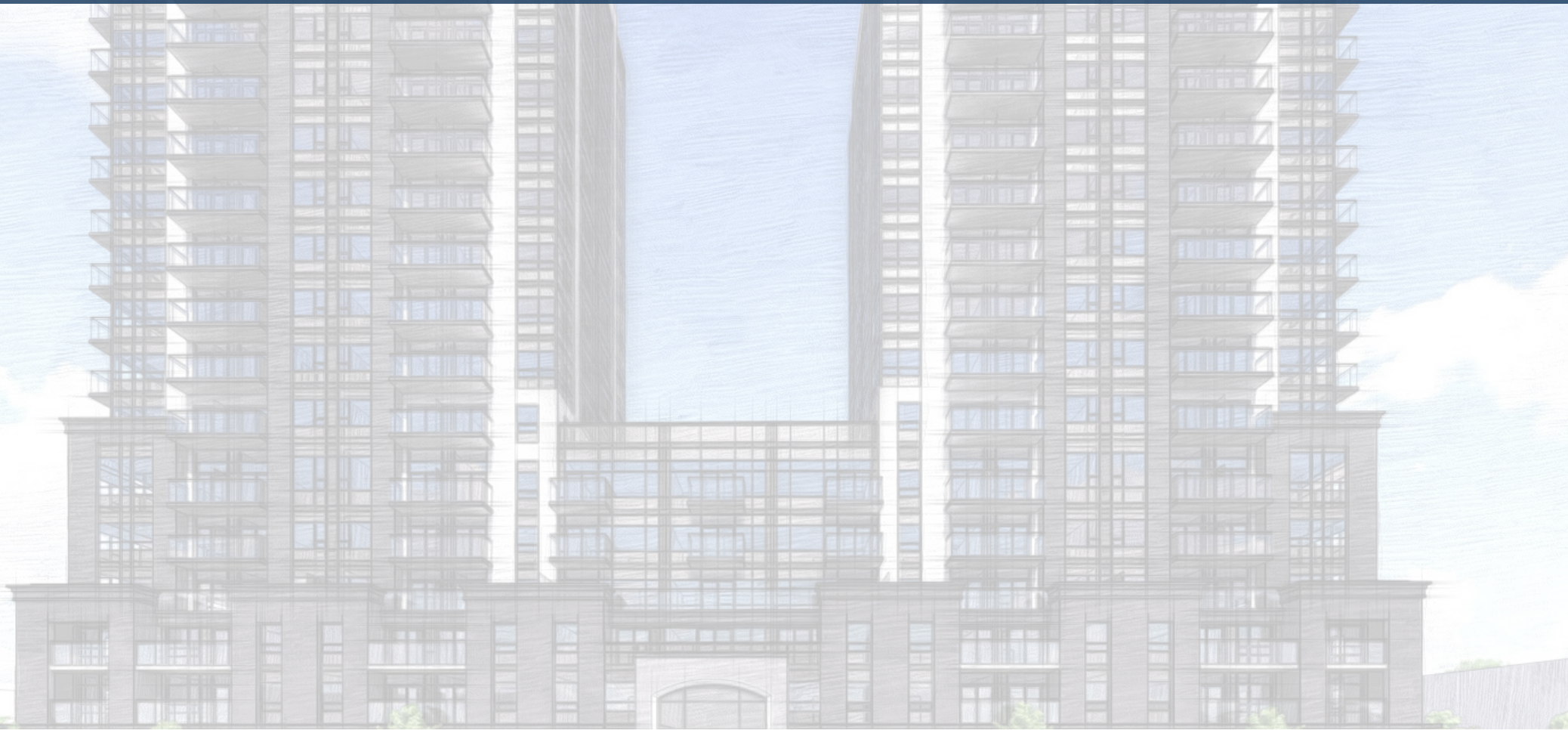


URBAN DESIGN BRIEF



395-409 Pearl Street, 17 Prince Street, 388 Main Street

Official Plan Amendment and Zoning By-law Amendment | March 2025



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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1.0 DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES



1.1 DESIGN VISION

The proposed development will contribute to the transformation of the Site, which, in the fullness of time, is envisioned as apart of a new transit-oriented community.

The proposed development will appropriately redevelop and intensify the Site in keeping with the urban structure of Milton and, more specifically, the Central Business District (CBD) while leveraging upon its proximity to higher-order transit. The vision for the proposed development is a high quality, mixed-use development that makes efficient use of land, services and existing transit while promoting pedestrian friendly design.

1.2 DESIGN OBJECTIVES

The overall goal for of this project is to redevelop the Site with a mixed-use building that is contemporary and attractive in design, treats the streetscape with particular attention and is complementary to the surrounding development context. The following objectives have been identified to help achieve the project goal:

- Provide a building design that, through the combination of massing, orientation, pedestrian entrances, architectural elements, detailing, and material selection, will improve the pedestrian experience along Main Street and will promote an active streetscape;
- Integrate an effective height and density transition between the development and adjacent residential dwellings to the south;
- Create an attractive, defined street edge along Main Street and other surrounding public streets;
- Incorporate enhanced amenity space for residents including both indoor and outdoor amenity areas;
- Provide a development that is supportive of transit and encourages alternative transportation modes including cycling; and
- Apply the design direction set out in the City's Official Plan and applicable guideline documents, where practical and appropriate.

1.3 GUIDING PRINCIPLES

Connectivity and Vitality

- The CBD is the economic and cultural centre of the Town. As such, the subject lands are ideally located to provide future residents access to all of the economic and cultural amenities in the downtown area of Milton.
- The proposed development comprises an entire City block within the Town's existing grid network. The site has frontage on four municipal streets with an existing block length that is short enough to provide for short walking distances across the site; ;
- High quality urban and landscape design is a prerequisite to new construction that fosters among the residents a state of physical, mental, social and economic well-being. Through the detailed site plan review process building and landscape design will be reviewed to achieve this objective

Accessibility and Circulation

- The proposed development will accommodate all modes of transportation, ages and abilities in a safe and efficient manner, with priority given to the most vulnerable users. The site will be designed with seamless connectivity between transportation modes and barrier-free accessibility.
- The site and building will be designed in accordance with all accessibility requirements this includes the provision of adequate sight lines, barrier free walkways, barrier free building entrances and the inclusion of barrier free units.
- The proposed development is pedestrian and transit oriented.

Built Form and Design

- The proposed development utilizes a compact built form to achieve a critical mass that supports transit and the efficient use of land by meeting minimum density targets. The proposed development focuses intensification along Main Street East and provides appropriate transitions to minimize impacts on stable residential neighbourhoods to the south.
- The proposed development will create a green, safe and attractive place with high-quality streetscapes and private outdoor amenity areas.
- The proposed development provides for a mixed-use form of development, together with a strong residential component, contributing to a vibrant complete community, which is critical to the health of the downtown
- The proposed development provides for an appropriate supply of parking that meets the needs of users, while incentivizing transit use and prioritizing pedestrian safety
- The preliminary site and building design applies human scale design elements.

1.4 INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited ("MHBC Planning") has been retained by Mikmada Homes (the "Applicant") to prepare an Urban Design Brief in support of Official Plan and Zoning By-law Amendment applications (the "Applications") for the lands municipally known as 395-409 Pearl Street, 17 Prince Street, and 388 Main Street, respectively (the "Site"; see Figure 1). The Site is comprised of seven contiguous parcels that collectively measure approximately 6,545m² in area. The Site is located on the Eastern side of Main St and is encompassed by both the Downtown Character Area Boundary and the Urban Growth Centre/Major Transit Station Area. The Site is currently occupied by six (6) single detached residential dwellings and a used car dealership.

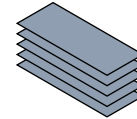
The Applicant is proposing an 18-storey mixed-use building (the "Proposed Development"). The Proposed Development will feature a high-density development that ranges from four (4) to eighteen (18) storeys, utilizing a podium and tower design. The building has been designed with the greatest height and density oriented towards Main Street.

This Urban Design Brief has been prepared in accordance with the terms of reference as part of a complete application to the Town of Milton.

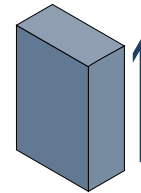
- This Urban Design Brief should be read in conjunction with other technical reports, plans and studies.



570 Residential Units



**6 Ground Floor
Commercial Units**



**16-18 Storey Tower(s)
4-7 Storey Podium**



**Podium and Terrace
Common Amenity Space**



**Underground & Structured
Vehicle Parking Spaces**

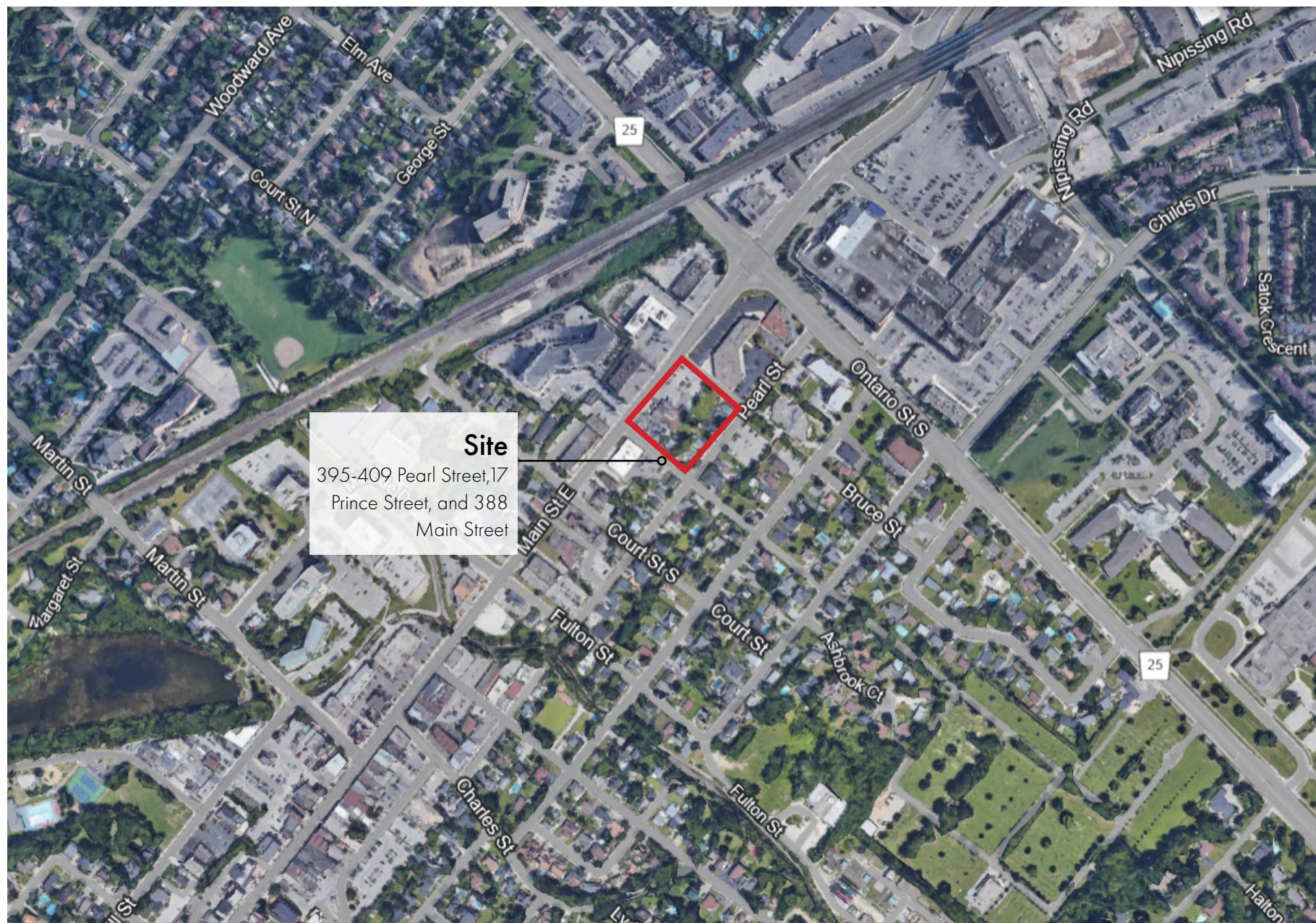


Figure 1.1 - The Site at 395-409 Pearl Street, 17 Prince Street, and 388 Main Street, Milton



Figure 1.2 - South Facing Render of the Proposed Development on Pearl Street, prepared by KNYMH

2.0 SITE AND CONTEXT ANALYSIS



2.1 EXISTING SITE CONDITIONS

The site consolidates seven individual parcels into a block encompassed by Main Street, Prince Street, Pearl Street, and Bruce Street respectively. These addresses are municipally known as 395-409 Pearl Street, 17 Prince Street, and 388 Main Street. The site is rectangular in nature, with an 83m frontage along Main Street and a maximum depth of 80.5m. The total area of the property is approximately 6,552m².

There are currently single detached dwellings six of the parcels. On the seventh parcel, there is a multi-unit commercial building and large used-car lot. The site is relatively flat with no major slope. The site does not contain any designated natural areas. The site is located within an established neighbourhood that forms part of "Old Milton".

The Site is located within an established, mixed-use neighbourhood that forms part of the Old Milton Neighbourhood, which is a component of the City's 'Milton Central' planning district. Additionally, The Site is also located within both the MTSA and Character Area. A further analysis of this community structure and character is included below in the section titled "Planning Context".



Figure 2.1 - Site looking South from Main Street East



Figure 2.2 - Site looking North from Pearl Street

2.2 PLANNING CONTEXT

Policy Analysis

Schedule C – Central Business District Land-Use Plan, designates the Northern half of The Site as Urban Growth Centre Mixed Use Sub-Area and the Southern half of The Site as Low Density Residential Sub-Area. Furthermore, Schedule C places The Site in both the Milton GO MTSA/Downtown Milton UGC and the Downtown Character Area (see Figure X).

Schedule D – Urban Area Planning Districts, Character Area and Community Improvement Area designates The Site as apart of the Milton Central planning district, and apart of both the character area and community improvement area.

Planning District Analysis

The Milton Central planning district is an irregularly shaped area situated in the North-West portion of the Town of Milton, directly below the 401 and Industrial Business Park. This district is bounded by the rail line to the West, Steeles Avenue to the North, Derry Road to the South, and Thompson Road to the East. The location of this planning district within the broader context of the city is shown on Figure X below.

Generally, the Milton Central planning district can be characterized as a low-density residential area comprised largely of predominantly one and two storey dwellings. Notwithstanding, this development area also contains a variety of medium and high-density residential forms, retail/service commercial enterprises along the Main Street and Ontario Street corridors, institutional uses and public open space.

Neighbourhood Analysis

The subject lands are situated on the south side of Main Street East; a minor arterial road providing direct connectivity to the City's downtown, commercial centres (e.g., Milton Mall) and Provincial Highway No. 401.

The Site is located within an established, mixed-use community that forms part of Old Milton neighbourhood and the larger 'Milton Central' planning district. Collectively, this mixed-use area integrates a variety of housing types, including mid- and high-rise forms.

There are currently single detached dwellings six of the parcels. On the seventh parcel, there is a multi-unit commercial building and large used-car lot.

2.3 SURROUNDING CONTEXT

Built Form & Land Use

The surrounding land-uses are summarized as follows (for the purpose of this summary, we are considering Main Street to be north):

North: Main Street is located to the north of the site. On the opposite side of Main Street there are a number of commercial uses and associated surface parking. A large mid-rise (six storey) apartment building is also located to the north.

East: Bruce Street forms the east boundary of the site. A large commercial plaza is located on the opposite side of Bruce Street. Low-rise residential dwellings and a surface parking lot The Milton Christian School and a Mid-rise apartment building are located to the southeast.

South: Low-density residential development (single detached dwellings) and parking for the abutting school.

West: Low-rise residential dwellings and a commercial plaza.



Figure 2.4 - Commercial and Residential Uses North of the Site



Figure 2.5 - Commercial Uses East of the Site



Figure 2.6 - Low-rise Residential Uses South of the Site



Figure 2.7 - Commercial and Residential Uses West of the Site

Existing Circulation

The subject lands comprise an entire city block, surrounded on each side by public streets: Main Street East, Bruce Street, Pearl Street, and Prince Street. The surrounding streets follow a traditional grid pattern until interrupted by Ontario St N. to the east, after which the road network then transitions into more of a curvilinear pattern. The site is well connected to the existing provincial, regional, and local road network (see figure 2.8).

Main St East is a minor arterial road that ranges from 2-4 lanes, with three (3) lanes directly in front of the subject lands. Main St East has sidewalks, but no bike lanes or landscaped boulevards.

Bruce Street is a short local road with two lanes and sidewalks on the east side. Bruce street does not contain bike lanes or landscaped boulevards. Prince street has a similar configuration to Bruce Street with a sidewalk along the west side.

Pearl Street is a collector road with two lanes and sidewalks on both sides. Pearl Street does not have bike lanes or landscaped boulevards. The Northern side of Pearl Street has larger setbacks and front lawns, whereas the Southern side has smaller setbacks with small front lawns.

There is an existing transit route along Main Street (Milton Transit) with transit stops located both east and west of the site. Additionally, the site is just a seven-minute bus ride away from the Milton GO Station which provides convenient access to GO Transit. The site is located within a Major Transit Station Area given its proximity to higher order transit.

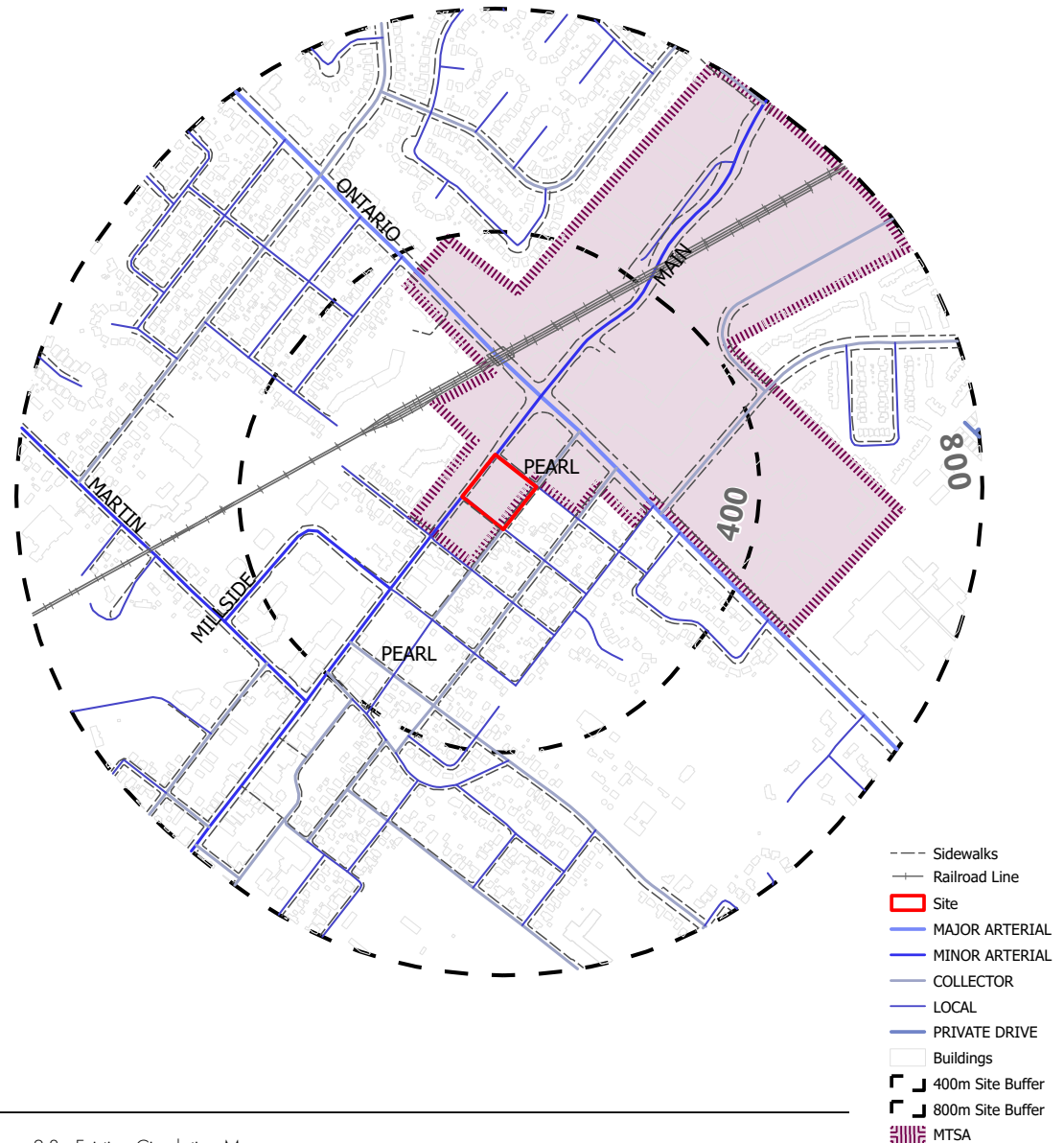


Figure 2.8 - Existing Circulation Map

Open Spaces & Natural Heritage

The Old Milton neighbourhood and Site have access to nearby open spaces, parking and trails, including Victoria Park, The Milton Fairgrounds, Livingston Park, Brian Best Park and Rotary Park with a splash pad, swimming pool and extensive trail network. (see Figure 2.9).

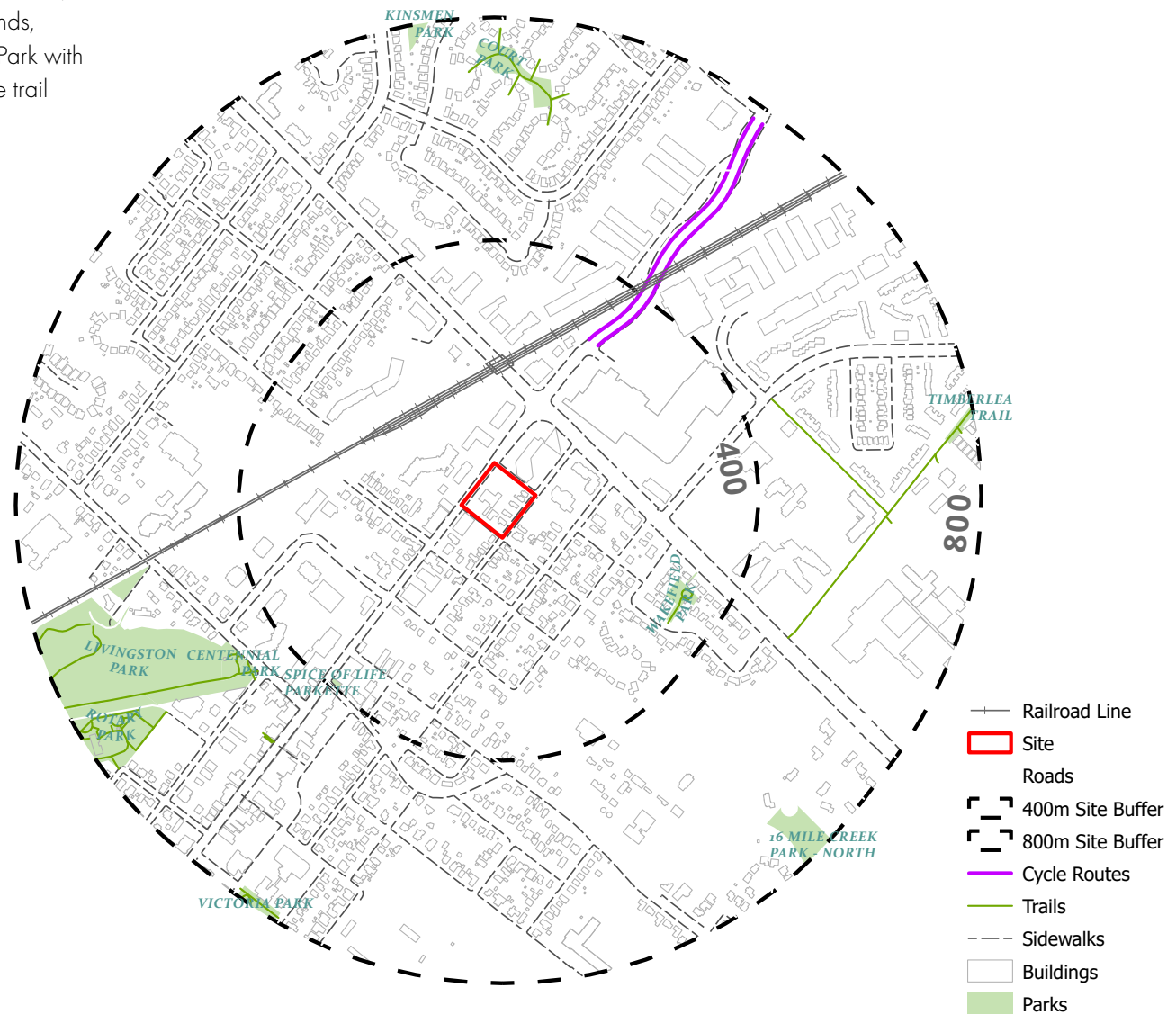


Figure 2.9 - Open Space and Natural Heritage Map

3.0 DESIGN RESPONSE

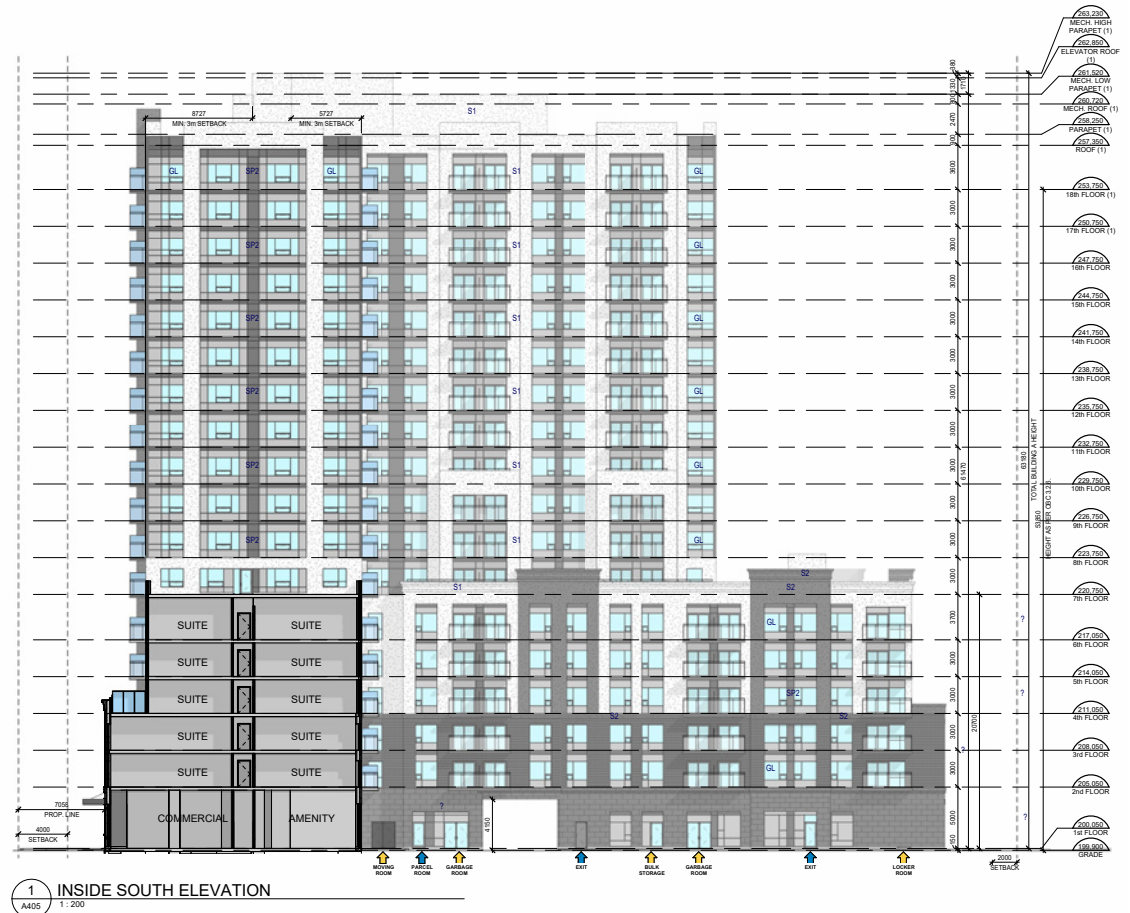


Site & Building Design

The site has been designed to provide a high-density mixed-use development that will provide a compact built form, complement the surrounding residential neighbourhood, and establish prominent street frontage along Main Street.

The conceptual building design has considered the lot framework and has located buildings to frame the exterior of the site near the street edge, particularly along Main Street to create a prominent gateway. Additionally, the building incorporates stepbacks in building height which orient the tallest portions of the building towards Main Street.

Consideration has been given to the orientation of the building towards the public realm to encourage active street frontages for ground floor commercial and retail developments. The built forms support an active streetscape and creates an inviting public realm for pedestrians. The ground floor features five (5) commercial units with direct pedestrian street access. Additionally, the main entrance along Main Street creates a prominent gateway for pedestrians that provide direct access to the lobby and two (2) ground floor amenity spaces.



The proposed development employs contemporary architectural elements to provide visual interest and to not detract from the architecturally diverse neighbourhood. Building entrances will be well defined and visible from the public realm encouraging active transportation and transit use.

The 570 residential units are designed with a variety of layouts to include large windows and balconies which further adds visual interest to the architectural elements and reduce the overall massing of the building.

It is noted that further review of the detailed building design, landscaping and amenity spaces will occur through the future site plan process.

Figure 3.1 - Site Plan Diagram

Building Height

The building height ranges from four (4) to eighteen (18) storeys. A three (3) tier design is proposed with a 4-storey podium that steps back into another 3-storey podium. Atop the podiums are two towers, one of sixteen (16) storeys and one of eighteen storeys (18). The proposed variation in height, as well as building design and orientation, will create visual interest, maximize views from residential units, is sensitive to surrounding uses, and minimize shadow impacts.

Consideration has been given to the location of the proposed development in relation to existing buildings to ensure a development that is compatible in terms of massing and scale. As the development is adjacent to neighbouring residential properties, appropriate setbacks have been established. Additionally, the various building heights generally transition from lower at the street frontages and increase internal to the site.

Height Transition

The proposed development has been designed with an initial four-storey podium and an additional four-storey podium before stepping back into the two towers along the each of the four surrounding streets. This design provides intensification within the Urban Growth Centre Mixed Use Sub-Area and Milton GO MTSA/Downtown Milton UGC.

Additionally, the towers are oriented towards Main Street East and step backed 24.5m from Pearl Street, providing a thoughtful transition between The Site and the existing residential properties and the Old Milton neighbourhood.

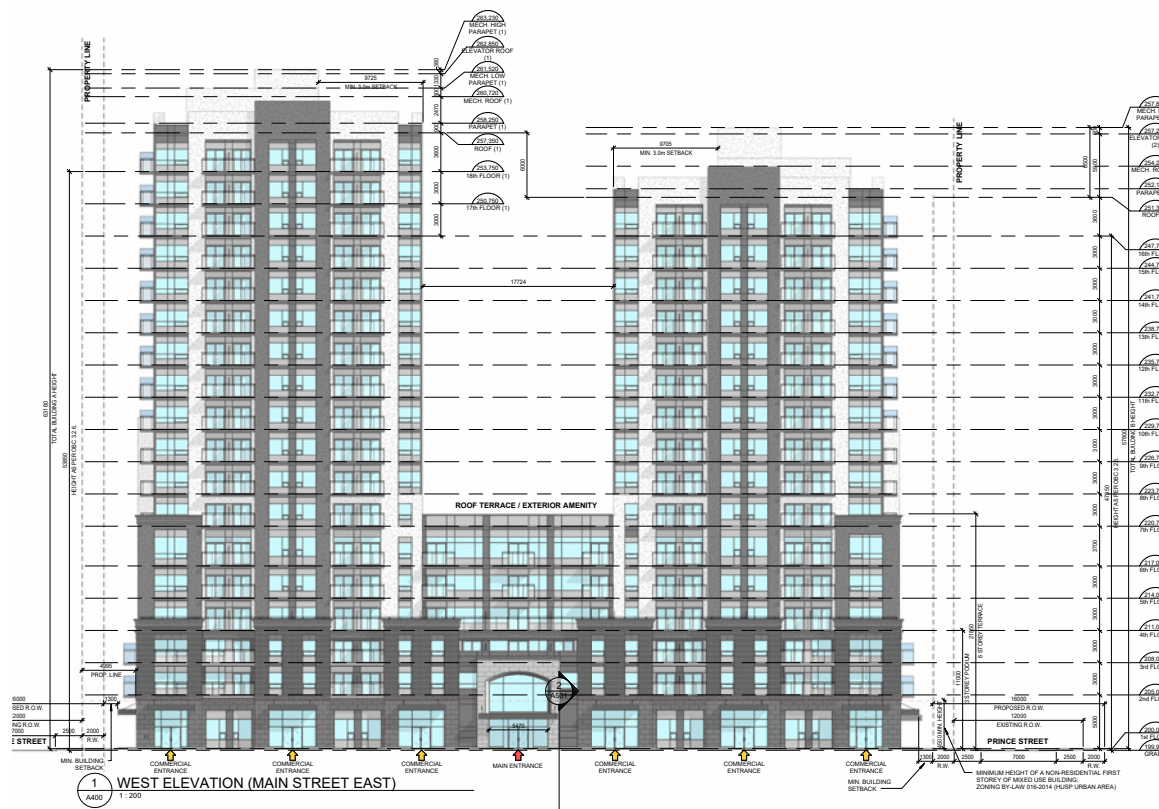


Figure 3.2 - Proposed Development Elevation

Shadow Impact Study

KNYMH was retained to complete a shadow impact study for the proposed development. The following text and figures in this section were prepared by KNYMH:

The shadow impact analysis of the public sidewalks demonstrates the opposing public sidewalks along Prince Street and Bruce Street will receive more than three (3) hours of continuous sunlight during the test periods. During the September 21 test period 60% of the opposing sidewalk along Main Street East did not receive 3 continuous hours of sunlight. The shadow impact analysis of the opposing public sidewalks shows that the proposed development meets and exceeds the criteria indicated in this assessment for 2 of the 3 pedestrian sidewalks in the immediate area.

The shadow impact analysis of public active spaces indicates the school yards within the study area will receive more than five (5) hours of sunlight during the test periods. The shadow impact analysis of the school yards shows that the proposed development meets and exceeds the criteria indicated in this assessment.

The shadow impact analysis of residential amenity spaces indicates residential properties within the study areas will receive more than two (2) continuous hours of sunlight during the test periods. The shadow impact analysis of the private front yard, rear yard, windows and rooftop patios shows that the proposed development meets and exceeds the criteria indicated in this assessment.

The shadow impact analysis of solar collection indicates the solar panel installation at #383 Main Street East will receive a minimum of eight (8) hours of sunlight during the April, June and September test periods plus not impacted more than two (2) continuous hours in December. The shadow impact analysis of solar collection shows that the proposed development meets the criteria indicated in this assessment.

The proposed development presents the ideal building typology for this site and mitigates sun shading impact upon the neighbouring residential properties and the public realm. This building form and orientation produces narrow shadows that move quickly across the terrain. Based upon the analysis we suggest the proposed design will not have a significant negative effect on the surrounding neighbourhood.



Figure 3.4 - Shadows at 12pm on April 21



Figure 3.5 - Shadows at 12pm on June 21



Figure 3.6 - Shadows at 12pm on September 21

Built Form, Massing, and Articulation

The massing, orientation and articulation incorporated into the proposed development supports a continuous streetscape and street wall along Main Street that is contemporary in character, yet sensitive to the surrounding neighbourhood (Old Milton). Further, the building orientation and form promotes a pedestrian scale and provides a density transition between the towers and low-rise forms to the east, west, and south of the property.

The architectural renderings included in this design brief further depict the proposed building massing which has been broken up by a series of projections, recessions, window sizes, changes in materials, and both horizontal and vertical elements. Collectively, these elements provide a significant level of visual articulation as witnessed in the surrounding mix of architectural styles in the area.



Figure 3.7 - Built Form, Massing, and Articulation of the Proposed

Architectural Treatment

The design incorporates a consistent, contemporary façade style for the entire structure. The facade treatments emphasize a pedestrian scale where private and public realms merge. Horizontal articulations and setbacks, terracing and colour/material variations are utilized to present a seamless hierarchy in the structure. A mechanical penthouse is also

employed as a subtle component of the design that will contribute positively to the local skyline.

The podium structure is faced with darker stucco and stone to create visual interest at a pedestrian scale. The upper podium is faced in metal flashing and the towers are faced in light coloured stucco and span-

drel panels. Throughout the proposed development balconies are faced with aluminium.

High quality materials are intended to fit within the neighbourhood realm yet provide a distinct character; the result being an attractive, modern design that is compatible with, and complements, the local development context.



Figure 3.8 - Architectural Treatment on the Proposed Development

Landscape & Amenity Design

Ground Floor:

The proposed landscape design was created around a pedestrian-centered vision that provides a multifunctional and active streetscape to enhance the character of Main Street East and become an integral piece of the community core in downtown Milton.

The streetscape design emphasizes greenery and functional design features, catering to building residents, commercial shops, and visitors alike. Along Main Street East, large canopy deciduous trees in raised concrete planters provide shade and visual continuity. Mass underplanting within the planter's support efforts outlined within the Milton Mobility Hub vision for street greening. These raised planters also feature integrated wooden-topped benches, offering comfortable seating for pedestrians to rest along the frontage. Unique paving patterns and colors differentiate the building from its surroundings, highlighting key entrances with visually interesting designs. Additional pedestrian zones are distributed across the building frontage to promote community and social interaction, with features such as flexible patios for bistro seating and sculptural benches. Bike racks are strategically placed along the streetscape and throughout the interior of the site to encourage sustainable transportation and enhance convenience for both cyclists and pedestrians.

The landscape design along the surrounding residential streets, including Pearl, Bruce, and Prince, are designed to blend seamlessly with the surrounding neighborhood. These streets feature private walkways to residential units, foundation planting and sodded boulevards with large canopy street trees that soften the streetscape, creating a comfortable and walkable environment. The internal courtyard is designed to encourage residential use of the communal space, featuring raised planters with trees, a dog run enclosed by decorative metal fencing, and unit paving that highlights the main residential lobby entrance. These elements combine to create a functional and welcoming space for residents, fostering a sense of community within the development.

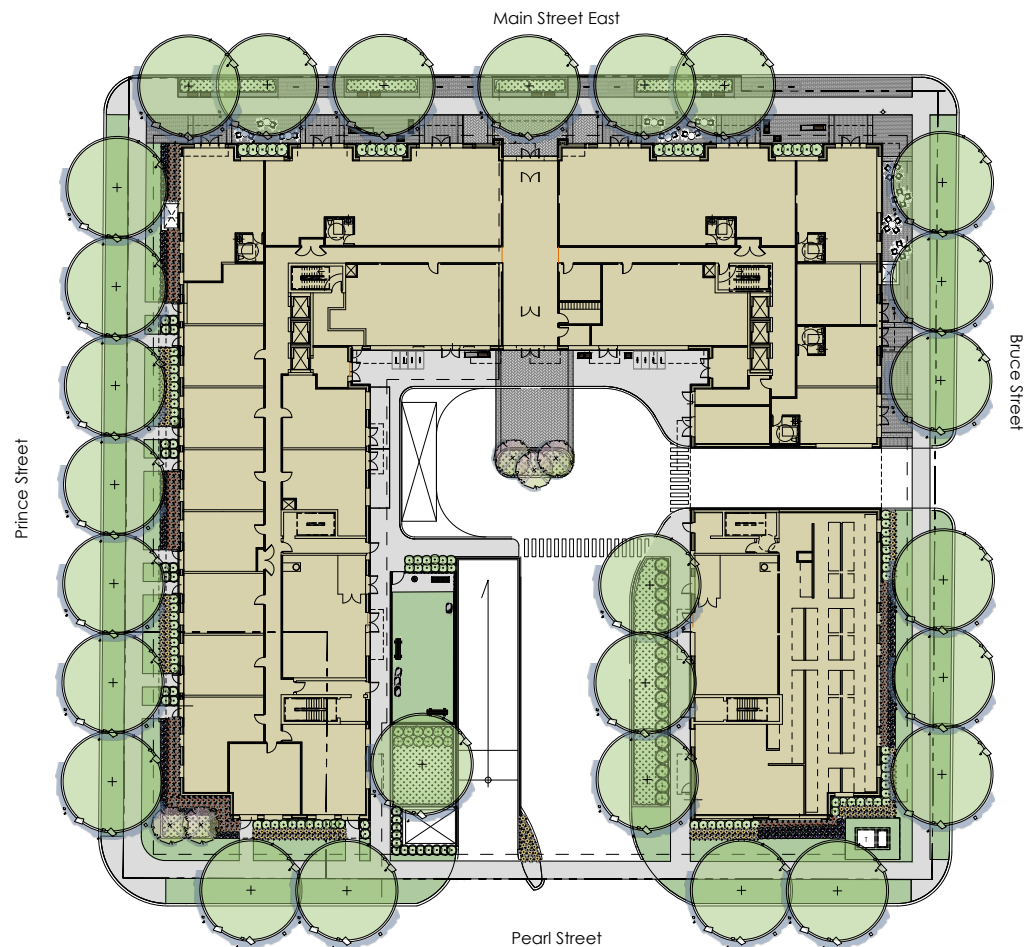


Figure 3.9 - Landscape Plan by Adesso

Rooftop:

The rooftop amenity space will be designed to provide ample opportunities for relaxation and entertainment for building residents. The rooftop will feature several unique zones including a BBQ area with large tables ideal for gathering, cooking and socializing. A modern fire feature will be surrounded by lounge seating, which adds warmth and atmosphere, and an open artificial turf space will create a flexible area to be used for picnics, yoga, games or relaxation. Planters featuring low maintenance plants will be strategically place throughout the rooftop to separate zones and provide privacy between groups.

The overall landscape design incorporates cohesive elements that foster a sense of place, enhance the aesthetic appeal of Main Street East and create a prominent landmark in downtown Milton. *Design is conceptual and is subject to change as per city approval process



Figure 3.10 - Rooftop Precedent



Figure 3.12 - Rooftop Precedent



Figure 3.11 - Rooftop Precedent

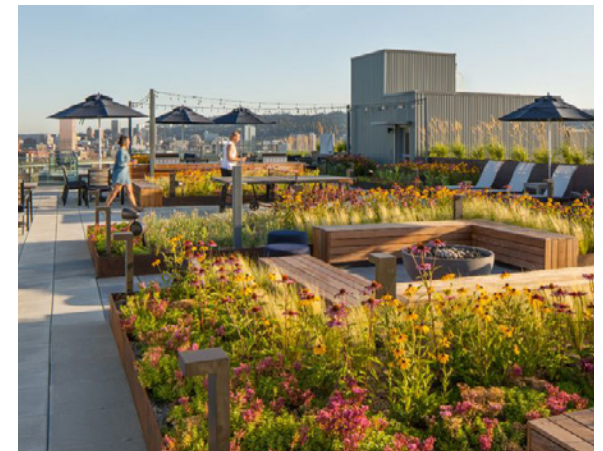


Figure 3.13 - Rooftop Precedent

Pedestrian Circulation

The subject lands comprise an entire block, surrounded on each side by a road: Main Street East, Bruce Street, Pearl Street, and Prince Street. The surrounding streets follow a traditional grid pattern until interrupted by Ontario St N, then transitioning into a curvilinear pattern.

The proposed development will retain the block-like structure, creating one building with two podiums and two towers, all of which are cohesive and form and overall structure. Public circulation will remain the same, focused on the perimeter of the site on constituent sidewalks. Additional pedestrian circulation is provided through the main floor of the development providing access to the ground floor retail and amenity spaces, with a connection to the internal courtyard.

The internal courtyard is designed to encourage residential use of the communal space, featuring raised planters with trees, a dog run enclosed by decorative metal fencing, and unit paving that highlights the main residential lobby entrance. These elements combine to create a functional and welcoming space for residents, fostering a sense of community within the development.

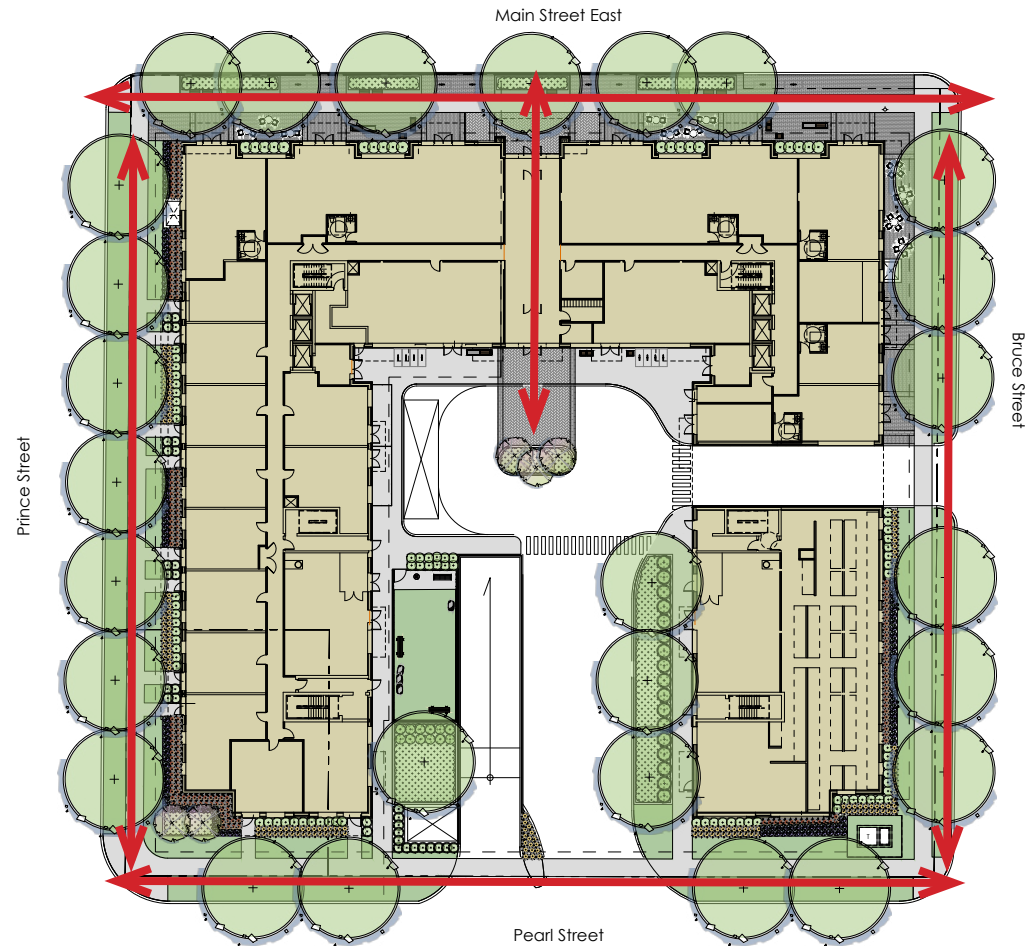


Figure 3.14 - Pedestrian Circulation Diagram

Vehicle & Service Circulation

Vehicle circulation and access to the site will be limited to Bruce Street and Pearl Street. For short term drop offs, pick ups, or loading, vehicles will enter from Bruce Street and exit onto Pearl Street. This driveway has a 4.75m overhead clearance that will accommodate most service and leisure vehicles. Vehicles intending to park will enter the underground parking garage from Pearl Street. The parking garage is 3-storeys and accommodates 417 parking spaces. A feature of this proposed development is that there is no surface parking. Waste service and oversized vehicles will enter off Pearl Street to collect at the temporary waste pick up area.

Character and Image

This proposal sets a positive example of a high-quality mixed-use intensification project that is sensitive to the character of the surrounding area while providing for an appropriate level of intensification within a Major Transit Station Area. . Additionally, the introduction of this condominium supports an urban lifestyle while helping to promote neighbourhood stability by diversifying the mix of housing available in the community to better meet the changing needs of local and new residents. The proposed development represents a more efficient and appropriate use of the site when compared to existing buildings/uses.

In reviewing the appropriateness of the proposed development, a Neighbourhood Character Statement was prepared and is attached as 'Appendix A'. Additionally, a Heritage Impact Assessment has been prepared and is included as part of this submission.

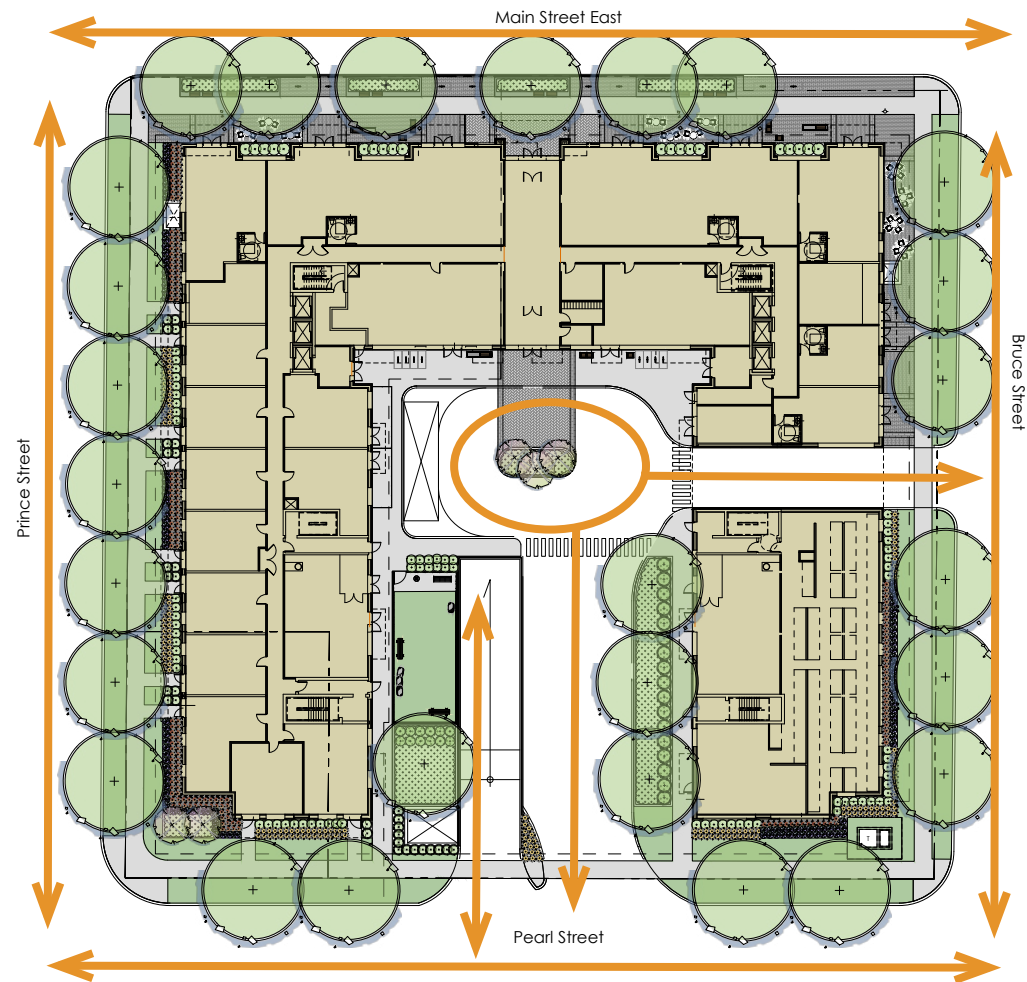


Figure 3.15 - Vehicle Circulation Diagram

3.1 HALTON REGION OFFICIAL PLAN (ROP)

The Halton Region Official Plan does not provide specific urban design policies. The following provides a brief overview of applicable objectives within the ROP, and our response to this direction. A more detailed analysis of the Halton OP is included in the Planning Justification Report.

72.1 The objectives of the Urban Area focus on accommodating growth while preserving regional unity, local identity, and a sustainable natural environment. They emphasize compact, transit-supportive development that reduces automobile dependence, promotes live-work relationships, and fosters economic competitiveness. Growth is directed toward Strategic Growth Areas and Regional Employment Areas, with a focus on intensification and increased densities.

78.1 The objectives of the Regional Urban Structure emphasize directing significant population and employment growth to Strategic Growth Areas through mixed-use intensification that aligns with their role in the urban hierarchy. They also aim to mitigate climate change by fostering complete communities, achieving density targets, reducing automobile dependence, and supporting transit and active transportation.

79. The objectives of the Strategic Growth Areas focus on fostering complete, sustainable communities through efficient land use, innovative urban design, and reduced reliance on private automobiles. They aim to create vibrant, pedestrian-oriented environments with diverse land uses, high-quality parks, and accessible public transit. Strategic Growth Areas prioritize higher densities, seamless transitions to neighboring areas, employment opportunities, and the conservation of cultural heritage to enhance community identity while supporting significant population and employment growth.

Response: The proposed development is located within the MTSA and the SGA and is of a high-density mixed-use nature that is architecturally compatible with the surrounding context while not replicating it. The development is one building with two podiums and two towers, all of which are cohesive and form and overall structure. The Site design provides direct access to active transportation networks such as sidewalks, cycle lanes, and public transportation. The proposed development will further add to the function of the core area of the Town by created five (5) new commercial storefronts, along with over 570 new residents that will contribute to the commerce and activity of the CBD and SGA. Additionally, the Site is within close proximity to the Ontario Street intensification corridor and the Milton GO Transit Station and within 200m of an existing transit stop.

3.2 MILTON OFFICIAL PLAN

2.1.3.2 Urban Area Summary: The Town's urban area includes the historic town site and supports a mix of residential, commercial, industrial, institutional, and open space uses, serving as the primary focus of development. The Central Business District, featuring the historic downtown and Urban Growth Centre, acts as the civic and commercial core. The Urban Growth Centre, centered on Main Street, is planned as a vibrant, high-density mixed-use hub with public services, transit infrastructure, and diverse amenities, accommodating significant population and employment growth. Additional higher-density mixed-use development is directed to secondary nodes at key intersections and along transit corridors. Residential areas, including stable Mature Neighbourhoods near the core, will adapt to changing needs while maintaining their character, with compatible infill development expected.

Response: Section 7.7 Building Heights of the Town of Milton Central Business District (CBD) Secondary Plan Urban Guidelines defines the historic downtown core to be from Brown to Charles Street, which does not include the Site of the proposed development. However, the proposed development abuts residential properties along Peel and Prince Street and therefore have been designed with step backs to provide an appropriate transition in height as per policy 3.5.3.9 of the Milton OP and policy 3.5.3.23.E. of the CBD Urban Design Guidelines.

The building height ranges from four (4) to eighteen (18) storeys. A three (3) tier design is proposed with a 4-storey podium that steps back into another 3-storey podium (middle). Atop the podiums are two towers, one of sixteen (16) storeys and one of eighteen storeys (18). The proposed variation in height, as well as building design, will create visual interest, maximize views from residential units, be sensitive to surrounding uses, minimize shadow impacts and compliment the surrounding area without replicating it as per Section 7.6.

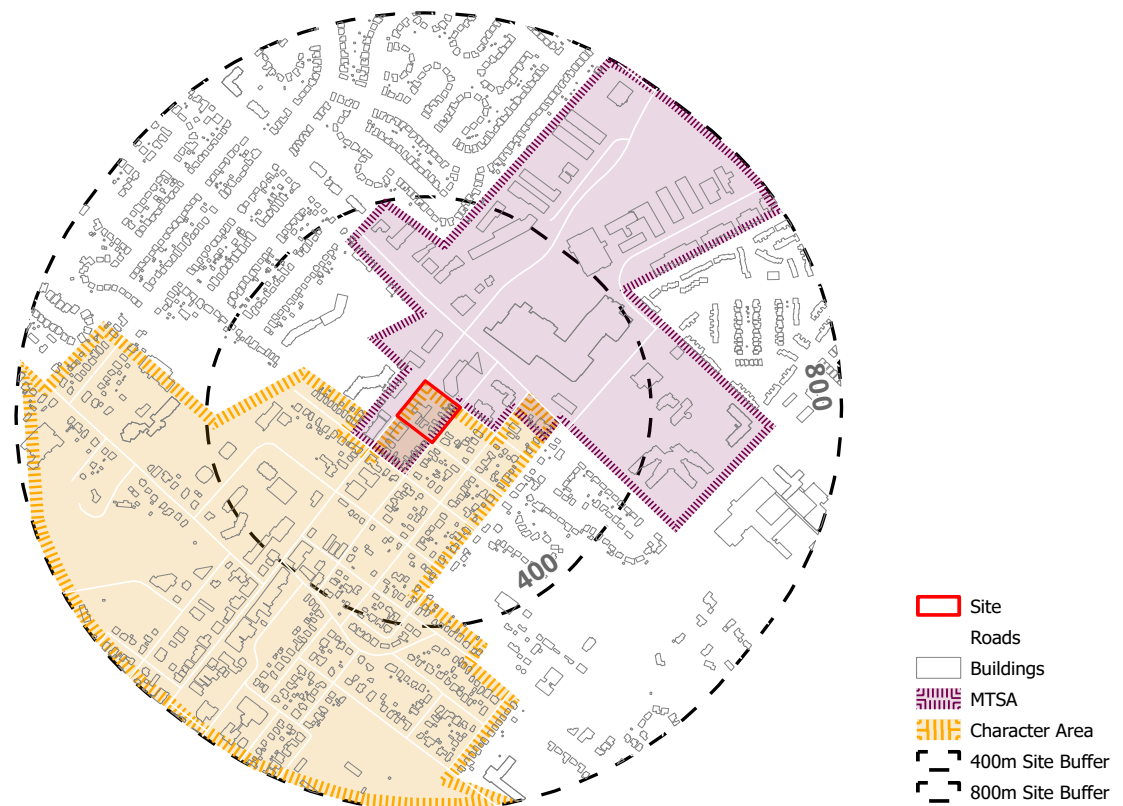


Figure 3.16 - Policy Context Map

2.1.4.8 The minimum block level densities required to achieve the gross development density target within the Urban Growth Centre/Major Transit Station Area are shown on Schedule "C.7.C.CBD". Additional density beyond the minimum requirement is encouraged subject to the maximum building heights and densities shown on Schedule "C.7.A.CBD".

Strategic Growth Area

2.1.6.3 Intensification and the development of Strategic Growth Areas shall be promoted to achieve the following objectives: To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable; To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods;

Response: An Official Plan Amendment is required to exceed the height and densities identified on Schedule C.7.A.CBD. The subject lands represent a unique opportunity to deliver housing at a density that is appropriate given the location within a strategic growth area (MTSA). Lot consolidation has occurred allowing for the entire block to be redeveloped with an efficient building design that does not result in remnant parcels. The subject lands are surrounded on three sides by commercial development, reducing the opportunity for adverse impacts on low-density residential uses. Where the subject lands abut the most sensitive interface (the south side of Pearl Street), exposure to single detached development is limited given the parking lot associated with the Christian school. The building has been designed with height transitions that provide for a low-rise building height closest to Pearl. The 18-storey portion of the building is appropriate set-back from the established neighbourhood to the south.

Response: The proposed development includes the addition of five (5) new commercial storefronts along the ground floor, with residential units above, contributing to foster a live-work relationship in the CBD as per policy 3.5.3.5 and policy 2.1.6.3

2.1.6.5 Summary: The Town's policy prioritizes intensification in Strategic Growth Areas (SGAs), particularly around the Milton GO Station, recognized as a Major Transit Station Area. Policies focus on directing high-density residential, employment, and mixed-use development to SGAs and Intensification Corridors, while promoting affordable and innovative housing. Active transportation, transit-oriented design, and urban integration with surrounding neighborhoods are emphasized. The Town encourages pre-zoning for intensification, alternative road design standards, and incentives like Community Improvement Plans and Inclusionary Zoning to support development and affordable housing. Major offices, retail, cultural, and institutional uses are directed to transit-served areas, and performance in achieving growth targets will be regularly monitored in alignment with regional plans.

2.7.3.15 Priority shall be given to applications for residential plans of subdivision and other developments which: assist in the completion of the existing pattern of development in a neighbourhood in order to limit servicing costs and maximize the use of existing community services and land resources; represent redevelopment or infill developments; and/or, result in the relocation of existing incompatible uses.

2.8 Urban Design

2.8.2.2 To 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.

Response: The proposed development is located within an SGA, MTSA, and is in close proximity to the Milton GO Station. The location of the Site promotes the use of active and public transportation initiatives and detracts from car dependency. The proposed development is of a high-density mixed-use nature that is architecturally compatible with the surrounding context while not replicating it. The proposed development will further add to the function of this area of the Town by created five (5) new commercial storefronts, along with over 570 new residents that will contribute to the commerce and activity and intensification targets of the SGA, MTSA, and Town of Milton.

Response: The proposed development eliminates the used-car lot located at 388 Main Street East which is incompatible with the downtown core and replaces it with a mixed-use building that adds to the existing context of the downtown core. Additionally, the proposed development adds to the goals and pattern of the MTSA while also maximizing the existing community services and resources.

Response: The proposed development is thoughtfully designed with a mix of complementary materials to compliment the surrounding area without replicating it as per Section 7.6. The proposed development is sympathetic to the surrounding character area and designed a podium and tower typology with large step backs. This design provides a thoughtful transition between The Site and the existing natural and cultural heritage.

2.8.2.4 To improve the character of the urban streets by means of a comprehensively designed street environment that provides increased amenities for its users.

Response: The proposed landscape design was created around a pedestrian-centered vision that provides a multifunctional and active streetscape to enhance the character of Main Street East and become an integral piece of the community core in downtown Milton. The streetscape design emphasizes greenery and functional design features, catering to building residents, commercial shops, and visitors alike. Along Main Street East, large canopy deciduous trees in raised concrete planters provide shade and visual continuity.



Figure 3.17 - Proposed Streetscape Render

2.8.2.6 To 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.

Response: The ground floor is at grade and accessible from the adjacent sidewalk along Main Street. The proposed development is set back 6.8m from the right of way (ROW) on Main Street, and over 5m from the ROW on the surrounding residential streets, leaving ample room for unobstructed sidewalks for residents of all abilities and impairments.

2.8.2.8 To achieve maximum user comfort through the design of exterior spaces, furniture, stairs, openings, walls, lighting and surfaces which support human activities and accommodate the range of human abilities.

Response: Primary building entrances will incorporate architectural features that shelter entrances from the elements. The podium/tower design helps to mitigate wind impacts on the site and surrounding area. Lighting will be designed to provide for a safe pedestrian environment without spillover onto surrounding properties. All street facing building elevations have been designed with large windows to promote eyes on the street. Active ground floor uses have been incorporated within the building to encourage pedestrian activity

2.8.2.9 To consistently apply human scale design principles in urban design, such that buildings, spaces, and facilities accommodate various human dimensions, mobility and strength.

Response: The proposed development is sympathetic to the surrounding character area and designed a podium and tower typology with large step backs. This design provides a thoughtful transition between The Site and the existing residential properties and the Character Area. Additionally, the design incorporates a consistent, contemporary façade style for the entire structure. The facade treatments emphasize a pedestrian scale where private and public realms merge. Horizontal articulations and setbacks, terracing and colour/material variations are utilized to present a seamless hierarchy in the structure.

2.8.2.10 To 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.

2.8.2.11 To achieve a varied pattern of built form which supports and enhances the urban experience through architectural design which addresses both aesthetic and functional requirements.

Response: The proposed development is thoughtfully designed with a mix of complementary materials to compliment the surrounding area without replicating it as per Section 7.6. The built form uses a podium and tower typology with large step backs as a way to innovatively incorporate greater density in the MTSA while also being sympathetic to the surrounding context.

2.8.2.12 To achieve a complementary relationship between new buildings and existing buildings, while accommodating a gradual evolution of architectural styles, as well as accommodating innovative built forms.

2.8.2.14 To maximize the richness and visual delight of the existing building architecture, specifically within the Central Business District, through attention to massing, proportion, facade articulation, architectural detail, materials, and their successful integration.

2.8.2.15 To achieve an integration of art and landscaped outdoor spaces with their associated built form through a co-ordinated effort from the earliest stages of the design process.

Response: A preliminary landscape plan has been prepared in support of the OPA and ZBA applications. Outdoor amenity space and streetscapes will be further considered and refined through the detailed site plan review process. The building design provides for rooftop amenity space providing all future residents with usable outdoor space.

2.8.2.20 To encourage the integration of minimum green building standards for all new development to mirror the public standard set by the Green Energy Act, 2009.

Response: The proposed development will consider and incorporate various green building standards as part of detailed design. This will be further reviewed at the detailed site plan review stage.

2.8.2.21 To ensure the safety and security of public and publicly accessible places.

Response: The proposed development is designed with many windows and balconies on each floor, along with unobstructed sightlines allowing “eyes on the street” for the safety and connection of those on the street and internally. Signage, lighting, and additional safety measures will be addressed at the time of Site Plan Application.

2.8.2.22 To ensure that all new urban development considers in its design, the provision of safe and accessible active transportation facilities and access to public transit services, or stops where they are likely to be located, within a walking distance of 400m.

Response: The proposed development is located within 200m of an existing transit stop and within the MTSA.

2.8.3.5 Ease of human understanding of buildings and spaces shall be promoted through design measures such as: the placement of continuous horizontal projections from the building facade within the first few storeys adjacent to street level; the visible exterior expression of building components such as floors, columns, and windows and the avoidance of continuous reflective curtain walls; and, the use of plant materials to enclose streets and other open spaces so that scale may be more easily understood.

2.8.3.6 The development of urban design guidelines by the proponent shall ensure that proposed high density residential, mixed use or commercial centres: is compatible in architectural form with abutting neighbourhoods; forms a cohesive and unified cluster of buildings which are architecturally compatible with each other; provides links with the pedestrian, cycle, transit and vehicular routes on their perimeter by such means as the extension of existing pathways and local streets into or through the site; and, maintains and enhances remaining elements of valued historic development patterns in the layout of new development.

2.8.3.8 New development located within an established district or Mature Neighbourhood Area will be designed as an integral part of the area's existing larger pattern of built form and open spaces, reinforcing and complementing viable existing patterns by complementing the existing range of building mass, height, proportion, enclosed volume and position relative to street and site.

Response: The proposed development designed with a podium and tower typology with large step backs. The design incorporates a consistent, contemporary façade style for the entire structure. The facade treatments emphasize a pedestrian scale where private and public realms merge. Horizontal articulations and setbacks, terracing and colour/material variations are utilized to present a seamless hierarchy in the structure.

Response: The proposed development is of a high-density mixed-use nature that is architecturally compatible with the surrounding context while not replicating it. The development is one building with two podiums and two towers, all of which are cohesive and form and overall structure. The Site provides direct access to active transportation networks such as sidewalks, cycle lanes, and public transportation. The development retains the historic pattern of the surrounding neighbourhood and block structure.

Response: The development aims to balance both parts of the MTSA and Mature Neighborhood Area. The Site is designed to support the goals and intentions of the MTSA in terms of scale, massing, and density. However, the development maintains the same block network that is existing and predominant throughout the Mature Neighbourhood Area, while also being sympathetic to height and density by using stepbacks and setbacks that provide a transition from the MTSA to the Mature Neighbourhood Area.

2.8.3.11 New developments within the Central Business District will be required to support the creation of continuous building facades along streets frequented by pedestrians.

Response: The proposed development creates a continuous street wall along Main Street which is the most frequented by pedestrians. However, Prince Street, and Bruce Street also have continuous street walls to compliment the semi-enclosed building typology.

2.8.3.13 Except in the industrial designations building functions which do not directly serve the public, such as loading bays, and blank walls, should not be placed directly along the street.

Response: All vehicles, including service, are directed to the rear internal loading and drop off area of the Site as to not inhibit or engage with the street, specifically Main Street.

2.8.3.16 A degree of protection from rain, snow and wind will be provided for pedestrians within districts and areas frequented by pedestrians, through the use of design measures such as awnings, canopies, colonnades, or recessed ground floor facades along the pedestrian routes.

2.8.3.17 The provision of landscaped roof terraces for increased building amenity, particularly when located at lower floor levels to increase street animation, will be encouraged.

2.8.3.12 The street facades of publicly accessible buildings shall be designed to encourage and facilitate public accessibility through extensive use of building and store front entrances and display windows.

Response: The proposed five (5) new commercial storefronts that are at grade and accessible from the adjacent sidewalk along Main Street. Each storefront will have their own front entrance and display windows.

2.8.3.14 Such functions as community facilities, retail shops and similar uses on the ground floor should be located at grade and approximately level with the adjacent sidewalk.

Response: The proposed development includes the addition of five (5) new commercial storefronts that are at grade with the adjacent sidewalk along Main Street.

Response: The proposed development features awnings along the ground level that provide pedestrians with protection from unpleasant weather elements.

Response: The rooftop amenity space will be designed to provide ample opportunities for relaxation and entertainment for building residents. The rooftop will feature several unique zones including a BBQ area with large tables ideal for gathering, cooking and socializing. The rooftop amenity space is located on the 7th floor, providing increased amenity space while also increasing street animation and observation due to its height.

2.8.3.18 Building design in which facades are articulated to express such design elements as floor and ceiling levels, window heights, structural column spacing, and/or internal divisions, all of which can define scale and provide interest within the larger visual composition as seen from streets and open spaces, will be encouraged.

Response: The built form support creates a continuous street wall, active street-scape and an inviting public realm for pedestrians rather than vehicles. The proposed development is thoughtfully designed with a mix of complementary materials. Each floor level is visually articulated, along with the use of spaced columns and horizontal articulation, all of which provide a sense of scale that is oriented towards pedestrians at street level. The podium, at street level, is primarily faced with dark stone and brick to create visual interest, whereas the second podium and towers are faced with light colours creating a visual hierarchy, with the most interest placed at the podium along street level, and the least interest directed at the towers.

2.8.3.19 Tall Building tower design and siting should maximize sunlight penetration and views between buildings, including views of the sky, and minimize shadows cast on private rear yards, the public realm, school yards and parks. Tower separation and orientation, as well as floorplate size control, should have regard to the Town's Tall Building Design Guidelines.

Response: The proposed development has considered and complied with the towns Guidelines. A detailed analysis can be found below, in Section X: Tall Building Design Guidelines.

2.8.3.30 On arterial, collector and local roads, parking structures shall be designed so that the street frontage will accommodate street-oriented activities such as shops, offices or residential dwellings.

Response: The proposed development places all long-term parking in the underground parking structure, and all short-term parking at the rear internal section of the site. Therefore, no parking will inhibit the street frontage or street-oriented activities as per policy 2.8.3.30.

Barrier-free Access

2.8.3.41 Continuous barrier-free access to public buildings and facilities, along pedestrian routes, and between transportation connection nodes, using barrier free features such as level surfaces, ramps with a maximum one-in-twelve (1:12) slope, elevators automatic doors, curbs, railings, and rest areas, all of which should be navigable by persons using walking aids or wheelchairs, or pushing cycles, shall be promoted.

Landscape Design

2.8.3.51 The Town shall encourage landscape design that supports the maintenance of naturalized space, replacement of lost vegetation, use of native species, and enhancement of ecological stability.

Designation of Character Areas

2.10.3.37 In the absence of a Character Area Plan, the Town shall ensure to the degree possible that:

- a) all new development is compatible with and sympathetic to existing building forms including heights, setbacks, scale, architectural features, and complies with the policies of Section 2.8 of this Plan; and,
- b) disruption to the natural environment, topography or vegetation will be minimized.

Response: The proposed development incorporates barrier free access to the building, will incorporate accessible units and will provide for barrier free connections to the surrounding public sidewalk system. The building and site design will adhere to all applicable AODA requirements.

Response: The proposed development replaces private backyards with communal amenity spaces that foster a sense of place, enhance the aesthetic appeal, provide ample opportunities for relaxation and entertainment, and create a sense of community among residents.

Response: The proposed development is sympathetic to the surrounding character area and designed a podium and tower typology with large step backs. This design provides a thoughtful transition between the Site and the existing residential properties and the Character Area. Additionally, the design incorporates a consistent, contemporary façade style for the entire structure. The facade treatments emphasize a pedestrian scale where private and public realms merge. Horizontal articulations and setbacks, terracing and colour/material variations are utilized to present a seamless hierarchy in the structure. There is little to no disruption to of the natural environment, topography or vegetation as a result of the proposed development.

2.10.3.39 Proposed development in the form of new housing, replacement housing, additions and alterations within Character Areas shall be subject to the policies of subsections 3.2.1.8 to 3.2.1.12 inclusive, where applicable, and subsection 5.6.3 of this Plan

2.10.3.40 The Town will encourage landowners to protect, maintain and enhance existing development in areas designated Character Areas

3.2 Mature Neighbourhood Area

3.2.1.8 Proposed development in the form of new housing, replacement housing, and additions and alterations within Mature Neighbourhood Areas may be permitted provided they are compatible and respectful of the character of the neighbourhood by incorporating scale, massing, building height, and other characteristics that are prevalent in the Mature Neighbourhood Area.

3.5 Central Business District

3.5.3.1 The intent of the Central Business District land use designation is to preserve, promote and enhance the function of the core area of the Town as the primary centre for commerce, tourism and civic activity at a pedestrian-scale.

3.5.3.5 The development of a wide range of complementary uses to contribute to the vitality of the Central Business District and foster a live-work relationship, including the development of residential units above commercial establishments or offices, shall be encouraged.

Response: The proposed development as considered these policies in balance with other considerations, including the location of the Site within an MTSA. The proposed design has been purposely designed with consideration of the existing surrounding context and the longer term planned function within MTSA area.

Response: The residential dwellings of character at 395-405 Pearl Street have not been protected or maintained in comparison to the surrounding character area, as reflected in the constituent HIA.

Response: The proposed development has been designed with an initial four-storey podium and an additional four-storey podium before stepping back into the two towers along the each of the four surrounding streets. Additionally, the towers are oriented towards Main Street East and step backed 24.5m from Pearl Street, providing a thoughtful transition between The Site and the existing residential properties and the Old Milton neighbourhood. This design provides intensification within the Urban Growth Centre Mixed Use Sub-Area and Milton GO MTSA/ Downtown Milton UGC while also respect the surround mature neighbourhood area.

Response: The proposed development will further add to the function of the core area of the Town by created five (5) new commercial storefronts, along with over 570 new residents that will contribute to the commerce and activity of the CBD.

Response: The proposed development includes the addition of five (5) new commercial storefronts along the ground floor, with residential units above, contributing to foster a live-work relationship in the CBD as per policy 3.5.3.5.

3.5.3.7 Transit-supportive densities and pedestrian oriented, active streetscapes active frontages and improvements to the public realm that revitalize and enhance the character of the Central Business District are required.

Response: The proposed development promotes active and public transportation due to its location within the MTSA and is within close access to public transit stops including the Milton GO station. Additionally, the development features 388 long term and 32 short term bicycle parking spots and is within the downtown core, overall promoting active and public transportation as per policy 3.5.3.11 The site has been designed to provide a high-density residential development that will provide a compact built form with a prominent street frontage along Main Street. The proposed density and location with the MTSA represent a transit-supportive development that is active and pedestrian oriented.



Figure 3.18 - Proposed Ground Floor Commercial and Street Wall

3.5.3.8 New development shall exhibit high quality architectural and urban design and shall be integrated with adjacent land uses, especially Mature Neighbourhood Areas through the incorporation of appropriate transitions to minimize impacts.

Response: The proposed development employs contemporary architectural elements to provide visual interest and to not detract from the architecturally diverse neighbourhood. Residential units are designed with a variety of layouts to include large windows and balconies which further adds visual interest to the architectural elements and reduce the overall massing of the building. Additionally, the towers are oriented towards Main Street East and step backed 24.5m from Pearl Street, providing a thoughtful transition between The Site and the existing residential properties and the Old Milton neighbourhood.

3.5.3.9 The scale and location of new development within the historic downtown area shall be sensitive to and compatible with the existing character and appearance.

Response: Section 7.7 Building Heights of the Town of Milton Central Business District (CBD) Secondary Plan Urban Guidelines defines the historic downtown core to be from Brown to Charles Street, which does not include the Site of the proposed development. However, the proposed development abuts residential properties along Peel and Prince Street and therefore have been designed with step backs to provide an appropriate transition in height as per policy 3.5.3.9 of the Milton OP and policy 3.5.3.23.E. of the CBD Urban Design Guidelines.

3.5.3.11 Active transportation opportunities for pedestrians, cyclists and transit will be promoted to reduce automobile dependency.

Response: The proposed development promotes active and public transportation due to its location within the MTSA and is within close access to public transit stops including the Milton GO station. Additionally, the development features 388 long term and 32 short term bicycle parking spots and is within the downtown core, overall promoting active and public transportation as per policy 3.5.3.11

Urban Growth Area Mixed-Use Sub Area

3.5.3.21 The Urban Growth Centre Mixed Use Sub-Area designation makes up the majority of the UGC/MTSA. It is to be planned as a concentrated, vibrant urban centre that accommodates a significant share of the Town's population and employment growth supported by Regional scale public services and major transit infrastructure.

Response: The site has been designed to provide a high-density residential development that will provide a compact built form, complement the surrounding residential neighbourhood, and establish prominent street frontage along Main Street. The proposed development features 570 residential units across 0.65ha, which meets and exceeds the density target of the UGC. The design of the Site provides efficiency in its ability to combine and maximize servicing, public transit, and public services in Milton as per policy 3.5.3.21 and 3.5.3.22.

3.5.3.22 In addition to the uses permitted within the Central Business District land use designation, within the Urban Growth Centre Mixed Use Sub-Area designation, higher density residential and employment uses, major office, retail, hotels and convention centres and appropriate major institutional uses, may be permitted. All permitted uses within the Urban Growth Centre Mixed Use Sub-Area shall contribute to achieving the overall minimum development density target for the UGC of 200 residents and jobs combined per hectare, subject to the availability of appropriate infrastructure.

3.5.3.23 New development and redevelopment in this area should align with key policies: promoting lot consolidation for shared efficiencies like access and parking; encouraging pedestrian-oriented ground-floor retail and dining with upper-floor residential or office spaces; providing parking mainly in structured garages or underground. Buildings adjacent to residential neighborhoods should incorporate setbacks or terracing for smooth transitions. Structures should face the street to create a sense of enclosure, with setbacks on the south side of Main Street East to preserve Escarpment views. Development should also support public transit access, including commuter drop-offs and bicycle parking, to encourage active transportation.

Response: The proposed development takes the form of a mixed-use building with public commercial spaces on the ground floor and residential units above as per policy 3.5.3.23.B.

The development consolidates 7 lots of an existing block structure, facilitating efficiencies in shared access, utilities, parking and amenities spaces, as encouraged by policy 3.5.3.23.A.

All long-term parking is located in an underground parking structure as per policy 3.5.3.23.C.

The proposed development abuts residential properties along Peel and Prince Street and therefore have been designed with step backs to provide an appropriate transition in height as per policy 3.5.3.23.E.

The proposed development is oriented towards Main Street and is designed with a 6.8m setbacks providing ample space to maintain a public view of the Escarpment as per policy 3.5.3.23.F.

The proposed development is transit-supportive due to its location within the MTSA and is within close access to public transit stops including the Milton GO station. Additionally, the development features 388 long term and 32 short term bicycle parking spots and is within the downtown core, overall promoting active and public transportation as per policy 3.5.3.23.H.

Response: Consideration has been given to the general urban design objectives of the Official Plan as well as the Milton Mobility Hub Urban Design Guidelines (as discussed in the following section).

Urban Design

3.5.3.45 All development within the Central Business District shall have regard for the general design objectives contained in Section 2.8 of this Plan and the CBD Urban Design Guidelines. In addition, all development within the Major Transit Station Area shall have regard to the Milton Mobility Hub Urban Design Guidelines.

3.3 TOWN OF MILTON CENTRAL BUSINESS DISTRICT SECONDARY PLAN URBAN DESIGN GUIDELINES

5.1 Sidewalks

Summary: Sidewalks are the interface between private and public spaces and other circulation systems. Generous sidewalk widths of 2.5 to 4.0 metres should be encouraged throughout the CBD. All sidewalks within the CBD should consist of an unobstructed corridor with a minimum width of 1.5 metres

Response: The proposed development is set back 6.8m from the right of way (ROW) on Main Street, and over 5m from the ROW on the surrounding residential streets, leaving ample room for unobstructed sidewalks and streetscape elements. This design will be further refined at the Site Plan level.

5.5 Lighting Fixtures

In street environments where buildings are built to the edge of the sidewalk (Main Street from Brown to Commercial Street) fixtures may be mounted directly on buildings. Alternatively, fixtures should be placed regularly between sidewalk and curb cuts (secondary sidewalk area 2) to allow unobstructed pedestrian movement. The minimum distance from the curb should be 0.6 metres

Response: Detailed lighting design, including wall-mounted light fixtures will be considered during the detailed site plan review process.

6.5 Landscape Design

Landscaping on collector and arterial roads should be of a consistent character and maintain a continuous, even rhythm. Site landscaping should consist of appropriate tree species exhibiting tolerance for the local microclimate, winter salt and salt spraying, drought, pests and disease, as well as atmospheric pollutants. Site landscaping should be of indigenous or Carolinian species readily available in local nurseries, easily transplantable, and with a tolerance for root damage.

Response: The streetscape design emphasizes greenery and functional design features, catering to building residents, commercial shops, and visitors alike. Along Main Street East, large canopy deciduous trees in raised concrete planters provide shade and visual continuity. Mass underplanting within the planters support efforts outlined within the Milton Mobility Hub vision for street greening. These raised planters also feature integrated wooden-topped benches, offering comfortable seating for pedestrians to rest along the frontage. Unique paving patterns and colors differentiate the building from its surroundings, highlighting key entrances with visually interesting designs. Additional pedestrian zones are distributed across the building frontage to promote community and social interaction, with features such as flexible patios for bistro seating and sculptural benches. Bike racks are strategically placed along the streetscape and throughout the interior of the site to encourage sustainable transportation and enhance convenience for both cyclists and pedestrians.

Section 7.1 Building Design

Summary: The use of contemporary styles which are sensitive and sympathetic to adjacent historical structures is advised. This means that new infill buildings should respect existing massing, height, fenestration (windows styles), roofing patterns and use local materials to successfully blend into the existing streetscape.

Section 7.2 Building Character

Summary: New residential and mixed-use development In the eastern part of Secondary Plan for the Town of Milton Central Business District should reinforce the existing character of “old Milton” through the use of highly structured enclosed or semi-enclosed urban blocks. Modern building designs should be sympathetic to the architectural elements and material found in the historic downtown core.

Section 7.3 Building Orientation

Summary: The orientation of buildings in relation to the street is critical in creating successful urban spaces. Inconsistency in orientation results in an incoherent urban space. Proper street enclosure supports pedestrian activities which, in turn, make streets livable. For example, on the north side of Main Street east of Ontario Street, there is no continuous “street wall” because buildings are individually placed on lots, and predominantly oriented towards inner spaces. This orientation contributes to the fragmentation of urban space in this area and promotes the use of cars rather than encouraging pedestrian travel.

Response: The proposed development employs contemporary architectural elements to provide visual interest and to not detract from the architecturally diverse neighbourhood. Building entrances will be well defined and visible from the public realm encouraging active transportation and transit use. Residential units are designed with a variety of layouts to include large windows and balconies which further adds visual interest to the architectural elements and reduce the overall massing of the building.

Response: From Main Street, the proposed development appears to be enclosed but utilizes a semi-enclosed block, with an opening at the rear along Pearl Street for the driveway to underground parking and services. This design reinforces the surrounding character of Old Milton in the new proposed development. Detailed building design and architectural elements are detailed below in Section 7.10.

Response: Consideration has been given to the orientation of the building towards the public realm (Main Street) to encourage active street frontages for ground floor commercial and retail developments. The built forms support creates a continuous street wall, active streetscape and an inviting public realm for pedestrians rather than vehicles.

Section 7.6 Architectural Detailing

Summary: Architectural details add significantly to the character of buildings. Occurring most frequently on front facades, architectural details articulate and emphasize the composition and proportion of a building. It is neither feasible nor advisable to replicate historical or period architectural details for modern buildings. Rather, modern buildings with design elements that respond creatively to the historical environment are encouraged.

Section 7.7 Building Heights

Summary: Buildings abutting lower scale buildings should be designed to ensure a transition in scale. The location of windows, horizontal lines and cornices, gables and roofs can be used to scale and proportion buildings and create transitions. New infill development within the historic downtown core (Brown to Charles Street) is encouraged to retain the predominant 3 – 4 storey height at the front building line. In the design of multiple storey buildings, consideration should be given to “stepping back” upper floor storeys to create a “building base.” Building height should be determined using the sun angle at the shortest day in the year (December 21) to maintain a desirable level of sun penetration to streets, sidewalks, and public open spaces.

Section 7.8 Building Massing

Summary: Key design elements in massing include the relationship between building height and width and the proportions of openings. Building designs should incorporate distinct base, middle, and top sections, with 2-3 story bases and recessed upper stories to enhance pedestrian-friendliness. Horizontal bases should be visually broken by vertical architectural elements like columns or gables. To avoid boxy or slab-like massing, buildings should create the impression of smaller blocks that respect historical patterns and neighboring proportions, using smaller facade units with a 1:3 ratio for added visual interest.

Response: The proposed development is thoughtfully designed with a mix of complementary materials. Window and balconies throughout the development are designed with aluminum and glass railings and aluminum balcony coverings. This allows for maximum light allowance within the units. The podium, at street level, is primarily faced with dark stone and brick to create visual interest at a pedestrian level and compliment the surrounding area without replicating it as per Section 7.6.

Response: The proposed development is not within the historic downtown core (Brown to Charles Street). However, stepbacks were used throughout the design to create a building base and offering an appropriate transition in scale from adjacent development. Horizontal articulations separate the sections of the building to create scale and proportion at a pedestrian level.

A design impact analysis (shadow study) was conducted which included the shortest day of the year (December 21). This study concluded that there the proposed development presents the ideal building typology for this site and mitigates sun shading impact upon the neighbouring residential properties and the public realm.

Response: The building height ranges from four (4) to eighteen (18) storeys. A three (3) tier design is proposed with a 4-storey podium that stepbacks into another 3-storey podium (middle). Atop the podiums are two towers, one of sixteen (16) storeys and one of eighteen storeys (18). The proposed variation in height, as well as building design, will create visual interest, maximize views from residential units, be sensitive to surrounding uses, and minimize shadow impacts

Section 7.10 Building Materials

Summary: Building materials play a key role in defining a building's character and the overall streetscape. Materials should be chosen carefully, focusing on complementary colors and textures while avoiding an excessive mix that creates a cluttered appearance. Preferred materials include brick, stone, wood, and other natural options, especially in historic areas. Contemporary materials like aluminum, steel panels, and colored glass can be used as accents, covering no more than 30% of front facades, to maintain harmony with traditional designs.

Response: The proposed development is thoughtfully designed with a mix of complementary materials. Window and balconies throughout the development are designed with aluminum and glass railings and aluminum balcony coverings. This allows for maximum light allowance within the units. The podium, at street level, is primarily faced with dark stone and brick to create visual interest at a pedestrian level and compliment the surrounding area without replicating it as per Section 7.6. The second podium is stepped back and faced with dark colour stucco and spandrel panelling. Finally, the tower is again stepped back and faced with a light-coloured stucco and spandrel panelling. These colour and material choices create a visual hierarchy, with the most interest placed at the podium along street level, and the least interest directed at the towers. It is noted that while initial colours and materials have been considered as part of the OPA and ZBA applications, these selections will be finalized through the future detailed site plan review process.

Section 12.0 Urban Safety

Summary: New developments should prioritize public safety and security through key design principles: maintaining clear sightlines and avoiding blind spots or dense obstructions; ensuring adequate and well-maintained lighting; creating visible and accessible spaces with clear pedestrian and visual connections; facilitating ease of finding help through signage and design; and enhancing pedestrian orientation by avoiding concealed entrances and large blank walls at street level.

Response: The main entrance of the building is located along Main Street and is highlighted with a grey stone archway, making it prominent and readable to pedestrians. The proposed development is designed with many windows and balconies on each floor, along with unobstructed sightlines allowing "eyes on the street" for the safety and connection of those on the street and internally. Signage, lighting, and a more detailed design will be addressed at the time of Site Plan Application.

3.4 TALL BUILDING GUIDELINES

Section 1.2 Preferred Locations for Tall Buildings

Higher density mixed use development is generally directed to the Urban Growth Centre. Additional mixed-use development at higher densities is planned to occur within Secondary Mixed-Use Nodes and Intensification Corridors, located at significant intersections and along major transit routes. Tall buildings are also encouraged at key locations within the urban area, especially at identified gateways and sites adjacent to major open space and institutional uses. Preferred locations will be close to the GO Transit Station and at the intersections of two Arterial Roads. In these strategic and key locations, building up instead of out, makes the best use of land and infrastructure and supports the growth of central and well-connected neighbourhoods.

Response: The proposed development is of a high-density mixed-use typology and is identified to be located within the Urban Growth Centre which. Additionally, the Site is within close proximity to the Ontario Street intensification corridor and the Milton GO Transit Station.

3.5 SECTION 2.0 TALL BUILDING DESIGN

Section 2.1 Podium Design

2.1.1 Podium height and setback related to the surrounding context and road hierarchy. This contributes to street edge continuity and enclosure, thereby defining a human scaled and inviting street space.

Response: Consideration has been given to the orientation of the building towards the public realm (Main Street) to encourage active street frontages for ground floor commercial and retail developments. The built forms support creates a continuous street wall, active streetscape and an inviting public realm for pedestrians rather than vehicles.

2.1.2 In mixed-use areas, active uses and a high proportion of transparent windows and doors at street level. This helps to enliven the street.

Response: The ground floor of the proposed development features new commercial storefronts, each of which storefront will have their own glass doors and display windows. The entirety of the ground floor will have windows, leaving no blank walls to detract from the quality of the street.

2.1.3 Main entries oriented towards intersections, municipal sidewalks and transit stops. This supports pedestrian activity and visibility. Step backs and canopies or colonnades provide weather protection.

Section 2.2 Tower Design

2.2.1 Slender floorplates and generous separation between towers (25m min.) maximizes views of the sky and minimizes cumulative sun shadow and microclimate impacts.

2.2.2.2 Lighter materials such as glass reduce the perceived mass.

2.2.2.3 Tallest towers located closest to major intersections and/or transit facilities.

Section 2.3 Building Top Design

2.3.1 Mechanical equipment screened from view with materials to match the main building. Step backs and roof overhangs minimise the visual impact.

Response: The main entrance of the building is located along Main Street and is highlighted with a grey stone archway, making it prominent and readable to pedestrians. The proposed development is designed with many windows and balconies on each floor, along with unobstructed sightlines allowing “eyes on the street” for the safety and connection of those on the street and internally. Additionally, the proposed development features awnings along the ground level that provide pedestrians with protection from unpleasant weather elements.

Response: As previously noted, the site represents an entire block. As such, the proposed towers will be at least 25 metres from any future towers located on surrounding properties. Internal to the development there will be 17.7m between towers, which in our opinion represents an appropriate tower separation between tower elements on the same site.

Response: The podium, at street level, is primarily faced with dark stone and brick to create visual interest, whereas the second podium and towers are faced with light colours creating a visual hierarchy, with the most interest placed at the podium along street level, and the least interest directed at the towers and overall reducing the perceived massing.

Response: The Eastern tower is slightly taller (69.5) than the Western tower (57.8m). The Eastern tower is closest to the major intersection of Main Street and Ontario Street as well as the Milton GO Station.

Response: The mechanical penthouse will be faced with the same light-coloured stucco that is used on the towers in order to screen the view. Additionally, the stepbacks used throughout the design will further minimize the visual impacts of the mechanical penthouse from the street.

2.3.5 Vertical features and accent materials integrate the upper floors with the tower below.

Response: Columnar elements will be faced with the same stucco material from the ground floor to the roof in order to integrate the different levels of the proposed development.

2.3.6 Horizontal articulation and lighter materials differentiate the upper floors.

Response: Horizontal articulations and setbacks, terracing and colour/material variations are utilized to present a seamless hierarchy in the structure

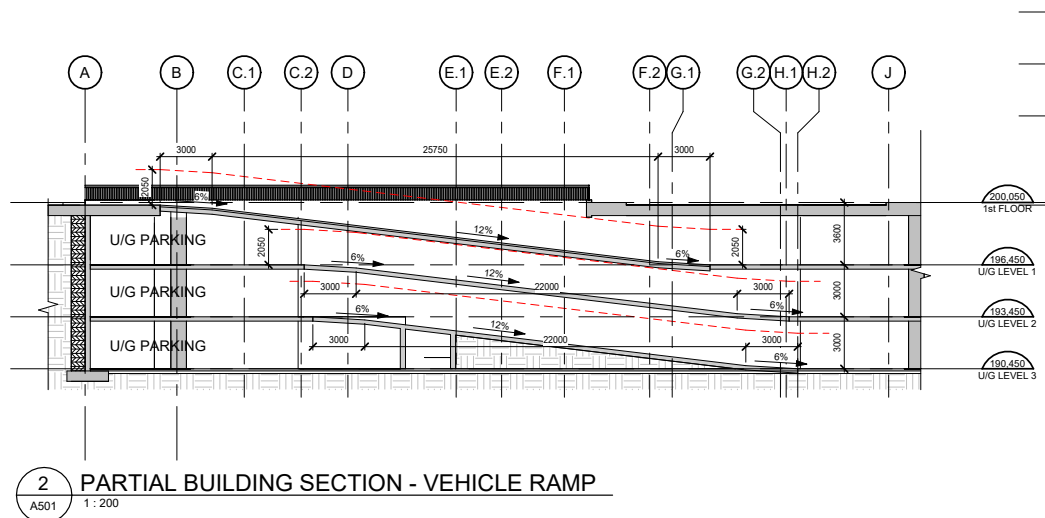
Section 2.4 Public and Private Open Space

2.4.1 Direct pedestrian connections to nearby transit and other community facilities.

Response: The proposed development is located within 200m of an existing transit stop and within the MTSA. The ground floor is at grade and accessible from the adjacent sidewalk along Main Street.

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

Response: The proposed development places all long-term parking in the underground parking structure, and all short-term parking at the rear internal section of the site. Therefore, no parking will inhibit the street frontage or street-oriented activities as per policy 2.8.3.30. of the Milton OP and 2.4.3 of the Tall Building Guidelines.



4.0 CONCLUSION



This Urban Design Brief concludes that the proposed development incorporates a high level of urban design and has given appropriate consideration to the existing context, surrounding uses and the location within an MTSA. In summary the proposed development:

- Provides for a compact, mixed-use form of development that appropriately reflects the location of the development within a strategic growth area.
- Supports existing and planned transit and active transportation by locating significant density within an MTSA and by providing for bicycle parking as part of the proposed development.
- Represents an improved condition along Main Street, replacing an auto oriented use with a vibrant pedestrian friendly urban development.
- Considers surrounding development, including low-rise residential uses in the building design through the incorporation of significant setbacks.
- Provides for indoor and outdoor amenity space for future residents, including shared outdoor amenity space above the podium levels.
- Locates servicing and loading elements internal to the street;
- Provides for building articulation and large windows along all surrounding public streets.
- Provides for active uses along Main Street to encourage pedestrian activity.

The preliminary site and building design demonstrate a thoughtful approach to the redevelopment of this city block. Design details including lighting, landscaping, building materials and finishes will continue to evolve through the detailed design phase. It is our opinion that the proposed OPA and ZBA applications reflect the intent, policies, and guidelines of the Town of Milton and represent good urban design.

Respectfully submitted,



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5.0 APPENDIX A - CHARACTER STATEMENT



5.1 INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited ("MHBC Planning") has been retained by Mikmada Homes (the "Applicant") to prepare an Urban Design Brief in support of Official Plan and Zoning By-law Amendment applications (the "Applications") for the lands municipally known as 395-409 Pearl Street, 17 Prince Street, and 388 Main Street, respectively (the "Site"; see Figure 1). This Character Statement has been prepared to expand on the context description contained within the Design Brief and provides additional images of the surrounding context. The Site is comprised of seven contiguous parcels that collectively measure approximately 6,545m² in area. The Site is located on the Eastern side of Main St and is encompassed by both the Downtown Character Area Boundary and the Urban Growth Centre/Major Transit Station Area. The Site is currently occupied by six (6) single detached residential dwellings and a used car dealership.

The Applicant is proposing an 18-storey podium style condominium building (the "Proposed Development"). The Proposed Development will feature a high-density residential building development that ranges from four (4) to eighteen (18) storeys, utilizing a podium and tower design.

5.2 SITE DESCRIPTION

The site consolidates seven individual parcels into a block encompassed by Main Street, Prince Street, Pearl Street, and Bruce Street respectively. These addresses are municipally known as 395-409 Pearl Street, 17 Prince Street, and 388 Main Street. The site is rectangular in nature, with an 83m frontage along Main Street and a maximum depth of 80.5m. The total area of the property is approximately 6,552m².

There are currently single detached dwellings six of the parcels. On the seventh parcel, there is a multi-unit commercial building and large used-car lot. The site is relatively flat with no major slope. The site does not contain any designated natural areas. The site is located within an established neighbourhood that forms part of "Old Milton".

The Site is located within an established, mixed-use neighbourhood that forms part of the Old Milton Neighbourhood, which is a component of the City's 'Milton Central' planning district. Additionally, The Site is also located within both the MTSA and Character Area.



Figure 5.1 - The Site at 395-409 Pearl Street, 17 Prince Street, and 388 Main Street, Milton

5.3 PLANNING DISTRICT

The Milton Central planning district is an irregularly shaped area situated in the North-West portion of the Town of Milton, directly below the 401 and Industrial Business Park. This district is bounded by the rail line to the West, Steeles Avenue to the North, Derry Road to the South, and Thompson Road to the East. The location of this planning district within the broader context of the city is shown on Figure X below.

Generally, the Milton Central planning district can be characterized as a low-density residential area comprised largely of predominantly one and two storey dwellings. Notwithstanding, this development area also contains a variety of medium and high-density residential forms, retail/service commercial enterprises along the Main Street and Ontario Street corridors, institutional uses and public open space.

5.4 NEIGHBOURHOOD

The subject lands are situated on the south side of Main Street East; a minor arterial road providing direct connectivity to the City's downtown, commercial centres (e.g., Milton Mall) and Provincial Highway No. 401.

The Site is located within an established, mixed-use community that forms part of Old Milton neighbourhood and the larger 'Milton Central' planning district. Collectively, this mixed-use area integrates a variety of housing types, including mid- and high-rise forms.

There are currently single detached dwellings six of the parcels. On the seventh parcel, there is a multi-unit commercial building and large used-car lot.

5.5 CHARACTER AND IMAGE

While Old Milton contains several areas of well defined and consistent character, the subject lands are located in an area with a less defined character. The lands include an auto oriented use along Main Street and are surrounded by commercial development (primarily low-rise commercial buildings with surface parking). The surrounding commercial does not represent a traditional main street design and currently caters more to the travelling public.

While significant portions of the interior neighbourhood in Old Milton feature consistent residential streetscapes with regular built form patterns and large mature trees, the area immediately surrounding the subject lands have an inconsistent character. Along Pearl Street across from the subject lands there are only a small handful of residential dwellings as most of this frontage is consumed by the surface parking lot associated with the Milton Christian School.

Streets surrounding the development lack a consistent streetscape and architectural character.

Overall, we would describe the subject lands as being more on the fringe of the character area. The proposed development provides an opportunity to define a new character for the block with a more cohesive approach to building and streetscape design.

5.6 SITE DESIGN

The site has been designed to provide a high-density residential development that will provide a compact built form, complement the surrounding residential neighbourhood, and establish prominent street frontage along Main Street.

The conceptual building design has considered the lot framework and has located buildings to frame the exterior of the site near the street edge, particularly along Main Street to create a prominent gateway. Additionally, the building steps back to place the tallest portions of the building in the centre.

Consideration has been given to the orientation of the building towards the public realm to encourage active street frontages for ground floor commercial and retail developments. The built forms support an active streetscape and create an inviting public realm for pedestrians. The ground floor features five (5) commercial units with direct pedestrian street access. Additionally, the main doorway along Main Street creates a prominent gateway for pedestrians that provide direct access to the lobby and two (2) ground floor amenity spaces.

5.7 SERVICING

Vehicle circulation and access to the site will be limited to Bruce Street and Pearl Street. For short term drop offs, pick ups, or loading, vehicles will enter from Bruce Street and exit onto Pearl Street. This driveway has a 4.75m overhead clearance that will accommodate most service and leisure vehicles. Vehicles intending to park will enter the underground parking garage from Pearl Street. The parking garage is 3-storeys and accommodates 417 parking spaces. A feature of this proposed development is that there is no above grade parking. Finally, waste service and oversized vehicles will enter off Pearl Street to collect at the temporary waste pick up area.

5.8 PROPOSED DEVELOPMENT

The Proposed Development will feature a high-density residential building development that ranges from four (4) to eighteen (18) storeys, utilizing a podium and tower design.

The proposed development employs contemporary architectural elements to provide visual interest and to not detract from the architecturally diverse neighbourhood. Building entrances will be well defined and visible from the public realm encouraging active transportation and transit use.

The 570 residential units are designed with a variety of layouts to include large windows and balconies which further adds visual interest to the architectural elements and reduce the overall massing of the building.

