



URBAN DESIGN BRIEF

560 MAIN STREET EAST

APRIL 2021 (REVISED SEPTEMBER 2022)

PREPARED FOR: 560 MAIN STREET EAST MILTON INC.

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0.0 INTRODUCTION

Korsiak Urban Planning and KNYMH Inc. have prepared the following Urban Design Brief on behalf of 560 Main Street East Milton Inc. (Neatt Communities) in support of the proposed Official Plan Amendment and Zoning By-law Amendment applications required to permit the proposed development at 560 Main Street East. The purpose of this brief is to establish the contextual relationship of the proposed development to adjacent buildings, streets and areas in accordance with the Town of Milton Urban Design Brief Terms of Reference. Further, it will provide an illustrated explanation of how the overall design responds to the physical context of the site and its surroundings, taking into account the intent of the policy context and any supporting urban design guidelines and studies.

The subject lands are located at the southwest quadrant of Main Street East and the future southern extension of Wilson Drive, abutting the Canadian Pacific (CP) rail line and are approximately 1.2 hectares in size. The site is currently vacant. The lands were formerly occupied by Milton Pigment and Chemical which ceased operation approximately ten years ago. Subsequently, the building was demolished and the lands remediated.

1.0 DESIGN VISION – PROPOSED DEVELOPMENT

The proposed development features two high rise residential point towers with a grade related commercial space. Both towers are to be constructed on top of a mutual 6-storey podium totalling heights of 17 and 20-storeys, respectively. The proposed development will feature stepbacks above the 6th, and 15th storey. In total, 570 units are proposed and preliminary site design has allocated 1000 square metres of ground floor commercial space at the corner of Main Street East and Wilson Drive. The proposal has a Floor Space Index (FSI) of 3.5.

A continuous streetwall will be provided along Main Street East and will be setback 5.8 metres to the Main Street East right-of-way (ROW) to facilitate the development of a wider pedestrian boulevard with enhanced landscaping. The second floor of the podium cantilevers over the first floor to provide weather protection and a sense of enclosure along the street. Two mid-block connections are provided along the Main Street East frontage. One will be in the form of a pedestrian breezeway through the podium between towers A and B. The other will be a pathway which connects to the proposed common community amenity space located at the western limits of the site.

At the narrowest portion of the podium, the towers will be setback 3.6 metres from the podium edge along Main Street East to maintain view corridors, minimize shadow impacts and reinforce a pedestrian scaled streetscape. Varying podium and tower setbacks are provided along the southern extension of Wilson Drive. A minimum 30 metre railway setback to habitable living space has been maintained, consistent with the Town's Zoning By-law and Canadian Pacific Railway's development guidelines.

An outdoor common community amenity space is conceptually shown at the western limits of the site.



Figure 1: Conceptual Rendering

Vehicular access to the site is gained from the Wilson Drive extension. Two levels of underground parking are proposed in addition to 54 surface level parking spaces, providing a total of 546 vehicular parking spaces to serve residents and visitors of the proposed development.

As the proposal exceeds the maximum density and height permissions of the Zoning By-law, a Zoning By-law Amendment is required. Please refer to the Planning Justification Report for an in depth policy analysis and the proposed Draft Zoning By-law Amendment.

2.0 TOWN POLICY AND REGULATORY FRAMEWORK

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

The subject lands are within the Town of Milton Urban Growth Centre (UGC) which is intended to be developed as a vibrant mixed-use transit supportive community. UGCs are planned to accommodate significant population growth and achieve a minimum density of 200 residents and jobs per hectare by 2031.

2.2 REGION OF HALTON OFFICIAL PLAN

The subject lands are designated 'Urban Area' and are within Milton's Built Boundary, Milton Urban Growth Centre and Milton Mobility Hub (Major Transit Station Area (MTSA)). The site is identified as a 'Strategic Growth Area' and is intended to generally achieve higher densities than surrounding areas.

2.3 TOWN OF MILTON OFFICIAL PLAN

The subject lands are designated 'Urban Growth Mixed Use Sub Area' within the UGC and MTSA and are identified as an 'Strategic Growth Area'.

High density residential, high density employment, major office, retail, commercial, institutional, hotel, recreation and community uses are permitted to a maximum height of 23-storeys.

2.4 TOWN OF MILTON ZONING BY-LAW

The subject lands are zoned Urban Growth Centre- Mixed Use (UGC-MU) in Zoning By-law 016-2014, as amended. The UGC-MU permits a number of residential, commercial, retail, office, entertainment and office uses to a maximum height of 8-storeys. As the proposed development is 20-storeys in height, a Zoning By-law Amendment is required.

2.5 MOBILITY HUB STUDY

In recognition that the existing policies of the Official Plan and existing zoning do not fully implement Provincial direction to maximize intensification in the vicinity of the Milton GO station, the Town initiated a "Mobility Hub Study" in April 2018. The primary goal of the Study was to provide the opportunity for higher density development and a greater mix of land uses, while protecting and appropriately integrating development with the surrounding neighbourhoods. The study was finalized and received by Council in August 2020. Staff prepared an Official Plan Amendment and Zoning By-law Amendment to implement the findings of the Study.

The Official Plan Amendment was approved by the Region in August 2022. The Zoning By-law Amendment was adopted by Council in September 2022 and is now subject to a 20-day appeal period.

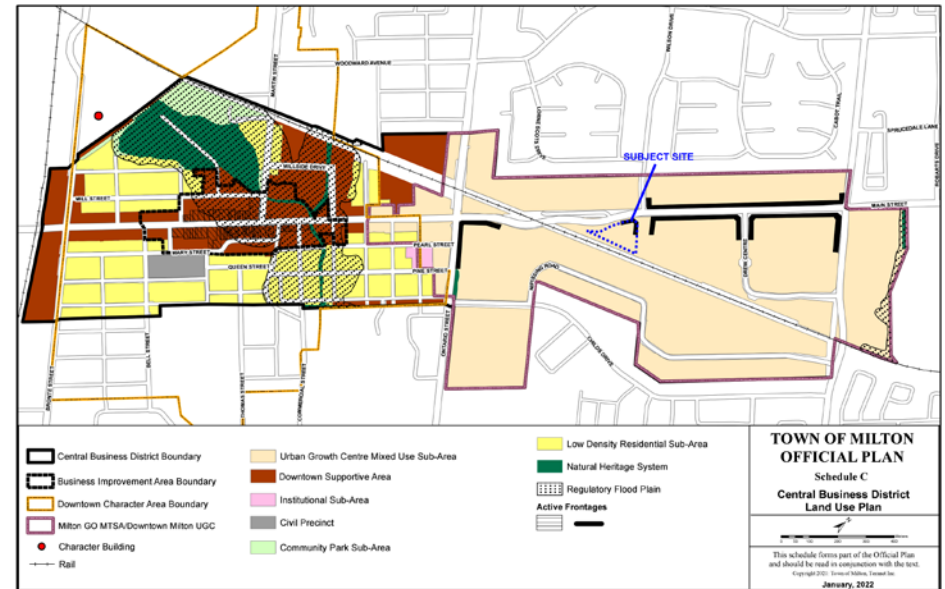


Figure 2: Milton GO MTSA/ Downtown Milton UGC Land use Schedule

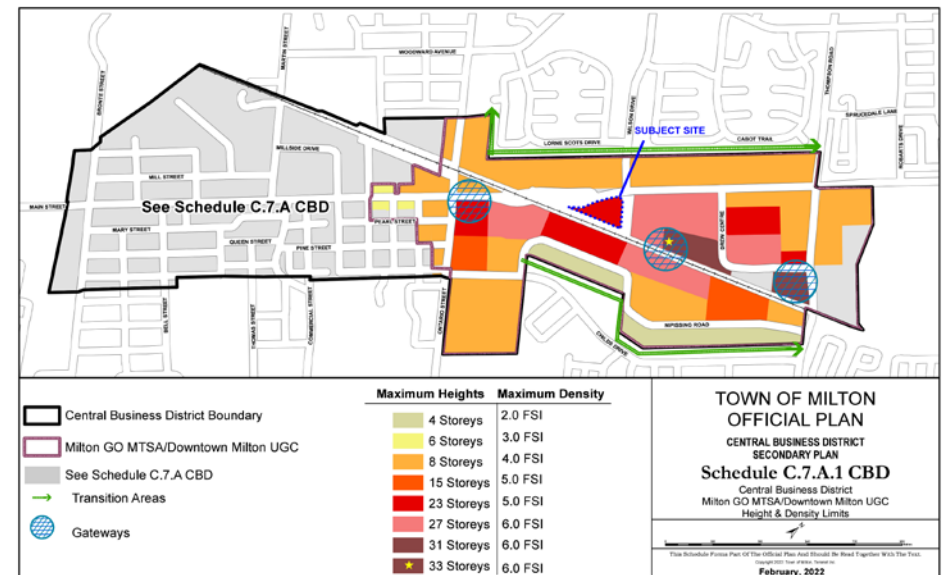


Figure 3: Milton GO MTSA/ Downtown Milton UGC Height and Density Limits

3.0 DESIGN OBJECTIVES – TOWN OF MILTON OFFICIAL PLAN

The Town of Milton Urban Design Strategy is structured to aid in the achievement of high standards in the physical design of the built and natural environment in the urban areas of Milton. These standards relate to overall quality, sense of place, environmental sensitivity, sustainability and safety. The goal is to ensure that any development proposal “is designed to achieve a high standard and to contribute positively in both built form and function to the built and managed environment of Milton”.

The design objectives for the proposed development include:

HIGH STANDARD OF ARCHITECTURAL DESIGN (2.8.2.2)

The proposed development has been designed to be compatible with and complement the existing and proposed pattern of urban development. The design of the proposed development incorporates stepbacks and setbacks to provide an appropriate transition to the existing neighbourhood and CP railway and enhance the pedestrian experience along the street.

SUSTAINABLE URBAN DEVELOPMENT (2.8.2.1)

The proposed development adheres to sustainable design principles and standards by providing transit supportive densities and a pedestrian oriented community that reduces the dependency on the automobile and encourages alternative forms of transportation.

IMPROVE THE CHARACTER OF URBAN STREETS (2.8.2.4; 2.8.2.5)

The proposed development will increase street activity by providing an ‘active frontage’ along Main Street East and Wilson Drive. The development facilitates the creation of a wider pedestrian boulevard with enhanced landscape and commercial uses at grade. A common community amenity area is proposed at the western limits of the site which will maximize the year round use, convenience and enjoyment of the street and open spaces for pedestrians.

BARRIER-FREE ACCESS (2.8.2.6)

The proposed development has been designed in accordance with Section 3.8 of the Building Code.

HUMAN SCALE (2.8.2.9; 2.8.2.10)

The six-storey podium actively fronts onto Main Street East and Wilson Drive through the inclusion of store fronts, windows, entrances and canopies. The podium is setback 5.8 metres from Main Street East ROW (approximately 12.0 metres from the backside of the curb line along Main Street East) to facilitate the creation of a wider pedestrian boulevard which increases pedestrian comfort and reinforces the human scale. Further, the towers are setback 3.6 metres from the podium edge along Main Street East to reinforce the human scale and minimize shadow and wind impacts. To provide continuity and visual interest in the streetscape, no vehicular accesses are proposed along Main Street East and a continuous streetwall is provided.

ENHANCE THE UNIQUE CHARACTER (2.8.2.13)

The proposed redevelopment of underutilized lands within the Urban Growth Centre on a pie shaped lot provides an opportunity to enhance the unique character of the Mobility Hub. The triangular building provides a unique built form that is well positioned due to the change in grade to become a ‘flagship’ development and prominent feature of the Milton skyline.



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

4.0 STRATEGIC POLICIES – TOWN OF MILTON OFFICIAL PLAN

The proposed development has been designed to:

COMPATIBILITY

Establish the contextual relationship of the proposed development to adjacent buildings, streets and areas (2.8.3.2).

Provide a transition between high and low profile buildings through the use of stepbacks, setbacks and landscaping features (2.8.3.9).

ACTIVE STREETScape

Promote pedestrian activity through stepbacks, areas of pedestrian refuge, street furniture and landscaping to encourage a comfortable human scaled environment (2.8.3.4).

Ensure the ease of human understanding of the proposed building and open spaces through the use of plant material to enclose the open space and continuous horizontal projections from the building façade within the first few storeys adjacent to street level (2.8.3.5).

Facilitate public accessibility through use of building and store front entrances and displays (2.8.3.12).

Provide at grade commercial/retail space integrated with the existing and proposed sidewalks along Main Street East and Wilson Drive (2.8.3.14).

Provide protection from weather elements through recessed ground floor facades along the pedestrian corridor (2.8.3.16).

PARKING

Provide surface parking behind the proposed building, at the rear of the property, to ensure the parking area is not highly visible from the street (2.8.3.27).

Locate the majority parking spaces within an underground parking structure.



Figure 5: Active Streetscape
Credit: Shoppers_on_Dundas,_near_Yonge.jpg; Ian Muttoodervative work: Pbsouthwood, CC BY-SA 2.0, via Wikimedia



Figure 6: Building Transition

MICROCLIMATE

Mitigate undesirable noise and wind conditions on streets and open spaces through the use of building design features, setbacks and setbacks (2.8.3.31).

Provide sheltered entrances and weather protected paths at grade between public sidewalks and building entrances to provide a comfortable pedestrian experience (2.8.3.34 & 2.8.3.35).

Reduce sun, wind and shadow impacts on adjacent properties and open spaces.

Incorporate sustainable design features that aid in reducing the development's environmental impact (2.8.3.38).

BARRIER FREE ACCESS

Provide barrier free access along pedestrian routes using barrier free features such as level surfaces, ramps, automatic doors, elevators, railings and rest areas (2.8.3.44 & 2.8.3.45).

Ensure barrier free features are well integrated into the functional and aesthetic building design (2.8.3.44).

VIEWS

Preserve and enhance important views to Downtown Milton and the Niagara Escarpment (2.8.3.39 & 2.8.3.40).



Figure 7: Appropriate Stepbacks and Setbacks
Credit: Cirrus - Erinschiedler, CC BY-SA 4.0, via Wikimedia Commons



Figure 8: Downtown Milton and Niagara Escarpment
Credit: Hozombel at the English Wikipedia, CC BY-SA 3.0, via Wikimedia Commons



Figure 9: Sheltered Entrances Example

5.0 TOWN OF MILTON TALL BUILDING GUIDELINES

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

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

"Higher density mixed use development is generally directed to the Urban Growth Centre. Additional mixed use development at higher densities is planned to occur within Secondary Mixed Use Nodes and Intensification Corridors, located at significant intersections and along major transit routes. Tall buildings are also encouraged at key locations within the urban area, especially at identified gateways and sites adjacent to major open space and institutional uses. Preferred locations will be close to the GO Transit Station and at the intersections of two Arterial Roads"

The proposed development is within the Urban Growth Centre and is in close proximity to the Milton GO Station, and therefore is an ideal location for higher density mixed use development.

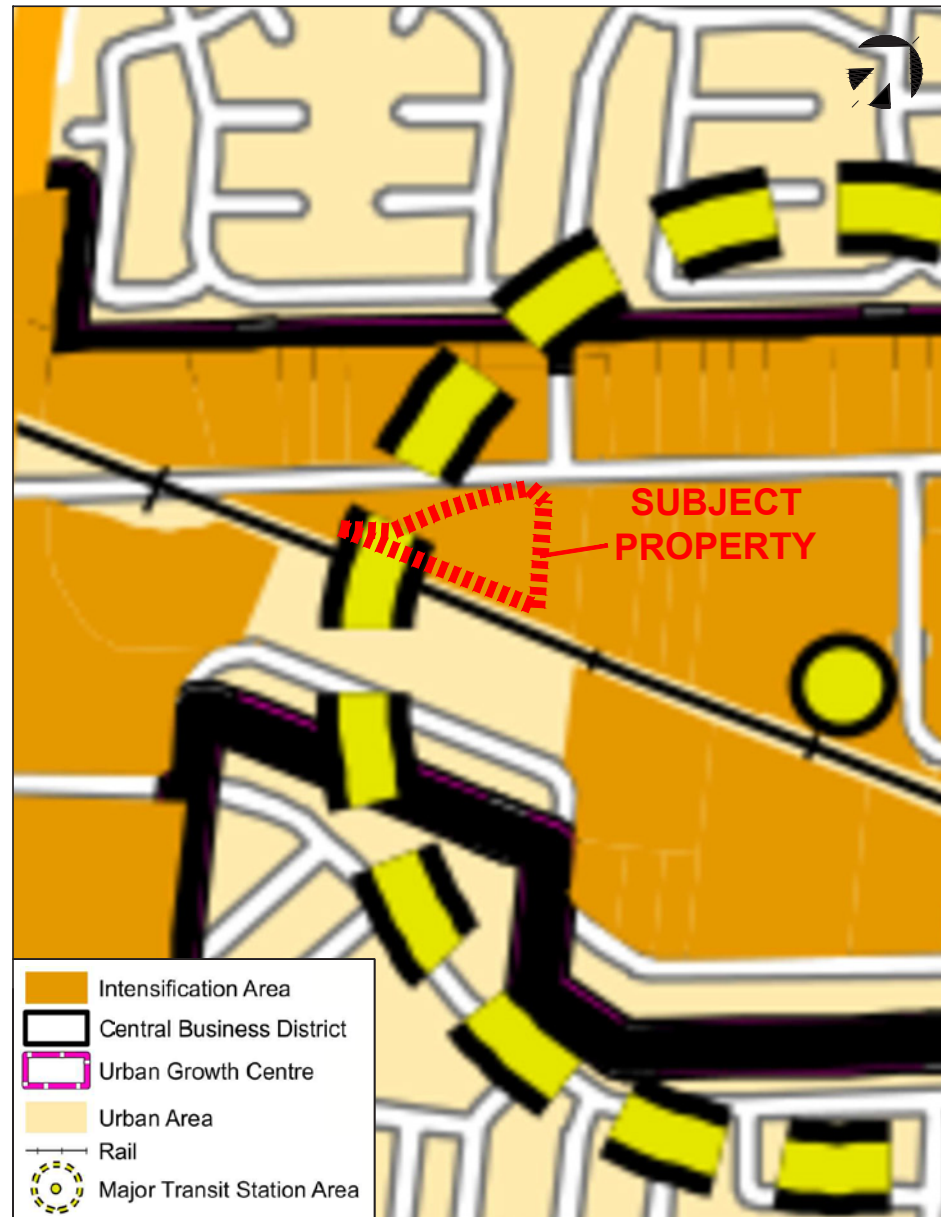


Figure 10: Milton Intensification Areas

5.1 SECTION 1.4 GUIDING PRINCIPLES: OPPORTUNITIES

The Tall Building Guidelines identify a number of opportunities that tall buildings can fulfill including:

INTENSIFICATION – Tall buildings can support healthy and sustainable communities by providing a critical mass of people close to jobs and transit;

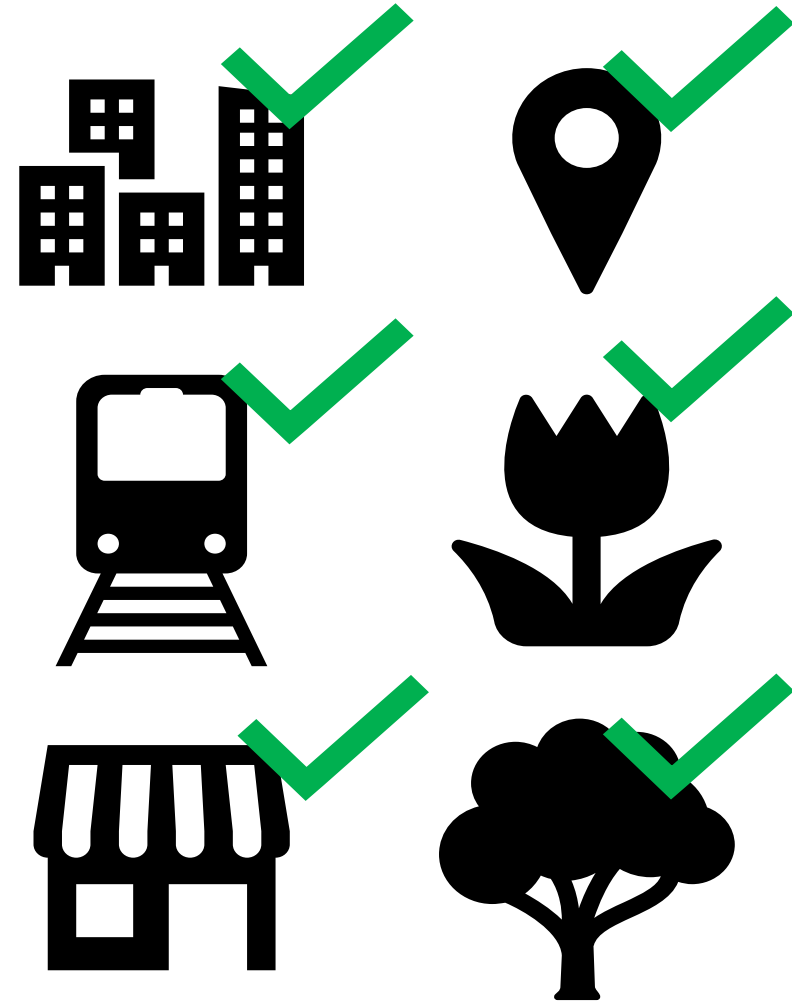
ACTIVE TRANSPORTATION, TRANSIT AND NEW MOBILITY – Tall buildings with mixed uses, required parking and amenities located close to transit & community services can help to reduce dependence on private automobiles;

MIXED USE – Tall buildings with mixed-uses can encourage sustainable lifestyles by allowing families and individuals to easily live, work, and play in the same locality;

LANDMARKS – Tall buildings can be iconic landmarks by punctuating the skyline and helping people to orient themselves in the town. Advances in design and construction enable built forms that are leaning, twisting, tapering and bending.;

SUSTAINABLE DESIGN – Appropriately located and well designed tall buildings can contribute to a sustainable future by using innovative building technologies, such as green roofs and renewable energy;

PUBLIC SPACE – Tall buildings can free up open space for other uses, such as parks or plazas, by fitting more homes on a smaller building footprint.



The proposed development will achieve all of the aforementioned Tall Building Guideline Opportunities by providing a mixed use development with a critical mass of people in close proximity to transit, services and amenities where families can live, work and play in the same area. The unique triangular building design coupled with the change in grade from downtown Milton ensures the development is well positioned to become an identifiable landmark development the community. The proposed development contributes to a more sustainable future by providing more homes on a smaller building footprint in close proximity to the GO Station, Milton Mall and Downtown Milton to create a more walkable and transit friendly environment.

5.2 SECTION 1.4: GUIDING PRINCIPLES: CHALLENGES

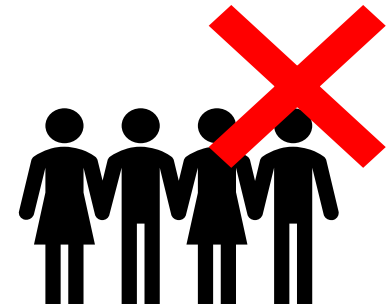
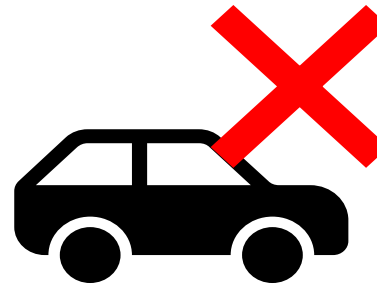
The Tall Building Guidelines identify a number of challenges that tall buildings can face including:

VIEWS AND VISTAS – Appropriately located and designed tall buildings can add visual interest to the skyline and frame new or existing views. But the impact in relation to views of the escarpment, historic landmarks, and the skyline must be carefully assessed.

TRAFFIC AND PARKING – In highly accessible locations, tall buildings can exploit opportunities for active transportation, transit and new mobility and may use flexible and innovative approaches for traffic demand management and parking.

TRANSITION TO SURROUNDINGS – By definition, tall buildings are usually taller than surrounding buildings and will assert their presence well beyond the boundaries of the actual site. However, tall buildings and the ground areas around them can integrate harmoniously with their surroundings provided that the design is in sympathy with and respects significant features and elements of the established neighbourhood.

PEDESTRIAN PERCEPTION AND COMFORT – Well separated slender towers stepped back from a podium base with shelter for weather protections, can have a human scale that contributes to pedestrian comfort and allows views of the sun and sky.



The design of the proposed development overcomes the aforementioned challenges by locating and designing the buildings to frame and enhance the view of the Niagara Escarpment and Downtown Milton. The towers are setback an additional 3.6 metres from the podium edge along Main Street East to ensure the continued protection of the view corridors into these areas. The proposed development incorporates stepbacks, setbacks and landscaping to provide an appropriate transition to existing neighbourhood and a comfortable human scaled pedestrian experience.

5.3 PODIUM DESIGN (2.1)

The podium of the proposed development has been designed to have regard to the following design guidelines:

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

The intent of the podium is to create a strong street edge along Main Street East by providing a continuous streetwall, with commercial uses and a high proportion of transparent windows and entrances at grade to activate the street.

The commercial (public) uses on the ground floor are serviced with full height floor to ceiling glazing which gives the appearance of openness. Windows for residential uses within the podium are discontinuous as a result of vertical banding to provide more opaqueness and differentiate between uses.

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

Entrances to the proposed development are located along the Main Street East and Wilson Drive frontage, adjacent to the municipal sidewalk. The podium overhang on the second level provides pedestrian shelter from weather elements and screens the tower from street level. Furthermore, the residential entrances will be de-marked from the commercial through alternative design treatments. The intent is to produce a unified facade but still distinguish between uses.

The maximum podium height will vary by location, but is not normally expected to exceed 4 to 6 storeys in order to achieve a satisfactory human scale;

The proposed podium is a maximum of six storeys in height and incorporates horizontal projections to provide an appropriate human scale. The podium is setback 5.8 metres from the Main Street East ROW to facilitate the creation of a wider pedestrian boulevard that increases pedestrian comfort and reinforces the human scale. The podium design incorporates several massing breaks and building materials to provide a streetwall that is reflective of the character of downtown Milton, giving the appearance of different buildings and provide visual interest at the street level.



Figure 11: Podium Rendering

5.4 TOWER DESIGN (2.2)

The building tower is considered the most physically and visually impactful component of any tall building. The towers of the proposed development have been designed to have regard to the following design guidelines:

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

The proposed development incorporates slender floorplates and provides a 26 metre separation distance between towers.

Towers positioned to preserve or frame important views of heritage landmarks or natural features;

The towers are setback 3.6 metres from the podium edge along Main Street East to maintain and enhance views into the Niagara Escarpment and Downtown Milton. Varying podium and tower setbacks are provided along the southern extension of Wilson Drive.

Vertical and horizontal articulation to create visual interest and reduce the apparent mass;

The building design incorporates a number of vertical and horizontal projections to provide visual interest and reduce the perceived building mass.

Slender point towers with compact floorplates are preferred to maximize views and create narrow shadows;

The point tower design was chosen to maximize views of the Niagara Escarpment and Downtown Milton and to reduce shadow impacts on the surrounding area. The point tower typology is ideal as it allows the sun to penetrate through the site and shadows to track quickly.



Figure 12: Tower Rendering

5.5 BUILDING TOP (2.3)

The building top of any tall building is important to add visual interest to the skyline and assist in wayfinding and orientation. The building top of the proposed development has been design to have regard to the following design guidelines:

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

Mechanical equipment is screened from view and stepped back from the floor below to minimize its visual impact.

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

A combination of vertical and accent features will be used to integrate the entire building design.

Upper floors terminate the tower with a distinctive crowning feature, integrated with the overall design;

The building top is integrated into the overall building design and includes vertical architectural features to provide a distinctive crowning feature.



Figure 13: Building Top Rendering

5.6 PUBLIC AND PRIVATE OPEN SPACE (2.4)

Public and private open spaces are important to ensure seamless integration of tall buildings into the surrounding area to maximize accessibility and permeability. The private and public open spaces of the proposed development have been design to have regard to the following design guidelines:

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

Parking is mostly provided underground with small surface parking area located at the rear of the site and screened by the buildings.

Direct pedestrian connections to nearby transit and other community facilities;

The proposed development provides pedestrian connections through sidewalks and open spaces to nearby transit stops, commercial uses and a number of amenities.

Plazas at corner sites designed to encourage pedestrian activity, public art, sidewalk cafes, etc.;

While not technically considered a corner, a common community amenity space is proposed at the western quadrant of the site in the location proposed through the Mobility Hub Study. It will provide an area of pedestrian refuge from a long extension of sidewalk without any pedestrian breaks or connections. The amenity space will act as a mid-block/pedestrian connection connecting to development along the north side of Main Street East, downtown Milton and the Milton Mall and serves as a connection through the site to the Milton GO Station. Multi season plantings, seating and shading will be installed to ensure the plaza will be enjoyed year round.

The preliminary design satisfies the Town of Milton's Tall Building Guidelines. It is expected that the guidelines will be addressed in greater detail during the Site Plan Approval stage.

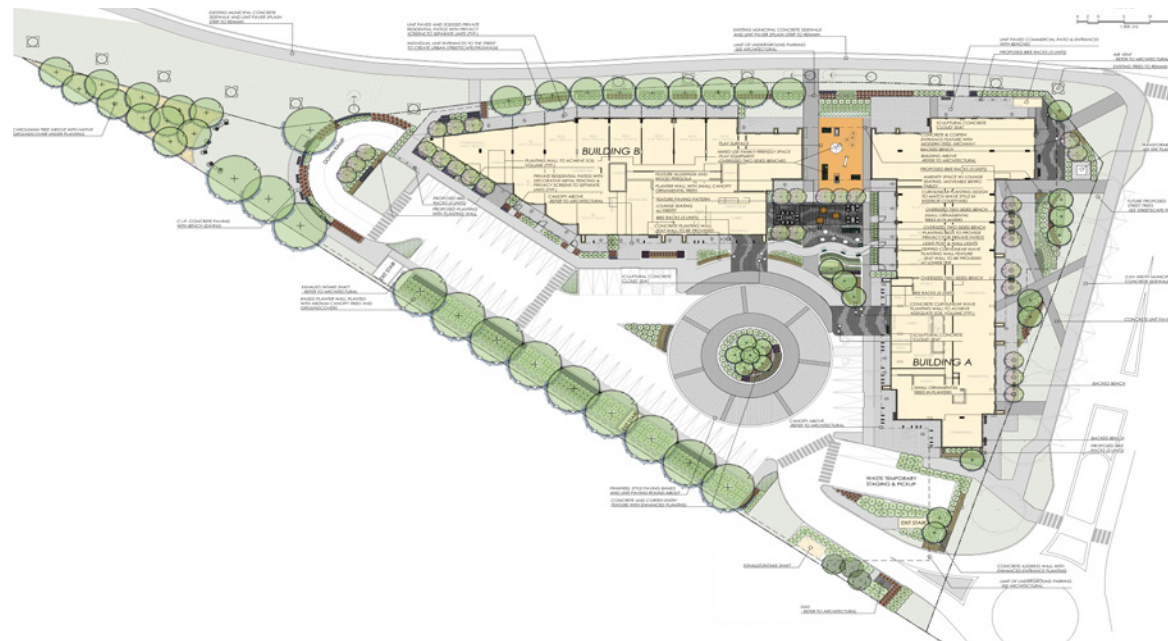


Figure 14: Conceptual Building Rendering

6.0 MOBILITY HUB URBAN DESIGN GUIDELINES

On August 24, 2020, the final Mobility Hub Study was presented and received by Council. A set of Urban Design Guidelines were prepared as part of the Mobility Hub Study and have not yet been adopted by Council. The Policy Directions Report was presented to Council on April 12, 2021 where staff were directed to prepare Town-initiated Official Plan and Zoning By-law Amendments to implement the findings of the Study. As this document presents the Town's proposed design vision for the Mobility Hub, the proposed development shall have regard to its principles and guidelines. In particular, it will be developed with the following principles in mind:

Balanced, Safe and Efficient Mobility

The proposed development has been designed to accommodate all forms of transportation in a safe and efficient manner. The podium will be setback 5.8 metres from the Main Street East ROW to facilitate the creation of a wider pedestrian boulevard and a more comfortable pedestrian realm. The podium setback along the future Wilson Drive ROW varies in width, narrowing as you approach the rear of the site.

Strong Visual and Physical Connectivity

Two mid-block connections are proposed and will provide convenient pedestrian connections through the site to Main Street East, Wilson Drive and the Milton GO Station. A POPS is proposed at the western quadrant of the site and will provide a strong connection to the public realm. The building has been sited to preserve views into Downtown Milton and the Niagara Escarpment.

Walkable and Inviting Public Realm

The podium has been setback to facilitate the creation of a wider pedestrian boulevard. The tower has been setback 3.6 metres from the podium edge along Main Street East to reinforce a pedestrian scaled streetscape and reduce visibility of the towers at grade. Commercial uses and a POPS is proposed and will activate the street. In particular, the POPS will provide an inviting area of pedestrian refuge from the narrow pedestrian path beneath the CP Railway overpass.



Figure 15: Main Street East Revitalization Rendering From Mobility Hub Urban Design Guidelines

Intensification at and Appropriate Scale and Form

The proposed development provides transit supportive densities in the primary zone that incorporates appropriate setbacks and stepbacks to reduce the perceived building mass and provide an appropriate transition to the existing community.

Mix of Uses in the Primary and Secondary Zones

The proposal will provide a mix of residential and commercial uses which aids in the creation of a complete community.

Design Excellence

The proposal is located in a highly visible location in the primary zone, on a pie shaped lot. The design of the development will respond to the scale and materiality of the existing and planned neighbourhood to ensure the development of a well designed building, attractive streetscape and enhanced views.

Strategic and Holistic Approach to Parking Supply

The proposed development seeks to implement a reduced parking rate which incentivizes and makes use of the existing Milton GO Transit Services. The majority of parking will be provided underground with a small surface parking area provided at the rear of the site. Vehicular access to the parking areas is provided off of Wilson Drive.

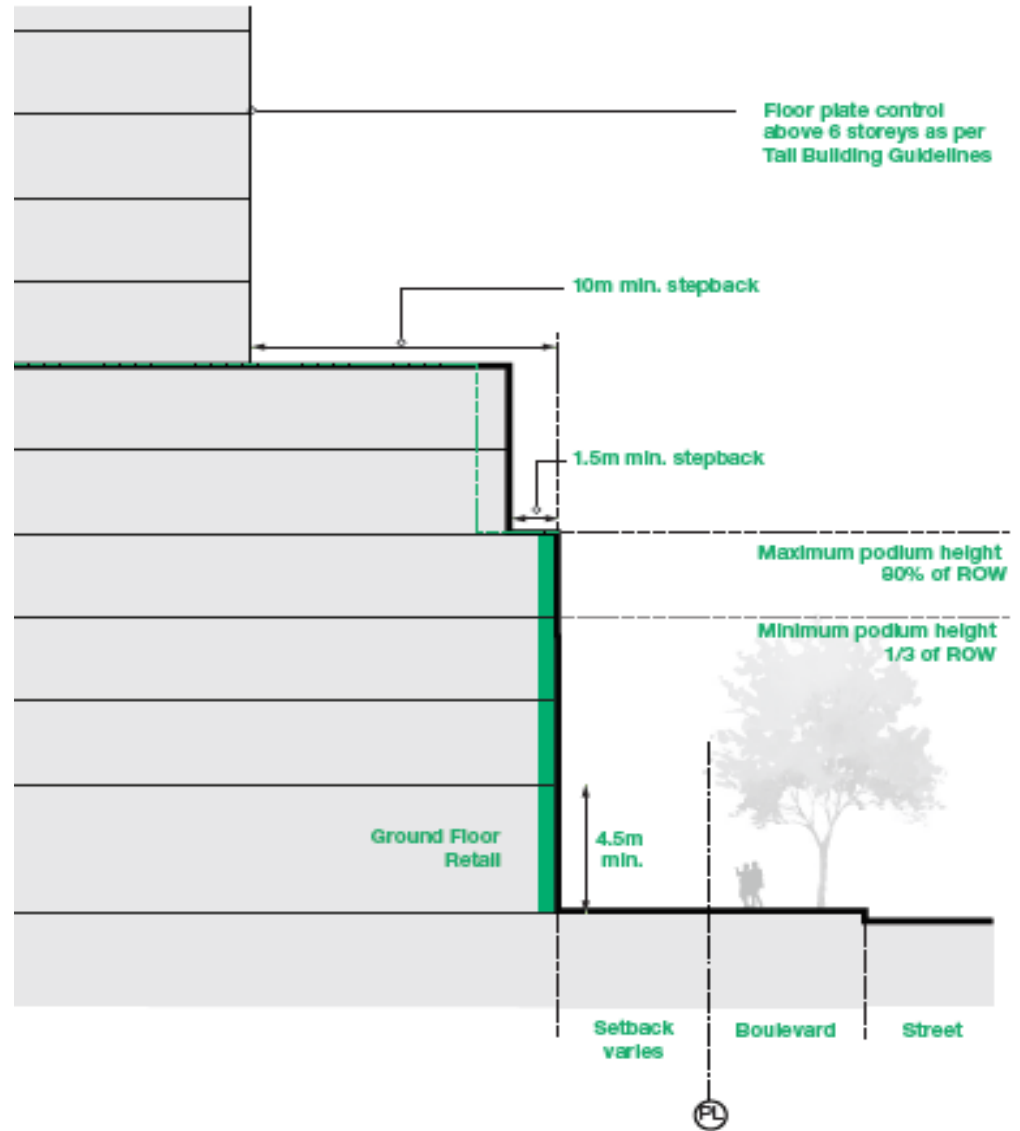


Figure 16: Main Street East Transition From Mobility Hub Urban Design Guidelines

7.0 SITE AND DEVELOPMENT CONTEXT

7.1 SITE

The subject lands are located at the southwest quadrant of Main Street East and the future southern extension of Wilson Drive, abutting the Canadian Pacific (CP) rail line, within the Town of Milton Urban Growth Centre and Major Transit Station Area. Main Street East will act as the spine of the Mobility Hub and a landmark street with wide sidewalks, street trees, store-front patios and active building frontages. The extension of Wilson Drive will facilitate the creation of a direct busway from the station area and connects to a new east-west pedestrian-priority street.

The site is currently vacant and covered with new vegetation. There is currently no access point to the site. A future access point will be provided off of the future extension of Wilson Drive.

The site is well positioned between two commercial plazas: Milton Mall to the West and the Milton Common to the east, and is within walking distance to many everyday amenities including a grocery store (Real Canadian Superstore), shops, banking, restaurants, coffee shops, etc. Additionally, leisure and recreational amenities are in close proximity. The subject lands have views into Downtown Milton and the Niagara Escarpment.



Figure 17: Aerial Photograph

7.2 SURROUNDING LAND USES

North: Immediately north of the site is Main Street East followed by low density commercial/employment uses and low density residential;



Figure 18: Surrounding Land Uses to the North

South: Immediately south of the site is the CP railway/GO Transit line followed by industrial and commercial uses, 101 Nipissing (location of active development application for high density residential uses) and low density residential uses;



Figure 19: Surrounding Land Uses to the South

East: To the east of the site is Habitat for Humanity Thrift Store, commercial and existing and future high density residential uses and the Milton GO Station. The future location of the of the Milton GO station building is approximately 110 metres from the property (\pm 325 metres to existing GO Station).



Figure 20: Surrounding Land Uses to the East

West: To the west of the site Canadian Pacific / Milton GO Line, beyond which are industrial and commercial uses, followed by Ontario Street South.



Figure 21: Surrounding Land Uses to the West

7.3 TOPOGRAPHY AND NATURAL FEATURES

The topographic survey of the site indicates that grade of the site gradually decreases by approximately 1.0 metre from Main Street East frontage to the CP Railway fence.

There are no significant trees on site. There are several existing small boulevard trees along Main Street. The landscape plan will retain the healthy trees where possible, and where not, the trees are of a small enough size to be transplanted to fit with the proposed development.

7.4 TRANSPORTATION SERVICES

Main Street East currently borders the site to the North and is classified as a multi-purpose arterial road with a 35 metre ROW and consists of a two lane east-west with a shared turning lane, bike lanes and pedestrian sidewalks on both sides of the street. The bike lanes are proposed to be extended from Wilson Drive to Thompson Road to improve connectivity to Downtown Milton. The future extension of Wilson Drive is proposed along the eastern border of the site and is planned to be a busway. The proposed development will share the proposed north leg of the extension of Wilson Drive to provide access to the site.

The subject lands located in close proximity to the Milton GO Station. Currently, the Milton GO Station provides quick and convenient rush-hour service to/from downtown Toronto (Union Station), including a stop at Kipling Station, providing exceptional connections to Toronto's core via public transit, bike sharing and/or on foot. Metrolinx plans to provide more frequent rush-hour service from Monday to Friday, with the ultimate goal of providing all-day, two-way service. Additionally, Milton GO Station is serviced by all nine local Milton transit routes, making regional and local commuting possible.

In 2017, the Ministry of Transportation announced improvement plans for the Milton GO Station including a new station building, upgraded parking lot, accessible connections to train and bus platforms, upgrades to infrastructure and improved pedestrian connections and bike storage. The subject lands have ready access to the Milton GO Station and will benefit from the above improved services. The Milton GO Station improvements makes access to regional and local transit services easy and efficient for future residents and, therefore, reduces automobile dependency.



Figure 22: Existing Vegetation and Natural Features

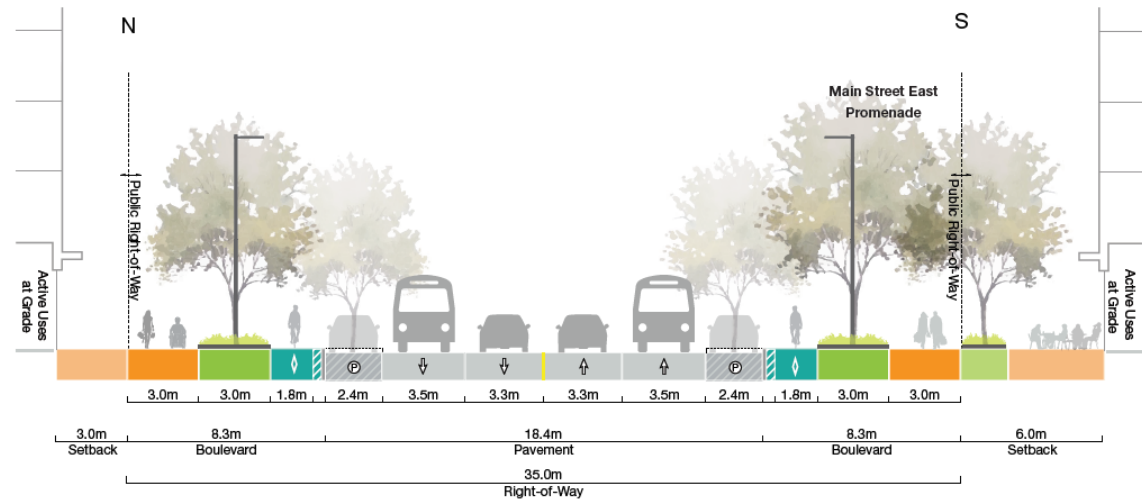


Figure 23: Main Street East ROW

7.5 COMMUNITY SERVICES

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

1 Milton Mall

Located to the west of the subject site, on the south side of Main Street East, east of Ontario Street South, the mall provides a variety of restaurants, retail shops, food markets, offices and professional services.

2 Milton GO Station

The Existing GO Station is located approximately 325 metres east of the site and provides inter-regional transit services with connections to Union Station in Toronto and other neighbouring communities. The GO Station is also served by all nine local Milton transit routes, making regional and local commuting possible.

3 Milton Common Shopping Centre

Located approximately 360 metres to the east of the site, the Milton Common Shopping Centre provides a food markets, restaurants, retail shops, banks and professional services.

4 Milton Public Library/ Milton Centre for the Arts

Located approximately 715 metres to the east of the site, the Milton Public Library/ Milton Centre for the Arts provides arts and culture programming, library services and other events.

5 Lions Sports Park

Located approximately 740 metres to the east, the Lions Sports Park offers a variety of recreational activities and community facilities. Venues include an ice skating arena, multi-purpose rooms and sports fields.

6 Downtown Milton

Located approximately 400 metres to the west, Downtown Milton offers a variety of restaurants, retail shops, community facilities, offices and professional services.

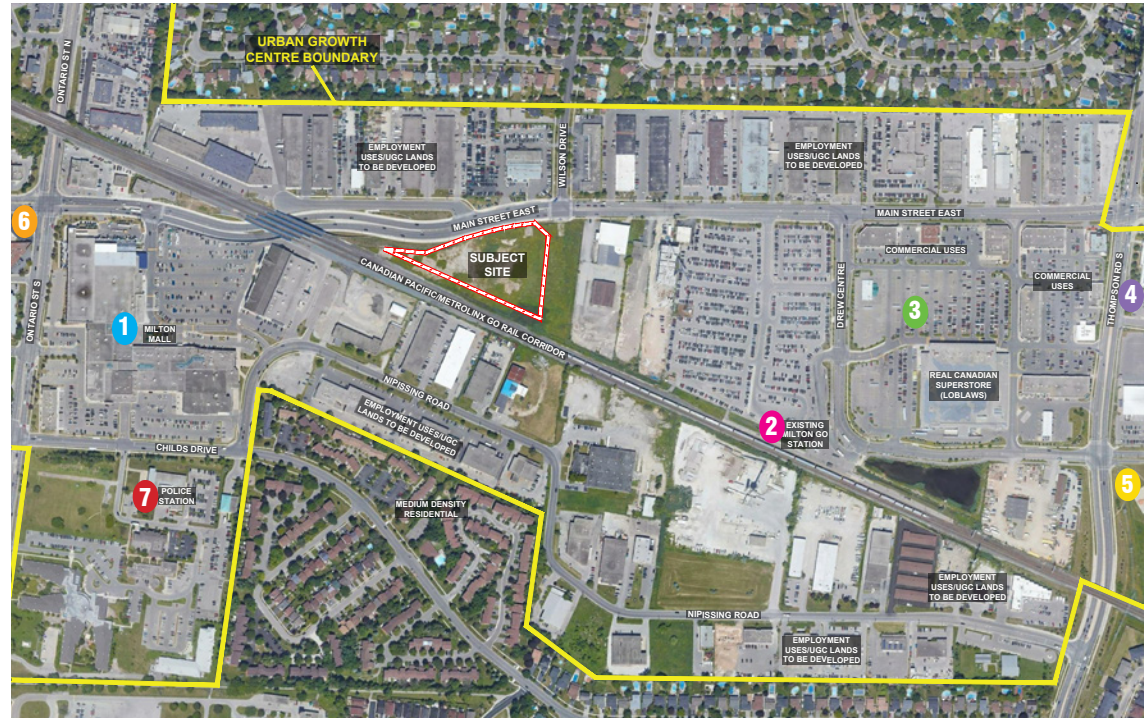


Figure 24: Community Services Map

7 Halton Regional Police Station

Located approximately 390 metres to the southwest, the Police Station offers emergency and community services.

7.6 DESIGN OPPORTUNITIES AND CONSTRAINTS

SITE CONSTRAINTS

CP Railway – 30 metre setback to habitable space

Access to the Site – Limited access to the Site via Wilson Drive

Noise and Traffic – Additional noise and traffic concerns due to proximity to CP Railway

Streetscape- Existing streetscape lacks a consistent street frontage along Main Street East due to the variety of uses and development types.

Grade – The change in grade from the east to west side of the tracks is fairly significant from the pedestrian realm.

SITE OPPORTUNITIES

Intensification – Intensifies an underutilized site near the GO Station with a mix of residential and commercial uses

Views - Contains views to the Niagara Escarpment and Downtown Milton.

Pedestrian Connections – Served by an existing well connected pedestrian network with amenities and services located within a 5 to 10 minute walk.

Transit – The site is in close proximity to the Milton GO Station, served by inte-regional and local transit services. The proposed development will provide transit supportive densities to further support the viability of existing and future transit services.

Location – Highly visible location presents an excellent opportunity to facilitate the creation of a landmark building in the Urban Growth Centre.

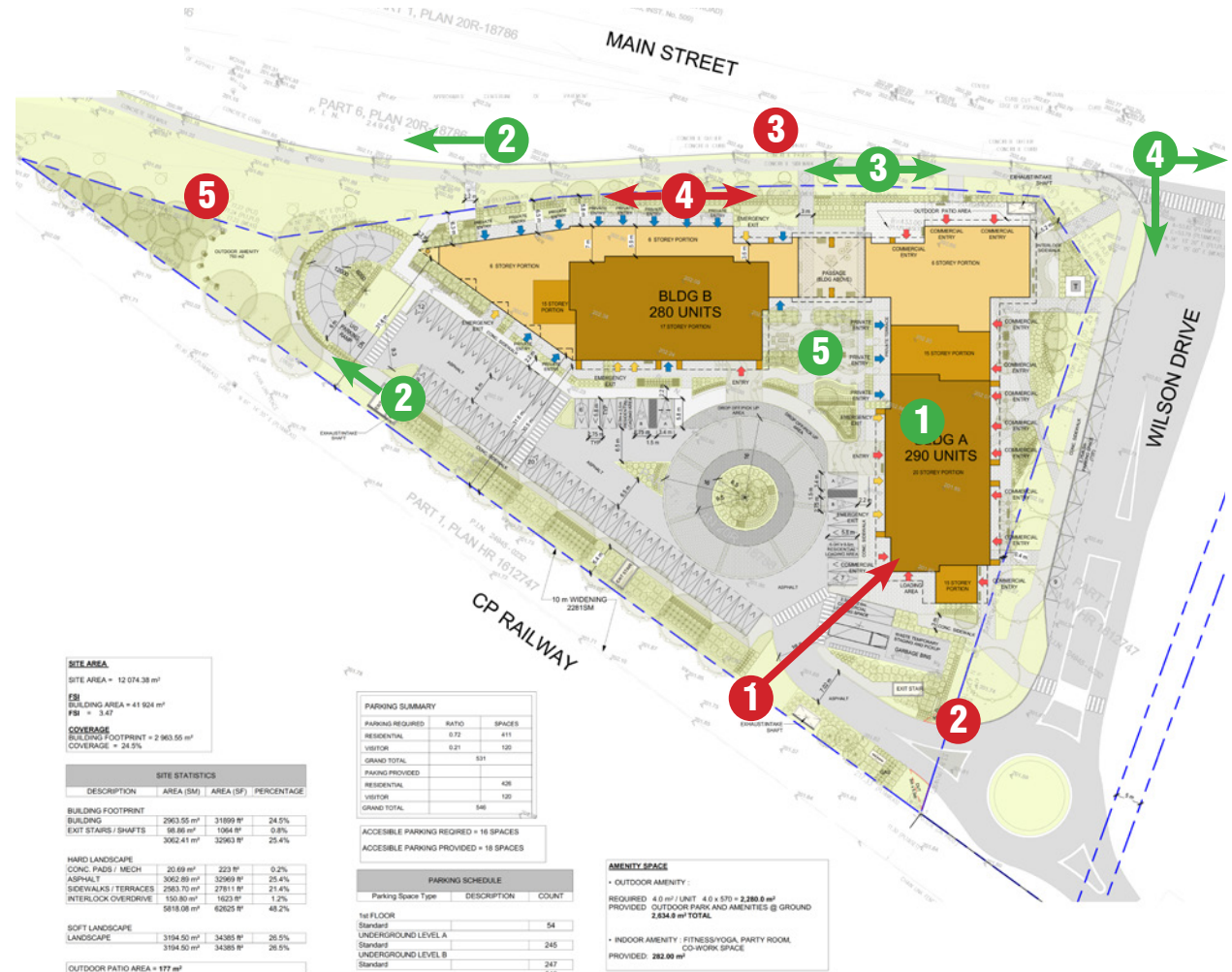


Figure 25: Opportunities and Constraints

8.0 SITE LAYOUT AND DESIGN

Building Location and Orientation – The proposed development is sited to front onto both Main Street East and the future extension of Wilson Drive. The proposed development incorporates setbacks and stepbacks from both street frontages to maximize views, minimize shadow and wind impacts and reinforce a pedestrian scaled streetscape

Access and Circulation – Access to the site will be gained from the future extension of Wilson Drive and will not disrupt pedestrian sidewalk connectivity along Main Street East. An internal private road with a turning circle will provide access to the surface parking spaces at the rear of the site and the ramp to the underground parking structure. Two mid-block pedestrian connections are proposed: between building A and B and at the western border of the site. This will facilitate convenient pedestrian access to Wilson Drive, Main Street East and the GO Station.

Entrances – Primary building entrances will be located off of Main Street East and Wilson Drive and will connect to the existing pedestrian network to increase connectivity and safety.

Parking and Loading– 54 surface parking spaces are proposed at the rear of the site screened from view from the public street. Two levels of underground parking are proposed and will provide approximately 492 underground parking spaces. Shared visitor/commercial spaces will be provided. A loading space will be provided within the surface parking area, interior to the site.

Setbacks – A 5.8 metre setback from the Main Street East ROW to the Podium and meets the intent of Mobility Hub Urban Design Guidelines to provide a wider pedestrian boulevard. The setback from the podium to the Wilson Drive ROW varies and narrows as you approach the rear of the site. A minimum 30.0 metre railway setback to habitable living space has been maintained, consistent with the Town's Zoning By-law and Canadian Pacific Railway's development guidelines. The towers are setback 3.6 metres from the podium edge along Main Street East to maximize views into the Niagara Escarpment and Downtown Milton. Varying podium and tower setbacks are provided along the southern extension of Wilson Drive.

Connectivity – The provides direct connections to the existing vehicular, cycling, transit and pedestrian network. The future extension of Wilson Drive is intended to act as a busway for Metrolinx and transit stops are in close proximity to the site.

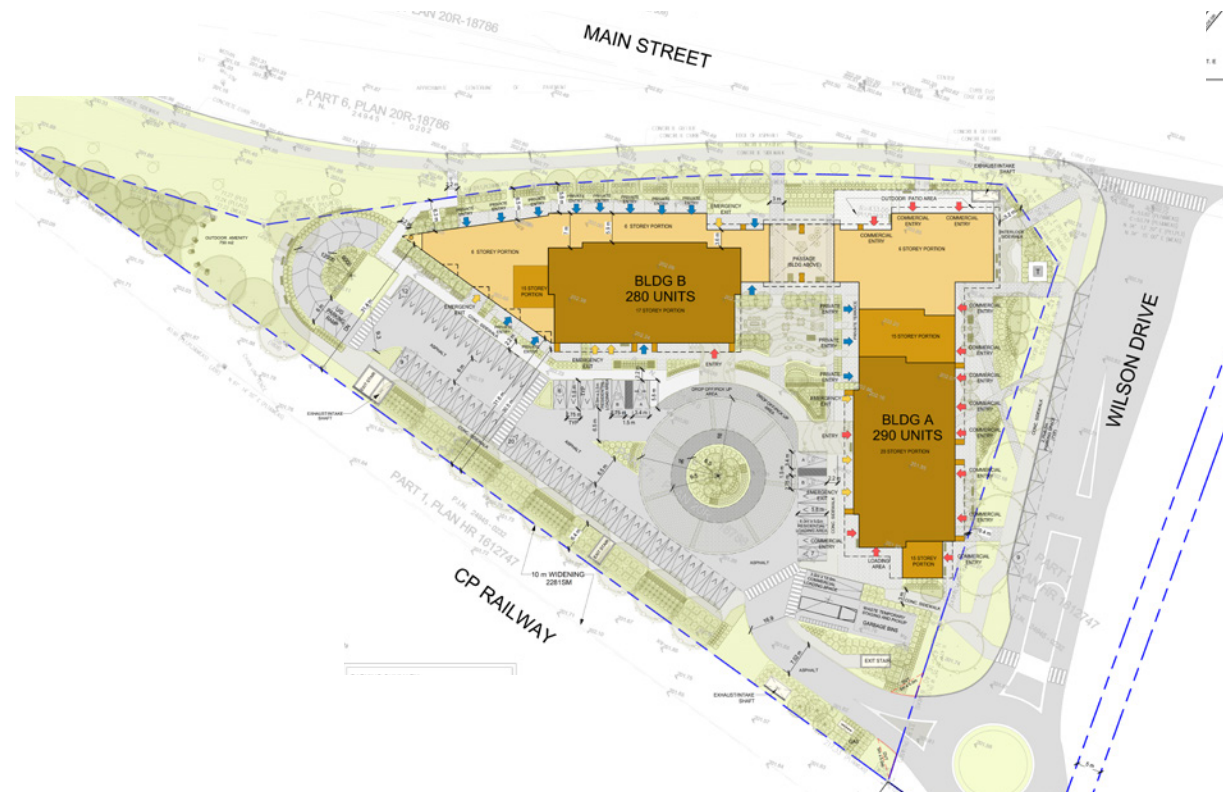


Figure 26: Conceptual Site Plan

9.0 PUBLIC REALM FRAMEWORK

Views and Vistas - The towers have been sited to ensure views of the Niagara Escarpment and Downtown Milton will be maintained.

Linkages - Two mid-block pedestrian connections facilitate convenient pedestrian access to the proposed POPS, Main Street East, Wilson Drive, GO Station and nearby services and amenities.

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

Privately Owned Public Space and Amenity Area - A communal outdoor amenity area is provided at the western quadrant of the site and will act as an area of pedestrian rest and refuge. It will include seating areas and multi-season planting to create a comfortable and visually interesting space that can be enjoyed year-round. Private indoor amenity areas are provided on the ground floor of the mutual podium.

Transition - Stepping back the tower from the podium along Main Street East and Wilson Drive, provides a human scale pedestrian experience and mitigates shadow and wind impacts on the surrounding neighbourhood.

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



Figure 27: Conceptual Rendering

Universal Design - The buildings will also be designed to meet the Ontario Building Code (OBC) accessibility standards. Pedestrian pathways are proposed to be free from obstructions and Barrier-Free accesses will be well integrated into the building design. All Barrier-Free parking spaces will be located in close proximity to Barrier-Free entrances.

10.0 BUILT FORM

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

Podium Design - Upper floors are setback from the 6-storey podium base in order to provide a human scale pedestrian environment and mitigate wind impacts at street level.

Building Massing and Heights – The proposed development consists of two point towers with respective heights of 17 and 20-storeys. Both towers are situated on top of a mutual 6-storey podium and are setback 3.6 metres from the podium edge along Main Street East with the majority of building massing directed to the centre of the site. Tower B (17-storeys) is located at the pie shaped corner of the site and Tower A (20-storeys) is located adjacent to the future Wilson Drive extension, closer to the CP railway tracks. The location of Tower B at the triangular corner of the site, facilitates the creation of a triangular shaped tower which will act as a landmark building in the community. Both towers are stepped back and not visible from grade, reducing the perceived building mass from street level.

Transition in Scale - The upper floors are setback from the podium base and incorporate setbacks above the 15th floor to ensure compatibility with the existing neighbourhood, reduce wind impacts and provide a human scale environment.

Tower Spacing - A generous separation minimum separation distance of 25 metres has been provided between towers to minimize shadow and wind impacts

Building Materials and Architectural Elements - The proposed development will utilize high quality and durable finishes such as aluminum panels, curtain wall and pre-cast panels in areas of high impact and public use. The structure will implement architectural accents and a variety of building treatments to provide visual interest and signify its role as a landmark building the community. Further details regarding the building materials and architectural elements proposed will be provided at the detailed design stage.



Figure 28: Conceptual Rendering

11.0 SHADOW ANALYSIS

A Shadow Impact Study was prepared and submitted in support of the development application. The Shadow Impact Study found that the proposed development conforms to the Town of Milton Shadow Impact Analysis Guidelines and therefore, the development proposal will not have significant negative impact on the surrounding residential properties. The point tower design ensures that sunlight is maximized to the neighbouring properties by producing narrow shadows that move quickly across the terrain. The shadow impact analysis of public sidewalks, plazas, parks, school yards and non-residential areas on September 21 demonstrates the opposing sidewalks will receive five hours of continuous sunlight (between 10 am and 3pm) and exceeds the criteria specified in the Town of Milton Guidelines. The shadow impact analysis of residential amenity spaces on September 21 indicates no impact on surrounding residential properties. Based upon the analysis we suggest that the proposed design will not have a significant negative effect on this neighbourhood.

Below is the excerpt of the shadow analysis for September 21st.

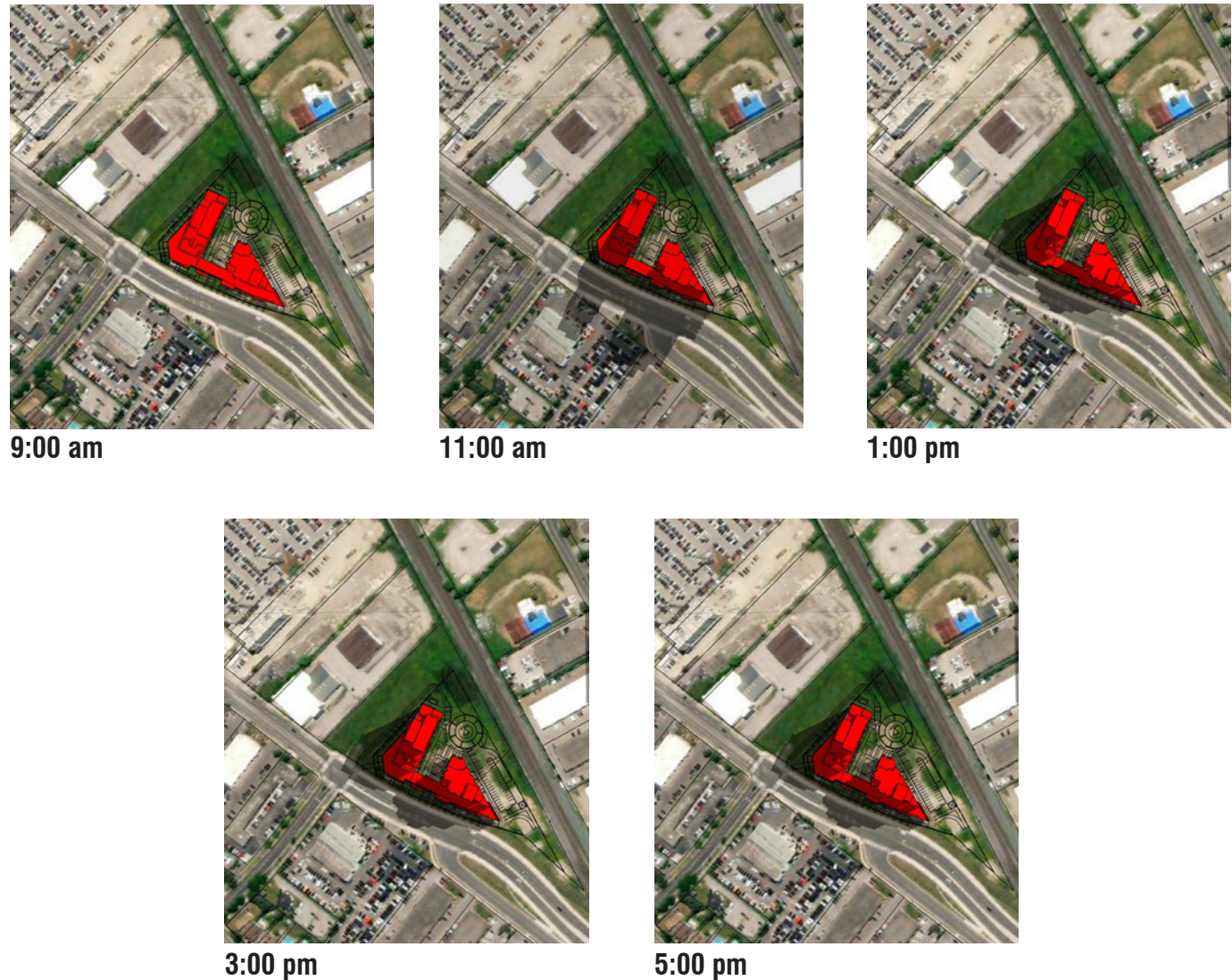


Figure 29: September 21 Shadow Impact Analysis

12.0 CONCLUSION

The purpose of this Urban Design Brief is to provide design rationale in support of the Official Plan and Zoning By-law Amendment applications. The proposed development adheres to the Town of Milton Official Plan, the Urban Design Objectives and Strategies and the Tall Building Guidelines.

Key Urban Design Objectives achieved include:

- *A High Standard of Architectural Design* which ensures the proposed development is compatible with and complements the existing neighbourhood built form through the use of setbacks, stepbacks, building massing, positioning and building materials;
- *Improved Street Character* along Main Street East by providing active building frontages, ground floor commercial/retail uses, wider pedestrian boulevard and areas of pedestrian refuge;
- *Barrier-Free Access* as the development has been designed in accordance with Section 3.8 of the Building Code;
- *Human Scale Design* by providing appropriate building stepbacks above the 6th and 15 floors, reinforce a pedestrian scaled streetscape.
- *The Enhancement of Urban Character* has been achieved by developing underutilized lands within the Urban Growth Centre on a pie shaped lot with a unique triangular shaped building that is well positioned to become a prominent feature of the Milton skyline.

Careful thought has been put into how the site integrates with the public realm to improve the built form character and create a strong relationship between buildings. We believe the proposal achieves the best practices of urban design and architecture by providing a high quality, comfortable, human scaled and aesthetically pleasing building.



Figure 30: Conceptual Rendering

FIGURE REFERENCES

Figure 1: Prepared by KNYMH Inc.

Figure 2: Retrieved from the Town of Milton Official Plan

Figure 3: Retrieved from the Town of Milton Official Plan

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

Figure 5: Shoppers_on_Dundas_near_Yonge.jpg: Ian Muttotooderivative work: Pbsouthwood, CC BY-SA 2.0 <<https://creativecommons.org/licenses/by-sa/2.0/>>, via Wikimedia Commons

Figure 6: Prepared by KNYMH Inc.

Figure 7: Erinschiedler, CC BY-SA 4.0 <<https://creativecommons.org/licenses/by-sa/4.0/>>, via Wikimedia Commons

Figure 8: Hozombel at the English Wikipedia, CC BY-SA 3.0 <<http://creativecommons.org/licenses/by-sa/3.0/>>, via Wikimedia Commons

Figure 9: Prepared by KNYMH Inc.

Figure 10: Retrieved from the Town of Milton Official Plan

Figure 11: Prepared by KNYMH Inc.

Figure 12: Prepared by KNYMH Inc.

Figure 13: Prepared by KNYMH Inc.

Figure 14: Prepared by Adesso Design Inc.

Figure 15: Retrieved from the Mobility Hub Urban Design Guidelines

Figure 16: Retrieved from the Mobility Hub Urban Design Guidelines

Figure 17: Prepared by Korsiak Urban Planning

Figure 18: Retrieved from Google Earth

Figure 19: Retrieved from Google Earth

Figure 20: Retrieved from Google Earth

Figure 21: Retrieved from Google Earth

Figure 22: Retrieved from Google Earth

Figure 23: Retrieved from the Mobility Hub Urban Design Guidelines

Figure 24: Prepared by Korsiak Urban Planning

Figure 25: Prepared by KNYMH In and Korsiak Urban Planning

Figure 26: Prepared by KNYMH Inc.

Figure 27: Prepared by KNYMH Inc.

Figure 28: Prepared by KNYMH Inc.

Figure 29: Prepared by KNYMH Inc.

Figure 30: Prepared by KNYMH Inc.