Ontario Street South and Derry Road and is identified as a Secondary Mixed Use Node and is therefore is also a preferred location for mid-rise buildings.

6.1 SECTION 1.4 GUIDING PRINCIPLES: OPPORTUNITIES

The Mid Rise Guidelines identify a number of opportunities that buildings can fulfill including:

1. **INTENSIFICATION** – A mid-rise building form can accommodate sustainable growth – new homes, shops, jobs and community facilities close to transit – all within the established block structure and neighbourhood context.
2. **URBAN REVITALIZATION** – Mid-rise building forms can breathe new life into urban places; increasing the range of housing options for students and young people seeking their first home, as well as empty nesters looking to downsize; and strengthening local amenities such as banks, coffee shops, pharmacies, clinics and daycare
3. **ACTIVE TRANSPORTATION, TRANSIT AND NEW MOBILITY**– Mid-rise buildings with mixed uses, required parking and amenities, located close to transit & community services can help to reduce dependence on private automobiles
4. **SUSTAINABLE DESIGN** – Wood frame, hybrid and modular mid-rise building forms incorporating innovative technologies, such as green roofs and renewable energy can contribute to a sustainable future.
5. **PUBLIC SPACE** – Mid-rise buildings can free up open space for other uses, such as parks or plazas, by fitting more homes on a smaller building footprint. Where appropriate, larger setbacks and recessed ground floors may accommodate wider sidewalks with awnings and canopies for pedestrian weather protection, plantings, street furniture, public art and patio dining.



The proposed development will achieve all of the aforementioned Mid-Rise Guidelines Opportunities by providing a 4-storey mid-rise building within a larger mixed use development that provides critical mass of people in close proximity to existing transit services and amenities. The proposed mid-rise building will increase the housing options available in the area and provides an appropriate transition from the tall buildings at the intersection of Derry Road and Ontario Street to the townhouse built form to the northwest. 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. Residential patios will be accommodated on the ground floor and a larger landscaped plaza will be provided at grade.

6.2 SECTION 1.4 GUIDING PRINCIPLES: CHALLENGES

The Mid Rise Guidelines identify a number of opportunities that buildings can fulfill including:

1. **RELATIONSHIP TO THE STREET** – The front facades of mid-rise buildings form a “street wall” that physically encloses the street as an ‘outdoor room’ or defined space. Appropriate setbacks, step backs and commensurate façade heights and lengths are required to create this sense of enclosure and feelings of comfort, while letting the sunlight in and opening views of the sky from the street.
2. **TRANSITION TO SURROUNDINGS** – By definition, mid-rise buildings are lower than towers but taller than single family homes. Mid-rise buildings can integrate harmoniously with their surroundings provided that the massing and scale of the building carefully transitions to adjacent low-rise neighbourhoods.
3. **GRADE-RELATED USES** – In mixed use areas, in busy pedestrian areas and at major intersections, mid – rise buildings with retail, commercial and community services along the street frontage encourage sustainable lifestyles by allowing people to easily live, work, and play in the same locality. In newer subdivisions, where market demand to support commercial activity within walking distance may not yet exist, the ground floor should be easily adaptable to accommodate the possibility of introducing grade-related activities over time
4. **TRAFFIC AND PARKING** – Large expanses of surface parking create an unsightly and hostile living environment. Integral above or below grade parking structures can lessen the impact. Innovative approaches to traffic demand management and parking efficiencies may be explored through a Traffic Impact Study and Parking Justification Report.



The design of the proposed development overcomes the aforementioned challenges by locating the mid-rise building within a larger mixed use development with commercial uses at grade and is located in proximity to a range of commercial uses and amenities. The mid-rise building is located at the rear of the residential mixed use development to provide an appropriate transition from the tall buildings at the intersection of Derry Road and Ontario Street to the lower density townhouse built form to the northwest. The 4-storey building is setback approximately 10 metres for the northwestern property line and is sited to front onto a landscaped plaza space and parking area to create a sense of enclosure and defined space. A small parking area is provided at grade to be shared between all three buildings on site and the remaining parking spaces are provided within the 3 levels of underground parking.

6.3 STREET INTERFACE

The interface between the mid-rise building, public spaces and surrounding streets plays an important role with how the building integrates within the streetscape and how pedestrian interact with the building. The building interface has been designed to have regard to the following guidelines:

- *Maximum and minimum street-wall heights proportionate to the right of way width, with a front angular plane. This creates an appropriate sense of enclosure and feelings of comfort for pedestrians, while allowing sufficient sunlight to reach the opposite sidewalk.*

The proposed mid-rise building does not front onto a public street but provides a height of 4-storeys and is setback from the property line so that the massing is contained within a 45 degree angular plane. The 4-storey building height provides an appropriate sense of enclosure and comfort adjacent to the private landscaped amenity space.

- *Articulation of the street-wall façade to accommodate entries, balconies and foundation planting.*

The proposed development fronts onto a private road and accommodates entries, balconies, ground floor patios and landscaping to appropriately articulate the main building wall.

- *A pedestrian perception step-back above the building base or podium. This ensures a consistent podium height proportionate to the right of way width, while the overall building height does not overwhelm the pedestrian experience on the sidewalk.*

The proposed development provides a maximum height of 4-storeys and does not require an additional stepback to create a comfortable pedestrian experience.

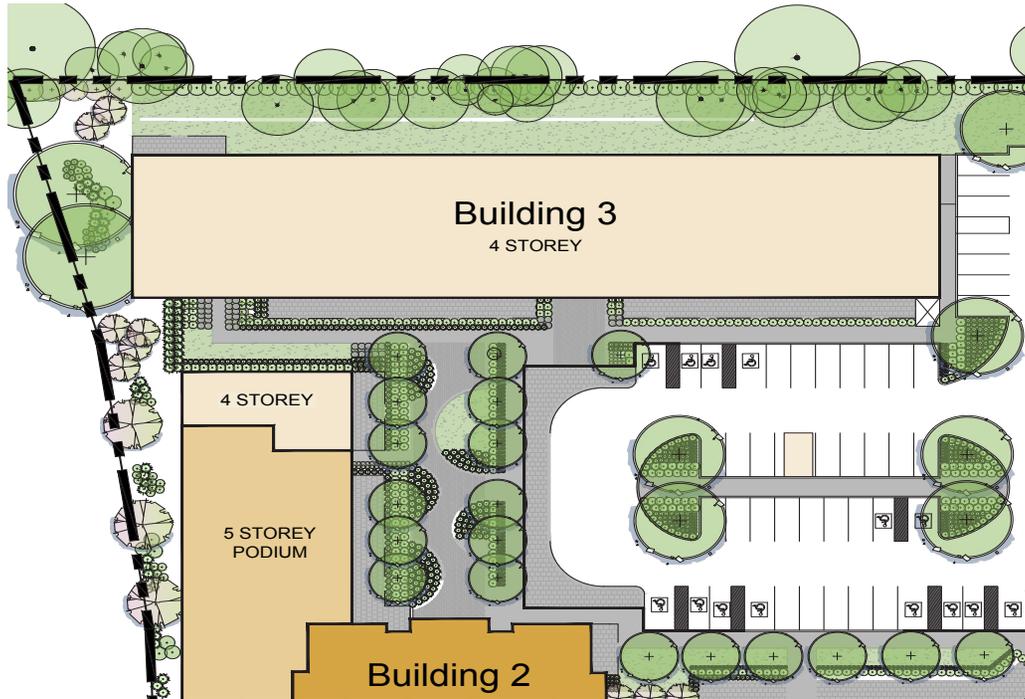


Figure 15: Conceptual Site Plan

6.4 TRANSITION TO NEIGHBOURHOOD CONTEXT

An appropriate transition to the existing and planned neighbourhood is an important component of any mid-rise building design. The proposed development has been designed to have regard to the following guidelines:

- *Building step-backs within a rear or side angular plane. This provides a gradual transition in scale from the mid-rise building down to low-rise buildings and publicly accessible open space.*

The proposed mid-rise building is setback approximately 10 metres to the shared property line of the townhouse development to the northwest and is contained within the angular plane. No building step backs are required to provide a gradual transition in scale.

- *Building height and massing concentrated at the corner location and furthest away from adjacent low-rise uses.*

Within the proposed development, the 4-storey mid-rise building is located at the northwest corner and the majority of the tall tower massing is directed to the intersection of Derry Road and Ontario Street. The 4-storey mid-rise building provides an appropriate transition to the 3-storey low/medium density residential uses to the north.

6.5 OPEN SPACE AND PARKING

A well designed open space and parking area is an integral component of mid rise building design. The proposed development has been designed to have regard to the following guidelines:

- *Parking and service areas within the interior of the site, mostly underground or in the building.*

The surface parking area is located interior to the site and will be limited to mainly visitor and barrier free parking spaces. The majority of the required parking spaces are within the underground parking structure.

- *Publicly accessible private open space, such as parkettes or pocket parks.*

A landscaped seating area is provided internal to the site and will act as a communal amenity area.



Figure 16: Conceptual Perspective

6.0 SITE AND DEVELOPMENT CONTEXT

6.1 SITE

The subject lands are located at the northwest quadrant of Ontario Street South and Derry Road, within the Milton Central Planning District at a Major Gateway. The subject lands have views into the NHS (Sixteen Mile Creek). Both Ontario Street South and Derry Road are Regional major arterial roads and designated as Higher Order Transit Corridors.

The main portion of the site is occupied by a 2-storey commercial plaza and surface parking lot. The plaza is mainly occupied by service commercial, restaurant and office uses. The property is relatively flat. The site has two access points: one off of Ontario Street South and one off of Derry Road. There is a lane that runs behind the existing commercial plaza that is used for delivery and loading purposes.

The site is within walking distance to many existing restaurants, shops, and services. The strip within walking distance includes but is not limited to Ned Devine's Irish Pub, Food Basics, Ethnic Supermarket, Milton Pediatric Dentistry, H&R Block, Tim Horton's, Scotiabank and Serenity Massage and Wellness. The surrounding area also has a number of medical offices, an Esso Gas Station, Milton Sports Centre, Milton District High School and Our Lady of Victory Catholic Elementary School.



Figure 17: Aerial Photograph



Figure 18: Context Photo



Figure 19: 3D Contextual Photo

6.2 SURROUNDING LAND USES

NORTH:

Immediately north of the Site is a medium density residential development (3-storey townhouses), followed by Laurier Avenue and low density residential uses (single detached dwellings).



Figure 20: Surrounding Land Uses to the North

SOUTH:

Derry Road abuts the site to the south, Beyond Derry Road, is the Natural Heritage System (16 Mile Creek), Esso Gas Station, service commercial uses and the approved Briarwood (Milton Towers) Ltd. & Briarwood (Milton Greenfields) Ltd. future high density residential development consisting of three residential buildings with heights of 25, 20 and 16 storeys, and five 3-storey townhouse blocks.



Figure 21: Surrounding Land Uses to the South

EAST:

Ontario Street South abuts the site to the east. Beyond Ontario Street South is a commercial plaza consisting of a range of service commercial, restaurant and office uses including Ned Devine's Irish Pub, Food Basics, Petro Gas Station, Pediatric Dentistry, H&R Block, Tim Horton's & Scotiabank. Beyond this plaza is the NHS (Sixteen Mile Creek) and low density residential uses (single detached dwellings).



Figure 22: Surrounding Land Uses to the East

WEST:

The NHS (Sixteen Mile Creek) abuts the subject lands to the west, followed by a medium density residential development (townhouses) and the Milton Sports Centre. Further west is Commercial Street followed by Our Lady of Victory Catholic Elementary School.



Figure 23: Surrounding Land Uses to the West

6.3 TOPOGRAPHY AND NATURAL FEATURES

The topographic survey of the site indicates that grade of the site gradually decreases from 195 m at the Ontario Street South and Derry Road intersection to 192 m at the NHS.

The development has planned to maintain a wide buffer in grading and proposed buildings from the existing trees to the north. This allows to retain the majority of trees along the north side of the property leaving a mature vegetated buffer between the existing townhomes to the north and the new development. The remaining trees fall within the perimeter of the site and cannot be saved with the required grading of the new development, aside from two small existing boulevard trees on Ontario Street to be retained. While many of the trees are in fair to good condition, the species are mostly Norway Maple, a non-native, invasive species that could easily move into the adjacent natural area and disrupt the local vegetation. The removed trees will be replaced with more suitable species and placed in better locations to create a continuous street tree condition, as well filling several areas within the site.

6.4 TRANSPORTATION SERVICES

Derry Road and Ontario Street South are two major roads that provide access to the site. Currently, Derry Road is classified as a major arterial road with a 35 metre right-of-way (R.O.W.) and consists of a two lane east-west with a shared turning lane and pedestrian sidewalks on both sides of the street. Ontario Street South is a major arterial road with a 35 metre R.O.W and consists of a two lane north-south with a shared turning lane and pedestrian sidewalks provided on both sides of the street. There is no street parking permitted on either road.

As per Halton Region's Regional Right-of-Way Guidelines, Derry Road is included in the future road widening dedications to accommodate future traffic demands and improve road safety. Derry Road will be categorized as a C(4) Urban Road with a proposed 47 metre R.O.W. and dedicated High Occupancy Vehicle (HOV)/Reserved Bus Lane (RBL) lanes with multi-use sidewalk paths.

Transit services are located along Ontario Street/Regional Road 25 and Derry Road, with the transit stops located at the south and eastern border of the site with connections to the 7, 8, 9 and 10 Milton transit routes. Transit services will provide connection opportunities to downtown Milton and the Milton GO Station, thereby making regional and local commuting possible.



Figure 24: View of NHS as the Rear of the Site

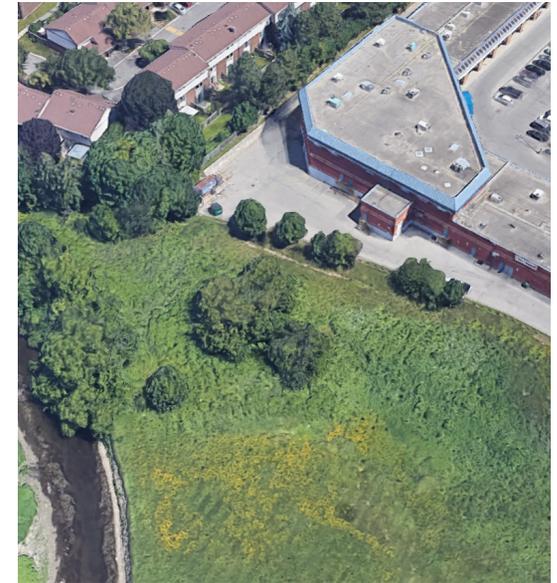


Figure 25: Existing Vegetation at the Rear

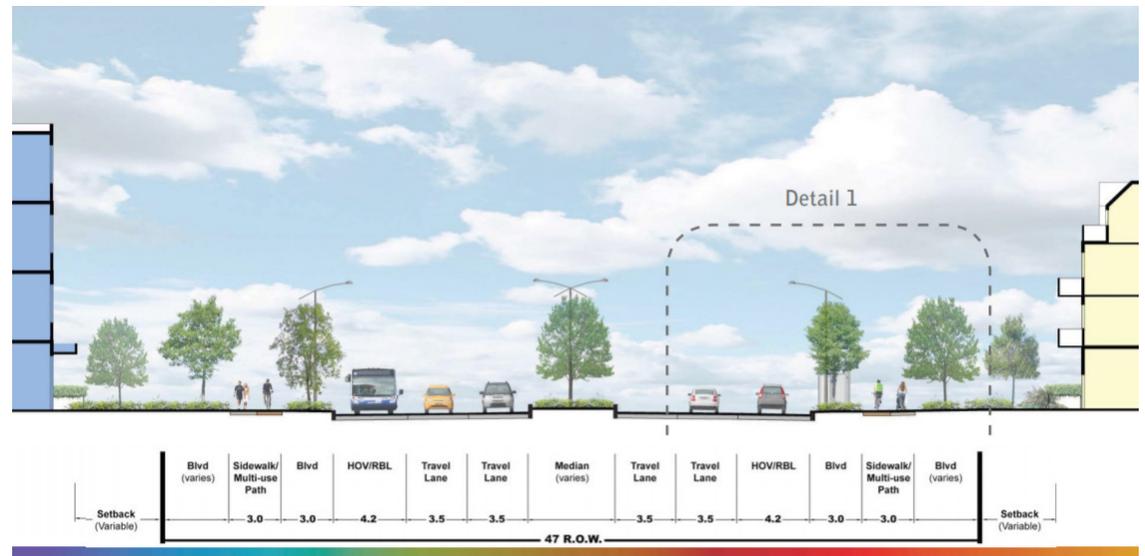


Figure 26 C(4) Urban Road R.O.W

6.5 COMMUNITY SERVICES

The site is well served by existing social and community services including multiple parks, major recreational facilities, libraries, schools and social services, all within a short walking or driving distance. Significant community facilities located near the site include.

1 Derry Centre Shopping Centre

Located across from the subject site, on the east side of Ontario Street South, the shopping centre provides a variety of restaurants, food markets, retail shops, offices and professional services.

2 Milton Sports Centre & Community Park

Located 550 metres to the southwest of the subject site, located off of Derry Road and Santa Maria Boulevard, the complex offers a variety of recreational activities and community facilities. Venues include an ice skating arena, swimming pool, multipurpose rooms and sports fields.

3 16 Mile Creek Park

Located directly west of the subject site, the park provides opportunities for both passive and active recreation.

4 Our Lady of Victory Catholic Elementary School

Located 650 metres west of the subject site, off of Commercial Street and Derry Road, the educational facility offers elementary education.

5 Milton District High School

Located 1.2 kilometres to the northwest of the site, the educational facility offers secondary level education.

6 Milton Town Hall

Located 2.5 kilometres north of the site, Town Hall provides community and Government services for the Town of Milton.

7 Milton GO Station

Located 3.3 kilometres northeast of the site, the GO Station provides inter-regional transit services with connections to Union Station in Toronto and other neighbouring communities.

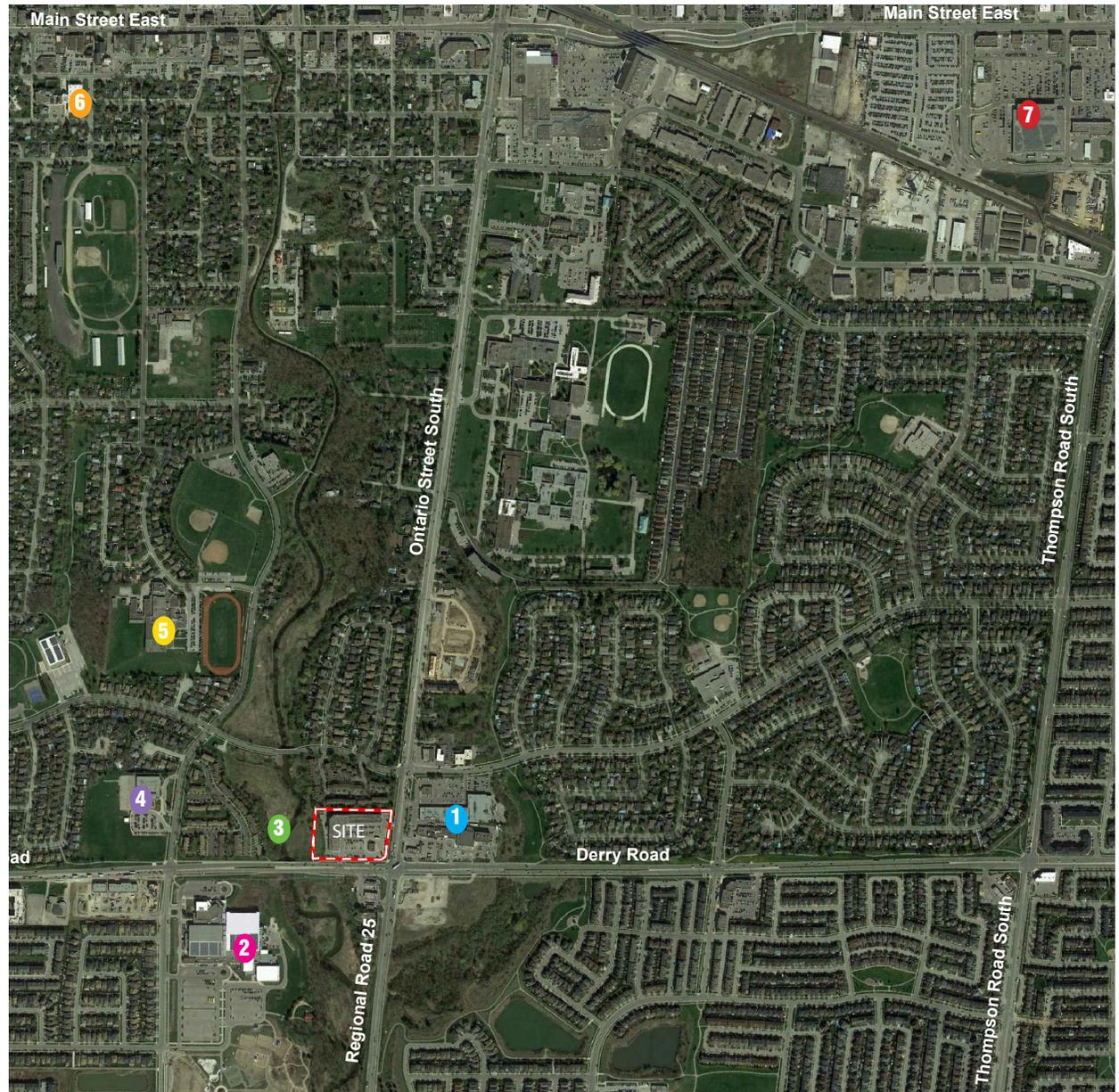


Figure 27: Community Services Map

6.6 DESIGN OPPORTUNITIES AND CONSTRAINTS

SITE CONSTRAINTS

- *Access to the Site* – Limited access to the Site via Derry Road and Ontario Street South
- *Noise and Traffic* – Additional noise and traffic concerns due to traffic congestion on both major arterial roads.
- *Road Widening* - Future widening along Derry Road to 47 metres.
- *Top of Bank 15 m Buffer* –15 metre setback from the greatest hazard (in this case is a combination of meander belt and stable top of bank) which cannot be built upon
- *Low/Medium Density Residential* – There is low/medium density residential neighbourhood located north of the subject site. Careful consideration must be taken to ensure and appropriate transition to these areas.

SITE OPPORTUNITIES

- *Gateway Feature* – Is located at an identified gateway location and uses unique architectural design, to create an identifiable gateway feature.
- *Views* - Contains views of the Natural Heritage System.
- *Pedestrian Connections* – Served by an existing well connected pedestrian network with amenities and services located within a 5 to 10 minute walk.
- *Intensification* – Intensifies an underutilized commercial plaza with a mix of residential and commercial uses.
- *Transit* – The site is located on a designated Higher Order Transit Corridor (Ontario Street South/Regional Road 25), served by existing transit services and located 3.3 kilometres of the Milton GO Station. The proposed development will provide transit supportive densities to further support the viability of existing and future transit services.

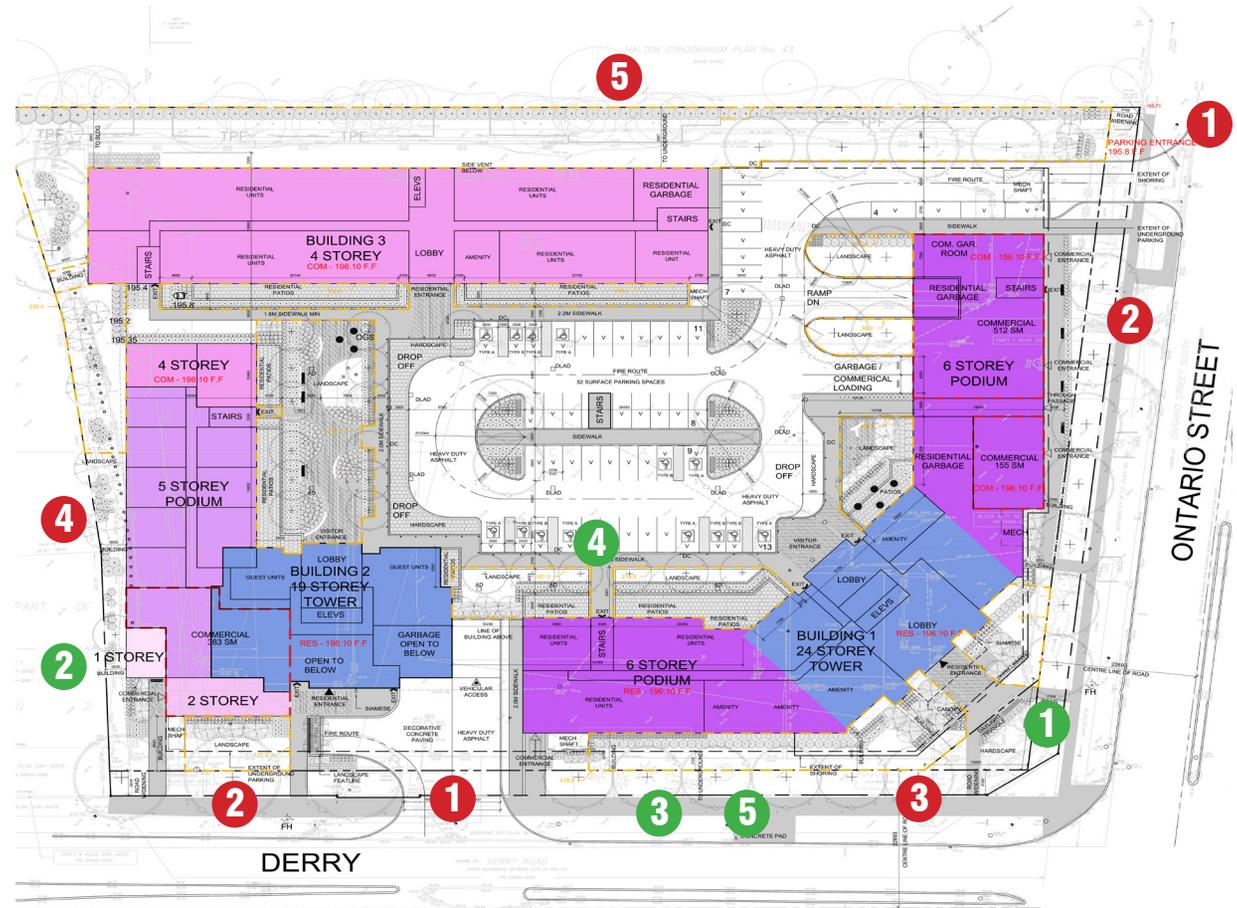


Figure 28: Opportunities and Constraints

7.0 SITE LAYOUT AND DESIGN

Building Location and Orientation – The proposed development fronts both Ontario Street South and Derry Road and is sited close to the street to better define the street edge, generate pedestrian activity and create a well-defined character for both streets.

Access and Circulation – Access to the site will be via a full move access from Derry Road and a right-in-right-out access from Ontario Street South. The Ontario Street access connects to an internal private road which provides access to the internal surface parking area and a ramp to the underground parking structure. The Derry Road access provides direct access to an underground parking area and garbage collection area. Wide landscaped pedestrian pathways are provided throughout the site and facilitate convenient connections between the existing pedestrian network and the commercial and residential uses on site.

Entrances – Primary building entrances will be located off of Derry Road and Ontario Street and from the internal surface parking area and will connect to the existing pedestrian network to increase connectivity and safety.

Parking and Loading– 52 surface parking spaces are proposed internal to the site, screened from view from the public street. Three levels of underground parking are proposed and will provide approximately 795 underground parking spaces. Shared visitor/commercial spaces will be provided. A loading space will be provided within the surface parking area, interior to the site.

Setbacks – A minimum 6.0 metre setback from Derry Road is provided and 2.4 metre setback is provided to Ontario Street South to reinforce a pedestrian oriented streetscape. A 2.9 metre setback is provided to the Natural Heritage System and a 10.0 metre setback is provided to the medium density residential development to the north. The Tower 1 is aligned with the podium at the intersection of Derry Road and Ontario Street South to create a prominent gateway feature. Tower 2 is setback more than 10 metres from Derry Road reinforce views and mitigate wind impacts.

Connectivity – The provides direct connections to the existing vehicular, cycling, transit and pedestrian network. Two transit stops are provided directly in front of the development along Ontario Street South and Derry Road.

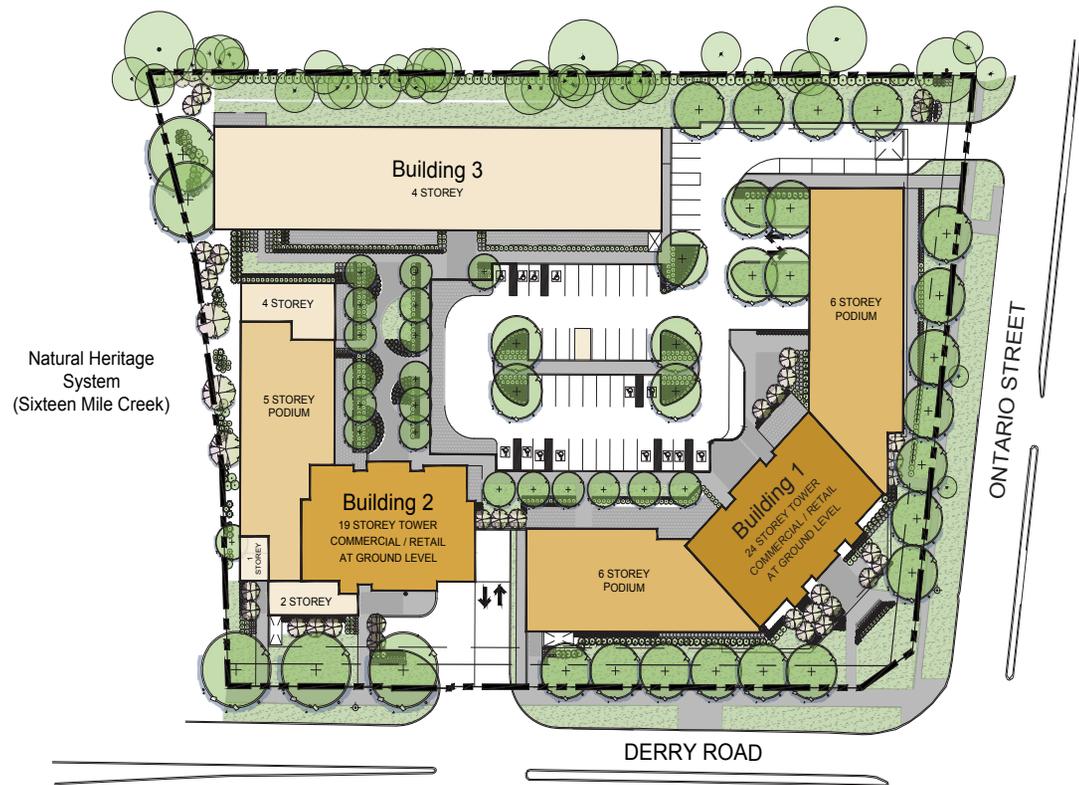


Figure 29: Conceptual Site Plan

8.0 PUBLIC REALM FRAMEWORK

Views and Vistas - The towers have been sited to ensure views of the NHS will be maintained.

Linkages - Wide pedestrian pathways are provided along both street frontage and internal to the site and are well connected to the existing pedestrian realm.

Streetscapes - The ground level is designed to generate pedestrian activity and revitalize the streetscape through the creation of a wider pedestrian boulevard, enhanced landscaping and ground level commercial uses. A high proportion of windows will be provided along both street frontages to further activate the street.

Amenity Area - A landscaped amenity area is provided internal to the site and will include seating areas and multi-season planting to create a comfortable and visually interesting space that can be enjoyed year-round. Private indoor amenity areas are provided on the ground floor.

Transition - A 4-storey apartment building is placed along the northern property line to provide an appropriate transition between the towers along Derry Road and Ontario Street South and the townhouse development to the north. Steppbacks and setbacks are used to provide a human scale pedestrian experience and mitigate shadow and wind impacts on the surrounding neighbourhood.

Natural Surveillance - The buildings have been designed using Crime Prevention Through Environmental Design (CPTED) principles. All walkways will be well lit and are oriented towards building windows and entrances.

Universal Design - The buildings will also be designed to meet the Ontario Building Code (OBC) accessibility standards. 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.

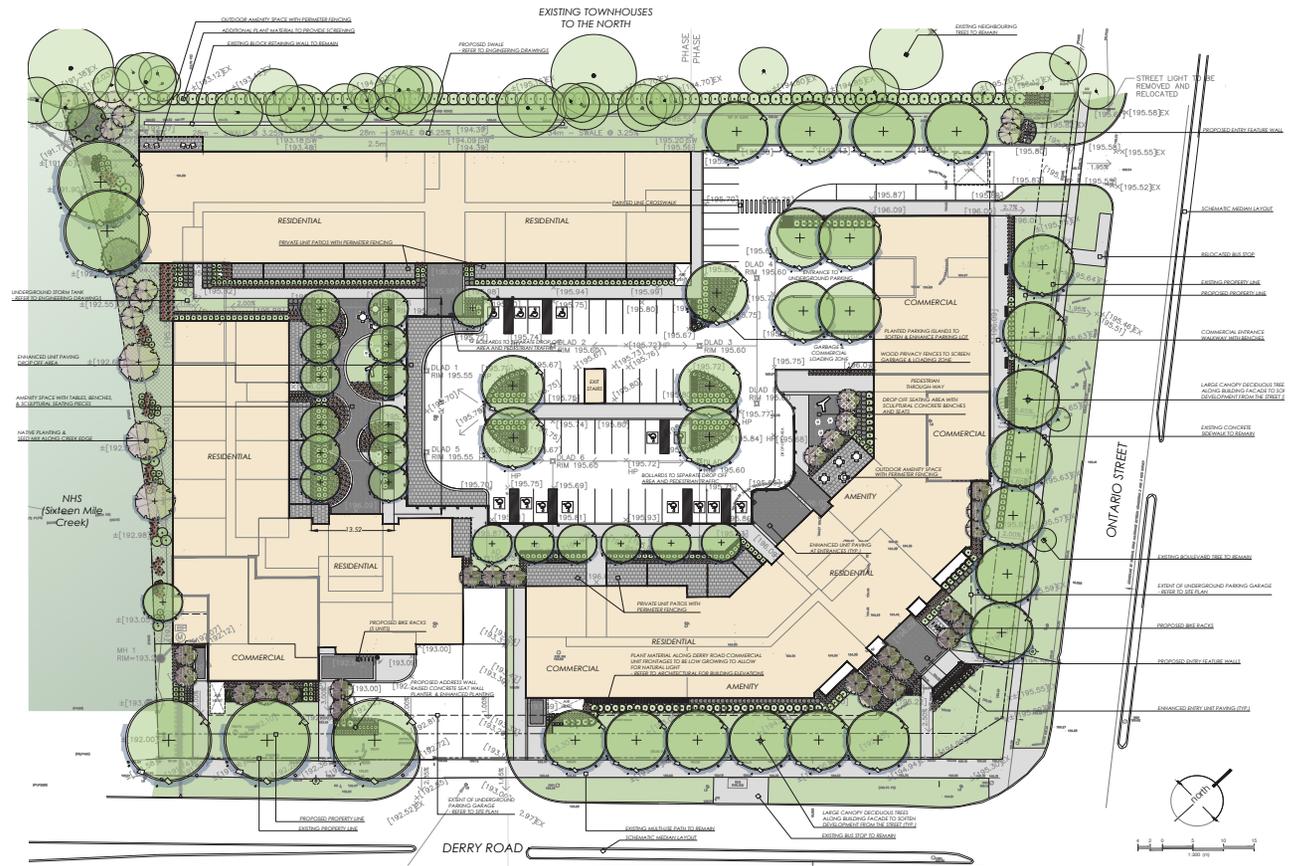


Figure 30: Conceptual Landscape Plan

9.0 BUILT FORM

The proposed development will be designed to provide appropriate transition to the existing neighbourhoods through the use of massing, setbacks and architectural features. The building articulation, orientation and ground floor façade has been designed to ensure it is well integrated and compatible with the existing neighbourhood. The building massing will be divided into three sections: the podium (base), shaft (middle) and the cap (top).

Podium Design - The podium of Building 1 is flush to the tower at the intersection of Derry Road and Ontario Street to facilitate the creation of a prominent gateway feature. The upper floor of Building 2 is setback from the podium along Derry Road to provide human scaled pedestrian environment and mitigate wind impacts at street level.

Siting - The two towers are sited close to Derry Road with the tallest tower sited closest to the intersection of Ontario Street South and Derry Road. Thereby facilitating the creation of an identifiable gateway feature and allowing for an appropriate height transition to the lower density residential uses to the north.

Building Massing and Heights - The proposed development consists of two point towers on a separate podiums and 4-storey mid rise building. The towers are 24 (Building 1) and 19-storeys (Building 2), respectively. The majority of the building mass is located closer to Derry Road to facilitate the creation of a gateway feature and provide an appropriate transition to the existing and planned neighbourhood.

Floorplates - The two towers have been designed with a maximum floorplate of 750 square metres to reduce their perceived mass and shadow impacts.

Tower Spacing - A generous separation minimum separation distance of 42 metres has been provided towers to minimize shadow impacts and maximize views of the NHS.

Gateway Treatment - The tallest tower features unique architectural ornamentation to further identify its significance as a gateway feature.

Building Materials and Architectural Elements - The building facades incorporate unique architectural details and building materials to create a unique building identity which includes awnings, balcony projections, different glazing materials and design elements.



Figure 31: Conceptual Rendering

12.0 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 conforms Town of Milton Shadow Impact Analysis Guidelines and therefore, the development proposal will not have significant negative impact on the residential areas to the north and west. The point tower design ensures that sunlight is maximized to the neighbouring properties by producing narrow shadows that move quickly across the terrain. The shadow impact analysis of public sidewalks, plazas, parks, school yards and non-residential areas on September 21 demonstrates the opposing sidewalks will receive five hours of continuous sunlight (between 10 am and 3pm) and exceeds the criteria specified in the Town of Milton Guidelines. Based upon the analysis we suggest that the proposed design will not have a significant negative effect on this neighbourhood.

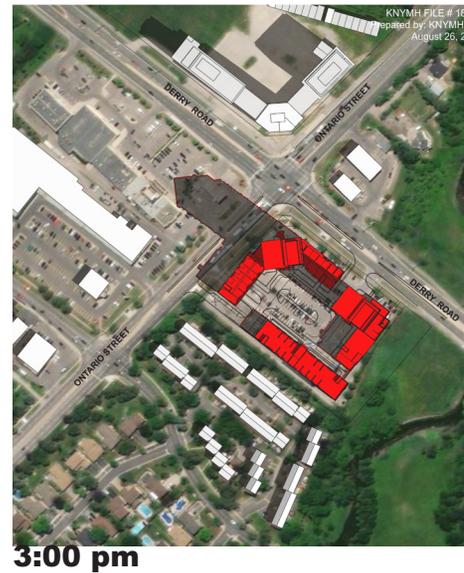
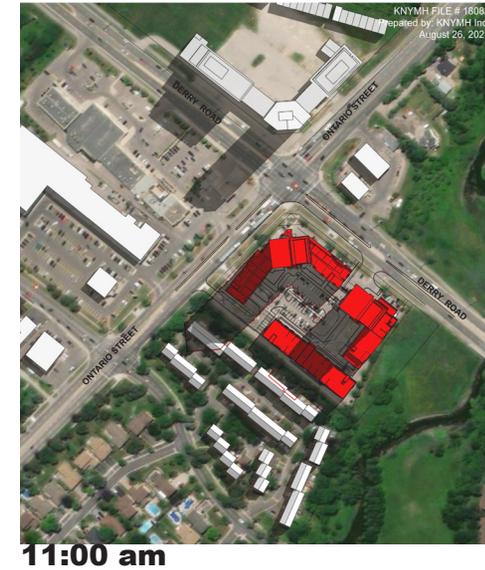
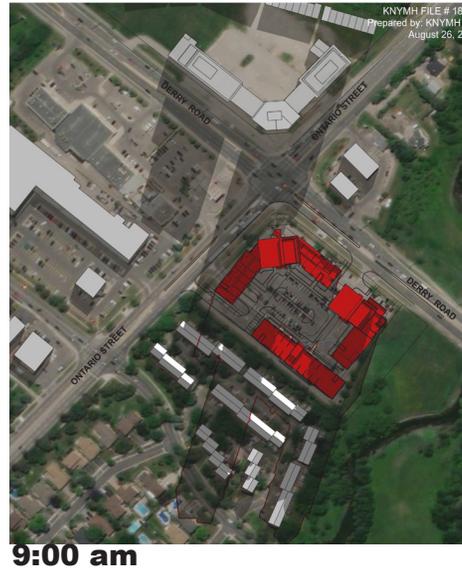


Figure 32: Excerpt of Shadow Impact Analysis prepared from September 21st

13.0 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 setbacks, stepbacks, building massing, positioning and building materials;
- *Improved Street Character* along Ontario Street South and Derry Road by providing active building frontages, ground floor commercial/retail uses, wide pedestrian walkways and areas of pedestrian refuge;
- *Barrier-Free Access* as the development has been designed in accordance with Section 3.8 of the Building Code;
- *Human Scale Design* by providing appropriate building stepbacks to reinforce a pedestrian scaled streetscape. Furthermore the stepped podium design helps to mitigate the appearance of height and reinforces the human scale.
- *The Enhancement of Urban Character* has been achieved by redeveloping an underutilized commercial site in a gateway location, with a well designed and visually appealing mixed use building, which helps to identify the Derry Rod and Highway 25 Secondary Mixed Use Node to the surrounding community. The proposed development generates pedestrian activity and provides transit supportive densities along an identified Higher Order Transit Corridor.

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 33: Conceptual Rendering

FIGURE REFERENCES

Figure 1: Prepared by KNYMH Inc.

Figure 2: Retrieved from the Region of Halton Official Plan

Figure 3: Retrieved from the Town of Milton Official Plan

Figure 4: Pinnacle - SimonP, CC BY-SA 3.0 <<https://creativecommons.org/licenses/by-sa/3.0/>>, via Wikimedia Commons

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Figure 7: Prepared by KNYMH.

Figure 8: Retrieved From Google Maps

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Figure 10: Retrieved from the Town of Milton Official Plan

Figure 11: Prepared by KNYMH Inc.

Figure 12: Prepared by KNYMH Inc.

Figure 13: Prepared by KNYMH Inc.

Figure 14: Prepared by Korsiak Urban Planning

Figure 15: Prepared by Korsiak Urban Planning

Figure 16: Prepared by KNYMH Inc.

Figure 17: Prepared by KNYMH Inc. and Korsiak Urban Planning

Figure 18: Prepared by Korsiak Urban Planning

Figure 19: Retrieved from Google Earth.

Figure 21: Retrieved from Google Earth.

Figure 22: Retrieved from Google Earth.

Figure 23: Retrieved from Google Earth.

Figure 24: Retrieved from Google Streetview

Figure 25: Retrieved from Google Earth.

Figure 26: Retrieved from Halton Region's Regional Right-of-Way Guidelines

Figure 27: Prepared by Korsiak Urban Planning

Figure 28: Prepared by KNYMH Inc. and Korsiak Urban Planning

Figure 29: Prepared by Korsiak Urban Planning.

Figure 30: Prepared by Adesso.

Figure 31: Prepared by KNYMH Inc.

Figure 32: Prepared by KNYMH Inc.

Figure 33: Prepared by KNYMH Inc.