
Urban Design Brief

# 7072 SIXTH LINE, MILTON

**Town of Milton, ON**

100377643 Ontario Inc.

March 2025

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# TABLE OF CONTENTS

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# DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

# 1.0

## 1.1 Purpose & Intent

MBTW-WAI has been retained by 100377643 Ontario Inc. to prepare an Urban Design Brief for the subject site. The purpose and intent of this brief is to provide written and illustrative guidance on various elements of the proposed development and how it will function within its surrounding context and according to the applicable policies and design guidelines.

The Urban Design Brief provides building and landscape guidelines which address how the design of the subject site properly complies with the goals and requirements of relevant Town of Milton's policies and requirements concerning urban design and compatibility with the surrounding context.

*Precedent Imagery of industrial building adjacent to Natural Heritage System.*

*Precedent Imagery of industrial building.*

## 1.2 Design Vision

The proposed development will be a safe and attractive industrial development. As seen in Figure 5 on page 24, the proposed development consists of the following within the property line:

- One (1) Industrial building
- Natural Heritage System (watercourse), with open space

The proposed development will include one industrial building situated at the southern portion of the site, with an internal driveway providing access to Sixth Line and a potential connection to the proposed industrial development south of the subject site. The northern portion of the site features natural heritage and open space, offering a transition to the surrounding environment. The site design emphasizes the protection and integration of these natural features through thoughtful planning and open space preservation. The subject site will positively contribute to the image of Town of Milton by expressing high quality urban and architectural design through intelligent site planning, built form and landscape elements.

This vision statement is supportive of the principles and guidelines set out in the Town of Milton Official Plan, Town of Milton Zoning By-Law, Derry Green Corporate Business Park Secondary Plan, and the Derry Green Corporate Business Park Urban Design Guidelines.

## 1.3 Guiding Principles & Objectives

The proposed development will be guided by the following design objectives:

1. Protect, enhance and minimize encroachments into the Natural Heritage System (NHS);
2. Promote sustainable development by integrating stormwater management practices and green building technologies into the development proposal;
3. Provide high quality design in areas of high visibility, specifically at the interface of the proposed development on Sixth Line;
4. Provide appropriate landscape buffers and / or transition zones along the entire parameter of the site, especially along the transition zones between the industrial buildings and Natural Heritage System (NHS);
5. Consolidate driveways, where possible, to minimize interruptions along active transportation routes and within the subject site's public realm;
6. Adhere to the Province of Ontario and the Town of Milton's Design Framework and Design Policies, while implementing intelligent and innovative design within the subject site.

*Precedent Imagery of industrial site conditions*

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# SITE & CONTEXT ANALYSIS

# 2.0

## 2.1 The Site

The subject site is located on the southwest Sixth Line, north of Derry Road. The lands are approximately 1.07 hectares and is currently being utilized as a truck dealership site. There is currently a watercourse running east west through the subject site to the north.

The surrounding conditions consist of the following:

**To the North:** Derry Road, existing open space and farm land (these lands will be subject to future development for employment), the Canadian Pacific (CP) intermodal yard (this includes a future GO Station) and Highway 401.

**To the East:** Sixth Line, Sixteen Mile Creek, single detached housing, agricultural uses and Trafalgar Road (this provides access to Highwawy 401 and the CP intermodal yard), and Highway 407 beyond.

**To the South:** Union Gas Pipeline running east-west of the subject site, Institutional Use (Science of the Soul Study Center/ Radha Soami Society Beas Canada), future industrial subdivision (Remington Group), and tributaries of the Sixteen Mile Creek.

**To the West:** Existing agricultural use (these lands will be subject to future industrial subdivision by Remington Group), Natural Heritage System (NHS), Fifth Line (future major arterial road), James Snow Parkway beyond, providing access to Highway 401, and low-rise residential housing.

For more detailed views of the subject site's context, refer to Figure 1 on page 7 and views on page 8.

*Existing site conditions - Truck dealer building.*

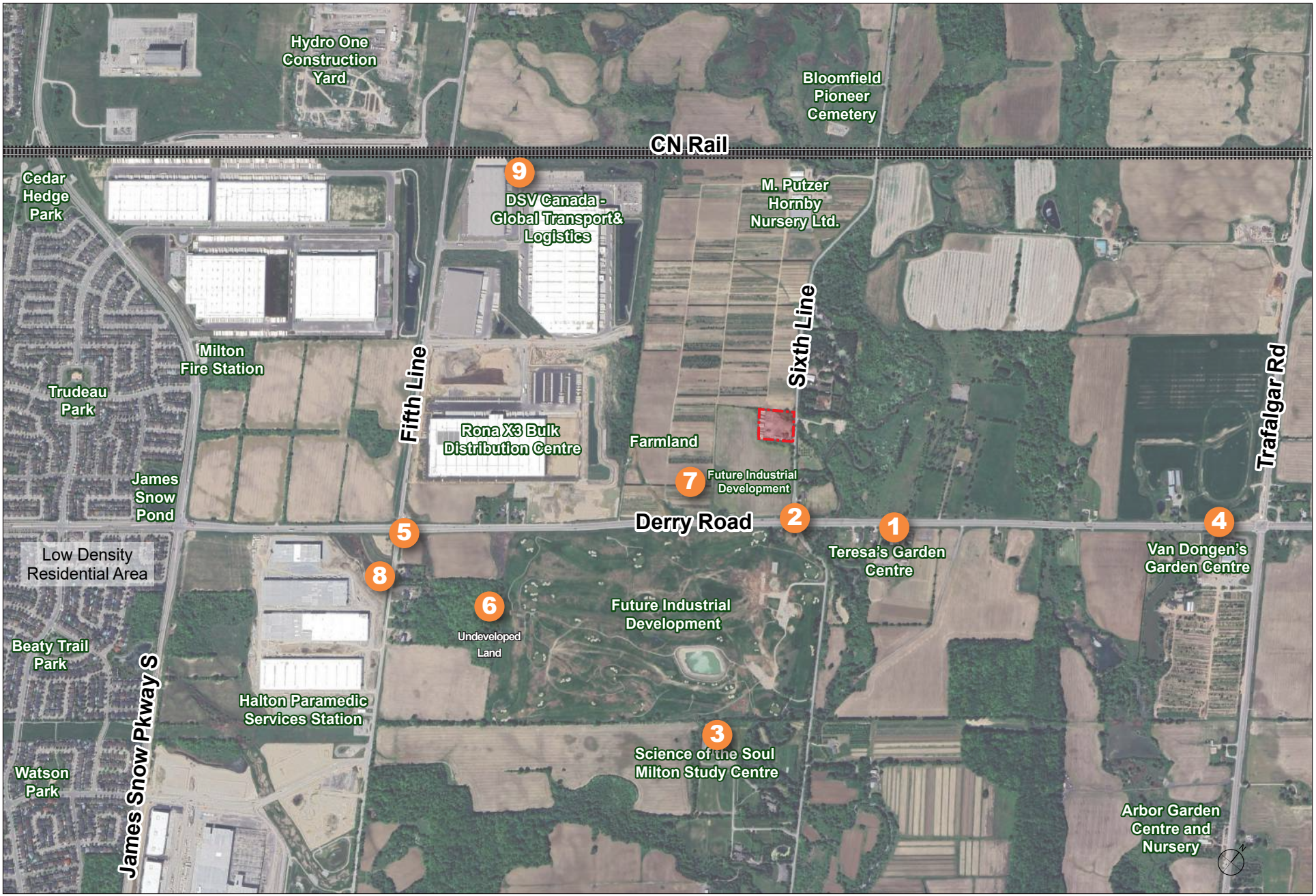



*Figure 1: Context Map*


*View of Teresa's Garden Centre, looking south on Derry Rd.*


*Intersection of Derry Rd. anf Sixth Line, looking north on Derry Rd.*


*View of the Science of the Soul Milton Study Centre building.*


*View of the entrance to Van Dongen's Garden Centre.*


*Intersection of Derry Rd. and Fifth Line, looking south on Derry Rd.*


*View of undeveloped land, looking south on Fifth Line.*


*View of farm land adjacent to the subject site, looking north on Derry Rd.*


*View of Halton Paramedic Services Station 16, looking north on Fifth Line.*


*View of another industrial development north of the subject site, the DSV Canada - Global Transport & Logistics headquarters office.*

## 2.2 Opportunities & Constraints

### PUBLIC REALM

- Proximity to Highway 407 and Highway 401 & the future GO station to the north provides connections to Milton's surrounding community.
- The closest transit stop is approx. 2 Km away from the subject site, this provides limited transit connection for pedestrians. Although there is still access to the 21 and 27 GO Bus routes which run along Derry Road (major arterial road).
- Well-suited location for future industrial uses due to it's proximity to the Higher Order Transit Corridor, 400 series highways, the CP Railway Corridor and convenient access to the surrounding low-rise residential community to the West.

### BUILT FORM

- Opportunity to activate the streetscape by providing enhanced street landscaping and conveniently accessible on-site parking.
- Opportunity to utilize architectural design (materials, massing, detailing) to visually attract pedestrians.

### SUSTAINABILITY

- Careful consideration given to the Natural Heritage System through the subject site.
- Opportunity to provide visual & physical connections to the surrounding Natural Heritage System through context-sensitive architecture and urban design.
- Opportunity to implement environmentally friendly built form and landscape design elements to protect and enhance the surrounding natural spaces and provide pedestrian-friendly, pleasant and safe public realm.
- Opportunity to provide new employment within close proximity to the neighbouring existing low-rise residential housing, and current and anticipated transit.

## 2.3 Policy Framework

### 2.3.1 Planning Act (RSO;1990)

The Planning Act is the legislation that regulates matters relating to land use planning in Ontario. The Act identifies matters of provincial interest, and describes how land uses may be controlled, and assigns regulating authorities that control land use planning. Part I, Section 2 of the Planning Act, lists matters of provincial interest that must be addressed with a consistent approach across all municipalities.

The following provincial matters are relevant to the proposed development:

- *"(a) the protection of ecological systems, including natural areas, features and functions;*
- *(e) the supply, efficient use and conservation of energy and water;*
- *(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- *(g) the minimization of waste;*
- *(h) the orderly development of safe and healthy communities; (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- *(m) the co-ordination of planning activities of public bodies;*
- *(o) the protection of public health and safety;*
- *(p) the appropriate location of growth and development;*
- *(r) the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- *(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate."*

By introducing a compact, sustainable Industrial development that is respectful of its community context, supports pedestrian movement and addresses the needs of different age groups, the proposed development is consistent with the policies of the Planning Act mentioned above. The proposed Industrial design will support ongoing growth within the Town of Milton, while providing an easy access to surrounding uses and various active transportation modes

## 2.3.2 Provincial Policy Statement (2024)

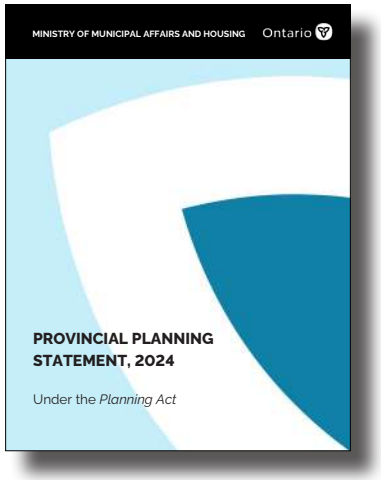
The 2024 Provincial Policy Statement (PPS) outlines Ontario's land use vision while also providing a framework for growth and resource management. The objective of the PPS is to promote the effective use of land and resource conservation methods to support the development of vibrant communities, a clean and healthy environment, and a strong economy. The proposed development works to support the following principles:

- Support sustainable growth and development within both urban and rural areas while maintaining the viability of rural land.
- Ensure responsible land use planning by directing and sustaining industrial development in a way that aligns with long-term economic and environmental goals.
- Carefully manage land use to accommodate appropriate industrial development while optimizing space, minimizing environmental impact, and avoiding areas with significant ecological or public health concerns.
- Promote efficient land use by maximizing infrastructure and public service investments, ensuring cost-effective development.
- Encourage integration with surrounding land uses by considering employment opportunities, access to transportation, and proximity to necessary services.
- Foster a strong, livable, and sustainable industrial environment that supports economic resilience, minimizes environmental impact, and adapts to climate change.
- Prioritize the long-term conservation of land and resources to avoid costly remediation and ensure sustainable economic growth.
- Emphasize long-term prosperity, environmental health, and social well-being over short-term gains to support a balanced and resilient industrial development.

The proposed development introduces an industrial building within the Derry Green Corporate Business Park Secondary Plan in the Town of Milton. The development has been strategically planned to optimize land use and infrastructure, ensuring efficient integration within the surrounding business park.

Situated within a key industrial area, the development aligns with the Provincial Policy Statement (PPS) by fostering economic growth, supporting job creation, and contributing to a well-planned and sustainable industrial environment. Thoughtful site design ensures compatibility with surrounding uses while maintaining efficient access to transportation networks and infrastructure.

The proposal supports long-term economic prosperity and environmental sustainability by utilizing land efficiently, minimizing ecological impact, and aligning with the broader vision for employment growth within the Town of Milton.



## 2.3.3 Town of Milton Official Plan

The Town of Milton's Official Plan envisions an engaging, balanced and connected community. This includes implementing responsible and well managed growth, a safe and livable community, a diverse and sustainable economy and a thriving natural environment.

The subject site is designated in the Official Plan as Urban Area, Employment Area and Natural Heritage System - Schedule 1. As shown in Figure 3 - Schedule B - Urban Land Use Plan below, the subject site is designated 'Industrial Area' and 'Natural Heritage System'. The Business Park Area designation permits a range of light and general industrial uses. Additionally, as shown in Figure 3 below, the Natural Heritage System runs through the subject site. This designation permits trails, wildlife & forest management, public infrastructure and ancillary commercial uses.

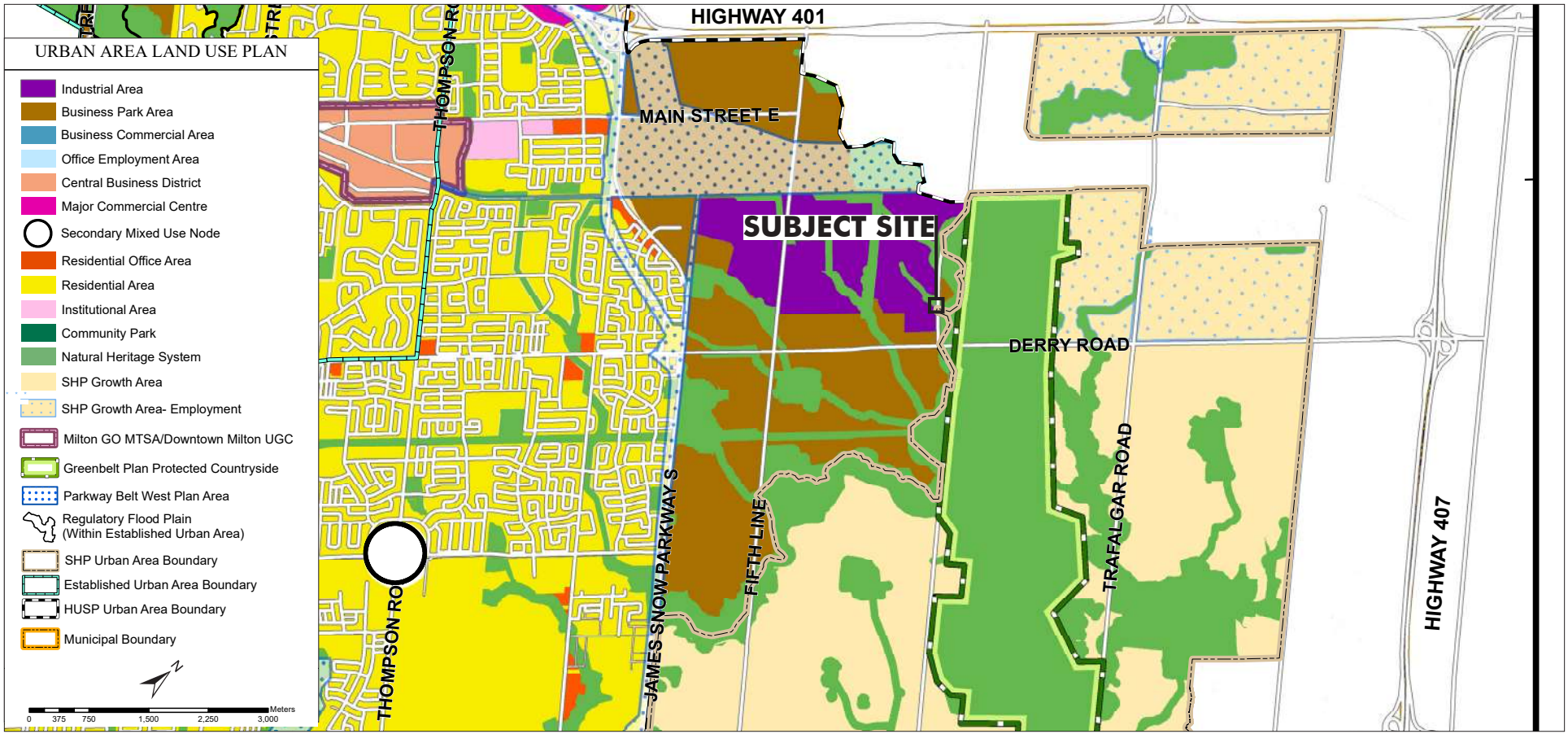



*Figure 2: Town of Milton Official Plan Schedule B Urban Area Land Use Plan with Subject Lands Boundary.*

Sixth Line borders the eastern side of the site, being designated a collector road with a planned ROW of 26.0 metres.

The subject site has 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 south of the subject site, thereby providing access to inter-regional transit services. A future GO Station is proposed to the northeast, at the intersection of Trafalgar Road and the CP railway. It is anticipated that future local transit will serve the subject site, connecting it to the nearby residential community.

**The proposed development will adhere to the following design objectives outlined in the Town of Milton's Official Plan below:**

- *"Practice sustainable development by adhering to urban design principles and standards which respect the natural bioregion, reinforce natural processes, and conserve natural resources" (2.8.2.1)*
- *"Achieve a consistently high standard of design in the built environment that is complementary to and compatible with existing development and the Town's natural and cultural heritage in all areas including site, building and landscape design" (2.8.2.2)*
- *"Improve the character of the urban streets by means of a comprehensively designed street environment that provides increased amenities for its users" (2.8.2.4)*
- *"Maximize the year round use, enjoyment and convenience of streets and urban open spaces for pedestrians and cyclists by minimizing the adverse microclimate effects of new development, and by improving the microclimate of existing streets and urban open spaces" (2.8.2.5)*
- *"Achieve barrier-free access to public and publicly-accessible places for all residents by considering the full range of human abilities and impairments in the design of the built environment" (2.8.2.6)*

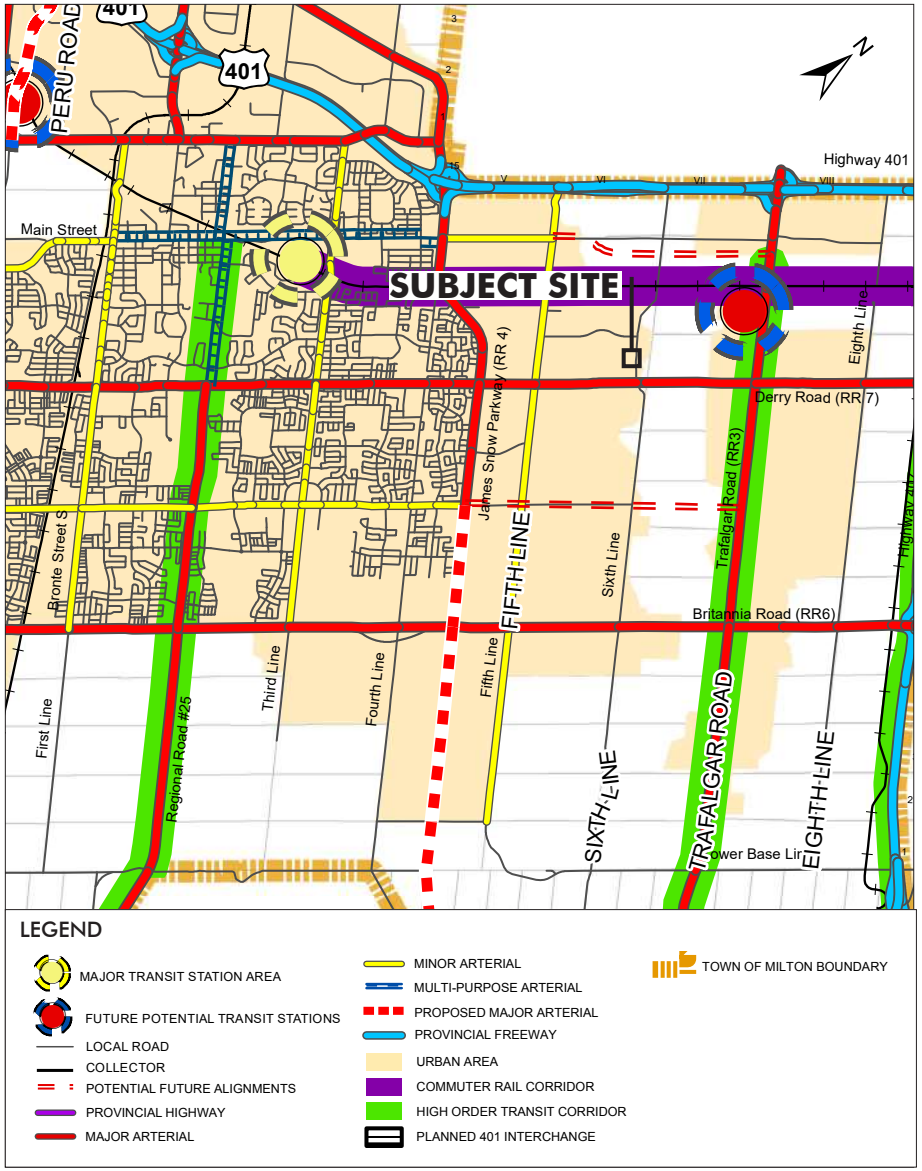



*Figure 3: Town of Milton Official Plan Schedule E: Transportation Plan.*

- *"Consistently apply human scale design principles in urban design, such that buildings, spaces, and facilities accommodate various human dimensions, mobility and strength. (2.8.2.9)*
- *"Create a physical environment which permits humans to perceive and comprehend the relative size and location of buildings and their parts, and the spaces between buildings, in order to enhance opportunities to appreciate the built environment" (2.8.2.10)*
- *"Enhance the unique character of a district, neighbourhood, grouping of buildings or prominent building" (2.8.2.13)*
- *"The Industrial Area designation on Schedule "B" is an employment designation which applies to areas where the full range of light and general industrial uses will be permitted." (3.9.1.1)*

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 of the proposed development is to align with these objectives above to ensure it "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".

### 2.3.4 Town of Milton Zoning By-Law

The subject site is zoned 'Future Development Zone (FD)' and 'Natural Heritage System (NHS)'. As per Section 12 of the Town of Milton Zoning By-law 016-2014 the development of new buildings and structures are not permitted. As such a Zoning By-law Amendment is required to permit the proposed development.

### 2.3.5 Derry Green Corporate Business Park Secondary Plan

The subject site falls within the Derry Green Corporate Business Park Seondary Plan (DGCBPSP) and is designated 'Industrial Area', and 'Natural Heritage System'.

A full range of light and general industrial uses are permit within the Industrial Area designation. 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 are permitted.

The Derry Green Corporate Business Park Secondary Plan (DGCBPSP) designates the subject site and the surrounding conditions as the following:

- "Minor Arterial" at Sixth Line - Schedule C-9-A
- "Existing/Potential Transit Route" along Sixth Line - Schedule C-9-A
- "Trail or On-Street Bike System" along Sixth Line - Schedule C-9-A
- "Industrial Area" - Schedule C-9-B
- "Natural Heritage System" - Schedule C-9-B

The proposed development conforms to the policies of the Derry Green Corporate Business Park Secondary Plan (DGCBPSP). The DGCBPSP 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 Industrial Area to the surrounding context.

**Key design directions for the proposed development include:**

*Urban Design for Functionality (C.9.4.6.2)*

The development will support a balance of pedestrian, bicycle, and vehicular movement. Streets will be designed to accommodate efficient goods transportation while maintaining accessibility for pedestrians and cyclists.

*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.

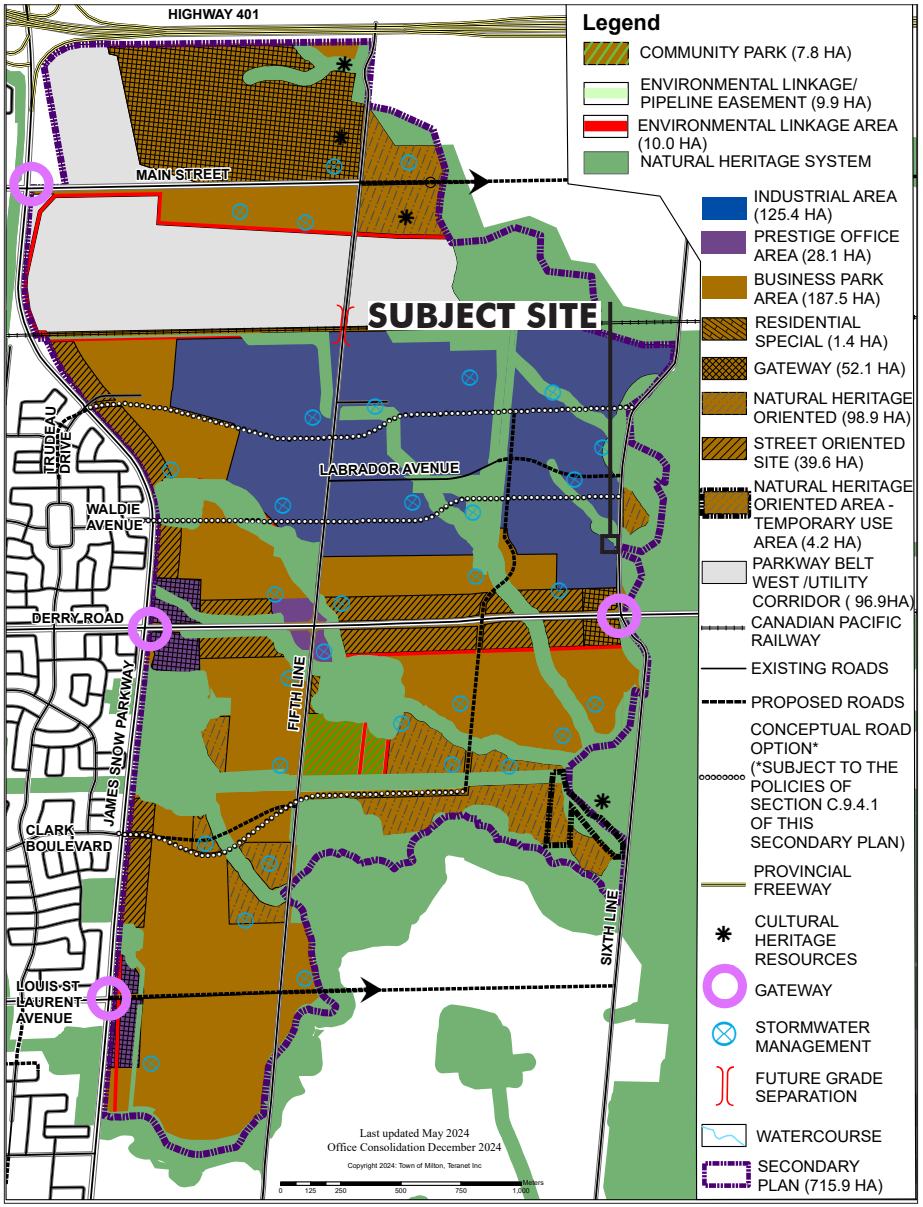



*Figure 4: Town of Milton Official Plan: Schedule C-9-B, Derry green Corporate Business Park Land Use Plan*

### 2.3.6 Derry Green Corporate Business Park Urban Design Guidelines

The Derry Green Corporate Business Park Urban Design Guidelines (DGUDG) are used to achieve the vision and objectives of the Derry Green Corporate Business Park 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 an attractive industrial area which protects the NHS and facilitates the creation of an attractive pedestrian oriented environment.

**The proposed development has considered the urban design guidelines in the preparation of the design and will adhere to the following relevant policies below:**

Section 2.5 Industrial Areas:

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

Site Organization:

Section 3.2.1 Site Safety

Key Design Guidelines:

a. *Site and building design must adhere to CPTED (Crime Prevention Through Environmental Design) principles, including:*
    - *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.*

b. *Where required to monitor access to a site or individual building, guardhouses and security gates must be located in an unobtrusive manner and utilize materials that are complementary to the main building. Checkpoints must be located so that they do not conflict with travel routes or restrict the queuing of vehicles or through traffic movement.*

Section 3.2.2 Site Layout

Key Design Guidelines:

a. *Site design must define a well organized system of entrances, driveways and parking areas that minimizes conflicts between pedestrians, bicycles, and vehicles.*

Section 3.2.3 Circulation

Key Design Guidelines:

a. *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.*

b. *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.*

c. *Access to public spaces at ground level must be barrier free.*

d. *Curb ramps must provide barrier-free connections between the roadway and boulevard.*

e. *Tree planting and other landscaping must not be an obstacle to the barrier-free path of travel.*

Section 3.4 Building Design

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

a. *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.*

d. *Building design flexibility should be maximized to satisfy the varied demands of current and future users and residents.*

Section 3.4.3 Building Articulation

*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.*

a. *Blank façades that extend the entire length of the building parallel to a public street are not permitted. Building façades should include the following elements:*
   - *Windows;*
   - *Awnings and canopies;*
   - *Outdoor terraces and patios;*
   - *Projections and recesses; and,*
   - *Architectural details and change of materials.*

Section 3.4.4 Building Entrances

*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.*

a. *Main entrances to buildings should be emphasized through canopies, awnings, double-height glazing or taller, non-habitable building structures. The volume and height of such structures emphasize the prominence of entrances, particularly at a corner location.*

b. *Ramps and other methods for achieving accessibility should be coordinated with the design of the building.*

Section 3.4.5 Building Materials

*The appropriate choice of materials and material colours can make a building more attractive and visually appropriate within its surroundings. The intention of these guidelines is to ensure the use of appropriate materials in order to achieve these goals throughout the Business Park Area.*

a. *The front façade of buildings should utilize a high standard of design and variety of materials. Wall facing material should be combined to create front building façades with a distinct, well-balanced street presence.*

c. *Building materials should be chosen for their functional and aesthetic quality as well as for energy and maintenance efficiency. Exterior finishes should exhibit quality of workmanship, a long life cycle and ease of maintenance.*

d. *Lintels, cornices and other details are recommended to be incorporated within brick and stone walls to reduce the heavy effect of these materials.*

f. *Cladding materials may include brick, stone, metal, glass, in situ concrete, and pre-cast concrete. Stucco should not be used as a principal wall material at the lower levels of a building. Vinyl siding, plastic, plywood, concrete block, and metal siding utilizing exposed fasteners are strongly discouraged.*

Section 3.4.6 Windows

*Windows provide a visual connection between the interior and exterior of a building. They create opportunities for natural lighting, energy savings, enhanced architectural character, and casual surveillance. The following guidelines aim to promote the effective placement and design of windows for the purpose of achieving these goals throughout the Business Park.*

a. *Windows facing the street frontage on the ground floor should be large, occupying a significant portion of the street elevation between the ceiling and floor at grade.*

b. *Clear glass is preferred for all glazing at grade level to promote a high level of visibility.*

c. *Skylights and clerestory windows are encouraged. Skylights should be treated as distinct roof elements and be coordinated with other roof and building elements. Skylights should be located behind the roof ridge, away from the street view. Clerestory windows should be detailed to provide a structural and coordinated junction between the building wall and roof.*

Section 3.4.7 Roofs

*The design of a roof impacts the overall look of a building from the street and adjacent properties. It can also impact a building's energy demands and rate of consumption. Roofs can be designed to be accessible, and can house both built and landscaped amenities. The following guidelines aim to ensure that roofs in the Business Park are designed to maximize their functionality and aesthetic quality in order to achieve these goals.*

a. *Roof materials/colours must complement the building cladding materials. On sloped roofs, a single roofing colour and material is recommended for visual continuity.*

c. *Rooftop mechanical equipment must be integrated with the building design and rooftop units and vents should be screened using materials complementary to the building. Parapets should be used to screen rooftop mechanical units.*

Section 3.5 Parking

Section 3.5.1 Surface Parking

*In general, large areas of surface parking are discouraged. Where they are required, they should not dominate the streetscape and be designed to be visually unobtrusive. The following guidelines outline methods to reduce the prominence of surface parking.*

b. *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 amoun 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.*

c. *Parking areas should be designed to limit pedestrian - vehicular conflicts and provide safe and convenient movement of vehicles.*

e. *Pick-up and drop-off areas must not interfere with pedestrian circulation.*

f. *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.*

Section 3.5.1 Surface Parking

*The accommodation of safe and convenient bicycle parking is an essential element of the Derry Green Corporate Business Park. Bike racks should be placed in highly active pedestrian areas, including the main entrances of buildings and at transit stops*

a. *The placement of bicycle racks within the pedestrian realm should not impede pedestrian movement.*

e. *Short-term or visitor bicycle parking should be sheltered and located near building entrances and pedestrian walkways.*

Section 3.6 Yard & Setback Treatments

Section 3.6.1 Front Yard Treatment

a. *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.*

b. *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.*

c. *Where parking lots are permitted, planting strips should be provided between the street line and parking lots. Landscape materials should include a combination of salt tolerant ground cover, low shrubs and high branching deciduous trees. Shrubs and ground cover should occupy a reasonable amount of the planting strip to form a continuous low screen, in combination with features such as low walls and fences, wherever possible to buffer parking areas.*

d. *To maintain pedestrian views into sites, fences, walls, or continuous planting of tall shrubs should not be higher than 1.2 metres.*

f. *Accent planting and coordinated signs should be provided within the front yard at main driveway entrances, subject to sight line requirements.*

h. *Fencing is discouraged adjacent to major streets, including James Snow Parkway, Derry Road, Main Street, Fifth Line, Sixth Line or other proposed major roads. Where these are required to screen small areas of buildings, fencing should be combined with landscaping.*

Section 3.6.2 Side Yard Treatment

a. *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.*

b. *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.*

c. *Landscaping, where provided to buffer parking areas from neighbouring properties, should form a continuous visual barrier.*

Section 3.6.3 Rear Yard Treatment

a. *Rear yards should provide as a minimum, a landscape edge treatment to include adequate space for tree planting or other landscape treatments.*

Section 3.7 Servicing, Loading & Storage

*Where service and loading areas are required, they should be located and designed to be visually unobtrusive. Landscape treatments are encouraged to provide additional screening to service area enclosures within the Derry Green Corporate Business Park.*

b. *Where loading docks, storage and service areas are located outside, they should be located in areas of low visibility. This may include the side or the rear of buildings.*

d. *Service areas should be separated from pedestrian amenity areas and walkways.*

e. *Loading areas must be designed to allow for manoeuvring on-site, not from adjacent public streets.*

g. *Loading, service and outside storage areas may occupy the full rear yard if adequate landscape edge and buffer treatments are provided.*

Section 4.1 Greenlands System

Section 4.1.1 Existing Natural Features - Greenlands System

*Significant natural features including woodlots, and wetlands are recommended to be retained as key elements in the overall structure of the Derry Green Corporate Business Park Area as part of the Greenlands System. Their presence will serve as important defining and orienting elements within the open space and street system.*

*Immediately to the east of the Secondary Plan Area is the Middle Branch of Sixteen Mile Creek and to the south is the Centre Tributary of the Middle Branch which is located at the southern end of the Secondary Plan Area. In addition, a number of stream corridors and natural features are also designated as part of the Greenlands system in the Secondary Plan. The designations generally prohibit any buildings or structures or the placing or removal of fill. Environmental Linkage Areas are subject to refinement as part of the secondary plan.*

Section 4.2 Open & Green Spaces

Section 4.2.2 Landscape Buffers

Landscape buffers are green planted areas that are no less then 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:

a. *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.*

b. *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.*

c. *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.*

Section 5.1 Streets & Blocks

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:

Section 5.1.2 Boulevard & Sidewalk Design

a. *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.*

c. *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.*

Section 5.2 Landscaping

a. *Trees should be incorporated into public street design which will frame all streets and pathways.*

e. *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.*

f. *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.*

g. *All boulevards must be designed to accommodate street trees. The boulevard width should therefore be a minimum of 4.5 metres in width.*

Section 5.4 Street Furniture

a. *Street furnishings should be designed with a "theme" providing a consistent and unified streetscape appearance.*

c. *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.*

Section 6.1 Sustainable Development

Section 6.1.1 Building Design

b. *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.).*

c. *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.*

e. *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.*

The proposed industrial development at 7072 Sixth Line aligns with the Derry Green Corporate Business Park Urban Design Guidelines (DGUDG) by integrating thoughtful site planning, high-quality building design, and sustainable landscaping. The site is designed to ensure efficient circulation while minimizing conflicts between pedestrians, cyclists, and vehicles. Barrier-free design elements will be incorporated, and service areas are strategically placed to maintain a clean and professional streetscape. The building's design will prioritize architectural articulation, high-quality materials, and strong street presence while avoiding large blank facades.

The development also supports environmental sustainability by preserving natural heritage features and incorporating landscaping to enhance the public realm. Parking areas will be softened with landscape treatments, and rooftop mechanical equipment will be screened to maintain visual coherence. As the site falls within a Conservation Halton regulated area, it will adhere to environmental restoration and sustainable stormwater management requirements. Overall, the project aligns with the DGUDG's vision, fostering an attractive, functional, and well-integrated industrial development within the business park.

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# DESIGN RESPONSE & CONCEPT PLAN

# 3.0

## 3.1 Development Proposal

The proposed development will be designed in coordination with neighboring properties to provide a well-connected and attractive industrial site through intelligent building design, strategic landscaping, complementary building materials, direct pedestrian connections, and reduced setbacks. The proposed development includes one (1) industrial building. The building is proposed to be one (1) storey tall, with a total floor area of approximately 720m$^2$ (7,750ft$^2$). The proposed development also includes designated waste collection and fire route access, three (3) loading docks, and on-site vehicular and trailer parking. The total site area is approximately 1.07 hectares (2.64 acres).

The proposed development incorporates a well-balanced site layout with the following allocations:

**Potential Road Widening:** 0.05 hectares (0.12 acres)

**Natural Heritage System (NHS) & Buffer:** 0.29 hectares (0.72 acres)

**Landscaped Area:** 0.11 hectares (0.27 acres)

**Total Site Plan Area:** 0.62 hectares (1.53 acres)

The development also includes a potential shared driveway and designated site access points to ensure efficient traffic circulation. The proposed development provides a total of twenty-four (24) vehicular parking spaces and thirteen (13) trailer parking spaces, in accordance with the Town of Milton's M2 Zone parking standards.

The Natural Heritage System (NHS) and associated buffer will be maintained to support environmental preservation while integrating with the industrial function of the site.


*Figure 5: Proposed Development Concept Plan prepared by Glen Schnarr & Associates Inc.*

## 3.2 Circulation Network

The proposed development will integrate into the existing road network and surrounding area through a carefully planned circulation system. The subject site is bound by one (1) road:

- **Sixth Line:** Minor Arterial Road that forms the eastern edge of the subject lands, with a road widening reserve for future road expansion.

Driveway access to the proposed industrial building is provided from Sixth Line, with a potential shared driveway to facilitate circulation. Direct connections to the proposed building and parking areas will be provided through ample parking and loading spaces. To support circulation and accessibility, the proposed development will incorporate a 3.0-metre multi-use path (MUP) along Sixth Line, ensuring safe and convenient movement for pedestrians and cyclists.

The main building entrance will be situated adjacent to the parking spaces located east of the proposed building.

## 3.3 Parking & Loading

Parking and loading spaces are strategically accommodated across the subject site, ensuring efficient circulation and accessibility. Parking is provided in a well-organized manner, with spaces distributed along the industrial building to facilitate ease of access while maintaining a functional site layout.

The proposed development includes a total of twenty-four (24) vehicular parking spaces, designed to meet the requirements of the Town of Milton's M2 Zone standards. Additionally, thirteen (13) trailer parking spaces are provided to support industrial operations. These spaces are positioned to minimize conflicts between pedestrian pathways and vehicular circulation.

Parking is primarily located within the side yards, ensuring unobstructed access to the building while maintaining a clean streetscape along Sixth Line. Landscaped buffers will be incorporated to soften the visual impact of parking areas and enhance the overall site aesthetics.

Loading spaces are integrated into the site design, with three (3) designated loading docks positioned to facilitate efficient operations while maintaining separation from pedestrian circulation areas. The site layout is designed to promote safe and efficient movement for both vehicles and pedestrians, with clear access routes and designated servicing areas.

To enhance the visual appeal and functionality of the site, landscape buffers will be incorporated to screen parking and loading areas from public view. These treatments will help mitigate the impact of industrial activity while maintaining a well-organized and attractive development. Treatments within these buffers are provided in more detail in Section 4.1 of this document.

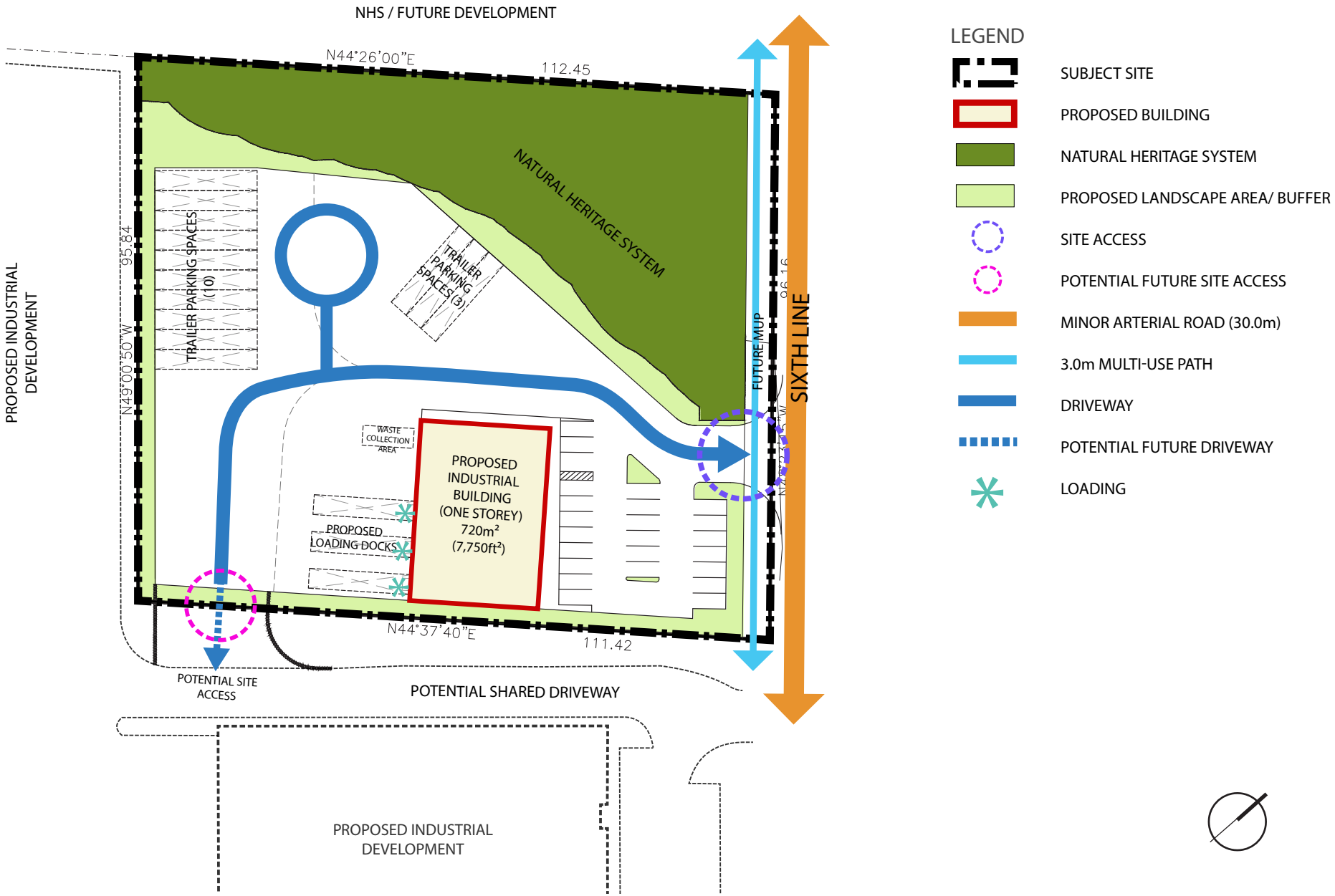


*Figure 6: Circulation Network*

## 3.4 Proposed Built Form

As previously discussed, 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 proposed streetscape. The propsoed building is rectangular in shape. The proposed architecture is intended to be consistent with the typical modern industrial building design.


## 3.5 Building Orientation

The proposed industrial building is oriented in an east-west direction, running parallel to Sixth Line. The building placement ensures efficient site circulation, with direct access to parking and loading areas while maintaining a cohesive relationship with the surrounding landscape. The main building entrance is positioned along the parking area, providing a clear and direct connection for both pedestrian and vehicular access. The orientation also allows for an optimized layout that accommodates the Natural Heritage System (NHS) buffer to the south, ensuring a balance between industrial functionality and environmental sensitivity.

The building is designed with a simple rectangular form, emphasizing efficiency and adaptability for industrial use. Adequate setbacks from property lines provide space for necessary site elements, including landscaping buffers, and service access areas. The integration of these elements contributes to a high standard of site design while minimizing the visual impact of parking and loading areas.

Additionally, the proposed design will adhere to Crime Prevention Through Environmental Design (CPTED) principles, ensuring clear sightlines between parking areas and pedestrian pathways. Lighting and landscaping elements will be carefully planned to enhance safety and visibility, while maintaining unobstructed views of key access points. More details on site landscaping and buffering strategies can be found in Section 4.1 of this document.

## 3.6 Building Height & Massing

The proposed industrial building is one (1) storey in height, designed to accommodate modern industrial operations while maintaining compatibility with the surrounding area. The building massing reflects a simple rectangular form, optimizing functionality and efficiency within the site. Its orientation and placement allow for seamless integration with the surrounding landscape while preserving the Natural Heritage System (NHS) buffer to the south.

The building's façade treatment and articulation will contribute to a well-defined streetscape along Sixth Line, ensuring a visually cohesive and pedestrian-friendly environment. Architectural elements such as glazing, material variations, and landscaping will be incorporated to break up the massing, add visual interest, and reduce the perceived scale of the structure. Setbacks and landscaped buffers will further enhance the site's appearance, minimizing the visual impact of parking and loading areas while ensuring a high standard of design.

For this industrial development, a combination of building articulation strategies (discussed in Section 3.7) and landscape buffers (detailed in Section 4.1) will ensure an attractive and well-integrated built form along the site's boundaries.

## 3.7 Materials & Colours

**To Be Confirmed**

The proposed development features a single building designed with a cohesive colour and material palette to enhance the overall visual appeal while maintaining a functional and sustainable design. The building's entrance will be clearly articulated, creating a welcoming and accessible space. Large expanses of glazing will be incorporated on the ground floor, particularly along the façade facing the public road, to introduce visual interest and a connection to the streetscape.

To create a visually dynamic experience, the façade will include a variety of elements such as windows, projections, recesses, and the thoughtful use of building materials. Special attention will be given to the building's entrance, where a high-quality design treatment will emphasize its importance, particularly at the corner locations. Vision glass will break up the mass of the building, identify primary entry points, and provide a visually appealing contrast to the overall exterior.

The building's entrances, located at the corners, will be highlighted with distinctive design elements, ensuring clear identification and an inviting presence. These features will extend to the side elevations, maintaining architectural continuity. The rear elevation will primarily feature a simple, clean design with strategic breaks and the rhythmic placement of glazing to add depth and visual interest.

Overall, the material selection and design elements will contribute to a high standard of architecture that is both functional and aesthetically pleasing, with a focus on sustainability and visual harmony with the surrounding environment.

# LANDSCAPE DESIGN RESPONSE & CONCEPT PLAN

# 4.0

## 4.1 Public Realm Framework

The proposed conceptual landscape plan, prepared by MBTW is shown in Figure 7 on page 31 of this document and demonstrates the following design aspects which are consistent with of the Town of Milton Official Plan and Derry Green Corporate Business Park Urban Design Guidelines that are relevant to the subject site:

The front yard of the proposed development will be designed to contribute to an attractive streetscape by incorporating pedestrian connections, landscaping, and signage. Where feasible, side yards will include a landscape strip along the street edge to create a visually appealing buffer, while the rear yard will feature landscaping along the property line to provide a transition to the adjacent Natural Heritage System (NHS). High-branching deciduous and coniferous trees, along with low ground cover, will be used to maintain clear sightlines while ensuring a seamless integration between the parking areas and public realm.

The site layout promotes safe and efficient circulation for vehicles and pedestrians, with clearly defined access points and a well-organized parking arrangement. Street trees will be strategically placed along boulevards and pedestrian routes to enhance walkability and ensure a comfortable urban environment. Landscaping along the western edge of the site will consist of native trees and shrubs, providing a naturalized buffer between the development and adjacent environmental features. Additionally, planting along the parking edges will mitigate visual impacts and enhance site aesthetics.

The detailed landscape design will be developed and finalized at the site plan application stage.


*Figure 7: Landscape Concept Plan Prepared by MBTW*

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# SUSTAINABILITY PRACTICES

# 5.0

## 5.1 Economic Vitality

The proposed development is consistent with provincial, regional and municipal objectives relating to business opportunities and economic competitiveness. The proposed development is located in a designated business and natural heritage area, with existing and planned infrastructure that will support future community and economic development. It contributes to the Town of Milton's economic vitality and continued success within the Region, and across the Province.

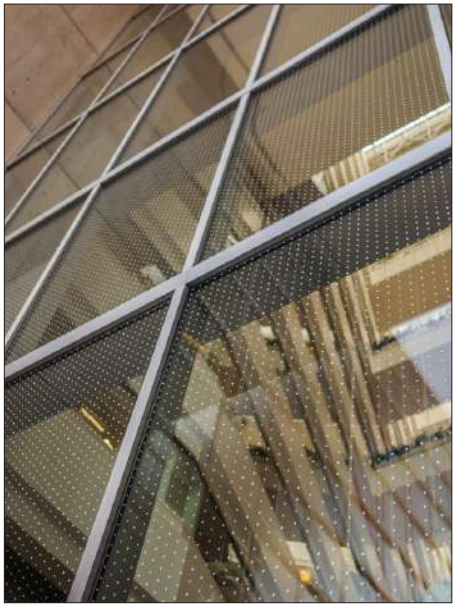
## 5.2 Sustainable Building Features

The design will explore opportunities to integrate renewable energy systems into the building façade, roof, and on-site lighting mechanisms. Other opportunities to reduce energy consumption throughout the site using mechanical technology such as natural cooling and passive solar design will be considered. Durable building materials will be utilized to extend building life-cycles, and where possible, come from recycled sources.

## 5.3 Landscape and Stormwater management Strategies

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

Stormwater management stratigies including drainage swales, green roofs, permeable pavements, rain gardens, and bioretention areas are to be considered to 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.


# APPENDIX - DEVELOPMENT CONCEPT PLAN A

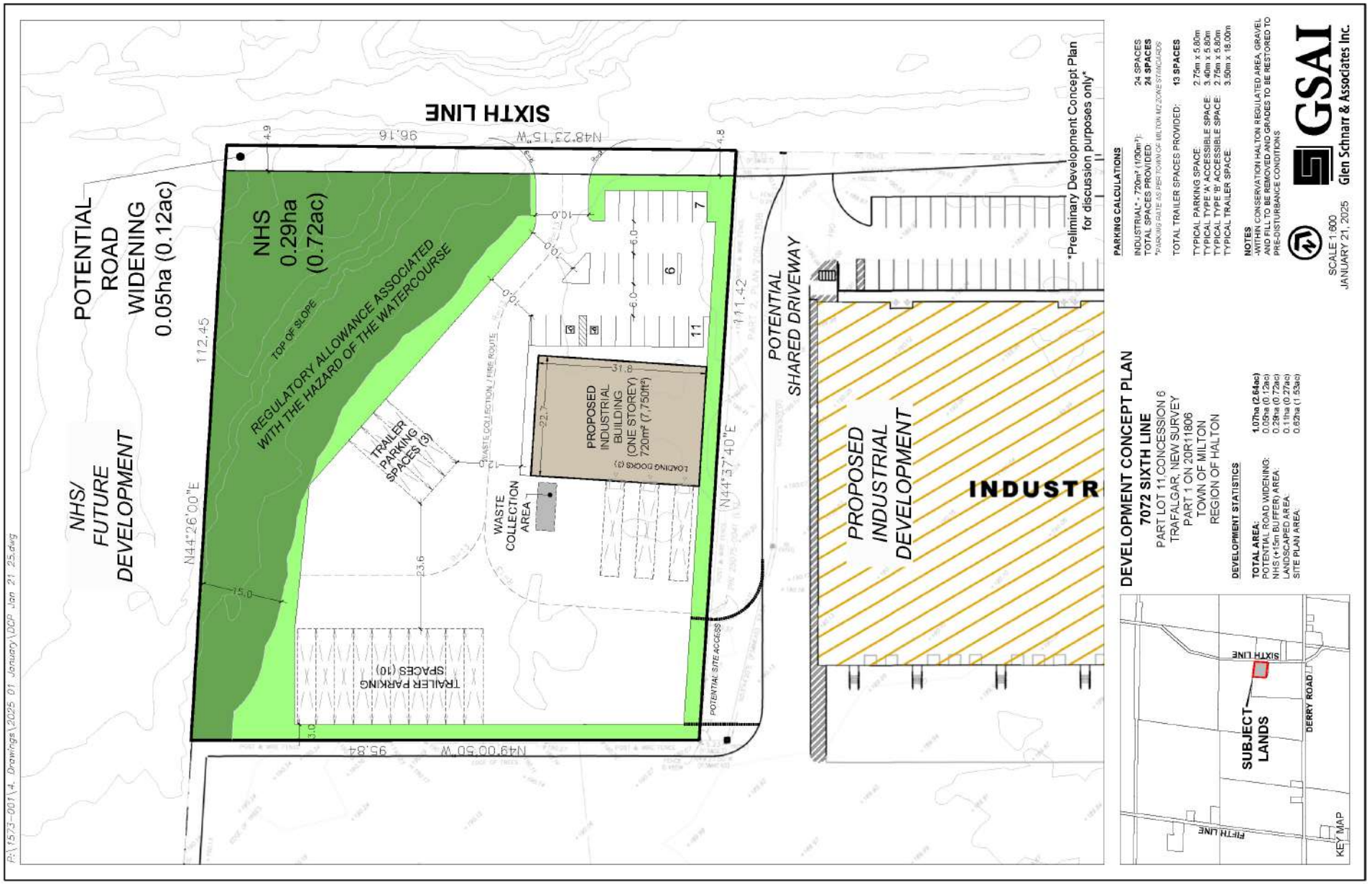



*Figure 8: Proposed Development Concept Plan with statistics, prepared by Glen Schnarr & Associates Inc.*

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