



PROPOSED RESIDENTIAL DEVELOPMENT - URBAN DESIGN BRIEF

8010-8150 DERRY ROAD WEST
MILTON, ONTARIO

BUILDING D - OPA/ZBA RE SUBMISSION #2
AUGUST 17, 2023 - PROJECT NO. 21-011

PART A - DESIGN VISION

0.0	INTRODUCTION	3
1.0	DESIGN VISION - MASTERPLAN OVERVIEW	3
2.0	GUIDING PRINCIPLES-CITY POLICY AND REGULATORY FRAMEWORK	4
3.0	DESIGN OBJECTIVES - OFFICIAL PLAN OF TOWN OF MILTON	5
4.0	STRATEGIC POLICIES	6-8
PART B - SITE AND CONTEXT ANALYSIS		
5.0	SITE AND DEVELOPMENT CONTEXT	9-11
6.0	DESIGN OPPORTUNITIES AND CONSTRAINTS - SITE ANALYSIS	12
PART C - DESIGN RESPONSE		
7.0	PROPOSED DESIGN- MASTERPLAN SUMMARY	13
8.0	DESIGN RESPONSE - KEY DESIGN INITIATIVES AND GUIDELINES FOR DEVELOPMENT	14-18
9.0	LANDSCAPE DESIGN	19
10.0	CONCLUSION	20

PART A: DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

0.0 INTRODUCTION

Kirkor Architects and Planners have prepared the following Urban Design Brief on behalf of the Lindvest Developments in support of a Official Plan Amendment, Zoning By-law amendment and Site Plan approval.

The purpose of this report is to illustrate the proposed development masterplan for a multi-phased residential community located at the site at 8010-8150 Derry Road West in the Town of Milton and Region of Halton. The document will describe the masterplan and set out projective urban design guidelines for the development.

This document is intended to provide urban design guidance for development review authorities and contains a series of visual exhibits, plans, and illustrations that have been prepared in support of the proposed development that should be reviewed in conjunction with this brief. The report also illustrates how the proposed concept achieves key urban design principals and sustainability initiatives and complies with the Town's vision of providing safe, livable, healthy and well-planned communities in the region.

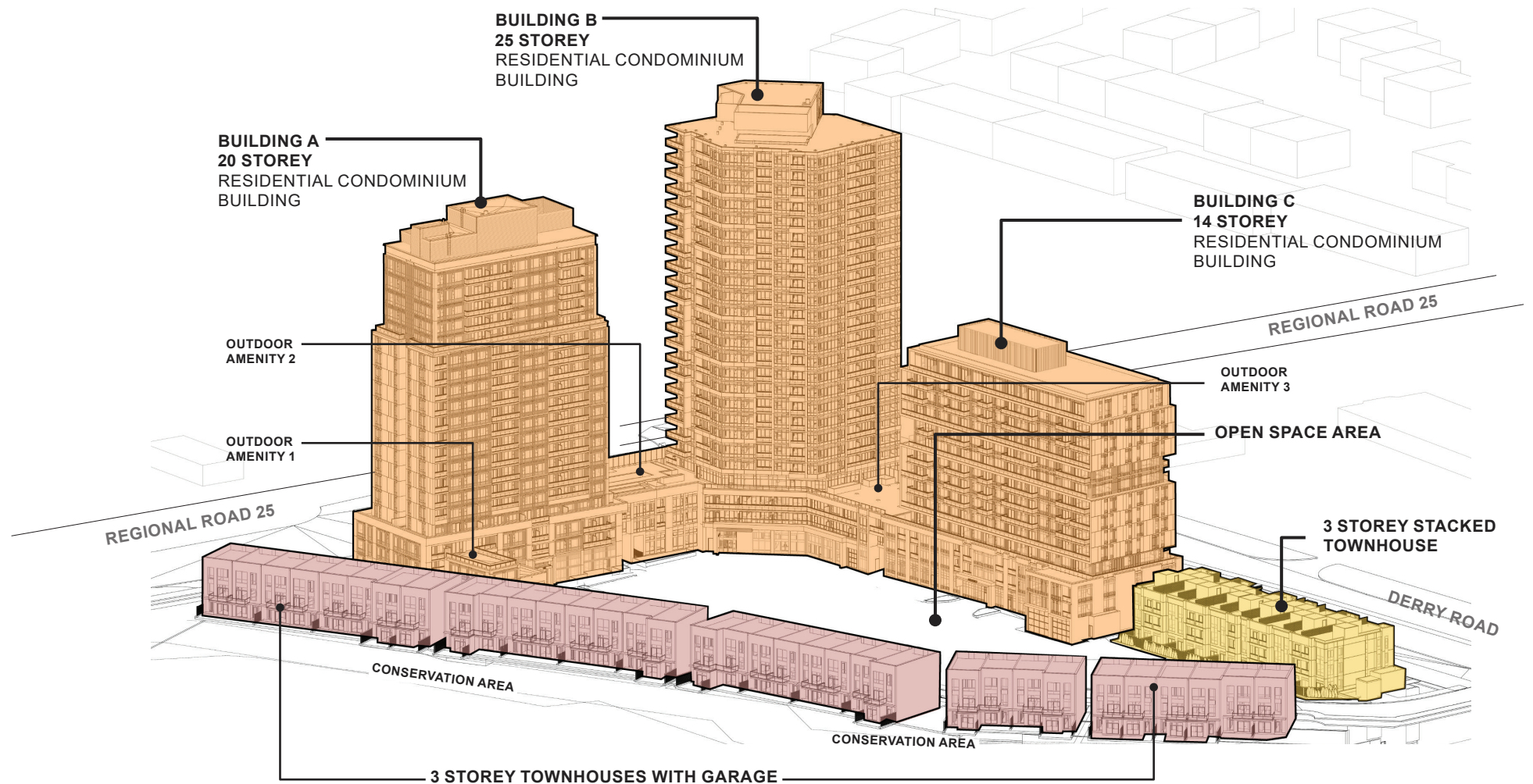
This UDB is being updated in response to the new proposal to reintroduce a 27 unit stacked townhouse block along Derry Road West.

1.0 DESIGN VISION - MASTERPLAN OVERVIEW

The proposed residential housing development is situated on an irregular site located at the intersection of Regional Road 25 and Derry Road West in Coates Neighbourhood of the Bristol Survey Planning District. The 58,490 m² +/- (630,000 sq. ft.) residential development will consist of 675 housing units with a varied mix of unit types including condominium units, stacked townhouses and traditional townhouse units.

The development will consist of three condominium buildings that are connected by a mutual three-level podium. The condominium buildings will vary in height, from 14, 20 and 25 storeys. The third floor podium will provide both indoor and outdoor amenity areas for the residents.

In addition, the proposal includes five traditional 3-storey townhouse buildings located off the new access drive along the rear of the site and one 3-storey stacked townhouse block located on Derry Road. The development will also include new community areas and outdoor amenities including two green open space areas and a children's playground area.



PART A: DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

2.0 CITY POLICY AND REGULATORY FRAMEWORK

Based on the outlined regulatory requirements, both an Official Plan Amendment a Zoning By-law Amendment will be required to permit the proposed development. Refer to the Planning Justification Report that outlines the existing regulatory framework and the proposed Draft Official Plan and Zoning By-law Amendment.

2.1 Town of Milton Official Plan

The subject property is located within the Urban Area and is designated Secondary Mixed Use Node. As per Section (B) 3.6, "Secondary Mixed Use Nodes will generally include between 9,300 and 13,935 square metres of commercial uses. Secondary Mixed Use Nodes may also include office employment uses, a full range of medium II and high density residential development, and Civic, recreational, cultural, entertainment and institutional uses, including secondary schools. Park uses will also be permitted."

The site is subject to Specific Policy Area 36 which sets out a maximum height of 25-storeys and maximum density of 283 unit per hectare. As the proposal exceeds the maximum density, an Official Plan Amendment is required.

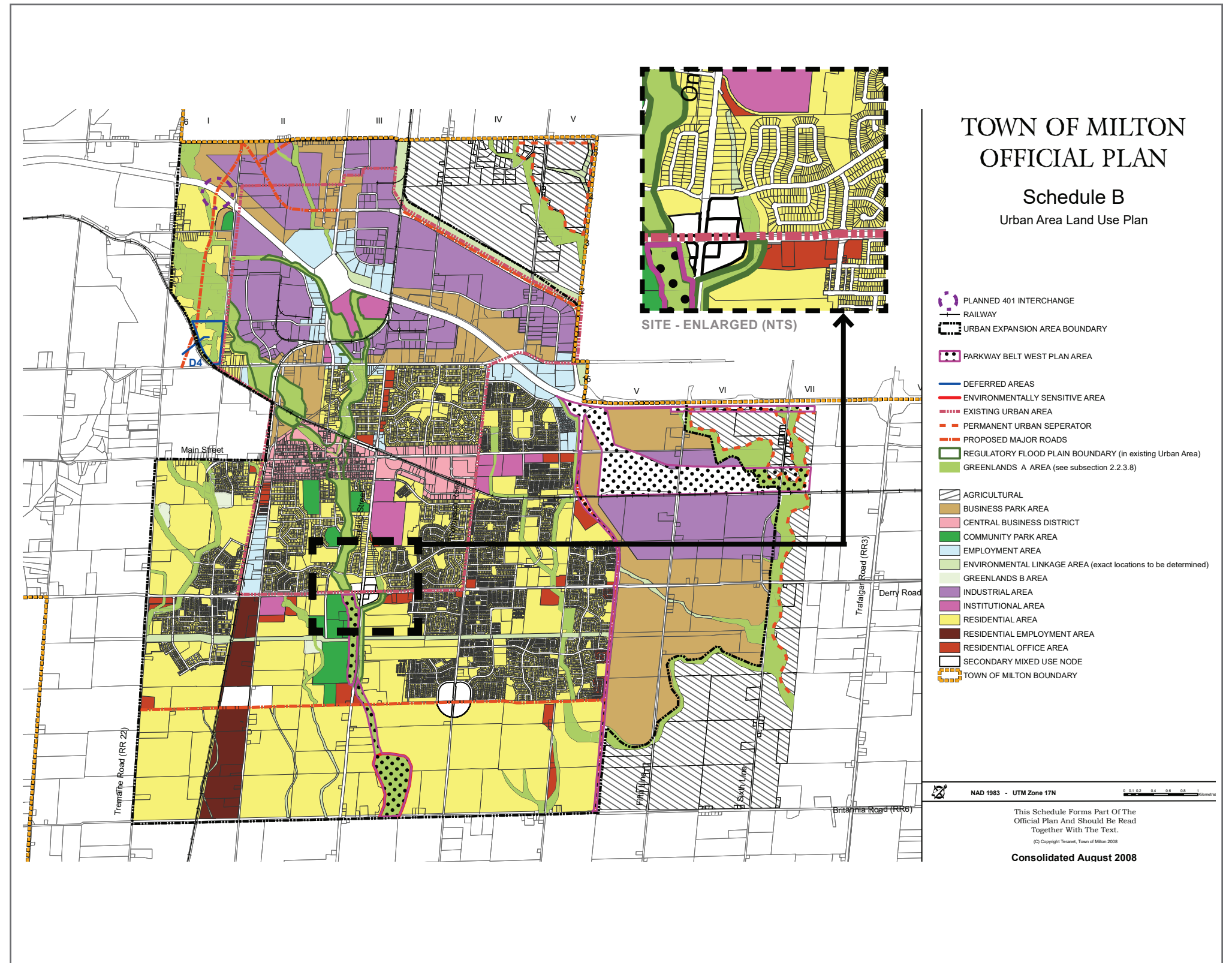
2.2 Milton Zoning Bylaw

The subject lands are zoned Residential High Density Special Section 261 (RHD*261). Per Section 13.1.1.261, the RHD*261 zone permits apartment buildings, stacked townhouses and townhouse dwellings. The RHD*261 zone requires a parking rate of 1.03 resident spaces per 1 bedroom apartment dwelling unit, 1.15 resident spaces for all other apartment dwelling units, 1.15 resident spaces per stacked townhouse unit, 2 resident spaces per townhouse unit and 0.25 visitor parking spaces per dwelling unit. The existing zoning limits the size of accessory building and structure to a combined total gross floor area of 25 m². As such, a Zoning By-law Amendment is required to reduce the required parking for the apartment buildings and stacked townhouse dwellings while increasing the maximum combined total gross floor area for accessory buildings to permit the development of six bicycle storage shelters.

2.3 Proposed Official Plan and Milton Zoning By-Law Amendments

In order to permit the proposed development, it is requested that the Official Plan of the Town of Milton be amended to permit a maximum density of 295 units per hectare within Specific Policy Area 36.

The proposal seeks to amend the Zoning By-law Residential High Density Special Section (RHD*261) Zone to allow a parking rate of 1 resident space per apartment or stacked townhouse dwelling unit and 0.2 visitor parking spaces per unit for the entire site. No changes have been proposed to the parking rate for the front-loaded townhouses. The Zoning By-law will further be amended to permit a maximum total gross floor area of 150m² for accessory buildings/structures.



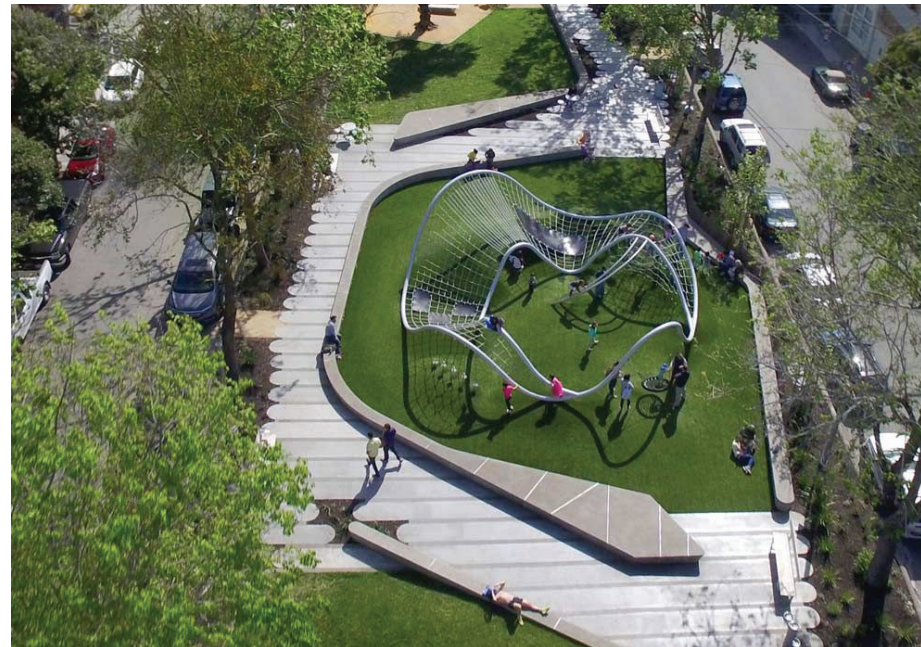
PART A: DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

3.0 DESIGN OBJECTIVES – OFFICIAL PLAN OF THE TOWN OF MILTON

The Official Plan of the Town of Milton has outlined an urban design strategy to achieve high standards in the physical design of the built and natural environment in the urban areas of Milton. The high standards relate to overall quality, environmental sensitivity, sustainability and affordability, providing for public safety and security and achieving a strong and positive sense of place and identity. The goal is that when people live, work and visit in Milton, they will have a tangible impression that Milton is a well planned and well designed community.

The design objectives for the proposed development include:

- **High Standard of Architectural Design** in the proposed development which is based on the compatibility with the existing pattern of urban development and incorporates suitable architectural design elements and building materials that are sympathetic to the character of the community and the Town of Milton.
- **Sustainable Urban Development** by adhering to the Town of Milton’s urban design principles in developing a pedestrian oriented community that promotes a safe and animated public realm by maintaining both visual and physical access at street level.
- **Barrier-Free Design** at all 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.
- **Develop Gateway Entrances** and identify and encourage access nodes through the site from both a vehicular and pedestrian point of view into the existing urban area.
- **Provide Linkages** with the pedestrian, cycle and vehicular routes on their perimeter by such means as the extension of existing pathways and local streets into or through the site.
- **Create “Green” Landscaped Outdoor Spaces** that will accommodate a diverse range of both passive and active recreational activities.
- **Incorporate Human Scale principals** in urban design, such that buildings, spaces and facilities accommodate various human dimensions, mobility and strength



LANDSCAPED OUTDOOR SPACES - GREEN ROOFS AND PARKS



LINKAGES THROUGH SITE AND TO THE TOWN OF MILTON



HIGH STANDARD OF ARCHITECTURAL DESIGN



BARRIER-FREE DESIGN INITIATIVES

PART A: DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

4.0 STRATEGIC POLICIES

Design Guidelines- Urban Design Elements

Gateways

- Develop focal points with enhanced landscaping features to promote public gathering spaces and enhance the overall pedestrian experience through the site. The integration of art components, trellis elements and seating should be considered to create usable public urban spaces.

Built Form

- Create a **visually appealing** high quality and residential complex that incorporates the appropriate height, density and setbacks as informed by the established policies of the region.
- **Varied pattern** of built form which supports and enhances the urban experience through architectural design which addresses both aesthetic and functional requirements.

Road Design

- The **separation** of vehicles and pedestrians along the right-of-way and the allocation of priority space to pedestrians.
- **“Traffic calming”**-The utilization of mechanisms where appropriate to maintain pedestrian priority, play opportunities, open space and plant growth along the right-of-way.
- The **expression** of the function of the local street network through the distinctive design treatment of surfaces, lighting, vegetation and street furniture in key areas which is compatible with the architectural character of the district.
- **Vehicle loading and drop-off zones**, service and deliveries from local streets to individual properties with minimal disruption to the design of buildings and pedestrian paths.



GATEWAY FEATURE-FOCAL POINT TO THE DEVELOPMENT



VEHICLE DROP-OFF



BUILT-FORM - VARIED PATTERN

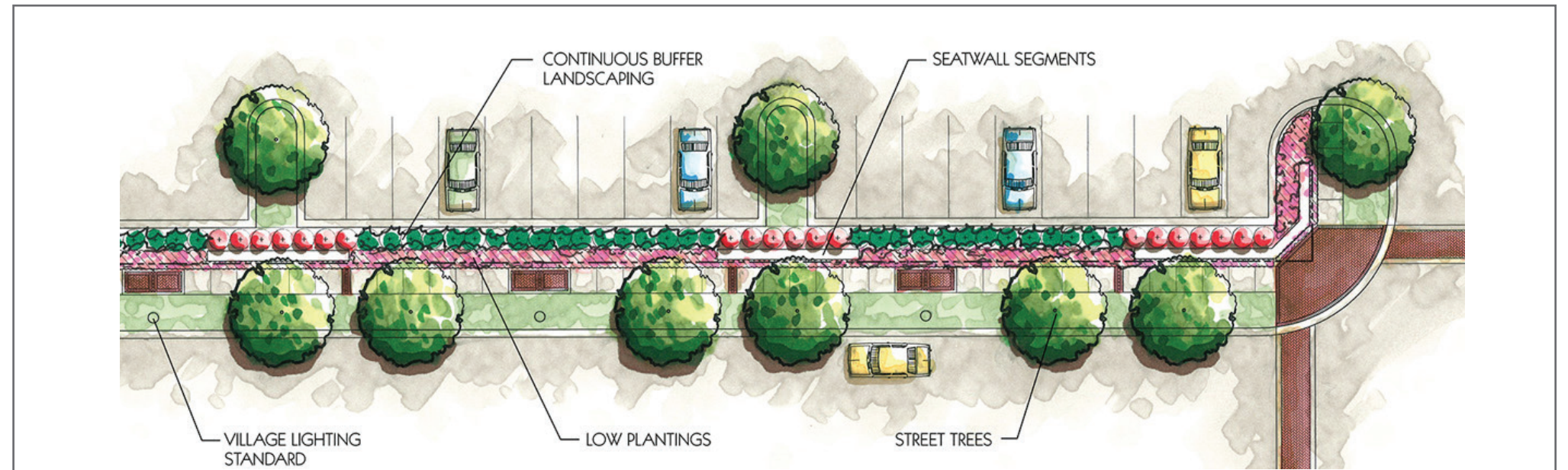
PART A: DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

Parking and Loading

- **Reduction in Surface Parking Lots**- A reduction in the scale of large surface parking lots shall be encouraged through their sub-division into smaller areas by means such as landscaping, fencing and walls.
- **Screening of Surface parking lots**- Through the use of low fences, walls and landscape elements and through the location of lots away from street view while still permitting views for orientation and safety, although consideration should also be given to the design of off-street parking spaces for goods and courier vehicles shall be supported.
- **Design of Streetscaping Elements** to support on-street parking along commercial frontages shall be encouraged in order to increase animation, reduce vehicle speeds and to serve as a protective buffer between pedestrians and moving vehicles.
- **Street Frontage Buildings**-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.
- Building functions which do not directly serve the public, such as **Loading bays and Service Areas**, should not be placed directly along the street and should be buffered with landscape features or privacy walls.

Microclimate and Sustainability

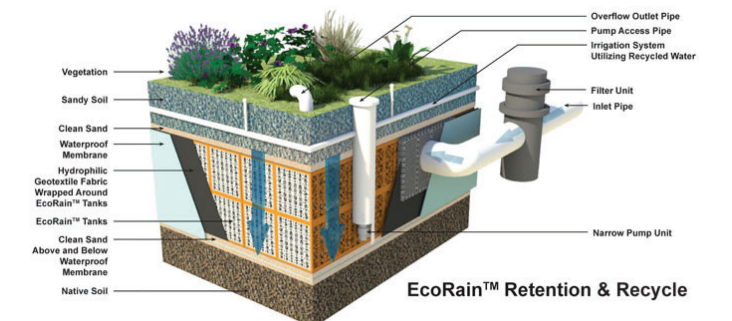
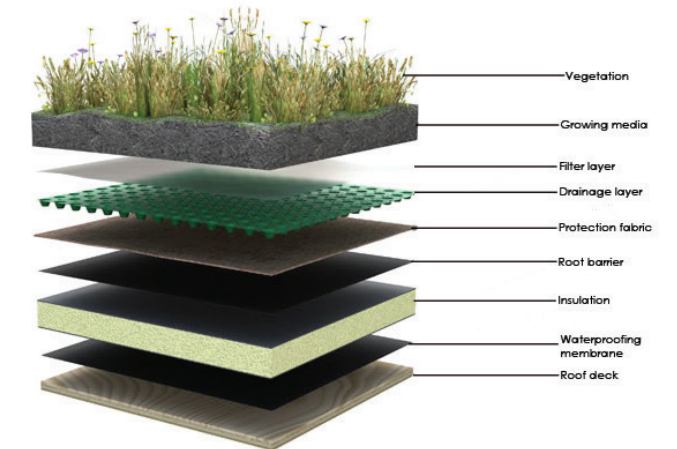
- **Mitigate Wind and Noise Impacts** associated with medium and high density developments through the use of site plan and building design features that reduces or mitigates undesirable wind and noise impacts on streets, open spaces and other pedestrian activity areas.
- **Sheltered Entraceways and Weather-Protected paths** at grade between public sidewalks and building entrances to encourage pedestrian and cyclist access through the site.
- **Sun and Shadow Impacts**- Reduce and eliminate sun and shadow impacts on adjacent properties, parks, private open spaces and outdoor amenity areas.
- **Sustainable Design Features** – Incorporate sustainable design features in the building design that assist in reducing the impact on the environment. Storm water management techniques of green roofs, energy and water conservation to be incorporated in the design.



SCREEN SURFACE PARKING LOTS WITH LANDSCAPE



SHELTERED ENTRANCEWAYS / WEATHER-PROTECTED PATHS



SUSTAINABILITY- GREEN ROOF - STORM WATER MANAGEMENT

PART A: DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

Views

- Preservation of important “landmark” views” of unique features and the Niagara Escarpment from strategically located viewpoints and the preservation of the views of the conservation area on the south portion of the site.

Barrier Free Access

- **Barrier-Free Design**- Continuous barrier-free access to 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, wheelchairs, or pushing cycles, shall be promoted.

Safety and Security

- **Crime Prevention Through Environmental Design (CPTED)** initiatives to be incorporated into the design to provide safety and security for the residents and visitors. Initiatives include:
- **Exterior Lighting** -At all parking and landscaped areas and pathways to improve safety in the public areas.
- **Signage**- Directional, informational and security signage will be incorporated to provide good wayfinding and set the appropriate ground rules in public areas to enhance personal safety and security.

Landscape Design

- **Retain existing vegetation** during the development of the site and encourage landscape design that supports the maintenance of naturalized space, diverse vegetation, replacement of lost vegetation, use of native species and enhancement of ecological stability.
- Develop **outdoor open spaces** that accommodate a diverse range of both passive and active recreational activities.
- **Public art** as an integral part of the design and a landscape design feature that fosters civic identity and provides opportunities for solitude and contemplation in public urban spaces



CPTED - EXTERIOR LIGHTING / SIGNAGE



DEVELOP OUTDOOR SPACES - PASSIVE AND ACTIVE RECREATION SPACES



VIEWS- PRESERVE LANDMARK VIEWPOINTS - NIAGARA ESCARPMENT

PART B: SITE AND CONTEXT ANALYSIS

5.0 SITE AND DEVELOPMENT CONTEXT

5.1 Site

The subject lands have an area of 2.29 ha and are located at the southeast quadrant of Derry Road and Regional Road 25. The subject site has a frontage of approximately 202 metres along Derry Road, 154 metres along Regional Road 25 and an average lot depth of 105 metres. The site is currently under construction. A temporary sales office is located at the eastern quadrant of the site. One driveway access is provided off Derry Road to a temporary sales office and one vehicle driveway access is provided off of Regional Road 25.

5.2 Surrounding Context

The majority of the area surrounding the site has been developed with low-rise commercial plazas, three storey walk-up townhouses and low-rise single family detached housing developments. There are also a variety of commercial and institutional developments along Derry Road including, retail shops, gas stations and restaurants.

To the immediate west of the site is a one storey gas station, drive-thru coffee shop and some existing residential single family houses.

To the immediate north of the site along Derry road is a one and two storey retail plaza comprising of a variety of retail shops, gas stations, food markets, restaurants and professional services buildings. The majority of the street frontage consists of a surface parking lot with entry access at various locations, as well as Moorelands Park and older single family detached houses.

To the immediate south and east of the site is the ravine conservation area and creek which consists of trees and substantial grade change and existing low rise Coates Residential Neighborhood. Comprised of mainly newer single detached dwellings with entry driveways and garages, most of the homes are 1.5 or 2 storey bungalow-style developments which have been constructed recently.



OVERALL CONTEXT MAP



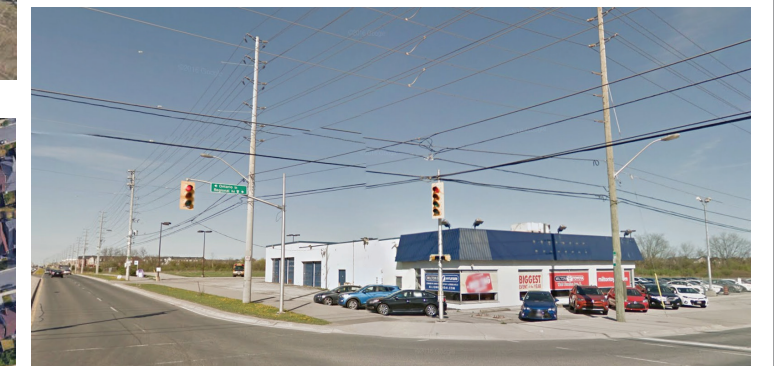
SITE MAP



VIEW LOOKING SOUTH-WEST AT DERRY ROAD



VIEW LOOKING NORTH-WEST AT REGIONAL ROAD 25



VIEW LOOKING EAST AT INTERSECTION OF DERRY ROAD & REGIONAL ROAD 25



AERIAL VIEW LOOKING EAST

PART B: SITE AND CONTEXT ANALYSIS

5.3 Topography and Natural Features

The topographic survey of the site indicates that the site is relatively flat throughout with a significant grade change at the rear of the site along the ravine conservation area. The average site elevation is 195.50 metres with the average elevation at Derry Road at 195.20 metres. The site slopes along Highway 25 with a grade change of approximately 2 metres from the northwest to the southwest corner of the parcel.

Based on a tree inventory prepared by Kuntz Forestry Consulting, there are no significant trees on the site except for some vegetation along the rear of the site adjacent to the ravine conservation area. A preliminary Woodlot Edge Assessment indicates that section of the vegetation along the rear of the site consists of invasive species, and it is recommended that most of the existing trees along the south property line perimeter of the site be retained except for the invasive species.

The majority of the tree canopy at the ravine conversation area consists of primarily mature deciduous trees with a few coniferous trees. The tree inventory consists of a variety of species consisting of Northern Hawthorn, Bitternut Hickory, Red Oak, Ironwood and Bur Oak.

5.4 Transportation Services

Derry Road and Regional Road 25 are the two major roads that provide access to the site. Currently, Derry Road is classified a major arterial road with a 35 metres R.O.W and consists of a two lane east-west with a shared central turning lane with pedestrian sidewalks provided on both sides of the street. Regional Road 25 is also classified a major arterial road with a current R.O.W. width of 42 metres and consists of a two lane north-south with a sidewalk/bicycle trail on the east side. Presently there is no on-street parking permitted on either road adjacent to the site.

To improve road safety and for the projected traffic demands of the future, Halton Region has established guidelines and policies to assist in the implementation of future road widening for major Arterial Roads within the region. Based on the proposed guidelines, both Derry Road and Regional Road 25 are included in the future road widening dedications. Based on the general corridor guidelines, both roads will be categorized C(4) Urban Roads with a proposed 47 metre R.O.W and dedicated HOV/RBL lanes with multi-use sidewalk paths.

Transit services are located along Regional Road 25 with the nearest transit stop for local service Route 20 situated within walking distance on the north-west corner of the site. Transit services will provide a connection to downtown Milton and to the Go Train station that will provide a link to York University and the Greater Toronto Area.



SIXTEEN MILE CREEK WATERSHED



CONSERVATION AREA - WOODLOT EDGE



Setback (Variable)	Bldg (varies)	Sidewalk/Multi-use Path	Bldg	HOV/RBL	Travel Lane	Travel Lane	Median (varies)	Travel Lane	Travel Lane	HOV/RBL	Bldg	Sidewalk/Multi-use Path	Bldg (varies)	Setback (Variable)
		3.0	3.0	4.2	3.5	3.5		3.5	3.5	4.2	3.0	3.0		
47 R.O.W.														

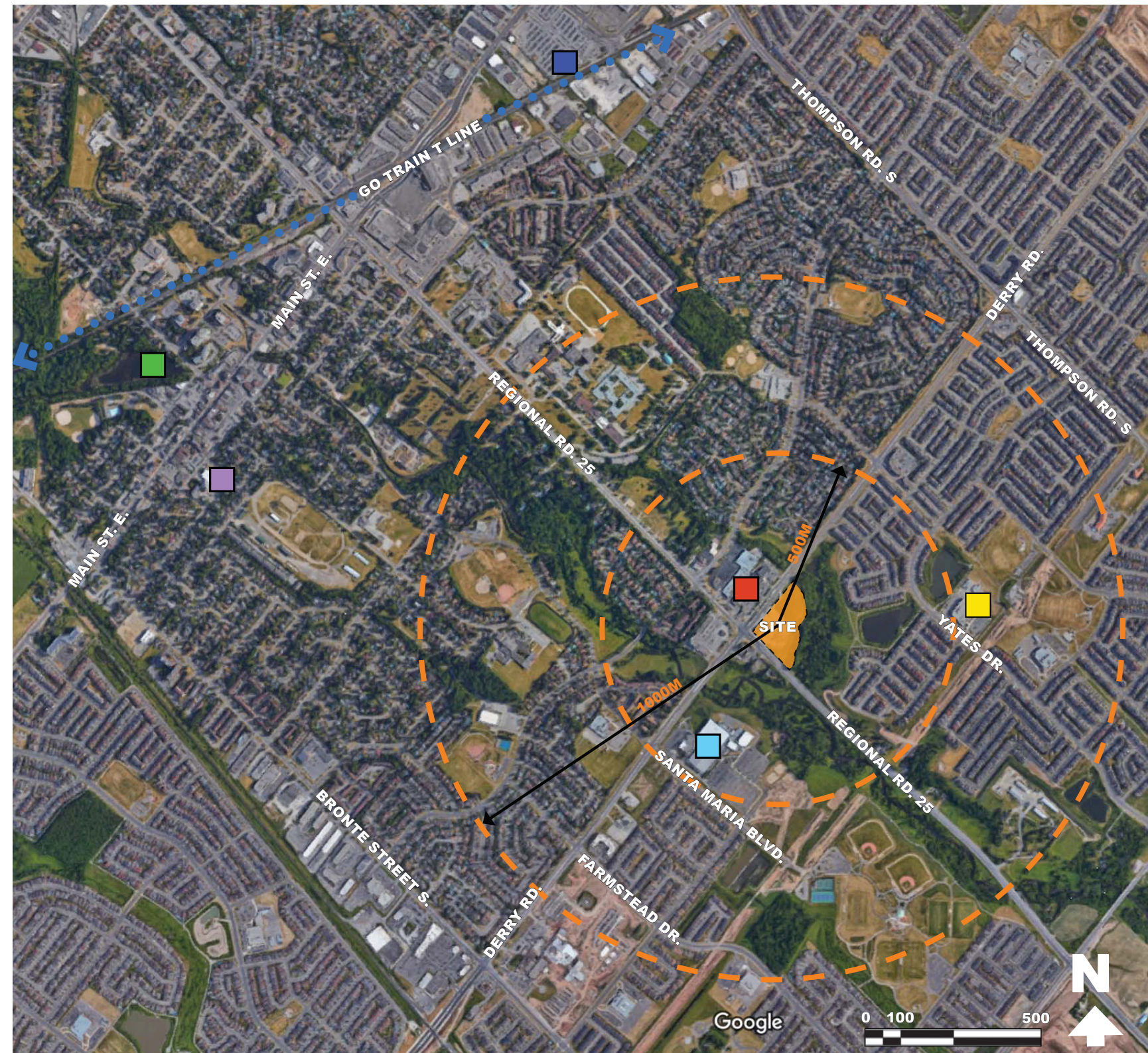
FUTURE ROAD WIDENING - NEW C4 URBAN ROAD

PART B: SITE AND CONTEXT ANALYSIS

5.5 Community Services

The subject site is well serviced in terms of available social and community facilities located in the surrounding area. The facilities include multiple parks, major community and recreational facilities, school, libraries and social services are within a short walking and driving distance. Access to most of the municipal and educational services is located within a reasonable travel distance. Significant community facilities located near the site include:

- **Derry Centre Plaza Shopping Centre**
 Located across the street from the site, the shopping centre provides a variety of retail shops, food markets, restaurants and professional services within a 5 minute walk.
- **Milton Sports Centre & Community Park**
 Located 850 metres west of the site off Derry Road and Santa Maria Boulevard, the complex offers a wide range of recreational activities and community facilities for conferences and sporting events. Venues include an arena for ice skating, multipurpose room, swimming pool and sports fields.
- **Tiger Jeet Singh Elementary School**
 Located 900 metres south of the site on Yates Drive, the educational facility offers elementary public education.
- **Milton Town Hall**
 Located 2.9 km north of the site on Mary Street the Town Hall provides government offices and community services for the City of Milton.
- **Milton Go Station**
 Located 3.3 km north of the site on Main Street East, the GO Train Station provides a major transit hub with a link to Union Station in Toronto and other neighbouring communities
- **Livingston Park & Bruce Trail**
 A variety of parks and conservation areas are also located in close proximity to the site with access to recreational opportunities within the region. A future bike trail with direct access to the Bruce Trail is proposed north of the site.



MILTON GO STATION



MILTON SPORTS CENTRE



TIGER JEET ELEMENTARY SCHOOL



MILTON TOWN HALL



LIVINGSTON PARK

PART B: SITE AND CONTEXT ANALYSIS

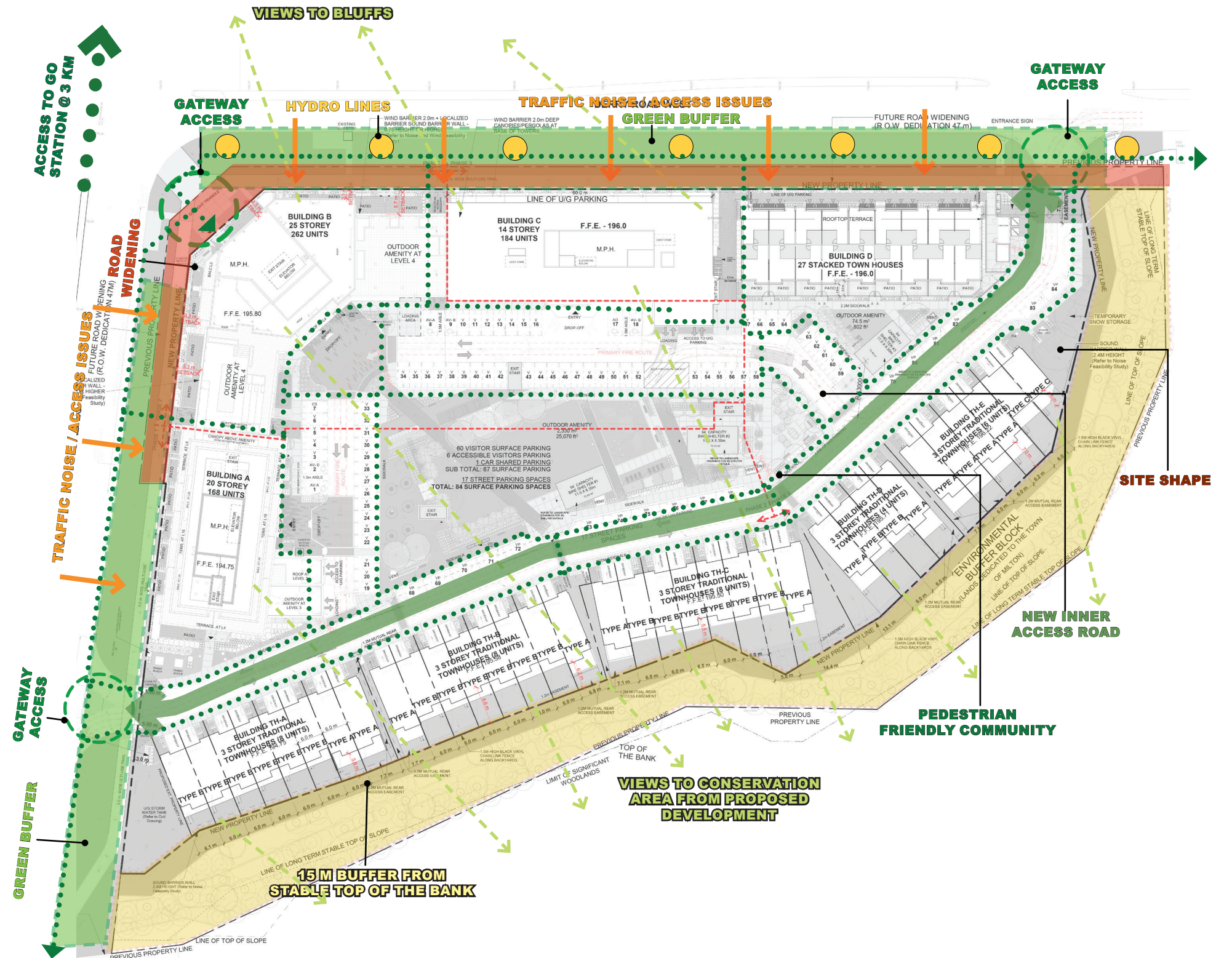
6.0 Design Opportunities and Constraints - Site Analysis

SITE CONSTRAINTS

- **Access to the Site** - Limited access to the site via Derry Road and Regional Road 25.
- **Hydro Line Along Derry Road** - Negative visual impact upon the units views facing Derry Road. Future line relocation to be determined.
- **Site Shape** - The irregular shape presents a challenge for development within the site boundary.
- **Noise and Traffic** - Noise and congestion present due to car traffic. Additional traffic due to future street widening.
- **Top of Bank 15 m Buffer** - Offset area from property line which cannot be built upon.

SITE DESIGN OPPORTUNITIES

- **Gateway Access** - Main access entry points into the site at prominent locations.
- **Landscape Buffer Along Derry Road** - Creates a green space between street and site.
- **Proximity to Transportation Hub** - Within 2 km of Go Train station. Easy access to site with public transportation.
- **Views** - Existing conservation area visible at rear with views to bluffs visible from front.
- **Pedestrian Friendly Community** - Well connected pathways and access points to transit system.
- **Development of Inner Access Road** - Road connecting all building on site through gateways.
- **Underutilized Site** - Intensification of the parcel.



PART C: DESIGN RESPONSE

7.0 THE PROPOSED DESIGN - MASTER PLAN

Building B
 25 Storey Residential Building
 262 Units
 GFA: 21,002 sqm / 226,446 sqft

Surface Parking
 Parking Spaces : 105 (Parking Lot) +
 17 (Off-Street) +
 68 (TH Garage/Driveway)
 1 (Car Share)
 = **191 Spaces**
 Residential = 68 Spaces
 Visitor = 123 Spaces

Line of U/G Parking
 2 Storey U/G Parking
 Parking Spaces : 343(P1) + 363(P2)
 = **706 Spaces**
 Residential = 665 Spaces
 Visitor = 41 Spaces

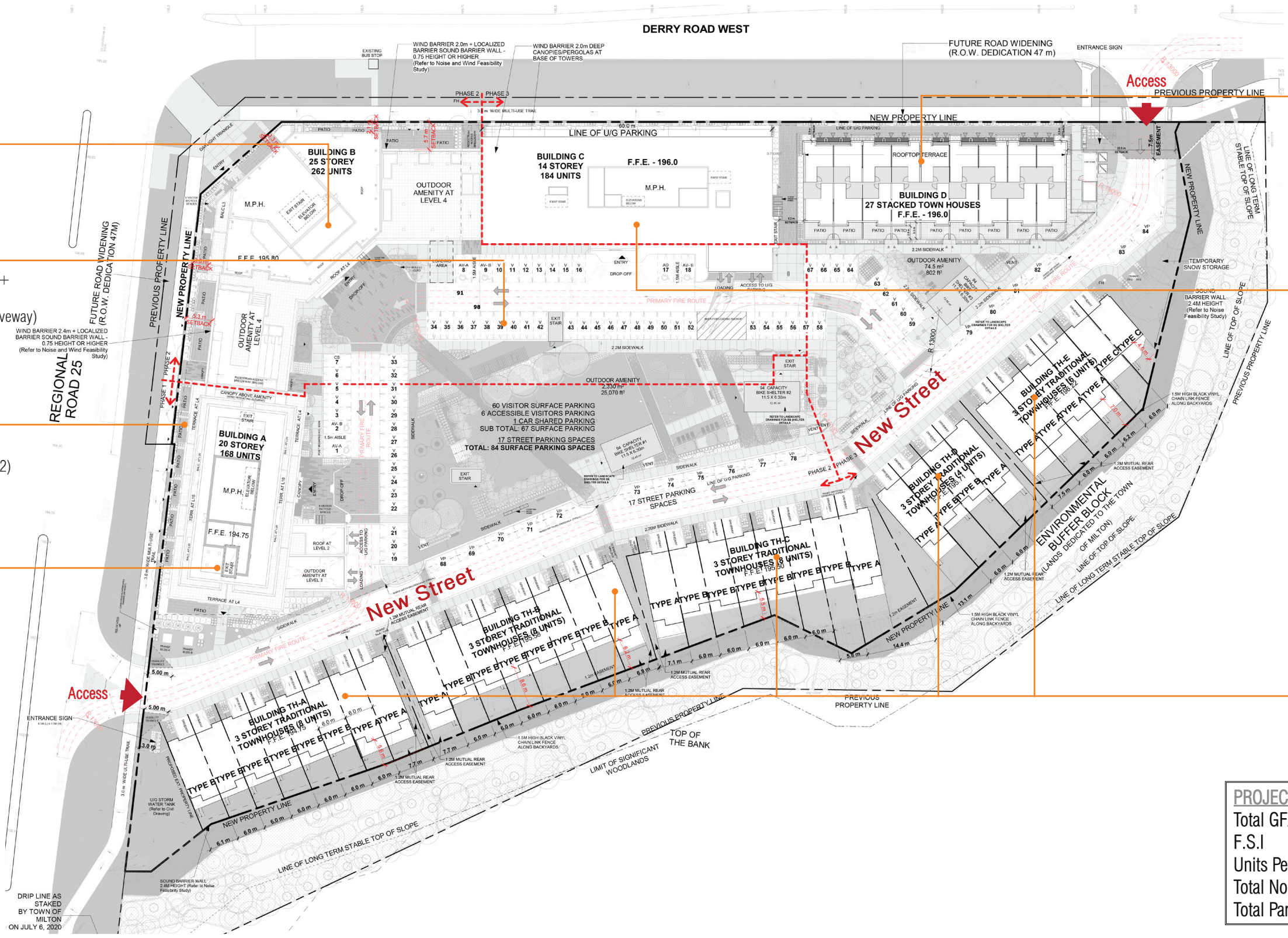
Building A
 20 Storey Residential Building
 168 Units
 GFA: 14,722 sqm / 158,470 sqft

Building D:
 TH-3F
 3 Storey Stacked Townhouse Block
 27 Units
 GFA: 2,685 sqm / 28,911 sqft

Building C:
 14 Storey Residential Building
 184 Units
 GFA: 13,947 sqm / 150,131 sqft

Building TH-A, B, C, D & E:
 3 Storey Townhouses
 6+4+8+8+8 = 34 Units
 GFA: 1,418 + 1,418 + 1,418 +
 741 + 1,135
 = 6,132 sqm / 66,006 sqft

PROJECT STATISTICS:	
Total GFA	: 58,491 sqm / 629,966 sqft
F.S.I	: 2.55
Units Per Hectare	: 295
Total No. of Units	: 675
Total Parking	: 897



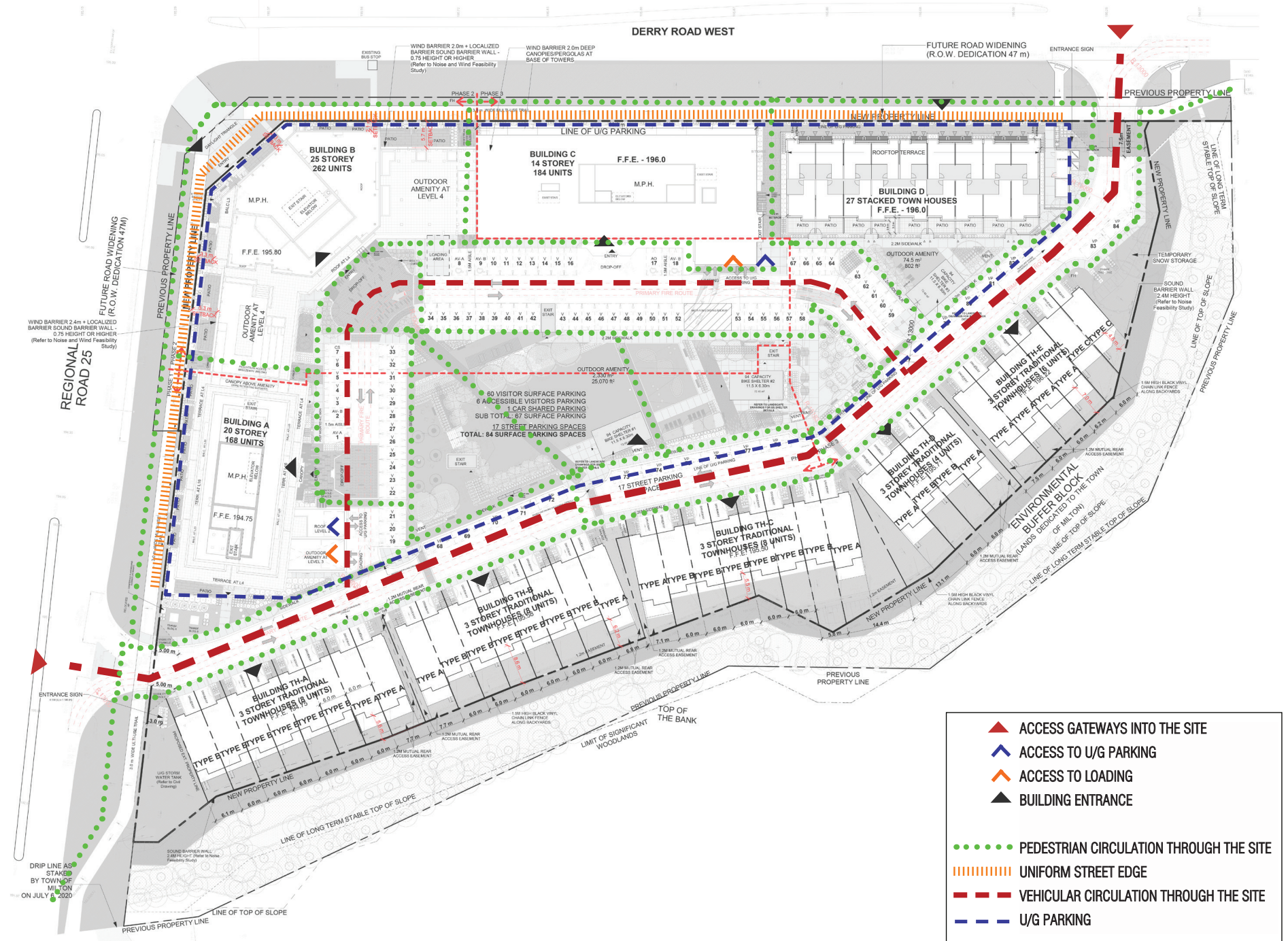
PART C: DESIGN RESPONSE

8.0 DESIGN RESPONSE- KEY DESIGN INITIATIVES AND GUIDELINES FOR THE DEVELOPMENT

An analysis of the key design concepts incorporated in the design that address the Town of Milton's urban design objectives as outlined in the Official Plan and the Urban Design Brief- Terms of Reference.

8.1 Site Layout and Design

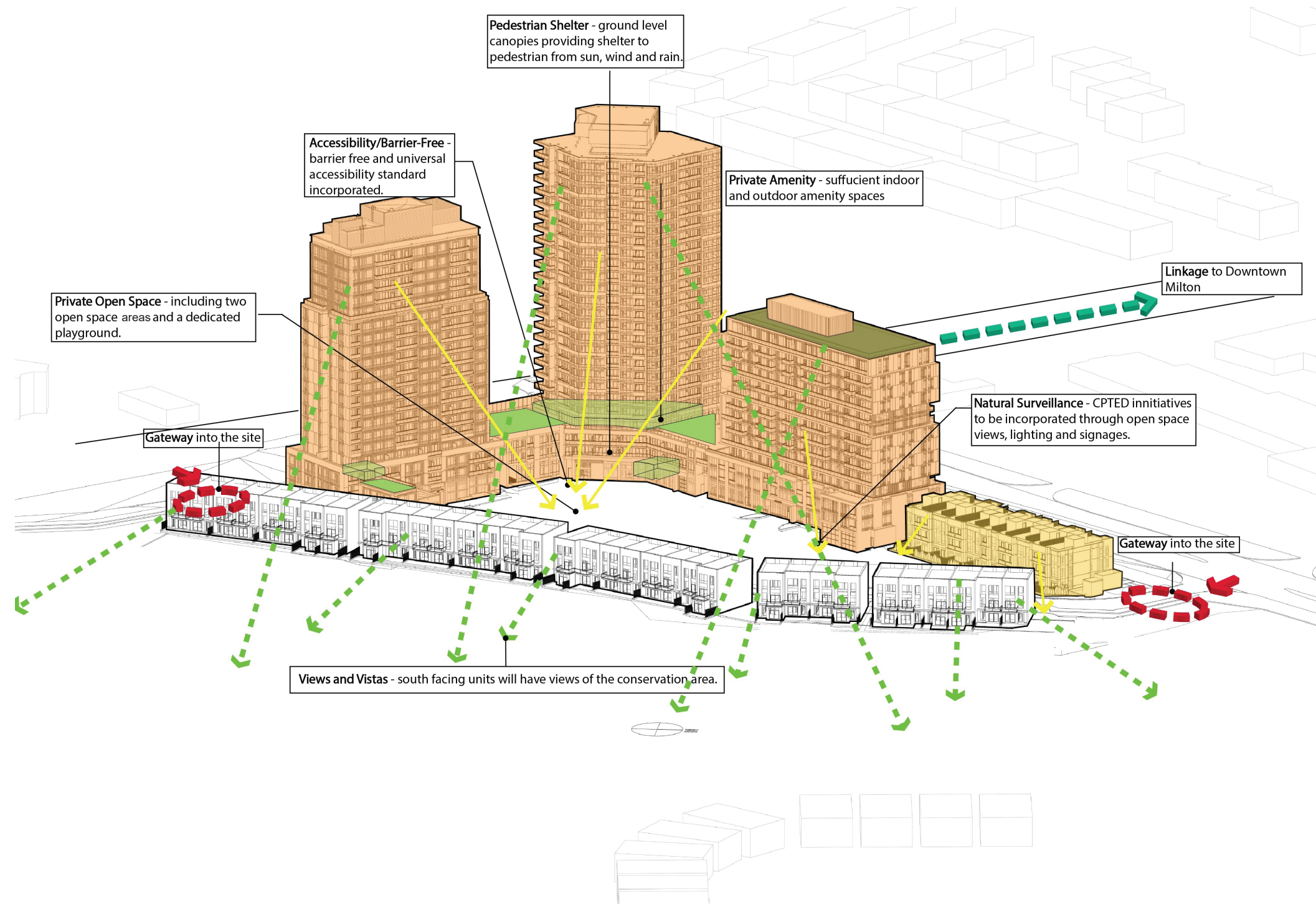
- Building Location and Orientation** - The proposed development incorporates a stepped podium design with street activity uses to create a lowered human scale street edge, mitigate the appearance of height.
- Access and Circulation** - Access to the site is located at two gateway locations along Derry Road and Regional Road 25. An internal access road connecting the two major arterial roads will allow vehicles to circulate through the site and access the various residential buildings and parks. Traffic calming techniques and various pedestrian crosswalks will be incorporated in the design to allow for safe walkable pedestrian friendly community.
- Uniform Street Edges** - Building facades and streetscape elements to create a consistent rhythm to maintain visual interest and vitality. Rhythm will be achieved through changes of materials, fenestration, solid and void relationships, building articulation and spacing of streetscape elements.
- Building Entrance and Access** - Primary building entrance(s) will be located along street frontages to encourage security and public activity at street level. Access at mid-block points will be developed throughout the building facade to allow access along the street and the interior courtyards of the site.
- Parking and Loading** - Underground parking and loading for the development are located at the rear of the buildings and screened from side streets. The majority of all the parking is located below ground with minimal surface parking proposed. Loading, garbage and recycling areas are provided within the developments and screened from the street.
- Accessibility/Barrier-Free** - The proposed development will incorporate both barrier-free and universally accessibility standards throughout the development as outlined in the Accessibility for Ontarians with Disabilities Act.
- Sun Path and Microclimate** - Shadows cast by tall buildings on public open spaces and private amenities are minimal throughout the various seasonal periods. Sun shadow analysis indicates that there is no shadow impact on adjacent existing buildings and green spaces.



PART C: DESIGN RESPONSE

8.2 Private Realm Framework

- **Gateways and Linkages** - Gateway features at key areas within the site will be developed to establish focal points for public activities and gathering spaces. Landscape features will be incorporated in the design to assist in developing pedestrian pathways throughout the site.
- **Pedestrian Shelter** - Sidewalks and pathways adjacent to buildings will be protected from sun, wind and rain through the ground level canopies, arcades and awnings.
- **Views and Vistas**- Strategically located viewpoints and the preservation of existing views will be significantly maintained throughout the development. Most of the residents on the north side of the development will have unobstructed views of the Niagara Escarpment and the south facing units will have views of the conservation area on the south portion of the site.
- **Natural Surveillance** -CPTED initiatives to be incorporated into the design to provide safety and security to the residents and visitors. Natural surveillance through improved open space views and lighting and signage will be incorporated in the design.
- **Open Space** - A variety of open green space options are available for the residents and visitors: passive and active spaces; planted and paved areas; pathways and seating. The development includes two green open space areas and a dedicated playground area.
- **Private Amenity** - The proposed development will provide sufficient private indoor and outdoor amenity space with a variety of rooftop terrace areas, balconies and private yards.
- **Accessibility/Barrier-Free** - The proposed development will incorporate both barrier-free and universal accessibility standards throughout the development as outlined in the Accessibility for Ontarians with Disabilities Act.
- **Sustainability** - Develop environmentally sustainable measures such as energy conservation and storm water management into block and site design. Energy conservation program and rooftop amenities will have planted areas integrated into the storm water management systems.



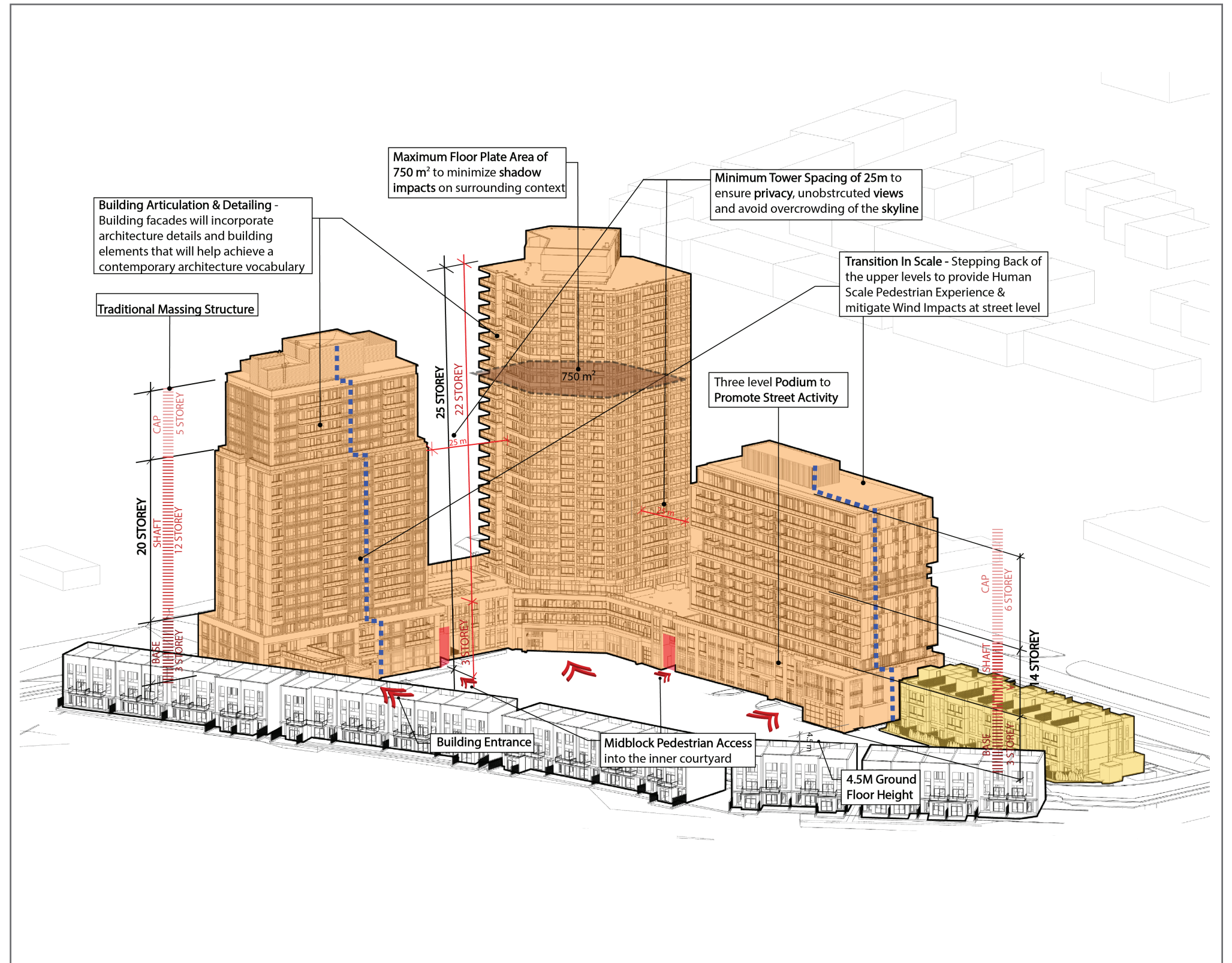
PART C: DESIGN RESPONSE

8.3 Building Typologies

HIGH-RISE BUILDINGS

The three proposed condominium buildings will be developed to provide appropriate transitions to the existing Milton neighbourhood. Building articulation, orientation and ground floor facade will be designed to be sympathetic and integrate well into the existing context. The overall massing of the building design will incorporate the traditional elements of the three part massing structure of the base (podium), middle (shaft) and the top (cap) and juxtaposed with contemporary materials and architectural detailing.

- **Podium Concept** - Three level podium design with a lower street edge to create a stepped back edge to promote street activity use.
- **Ground Floor Height** - Ground level floor-to-ceiling height to accommodate various uses, including amenity. A minimum height of 4.5m
- **Transition in Scale** - Stepping back of the upper level building from the podium base in order to provide human scale pedestrian environment and mitigate wind impacts at street level.
- **Maximum Floor Plate** - Design tall residential buildings above any podium with a maximum floorplate of 750 sqm. to minimize shadow impacts on surrounding streets, sidewalks, neighbouring buildings and private amenities.
- **Minimum Tower Spacing** - Tall buildings should be spaced sufficiently far apart to prevent overcrowding of skyviews and skylines and eliminate privacy and climatic impacts. The separation distance between towers should be a minimum of 25m.
- **Building Entrance and Access** - Primary building entrance(s) are located from the inner courtyard to encourage security and public activity. Access at mid-block points will be developed throughout the building facade to allow access along the street and the interior courtyards of the site.
- **Building Articulation and Detailing**- Building facades will incorporate architectural details that achieve an unique identity that include various glazing types, awnings, balcony projections and building elements that achieve a contemporary architectural vocabulary.



PART C: DESIGN RESPONSE

TOWNHOUSE BUILDINGS

The townhouses at the rear of the site will serve as a transition in scale from the taller high-rise condominium building to the low-rise housing developments to the north of the site. Variations of the townhouse including the stacked and conventional unit types.

Stacked Townhouses

The stacked townhouses will be developed with a three storey building with a typical three unit module. The ground floor will consist of a through unit with an outdoor backyard amenity area. The upper levels will consist of two stacked two level units with an upper level roof top terrace. Access to the units will be at grade from the front yard with a shared entrance way and private stairs.

Built Form Concepts:

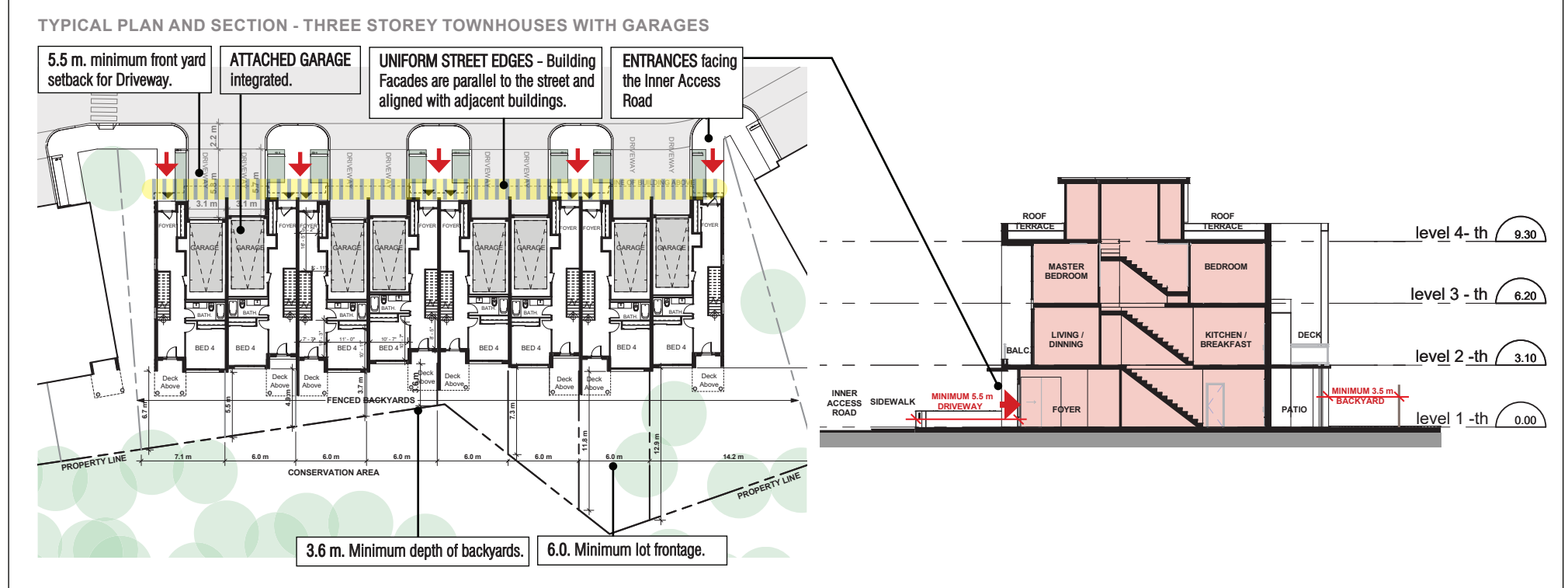
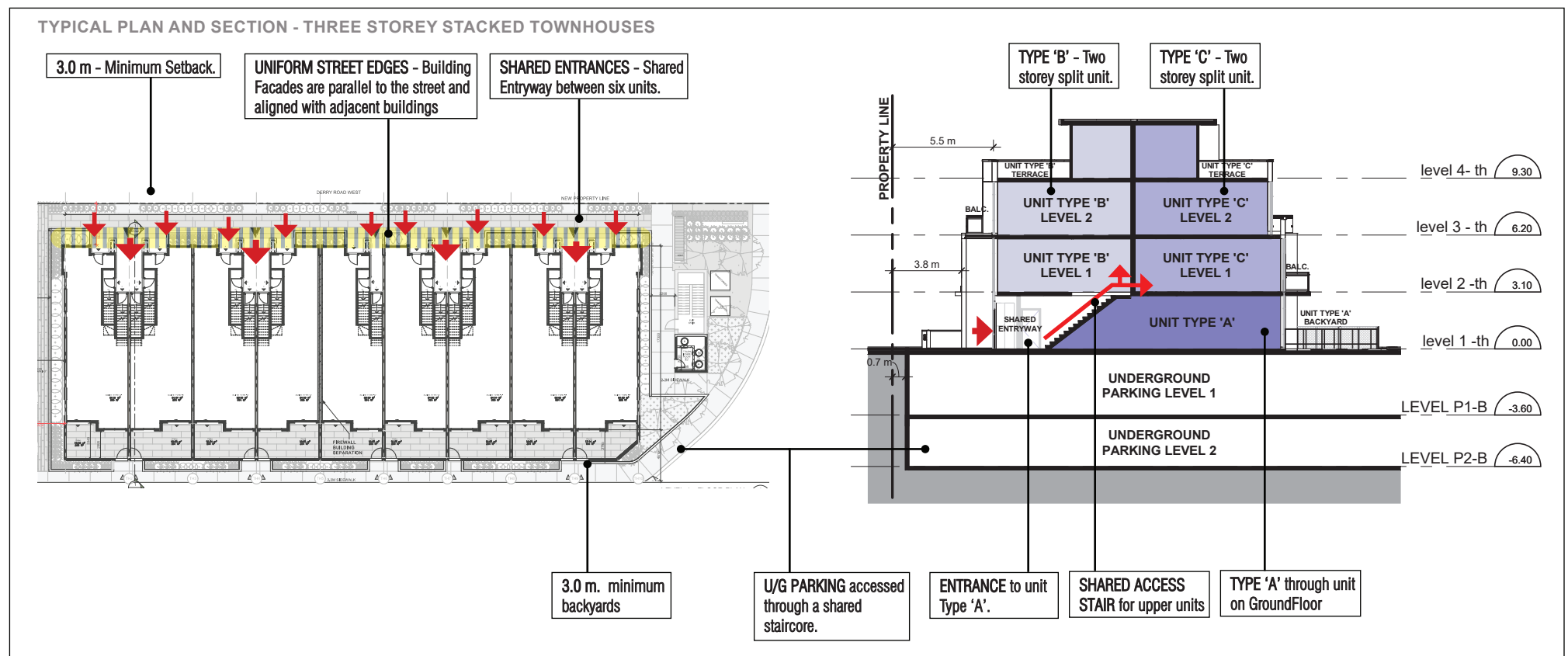
1. Main dwelling facade will be located parallel to the street and aligned with adjacent buildings to frame the street frontage. Unit windows and entrances will face the public street to encourage these areas to be visible, active and safe.
2. Parking will be accessed from an internalized lane into the underground parking garage. Access from the parking garage will be via a stair core.
3. Each unit to have a minimum front yard setback of 3.6 metres to allow for a transition between the public and private realm.

Townhouses with Attached Garages

The townhouses will be developed with a three storey building with a variety of module configurations. Attached garages and shared driveways will be accessed from the front yard off Inner Access road. Each unit will have a private entrance that is accessed at the ground floor with an outdoor backyard amenity area at the rear yard.

Built Form Concepts:

1. Main dwelling facade should be located parallel to the street, open space and aligned with adjacent buildings to frame the street frontage. Unit windows and entrances will face the public street to encourage these areas to be visible, active and safe.
2. Front yard parking and attached garage and main entry will be accessed from the street. Townhouse units with front attached garages should have a minimum lot frontage of 6.0 metres per unit.
3. Each unit to have a minimum front yard setback of 5.5 metres for Driveway and to allow for a transition between the public and private realm.



PART C: DESIGN RESPONSE

8.4 BUILDING ARTICULATION AND MATERIALS

The design concept for the development is to create an elegant contemporary exterior facade that incorporates traditional materials of masonry and stone with juxtaposed modern elements of steel and glass to create a unique exterior facade that achieves a high standard of design, detailing and variety. The buildings will be developed with high-quality materials that are durable, energy efficient and exhibit a quality of workmanship, sustainability and will require minimal maintenance.

1. EXTERIOR GLAZING SYSTEM :

Consists of various types of prefinished aluminum window wall systems, punched openings and integrated glass railing systems.

2. METAL PANELIZED SYSTEM

The upper levels will incorporate a combination of masonry finish and a metal aluminum panels with a 'wood look' finish to create an interesting rhythm and pattern to the exterior façade.

3. MASONRY & PRE CAST CONCRETE FINISH

Utilize masonry as a primary building material at the podium base of the residential buildings with an undulating pattern at various heights throughout the facade, accented with pre-cast and glass glazing treatments on the upper levels.

4. LANDSCAPE MATERIALS

High quality design elements including pavers, raised planters, benches and soft landscaping features.

THREE STOREY TOWNHOUSE WITH ATTACHED GARAGE



CONDOMINIUM BUILDINGS : BUILDING "A" FROM REGIONAL ROAD 25



CONDOMINIUM BUILDINGS : VIEW OF BUILDING "C" FROM BUILDING "B" ENTRANCE



CONDOMINIUM BUILDINGS : VIEW OF BUILDING "A" FROM BUILDING B DROP-OFF



BUILDING D : VIEW ALONG DERRY ROAD

PART C: DESIGN RESPONSE

9.0 LANDSCAPE DESIGN

9.1 LANDSCAPE STRATEGY

The landscape design of the proposed development is focused on creating a high-quality landscape and pedestrian friendly space with an emphasis on key outdoor amenity areas and nodes.

- The road widening and existing overhead hydro lines limits planting to on-site where small trees, shrub and perennial planting provide a pedestrian scale to the boulevard. The areas of vegetated buffer soften the streetscape and key pedestrian connections allow for several entrances to the buildings and interior of the site.
- Ground floor units have with individual patios with a surrounding fence and gates to will provide separation and privacy from the multi-use trail and street frontages of the boulevard. Where space allows, On-site planting will add a vegetated buffer for the patios and building frontage. Units will share a walkway connection to the multi-use trail to encourage pedestrian travel to the surrounding commercial plazas.
- The location of the three metre wide multi-use trail will be revised, to accommodate the v widening on both Regional Road 25 and Derry Road, moving 30cm away from the new property line separated by a sodded strip.
- The multi-use trail of each street frontage joins at the intersection accompanied by a small concrete plaza allowing for open circulation to the intersection and front entrance of the development without obstructing views. The unique paving pattern of the development begins on-site accompanied by decorative planting beds, seating and bike racks to draw the development into the surrounding community.
- The Central amenity space is the largest outdoor space for the residence including a large open lawn, a sloped lawn for tiered seating at outdoor events, a plaza with a unique paving pattern, shade trees and seating, a shade structure, raised planting beds and another quieter seating area shaded with trees.
- Secondary amenity spaces provide more passive opportunities for the residence. This includes a playground focused space with a small shade structure, seating and play equipment to add a sculptural element to the space as well as creating play value.
- A third amenity space provides a small lawn, planting and quieter place to sit.
- The townhouse frontages to the south offer a residential scale to each unit while still tying into the overall design of the development using unit paving for walkways and driveways, planting and small trees for each unit where room permits.
- Planting for the development will highly utilize native, non-invasive species and adhere to the requirements of Conservation Halton. third amenity space provides a small lawn, planting and quieter place to sit.
- Trees species will be chosen for each use throughout the site including urban tolerant street trees, shade trees and smaller ornamental flowering trees in amenity spaces and townhouse front yards.
- Hardy planting in raised beds will be spaced throughout the development and at key areas including building entrances and amenity spaces.
- The south and east edge of the property border a naturalized area. Any disturbance on property along the edge of these areas will be replanted with naturalized planting chosen to adhere to Conservation Halton requirements and complement the existing vegetated species.



INTEGRATED LIGHTING



CENTRAL GREEN SPACE



BENCHES ON SEAT WALL

PART C: DESIGN RESPONSE

10.0 SUMMARY AND CONCLUSION

The proposed redevelopment on the subject site at 8010-8150 Derry Road West will provide a residential development that will intensify an existing underutilized commercial site in the Town of Milton.

The proposed design takes into consideration the site's potential and limitation and builds a functional residential housing community that will provide an additional 675 +/- mixed housing units that will be an asset to the community and assist in the region's mandate to create high density communities with access to local and regional public transit.

From a built-form and urban design perspective, the proposed condominium building and townhouse unit community will complement the existing Bristol District through the use of high quality materials that will fit harmoniously within the existing Coates Neighbourhood. Although the massing, height and density of the proposed development is greater than the current adjacent properties, design initiatives to reduce height and mass through the use of setbacks, podium design, stepping of the façade and minimizing shadow impacts will be implemented to mitigate the height and mass of the development as to diversify the low-rise character of the neighbourhood.

Furthermore, the proposed design will make substantial enhancements to the Derry Road and Regional Road 25 street frontage with a mix of condominium and townhouse housing types. The reintroduction of the Building D- 3 storey stacked townhouse block will provide continuity to the street edge along Derry Road and establish an active streetscape to enhance the urban environment.

The proposed sustainable design features of the project will ensure that both the Region of Halton and the Town of Milton's commitment to environmental stewardship is continually being addressed and provides a building that will promote environmentally responsible design.

For all the foregoing reasons, it is our opinion that the proposed development would be a desirable addition to the Town of Milton and will provide a residential community asset for the region.



CURRENT - VIEW LOOKING NORTH WEST ALONG REGIONAL ROAD 25 SHOWING UNDERUTILIZED SITE.



POST DEVELOPMENT - ACTIVATED STREETSCAPE ALONG REGIONAL ROAD 25



CURRENT - VIEW LOOKING SOUTH EAST ALONG DERRY ROAD



POST DEVELOPMENT - ACTIVE STREETSCAPE WITH THE REINTRODUCTION OF THE BUILDING D STACKED TOWNHOUSE BLOCK ALONG DERRY ROAD.

PART D: APPENDIX

11.0 SHADOW IMPACT ANALYSIS

The shadow impact analysis demonstrates that the proposed new mixed-use development will not have any significant impact on the surrounding context. None of the adjacent properties, public outdoor amenity areas, open spaces, public parkland, sidewalks and other public realm features are impacted by shadow casting as per the criteria outlined in the Oakville Shadow Impact Analysis Guidelines.

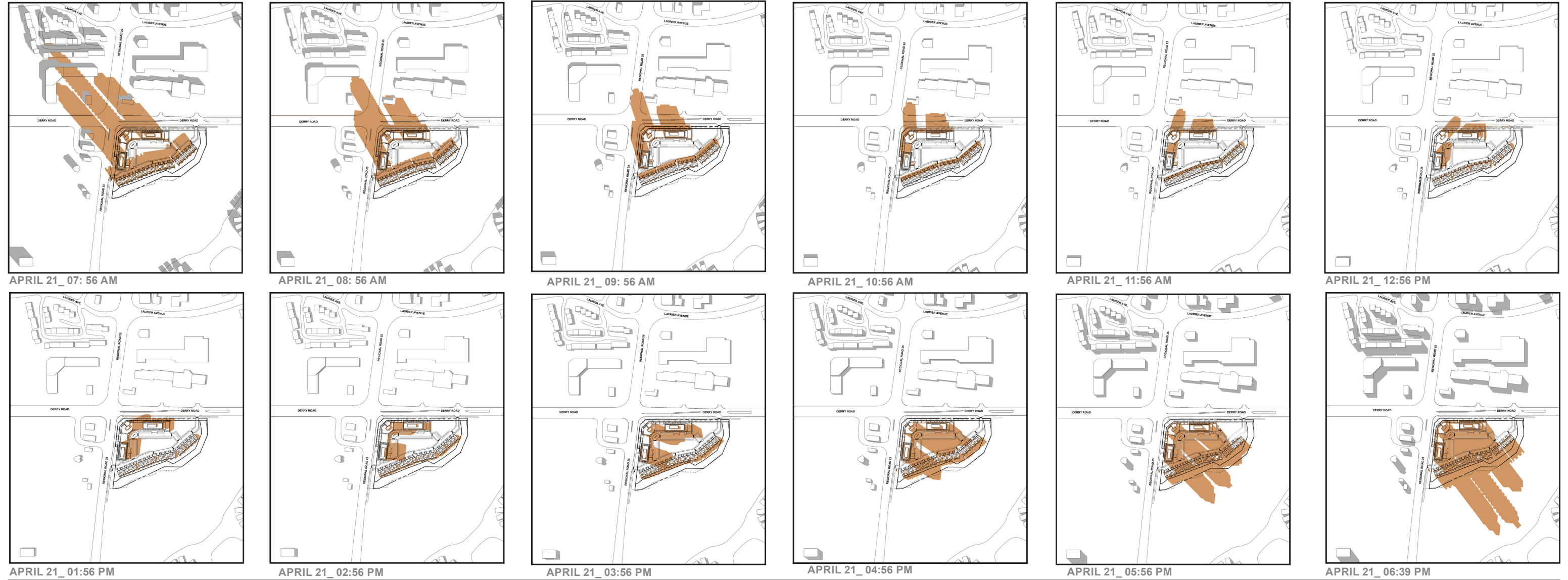
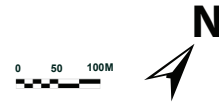
11.1 SHADOW IMPACT ANALYSIS - APRIL 21ST (SPRING)

All public sidewalks and trails, public plazas, public parks and public realm features will receive at least 5 hours of continuous sunlight per day.

TEST TIMES : HOURLY INTERVALS STARTING 1.5 HRS AFTER SUNRISE AND ENDING 1.5 HRS BEFORE SUNSET

LEGEND:

- SHADOW OF EXISTING DEVELOPMENT
- SHADOW OF PROPOSED DEVELOPMENT



8010-8150 DERRY ROAD WEST
MILTON, ONTARIO
 AUGUST 17, 2023 - PROJECT NO. 21-011

PART D: APPENDIX

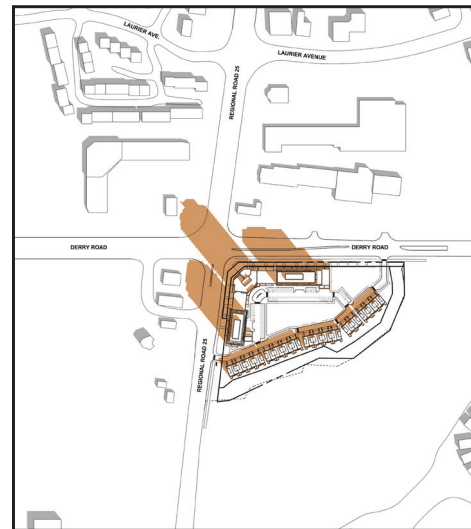
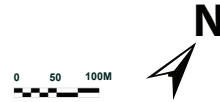
11.2 SHADOW IMPACT ANALYSIS - JUNE 21ST (SUMMER)

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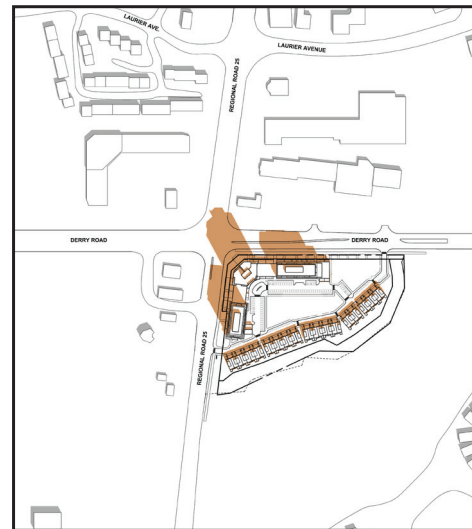
TEST TIMES : HOURLY INTERVALS STARTING 1.5 HRS AFTER SUNRISE AND ENDING 1.5 HRS BEFORE SUNSET

LEGEND:

-  SHADOW OF EXISTING DEVELOPMENT
-  SHADOW OF PROPOSED DEVELOPMENT



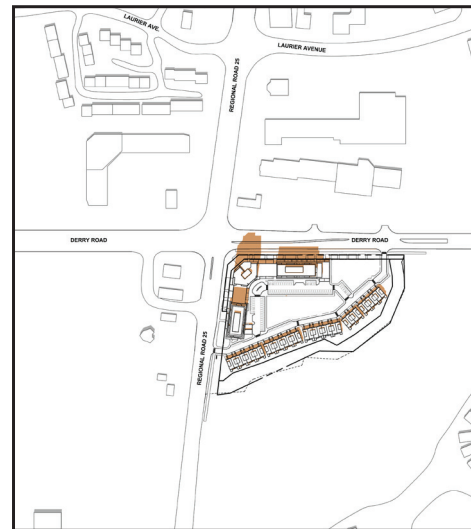
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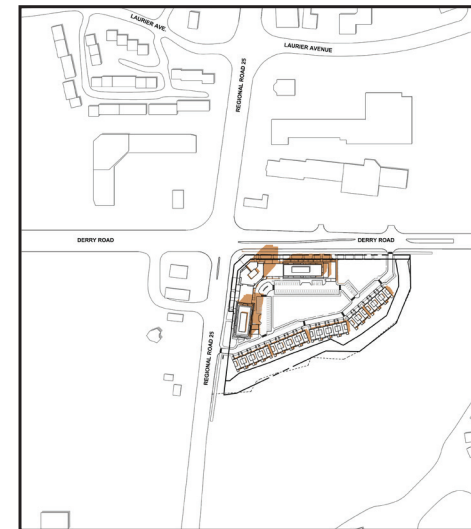
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JUNE 21_ 11:08 AM



JUNE 21_ 12:08 PM



JUNE 21_ 01:08 PM



JUNE 21_ 02:08 PM



JUNE 21_ 03:08 PM



JUNE 21_ 04:08 PM



JUNE 21_ 05:08 PM



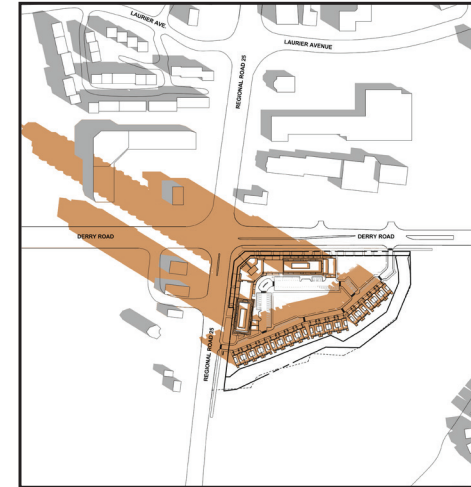
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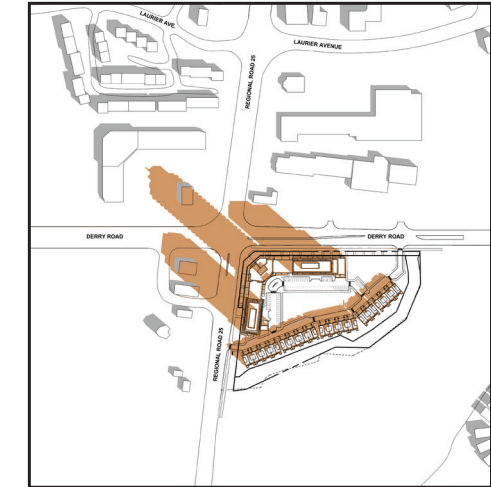
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JUNE 21_ 07:08 AM



JUNE 21_ 08:08 AM

PART D: APPENDIX

11.3 SHADOW IMPACT ANALYSIS - SEPTEMBER 21ST (FALL)

All public sidewalks and trails, public plazas, public parks and public realm features will receive at least 5 hours of continuous sunlight per day.

TEST TIMES : HOURLY INTERVALS STARTING 1.5 HRS AFTER SUNRISE AND ENDING 1.5 HRS BEFORE SUNSET

LEGEND:

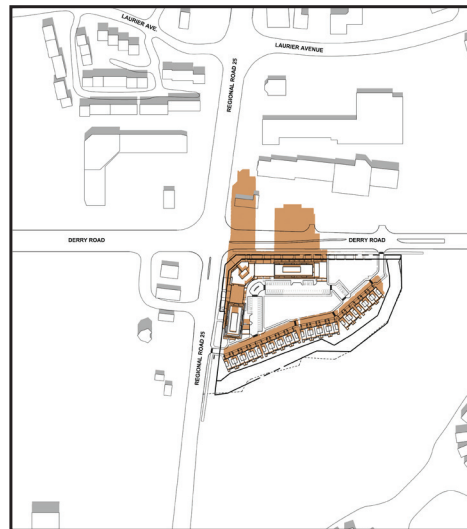
- SHADOW OF EXISTING DEVELOPMENT
- SHADOW OF PROPOSED DEVELOPMENT



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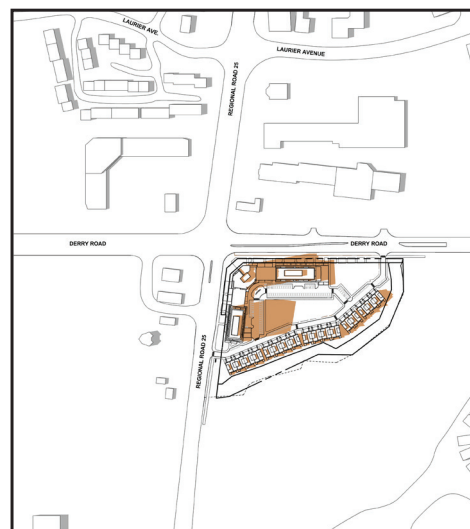
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SEPTEMBER 21_ 12:35 PM



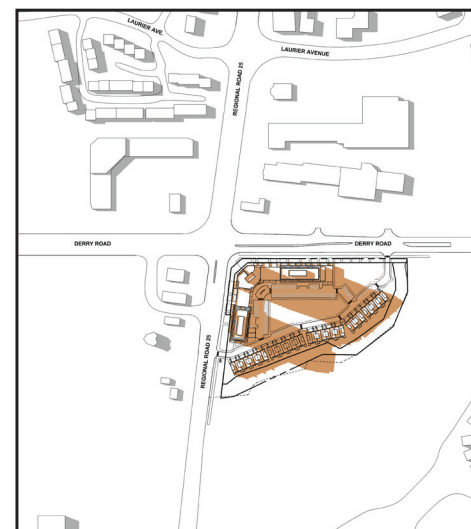
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SEPTEMBER 21_ 03:35 PM



SEPTEMBER 21_ 04:35 PM



SEPTEMBER 21_ 05:48 PM

PART D: APPENDIX

11.4 SHADOW IMPACT ANALYSIS - DECEMBER 21ST (WINTER)

The proposed development allows adequate sunlight on adjacent building faces and roofs for the possibility of using solar energy with shadow impact not exceeding two consecutive hours at any time of the day.

TEST TIMES : HOURLY INTERVALS STARTING 1.5 HRS AFTER SUNRISE AND ENDING 1.5 HRS BEFORE SUNSET

LEGEND:

- SHADOW OF EXISTING DEVELOPMENT
- SHADOW OF PROPOSED DEVELOPMENT



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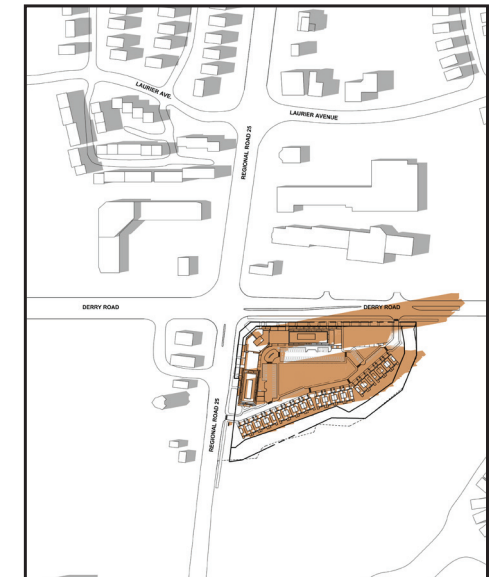
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