Urban Design & Sustainability Brief

6728 SIXTH LINE, MILTON

Town of Milton, ON

Anatolia Investments Corp.

January, 2024

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1.0

DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

1.1 Purpose & Intent

The purpose of this Urban Design & Sustainability Brief is to establish a comprehensive urban design, built form and landscape framework for the proposed development. The document will introduce a design vision, goals and principles that will guide the development to ensure that it is complementary to its surroundings and compatible with the Town of Milton's overall vision and policy framework.

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 compatability with the surrounding context.

1.2 Design Vision

The proposed development will be a safe and attractive industrial Plan of Subdivision. As seen in Figure 9 on page 29, the proposed development consists of the following within the property line:

- **Block 1** - One (1) Industrial building
- **Block 2** - One (1) Industrial building & one (1) Stormwater Management Pond
- **Block 3** - One (1) Industrial building & one (1) Stormwater Management Pond
- **Block 4** - One (1) Future Commercial Block located on the northern portion of the site, adjacent to Derry Road and the Natural Heritage System (to be completed at a later date)
- **Block 5** - Natural Heritage System (Channel), with open space
- **Block 6** - Natural Heritage System (Channel/Floodway), with open space

These blocks are connected by the proposed Street 1 (Clark Boulevard) with access to the site provided through Derry Road and Sixth Line. The proposed development will provide two (2) stormwater management ponds on the southern portion of the subject site to provide an appropriate transition to natural features. Additionally, there will be significant open space provided at the southern extent of the site adjacent to the Union Gas Pipeline that is intended to provide a naturalized channel for the redirected waterway. The design vision of the proposed development aims to protect the natural features through the creation of these open spaces that prohibits development. 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.

Precedent Imagery of industrial site conditions and intelligent stormwater management design.

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 intersection of Derry Road and Sixth Line and the proposed road edges;
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 the Stormwater Management Ponds 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 implemeting intelligent and innovative design within the subject site.

Precedent Imagery of industrial site conditions and intelligent stormwater management design.

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2.0

SITE & CONTEXT ANALYSIS

2.1 The Site

The subject site is located on the southwest corner of the intersection of Derry Road and Sixth Line. The lands are approximately 62 hectares and are currently located within what was formerly used as the Trafalgar Golf & Country Club which is currently permanently closed. There is currently the Sixteen Mile Creek running through the subject site from the north and west to the southeast corner.

The subject site is rectangular in shape and has a sloping topography which decreases in grade approaching the southern end of the property. According to the topographic survey, the grade of the subject site gradually decreases approaching the rear of the site. Currently, the majority of the trees that were previously on the eastern edge of the site adjacent to the woodlot and the Natural Heritage System have been removed from the subject site. For further details, please refer to the Tree Preservation Plan (prepared by Dillon Consulting) in support of the proposed development.

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 2 on page 8 and views on page 9.

Previous site conditions - Trafalgar Golf & Country Club. The golf course is permanently closed.

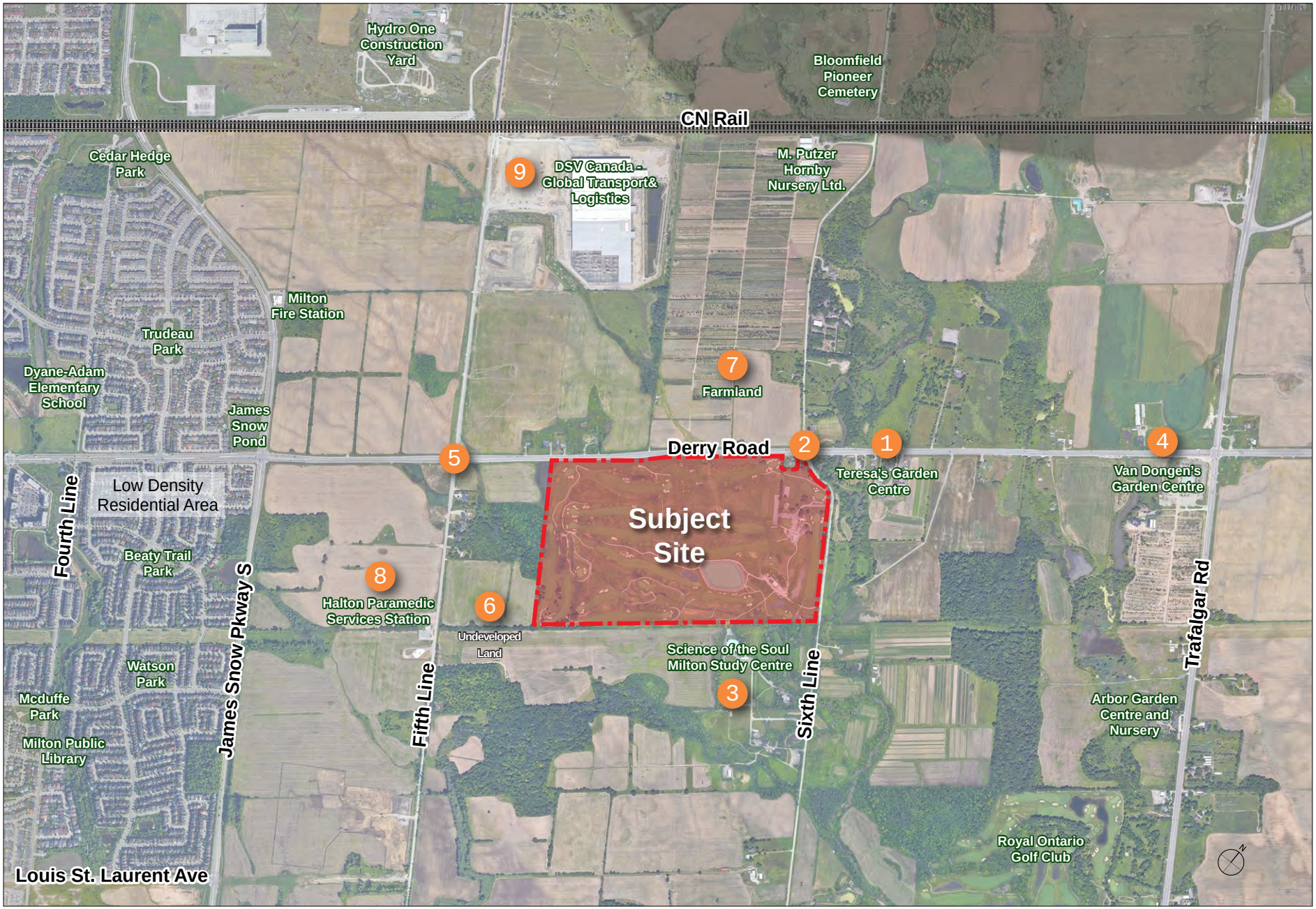


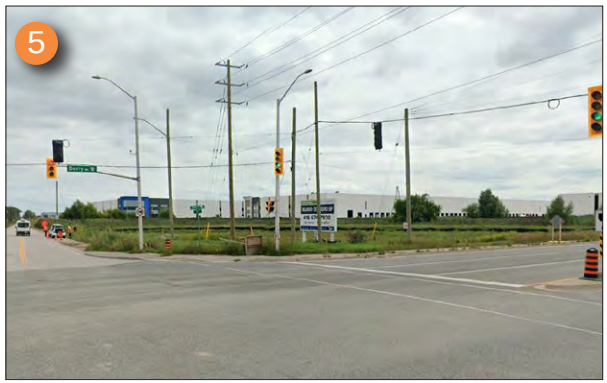
Figure 1: Context Map

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 the adjacent 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 located 700m 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).
- The expected expansion of Derry Road will provide increased access to Highways 401 and 407 via major arterial roads, Trafalgar Road (to the East) and James Snow Pkwy S (to the West)
- Well-suited location for future employment 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

- Assigned 'Business Park Area' and 'Natural Heritage System' provides the opportunity to create a landmark of industrial, office, wildlife & forest management and ancillary commercial uses within the site to create a unique destination for the Town of Milton.
- Opportunity to provide an industrial development within the proposed 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.
- Opportunity to utilize sustainable design solutions to design intelligent stormwater management ponds on site and buildings with sustainable environment-sensitive materials.

SUSTAINABILITY

- Careful consideration given to the Natural Heritage System and the tributaries of Sixteen Mile Creek running through and adjacent to the subject site.
- Opportunity to provide visual & physical connections to adjacent existing parks/ open spaces and the surrounding Natural Heritage System through context-sensitive architecture and stormwater management 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 existing low-rise residential housing, and current and anticipated transit.

2.3 Policy Framework

2.3.1 Planning Act

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:

- *"(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;*
- *(n) the resolution of planning conflicts involving public and private interests;*
- *(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 residential 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 highrise design will support ongoing growth in the City's Downtown neighborhoods, while providing an easy access to surrounding institutional, educational, recreational and commercial services and various active transportation modes"*

2.3.2 Provincial Policy Statement (2020)

The 2020 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 Province promotes the development of diverse employment uses to meet long-term needs. It requires that employment areas are protected and preserved for this purpose, ensuring that the necessary infrastructure is provided to support current and projected needs, especially in proximity to major goods movement facilities and corridors. The document recommends that Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

2.3.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Provincial Growth Plan for the Greater Golden Horseshoe (2020) supports the legislative strategy and identifies the overall vision and direction for employment related development, especially within the context of a globalizing world. As seen in Figure 2, the subject site is located within the Greater Golden Horseshoe Growth Plan Area, in the Town of Milton.

The proposed development proves to be consistent with the described legislative vision as it will advocate for competitiveness in the Greater Golden Horseshoe and promote increasing employment densities, making more efficient use of employment areas.

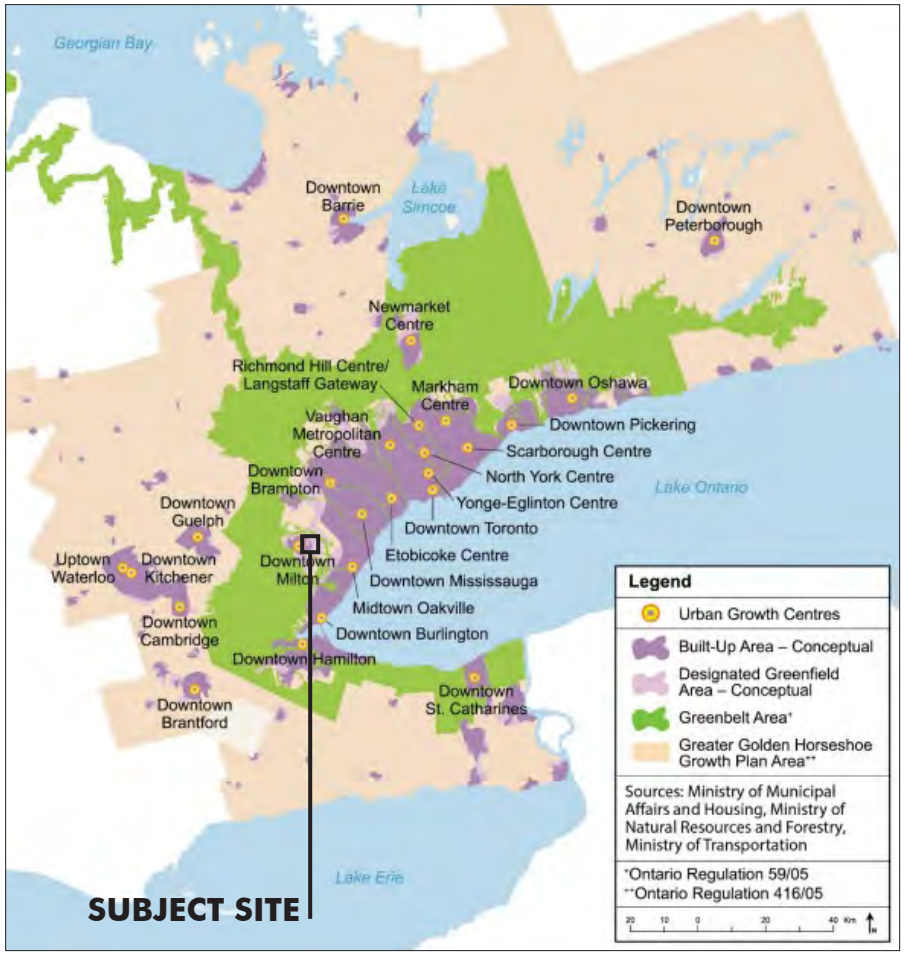


Figure 2: A Place to Grow: Urban Growth Centres Schedule 4 Map. Highlighting the Vaughan Metropolitan Centre in the 'Built-Up Area - Conceptual' zone.

2.3.4 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 - Schedule 1. As shown in Figure 3 - Schedule B - Urban Land Use Plan below, the subject site is designated 'Business Park Area' and 'Natural Heritage System'. The Business Park Area designation permits a range of light industrial, office, research and development and ancillary commercial uses. 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.

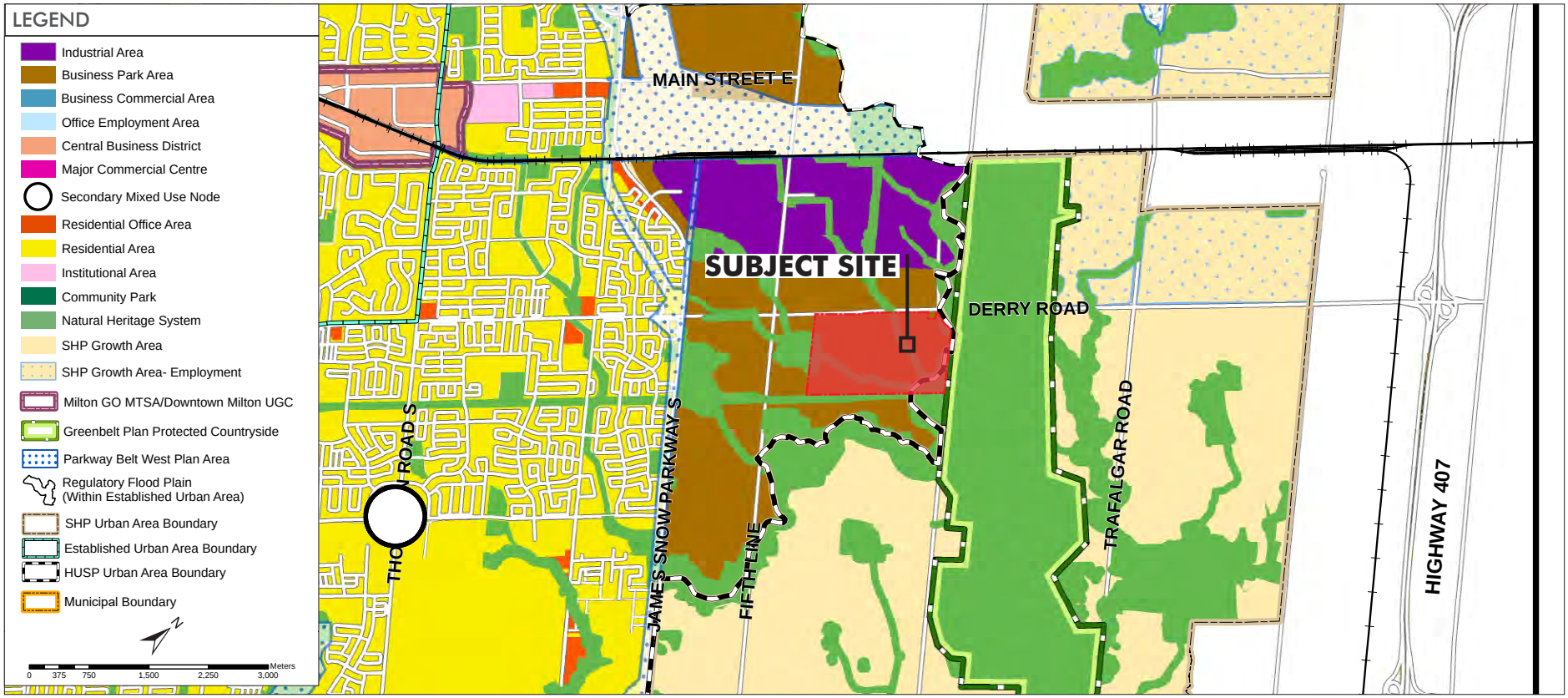


Figure 3: Town of Milton Official Plan Schedule B Urban Area Land Use Plan with Subject Lands Boundary.

Derry Road currently borders the site to the north and is classified as a Major Arterial Road with a planned right-of-way (ROW) of 42 metres, consisting of four lanes east-west separated by a median with no present sidewalks. 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, 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 standardswhich 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)*

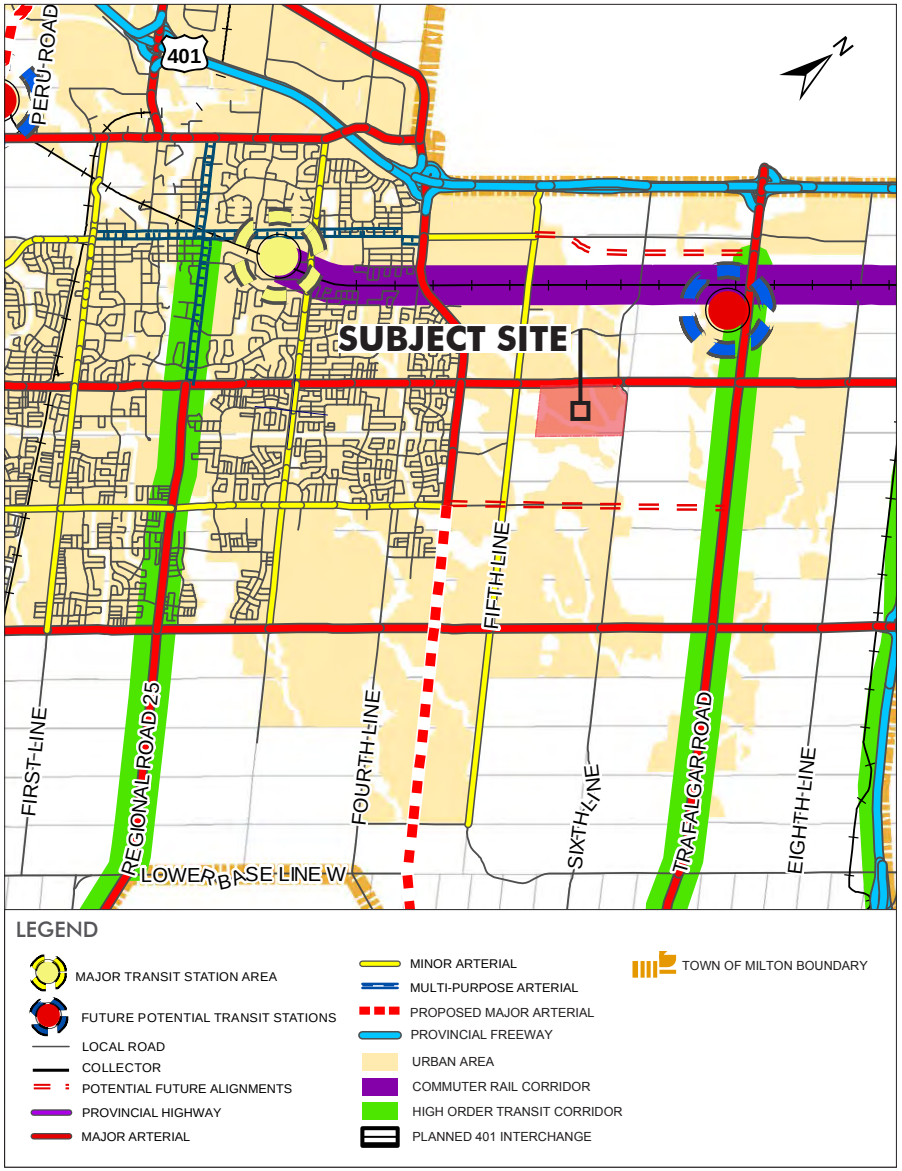


Figure 4: Town of Milton Official Plan Schedule E: Transportation Plan.

- *"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)*
- *"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)*
- *"Identify and encourage the maintenance and enhancement of "gateway" entrances, both from a vehicular and pedestrian point of view, into the Urban Area" (2.8.2.16)*. The building located on the corner of Derry Road and Sixth Line will provide a unique character with identifiable architectural features.
- *"The Business Park Area designation on Schedule "B" is an employment designation which applies to areas where the full range of light industrial and office uses will be permitted, subject to a high standard of design" (3.8.1.1)*

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".

2.3.5 Town of Milton Zoning By-Law

The subject site is zoned 'Golf Course Zone (GC)' and 'Natural Heritage System (NHS)'. As per Section 11.1 of the Town of Milton Zoning By-law 016-2014 industrial uses are not permitted. As such a Zoning By-law Amendment is required to permit the proposed development.

2.3.6 Derry Green Corporate Business Park Secondary Plan

The subject site falls within the Derry Green Corporate Business Park Seondary Plan (DGCBPSP) and is designated 'Business Park Area', 'Environmental Linkage' and 'Natural Heritage System'. Lands designated Business Park Area along Derry Road are subject to the 'Street Oriented Site' and 'Gateway' overlay. Lands north of the Union Gas Pipeline are subject to the 'Natural Heritage Oriented Area' overlay. The location of two (2) stormwater management ponds in the subject site's proposed design have been identified north of the designated Natural Heritage System. Additionally, there is one (1) stormwater management pond proposed outside of the subject site's development (not subject to the application and to be completed by others) on the southwest extent of property line and south of the Natural Heritage System.

A range of light industrial, office, research and development uses are permitted within the Business Park Area designation. Within the Street Oriented Site and Natural Heritage Oriented Area overlays, office, light industrial, research and development, recreation, park, accessory service commercial and restaurants are the only uses permitted. Additionally, the Gateway Area overlay permits hotel, conference, convention, banquet facility along with theatre/entertainment uses. 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:

- "Gateway" at Sixth Line & Derry Road - Schedule C-9-A & C-9-B
- "Street Oriented Site" along Derry Road - Schedule C-9-B
- "Collector Road" at the proposed street, Clark Boulevard Extension - Schedule C-9-A
- "Minor Arterial" at Sixth Line - Schedule C-9-A
- "Business Park Area" - Schedule C-9-B
- "Environmental Linkage Area" - Schedule C-9-B
- "Natural Heritage Oriented Area" along the Union Gas Corridor - Schedule C-9-B
- The Region's Transportation Master Plan identified the need for an additional north/south 6-lane local road between Fifth and Sixth Line, referred to as 5 ½ line. Although, the DGCBPSP identifies the extension of a new local collector road (Clark Boulevard) in its place.

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 Corporate Business Park that acts as a gateway to the Urban Area.

Key design directions for the proposed development include:

Natural Heritage System (C.9.4.6.4)

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

Connectivity/Accessibility (C.9.4.6.5)

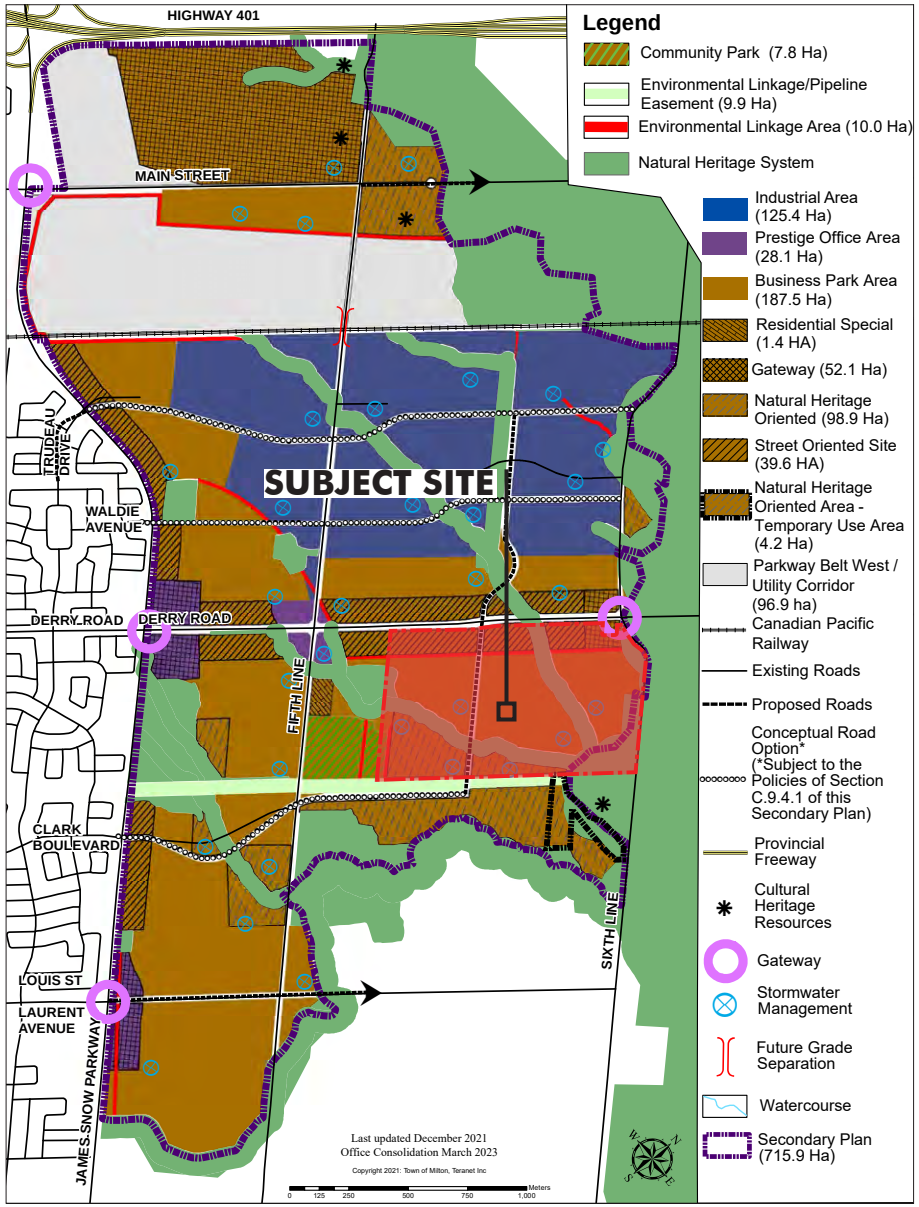


Figure 5: Town of Milton Official Plan: Schedule C-9-B, Derry green Corporate Business Park Land Use Plan

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

Enhanced Streetscape Design – Derry Road (C.9.4.6.7)

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

Streetscape Design – Clark Boulevard (C.9.4.6.8)

The proposal will provide a functional yet comfortable road network by limiting parking within the front yard and reducing setbacks along Clark Boulevard. This will allow buildings to front the road while providing functional vehicular and pedestrian access. Loading and servicing areas places along Clark Boulevard will be appropriately screened using landscaping.

Gateways (C.9.4.6.10)

The 'Gateway' area identified at the intersection of Sixth Line and Derry Road will be designed with special treatments to the road allowance and proposed development.

As per the DGCBPSP a portion of Sixth Line, south of Derry Road is within the Regional Storm flood plain associated with the Sixteen Mile Creek and is subject to seasonal flooding. As a result, Sixth Line may have to be diverted in order to relocate it outside of the Regional Storm flood line. No development shall occur on adjacent lands until flood free access is available and has recieved all of the required approvals. This includes but is not limited to the approval of an Environmental Assessment.

Please note: Staff have confirmed with Conservation Halton staff that the proposed 'Building 3' located adjacent to Sixth Line does not have flood free access to Sixth line. Flood free access must be provided.

2.3.7 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 employment area which protects the NHS and facilitates the creation of an attractive pedestrian oriented environment.

The proposed development will adhere to the following policies below:

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

- Provide a built form that extends the character of the surrounding communities;
- Provide a continuous street frontage along Derry Road to encourage pedestrian movement;
- Provide an urban character that encourages pedestrian movement; and

- Locate parking within the rear and side yard while limiting parking within the front yard.

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

- Provide physical and visual connections to the surrounding NHS;
- Limit impacts on natural features by designing development to fit into its physical and natural environment; and
- Buildings should be developed to integrate the physical and natural environment into their building design.

Within the Gateway Areas along Derry Road, the development will be designed in accordance with Section 2.3.1 to:

- Provide prominent buildings that are highly visible;
- Provide landscaping that reflects its proximity to natural areas; and,
- Articulate taller buildings elements such as towers so they address the intersection.

Site Organization: Site Layout & Circulation (Section 3.2.1 - 3.2.3)

Key Design Guidelines:

- Site and building design must adhere to CPTED (Crime Prevention Through Environmental Design) principles, including:
- Safe public use and natural surveillance opportunities, particularly after dark, and provide users with informed choices for alternative pedestrian and bicycle routes.
- Sight lines between buildings along pedestrian walkways and bicycle paths must be unobstructed and well lit.
- Views between the interior of public buildings to exterior public spaces should be promoted through the location of windows and other building openings.
- The selection, siting and maintenance of landscape elements must consider views for safety and surveillance opportunities.
- Site design must define a well organized system of entrances, driveways and parking areas that minimizes conflicts between pedestrians, bicycles, and vehicles.
- Public boulevard should be a minimum of 4.5 metres wide with a minimum 1.8 metre sidewalk. Boulevards should be provided on both sides of all streets, including existing and proposed streets. A width of 4.5 metres allows for pedestrian movement and sustainable tree planting methods.
- Pedestrian walkway paving treatments should differ in material and appearance from vehicular routes. A variety of materials may be used, including stone, concrete and unit brick pavers.
- Access to public spaces at ground level must be barrier free.
- Tree planting and other landscaping must not be an obstacle to the barrier-free path of travel.

Building Orientation: Special Character Areas (Section 3.3.1)

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

- Developments within the Business Park - Gateway Area must pay special attention to the orientation of frontages along Highway 401 and other adjacent major streets. All buildings should be designed so that all elevations facing a street, including Highway 401, present an attractive, articulated elevation.

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

Building Design: (Section 3.4.2–3.4.5, 3.4.7, 3.4.9)

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

- A substantial building façade fronting the public street close to the sidewalk or setback line is encouraged to define a more urban street edge except where conditions such as site topography, integration of building forecourts, limited front yard parking, or other conditions warrant a larger building setback.
- Buildings facing James Snow Parkway, Derry Road and Main Street in particular, should apply a level of design that reinforces the role of these streets as gateways to the Derry Green Business Park Area and the community.
- Buildings on corner sites must be located close to the street to reinforce their focal role. Entrances must be located at or close to the corner.

Minimum building heights are as follows:

- Business Park - Gateway Areas: Two storeys or equivalent along Derry Road & Sixth Line.
- Business Park - Street Oriented Areas: Two storeys along James Snow Parkway and Derry Road are encouraged.
- Business Park - Natural Heritage Oriented Areas: no minimum height.
- Building height and massing will be particularly important along the edges of the Derry Green Business Park Area, where there is a transition to surrounding neighbourhoods or natural areas.
- Building articulation refers to the organization of building façade elements including walls, entrances, roofs, windows and projections or recessions. The articulation of buildings is of particular importance at the street level. This will enhance the spatial experience of employees and visitors within the Derry Green Corporate Business Park.
- Entrances should express the importance of the connection between the interior and exterior of a building. The scale, proportion, and articulation of an entrance can have a profound visual impact on the appearance of a building from the street and surrounding buildings.

Parking & Services/Loading: (Section 3.5.1, 3.5.3, 3.7)

Key Design Guidelines

- Parking between the primary building façade and the public street is discouraged (except for on-street parallel parking). Rear-yard, side-yard and structured parking are alternatives.
- Large areas of unbroken parking must be avoided. Landscaping and/or paving articulation should be used to define smaller areas, improve edge conditions and provide for pedestrian walkways. The 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.

- Parking areas should be designed to limit pedestrian - vehicular conflicts and provide safe and convenient movement of vehicles.
- Freestanding or building-mounted light standards should be provided at pedestrian level, along pathways and at a broad area level for general visibility and security within parking areas.
- Short-term or visitor bicycle parking should be sheltered and located near building entrances and pedestrian walkways.
- 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.
- Service areas for delivery, loading and garbage pickup are encouraged to be coordinated. This will reduce the number of curb cuts along the public street and within parking areas, and assist in ensuring these areas are screened from public view.
- Service areas should be separated from pedestrian amenity areas and walkways.
- When occupied, loading areas should not impede onsite vehicular circulation.
- Loading areas must be designed to allow for manoeuvring on-site, not from adjacent public streets.

Yard & Setback Treatments: (Section 3.6.1–3.6.3)

Front Yards:

- Along major streets, maximum setback lines are encouraged in order to define a more urban street edge. The required minimum building frontage should be in proportion to the lot frontage.
- Front yards that are not used as common open spaces (e.g. plazas, patios, etc.) should be landscaped with trees, shrubs and native plantings. Large expanses of grass are discouraged.
- 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.
- To maintain pedestrian views into sites, fences, walls, or continuous planting of tall shrubs should not be higher than 1.2 metres.
- Accent planting and coordinated signs should be provided within the front yard at main driveway entrances, subject to sight line requirements.

Side Yards:

- Where neighbouring properties have adjacent surface parking lots, a coordinated planting strip that is wide enough to plant trees and/or other landscape edge treatments (i.e. minimum 3.0 metres) should be provided between the parking lots. This allows sufficient area for parking lot edge treatments, drainage, access, vegetation, and fencing. A minimum width of 0.8 metres should be included for snow storage.
- Landscape strips should be planted with a combination of high branching, coniferous and deciduous trees and low ground covers that do not obscure pedestrian views.

Rear Yards:

- Rear yards should provide as a minimum, a landscape edge treatment

to include adequate space for tree planting or other landscape treatments.

Landscape Buffers & Stormwater Management Facilities: (Section 4.2.2, 4.2.3)

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:

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

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

- Stormwater Management (SWM) Facilities should be integrated as community amenities to optimize their use as a component of the publicly accessible open space network.
- Managing access to the perimeter of facilities should be provided on a site-by-site basis through a combination of facility edge treatments.
- Edges of stormwater facilities abutting natural heritage features should remain naturalized, subject to providing adequate maintenance access.
- Impervious areas directly connected to the storm drain system are the greatest contributor to storm water pollution. Breaks in such areas, by means of landscaping or other permeable surfaces, must be provided to allow absorption into the soil and avoidance or minimization of discharge into the storm drain system.

Street Design, Landscaping & Furniture: (Section 5.1.1, 5.2, 5.4)

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

Street Design:

- Public boulevards should be a minimum of 4.5 metres wide with a minimum 1.8 metre sidewalk. Boulevards should be provided on both sides of all streets, including existing and proposed streets. A width of 4.5 metres allows for pedestrian movement and sustainable tree planting methods.
- The sidewalk surface must be constructed of poured, brushed concrete. Higher quality treatments may be considered in key focal areas.
- The design of sidewalks and boulevards must take into account elements such as street furniture and transit shelters, ensuring that an adequate, barrier-free path of travel is achieved.
- Crosswalks must be continuous and connected to adjacent sidewalks.

Crosswalks must be clearly designated for safety, with appropriate surface markings or variations in construction material, and signage.

Landscaping:

- Trees should be incorporated into public street design which will frame all streets and pathways.
- Street trees should be located within the boulevard and planted in an adequate pit under a metal grate. Tree trenches and/or structural soil should be used to promote longevity and health of trees.
- Street trees should be planted between 6.0 and 8.0 metres on centre and should use a continuous trench below the boulevard to allow for adequate root growth.
- Street trees must be setback a minimum of 1.0 metres from the curb line and preferably 2.5 metres to protect from salt penetration.
- All boulevards must be designed to accommodate street trees. The boulevard width should therefore be a minimum of 4.5 metres in width
- Native and disease-resistant species for street trees should be used to promote longterm growth.

Street furniture:

- Street furnishings should be designed with a "theme" providing a consistent and unified streetscape appearance.
- Street furnishings should be placed in a coordinated manner that does not obstruct pedestrian circulation on sidewalks, and vehicular circulation to driveways, parking, loading and service areas.

Building Design & Stormwater Management: (Section 6.1.1, 6.1.4, 6.1.5)

Key Design Guidelines:

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

Stormwater Management:

- The incorporation of sustainable building features should be encouraged in order to increase the performance of a building with respect to its energy efficiency and on-site waste treatment.
- Developments within all public rights-of-ways in the Derry Green Corporate Business Park should incorporate sustainable practices to manage storm-water.
- Alternatives to end-of-pipe stormwater management facilities are encouraged, with preference given to source level and conveyance-level options. To help maintain drainage conditions at development

levels, stormwater should be managed through a fully integrated stormwater management system. This system should utilize filtration beds, bioswales, biofiltration trenches, rainwater collection, porous paving, and grading - among other methods – to direct water away from parking areas.

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3.0

DESIGN RESPONSE & CONCEPT PLAN

3.1 Development Proposal

The proposed development will be designed in coordination with neighbouring properties to provide a well connected and attractive design through the use of intelligent building design & landscaping, complementary building materials, direct pedestrian connections and reduced setbacks. The proposed development includes three (3) industrial buildings. All buildings are proposed to be 1-storey tall, with a maximum height of 13.7 metres. Table 1 provides a breakdown of the proposed buildings total square footage. The proposed development will be completed in two phases with over 50% of each industrial building's footprint completed in Phase 1 on the northern portion of each block. The remaining design will be completed in Phase 2 on the southern portion of each block. For more detail refer to the proposed 'Phasing Plan' prepared by Ware Malcomb in Figure 8, and on page 26. The proposed development also includes two (2) ground level stormwater management ponds located on the southern portion of the site development, and north of the Natural Heritage System (see Figures 7 & 8). Intelligent and strategic landscape design surrounding this space will act as a buffer for the buildings to the north.

Additionally, there is one (1) future commercial block located on the north extent of the subject site adjacent to Derry Road and the Natural Heritage System which will be developed at a later date. This is comprised of two (2) single-storey commercial buildings and on-site ground level vehicular and bike parking. Lastly, there is also one (1) holdout parcel (land owned by others) located on the north-east edge of the subject site and at the intersection of Derry Road & Sixth Line. This comprises of one (1) partial two-storey office and industrial building with on-site parking. This development will be developed by others and at a later date. This parcel is not owned by Anatolia but for the purpose of this document it is included for reference as this parcel is designated as "Gateway" in the Town of Milton Official Plan. For the purpose of this document these developments are highlighted and included in both the 'Phasing Plan' (see Figure 8) and the 'Landscape Concept Plan' (see Figure 13) for reference.

Table 1 – Development Proposal Data

	TOTAL
Building 1	1,126,547 sf 104,660 m^2
Building 2	635,636 sf 59,053 m^2
Building 3	198,083 sf 18,402 m^2
Total:	1,960,266 sf 182,115 m^2

Figure 6: Proposed Site Elevation Render, prepared by Ware Malcomb

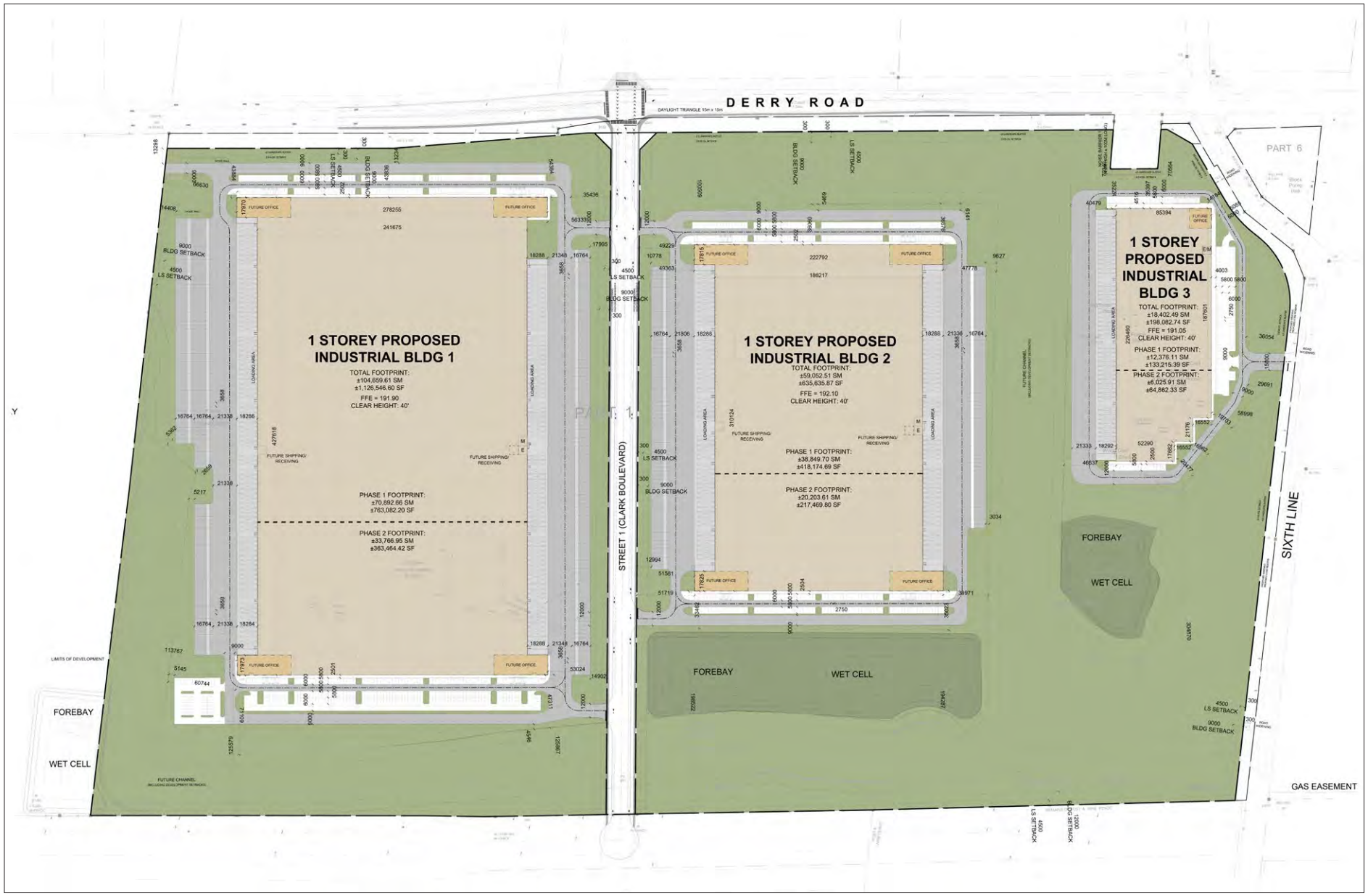

Figure 7: Proposed Conceptual Site Plan, prepared by Ware Malcomb.

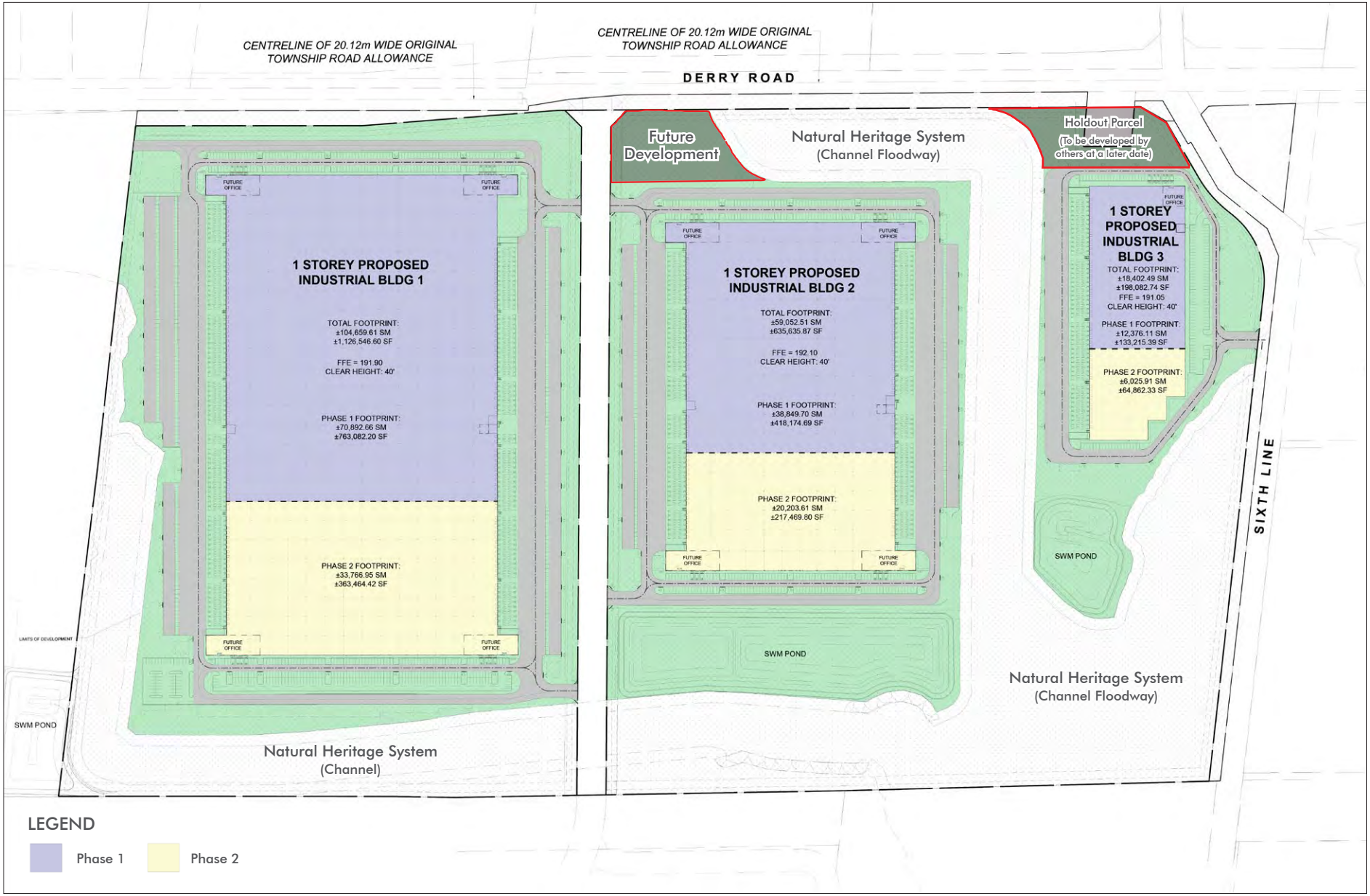

Figure 8: Proposed Phasing Plan, prepared by Ware Malcomb, additional edits made by MBTW.

3.2 Circulation Network

The proposed development will integrate into the existing road network and the surrounding neighbourhood through a carefully organized circulation network system. The subject site is bound by two (2) roads:

- **Derry Road**: Major arterial road that forms the northern edge of the subject lands, with a road widening reserve for future road expansion.
- **Sixth Line:** Collector road that forms the eastern edge of the subject lands, with a road widening reserve for future road expansion.

Driveway access to Building 1 is provided from Clark Boulevard and the future industrial development (completed by Remington Group) located adjacent to the western portion of the subject site. While driveway access to Building 2 is provided from Clark Boulevard and Building 3 is provided from Sixth Line. The newly proposed street, Clark Boulevard, provides two (2) driveway entryways each for Buildings 1 and 2. This new street allows for a safer active transportation travel route for the public. Direct connections to each building and parking areas will be provided through ample parking and loading spaces. To support circulation throughout the site the proposed development will provide 1.8 metre sidewalks along public roads and 1.5 metre sidewalks within private development blocks.

Main building entrances along with office spaces will be situated adjacent to each buildings pedestrian parking spaces located on the north and south ends of Buildings 1 and 2 and the north end of Building 3. The corners of Clark Boulevard and Derry Road will receive special design as it acts as the gateway to the property. The portion of lands designated "gateway" in the proposal will be designed to enhance and maintain the visual prominence of the entrance from pedestrian and vehicular point of view. Building 3 will provide unique character to the corner of Derry Road and Sixth Line with identifiable architectural features. More detail on the proposed building design is provided in Sections 3.4, 3.5 and 3.6 below.

3.3 Parking & Loading

Parking and loading spaces are accommodated across the subject site, distributed in a predominantly linear fashion alongside each of the proposed industrial buildings. The number of loading spaces and bicycle parking provided exceeds the zoning by-law requirements. In total 897 parking stalls are provided (1,056 are required), 34 of which are accessible parking spaces. A total of 315 Loading Spaces are provided (28 required), which are distributed along the sides of each of the proposed buildings. Bike parking is also provided on the subject site with a total of 34 stalls (31 required). Conflicts between pedestrians and vehicles will be avoided by separating parking areas and loading/servicing zones from sidewalks.

Parking within the front yard will be minimized to limit impacts on the streetscape. Parking will be provided primarily within the side yards with limited parking in the front and rear yards to provide access to office uses fronting Derry Road, while minimizing visual obstruction of the sites from the public realm. Landscaped islands are intended to break up parking areas to increase visibility and pedestrian connectivity thereby reducing vehicle-pedestrian conflicts. Placement of bicycle racks will occur near building entrances, where feasible, and within view of the public realm. Loading docks along with smaller loading spaces will be located in the side yards, screened from Clark Boulevard using berms and landscaping strips.

The landscape buffers have been incorporated and designed to effectively screen undesirable views from the public realm. Treatments within these buffers are provided in more detail in Section 4.1 of this document.

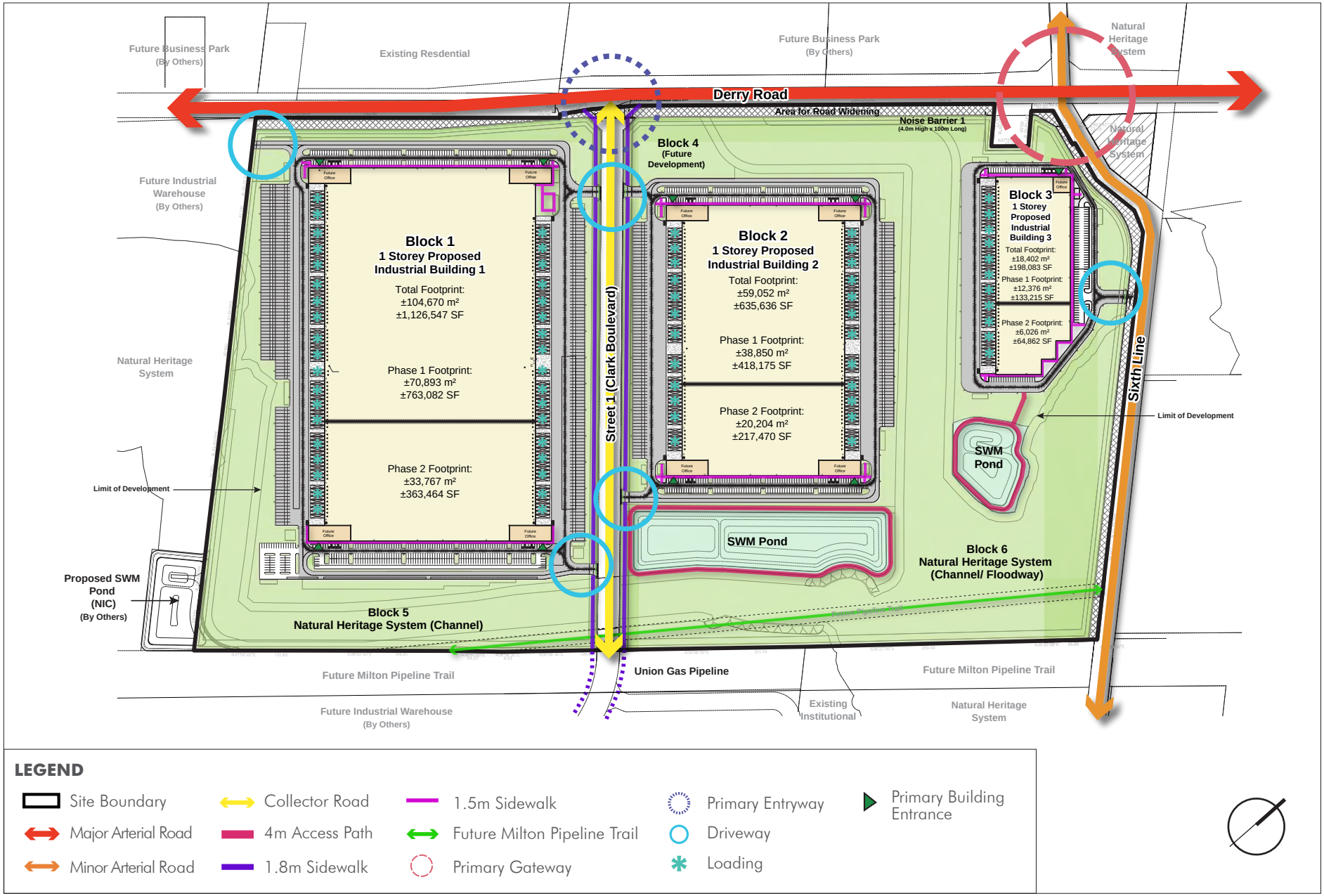

Figure 9: Circulation Network

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. Buildings 1 and 2 are rectangular in shape while Building 3 has a gradual decrease in size on the southern edges of the buiding design. The proposed architecture is consistent with the typical modern industrial building design.

3.5 Building Orientation

The proposed buildings are oriented in a north-south direction, running parallel to Clark Boulevard and Sixth Line. Main building entrances will be sited along the parking lots and all entrances will provide direct connections to the pedestrian sidewalk network surrounding the buildings. This will create a pedestrian-friendly environment by fronting the buildings along the public parking lot and streetscape.

The buildings are designed with simple geometric shapes, as described above. The distance between the building faces and the property line provides ample space for the proposed storm water management ponds, the natural channel area and provides a high standard of design in the building façades. Increased front, interior, exterior and rear yard setbacks will be provided to define the street edge and provide ample space for parking and landscape buffers. The front yard setbacks vary due to the future channel being located along Derry Road in front of Building 2, and the future commercial block north of Building 2, adjacent to Derry Road.

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

Building 1

Building 1 is an industrial building, rectangular in shape and spans along Derry Road, a distance of approximately 279 metres, and its entire frontage along Clark Boulevard, a distance of approximately 428 metres. Loading activities are directed to the east and west sides of the building. Two rows of loading parking, a landscape buffer zone and sidewalk are proposed between the building and the Clark Boulevard edge. The building is also separated from Derry Road by two rows of pedestrian parking and a significant landscaped setback. Additionally, Building 1 is located within the Natural Heritage Oriented Area. The proposed design will be sited to provide visual connections to the the Natural Heritage System while providing appropriate setbacks to limit impacts on the natural feature. Rechanneling of the watercourse will occur at the rear of the property, separated from the buildings by parking areas.

Building 2

Building 2 is an industrial building, rectangular in shape and spans along Derry Road, a distance of approximately 223 metres, and its entire frontage along Clark Boulevard, a distance of approximately 310 metres. This building is smaller in size to accomodate the proposed stormwater management pond located south of the building and the natural channel

3.6 Building Height & Massing

area located north, east and south to the building. The building is also separated from Derry Road by two rows of pedestrian parking, the natural channel which runs adjacent to Derry Road, and the future commercial block located north of the building and adjacent to Derry Road, which will be developed at a later date. The key public exposure of Building 2 is its west elevation along Clark Boulevard, separated by two rows of loading parking, a landscape buffer zone and sidewalk. Loading activities are directed to the east and west sides of the building which have similar loading activities to Building 1.

Building 3

Building 3 is an industrial building and spans along Derry Road with a distance of approximately 85 metres, along Sixth Line with a distance of approximately 188 metres, and its entire frontage along the natural channel, a distance of approximately 226 metres. The building maintains the same general north-south oreintation with a gradual decrease in size on the southern portion of the building. This building is the smallest of the three (3) buildings to accomodate the proposed stormwater management pond to the south and the natural channel area to the west and south of the building. The building is also separated from Derry Road by one row of pedestrian parking, and is separated from Sixth Line by two rows of pedestrian parking. The key public exposure of Building 3 is its east elevation along Sixth Line, separated by two rows of pedestrian parking and a landscape buffer zone. Loading activities are directed to the west of the building with additional pedestrian parking located on the rear of the building. Additionally, Building 3 is proposed within the Gateway Area, adjacent to and south of the proposed holdout property (owned by others & developed at a later date). This block condition will give special attention to the intersection of Derry Road and Sixth Line through enhanced and prominent architectural features and appropriate setbacks from Sixth Line for road widening.

All of the proposed industrial buildings have been designed at a consistent height of 13.7 metres. Building massing is proposed to reflect a simple geometric shape, and discussed in more detail for each of the buildings, below. Building articulation, achieved through change of materials, is used to break up the length of the building face along the public realm, providing variety and interest, described in more detail in Section 3.7. Along public roads, buildings will be a minimum 4.5 metres in height to frame and reinforce a pedestrian scaled streetscape.

Building 1

Building 1 is the largest of the three buildings located west of Buildings 2 and 3. It has a simple rectangular shape with four (4) entrances at the four (4) corners of the building.

Building 2

Building 2 is located east of Building 1 and west of Building 3. It is located adjacent to the proposed stormwater management pond to the south and is bound by the natural channel on the north, east and south sides of the building. It is also a simple rectangular shape with four (4) entrances at four (4) corners of the building.

Building 3

Building 3 is the smallest of the three buildings located east of Buildings 1 and 2. It has a similar orthoginal shape, decreasing in size on the southern edges of the building. It has one (1) entrance at the north eastern corner of the building.

For all of the proposed industrial buildings, the proposed building articulation (discussed in Section 3.7), combined with landscape buffers (discussed in Section 4.1) will ensure a high quality public realm along the adjacent road edges.

3.7 Materials & Colours

All of the proposed industrial buildings are designed with the same colour and material palette, in a manner that clearly and effectively articulates building entrance locations. Large amounts of glazing will be used on the ground floor, fronting the public road to create visual interest. Outdoor amenity areas located adjacent to the proposed office space will include seating and specialty paving treatment.

Along public roads, a high level of building articulation will be provided through a variety of facade elements such as windows, projections, building materials and recesses to provide visual interest. To highlight the importance of the intersection of Clark Boulevard and Derry Road, special entrance treatment shall be provided. Particular attention will be provided to the intersection of Sixth Line and Derry Road with high architectural treatments and convenient entrance location. To animate the street, high amount of building glazing will be provided at street level. High quality and functional building materials will be carefully selected at the site plan stage to achieve a high standard of design and building sustainability.

The proposed materials include a vision glass in curtain wall system that are incorporated strategically along the building elevations to break up the building mass and identify primary entry points. The building entrances are located at the corners (as shown in Figures 8 & 9). Vertical elements along the expanse of the warehouse buildings break up the building length, and the use of vision and tempered glass amid the predominantly white precast panel elevations assists in adding visual variety and interest along the majority of the publicly exposed building face. Building entrance locations (designated corners of the buildings) are highlighted through the use of vision and tempered glass, canopy with aluminum composite panel fascia and metal soffit. Side elevations have the same treatment. Rear elevations consist mostly of precast white concrete panel with some breaks that are implemented through the rhythmic of vision and tempered glass windows.

Materiality and colour examples

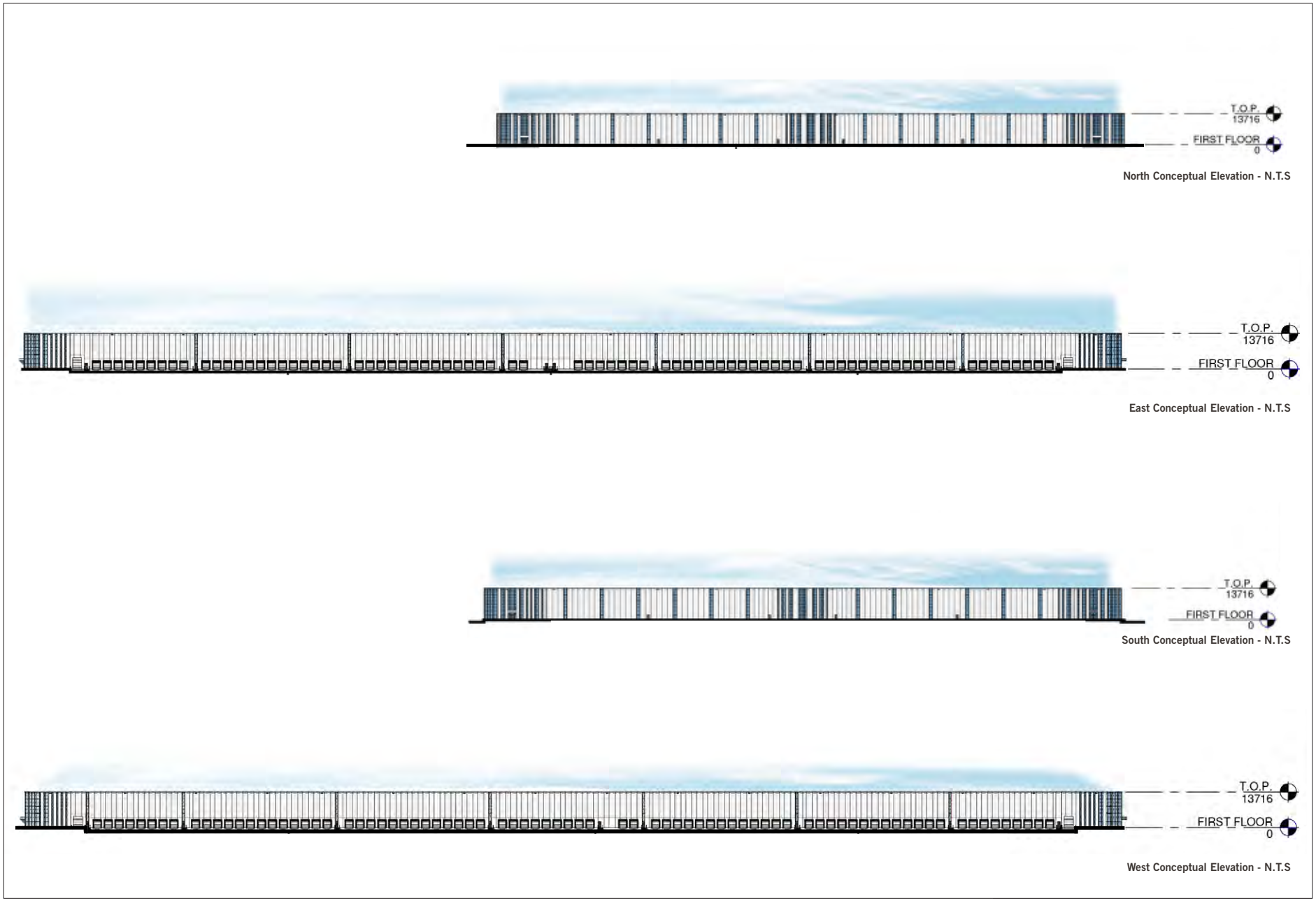

Figure 10: Proposed Building Conceptual Elevations – Building 1, prepared by Ware Malcomb

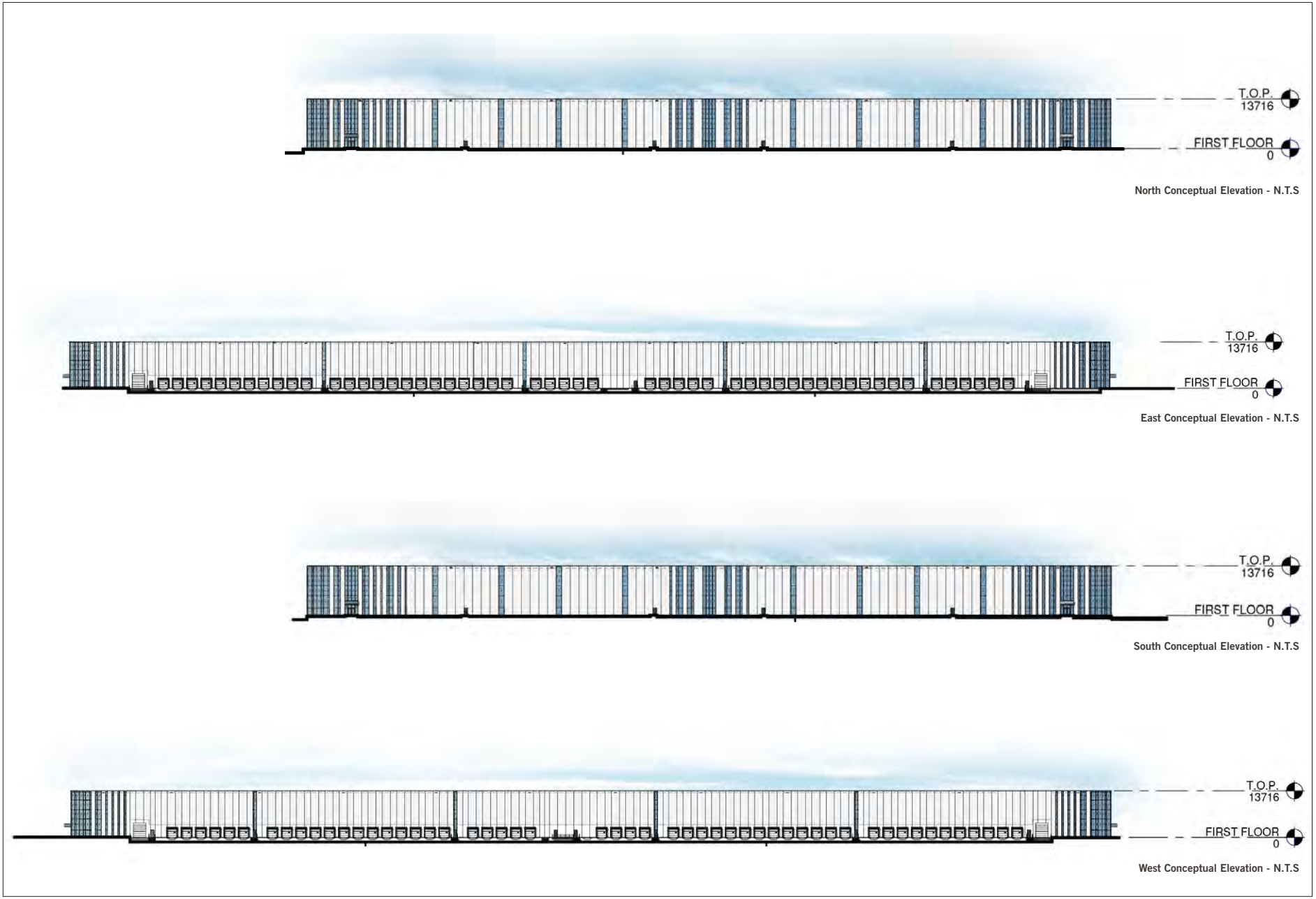

Figure 11: Proposed Building Conceptual Elevations – Building 2, prepared by Ware Malcomb

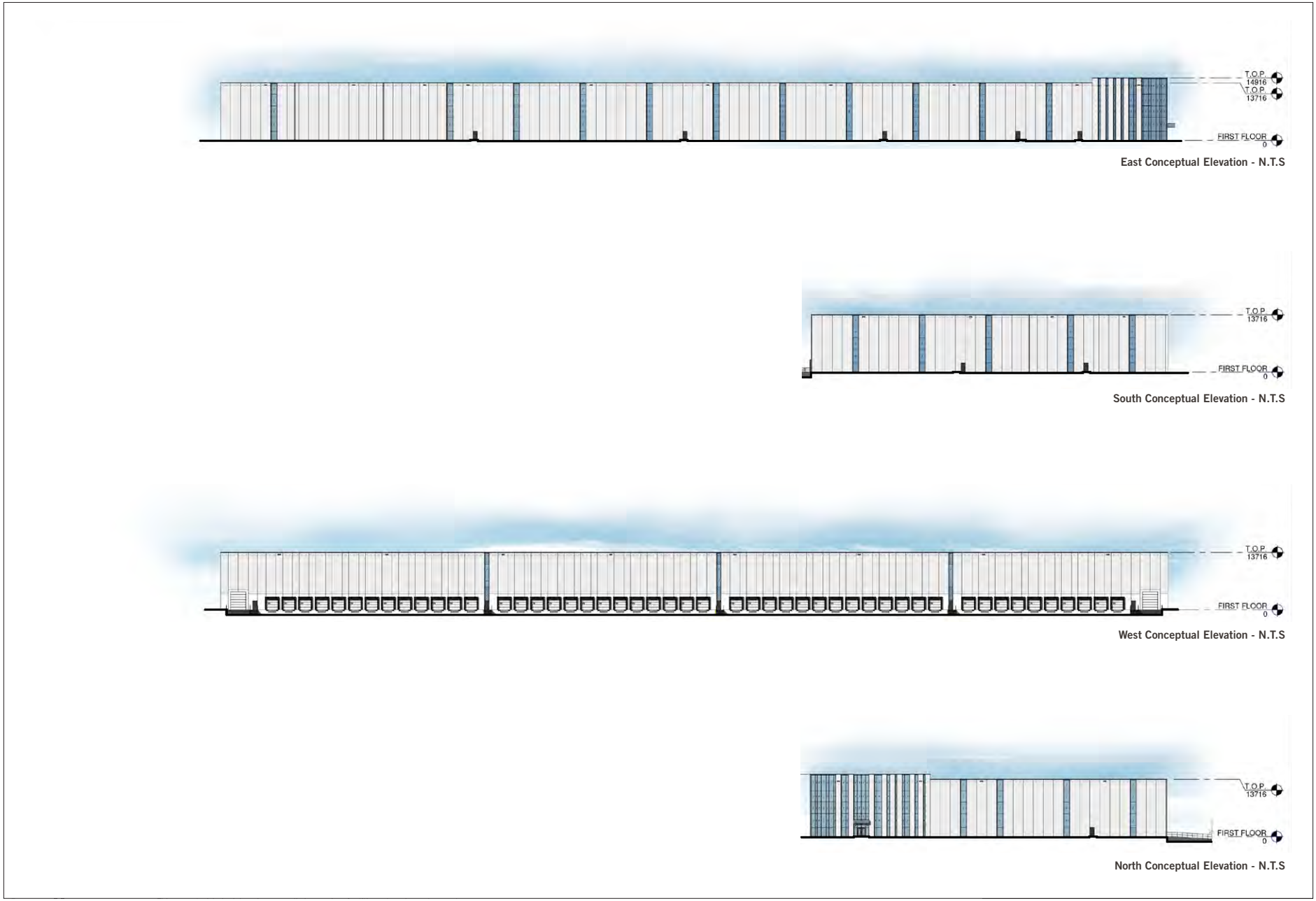

Figure 12: Proposed Building Conceptual Elevations – Building 3, prepared by Ware Malcomb


SIGNAGE

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4.0

LANDSCAPE DESIGN RESPONSE & CONCEPT PLAN

4.1 Development Proposal

The proposed landscape plan, prepared by Stantec Consulting Ltd. is shown in Figure 13 on page 41 of this document and demonstrates the following aspects of the Town of Milton Official Plan that are relevant to the subject site:

1. Front yards will be designed to create a visually attractive streetscape through the use of pedestrian connections, landscaping and signage. Side yards incorporate a landscape strip, where feasible, along the street line to create edge treatments. Rear yards provide a landscaping strip along the rear property line which creates a buffer for the natural channel areas. High branching coniferous & deciduous trees and low ground cover is used between the public realm and parking which ensures that services and views remain unobstructed.
2. The proposed street pattern promotes safe and efficient circulation for various modes of transportation. The example of Clark Boulevard street design, as shown in Figure 13, includes boulevards on both sides of the street with tree plantings and a 1.8 metre sidewalk.
3. The proposed community park to the west of the subject site, with the Remington Group Plan of Subdivision will contain a variety of recreational activities, sports facilities and spaces for passive recreational uses. Connections to the park will be provided via a 3 metre trail lining the Union Gas Easement. The exact design of the park will be determined during the detailed design stage through the preparation of a facility fit plan and will include pedestrian scaled lighting and signage to orient users to the various functions the park offers.
4. The proposed vegetated island and naturalized planting along the western portion of the subject site will consist of native trees and shrubs of various sizes. As seen in Figure 13, this condition will span along the edge of the existing vegetaed area on the west limit of the development. The amenity area located adjacent to this condition on the south-west corner of Building 1 will include seating, bike racks, specialty paving and planting which will connect seamlessly to the vegetated island condition. Additionally, low vegetation consisting of a mix of ornamental & perennial planting and shrubs will be implemented on the sout-west portion of the subject site. This will act as a buffer between the parking and Natural Heritage System (Channel).
5. The three (3) business park blocks will have significant landscape buffers incorporated into their design. Trees have been incorporated, where appropriate, through proper planting methods into public streets and pathways to promote tree health and longevity. Native trees and shrubs of various sizes are included along the edge of the existing vegetated areas along the west limit of the development. Consideration for the types of trees will prioritize native species that are disease-resistant with planters that have sufficient depth, width, and soil quality. Additionally, tree planting will occur at regular 6-8 metre intervals adjacent to streets with attention focused on open spaces and street edges.
6. Where parking areas meet the Natural Heritage System and future channel, heavy planting in the form of landscaping strips, berms and buffer zones are provided within the rear and side yard of each block. These landscaping strips highlight natural features and create an edge to the proposed development.
7. Boulevard widths provide walkways and improve pedestrian movement while accommodating street trees with proper pit depths. The site tree planting adheres to the appropriate design guidelines regarding spacing and include a minimum setback of 1.0 metre from the curb line.
8. Clark Boulevard contains a landscaping berm on either side of the

ROW to block views on the loading areas from public view. The berms will be a maximum of 7.5 metres high, containing a variety of coniferous trees that will adequetly screen the loading areas. Pedestrian sidewalks, street trees and lighting will also be provided on either side of the ROW.

9. Enhanced landscaping will be implemented adjacent to Building 3 and on the corner of Derry Road and Sixth Line. This location will act as a gateway to the subject site and will require special treatment through intelligent and provacotive landscape design. This will consist of naturalized planting of native trees and shrubs of various sizes to create an appropriate buffer for the development.

The landscape design supports the Official Plan's principles of protecting the Town of Milton's landscape while enhancing the natural features within the subject site and in the community.

For a more detailed review of the landscape response within the 'Natural Heritage System (Channel & Floodway)', refer to the Landscape Restoration Plan prepared by Dillon Consulting.

Figure 13: Landscape Concept Plan Prepared by Stantec Consultants Ltd.

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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.

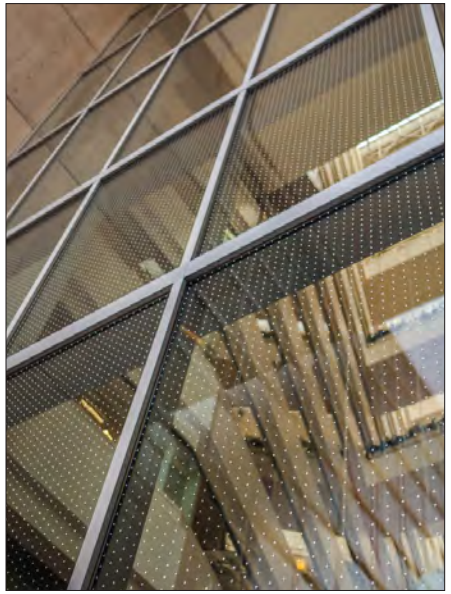
5.2 Sustainable Building Features

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 & 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). Two (2) Stormwater Management (SWM) detention basins are proposed in the rear yards on the north and east sides of the future channel, along with one (1) stormwater management detention basin (to be completed by others) proposed outside of the site development, but located adjacent to the southwest corner of the subject site. These SWM detention basins will utilize the surrounding natural heritage to provide pleasing views and vistas through naturalized edges. Access to the detention basins will be managed using heavy landscaping along the edge which will further enhance the views and vistas. Impervious areas such as loading/servicing and parking areas will be broken up using landscaping to allow greater infiltration of storm water.

Other features including drainage swales assist in collecting stormwater while enhancing the visual perception of the public realm. Locations of snow storage will be carefully selected to prevent toxic substances from entering the greater stormwater run-off system.



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APPENDIX 'A'

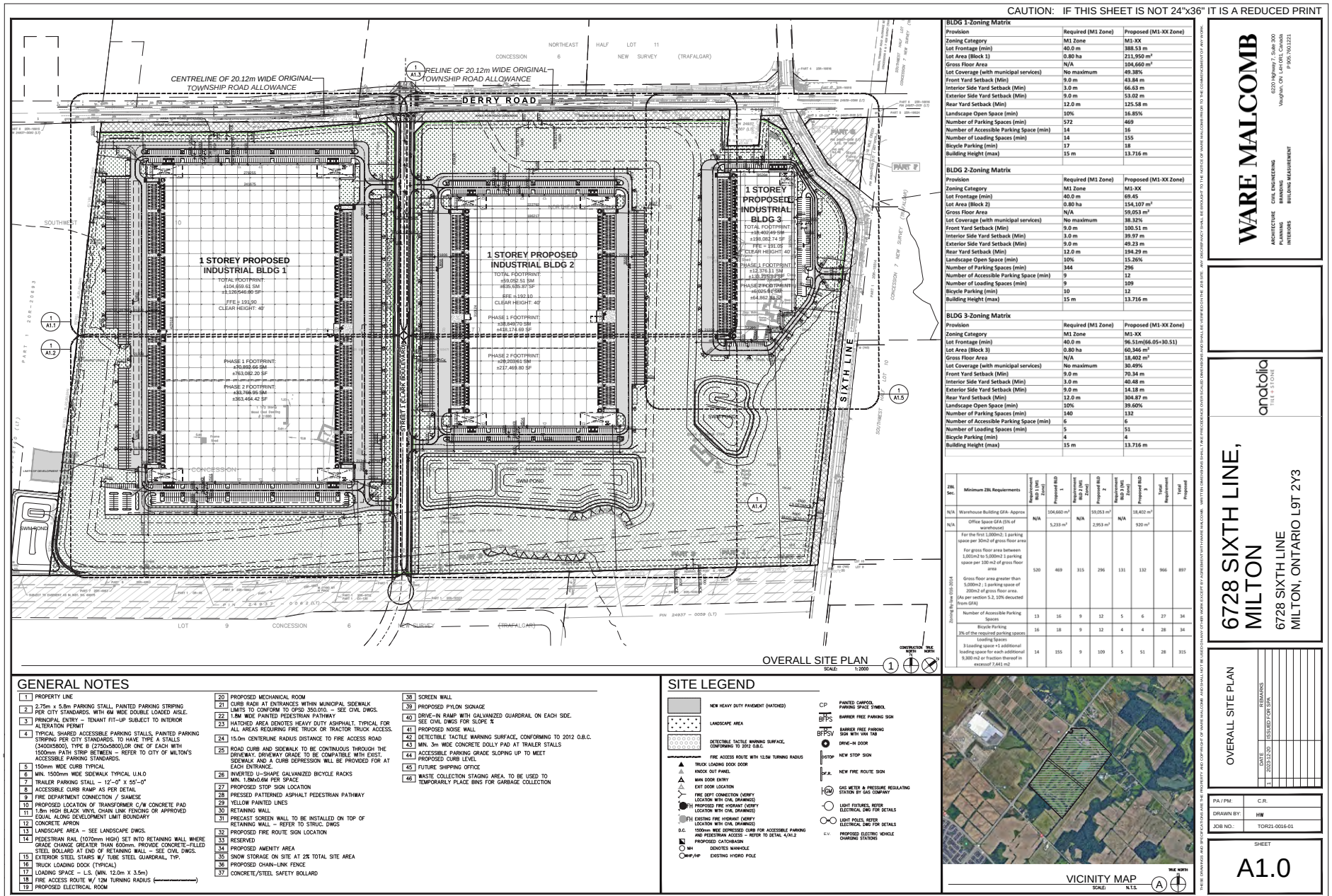

Figure 14: Proposed Site Plan with statistics, prepared by Ware Malcomb.

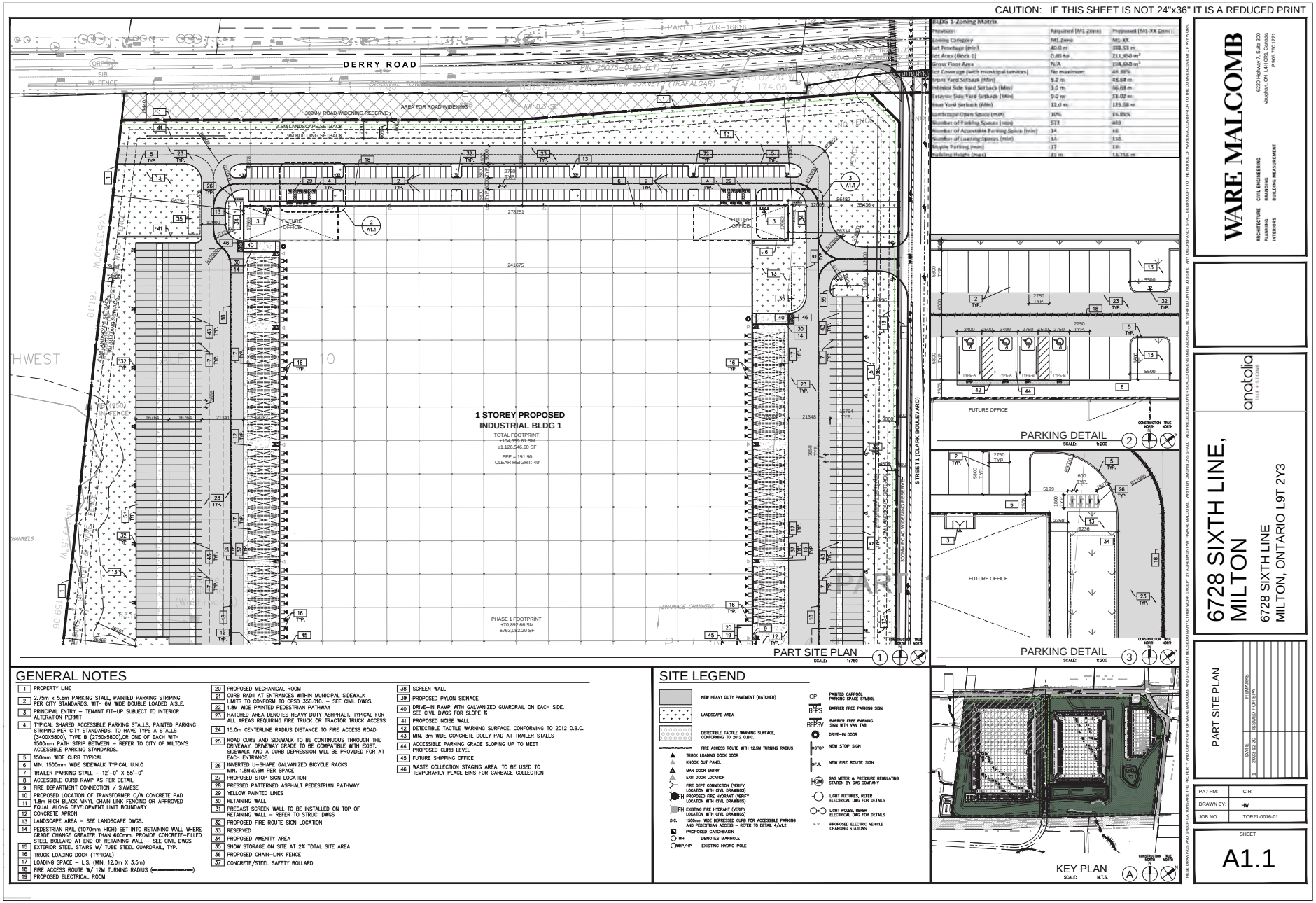

Figure 15: Proposed Site Plan, prepared by Ware Malcomb.

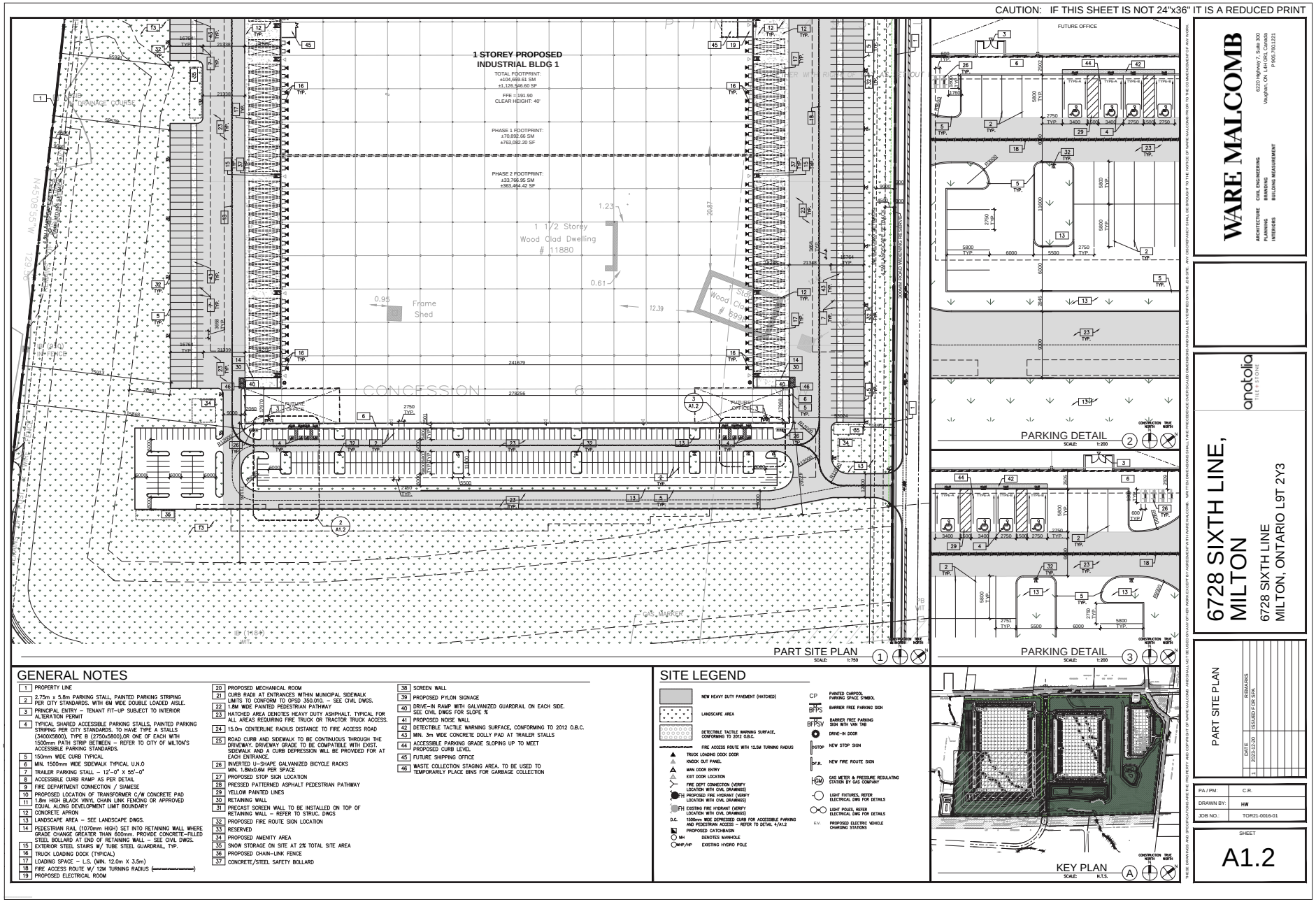

Figure 16: Proposed Site Plan, prepared by Ware Malcomb.

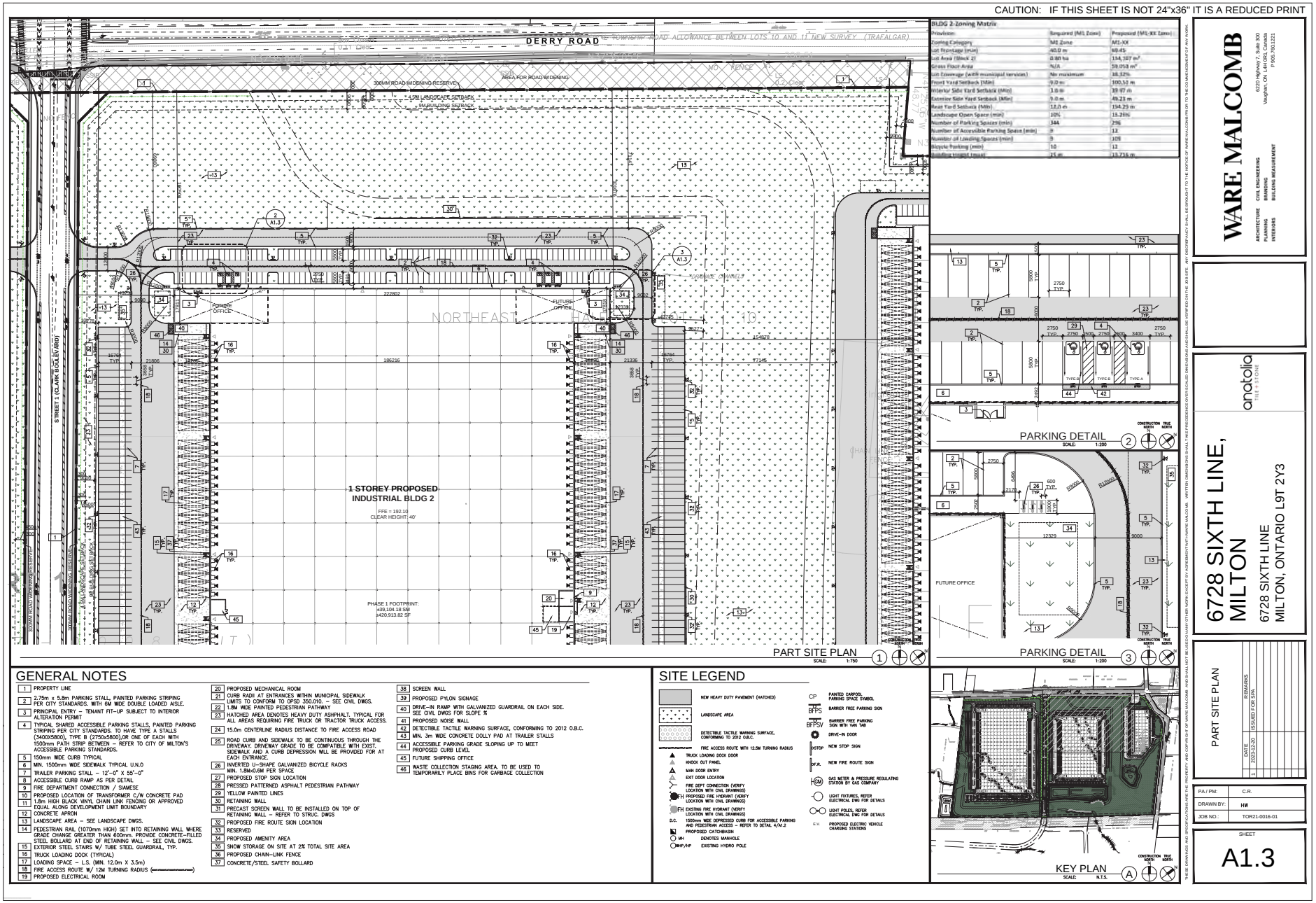

Figure 17: Proposed Site Plan, prepared by Ware Malcomb.

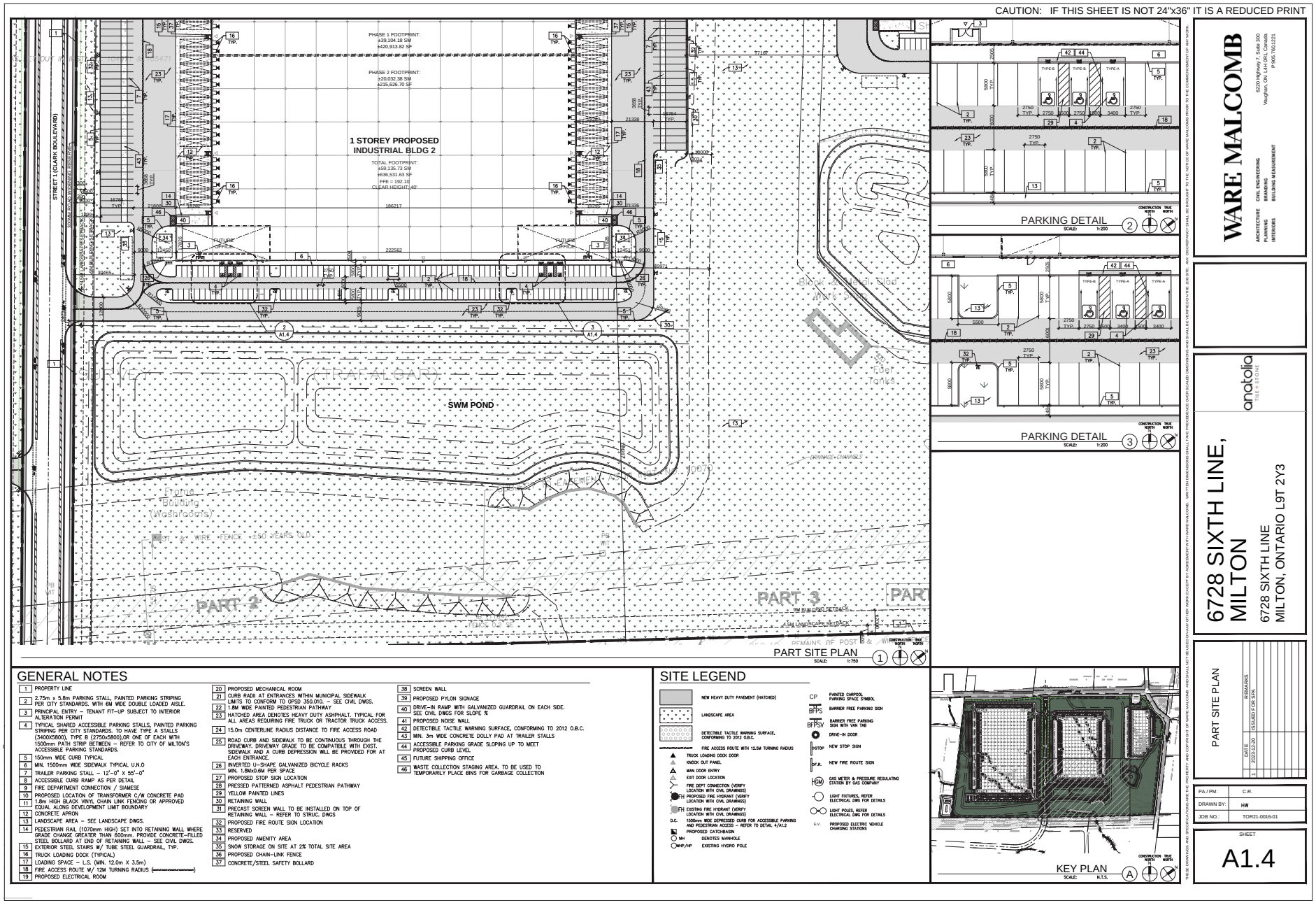

Figure 18: Proposed Site Plan, prepared by Ware Malcomb.

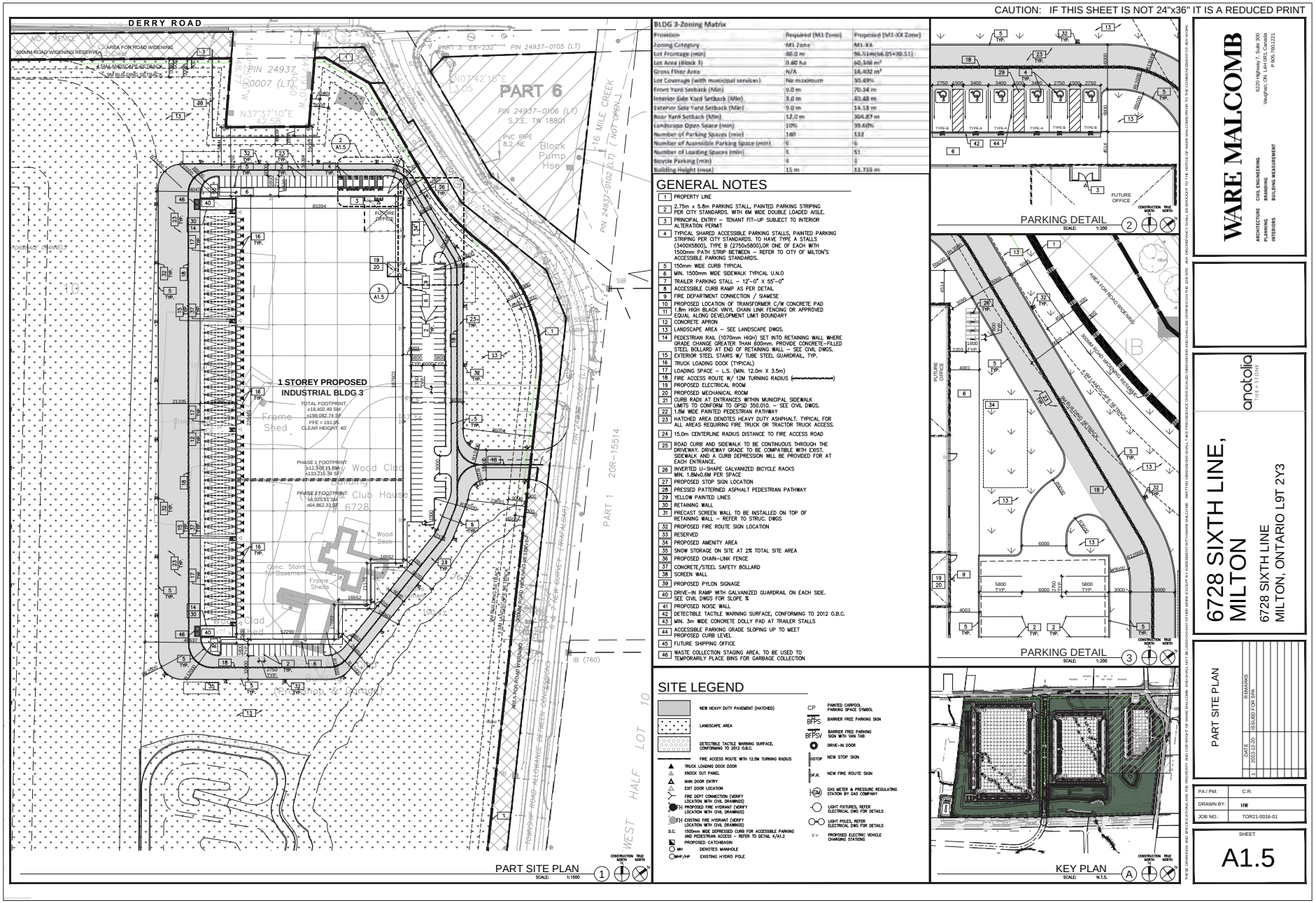

Figure 19: Proposed Site Plan, prepared by Ware Malcomb.

mbtw wai

255 Wicksteed Avenue, Unit 1A

Toronto, Ontario, Canada M4H 1G8

T 416.449.7767 F 416.449.1803

www.mbtw-wai.com

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